

THE GEOGRAPHY

OF

THE GATES.

BY PHILO-ISRAEL,

Author of "The History of the House of Israel Told for the Children;"

"Are the English People the Lost Ten Tribes of Israel?" &c., &c.

Editor of "The Banner of Israel"

With Map and Illustrations.

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I Dedicate

THIS LITTLE BOOK TO

L. P.,

A WELL KNOWN AND ESTEEMED WRITER IN

"THE BANNER OF ISRAEL,"

IN GRATEFUL MEMORY OF A FRIENDSHIP WHICH

HAS ENDURED FOR SEVERAL YEARS,

AND OF HELP IN LITERARY LABOURS, HIGHLY VALUED

BY MYSELF AND GREATLY USEFUL

TO THE CAUSE WE BOTH HAVE SO MUCH AT HEART.

PHILO-ISRAEL.



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THE GEOGRAPHY OF THE GATES.

CHAPTER I.

THE GATE AND ITS MEANING.

“He is come unto THE GATE of My people, even to Jerusalem.”—Micah i. 9.

SOME years ago we were pondering over the passage in Gen. xxii. 17, which has since become so important a factor in our Identity, wondering what could possibly be the force and meaning of the word Shâr, or Gate, in the sentence in question; and for some time we pondered in vain. The words, nine in number, are quite unambiguous, and apparently incapable of a spiritual signification, taken in connection with the context. They are these: “Thy seed” (Abraham’s) “shall possess” (seize hold of, acquire, and keep) “THE GATE of his enemies” (that is, of Israel’s enemies). The question was, What was meant by the words, “The Gate?” It was clearly to be once the possession of *the enemies* of the Hebrew race, long after the date of the original grantee.

That possession, the property of Israel’s enemies—not one, but many—was promised by the oath of God Almighty, swearing by His own Being to Abraham’s far-distant posterity. The fulfilment further was to be realised, not in days anterior

B

to Christ, but in Gospel dispensation times. Heb. xi. 13, 39, and 40, distinctly prove that. For the patriarch and Hebrew worthies are declared to have all died, "not having received the promise," "God having provided some better thing for US" (Christians of St. Paul's day, and therefore of our's, since the promise was never realised by St. Paul, nor by any age till now). The promise of the Gate, therefore, is one to be looked for in Anno Domini times, and not otherwise. What, then, could this blessing, called the Gate, be, which appertaining to "Israel's enemies," was to be the "possession" of Israel herself? Pondering the matter, we read in a volume of commentaries we consulted, the following words *in loco*:—"These Gates" (wrote Bishop Patrick) "are CITIES, consequently the country; for the GATES being taken, the cities are entered, and the cities surrendered, the country is conquered." This gave us the clue. Substituting the good Bishop's rendering for the word "Gate," we read the promise as meaning that the seed of Israel was destined to possess those cities of their future enemies which, captured, would enable them to dominate over their foes, subdue their lands, appropriate and possess them the wide-world over; the fulfilment being first possible only in Gospel dispensation times—that is, in our own modern days. We asked ourselves, then, this question, Do we British, being Israel, possess such Gates? Do we hold foreign countries, the lands of our enemies of by-gone times, or of present days, by virtue of our forcible seizure of their frontier towns, such being places of strength, strategic positions, giving to the aggressors coigns of vantage whereby they may dominate over them in all ways? On reflection, we found our own experience as a frequent voyager to the East by the overland route, gave us several excellent examples of the Gates of the enemies of British Israel, now in the undisputed possession of our race, such possession giving us the mastery over contiguous foreign lands, neighbouring seas, over the world's highways, and the naval

supremacy throughout the planet. We were soon able to enumerate many such Gates in Europe, Asia, Africa, and America, in Australasia, and in the Islands of the Seas, all admirably answering to the prophecy, and proving to demonstration that we are indeed the people of the Lord to whom the promise was originally made. The Mediterranean triad of Gates—Gibraltar, Malta, and the Suez Canal—occurred at once to our mind; then the Red Sea Gates, those next which gave us India, the famous Gates to the North-West of that Continent now so constantly in men's minds in connection with our recent Afghan wars; and, finally, Gates connected with China, with Australia, with New Zealand, with South, East, and West Africa, with the West Indies, and Canada, with the mid-ocean routes to the East and West, and with South and North America as well. There seemed no limit thus to the territorial fulfilment of a promise which was indeed the central gift of four remarkable blessings God Himself selected as the best He could confer upon His obedient servant and friend, our forefather Abraham and his seed for ever. Round that promise of "the Gate," the other three revolve—namely, the national blessing, the multiplicity of seed, and the Gospel evangelising function. All three depend on the promise of the Gate, and we prove that position by the following considerations, to which we must devote a separate chapter.

CHAPTER II.

THE GATES—ISRAEL'S LEADING IDENTIFICATION.

WE wish to present to our readers what has been strongly impressed on our own mind—namely, that of all the Identifications of the British nation with Israel, incomparably the greatest, the most important, and the leading mark by which our origin may be certified, is “The Gates !” We are prepared to prove this now, and shall be much surprised if our readers do not concur with us in the conclusion we shall arrive at—viz., that the foundation of each and all the principal Identities is nothing more or less than the one we have now under our consideration.

We usually say, and rightly too, that the chief indications by which it may be confidently affirmed we are Israel are—

1. The multitudinous population appertaining to the British.
2. Our possession of the “desolate heritages.”
3. Our answering to the description, “a nation and a company of nations shall be of thee.”
4. Our security in our island home, never conquered by the Gentile nations nor invaded by the alien with success.
5. Our boundless wealth.
6. Our maritime supremacy.
7. Our heathen Empire.
8. Our colonial dominions.
9. Our possessions which girdle the earth.
10. Our missionary operations.
11. Our national character for universal beneficence.
12. Our dwelling “alone” and separate from the Gentiles.
13. Our hatred of slavery and our mission to abolish it utterly throughout the earth.

14. Our ever-increasing territorial acquisitions, promising universal dominion.

15. Our faculty of ruling over many nations, and impatience of the rule of the alien ourselves.

16. The Gates as the developing cause of all the above.

The foregoing, as our readers know, are some of the principal marks and signs God's Word allots to Israel of the Lost Ten Tribes, in the latter days, and it records them as the clues by which we may be enabled now to identify them.

We wish to show that each of these Identifications depends upon the "Gates" for its origin or its development. Gifted with the Gates, the other Identifications have had scope, and Israel has been enabled to appeal to them as evidence of her ancestry. We shall notice the latter in the order previously mentioned—

1. As to the multitudinous seed. This would have been no blessing, but rather a curse, to our nation had our teeming multitudes been deprived of the colonial Empire of Great Britain. Without "the desolate heritages," without her foreign possessions, as outlets for the shoals of emigrants who annually leave our shores, the British people must have died of sheer starvation and forced each other out of being in the narrow limits of our Western isles. But the "desolations" of the earth, the colonial and the heathen Empires too, which enable us to provide for the redundant population of our race, are ours; and how did we providentially obtain them? By means of the Gates. For "these Gates are cities; and the Gates being taken, the cities are entered; and the cities surrendered, the country is conquered" (Bishop Patrick on Gen. xxii. 17).

2 and 3. "The desolate heritages" we see have only been secured by the operation of the gift to Israel of "the Gates," and the Identification which points to our development into "a nation and a company of nations," has the same origin too;

for without the colonies or desolations of the earth on which to locate them, our British colonial Empire or "company of Anglo-Saxon nations" could never have had existence at all.

4. Our position, further, as an unconquered people, "securely dwelling" in our island home, depends mainly and distinctly upon the promises in Isa. lx. 11, that our home "Gates" should be "open continually, not shut day nor night," thus never blockaded by the foreign foes nor menaced by their fleets, that the stream of foreign imports, and, therefore—

5. Our "wealth" might constantly pour in upon our "favoured" land (Isa. lx. 5 ; Deut. viii. 18).

6. As to our "maritime supremacy," it is obvious that that depends as much upon our "Gates" in foreign lands as upon our "wealth," which latter, as we see above, is itself a consequence of our possession of this same gift. For "the Gates" are the means by which the maritime power of our nation is strengthened ; and each foreign stronghold which is owned by the British Lion, adds its quota to the imports that the home Gates in their turn receive. Every such foreign Gate acts as a secure harbour, coaling station, or *rendezvous* for our navy and for our commercial fleets, where our war-ships find safe refuge, and whence they issue forth to protect and consolidate our acquisitions in the regions beyond.

The heathen and colonial Empires (7 and 8) of Great Britain, as we hope to show in our remarks on "The Geography of the Gates," have been acquired and built up solely by our original possession of the latter, which have enabled us to take hold of each and all of these noble appanages of our race and nation. "The Gates" have empowered us also to secure those many countries on the earth's surface where British might, now localised, has put a girdle or cordon of military stations (9) round the Gentile nations of the earth.

10. Our missionary operations, which deal with "all the nations" and "all the families of the earth," depend on

Israel's "possession of the Gates." For, without the latter, our nation could not have had the influence or the power to force the Gentile nations and the great heathen world to listen to our Gospel message. God's plan is ever to subdue the earth by "Israel, His dominion," in order that it may be brought to the acknowledgment of "Judah, His sanctuary" (Psa. cxiv. 2). That domination has been mainly gifted to us by the possession of "the Gates." The British characteristic of international universal beneficence (11) depends on our national wealth, that confers the power to give; and this again, as God's Word shews, hangs upon His gift of the open home "Gates"—"open continually"—that these very "wealth"-bringing "imports" may peacefully flow in (Isa. lx. 5, 11), and the return "exports" as safely go out.

Our separation and severance (12) from the Gentile world is one of the marks put upon Israel by reason of her "possession of the Gates." For she alone of all the nations holds them—a unique inheritance, which marks us off from the rest of the nationalities, as a peculiar, God-favoured people—a people who "dwell alone."

And how should we perform the rôle (13) of the liberators of the slave if we had not had "the Gates" throughout the world? These give us the maritime supremacy, and the naval power, which has thrown the police of the ocean highways into our hands, and constitute us, as Israel, *par excellence* those set apart "to let the oppressed go free, to break every yoke, and to undo the heavy burdens."

The "Gates," undoubtedly, secure us (14) the power to increase our territorial possessions; for, as all men now see, each distant "Gate" acts as the cause of the acquisition of further, and yet more distant additions to the ever-increasing, ever-growing domination of the mountainous fifth monarchy of Daniel, "the kingdom of the stone," which God Himself has set up to subdue the globe.

Lastly (15), the Gates have given us the means, and the power too, to bring under our rule and government those many nations, races, and peoples who constitute to-day the British Israelitish Empire of Queen Victoria. We can see, if we reflect, that had God not given us the "Gates," we should not have been able to fulfil the destiny which has prescribed to us the faculty and power "to rule over many nations," while they shall "never rule over us," for we should have lacked the naval supremacy, the wealth, and the universal territorial dominion which "the Gates" confer.

Let us thank God we are Israel ! Being Israel, God has, as His choicest blessing, the very central blessing round which the other four revolve in His own sworn oath to Abraham our forefather (Gen. xxii. 17, 18), gifted our nation with the possession of "the Gate of our enemies," because He foreknew that with this all the other promised glories, mercies, and blessings would follow in its train, and that, possessed of this, Israel would be the most powerful, the most successful, the most wealthy, the most beneficent, the most Christian, and the greatest missionary power on the face of the earth.

Again, we say, let us thank God for the gift of "the Gates;" for what they have given us in the past, for what we obtain by them now, and for what we are yet destined to receive from them in time to come, when the "great Gate of all the Gates of our enemies," even Constantinople, shall have lapsed (in peace) into the keeping of the destined heritors, God's people Israel, the British, and thus lead to our acquisition of The Land itself—the Land which He hath given to their fathers for an inheritance (Jer. iii. 18). Then, but not before, will be given us, as His last and royal gift, "the Gate of My people, even Jerusalem," where the Lord Jesus Himself shall reign over us, His chosen ones, "for ever and for evermore" (Micah i. 9; Ezek. xxxvii. 23—28 ; Isa. xxiv. 23; Matt. ii. 6).

CHAPTER III.

CAPT. PHILIP H. COLOMB, R.N., ON "THE GATES."

Do our readers happen to know the "Journal of the Royal United Service Institution"? If not, we strongly recommend them to expend six shillings on the purchase of No. xciv., Vol. xxii.; of 1878, to be had of W. Mitchel & Co., 39, Charing-cross. We urge this on account of the excellent "Naval Prize Essay for 1878," which appears in that number, by Captain Philip H. Colomb, R.N., a distinguished and able officer, to whom, if we mistake not, we are indebted for the information we publish in these pages, regarding the mode of our acquisition of the Gate of Perim, and to whom we again allude in what we say regarding the "True Story of the Occupation" of that island Gate.

The prize essay in question will prove most deeply interesting to all Israelites, even to those who do not belong to the talented writer's profession, since it deals with "Great Britain's" (therefore Israel's) "Maritime Power; How Best Developed as regards—1. Fighting Ships; 2. Protection of Commerce; 3. Naval-Volunteer, or Supplemental Force; and 4. Colonial and Home Defence." The essay, of course, is somewhat technical and scientific, and much there must necessarily be in it which, to lay minds, will be incomprehensible. But it is full of sterling, sound common sense, and its arguments and facts, as laid before the reader by the gifted author, are quite down to the level of the ordinary reader, and therefore ought to be in the hands of every lover of His nation—in this case of every "Philo-Israelite." When the reader has perused the essay, his attention, we know, as a careful reader of Identity literature, will be fastened chiefly on two pages of the work—viz.,

upon p. 13, where a map of "the Gates," with which Israelites are so familiar, appears admirably depicted; and on p. 21, where a section (35) is devoted to the enumeration of these very "possessions" of our race, couched in language so remarkable that the military friend who forwarded us the book says, that "it reads as if it had been written by Philo-Israel, the author of the 'Inquiry' and the editor of *The Banner*!" We know, for the best of reasons and quite certainly, that the latter did not write the section of the essay in question; but we are sure, from its sentiments, that Captain Colomb, if not an Israelite himself, will become one in belief as soon as the subject has been fairly brought before his mind.

Our readers must now judge for themselves, as we purpose to quote the passage for their information, begging them to note that one of the only three words throughout the whole essay printed in "large capitals" is the word "GATES" therein. We observe also that if Captain Colomb did not mean to quote Gen. xxii. 17, we hope he meant us, whose eyes are opened to our origin, to understand that he alluded to that promise when he asked, "Possessed of these Gates, how are enemies to pass them?" "Thy seed," said the Lord, "shall possess the Gate of his enemies;" and three of these nine words (the most important of the whole besides) Captain Colomb has incorporated in their very sequence, into the concluding argument, grounded on the *premises* he previously laid down.

The 35th section of the essay, then, is as follows:—

"Sec. 35.—But, before leaving finally the geographical part of my essay, it is worth while to note how a sort of destiny has possessed us, not only with a command over all the great commercial routes, but with the GATES of these routes. Egypt, it is well understood now, is tied to us by bonds of friendship and interest, and gives us the Gate of the Red Sea route to the East; we already hold the Gate of the Mediterranean, and the outer Gate of the Red Sea. Galle is the Gate leading to the

East and South-east trade routes—Singapore, that of the China and Japan highways. The Cape of Good Hope forms the Gate of all Eastern trade routes in the Southern hemisphere; while the Falkland Islands command the Gate of all Western roads by water there. Possessed of these Gates, how are enemies to pass them? If they do pass them, what hopes are there of success against our trade so long as we hold our chain of posts intact, with sufficient maritime forces resting on them? The answer is clear—NONE."

