

Baptist Ship Is on Christianity Cruise



In and out among the hundreds of small islands in the Sea of Japan a little white ship threads its way on a never ending cruise of Christianity. It is the Church of the Fukuin Maru, and it carries the gospel message to thousands who could not be reached in any other way.

The ship, like the itinerant preacher and the circuit rider of the old days, makes port in lonely out of the way places. It dispenses a hospitality that might well be envied by American churches with better advantages. Natives flock to hear the messages delivered on its deck.

The Fukuin Maru is the only floating Baptist church in the world, and it is regarded by members of that denomination as one of the most unique efforts of the Christian missionary movement. For years it was commanded by Captain Luke Bickel, who recently died, and now the Northern Baptists are endeavoring to find a captain-preacher who will take his place.

There are 23 churches of the Baptist faith in Japan, with a total membership of 3,671. Plans have already been outlined, however, for the building of 15 new churches immediately and later

to erect a church in every center of Baptist work.

"The people of Japan are ready to listen to the gospel," a recent report of the field survey committee of the Northern Baptist Convention says. "Their faith in the old religions is broken. But the gospel must be presented to them by men of their own race who are competent to present it in a strong, intelligent way. We must have thoroughly trained Japanese leaders and pastors who can command attention."

Careful consideration is being given the housing of the Christian church in Japan so as to win the respect of the people. "A rented store in a side street does not command the respect of the Japanese any more than it does of the Italians in New York," the report states. "Our fine institutional church building, the Tabernacle in Tokyo, ought to be duplicated at every important center, and attractive, dignified houses of worship should be erected at every other point."

The Baptists are endeavoring so far as possible to develop complete independence of the Japanese churches, under their own leaders.

R. R. RATES MUST BE ADJUSTED

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

TO MAKE INVESTMENT SAFE

National Authority on Railroad Transportation 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 public 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 compiled 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 Moumein (Burma) Hospital for Women, so that Burmese villages may have similar workers.

SHE MAY BE NEXT FIRST LADY



Mrs. Leonard Wood.



—Photo by Nick McDonald.

Leonard Wood, Mrs. Wood, Mrs. Norbeck and Governor Norbeck of South Dakota, on the rear platform of a train at Elk Point, South Dakota, recently. During a tour through the state when he was scheduled to speak at only five places, Wood was forced to talk a score of times when the train stopped at little cities. News of his coming had been heralded in advance, and great throngs poured into the towns from all over the countryside to see and hear the presidential candidate.

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