

Every Christian a Missionary.

As the Father has sent me, even so I send you, John (20:21) "Go ye therefore and make disciples of all nations." Matthew 28:19. These scriptures from the commission given by the founder of christianity to his disciples, hence to us, to carry on the work which Christ our Lord has given. As the Father had a purpose in view when He sent His son into the world, even so the son had a purpose in view when he said, "Go into all the world, 'As my father hath sent me into the world to do his will, so I send you to tell others of him who hath sent me.'" Jesus does not send us on his authority, but gives us to understand that had the Father not sent me, neither would I have you. Every true missionary is a Christian and every true christian is a missionary. The very nature of christianity demands that Christians be missionaries. To have Christ is to have the founder of missionary work. Every member of the church (regardless of denominational creed) of God shows the responsibility of this commission and must answer to God for themselves for the faithful performance of their duty. The Christian can never complete or fill his mission, that is, be relieved from responsibility, until, like Paul, he can say, "I have finished my work." In order for this commission to be accepted, men and women must be consecrated to God. I do not mean men or nations, but men and women individually. The call to Christian service is not to the church or community, or nation, but is an individual call, and involves individual responsibilities that will bring each person before the judgement seat of Christ to answer for what he has done, or has not done.

Do we realize as we should our duty when it comes to the extension of the kingdom of our Lord as individuals? I fear not. Do we realize the fact that God singles us out and places upon us certain responsibilities? Do we realize the fact that God says to each of us, "Go, work, pray?" If you realize this then which part falls upon you? Has God called you to "go?" By all means obey at any cost, Paul says "woe is me if I preach not the gospel." Are you called to work? then work with willing hands. Are you called to give? Do it cheerfully, for God loves a cheerful giver. Can you only pray? then pray earnestly. Thank God there is something for all to do. Even those who are poorer than the widow can have a part in this commission; they can pray. But let not those who can "go work" or "give" content themselves with only praying. Remember the widow was able to give, and she gave, and God blessed her. If you are able to give, then give; your charitable act will be recorded, and will be a source of joy to you through eternity. Many are able to give, but they would rather pray; many are able to go, but they had rather work; many are able to work or give, but they had rather go. The Lord wants each in his place to do his duty. Let none be so presumptuous as to ignore the wisdom of God and step out of his calling like this humble scribe. Where God has placed you there work. The chief business of the church is to save souls; in fact, the disciplining of the nations is God's reason for the church. So long as men and women are in need of a Savior, her greatest concern is to "go out into by-ways and hedges, and compel them to come to carry the angel's message." "A deliverer is come" therefore "peace on earth, and good will to men." Missionary effort is the life of the church, for how can souls be born into the kingdom of God without a knowledge of God's kingdom? How will they get this knowledge? From the missionary. So every Christian stands responsible to the church entire to bring dying men and women in touch with a living God. A Christian is responsible to God and to the church, and furthermore, he is responsible to the world. Paul realized that he was debtor both to the Greeks and the Barbarians, to the wise and unwise (Rome 1:14) He owed the world something. What was it? He owed the world his best service. And every Christian to-day is debtor to the measured world just as Paul was? No this is not a world of flowery beds of ease. Wake up! Paul realized what it meant to be missionary—a Christian. He, like Moses, had respect unto the recompense of reward. Though trials beset his way, and much persecution was waged against him, yet all these could not hinder him from his search for souls. Paul could never say his work was done until at the execution block he could see his end. Then he said, "I have finished my course." He laid down an aged, abused, scarred and worn body, but Christ will bring him forth with a glorious body at his appearing. The gospel of Christ is destined

to reach the uttermost parts of the earth, but how is it to get there except by missionary effort and true untiring Christian endeavor. The gospel is sent to the whole world, and christians are commissioned to carry it to them. The gospel claims the world, and the world needs, yea, calls for the gospel. The world can have the gospel if Christians do their duty. The high and low, the rich and poor, the ignorant and the learned, all need the gospel and our commission says, "Go make them disciples. Christians the gospel that transformed you into the image of Christ, is it yours to keep? Will you hide it away? It is not yours; it belongs to others; pass it on, and on, and on, keep it going, burning, shining; and thus starting from you, this glorious, transforming power will go from heart to heart, transforming and making new, diffusing the knowledge, spirit, and image of Christ until eternity only can sum up the good you have done. Blessed are the dead that die in the Lord from henceforth yea saith the spirit that they shall rest from their labors, and their works do follow them. (Rev. 14:13) Christians, do you know that the gospel of Christ begets in men a lively hope and enshrines their divine destiny! By all means tell the story or help others who will tell it. The appeal to the mission cause is open now. Let each one of us realize what a privilege we are enjoying, and let's make a special effort to raise the amount that the convention has assessed us by the time the books close which is in November.

Yours,
G. L. Timmerman.
Modoc, S. C.

The International "Ben Hur."

London acknowledged herself as vanquished in the art of stage production when Klaw and Erlanger's great spectacles "Ben Hur" was presented at the Theatre Royal, Drury Lane last January. Even the critics whose caustic pens have punctured American hopes of dramatic glory in the English metropolis many a time and oft, found themselves unable to pick a flaw in the new production of General Wallace's play. With one voice the press and the public hailed this spectacle as the greatest ever shown in London even on the historic stage of Drury Lane, where the Christmas pantomimes for more than a hundred years have been considered the acme of stage beauty and spectacular surprise. Not even Sir Henry Irving's splendidly dressed revivals of the Shakespearean classics, nor Sir Beerbohm Tree's productions at His Majesty's have ever equalled the realism and beauty of the Klaw and Erlanger presentation of "Ben-Hur." It was the determination of these gentlemen to show the British public that America leads in the art of stage equipment as she leads in many of the other arts and crafts, and they have succeeded beyond their greatest expectations. The production of "Ben-Hur" shown in London was that which was seen last year at the New Amsterdam Theatre, New York. The season at Drury Lane has just closed, the Wallace spectacle having made a phenomenal run of six months. The engagement just ended was the second which "Ben-Hur" has played in London, the first occurring eleven years ago, in 1902, just at the time of the death of Queen Victoria, which cast a gloom over England, but the cloud did not dim even at that time the success of "Ben-Hur." However, in its present revival in England, it has eclipsed in every manner and degree its former artistic and financial success.