If the reader will take the trouble to count them, he will find Captain Colomb mentions the word Gate, or "Gates," no less than eight times in this short extract!—and he also fully recognises them as tied to our race by a "sort of destiny." He is the first secular author who has distinctly and clearly described all these positions by their Scriptural and most appropriate name, "the Gates." Whether wittingly or not, he has also attached to them a sentiment which singularly accords with God's promise to Abraham: "Thy seed shall possess the Gate of his enemies." Who, then, will venture to assert, as some do even now (some, too, who believe in our origin and battle nobly for our views), that our "possessions" in these "chains of posts" are in no wise "Gates," and have no reference whatever to the sworn promise of our Lord to our great forefather, Abraham, and his seed for ever? We ask such to read Captain Colomb's essay, and to study with care his chart of the "Gates" of Israel—the Gates of Great Britain, as he terms them. They must then be satisfied, as he is, that these gifts are unique—a "sort of destiny," appertaining to our nation, and to ours alone, which has linked to us maritime supremacy, the command of all the commercial routes of the whole globe, and finally, are that "chain of posts," or fortresses, which Captain Colomb, as a scientific naval man, can designate by no better name than GATES, and which is the very term God Almighty Himself selected and used 4,000 years ago, when He made oath to

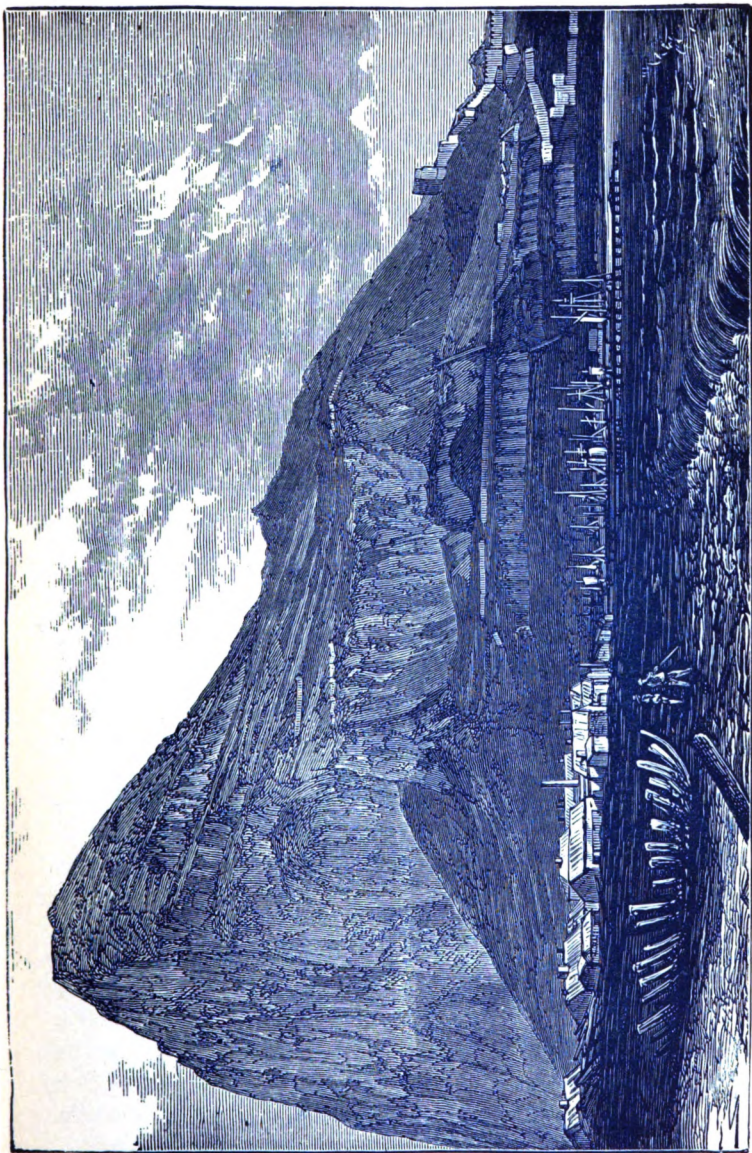
Abraham, and promised him, saying : "Thy seed shall possess the GATE of his enemies ;" the "GATE of those that hate them." We British are those Hebrews—the seed of Abraham—and we "possess" those very "Gates," *teste* Captain Colomb, which constitute a menace to our "enemies," and enable us, as he shows, to defy such of them as dare to threaten our ocean world-wide trade, or dispute with us a dominion which literally now extends to the four quarters of the earth—"to the West, and to the East, and to the North, and to the South" (Gen. xxviii. 14.

We now proceed to the details of the subject we have in hand, and shall draw attention to each of our more important Gates commencing with the chief of all—the Gate of the Mediterranean and of Spain—the Pillar of Hercules.

CHAPTER IV.

G I B R A L T A R.

AT the Southern point of the Spanish Peninsula, in Andalusia, there is a wonderful rock known by the ancients as one of the two "Pillars" or gates of "Hercules;" by the moderns as the "key" of the Mediterranean and of the South of Spain. It is now called Gibraltar, so named in A.D. 711, in memory of the then Saracen General, Tarif Ebn Zarca, for *Gib-El-Tarif* signifies the mountain of Tarif. This rock is seven miles in circumference, 1,300 feet high above the sea, with perpendicular



GIB'ALTAR.

faces seawards and landwards. It forms a promontory, three miles long, surrounded on all sides but one by water, and separated from the Spanish mainland by an isthmus of low sand. "The North and East sides of the rock form all but perpendicular precipices and are nearly inaccessible." The South and West "fall towards the sea in rugged slopes with flats and terraces here and there, which are used for batteries." Every available spot on the rock is protected by most formidable works, and all that modern ingenuity can devise has been done to make Gibraltar what we believe it is, absolutely impregnable, *as the possession of a power supreme at sea.* Commanded by the batteries of the rock, there lies just under its 1,000 guns a magnificent bay, large enough to accommodate the largest navy, even of the British Nation. The bay formed by the headlands of Cabrita and Europa Points, seems to have been intended by Nature to command the straits. In the hand of the "chief of nations," supreme at sea, as well as on land, this one first-class naval station gives Great Britain, its present owner, not only the power to open or shut the entrance to the Mediterranean (nigh which it is situated), but to control the commerce of the European nations with the Levant, the East, and India; to dominate the regions fringing the Mediterranean, and to place a yoke of unutterable burden on the neck of the proud Spaniard from whom this wondrous "place of arms," was wrested in A.D. 1704, and ever since retained by our race. Gibraltar is in fact, a first-rate "Gate," as its very name and situation implies; and its possession is absolutely vital to our national existence as the first of the grand "chain of fortresses" connecting the shores of Great Britain with the far-off Eastern possessions of the British in India, in China, and Australasia.

Now let us mark a few of the circumstances connected with the acquisition of this spot by the British. We shall shortly see how wonderfully God gave over to our hands Bab El Mandeb, the "gate of the Southern entry into the Red Sea," at Perim Island;

let us observe how almost equally miraculously the stronghold of "the rock," as military men love to call this "Pillar of Hercules," was transferred to the keeping of Israel.

In 1704, when Queen Anne was upon the English throne, Admiral Sir George Rooke was sent by the British Government into the Mediterranean with a powerful fleet to help Charles, Arch-Duke of Austria, to obtain the crown of Spain. Rooke could effect nothing. Unwilling to return home, *re infecta*, and bare of naval honour, he decided, in conformity with the advice of his council of war, to try and wrest the citadel and fortress of Gibraltar, then in Spanish hands, from the slender garrison by a *coup de main*. On the 21st July, accordingly, the British and their Dutch allies landed on the sandy isthmus we have described, with only 1,800 men. The Spaniards were summoned to surrender, but proudly refused. On the 23rd the allies opened their batteries on the town of Gibraltar and on the new "mole." The Spanish guns and new mole head were soon silenced and captured. Captains Hicks and Jumper pushed ahead with pinnaces, whereon the Spaniards blew up their fortifications, but failed to repulse the daring assailants. A small bastion between the mole and the town was next captured by the British, and the Spanish governor, the Marquis de Salines, forthwith surrendered the whole of this immense "place of arms" to the destined heritor, the House of Israel; who from that time to this have tenaciously held firm possession. The loss of Gibraltar was an offence the proud Spanish nation never could forgive or forget. They fought hard and long to recover it; they "hate" our nation, even now, for our retention of it. In 1779 the Spaniards easily found a pretext for war against Great Britain, its object being the recovery of their prized, but lost, possession.

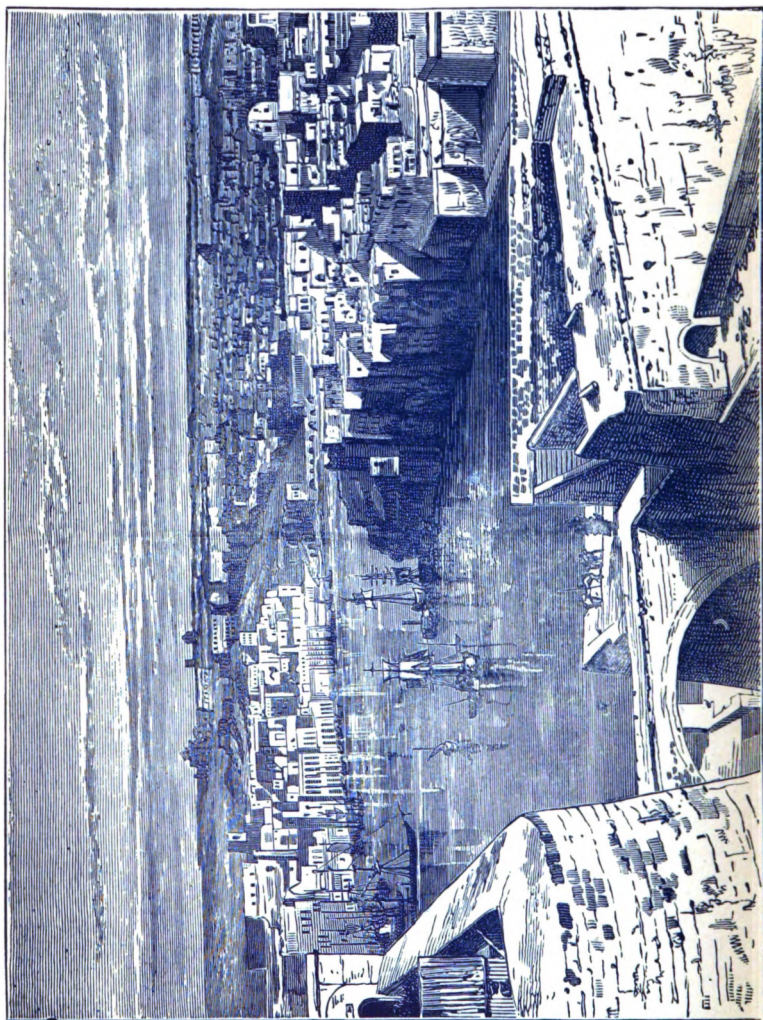
From 1779 to March 1783, during nearly four years, the combined forces of both France and Spain were brought to bear upon the task of recovering this grand stronghold from the

firm grip of Britain. In vain! General Elliott, who was the worthy governor of an illustrious garrison, was never doubtful of the issue. Through weary days and nights; in times of real peril; in the straitness of the siege; during scarceness approaching to famine, he and his brave band were equal to every difficulty, and met every attack of the desperate foe with daring and unshaken confidence in the result. And at last, when on September 12, 1782, the final assault was delivered by the combined fleets and armies of France and Spain, the gallant commandant, with the help of the newly tried agent of destruction, *red-hot shot*, inflicted such a blow on the enemy that their defeat was assured within four-and-twenty hours. The Spaniards employed ten hattering ships, made fire and ball proof, as they thought, and the duel between these and the guns of the fortress lasted the entire day. By the afternoon the Spanish flag ship was seen to be in flames. Soon after, the admiral's second in command shared the same fate; by night the red-hot shot from nigh one hundred guns had done their deadly work, and the boasted battering ships were in flames along the entire line. The whole night long the enemies' ships were burning, and the majority either blew up with terrific explosions, or were destroyed and sunk at their anchors before dawn. The enemies' attack was conducted by upwards of 5,000 men and over 300 cannon. The British had barely 100 guns and 3,430 men on duty. The enemies' losses in these operations were enormous, while the British, in the final grand attack, lost under 90 killed and wounded. The peace of February, 1783, put an end to hostilities, and the "rock of Gibraltar" has ever since been in the undisputed hold of the British, whose firm resolve is, under God's blessing, and they believe by His express will, to retain this "Gate" *for ever*. It is one of those, we believe, regarding which His Word says, "Go through, go through 'the Gates;' prepare ye the way of the people; cast up, cast up the highway, gather up the stones, lift up a

highway for the people" (Isaiah lxii. 10); referring, no doubt, to the now soon approaching times of Israel's "return," when the grand and glorious procession will pass on its way through the *two* Gates, Gibraltar and Babelmandeb (Perim) towards the land their Lord hath given to their fathers for an inheritance.

The climate of Gibraltar is temperate, and favourable to health. A constant sea-breeze blows the whole day long, called "the doctor," from its invigorating, health-giving properties. During the Summer months the place is excessively hot, but the heat is allayed by the breeze in question. In Winter neither ice nor snow are common.

The rock, seen from some aspects, presents the outline of a gigantic lion crouching in a posture of repose. It is in truth the possession of Judah's lion, the representative of ISRAEL'S Queen, and stands in its grim, craggy strength, a testimony to the truth of Jehovah's promise to His servant Abraham, "Thy seed (the Hebrews) shall possess the GATE of his enemies —of those that (do still literally) HATE them."



MALTA.

CHAPTER V.

MALTA.

IN N. Lat. $35^{\circ} 63'$, E. Long. $14^{\circ} 31'$, at almost the central point of the Mediterranean sea, looking East and West, a remarkable contraction is apparent in the configuration of this inland ocean, caused by the protrusion of the coast of Africa about Capes Bon and Demas in Tunis, Northward, and of the island of Sicily, the prolongation of Europe Southwards. At a point not very far removed from the centre of the broad straits thus formed, the God of nature has planted a little group of islands, of which Malta (or Melita of the Scriptures) is the largest. This spot distinctly answers to the idea of what man calls the "key" of the position, but what God's Word terms the "Gate," of the whole of the Mediterranean East and West of it. The greatest length of Malta is seventeen miles, its breadth nine miles. It is bare and rocky, and its highest point to the S.W. is 550 feet above the sea level. There are no rivers or lakes on the island, but as springs abound there is no lack of water. The position of the main island constitutes its enormous value for war purposes. Hence it has always been a coveted possession as "the Gate" of the surrounding seas and islands. Hence, too, these islands as a group have always filled an important place in history; all ruling races have coveted and held them. In the earliest times the Phoenicians occupied them; then the Greeks; then the Carthaginians; and finally, the Romans. They formed an appanage of the Eastern Empire, when the Roman world was divided; twice after that the Arabs held them; then the Norman rulers of Sicily; and subsequently the Emperor Charles V. of Germany. By Charles V. the islands were ceded to the

Knights of St. John in A.D. 1530 in lieu of Rhodes, which they had been forced to relinquish to the Turks. From that year till 1798 the Knights were the sole owners of the Fortress Island; and then Napoleon I., on his way to Egypt with the French fleet, surprised and treacherously captured the place, thus terminating, it turned out, for ever, the reign of the Knights of St. John. Nelson intended in his pursuit of the French fleet to attack it at anchor at Gozo, one of the Maltese group; but the French were before him, and when he arrived were on their way *via* Candia to Alexandria, where on the first of August they suffered annihilation at his hands at the Battle of the Nile. For then what is justly called, not a victory, but a "conquest," was won by the British fleet! The times were too busy then for any attempt to be made at that juncture on Malta, but it was blockaded by a portion of the British squadron, and sustained the siege for two whole years. Captain Ball had most inadequate means placed at his disposal for this duty. The French garrison was 5,000 strong, the besieging force (British and Portuguese marines) 500, with 1,500 armed peasants! Nelson urged the British Government to allow him troops to attack on land one of the strongest fortresses (even then) in Europe. In vain! No help was granted. And had not God made us at that time the "chief of nations," and gifted us with the supremacy at sea, Malta had never fallen into the hands of Israel. But God meant it for her. The garrison *never* was relieved. The siege and blockade by sea was maintained with vigour, and at last in 1800, despairing of help from France—what time British men-of-war were the owners of the ocean highways of the world—the French garrison had to surrender at discretion a position they had two years before acquired by foul play and treachery; and thus our nation obtained the most important stronghold in the world, next to Gibraltar, bordering on their own element, the sea.

From that day to this, Malta has been a British possession.

It is one of Israel's most cherished and valued "Gates." It menaces as a "place of arms" the Levant, Egypt, Sicily, Italy, Greece. It faces the "Land of Promise" to which Israel is yet in due time to return in triumph, and it stands a continual reproach and token of humiliation to Italy, Turkey, and the lands bordering on the Mediterranean. It has, by our Government, been now most carefully and powerfully fortified, as its importance demands. In and near Valetta—its capital—more than 1,200 guns of the largest calibre can be, and are mounted; and a system of torpedo defence makes the neighbouring seas dangerous to the invader, and the island absolutely impregnable to attack.

It is a fortress of the first class—of the most "vital consequence to the Empire;" one of "the chain of strongholds connecting these islands with Palestine and the far East."

Such is the history of this wonderful "Gate," a place with which we islanders in the West could have had no possible concern, except that, *being Israel*, to us has been reserved by the God of "His chosen nation" the heritage of the "Gates of their enemies."

Our possession of Malta more than doubles the power which Gibraltar gives us; and it acts itself, as a support to the new "Gate" at the Suez Canal, which has just been all but miraculously conferred, in these very recent times, on our nation as an addition to our universal domination.

The population of Malta is over 100,000. So dense is it, that the island itself cannot grow the produce required to maintain its inhabitants. It can only support one third of them. Hence it follows that, deprived of our naval supremacy, our hold of such a fortress as Malta must speedily cease and determine. But God has given "His people Israel" the good gift of "the Gates" *for ever*; and do we not see that that glorious national blessing carries with it the other—namely, that "owning the Gates," therefore our naval supremacy,

which enables us to keep them, shall also be ours for EVER? (Gen. xxii. 17; xxiv. 60; Isaiah lx. 11).

