

Goliath the Gittite." In this passage a comparison with 1 Chron. xx: 5, shows the error; for here we read: "Elhanan, the son of Jair, slew Lahmi, the brother of Goliath the Gittite." And then there are a few passages which no scholar of our time will deny are plain interpolations wilfully inserted, at first probably in the margin of the manuscript and then in the text itself. 1 John v: 7, 8, is an instance of this: "For there are three that bear record (in heaven, the Father, the Word and Holy Ghost: and these three are one. And there are three that bear witness in earth), the Spirit and the water and the blood: and these three agree in one." All the words in parenthesis are an evident interpolation in favor of the Athanasian doctrine of Tri-unity. These are only a few instances out of many. How any scholar or any body of men supposed to be familiar with the Bible, in view of such facts, can pronounce a brother a heretic for stating that the text of the Scriptures is not free from errors is a mystery.

REAL ESTATE IN PALESTINE.

As an illustration of the progress of the Holy Land, the American consul at Jerusalem, according to an exchange, quotes some interesting figures. He says:

Twelve acres sold in 1890 for \$35 per acre, sold in 1892 for \$2178; seven acres, sold in 1886 for \$363 per acre, sold in 1892 for \$6534; two acres, sold in 1886 for \$1200 per acre, sold in 1892 for \$3000; half an acre, sold in 1881 for \$200, sold in 1892 for \$3700; one acre, sold in 1872 for \$40, sold in 1892 for \$12,000; two-thirds of an acre, sold in 1886 for \$100, sold in 1891 for \$3600; one acre, sold in 1865 for \$1000, sold in 1891 for \$24,000. These are not in one section or locality, but in different directions about the city, varying from one-fourth of a mile to one mile distant from the town.

Nor is Jerusalem the only place in Palestine where land is becoming valuable. From a private letter from a resident in Haifa it is learned that actual preparations are being made for the construction of a railroad to Damascus. The little Arabian city is consequently booming and land that a few years ago might be had for almost nothing is now commanding high figures. The same is the case in Jaffa. But this is only a beginning. The time cannot be far distant when the places mentioned will become important in the commercial world and the adjacent country correspondingly valuable.

ON TO THE EAST.

The more or less occulted fact that there is a land of vast scope and great promise just beyond the fringe of civilization bordering the further East is beginning to receive attention from the thoughtful. A writer in *Der Stern* of Wessen of Vienna speaks of what is going on there as one awaking from a vivid dream, and then, rubbing his eyes, looks out upon the world to convince himself that it was not a mere deception of the fantasy.

The ex-dreamer sees before him a Russian railway map and he reads—Kizil Arvat, Goktepe Askabad, Ted-

schen, Amu-Darya, Bokhara, Samarkand, etc., with Merv in bold capitals, right in the middle of the serpentine line. Merv, once the "queen of the world," and in latest years best known as the headquarters of thieves, robbers and beggars, of the knights of the desert, and of priests holding long-winded discourses on ritual washing and close-shaving; a city involving more danger for the traveler than the interior of Africa or the North Pole: And now? "Merv station, 769 versts from the Caspian Sea, 228 versts from the Amu-Darya." Here, says the writer, is a triumph of civilization, achieved with but little clamor. The traveler now takes the Oriental express from Vienna to Constantinople—a two-days' journey; goes thence by ship to Batoum in two and one-half days; then by wagon in twenty-four hours through Trans-Caucasus to Baku, on the Caspian sea, and crossing the Caspian by steamer, reaches Uzun Ada on the east coast after a voyage of eighteen hours. Onward thence by the Trans-Caspian railway, which brings him in forty-two hours to the Amu-Darya, the Oxus of the ancients, right in the heart of central Asia.

A ten days' journey from Vienna to the gates of Bokhara is pronounced one of those realized fables to the credit of modern enterprise and the appliances of modern civilization, and the way it came about is thus related: For many centuries past the Turcomans who roamed over the whole region from the Oxus to the Caspian led an independent, robber life. Russia had gradually acquired a footing in Turkestan proper and on occasion engaged in expeditions from the east coast of the Caspian, notably against Khiva, but in the later seventies, the Turcomans harassed their brethren under Russian protection—the Jomud Turcomans—and even the Russian fishing settlements on the Caspian. With the object of chastising the marauders, the Russians advanced upon the so-called Achal oasis with Kizil Arvat as their aim, but with disastrous results, until the "White General" Skobelev, "Ak Pasha" the Turcomans called him, appeared on the scene. Like a whirlwind he swept over the country, stormed the fortress of Goktepe, and filled its ditches with thousands of the Turcoman slain. The fame of Ak Pasha, the invincible, was borne on the winds to farthest Merv; but after the triumphs of 1880 there was a change of policy at St. Petersburg. Skobelev was recalled, and the expeditionary troops fell backward to their permanent quarters on the Caspian sea and in the Caucasus. Five years later the unexpected happened: the Turcomans of Merv voluntarily placed themselves under the scepter of the czar, the Trans-Caspian railway was at once begun and successfully carried through in defiance of the great difficulties presented by the shifting sands of the desert and the absence of water for long distances. The price was naturally fabulous, and at times as many as 30,000 Turcomans were employed in the work of construction.

The project, as we are well aware, was at first stigmatized as a rash and unprofitable one from any point of view, military or commercial; but that these conclusions were more or less if

not altogether shortsighted is beginning even thus early to be plainly manifest.

As to the military importance of the railway, before it was begun at all Tchernaleff wrote: "The transportation facilities are so low that, in case of a conflict with England, an army of 200,000 men with their equipments, would require three years from the declaration of war before they could be brought into the field." As is shown from the facts the general erred widely in his calculations. He calculated on six trains of sixteen cars, while in 1886 the rolling-stock consisted of 84 locomotives, 922 freight cars, 489 open freight wagons, and numerous other vehicles. With an average speed of 25 versts, present appliances would admit of at least six times as great a capacity as Tchernaleff calculated on.

However, it is not the subjugations by war but rather those to be achieved by peaceful agencies that should receive the most attention. It is possible and even probable that there will be a great conflict in Europe before very long and the region spoken of would doubtless be the theater of a good deal of it; but meantime and thereafter the work of building up and civilizing will be the subject of the greatest interest and we hope to see it grow unimpeded.

WE MUST HELP OURSELVES.

One of the firms engaged in the woollens trade in this city has received an order for \$2000 worth of home-made goods. It is rarely that anything of this kind happens, and a strange commentary upon our prevailing methods as relates to political economy that when it does happen the order should come from abroad, the one spoken of having come from San Francisco. The encouragement so far received from the home market has been not only limited but on a strictly retail basis, giving manufacturers the benefit of only small sums and necessitating a multitude of transactions, each as expensive to them as a larger one, to realize anything of consequence at all.

The fact that it is a slogan of the Republican party that calls for a home market for home products is neither here nor there to the News; it is something that requires more systematic and more general application in Utah as a means of self-advancement and a higher degree of substantial prosperity, and thus we would endorse and uphold the principle were it a Democratic, a Populist or any other party cry. Not only must there be a home market for home-grown products and home-made fabrics, but such market must be made as nearly as possible the exclusive one as relates to imports. There are many things that we cannot produce at all and many more that we cannot produce enough of; and we shall not have attained an exactly correct mercantile standard until these are the only articles of import. To arrive at it we must first cultivate the best and then manufacture the best in all lines, as in some, notably most of the woollens, we are doing now. Then let those who are engaged in the business of produc-