This mighty production has been brought back to America and will be staged at The Grand, Augusta, Friday and Saturday nights matinee, Nov. 21 and 22.

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RUNS OVER ICE FIELD

ROADBED OF ALASKAN RAILROAD RESTS ON GLACIER.

Builders Admit Situation Has Its Perils, Though There is Little Danger of Sudden Catastrophe—Minor Accidents Frequent.

An Alaskan railroad, the Copper River & Northwestern, runs for nearly seven miles over the lower end of the Allen glacier, partly covered in this part with moraines and vegetation, although at points the ice is visible. In an article contributed to La Nature, says the Literary Digest, Prof. Laurence Martin, chief of the National Geographical society's Alaskan expedition, describes this part of the road and recounts the dangers that is running in its risky location. Fortunately, glaciers move slowly, and there is little peril in any sudden catastrophe. Writes Professor Martin:

"During our visit in 1909 the ice was visible on six of the railroad cuts on the terminal glacier; it was no longer seen a year later, although it could be brought to light by digging slightly. In 1909 the railroad had been built on a sort of a shield of moraine ballast encased in the ice, which had been opened up with dynamite. It was found to be seriously changed in 1910, the sinking due to the melting of the ice varying from two to three feet in one place and to six or even eight feet in others. . . . The railroad men had endeavored to repair the damage by filling in. . . .

"Nowhere else in the world—at least to our knowledge—has a railroad line been constructed for nearly seven miles on the edge of a still active glacier. Here the layer of ballast which supports the ties and rails lies directly on the ice, and not, as at the Heney glacier, several miles to the north, on a solid moraine.

"This perilous situation gives rise to continual accidents; sometimes the melting of the ice displaces the profile of the road; sometimes there are formed new streams, which involve a readjustment of the whole system of support; once even the abutment of a bridge slid 16 inches toward the river, and a new one had to be built. As these difficulties are renewed every summer, it is very expensive to maintain the way, and the speed of the trains must be kept very low, although the passengers are never in danger, as a very close watch is necessarily kept of the road.

"What makes the upkeep of the road still more risky is the possibility of a forward movement of the glacier. The road would be destroyed and all traffic stopped, for there would be no possible way of getting out. After the period of immunity of 67 years, which is attested by the vegetation, a movement of this kind may take place any day."

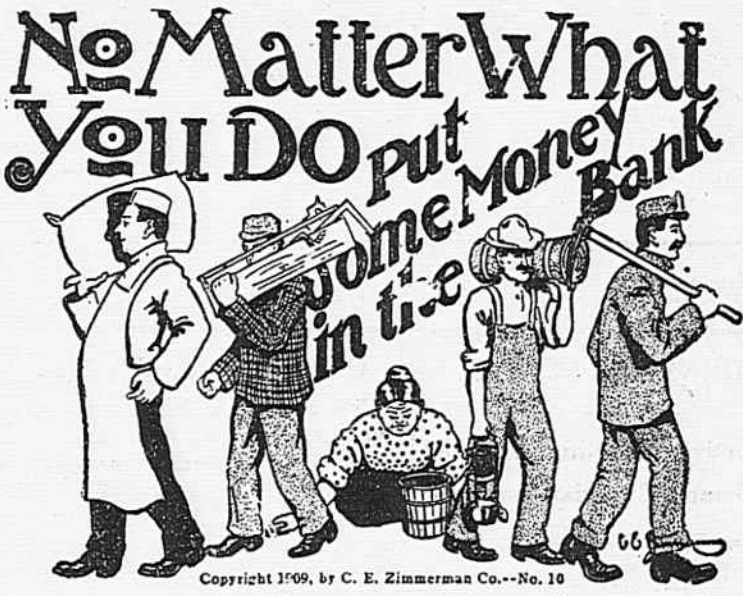
Improving Australian Railroads.

Standardizing rail gauge on the railroads in the continental states of Australia is proving costly through delay in pushing the work forward, according to a recent report now in the hands of the federal government. The report of the engineers in chief recommends the adoption of a uniform gauge of 4 feet 8½ inches (the existing New South Wales gauge) on the grounds of the comfort and convenience of passengers, the facility of transfer of troops and merchandise, and the reduction of rolling stock. Owing to the huge cost of bringing about complete uniformity, it is suggested that as a preliminary step the through lines from Fremantle to Brisbane (including the trans-Australian line now under construction) should be converted to 4 feet 8½ inches at a cost of \$60,710,000. The engineers strongly urge that the work of conversion should be begun without delay, and it is pointed out that in 1897 the estimated cost of converting the 5 feet 3 inch gauge lines in Victoria and South Australia to the 4 feet 8½ inch gauge was only \$11,800,000 against \$35,475,000 at the present time.

Expanding Screw to Spike Rails to Ties

For attaching rails to ties on railroads a Frenchman has invented a screw that is said to hold tighter than anything yet devised. It is in two parts: First a hollow screw, open at the lower end, slit a short distance up the sides and having a worm inside as well as outside. This is screwed into the hole in the tie. Into it is screwed the second part, which is a solid screw, conical in shape. As this is driven home it forces the lower end of the hollow screw apart, making it spread and become wider below than above, thus biting the wood of the tie in a way that makes it inextricable.

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