CHAPTER VI.

CYPRUS.

IN lat. 35° North, long. 33° East, 44 miles from the coast of Asia Minor, 67 from Latakia in Syria, and 150 from Acre in Palestine, there lies one of the gems of the Eastern Mediterranean, the ancient, renowned, and beautiful island of Cyprus. This lovely spot, now a British Gate, extends 132 miles East and West, and 30 to 35 miles North and South in breadth. Its area is 4,500 square miles, being about the size of Jamaica. The population is said to consist of between 90,000 and 100,000 souls, of whom more than half are degenerate Greeks, the rest Turks, Fellahs, and Arabs. In ancient times the island had 1,000,000 inhabitants, but only half that number when the Turks conquered it in A.D. 1571. Since that event, the prosperity of the island has fallen off, and it is now a land in ruins, waiting for the blessed hand of Israel's God, acting through His servant, to raise up this beauteous desolation in the North-east corner of the Levant. The island produces and exports even now, though in small quantities, corn, wine, cotton, salt, carobs, olive oil, silk, tobacco, madder, hemp, colocynth, timber, pitch, rice, and fruits. Its situation constitutes it a veritable Gate for a first-class Naval Power. It is placed, as we have

noticed, just off the North coast of Syria, and commands the sea-way to the Gulf of Scanderoon, and the mouth of the Orontes. It thus is a Gate guarding the entry to the valley of the Euphrates, where the terminus of the railway from the Mediterranean to the head of the Persian Gulf must of necessity be located, and the "preparation" be made for the "way of the British-Israelite kings of the East."

The harbours of the island are not now in a satisfactory condition. They are mere open roadsteads, and those not said to be of a safe kind. Money and skill must be expended on these to make them what British commerce and British enterprise will demand immediately. Constituting the natural Gate of the North coast of Syria, as the Suez Canal and Port Said are of the South coast of the Holy Land and Egypt, Cyprus, in the hand of the mistress of the seas, helps to enfold the Land of Promise in a military grasp, which renders it impossible for any Power to attack Syria or Egypt without the full consent of the owners of these Gates—now the House of Israel.

"It is probable that Cyprus is the one place in the world which could easily be turned into a storehouse of timber for the national dockyards. The oak grows in profusion, and the cedar of Lebanon would be at home there. In the beautiful valleys every cereal and every known fruit will reach perfection. The tobacco plant and the apple grow almost side by side." "In ten years," says the journal from which we quote, "in Anglo-Indian hands, the island would pay all expenses, provide much of the wood needed for the dockyards, supply half the cities of Eastern Europe with cut marbles, fine tobacco, fruit, and liqueurs. The island might be made a splendid garden thrice the size of Suffolk, and from the extraordinary variety of its climates a sanatorium for the wealthy invalids of Europe."

"The hills and valleys of Cyprus are said to swarm with hares, partridges, bustards, quails, and in winter woodcock, snipe, and wild duck are common." Such is this splendid

acquisition, the result of the high statesmanship of the British Premier, Earl Beaconsfield, who at the discussions which succeeded the treaty of San Stefano, concluded a defensive convention with the Porte, whereby the latter engaged, as a set off for the protection of her Asiatic territories and for the good government to be secured for her province, to surrender the protectorate of this matchless Gate, as a material guarantee and as a "commanding station," "conferring influence, with facilities for *British* action, for military, naval, commercial, and communicatory purposes." The power of Israel will therefore be securely consolidated henceforth, both at Cyprus, as the Northern, and at the Suez Canal as the Southern, Gates of the Levant, pending the evolution of the set time when the return of the chosen people of God to their own inheritance, which lies between these two great Gates, will have to take place. Then it will be found that Cyprus on the North, the Suez Canal on the South, Malta and Gibraltar on the West, will so secure and safeguard the grand procession of the return, that God's Word will come literally true, and verily "*Jacob shall return and shall be in rest—and be quiet—and none shall make him afraid*" (Jer. xxx.10).

This island-Gate once before belonged to Great Britain, what time Richard Cœur-de-Lion won it from the infidels and held it as an appanage of the British Crown. He surrendered it to the Knight Templars, and they to other Powers, till in the 16th century the island fell to the blighting possession of the Ottomans.

The climate of Cyprus is generally healthy. In Summer the heat, though great, is tempered by the winds from the mountains, but in Winter the cold is very severe. What Cyprus will be ere long as a British Gate cannot be estimated from its condition to-day. It has by the Turks been permitted to fall into absolute ruin and decay. Its mountains have been denuded of their forest clothing, which has affected the climate and the

water supply of the island detrimentally. Its drainage and its sanitation have been utterly neglected by its late owners, and such neglect of course has its penalties, which it will be Israel's first concern to obviate and remedy. God has given our nation this glorious "Gate" in a sudden, strange, startling manner, just as He did a few years since the Southern Gate of the Suez Canal. These two marked interpositions in our favour point with no uncertain significance to the Land of Promise, and are tokens which all Israelites can readily read, that the purposes of the Lord are ripening rapidly—that the time for the return is come. Events are shortly to happen which will place the Great Gate of Constantinople in British hands; and then, but not before, will the Lord's promise to our forefather Abraham be fulfilled: "Thy seed shall possess the Gate of his enemies;" "The Gate of those that hate them;" then, and not before, will Israel and Judah return in glorious triumph to their land, assisted on their way by the left-hand powerful "Gate" of *Cyprus*.

We conclude our sketch by quoting the words of Sir Samuel W. Baker (no mean authority) published in the *Times* on the 14th July, 1879, and written from the island when resident in "The Trooditissa Monastery, 4,400 feet above the sea." He said:—

The prime object in the occupation of Cyprus was the possession of a strategical position to complete the chain of military stations throughout the Mediterranean—"Gibraltar, Malta, Cyprus." I have no hesitation in saying that the unhealthiness of last year was exceptional, and that no reason exists for the declaration "that Cyprus is unfit for a military station," provided the troops are quartered in the highlands (as at present) during the Summer months. Although Larnaca and Limasol cannot be classed as harbours, they are safe roadsteads with good anchorage. Famagosta may be made a first-rate harbour with a moderate outlay, and would be improved in sanitary condition. The geographical position of Cyprus as a military point cannot be too highly estimated. The natural resources of the island are great, and have been appreciated from the earliest times; but there is an

absolute necessity that confidence should be established among all classes of the inhabitants before any permanent improvement can be expected. Cyprus must belong absolutely to England or we should have nothing to do with it.

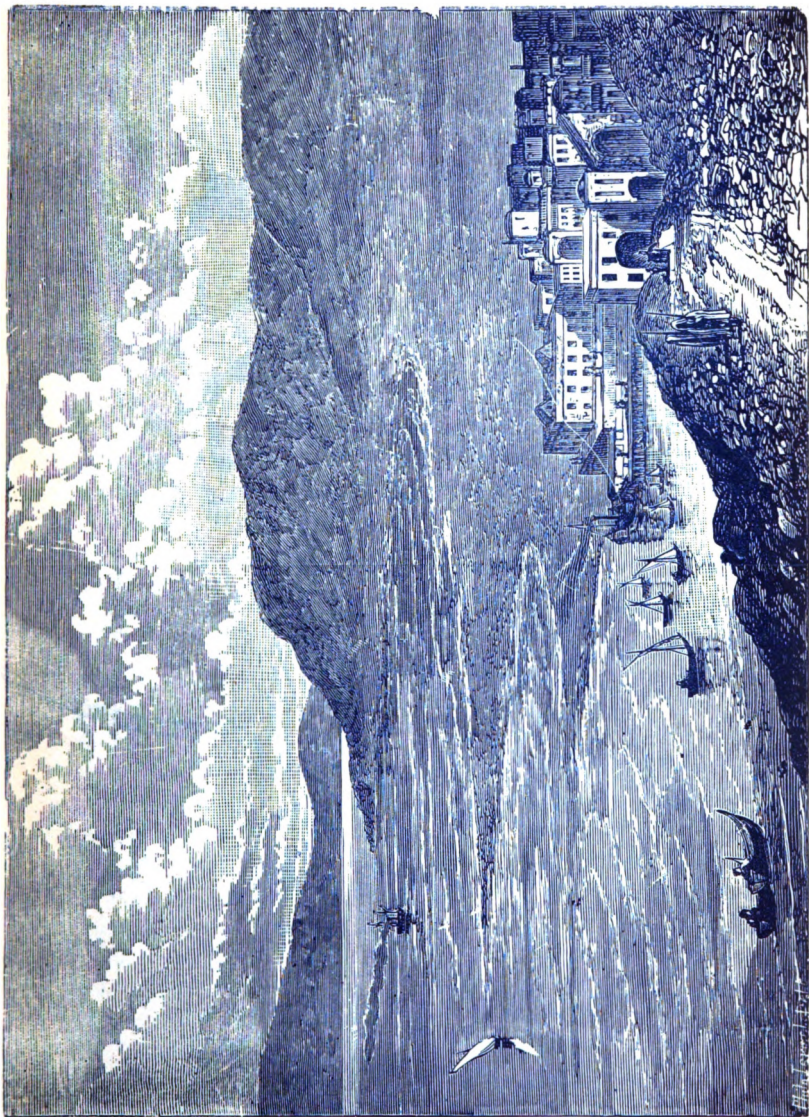
It is an anomaly that British officers should be responsible for the administration of Turkish laws, and too much praise cannot be bestowed upon all those military officials who now occupy such posts of responsibility, and who exhibit an industry and devotion to the task which, in spite of many difficulties, must gain the respect of the Cyprian population. Trade is paralysed; the people waver in the uncertainty of the British occupation; the example of Corfu is before them; and suspense fetters all enterprise and checks development.

CHAPTER VII.

THE SUEZ CANAL.

WE are not sure whether we are right in exalting *yet*, that recent acquisition of the British nation, the Suez Canal, into one of Israel's Gates. We believe it is destined to become one of the first importance to our Empire, and the events of the day seem to promise that the date of its development into such a first-class Gate is close at hand.

The Suez Canal is situated between the parallels of $31^{\circ} 11'$ and 30° Latitude, N., and $32^{\circ} 34'$ East Longitude. At the Northern or Mediterranean entrance, the very recent town (soon likely to be a city) of Port Said is situated; and at the South or Red Sea exit, the town of Suez stands, the terminus of a railway connecting Alexandria with the Gulf of Suez, and the seat of a large trade between lower Egypt and the East.



SUEZ HARBOUR, DESERT, TOWN, AND HOTEL.

In very ancient times, about 1300 B.C., a navigable channel was in existence between the Red Sea and the Mediterranean. Herodotus tells us that in B.C. 450 the canal was open between sea and sea, that its width then allowed two triremes to pass abreast, and that the navigation through occupied four days. In Cleopatra's time, about B.C. 31, the canal was in a ruined condition; and in A.D. 639, at the time of the Arab invasion, it had utterly disappeared. In A.D. 649, Omar, the then Caliph, allowed the canal to be restored to supply Arabia with provisions; but in A.D. 767, Caliph El Mussour Abdul Khadur filled it up to starve the population of Mecca and Medina. In A.D. 1846 attention was again drawn to the subject, after the great Napoleon, in 1798, had fixed on the project of its restoration as one worthy of his fame. M. Ferdinand de Lesseps, a talented Frenchman, in 1854 suggested to the Pacha of Egypt his scheme for the excavation of the present navigable canal. The Egyptian ruler warmly supported him. French capitalists and the then Emperor Napoleon III., after some hesitation, encouraged him; but in our own land he received no help at all. Lord Palmerston, the Premier in 1862, was greatly opposed to the scheme. "The merchant princes of Great Britain, influenced by the ministers and men of science too, refused to subscribe a penny towards the cost. The Press derided the whole project day after day for weeks together. It was 'a swindle,' 'a bubble;' 'the canal would silt up with sand.' They said—'It would silt up with salt. It would be choked with Nile mud.' It was, in short, run down by the united voice of the whole English Press, people, and Government, as an insane idea, that could not, and never would, succeed, and if it did succeed it would never PAY. But it did succeed! and it did pay! It abides to-day one of the most magnificent and useful public works ever undertaken by any nation." Its cost has been over sixteen millions sterling; and its completion brings the commerce of the distant coasts of India, Ceylon,

China, Australia, East Africa, and Arabia within reach of the nations fringing the basin of the Mediterranean, while it shortens the route of the mighty volume of British trade with India by no less than 4,840 nautical miles. But this grand engineering triumph which our nation and leading men once despised, was destined, by the kind providence of God, to be the possession of His people Israel. As the chief maritime power of the earth, its benefit is reaped almost entirely by our own gigantic commerce, although our capitalists never paid a shilling towards its construction or for its subsequent maintenance.

During November, 1875, the necessities of the Khedive required him to raise money. He had no valuables to offer for sale but his interest in the Suez Canal; and after some negotiations the British Government electrified the whole world on the morning of the 26th November, 1875, by the announcement made in *The Times* that four millions sterling had been paid, by order of the Jewish Premier of the House of Israel, and that the money "wanted" had been, at two days' notice, "found" by Hebrew capitalists and paid to the Khedive for the scrip which transferred to Israel's keeping what is soon to be, virtually, the suzerainty of the land of Egypt. Thus God gave us in a mysterious way lately, for a mere trifle, the right to interfere for all time in the affairs of Egypt; and gifted us, without war, without the loss of a single man, or the firing of a single shot, what, had we not been Israel, could never have been ours, though we had landed an army on the isthmus, or spent untold treasure in the attempt to obtain the Gate by war.

For indeed, this acquisition is a veritable Gate, and one which is sure, while the canal lasts, to be of the first importance to our national security. It is the door of entry into the Red Sea, now an English lake; it gives British (therefore Israel's) influence the first rank in Egyptian politics. At the

Northern point of the canal the modern city of Port Said testifies by its rising importance, and by its very name as well, that it is the key of a work which gives its virtual owner, even now, paramount influence in the neighbourhood. The name "Port Sayyud," signifies "the princely Gate;" and doubtless it is the grand portal of an ocean-highway, which, in the possession of "the chief of nations," the mistress of the seas, secures her right of passage to her magnificent heathen and colonial empires in the far-off East. There is good ground for belief that this great canal is expressly indicated in at least the three following passages of the prophets Isaiah and Jeremiah: "Go through, go through the Gates; prepare ye the way of the people. Cast up, cast up the highway, gather out the stones" (*i.e.*, dredge the canal, and remove its obstructing stones). "Lift up a standard for the people" (Isaiah lxii. 10). "Cast ye up, cast ye up; prepare the way; take up the stumbling block out of the way of My people" (Isaiah lvii. 14). "Set thee up way-marks; make thee high heaps" (*i.e.*, sand banks on the margin of the canal); "Set thy heart towards the highway, even the way which thou wentest; turn again, O virgin of Israel, turn again to these thy cities" (Jer. xxxi. 21).

We have ever regarded the wonderful mode in which our God transferred to our race the chief influence, the "LION'S" portion in the Suez Canal shares, as one of the most glorious testimonies to our Identity which can well be imagined. We are closely approaching the epoch when the inheritance must be ours; and to mark the truth of our Identity, God has given to our nation, *in peace*, that very Gate near which our ancient ancestors, in Moses' time, passed through the Red Sea, dryshod. By this grand Gate He secures for us the free access from the East and South, to the glorious "returning" procession of the scattered ones to their own inheritance; and pending its destruction (Isaiah xi. 15) He marks by its virtual transfer to British hands, that we are indeed His people to whom He has granted the free gift of the many "Gates."

CHAPTER VIII.

PERIM.

WE have always felt that short descriptive papers regarding Israel's Gates, their position, value to the nation, mode of acquisition, and other particulars might prove exceedingly interesting to such of our British Israelites as have not travelled, or to whom it has not chanced to have their attention directed to the subject. How many of us, for instance, know anything of *Perim*? "Is it on the mainland?" "Is it an island?" "Where is it?" may perhaps be the questions of some of us not yet learned in the subject of Israel's Gates. It has been our object in these pages as far as in us lies, to endeavour to throw some light on spots which must soon be of the deepest interest to the whole nation; and we cannot point to a better illustration of an Asiatic Gate than the *Island of Perim*.

The readers of Identity literature, of course, can tell one all about the Red Sea. They know it is now all but a large English lake; that our trade between India, China, Australia, with New Zealand, to the Eastward, and the British Islands to the Westward, almost all passes through this long ocean channel; and that of the total tonnage always going through it and the Suez canal (which connects it with the Mediterranean) *three-fourths is British*. The Red Sea is about thirteen hundred miles long, running North-east and South-west, between Arabia to the East, and Egypt and Africa to the West. The Northern exit by the Suez Canal is under British—i.e., Israel's—domination, by reason of her hold on the "*Lion's*" share of the Canal property; the "Gate" being further supported to the North-west by a first-class fortress—Malta—situated at three days' steam to the Westward, and at

all times by a fleet which has not its equal, for war purposes, in the world. So much for the Northern end of this great English salt-water lake.

