

In and out among the hundreds of to erect a church in every center of small islands in the Sea of Japan a lit- Baptist work.

tle white ship threads its way on a nevother way.

The ship, like the itinerant preacher sented to them by men of their own and the circuit rider of the old days, race who are competent to present ft night well be envied by American ers and pastors who can command at churches with better advantages. Na- tention." tives flock to hear the messages deliv- Careful consideration is being given

ered on its deck preacher who will take his place.

There are 33 churches of the Baptist every other point." 15 new churches immediately and later der their own leaders.

"The people of Japan are ready to er ending crube of Christianity. It is listen to the gospel," a recent report of the Church of the Fukuin Maru, and it the field survey committee of the carries the gespel message to thou- Northern Baptist Convention says. sands who could not be reached in any "Their faith in the old religions is broken. But the gospel must be pre-

makes port in lonely out of the way in a strong, intelligent way. We must places. It dispenses a hospitality that have thoroughly trained Japanese lead-

the housing of the Christian church in The Fuku a Marn is the only floating Japan so as to win the respect of the Baptist church in the world, and it is people. "A rented store in a side street regarded by members of that denomi- does not command the respect of the nation as one of the most unique ef- Japanese any more than it does of the forts of the Christian missionary move- Italians in New York," the report ment. For years it was commanded by states. "Our fine institutional church Captain Luke Bickel, who recently building, the Tabernacle in Tokyo, died, and now the Northern Baptists ought to be duplicated at every imporare endeavoring to find a captain- tant center, and attractive, dignified houses of worship should be erected at

faith in Japan, with a total member- The Baptists are endeavoring so far ship of 3.651. Plans have already been as possible to develop complete indeoutlined, however, for the building of pendence of the Japanese churches, un-

R. R. RATES MUST. **BE ADJUSTED**

Loui of the Wharton School of Finance on the Need of Good Railroad Credit.

TO MAKE INVESTMENT SAFE

National Authority on Bailroad Trans portation Says Roads Must Be Self-Supporting or Become

Bankrupt

In an address on "The Railroad Puzzle." delivered in Philadelphia, January 3, Dr. Emory R. Johnson, dean of the Wharton School of Finance, and one of the nation's leading authorities on railroad transportation, declared that "after the first of March the companies must be self-supporting or become bankrupt." Continuing, he said :

"Can the railroads be successfully financed and operated when they are returned to their owners? For two years the government has drawn upon the public treasury to sustain the credit of carriers.

"If the carriers avoid failure their income must cover operating expenses, maintenance and capital charges; if the companies succeed to the extent that is demanded in sublic interest, they must not only be able to meet unavoidable expenses, they must have some surplus revenue.

"If there is no income to be used in part for betterments and in part for building up a surplus or reserve fund, the public will not invest in the railroads, their credit cannot be re-established and maintained and corporate ownership and operation of the railways will fail.

"The income of the carriers is determined by public regulation, and properly so; but from this it follows that the country must decide between a policy of adequate revenues to the railroad corporations of the future and a policy of government ownership.

"The government is entitled to credit for having given greater unity to railroad operation, both line and terminal It has done much that the carriers were prohibited from doing. The public now realize that co-operation of the carriers in the joint use of equipment and terminals should be encouraged, instead of prevented.

"The railroad legislation now pending in Congress must solve many diffi-

cult questions, but the most critical one is that of providing for the future regulation of railroads in accordance with a policy that will cause the carriers to secure revenue sufficient to enable them to perform their services adequately and with progressive efficiency. The railroad business must be made attractive to private investments or the country will have to adopt government ownership and operation of the railroads. There is no other alternative.'

INCREASED WAGES TOOK 97% OF INCREASED RATES.

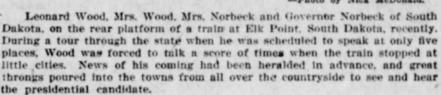
Increases in freight and passenger rates made during federal control amounted to \$1,835,000,000 when applied to the traffic moved up to July 31, 1919, while the increases in wages applied to the number of employees and the hours or days worked in July, 1919, amounted to \$1,774,800,000, or 97 per cent of the revenue from the increased rates, according to a statement complied by the Interstate Commerce Commission at the request of Senator E. D. Smith of South Carolina and presented by him in the senate on December 29.

Employment by many American communities of visiting nurses has inspired foreign mission societies to plan similar work, and a training school is being developed at Moulmein (Burma) Hospital for Women, so that Burmese villages may have similar workers.



-Photo by Nick McDonald.

Mrs Leonard Wood.





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