How is its Southern exit guarded, and who holds its key? (Here we must introduce the reader to *Perim*.) The Red Sea at its South-eastern point contracts its breadth, which at some portions of its extent is two hundred miles, down to about four. Nearly in the centre of the opening—but not quite—at about the twelfth degree of North latitude, is a barren island, quite destitute of vegetation (since it has no water on its surface, and scarcely any rainfall), and this little spot is *Perim*. Between *Perim* and the mainland of Arabia, the navigable channel, which is very deep indeed, is very narrow, and exceedingly dangerous for any but vessels propelled by steam; that is the channel by which the navigation between the Indian Ocean and the Red Sea is maintained. The channels between *Perim* and the African coast, we believe, are broader, but they are not much used, and are easily defended, and, if need be, closed by ironclads. The straits themselves are called, “the straits of Babelmandeb”—the “*gate*” of tears—because in that “Gate,” now proved to be one of Israel’s, so many fair ships were wrecked, and such bitter tears of sorrow were caused to sufferers thereby.

The population of *Perim* island consists of a small detachment of Indian Native Infantry, a British subaltern, the native camp-followers of the force, an engineer whose duty it is to distil fresh water for the people, and who looks after the light-house now erected on the island. Without vegetation, or scenery, or water, or society, the place is the dullest on earth; but Captain Colomb, of the Royal Navy, from whom we are quoting, tells us that the *Perimites* would not change places with the residents at Aden (hard by), “because there is a breeze here, you see.” And that is a valid reason, as we well know, in those latitudes.

But how did we get Perim? Captain Colomb tells us it was something in this fashion. (Our own recollection corroborates his facts, as we heard them in India.) About 1856 the French set their hearts on having a "Gate" in the Red Sea—a good commanding spot to balance the British hold on, and power in, Aden. They pitched on *Perim*; and a French Admiral was told off to "annex" it! He arrived in the French man-of-war at Aden, and there, of course, was hospitably entertained by the British Governor. The latter "wanted to know" what was the Frenchman's object in visiting those parts, and tried to find out. The Admiral kept his secret until "one fatal evening, after an extra good dinner he confided to the governor that he purposed sailing, next morning, to Perim. The governor was not a dull man. He saw through the "little game," and devised the means of frustrating it, at one and the same moment. A war-ship of the Indian navy was lying in the harbour at the time; and the governor, sitting at the dinner-table, wrote a pencil-note to the Commander, thus: "Get steam up with all speed, and plant the British flag on Perim island." The British steamer was off before the French Admiral went to bed; "*and Perim was a British island in about eight hours.*"

At the same instant we would add, Israel acquired one of her most important "Gates"—the Gate, in fact, which opens and closes the Southern entrance to that sea, which itself is the grand access to the Holy Land from the South, and by which all Israel's trade with India and the East is destined to travel for future time to come.

Such is Perim! Such is the story which we believe to be nearly accurate, of the way in which it fell into the hands of the House of Israel. We may be sure of one thing, by God's grace it is destined *never* to leave those hands again.

If our readers would desire to know what the Red Sea is like, for about six hundred miles of its course, North-west of

Perim, during August, September, and part of October, here is a true description of it. "Air and water struggle with each other which shall be the hotter. Your eyes are dry and sore with heat; your lips crack. Talking withers your throat; silence wearies your soul! The air is full of ashes. Oh, for breath, only for breath! There is none breathable here! Let us lie in a bath all day. Alas! the ship's salt water bath gives no relief! the water is hard and dry, and refreshment is a vain desire! Glowing morning rushes on to fiery noon! fiery noon fades to blood-red evening! blood-red evening to black and sultry night! But scorching, roasting heat never leaves us for a moment!"

We ourselves have seen men in shirt sleeves bathed in perspiration, gasping for bare breath on the steamer's deck, and vainly looking for cool air, at three a.m. And this, recollect, at sea, in a vessel rushing through the air at ten miles the hour.

Having searched in various directions for confirmation of Captain Colomb's amusing narrative, we failed to obtain any till the mail from Bombay, of the 8th April, 1878, brought us the following from some nameless reader of the *Banner* in India, who could not have given us a more welcome "Overland Letter" than the one which contained merely a newspaper cutting—quoted below—that tells its tale as follows:—

THE TRUE STORY OF THE OCCUPATION OF PERIM.

In Lieutenant Low's "History of the Indian Navy," Sir William Coghlan tells the "true story" of the occupation of Perim. He writes:—

"Under the title of 'Political Resident and Commandant,' I administered the government at Aden from 1854-63. During the years 1855-56, the French were remarkably busy in the Red Sea; they had their vessels of war poking about every hole and corner of its Southern end, and outside as well as inside the straits, in search of a suitable spot for a settlement.

They tried the Camarans first, afterwards the village of Obokh, and various other places I do not now remember. Of course it was my duty to keep a watchful eye on their proceedings and to report them to Government. I was anxious about Perim. It would have been a great mortification to the British Government to have had the French flag flying there. Hence I addressed the Government at Bombay in urgent terms. I have no copy of my letter, but a private letter of Lord Elphinstone's to me, dated Bombay, the 3rd of October, 1856, says:—'Your report about Perim is also a most interesting one, and I have sent it home by this mail to the Secret Committee, with a very strong recommendation that we may be allowed to occupy the island, which, in the event of the ship canal being made through the Isthmus of Suez, must become a place of very great importance.' There you have the origin of the re-occupation (as we termed it). On the 17th of December, 1856, Lord Elphinstone wrote me a confidential letter, enclosing the Secret Committee's despatch in reply, directing the occupation; which was accomplished, I think, on the 12th of January, 1857, by Lieutenant Templer, in the Mahi. But during this interval (the 3rd of October, 1856, and the 12th of January, 1857) I was made uneasy by a report, from reliable sources, that a certain French brig-of-war was preparing to start from Reunion, for the purpose of taking possession of Perim! And sure enough, on the 10th or 11th of January, 1857, that vessel arrived at Aden, JUST AS TEMPLER WAS ABOUT TO LEAVE FOR THE ISLAND, under the instructions which I had already issued to him on the authority of the Government at Bombay, and the despatch of the Secret Committee. Instantly I packed him off, and the thing was done. The French captain made no communication to me as to Perim; all he said was, that he was going to the Red Sea, and had put into Aden to repair some damage he had sustained in a gale off Guardafui. But for this accident he would probably have passed Aden, and got to Perim

before Templer got there in the Mahi! The Nisus was a heavy brig of eighteen guns (sailing only). She had sprung her bowsprit and foremast, and required some iron forgings which could not be made on board. I cheerfully gave all the assistance asked for. I went off to the vessel and arranged that my arsenal should forge the iron bands according to model, and I had the satisfaction of seeing the Frenchman dismantle his wounded spars for the necessary repairs.

"There you have, very briefly, the bare facts, with none of the fun of various stories which have sprung out of them. The dinner to the French captain and officers *may* have been given, though I have no particular recollection of it; but it is likely they did dine with me; and as to the champagne, that also is likely, as I always kept a good brand. But there is no foundation for the story that I first intoxicated my guest, and then 'pumped' him, and sent off at dead of night to forestall him. In reality, Perim was not named betwixt us. I had accomplished my object, and was satisfied, and the Frenchman was too late. In due time, the little garrison was located, the requisite buildings erected, provisions supplied, and a lighthouse built. Perfidious Albion got roundly abused for a time, till her perfidy was obliterated by some other occurrence, and Perim remains a British possession. The Royal Navy had nothing whatever to do with the matter. Captain Pullen, in the Cyclops, visited the harbour, and surveyed it, after we had occupied it and settled ourselves; he made a passing reference to the survey which the officers of the Indian Navy had already completed; which was the survey made by Lieutenant Lamb, of the Elphinstone, at my request."

It will be seen by the above, which was from the pen of the Political Resident and Commandant himself, that, in the main, the account we gave from Colomb's work was correct. French designs on Perim were more than suspected in 1855-56. A French man-of-war was actually on the way to the Red Sea in January, 1856, and the violent presumption was, that the officer

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commanding was about to take possession of Perim for France. But a gale of wind at Guardafui damaged his vessel—a fact which caused our nameless correspondent to enter as an appropriate marginal note to the word Guardafui a quotation from Matt. viii. 27, “Even the winds and the sea obey Him!” The Lord thus clearly meant Perim for a British Gate; and He caused His storms to spring up, and so to injure the French war-ship, that a detention at Aden was needful to repair damages. But, lo! in the interval, just as the Frenchman made the port of Aden, “Templer, in the Mahi, was about to leave for Perim,” and did actually forthwith take possession of it for Israel as a “Gate,” thus constituting it her property for ever in the name of the Lord! We do not know but that we prefer the “True Story” of the taking of Perim, as now detailed to us by Sir William Coghlan, to the more dramatic, but most amusing and striking, version given by Captain Colomb. The results being the same, we thank God for the wondrous way in which He constituted our nation “the possessor” of this “Gate.” We beg our readers, in pondering on it, to regard it as one more proof of our Israelitish origin, and of the manifest interference of our God in our favour, when He established us there, as elsewhere, “the Gateholders of the world” in general, and of that at Perim in particular.

CHAPTER IX.

ADEN.

WE have already passed in review, five of the chief "Gates" connected with Israel's inheritance—four in actual occupation, the fifth, belonging to Egypt, destined, we believe, to complete transfer to the "possession" of the destined heritor. In Gibraltar and Perim we recognised the two great "Gates" which guard the access to those seas, forming themselves the highways of approach to the Holy Land. In Malta we found a third and important link in the chain of fortresses between these "Islands of the West," the home of Israel, and her destined land of promise. We shall introduce the reader, shortly, to the chief of all the "Gates," the key to open them all, the Sublime Porte, as the one mighty, peerless, naval station; always the seat of sovereignty, the mistress of the world, and the key of the whole Orient. We now ask our readers to accompany us while we introduce them to a remarkable spot—a burnt up, exhausted volcano, whereon no green tree, nor blade of pleasant grass can grow; where rain seldom, or very rarely, falls; and which yet is the military double-lock on the "Gate" of Perim, and secures what already man imagines is safe and sure, in Israel's keeping. We allude to Aden.

This seaport town and station is situated in lat. $12^{\circ} 46' N.$, long. $45^{\circ} 10' E.$, one hundred miles East of the island of Perim and the "Gate of tears." It faces the Indian ocean to the Eastward, and situated at seven days' steam from Bombay, is "a port of call" and a coaling station of the vast trade between that presidency and Suez; a trade which has long been represented by the gigantic fleet of the Peninsular and Oriental Steam Navigation Company. Like Gibraltar, Aden is a mere

isolated rock, or cluster of rocks, five miles long, East and West, by three from the North shore to *Ras Sunailah*, or Cape Aden, its most Southern point. Like "the pillar of Hercules" also, Aden is separated from the mainland, and yet is connected with it by a low sandy stretch of ground only a few feet above the level of the sea. The greatest elevation of the hills of which Aden is composed is 1776 feet above the ocean, a height which exceeds that of the loftiest point of the rock of Gibraltar by 300 feet. The place is again singularly like Gibraltar in that it is surrounded by precipitous rocks, coming sheer down to the water's edge, which form "an admirable natural defence." Aden boasts of two harbours, an outer and an inner. The outer one is almost silted up with mud; the inner, called by the Arabs, *Bunder Tuwayyi*, Aden Back-bay by ourselves, is on the Western side of the peninsula, and capable of accommodating a large number of vessels, drawing not more than 20 feet of water. Aden being within the tropics, and almost in the same parallel of latitude as Madras, is excessively hot and distasteful to Europeans. It however is a station of immense importance to us nationally; not only as a trade emporium and entrepôt for which it has been famous any time these 2,000 years; but as one of the "chain of fortresses," forming a continuous line of "Gates," given by God to Israel, from her far-off Western isles to India, the heathen empire in the East, to China, and to the colonial "desolations" she holds at the very ends of the earth, to the South, and at the antipodes of Great Britain. In B.C. 24, the Romans saw the advantages of Aden as a commercial post, and captured it. They called it "Arabia Felix," or "Altanæ." In the beginning of the 16th century, the Portuguese took the place, but were ousted by the Turks in A.D. 1538. They abandoned the locality in the next century, and the Sultan of Senna, in his turn, became the master of Aden. In A.D. 1730 the Sultan of Lahej threw off allegiance to him of Senna, and founded a new line of Sultans. It was in 1837 that the British

Lion appeared on the scene, and the reader would do well to mark the steps, by which God made us masters of this wonderful place of arms, whose influence is strategically such, that no gun is fired from Zanzibar to Guardafui, from Bab-el-mandeb to Singapore, but the owners of Aden must know "the reason why."

In 1837, a Madras vessel, sailing under the British flag, was wrecked off Aden. The passengers and crew were grossly ill-treated by the Arab residents of the place. The British Government at the neighbouring Eastern "Gate," Bombay, demanded "compensation and redress." The Sultan not only promised it, but offered to sell to the British, the town and post of Aden, which had given the offence. Captain Haynes, of the Indian navy, was deputed by the Bombay Government to complete the necessary arrangements and take "possession;" when lo! it was found that the Sultan's son, who had succeeded him declined to fulfil the promise, and defied the British Lion to do his worst! *Quem deus vult perdere, prius dementat.* The result of this folly was, of course, a naval and military expedition, which made short work of the matter, and "took" Aden without paying for it! On the 16th January, 1839, the place was captured; and from that day to this, it has been in the safe custody and possession of the rightful heir, the House of Israel. Before 1839 the trade of Great Britain and the European world had passed to the East *via* the Cape of Good Hope. Just about the time Aden lapsed to our nation, the overland route to India was established; and the place which had fallen into disregard as a trading port, and had barely 1,000 inhabitants, at once rose to great importance as a military and commercial entrepôt, and now boasts of a population of 40,000 souls. Aden was forthwith constituted by the British a "free port." It is the chief coaling station for all steamers plying from the Mediterranean, *via* the Suez canal, to India, and the East; and its "export trade" of coffee, gums, feathers, bal-

sams, drugs, "gold, frankincense, and myrrh," pearls and ivory, brings it in an import trade worth £1,404,169 per annum (1871-72), while its exports were, the same year, of the value of £885,919. The town and port of Aden are now heavily fortified by the British Government. It is garrisoned by about 2,000 troops, including a regiment of British foot, and two batteries of royal artillery, though the number have, we believe, lately been reduced. Like most other of the Gates of Israel, its retention by their owners depends entirely upon their naval supremacy. Deprived of *that*, they must fail to hold Gibraltar, Malta, Perim, Aden, India, and the Suez canal. But God has given this gift, too, to Israel, for He has promised that their "Home Gates" shall "never be shut day or night" (Isa. lx. 11), and this, with other promises of the like effect, guarantee to them the *perpetual* mastery of the sea, and, therefore, by consequence, the everlasting possession of the Gates of their many enemies throughout the entire world.

Since 1839, many crafty plans have been laid, and attempts made by the fierce Arabs in the neighbourhood of Aden to surprise the garrison and capture the place. In vain! God has frustrated all these attempts, and British hold on Aden, as the Gate of their Arabian "enemies," is stronger to-day than it has ever been before (Gen. xxiv. 60).

Aden, on the whole, is a healthy place; but one which, as the reader may easily imagine, the British military man garrisons with regret—and leaves with joy! It is intolerably dull, exceedingly hot, utterly monotonous, very expensive, and without one single alleviation to make residence either pleasant or even tolerably endurable.

The designation of this Gate "Aden," is derived from the Arabic word signifying "*a permanent settlement.*" We note that Israel having now entered on "possession," as promised by the living God, the settlement of our race on this spot is destined to be everlasting.

CHAPTER X.

S O C O T R A .

IN close contiguity to Aden, the last remarkable "Gate" to which we introduced our readers, at a distance nearly due East from it of 500 English miles—about 150 miles N.E. of Cape Guardafui, and situated at the entry of the Gulf of Aden (otherwise called the Arabian Sea), there lies a remarkable island called Socotra. Nature has formed it apparently as the outer key or gateway of the approach to the Red Sea from the South. The chief portals of that approach we have seen are entrusted to one and the same hand, namely, the potent power now representing "the kings from the rising of the sun," the House of Israel, to whom God has granted the precious gift of the "Gate of her enemies."

It seems natural, therefore, and according to the ordinary sequence of things, that Socotra, so curiously planted in the very route from India to the Southern entrance of the Red Sea, should be in the possession of that Power to which the whole of the ocean highways of the world are entrusted by the God of Israel.

And so it is, in fact. In April, 1876, the *Times* newspaper announced to the world that the British Government had made arrangements for the annexation of this fine island. Without entering on actual possession, the British, as the paramount power in the East (the chief of nations in the Indian Ocean, beyond all manner of doubt), have stipulated with the Sultan of Kishen on the Arabian coast, to whom the island is nominally subject, that the reversion in the property in the island is theirs, that it shall never pass to any foreign European power, and that when needful the British Lion shall *de facto* assume charge,

fortify and hold the place as an additional security to their magnificent Indian possessions. Also that the free ingress and egress of the Red Sea shall be under their own absolute power and dominion, and that this island, like Aden and Perim, shall be one of Israel's "Gates" to secure their supremacy in the ocean highways of the world. "Socotra," said the Editor of the *Times*, on the 18th April, 1876, "lies about 150 miles East of Cape Guardafui, at the entrance of the Gulf of Aden, and its importance, therefore, as one link in the chain which connects England with her Indian possessions will at once be seen. Its possession by a hostile foreign power might prove extremely awkward in the event of war." "In spite," he continues, "of its fine position at the entry to the Red Sea, a few hours' distance from Aden, it is doubtful whether Socotra will ever be much frequented. Its importance to England can only be as one of the links in the chain by which her highway to India is guarded."

In these words, as, doubtless, our readers will have observed, the *Times* newspaper gives, in utter ignorance of our Identity, clear evidence, that to this nation is entrusted "the Gate of our enemies." As Gentile islanders of the West, we could have had no claim to Eastern dominion. But, *as Israel*, we are the very people designated by God Himself, on whom the function has devolved of ruling the heathen of Hindostan; of breaking them with a rod of iron; and of bringing them to Christ (Psalm ii. 8—12). But our road of access to them from our island home in the North and the West of Europe must be guarded; and accordingly God has given us, His chosen people, "the Gate of our enemies," to have and to hold, to protect our way, to secure our passage, and to obtain for us that supremacy on sea and on land which we are destined to exercise in order to carry out God's purposes. Accordingly, we have not only naval supremacy guaranteed to our nation *for ever*, but also the splendid "Gates" *en route*, of Gibraltar,

of Malta, of the Suez Canal, of Perim Island, of Aden, and, finally, of that fine addition we are now contemplating, the Island of Socotra, which is ours as surely and as securely as the Isle of Wight, or Guernsey, or Jersey, or the Isle of Man, and that as a gift in perpetuity.

The productions of Socotra are aloes (the finest in the world), cotton, the gum of the dragon's-blood tree, dates and tamarinds. The Socotrine aloe, now, as in former times, forms the object of a very considerable traffic. "The island is generally uncultivated. The few streams that water it are torrents, which during a few weeks send down enormous masses of water, and during the rest of the year are dry. The valleys are sheltered from the North wind, and produce a few palms, which are of great service to the inhabitants. The only animals reared are sheep of a very fine breed, which multiply at an unusual rate." The chief inhabitants of the place are Arabs, and the total population about four to five thousand. The occupation of this important island by Great Britain will not only effect the object indicated by the *Times*, but it will also give our country another *point d'appui*, from which we may carry out one of the grandest of the destined functions and the allotted rôle of God's people Israel, in suppressing "the accursed slave trade" which has been so long the terror of the East coast of Africa, but now, under vigorous *British* supervision, is being gradually annihilated.

Lastly, we note, in passing, that the British Empire is rapidly growing, as God said it should; and that the means He used to effect His purposes in the present case was the Government administered by the late Prime Minister, of the House of Judah, Benjamin Disraeli, Earl of Beaconsfield.

The Resident of Aden, under whose administration the Island of Socotra has virtually passed into British hands, was General Schneider. The island is situated within the tropics (lat 12° 30' N., long. 54° 10' E.), and is generally healthy. It

has a mountainous terrain, a bold coast, with some excellent harbours. On the whole, the acquisition of this fine island was a necessity as a matter of national security; and it is one more instance of that enlightened policy on the part of our late Government, which sought and embraced every lawful occasion to add by peaceful measures to the Empire of Israel—an Empire which God's Word assures us shall be limited only by this planet's capacity to contain its component inhabitants; till, finally, the day arrive when, as "the righteous nation," blessed with "the new covenant," they "fill the whole earth," and "the earth shall thus be filled with the knowledge of the glory of the Lord, as the waters cover the sea" (Hab. ii. 14; Heb. viii. 10; Dan. ii. 35—44, vii. 18). One step towards that glorious consummation was effected when Socotra was virtually added to the crown of the Empress of India, as one of Israel's Island Gates.

CHAPTER XI.

BOMBAY.

IN latitude $18^{\circ} 56' N$, longitude $72^{\circ} 53' E$ on the Western coast of Hindustan is a city of over 600,000 inhabitants, situated on an Island nestled close to the mainland, admirably suited to answer the purposes of one of Israel's most formidable "Gates," designated by its original owners, the Portuguese, *Buon* or *Bom-Bahia*, the "Good Bay," or "Harbour." On June 23, A.D. 1661, when Charles II. was on the throne of

England, the King of Portugal, to whom Bombay and the surrounding territory belonged, presented it to the British Sovereign by Article 11 of the Treaty made on the occasion of Charles' marriage with Catherine of Braganza. The Treaty conferred on Charles, as King of England, and his successors, the "port" (or Gate) and "Island of Bombay in the East Indies with its appurtenances," &c. A few years after that event—viz., on March 27, 1669—King Charles II., by letters patent, conveyed the said port (or Gate), island, and premises," to the East India Company, "to be held to the said Company and their successors of the Crown of England, as of the Manor of East Greenwich, in perpetuity and in free and common socage, at a fee farm rent of £10, payable on September 30 yearly at the Custom House."

Thus was transferred to the keeping of the House of Israel, and on November 1, 1858, was retransferred to the custody of the *Crown* of Israel, represented by Victoria, by the grace of God Empress of India, one of the most magnificent Gates which this nation has received in free gift from their great Creator, the Lord Jehovah, at the intercession of His only begotten Son (Psa. ii. 8). For by the acquisition of this important Gate in A.D. 1669, the British were enabled to obtain the mastery and dominion over millions of heathen, over many nations on the West coast of Hindustan; over Scinde, and over races in Central India. Then, too, was fulfilled the promise that Israel should become gifted with the "uttermost parts of the earth"—possessions which are situated as the crow flies at least 7,000 miles from their home in the Western Isles—so distant that, at that date, the voyage to reach them occupied, *via* the Cape of Good Hope, the best part of an entire year.

Bombay is now the chief commercial emporium of the East. It yields not even to Calcutta in importance. It "exports all the rich products of the Eastern world, many of which come to it for trans-shipment." It is the terminus of a vast trade,

which converges to it from all European ports, *viâ* the Suez Canal and the Red Sea; besides being the destination of the mail and other lines of magnificent steam fleets which carry the ever-increasing volume of British trade to India, North, South, East, and West.

During early years Bombay was scarcely mixed up in any way with the grand military operations which in Bengal, Madras, and the Deccan reduced the power of State after State among the natives. In 1775, and subsequent years, however, this "Gate" afforded noble help in subjugating to Israel's domination the Mahratta power first, and in later times all those lands and races in North India, the Punjab, and Scinde, which have, after years of conflict, at last been reduced to utter submission to the paramount British race. The power of Israel's God has broken the heathen there "with a rod of iron, and dashed them to pieces like a potter's vessel." In all these operations, the Gate of Bombay has done true loyal service and greatly helped by its commanding position and its own absolute security from foreign attack, to further the interests of the Empire. The island "Gate" boasts of a noble harbour heavily fortified, and guarded besides by two ironclad turret ships. It is twelve to fourteen miles long, four to six wide, and is the most safe and spacious in all India. Bombay is the seat of Government of the Western Presidency. It is a Bishop's See, possesses a separate Native Army with a considerable force of European troops of two arms—artillery and infantry—and forms the headquarters of the British fleet in Indian waters. The Great Arabian Gate at Aden, which we have lately dealt with, is within the jurisdiction of the Bombay Government, which supplies its garrisons and administers its affairs. The province of Scinde, too, which was subjugated by Bombay troops under the Command of Sir Charles Napier in 1843, falls under the general supervision of the Government which has its seat in the Bombay "Gate." On the whole,

while Bombay is really second to none of our foreign Gates, whether considered in its capacity as a commercial, military, political, or naval metropolis, we may thank our God that since He destined the peninsula for the possession of His people Israel, He gave them so early as A.D. 1661 a position of security and power such as this port and island is by nature constituted, and that from that date to this He has not permitted their authority there to be questioned either by foreign or native foes, by land or by sea, from within or from without, for a single instant.

The Island of Bombay is a fairly healthy place for adults and a favourite locality much sought after as a residence, by the large and wealthy European population now located there. The place is excessively expensive and quite unsuited for any but those of the largest incomes.

Such is the power of this Gate that its military and naval influence is felt across the ocean from India to Zanzibar, from Aden to Point de Galle, for 4,000 miles. Further, coastwise, for 1,200 miles, from Kurrachee in the North, to Dondra Head in the Island of Ceylon, toward the South, no disturbance of the public peace can take place without the interference by force of arms of the Government of Bombay, to put it down.

The possession of this Gate enabled the Government of India to conquer Scinde, as we have seen, and to give efficient aid in the late military operations in South Afghanistan. It is so admirably situated as a port of embarkation to Europe, that the whole of the Indian mails are despatched from this great Gate; and it forms the point to which the immense volume of public and private correspondence is sent from London, week by week, for distribution throughout the Indian Empire.

CHAPTER XII.

MADRAS.

ON the low sandy shore of the Coromandel coast, in South-eastern India, there stands at about the latitude of Aden, and in longitude $80^{\circ} 14'$ E., the city and "Gate" of Madras. By the natives it is called *Chenna Pattanam*, at one time a poor fishing village and now the third most important city of the peninsula of Hindustan. Viewed from the sea, the town, invisible on account of the low level of the site, from a very moderate offing, presents, nevertheless, when approached, a very imposing sight.

Fort St. George, the very commencement of the British settlement, is situated at only a few yards' distance from the surf-bound sea shore. The splendid palace of the Nawab of the Carnatic, Government House (the residence of the British Pro-consul), the Lighthouse, the Cathedral, the handsome offices of the British merchant princes, are objects which attract the eye of the new arrival in the roads, and give the city, viewed from the shipping, a most important appearance. The native town is $3\frac{3}{4}$ miles long by $2\frac{1}{2}$ broad; but, when the palatial residences of the European and native magnates are added, the Southern metropolis of India may be said to stand on no less a space than 30 square miles. It is the seat of Government of the Southern Presidency and boasts of a flourishing university, a college of medicine, formerly a mint, many excellent schools and public institutions, with a resident, contented, prosperous Hindoo, Mohammedan, European, and Eurasian population, of nearly 800,000 souls.

Our acquisition of this ancient Gate was as remarkable as any, and will be worth recording. In A.D. 1600, some of the merchants of London being desirous of sharing with the Portu-

guese and Dutch in their then monopoly of the trade with India, combined and obtained from the British government a charter incorporating them as "The Governor and Company of Merchants trading to the East Indies." The East India Company thus incorporated, after many vicissitudes effected various settlements on the South-eastern coast of the peninsula, and began their operations. In those early days the British settlers were entirely at the mercy of their native customers. They lived and traded with them on bare sufferance, being glad to do it on any terms. They had their houses, it is true, and their factories for commercial purposes; but no military power to over-awe their neighbours on that coast, till A.D. 1639. Some time previously they had a factory at a place called Dugaraja Patnam, 30 miles South of Nellore, North of Madras; but the place was found to be inconvenient, and was abandoned for the site on which now stands the noble city of Madras. Having settled there, the traders felt the need of a stronghold or fortress to enable them to defend their lives and property when threatened; and in a weak moment they persuaded the Rajah of Chandragherry, the landowner there, to give them leave to *build a fort*. The result of that permission was the erection of the formidable Gate, Fort St. George, by means of which the whole of South India eventually fell to the power of the British. Thence issued, in A.D. 1751, young Robert Clive, the civilian soldier, and with 500 troops only, he took Arcot, defended it against fearful odds, and raised British power to importance in South India. From Madras also went that same intrepid victor in 1756, after the terrible tragedy of the "black hole of Calcutta," and with Madras troops won back the now city of palaces (the great Northern Gate of Bengal), won the battle of Plassey, captured Chandernagore from the French, and laid the broad foundation of an Empire in the East, which to-day has culminated in "the Imperial Assemblage at Delhi" to celebrate the assumption by Her Majesty Queen Victoria of

her Eastern title of Empress of India. From Madras all those operations were conducted which levelled the power of Hyder Ali and his "tiger" son, Tippoo Sultan, which stormed and captured Seringapatam in A.D. 1799, which conquered Mysore, and added the whole of the Carnatic and South India to the British *Raj*. We have said enough, but much more might be written to prove the exceeding importance of Madras as the great South-eastern Gate of India. From A.D. 1746 it has been firmly held by Great Britain; and the military and naval power which lies concentrated in the Southern Presidency town, and its formidable artillery depôt and station, *St. Thomas' Mount*, is felt in far distant China, in the Mauritius to the South, and everywhere in the vast expanse of the Bay of Bengal. Its bare presence has a powerful effect in keeping the peace amid the many Hindoo races located 500 miles North and West and South of its fort walls. In recent times, too, the many lines of railway and telegraph wire which converge on Choultry Plain, Madras, have much more than doubled the military value of this splendid Gate of Israel in India.

Madras, as a residence for Europeans, is a singularly healthy place. It is hot, no doubt, throughout the year, but the sea breeze daily tempers the fervour of the climate. The garrison of Madras is unusually numerous, and the large artillery station close by, at *St. Thomas' Mount*, renders it indeed a powerful and formidable place. The great disadvantage under which the town labours is the fact that a raging, dangerous surf *always* beats upon the coast. A pier of noble proportions obviates the inconvenience, if not the danger, to some extent; but a scheme now in operation for constructing an efficient breakwater for the port, promises, if successful, to place Madras in a position of advantage as a naval and commercial depôt, which it now sadly lacks, in consequence of the extremely dangerous character of its anchorage at certain seasons of the year, when the North-east monsoon bursts with tropical violence on the Coromandel coast.





CALCUTTA.—THE ESPLANADE.

or East bank of the Hoogly (itself the westerly arm of the mighty Ganges), in lat. $22^{\circ} 33' N.$, long. $88^{\circ} 17' E.$; eighty miles as the crow flies from the sea, and 100 by the river, is a place which 180 years ago, the British trading with the East, resolved to constitute a "British Gate." A strong "place of arms" was constructed there (on land the English purchased) by one Job Charnock, the agent for the British Company, and the place henceforth went by the name it bears to-day—"Fort William." This fortress, however, stood alone; and without territory around it, it was of little value, save as a protection to the British or Israelite merchants in their dealings with the powerful native states around them. Such territory was soon obtained. An English physician, one Dr. Hamilton, had rendered to the then reigning Emperor of Delhi certain professional services, in return for which the British were permitted to acquire a larger amount of territory than they then held around both Calcutta and Madras. Henceforth, the progress of the British power in both places was sure and very certain. But dark and dangerous times were in store for Calcutta and its Fort, ere its infancy was ended or its vigorous youth began. Fifty-six years after "Fort William" was built, the early British settlers, in 1756, were forced to defend not only their property but their lives. Surajah Dowlah, the grandson of Aliverdy Khan, became Nawab of Bengal; and he was a bitter hater of the British, a cruel and relentless foe. The English traders, in anticipation of the seven years' (European) war, then imminent, began to repair "Fort William." Surajah's command to desist from that work was disregarded by the British, and the Nawab at once declared war. Calcutta was besieged in June, 1756; and in three days was captured by the cruel foe. "The walls were old, the garrison small, the weapons in bad order." The British Governor, Commandant, and many others escaped to the vessels in the river to save their lives, but 190 men, Europeans and Eurasians left in the Fort, surrendered to the inhuman monster, who ere long

caused, in the Black Hole of Calcutta, the deaths of the whole of the number, but 23 miserable survivors! Our paper on the "Battle of Plassey," soon to be republished, will tell how that cruelty was avenged; how the murderer, Surajah Dowlah, was pursued by the victorious British, defeated, and in his turn barbarously murdered by his own countrymen in Moorshedabad, on the 2nd July, 1757; and how Calcutta, re-occupied by the conqueror Clive, was strongly fortified and held henceforth by the British in strength. From that time to this it has been a veritable "Gate" of North-eastern India, the very door of entry by which British power has gradually advanced in conquering, never-ceasing waves, till, East and West, North and South, there is not a portion of Bengal, of Assam, of Arracan, of Burmah, of Orissa, of Central or of North-western India, which does not own the influence of Calcutta as THE Gate by which the conquering race sprung forward and advanced that "thin red line," which marks upon the maps the ever-encroaching boundary of British dominion—that line that tells of the history of our nation's annexations in the East.

Calcutta now, as heretofore, the seat of the Viceroy's government, is not only the capital of the whole Empire, but the chief emporium of trade certainly on the Eastern side of the peninsula. The facilities for trade are very great, "for not only is Calcutta the only port of Bengal, and the outlet for the whole basin of the Ganges (by far the richest part of India), but it has besides an enormous import trade, now vastly increased by the fleets of steam and other trading vessels which discharge their cargoes at its wharves, also by the system of railways extending North-westward and South-westward, too, to the confines of the Punjab on the one hand, and to Bombay and hence to Madras on the other. It has a very large European community resident at it in the present day, besides an enormous Hindu, Mahommedan, Asiatic, and Eurasian population, who find their interests in gathering around the chief city of the East."

Calcutta is, from its position, far up the dangerous river Hoogly, and the defences ashore and afloat, practically impregnable to attack from the sea. On land British power is now nowhere so safe as in Calcutta. Secure *there* the British as Rulers of the Sea have the means granted them by their God of pouring succours into the land in times of peril—as notably during the mutinies, through the “Gate” of Calcutta, which gives them the power (God-bestowed) of retaining their hold on the whole peninsula by precisely the same means as those by which they first acquired possession. Verily God’s gift of the “Gate of Calcutta” to the British in A.D. 1700 was the foundation of British power in India; and the influence of that same “Gate” to-day, is (humanly speaking) one of the main causes of the continuance of British supremacy and influence throughout that land. Had it not been for God’s gift to Israel of “the Gate of her enemies” we had not had Calcutta; and without Calcutta, Queen Victoria would not, on the 1st January, 1877, have been proclaimed in state by the Viceroy on the plain of Delhi, as the potent Empress of India, as the all-powerful successor of the Great Mogul.

CHAPTER XIV.

PESHAWUR.

WE have hitherto been considering those British “Gates” which constitute the seaports of our enemies’ lands, strategic positions on their coasts, by which we have dominated over them by reason of our supremacy at sea, because of the means

they afford us of pouring reinforcements into the countries over which these Gates give us military power.

We have now to turn our attention to a class of "Gates" far distant from the sea-board of our enemies' lands, places of strength which, situated in the heart of a great continent acquired by military force, form in their turn *points d'appui*—fortress Gates in fact—by which future conquests may be secured, and the territory already acquired be yet indefinitely increased. Such a Gate—a real "place of arms," *bonâ fide* in the very land of our enemies, wrested from them at the crisis of a great war, when British power was apparently in imminent danger of a frightful reverse—is Peshawur.

The town and district of Peshawur are situated in the Punjab in British India.

The former is in latitude $36^{\circ} 6' N.$ Longitude $71^{\circ} 45' E.$ It is 1,068 feet above the sea-level, in a plain stretching North-east 50 miles by 30. It lies 18 miles East of the Eastern extremity of the Khyber Pass—150 miles E. S. East of Cabul. It is on the route from India to Cabul and to Khorrassan by the Khyber, Abkhana and Karapa Hills.

The spot so situated is positively the very Gate of access to Afghanistan from India and the Punjab, and cannot be better described than by that one word. At various distances it is surrounded by forts, such as Michni, Nowshera, Abagai, Mackeson, Shabhadar, Cherat, which are in their turn smaller "Gates," commanding various passes into hills belonging to Afghanistan, such passes being occupied and held by savage and warlike tribes. But Peshawur itself, with the plain in its neighbourhood, is the chief Gate of those parts, facing the great Khyber Pass.

The town of Peshawur is protected by walls flanked by bastions. It has several open spaces surrounded by neat buildings, with one main thoroughfare. The population some time since was 50,000. Its neighbourhood to hostile and

predatory hill tribes makes the place one in which life and property are far from secure, and, as the reader may imagine, except for those fond of war's alarms, the peaceful European citizen would not voluntarily make choice of Peshawur as his place of permanent residence if blessed with a wife and rising family. The climate of the place is very cold in Winter. The thermometer at such seasons often falls to zero Fahr. But during June, July, and August it is intensely hot; the hot winds, blowing as from the mouth of a burning fiery furnace, are sometimes fatal. Very severe dust storms are common in the place. Fevers are exceedingly prevalent in the locality. Cholera epidemics frequent, and when we have said that flies, snakes, and scorpions abound, we are sure our readers see that life in Peshawur to the military man and family is not a bed of roses, and that the possession by the House of Israel of even such a grand Gate, as it really is, must be paid for at a price of personal discomfort, annoyance, and real peril to health and life, which we "who live at home at ease" do well to ponder.

This station and its neighbourhood being the Gate into, as well as out of, India, the British are forced to hold it in great strength. To neglect such "a door of access" to our own house would be madness indeed. Behind it, in the Punjab, there lies accordingly, coiled up in the military stations, and in the hill cantonments, a large and irresistible European army, ready at a moment's warning to spring forward towards the great Gate near the Khyber Pass, to dispute an invader's march. In the District Headquarters of Peshawur itself, the British have a small but compact force of the three arms ready for immediate service against the enemy. Two regiments of British, 4 of Native Infantry, with 2 of Native Cavalry, nearly 5,000 strong in all, with 3 Batteries of Royal Horse and Foot Artillery, besides 2 companies of Sappers and Miners, constitute a power in Peshawur which is quite capable of resisting any sudden *coup-de-main* ever likely to be attempted by the

Afghans or the hill Tribes in the vicinity. But how did this important Gate pass into the hands of the House of Israel? In every other instance we have seen that the acquisition of each Gate has been the result of remarkable and singular interposition in His people's favour by the God of Israel. The annexation of Peshawur was no exception to this rule. It came about in this wise.

The great Sikh revolt, which was the result of the rising of Moolraj, and the siege by the British of Mooltan in 1848, led eventually to the terrible battle of Chillianwallah, fought on January 13, 1849, between Shere Sing and Chutter Sing, the Commanders of the Sikh forces, and the British under Lord Gough. It was indeed a drawn battle, one in which the British lost guns in the open field—sustained enormous losses—failed to drive the enemy off the field, and but for the interference of the God of Israel, it must have been fatal to the prestige of the paramount Power. It encouraged the Afghans to lend help to the Sikhs, and before the campaign was over a large detachment of Afghan horse, under the son of Dost Mahomed Khan was attached to the Sikh army in opposition to the British. But retribution was near. The gloom which Chillianwallah threw over, not only India, but England and the Empire too, was only temporary. In the nick of time Mooltan fell, and thus enabled General Whish to reinforce the British with his besieging army. On February 21, a little more than a month after the indecisive disastrous action at Chillianwallah, the Sikh army under Shere Sing, posted in strength at Gujerat, was met and utterly annihilated in what was an artillery action almost throughout, by the British General. The Sikh cannon was all captured; the whole Sikh army was put to flight; and the Afghan contingent which fled rapidly from the field, was chased by the British cavalry under Sir Walter Gilbert, right up to the mouth of the Khyber Pass, to Peshawur, henceforth a British Gate. Lord Dalhousie

instantly issued the order for the annexation of the whole of the Punjab to the British Raj; and by the same decision he added to the Empire that Gate by which the enemies of Israel had dared to enter to dispute their dominion, that Gate by which, *for the last time*, they were to pass to their own domains through territory of their own. From that time to this Peshawur has been British property; and such is our confidence in the permanence of this gift of our God to the House of Israel, that we feel sure Peshawur will be ours for all time to come. It will be a "Gate" and a "possession" of Israel for ever.

CHAPTER XV.

R A N G O O N.

ON the left bank of the Panlang, itself the Eastern branch of the Irrawadi River, in lat. $16^{\circ} 47' N.$, long. $96^{\circ} 10' E.$, is an important British, therefore Israelite, "Gate," Rangoon—once a town in the Pegu Province of the Burmese Empire, now a rising seaport city of over 20,000 inhabitants, which commands all exit from and approach to, what was once a powerful rival Empire of the British in the East. "Rangoon has always been a great trading city, and general emporium for European and Asiatic merchandise." Its climate is said to be healthy, though exceedingly damp. It is certain there is now resident there a large and increasing British population. The damp heat of the place, which is at times—in April and May especially—distressing to the European, is, as far as the town and its vicinity is concerned, bearable enough, and in Winter (Sep-

tember to March) positively delightful. At that season the thermometer seldom rises beyond 75°. In May the rains temper the climate, and render it enjoyable.

Rangoon has twice been the scene of warlike operations, in which the British Power, after wanton provocation and insult, has, in spite of itself, advanced to the attack and conquered. The first occasion was in 1824. Many insults were offered to the British by the then rising power of the Burmese; and to avenge these outrages, an "Israelite" expedition under Sir Archibald Campbell, was hurled against the great Gate of Burmah, Rangoon, on the 11th May. The town was taken, and operating from and through this "Gate" the campaign was prosecuted to a successful issue, till on the 24th February, 1826, peace was concluded, which stripped the Burmese Empire of its maritime Provinces, Arracan and the Tenasserim coast, besides all claim to Assam, Jyntea, and Cachar. A million sterling, and the hold on the Gate itself till the fine was paid, was the price the Burmese gave, and were glad to give, to escape the grip of the British lion on a spot which, nevertheless, was in subsequent times to fall again into the possession of the House of Israel, but that time for ever.

The infatuated Burmese, forgetting the lessons they had received in 1824, commenced in 1849 and 1850 a course of conduct, openly insulting, and intentionally hostile, which forced Lord Dalhousie, the then Governor-General of India, to declare war.

In April, 1852, General Godwin arrived at the mouths of the Rangoon river with the forces placed under his orders. Martaban was speedily captured. Bassein was taken; and Rangoon, the great Gate of the Empire, was again, after a hard fight, wrested from the enemy, who had forgotten the power of the British, and had, after 28 years of peace, vainly imagined that the conquerors of Hindoostan would quail when confronted by the puny power of the King of Ava! Fond expectation!

The British advanced to Prome, and the whole of the Burmese Province of Pegu having thus fallen under the dominion of the conqueror, was forthwith summarily annexed to the British Empire in the high-handed Israelitish fashion for which Lord Dalhousie was famous—a fashion which, in spite of our later resolutions on the subject, Sir Theophilus Shepstone has, by the decree of the God of Israel, been forced to imitate in quite recent days—only a few years ago—in the matter of the Transvaal Republic, now also included within British territories.

The reader will peruse with interest some remarks by Mr. Judson, the American missionary, regarding the estimate the Burmans formed during the first Burmese war of the British soldier, and his capacity as a fighting machine:—"Previous to the war, the Burmans thought the British soldiery better than the Hindus, but luxurious and effeminate, incapable of standing the fatigues of war, and, therefore, unable to contend with a people hardy like themselves, who carry on war with but little food and no shelter."

After the conquest of Arracan by Brigadier-General Morison however, the Burmans changed their opinion, and thought "the British soldier nearly invincible, fierce, and blood-thirsty, discovering almost superhuman prowess. They compared them in action to a particular class of demons called Balu, that, according to Burman notions, feed on human flesh. They compared the rapidity of their movements to a whirlwind. The skill of the Europeans in the use of artillery, and especially in that of rockets and shells, astonished them, and was incomprehensible. The forbearance and moderation of the European troops after victory, and their obedience to command and regularity of discipline, was a subject of admiration with them. In comparison with the Sepoys, they also observed the British soldiers were indifferent to plunder."

The above is a short account of this remarkable Burmese

"Gate," which our God has given to His people for an everlasting possession. Its acquisition was unsought but forced on our Nation; its retention is a necessity. It will, we believe, lead, ere long, to the final absorption into the dominions of the Empress of Hindustan of the little that yet remains of the Burmese territory. It will then in the future, perchance, assist in the disruption of the South-eastern portion of the vast Chinese Empire, whose destiny most men acquainted with the subject see, is to fall into confusion, and finally to submit to the rule of the same all-devouring Power, the House of Israel. That Power is already acquiring "the Gates" of China in the so-called "Treaty Ports," and is there accumulating "positions of strength," that are even now all but "places of arms," destined to split up the country and bring it, like British India, under the sway of the great Empress of Hindustan.

The acquisition of British Burmah has rounded off the British Empire in the East in a very perfect manner, and greatly added to the volume of British trade. The country yields rice, maize, wheat, cotton, indigo, sugar cane, ivory, fine timber trees, including teak; gold, silver, and other minerals, besides vast quantities of petroleum, raised from pits near the Irrawadi, on its lower course. In short, British Burmah is a most valuable possession to Israel, and we acquired it by the operation of "the Gate" of Rangoon, which God gave to His chosen people, under His own oath to our forefather Abraham (Gen. xxii. 17).

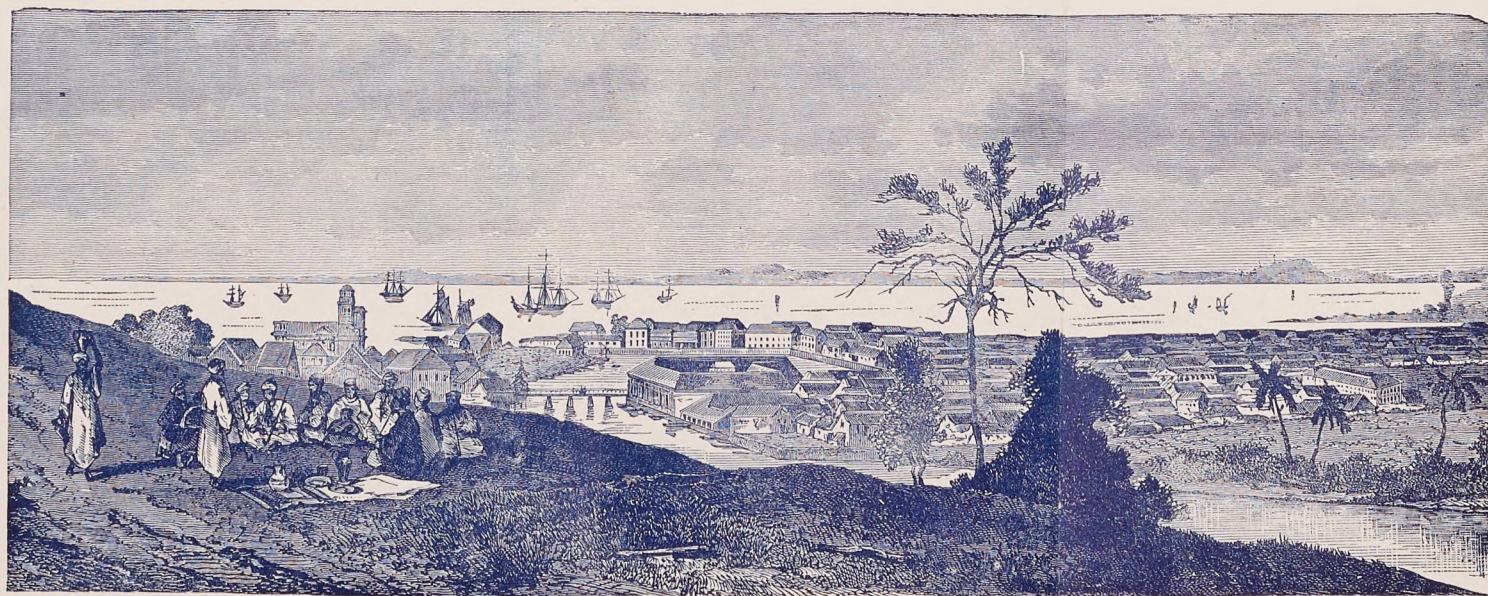
CHAPTER XVI.

THE STRAITS SETTLEMENTS.—SINGAPORE.

SEPARATING the Malayan Peninsula from the Island of Sumatra, between the parallels of $1^{\circ} 17'$ and 9° North latitude, there is a narrow ocean highway, forming the direct route between the Indian, or heathen Empire of the House of Israel, and the ancient semi-barbarous Empire of China to the East. That "highway," termed the Straits of Malacca, is controlled, guarded, and dominated by the mistress of the seas, Great Britain, who has there three Gates, or "places of arms," the chief of which is Singapore.

The very name of this grand and important British Gate, or "lodge Gate" of the "way," is very interesting and suggestive. The word "*Singapura*" means, translated into English, "the City of the Lion"—the Lion's Town—and it has indeed become the chief port or "Gate" in those parts of "the Lion" of the British Empire, of the House of Judah's representative, the ruler over Israel.

Singapore is situated in latitude $1^{\circ} 17'$ North, and longitude $103^{\circ} 50'$ East, on an island of the same name. The latter is twenty-five miles long, East and West, fourteen miles wide, North and South. The town and island lie off the head of the peninsula at the South-eastern entrance of the Straits, separated from the mainland by a narrow channel. Lying as near as eighty miles North of the equator, the place, of course, is hot, the seasons are monotonous, and the climate is damp and rainy. The thermometer ranges from 71° to 89° . The occupation and acquisition by our race of this important British Gate, which commands the approach from the civilisation of the West to the magnificent barbarism of the East coast of China and the



SINGAPORE.

Malayan Archipelago, is a grand episode in the history of God's dealings with Israel.

British prowess and arms had wrested from the Dutch all their Eastern possessions in 1811; but the peace of Paris, on August 13, 1814, restored by treaty to Holland all her transmarine possessions, saving the Cape of Good Hope and a colony on the Malabar coast. The British loss by treaty of Java, Celebes, and the Spice Islands required a counterpoise in the ocean high-“way,” and Sir Stamford Raffles, the then representative of British interests there, with the true and correct eye for the importance of a “Gate,” demanded for his country some spot at the mouth either of the Straits of Sunda, or of those of Malacca, “where a British man-of-war could anchor, with the Union Jack flying,” and which, breaking up the Dutch monopoly, would guarantee liberty for Israel's trade. God gave him Singapore.

And no better spot could have been selected. In 1819, the island and village, occupied then by only 150 fishermen, were purchased by the British of the Sultan of Johore, with the fee simple of the whole, including all the seas, straits, and isles, within ten miles of the localities, for 60,000 dollars, besides an annuity of 24,000 dollars to two local chiefs for their lives.

The first thing done after the acquisition was to build a fort and a factory, and to “declare the slave trade abolished for ever.” The place (henceforth a “Gate”) was constituted a free port—the first of that kind the British possessed in any part of the world.

The Dutch, of course, disputed the British interference with their dominions; but the lion had taken “possession,” and once located, it requires more than the puny efforts of a third-rate Gentile Power like Holland, to dislodge the “couching” king of beasts.

The free town and port of Singapore under British rule rapidly increased in size and importance. In 1819 the fishing village,

as we have said, held only 150 poor native residents. Seven years after that date the place ranked as a town of 18,000 inhabitants, and in 1868 it had risen to over 90,000. Its size must now be considerably greater. The value of the port to Great Britain, in a commercial point of view, is greater still. Its imports rose from 5,808,000 dollars in 1823 to 31,460,000 in 1863; and its exports from 4,598,000 in 1823 to 26,620,000 in 1863.

Singapore is the entrepôt of an immense trade, which the policy of the British fosters by every means in its power. To that favoured spot converges the entire traffic of South Asia and the Indian Archipelago. Fleets of steamers convey through the Straits the produce of China, Japan, Borneo, and Siam, to India, to the South African States, and through the Red Sea "Gates" to Europe, and finally to the world's emporium in the islands in the far West, Israel's home, God's chosen Israel, the owner and the mistress of all the "Gates," Singapore included. In Singapore Her Majesty has a powerful squadron ready to afford succour at whatever neighbouring territory, town, or "Gate," British interests may be jeopardised. Lately we saw, when difficulties arose in the adjoining country of Perak, how, that moment, Singapore sent Her Majesty's ships of war, her troops and materials, to put down the trouble. Malacca and Penang also, two other neighbouring "Gates," as well as the more distant but powerful Indian arsenals, poured forth their aid in arms, men, ships, and treasure, efforts that soon settled the disturbance, and left no enemy in the field to dare the lion in his wrath.

Singapore, however, is chiefly grand in its commercial triumphs. "Shipping of all nations crowd its free port, which has never seen a custom-house. From the British, the Dutch, and other nations in the far West, to the Biajus, or sea gipsies, to the Diaks and the Siamese, bringing rice, tortoise-shell, and trepang, from Celebes, and even from Ternate," many more than 2,000 square-rigged vessels and steamers anchor every

year in the roads. New Guinea, Borneo, Macassar, Celebes, Flores and Lambok send annually mother-o'-pearl, gold dust, beeswax, birds of Paradise, skins, sandalwood, lac-wood, gutta-percha, coffee, nutmeg, sago, mats, and other commodities to Singapore for purposes of commerce. From these and other sources, Singapore derives an ample prosperity, and exhibits a picture of wealth and civilisation equalled by few cities in the East.

Between the fishing village of 150 inhabitants in 1819, and the magnificent "Gate" of 1880, the contrast is prodigious. The gift to our race of such a commanding spot is a royal gift straight from the hand of the God of Israel, and the place which is the "Lion's City," is, in very truth, a "Gate" which God has granted to His people *in peace*, to enable them to keep in check their then enemies and present rivals in the East, the Dutch. "Thy seed," He said to Abraham, "shall possess the Gate of his enemies," and Singapore is a glorious proof of our Identity, and that God is true.

The climate of Singapore is not unfavourable to the European constitution, though the moist heat must be very trying to children. The sea-breeze, however, always tempers the tropical equatorial fervour of the place; and our own verdict would be that there are worse stations for a British-Israelite in the gorgeous East than the "Lion's Town" of Singapura.

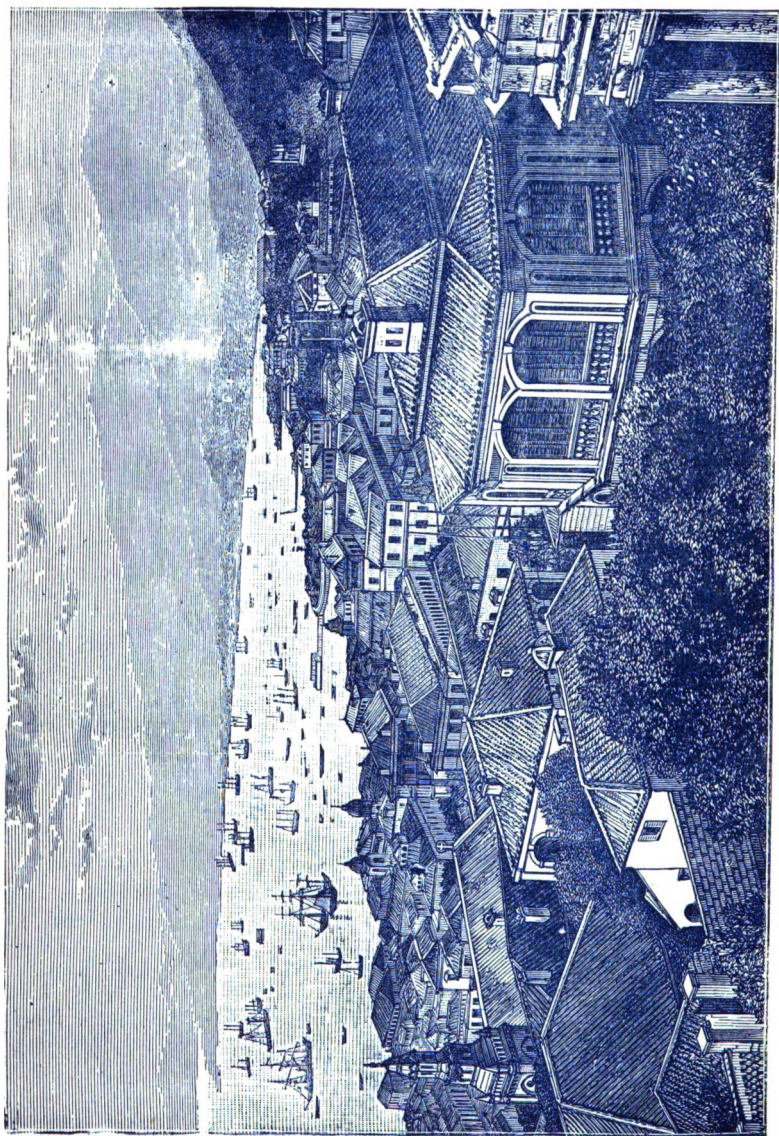
The Straits Settlements are three in number. We have alluded to one; a word or two must suffice as to the other two, Penang and Malacca. Penang, or Prince of Wales's Island, is an island off the North end of the Malayan Peninsula, separated from it by a channel two miles wide. Its chief place is George Town, with a population in 1848 of 39,589. The trade of this "Gate" was formerly very extensive, but the rising grandeur of Singapore has dwarfed the value to British commerce of Penang. It is, however, a valuable naval station and *rendezvous* for shipping; and being British, it does for the Northern

entrance of the Straits, or "Way," what Singapore does for the South—*it commands the passage*, and gives to the owners of these two "Gates," the power to open or close them at their will.

Malacca formerly was a Dutch "acropolis of commerce" in the far East, and "commanded the great highway by which vessels of all nations passed into or emerged from the Indian Archipelago" (St. John's History, vol. ii., p. 353).

The neighbouring Gate of Singapore has shorn Malacca now of its ancient glories, but it owns, as a British "possession," a fine harbour which is always crowded with shipping. It is an important addition to British power in the Straits, and adds to a naval superiority which virtually gives "the dominion" of the great Eastern Straits to Israel, and that in consequence of her acquisition of the gift of God—"the Gates."

In short, Sir Stamford Raffles, in 1819, hoisted within the ruined ramparts of the ancient "Lion City" of Singapura, then a petty village, the British flag, just as he desired, and thus he constituted and established in the East a new Malta, another "place of arms," and glorious "Gate" for Israel, as the appointed custodian of the ocean highways of the world, and God added to Singapore a lock and double lock in Penang and Malacca as "Gates of the Way" of the Straits, which makes surety, doubly sure.



HONG KONG.

CHAPTER XVII.

HONG KONG.

TRAVELLING Eastwards, we have in leaving Singapore (the Lion's City) and the other Malayan Gates, two in number, passed by a couple of small Dyak or Bornean Gates, Sarāwak on the mainland of the island of Borneo and Labūan off the coast. Much might be written of these and their service to the House of Israel. They complete the chain of the strongholds, fortresses, or Gates in their ocean highways of the world. The supremacy over these has been granted, as our readers well know, as a precious gift to this our race, by God Almighty, being the foretaste, or earnest, of the grand promised blessing, "*the Gate of his enemies*," which we have shown times out of number is Constantinople and the two ocean approaches thereto—soon, we believe, to fall into the "possession" of our nation, according to the Lord's solemn engagement with "our" forefather Abraham.

We pass on (promising, if possible, to recur to the two smaller Gates thus omitted) to tell of one which has played no insignificant part in Israel's history on the sea-board of East China—a Gate which has been "in possession" since February, 1841, and has helped to build up a Power in the East far in distance beyond the great heathen Empire of India—a Power which promises yet to break up the colossal territories of the celestial kingdom, and bring it under the domination of the all-devouring race, the British Israelites.

In N. lat. $22^{\circ} 12'$ and E. long. $114^{\circ} 13'$, is a small island (one of a rocky group) only eight miles long East and West, and two to six miles broad North and South, called Hong Kong. It is situated in the mouth of the Canton River, 100 miles from

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Canton, but only four or five miles from the Chinese mainland, separated from it by a narrow strait. The chief anchorage for vessels, Hong Kong Roads and Victoria Roads, are excellent and commodious, both opposite the town of Victoria. They are situated between the mountains of the island and those of the mainland. There is deep water for a man-of-war within a cable's length of the shore. The North of this island is almost impregnable to attack in consequence of a chain of mountains, varying from 500 to 1,000 feet in height, running down to the coast in steep declivities, their bases approaching nearly to the edge of the water. The two mountains overlooking Victoria and the harbours are called Mount Victoria, 1827 feet high, and Mount Gough, 1,575 feet high. The mean temperature of the island in June and July is 88° ; but it is extremely variable (therefore unhealthy) in October, November, and December. During the hot season the rain falls in torrents in Hong Kong, and this deluge, being succeeded by a clear, unclouded sunshine and great heat, acts on the undrained parts of the island and produces malarious fevers. From all accounts the climate of this Chinese Gate is detestable, its monotony wearisome, and as one says, whose words are always well chosen and brilliant—"Like a beautiful woman with a bad temper, Hong Kong claims our admiration while it repels our advances." When it does not blow there or rain, the heat is intolerable, and on shore there is nothing to tempt the visitor apart from the proverbial hospitality of the Hong Kong merchants. The island boasts of only two walks—or did a few years ago—one along the sea-shore to the right, and the other to the left of the settlement. If you like, you can scramble to the top of Victoria Peak; "but this," says Mr. Lawrence Oliphant, "involves an early start, and a probable attack of fever."

The island of Hong Kong was acquired by the British under the treaty of Nankin on August 30, 1842, as the result of the war with China, undertaken to abrogate the edict of the

Emperor and his minister Lin, to prohibit all trade with Europeans in opium. The war terminated in the capture and destruction of the Bogue forts in the Canton river, the taking of Amoy and Chin-Kiang-Foo, with the pro-formâ surrender of a Gate, of which, however, the British took "possession," on February 1, 1841, when Captain Elliot and Commodore Bremer issued a proclamation to the inhabitants, informing them "that the place had become part of the dominions of the Queen of England, and the natives her subjects. In this high-handed way Hong Kong passed in 1841, *de facto*, under the sway of Israel, and the Gate then secured has been a Gate ever since—in each succeeding war of our nation with the celestial empire and land, forming the *rendezvous* of our fleets and armies, enabling them there to prepare the blow to be dealt at leisure on the mighty dominion, thus lying at the mercy of a Power which is even now represented in China by an island ridiculously small. In June, 1843, the island was constituted a British colony. It has, we believe, as a "Crown Colony," no legislative assembly, but is regulated by the orders of the British Colonial Office.

The population of Hong Kong is about 40,000 to 50,000, and is chiefly Chinese. The government is superintended by a Governor and Council (British, of course), and the commercial, political, military, naval, and ecclesiastical interests of our countrymen in those distant parts are protected and guarded by the Governor of the island, by the military and naval authorities, and by the British Bishop and clergy whose head quarters are at Hong Kong. This Gate is dependent, of course, for existence upon the naval supremacy of the British. So long as God gives Israel the dominion of the sea, so long shall we hold such spots as Gibraltar, Malta, the Suez Canal, Perim, Aden, Bombay, Madras, Singapore, and Hong Kong. But as the Lord's promise is that Israel "shall possess the Gate of his enemies;" that her home-ports or

Gates shall ever be inviolate, and that alien foes shall defeat her *never*, we may anticipate, as God's blessing to our race, that Hong Kong shall be the possession of Great Britain during all time; and that it shall serve as the *fulcrum* by which the mighty celestial empire shall eventually be broken up and reduced to the dominion of "the inheritors of the earth," "the saints,"—God's people Israel—the British.

The means by which this will be accomplished appear to be the multiplication of the "treaty ports" on the East coast of China. By the treaty of Nankin, dated August 30, 1842, there were five such ports named as open to British trade—viz., Canton, Amoy, Foo-Chow-foo, Ningpo, and Shanghai. By the treaty of Tientsin, dated June 26, 1858, five more such ports were added, called New Chwang, Tang-Chow, Tai-wau (Formosa), Chan-Chow (Swatow) and Kiung-Chow (Hainau). Since that date, four or five other similar places have been opened to British merchants for purposes of trade; and now about fifteen ports are available by treaty for British commerce along the Chinese sea-board. At these, British power and influence is gradually and fatally growing; and the growth is so rapid and so remarkable that the *Times* newspaper, not very long since, deplored the fact as portentous, and sounded a note of terrified warning, saying that these ports would, if care were not taken, do for the Empire of China what our Gates have done for India—namely, break up the native governments, and end, in spite of our own desires, in the annexation and incorporation of the whole territory into the already gigantic dominions of the British Sovereign.

Hong Kong is a port of call for the vast fleet of the Peninsular and Oriental Steam Navigation Company; also of the Messageries Maritimes de France, a French Company trading between Marseilles and the East.

It has wisely been constituted by the British a "free port," like Aden and Singapore. Its trade, therefore, which has

always been great, is rapidly increasing. A large amount of specie is constantly coming home and passing to India in exchange for the unfortunate trade in opium, and for European commodities, silk, military and other stores. Though Hong Kong is doubtless unhealthy, and in a naval and military sense a hateful place regarded as a residence, it is a very important Gate which the Lord has given to His people Israel for purposes He is working out and will work out for them in the end. We may thank Him for His love and consideration in giving us this powerful "place-of-arms" in the far East, whereby to consolidate our power in the China seas; and while we may regret and deplore some of the steps by which we acquired possession of this and other great Gates of Israel, we may henceforth regard Hong Kong as a *point d'appui*, whence victories for Christ over Chinese souls shall be effected, and the conquering bands of the Lord's missionaries shall issue, who in His name, and by His authority, shall take "possession" of that land for the Redeemer of the House of Israel.

CHAPTER XVIII.

THE CAPE OF GOOD HOPE.

HAVING traced the mighty chain of British fortresses, which God calls "Gates," from the islands of the West to the Eastern coast of China, we now ask our readers to accompany us to a very different portion of the earth's surface, and see what provision the God of His people Israel has made for His chosen ones in the South of Africa.

We have seen that to secure our road or "way" to the Promised Land, to "safeguard" our route to the heathen Empire in India, and to protect the vast volume of our trade to China, Japan, and to the enormous stretch of territory British ships and steamers have to pass *en route*, God has given to our nation Gibraltar, Malta, the Suez Canal, Perim, Aden, Socotra, Bombay, Madras, Calcutta, Penang, Malacca, Singapore, Labuan, and Hong Kong. Without these strong positions, and places of arms in foreign lands strategically fitted for offensive as well as for defensive warfare, our trade to the far East after 1839 (when the overland route completely changed the path by which our commerce travels to the East) could not have safely reached its destination. Lacking points where our vessels could rendezvous, and seek protection from an enemy, or where the power of the British localised could be presented to the foes of our race in the form of fortified strongholds, batteries, and guns in their own lands and waters, it would have been impossible even for Great Britain to maintain her Eastern trade, or to retain the supremacy of the seas. The Gates thus re-act upon the maritime power of our race, and "Britannia rules the waves" chiefly because "the Gates" give her such additional power to her infinitely dispersed dominion, that it has been calculated the possession of these strongholds is equivalent to an addition to her military forces of no less than six millions of armed men.

Before the discovery of the practicability of the road to India, *viâ* the Red Sea and Aden, the trade of the European world, and especially that of the British, Dutch, and French, passed Eastwards by the circuitous "Cape" route. The Southern point of the great African continent, therefore, became a spot of great importance to the maritime powers, and accordingly "the Cape of Good Hope" began to be regarded as the Gate or key of the entire East, just as the Suez Canal and the Straits at the Southern point of the Red Sea are looked

on now, and described as "the Gates" of the present route. The history of British acquisition and occupation of the South African Gate, therefore, becomes a subject of much interest and importance to us, and we are sure the story, as we shall tell it to our readers, will fill them with wonder at our God's love, kindness, and forethought for His people Israel, to whom He twice gave it, and on whose reluctant hands He had to force it, as it were, for purposes He had destined them finally to fulfil.

In latitude $34^{\circ} 22'$ S., longitude $18^{\circ} 29'$ E., at nearly the Southernmost point of the African continent is a bluff cape, discovered in A.D. 1486 by a Portugese, Bartholomeo Diaz, and named by him the "Cape of Storms." This is the far-famed Cape of Good Hope, so styled by King John II., of Portugal, who re-christened it. On the Peninsula, at the extremity of which stands the Cape, is built Cape Town, founded by the Dutch in A.D. 1650, at the South-west angle of Table Bay. Overhanging the town is Table Mountain, whose white sandstone flat top attracts the clouds brought by South-east winds, when storms from that quarter are sure to follow. The Peninsula is washed on its Northern shore by Table Bay, where ships find a safe anchorage, save when "the snowy cloth of cloud" rests on the Table mount, and then all safety has ceased to be for the mariners in Table Bay.

To the Eastern side of the Cape is False Bay, which affords, we believe, no safe shelter in the season of the storms. Cape Colony, whose capital is Cape Town, is one of Great Britain's most glorious heritages, literally at the "ends" of the African "earth." It is, or rather was before the recent annexation of the Transvaal, about 550 miles long from West to East, and 250 miles broad from North to South. The Transvaal, and probably the Orange Free State annexed, will give an increase to the territory equal to about the whole of France.

The climate of the Cape colonies is healthy and mild, but

very dry. There is but little rainfall, and on this account the country has been regarded as especially suited for consumptive patients. Till the overland route revolutionised men's ideas, Indian officers, civil and military, were accustomed to proceed on leave for recovery of health or recreation to the Cape of Good Hope rather than to England. The Cape was, indeed, regarded as the chief matrimonial market of Indian bachelors; but those days are past and gone, and few indeed are now the Cape brides who return to make happy the homes of British officers and civilians in the great heathen Empire of her Majesty, in comparison with what obtained before 1839.

The present position of this great colony is too well-known and understood to need many words of explanation from us. Our readers well know that the enormous increase of the native races has rendered the confederation of the South African colonies a measure of instant and pressing necessity for purposes of self-defence. That confederation accomplished the now loosely-joined colonies will have been formed into a nation, one of the "company of nations" promised by God Himself, as the outcome of the patriarch Jacob's race. We, in our days, see the process going on before our eyes; and God has impressed it on us especially, by calling on us to witness in the House of Commons a scene of violence and uproar when this very Bill for the Confederation of the South African States came on for discussion, which we shall not soon forget. It marks the implacable hostility of the Canaanite element in our nationality, and proves, as a fresh Identity, that being Israel, and the South Irish being Canaanites, the Parnells and O'Donnells, *et hoc genus omne*, are still, what God said they should ever be to Israel, "scourges in our sides, pricks, and and thorns in our eyes, in the land wherein we dwell" (Num. xxxiii. 55).

We now proceed to narrate to our readers the mode in which God gave us the wondrous colonies of South Africa, at present

in the very throes of national birth. From A.D. 1487, when the Cape was discovered, till 1620, no nation of the European family claimed the territory. In the latter year two English captains landed at Saldanha Bay, took possession of the land for Great Britain in the name of King James I., a Protestant sovereign. The Dutch East India Company, in spite of this, proceeded to colonise the territory with Dutchmen, and accordingly a colony of eighty of that race landed there in A.D. 1652, and commenced operations by building some rude huts, and styling them "Cape Town." The Dutch made poor colonists. Their idea of colonial life was perpetual war with the aborigines; but in 1780 they were opposed by the Kaffirs, and the Boers, as the Dutch are called there, met their match. In A.D. 1795 the Dutch in Europe, following the lead of revolutionary France, expelled their Prince of Orange, whose cause the British espoused. In carrying on the war against the Dutch or Batavian Republic, the British seized on several of their colonies, including that founded at the Cape. "The Cape, the KEY to all," says one of our best historians, "fell first into our hands." Sir Keith Elphinstone and General Sir James Craig, with a fleet and army, set out in July, 1795—seized Simon's Town, marched on Cape Town, and forced the terrified Dutch Governor to surrender the place and country on September 23, 1795. It was short work.

But the British in their folly, having received the good gift of God—"the Gate of the East"—surrendered it back in A.D. 1800 to the former owners, the Dutch, by the Treaty of Amiens. But it was not the Lord's purpose that the House of Israel should relinquish what He had marked out for their possession and glorious inheritance! War broke out again between France and Britain, and then political considerations forced on our Government the necessity in 1806 of retaking and holding in perpetuity what was then a veritable Gate of India, where the French had lately, and were then, fighting us

over every inch of ground, and struggling for the mastery of Hindustan. Accordingly, in January, 1806, Sir David Baird, with 5,000 British soldiers, and a fleet, under Sir Home Popham, were sent to re-capture the Cape, *and hold it*. The Dutchman in command, Governor Jansens, showed fight. The British bayonet was used, and Gentile opposition ceased to that argument at once. When Baird advanced towards Cape Town the Dutch capitulated, and then Sir David, following up the retreating Dutch forces inland, engaged them, and forced them to yield. The conquest was so complete that the Dutch soldiery were magnanimously transported back to their own home in Europe in British ships, and henceforth the British lion having conquered, entered on possession of his inheritance, which from that time to this he has held tenaciously against native assailants, the only ones that have ever dared to contest his right to South African dominion.

The future of the South African States is a grand one. The country is rich in resources, with a yearly increasing commerce. It is blessed with self-government by parliamentary representation, and is all but independent of the mother country, though tied to her by the silken cords of love and loyalty. The slender thread of the "Vice-royalty" or "Governor Generalship" under the nomination of the British Crown, is all but the only tie which binds it to the parent in the Western isles. Shortly the South African States, like Canada, Australia, New Zealand, will be a "confederated nation," and will take her place as one of the giant colonies of Great Britain—one of that "company of nations" which add to Israel's greatness and her strength.

CHAPTER XIX.

NATAL.

CLOSELY connected with our last South African Gate, "The Cape of Good Hope," at a distance of 300 miles from the Eastern frontier of that colony, and upwards of 1,000 miles, by sea, from Cape Town, there is situated on the North side of Port Natal a town called D'Urban, the chief seaport of that colony, which is itself a veritable British Gate to African lands beyond.

The territory, which goes by the name of "Natal," lies between lat. $27^{\circ} 40'$ and $30^{\circ} 40'$ South, longitude, 29° and $31^{\circ} 10'$ East. It stretches 150 miles inland from the shores of the Indian Ocean, and is 210 miles long (North-west to South-east). It is called "Natal" because *Vasco di Gama*, the famous Portuguese navigator, discovered it in A.D. 1497 on our Lord's "Natal" day, the 25th December. It is entitled to the honour of being accounted a Gate of the British Israelite nation, because its acquisition has distinctly been the cause of our annexation within the last few months of the contiguous territory of the Transvaal—a country which, as the *Times* told us on August 7, "is as large as Italy, and perhaps as France, for the boundary line is uncertain on every side but the South." It has so acted, because the misgovernment of the Transvaal by the Dutch Boers rendered the Zulus of the Natal territory and of the country to the North of it ungovernable, and it was a question whether we should be involved in a terrible native war along the whole stretch of our Cape colonies, including especially Natal, or if we should take over at once, under our own charge, a territory which can only be governed with the consent of the native races around, on

principles which alone make our rule palatable to them in the British colonies.

Our connection with this South African land came about in this wise. In A.D. 1686 a Dutch ship was wrecked on the coast. The crew being rescued was taken on to the Cape, leaving, however, at Natal, four British subjects. This was the first hint of the coming connection between this great and prosperous colony and the House of Israel. In A.D. 1721 the Dutch resolved to establish themselves in the territory, and founded a settlement there accordingly. The thing did not answer, and the Dutch soon left.

In 1824 Lieut. Farewell, of the Royal Marines, explored the land, and tried hard to colonise it. He went there himself with twenty British subjects who joined him, and, by sufferance of the native chief *Chaka*, resided at Port Natal. The colony, however, broke up when Lieut. Farewell died—four years afterwards—and in the meanwhile *Chaka* consolidated the tribes he governed, and constituted them the nation of the “Zulus.”

In 1837 a large body of the Dutch Boers of the Cape, disgusted with the laws passed by the colonial government there against Dutch ill-treatment of coloured men (the very cause of war, rebellion, and annexation now in the Transvaal), proceeded to Natal to re-establish themselves there as an independent Republic.

Chaka's successor, *Dirgaan*, resented this proceeding, murdered many of the Boers, and for two years carried on an unequal war against his invaders. The latter conquered, and in 1839 they remained the masters of the situation. It did not last. The disturbances so near the frontier did not suit the British Lion at the Cape, and an expedition was sent to Natal to put down the Dutch. It failed, as most British expeditions do, at first.

The first detachment was withdrawn. A second went under

Captain Smith, in 1840, but was unfortunate; for the Dutch defeated them, and forced them to intrench themselves, till reinforcements could reach them from the Cape. In due course Col. Cloete sprung forward to their rescue, and joining Captain Smith, with his aid, so smote the Boers that they forthwith gave in, surrendered the country to the British Lion, and on July 5, 1840, the Dutch ceased to be a colonial power at Pietermaritzburg, the capital of Natal.

In 1843 Natal was proclaimed a British "possession," under the Cape Government, with the assent of the Parliament at home. In 1856 the colony was constituted under a lieutenant-governor, a council, a chief justice, and all the accompaniments of a regularly constituted responsible government. From that time to this the colony has continued to prosper, and under the operation of the recent Act, legalising the confederation of the South African States, the territory of Natal will have its due influence in the government of what will by-and-bye be a giant nation, one of "the company of nations" in friendly union with Great Britain, the loving mother, who, being Israel of the Ten Tribes, is destined yet to hold her stalwart daughters always by the silken cord of loyal regard, presenting to the world the promised federation of Hebrew States—"the nation with the company of nations" in her train!

The climate of Natal is very favourable to European health. The thermometer ranges from 76° in the Summer to 55° in the Winter, though the alternations from heat to cold, and *vice versa*, are said to be too rapid to be pleasant. The country yields wheat, barley, millet, maize, sugar, coffee, cotton, indigo, oranges, lemons, figs, and grapes. Game, large and small, is abundant. Lions, the hippopotamus, and elephants, with the rhinoceros, are to be found occasionally, though less frequently of late; but antelopes, hares, and pheasants abound. Port Natal, with D'Urban as its town on the coast, is a magnificent harbour; but its use is marred by the fact that a bar renders

it available only for vessels drawing less than twenty feet of water at the highest tides, and ordinarily only eleven.

Its trade is rapidly expanding, as will be seen when it is noted that in 1855 the revenue of the colony was only £32,176, but in 1863, £123,089. The exports were in 1849, £10,866, in 1855, £32,176; but in 1863, £158,565, the imports then being £473,333. Since these dates the exports, imports, and revenue have, we believe, largely increased. The trade of the colony consists in ivory, cotton, wool, sugar, coffee, wheat, and other grains.

The political constitution, with representative parliamentary government, granted to Natal in common with other of her Majesty's colonies, has done it infinite benefit. It has opened an unbounded field for hopeful ambition to the colonist, and men now live and die in the land of their adoption, attracted by the hope of parliamentary distinction, who formerly would have carried their fortunes amassed in the colony to the mother country. The prospects before Natal, both as a British Gate and as an integral portion of a great South-African British (therefore Israelite) nation, are grand in the extreme; and to quote the words of a Zululand Christian Missionary, "we may hope yet to see the wave of British annexation extend in progressive circles far beyond Natal till Africa itself once more becomes one of the empires of the world." The Morians' land (land of the Moors) "shall soon stretch out her hands unto God" (Psa. lxxviii. 31; Isa. xix. 18, xlv. 14).

CHAPTER XX.

CAPE COAST CASTLE.

LEAVING the Cape to the South we pass Northward along the West coast of Africa, and reach what is termed the Gold, or Guinea, Coast, extending from the mouth of the Assinnee, on the West, to the mouth of the Lagos, on the East. In this locality we have 8,000 square miles of territory, British property, with a population, it is said, of 300,000 Fans, Ashantees, and other African races. The chief of several stations in these parts is one which, being a veritable Gate, claims our attention, and "Cape Coast Castle" must have a few words of geographical, historical, and climatic description.

In latitude $5^{\circ} 6'$ North, and longitude $1^{\circ} 13'$ West, is a "place of arms," situated conveniently on the sea-shore of the West African coast, jutting on the Northern part of the Gulf of Guinea. This spot has been in Israel's keeping for more than 200 years, and though there is nothing inviting in the place, but much of a very opposite character, the four-sided fortress, standing on a promontory of gneiss, which bears the name of Cape Coast Castle, was the centre of an influence in days long gone by, as again in quite recent times, which renders its possession by our nation of great importance for present as well as future purposes. We shall be greatly surprised if Cape Coast Castle does not yet, in the period of Israel's future great development in the land of Ham, play a very imposing part in our acquisition of power in Central and Western Africa. We believe it a Gate which God has given us whereby we shall throw out those powerful levers and influences which will subdue the country to British dominion, and by the force of the Gospel message, or by the more direct influence of arms, perhaps by

both, extend the power of Israel's Queen in Western and Central Africa, till the whole land, North, South, East and West, acknowledges the sway of the race (God's people, Israel) to whom "the kingdom, and dominion, and greatness of the kingdom under the whole heaven shall be given as the saints or chosen ones of the Most High" (Dan. vii. 27).

The way in which this "possession" fell to our national keeping was curious, and yet very much the same as the mode our other "Gates" were given us by our God. Just as the Cape of Good Hope was first entrusted by Jehovah to a Roman Catholic Power, Portugal, then to a Gentile (*i.e.*, non-Israelitish), but Protestant race, the Dutch, so Cape Coast Castle, having been in possession of these two races, was finally transferred by the Lord to Israel, the proper heir. It seems to us that there was a purpose in all this. We notice it in the history of India. First the Spaniards—a Gentile Catholic nation—tried to prevent British access to the East; but God destroyed their maritime power by Nelson's victories, culminating in the conquest of Trafalgar. The Portuguese, a similar race, then rose and held portions of India, the Cape, and other spots. They were supplanted as unworthy (at any rate as not the destined heritors) by a Protestant, but Gentile people, the Dutch. But the Dutch were never made for empire. They have ever failed in colonising. Theirs is not the dominion of the world; but the territorial supremacy of the globe, as well as universal maritime power, are reserved by God, as His Word tells us, "for the children of Israel—His saints—a people near to Jehovah. Praise ye the Lord" (Psalm cxlviii. 14, cxlix. 7—9). Consequently, when the British, who are the Lost Ten Tribes, the people of God's choice, His inheritance, His heritage, His possession, His people, appeared upon the scene, and were sent forward by God Himself to claim their promised dominions, all fell before them—the Dutch disappeared, their successors, the French, were vanquished; finally, native kings and potentates, Maharajas and

ranis became as chaff before their power; "they broke, and still break, them with a rod of iron, dash them in pieces like a potter's vessel," and introduce the true worship of the Son of God, acting always as His instruments in the regeneration of mankind (Psalm ii. 9—12).

The Portuguese, as we have said, first occupied the West coast of Africa, by building forts on the sea-shore so early as A.D. 1610. Their hold on the country, however, was weak, and the Dutch soon supplanted them.

In 1661, after the Dutch, then a strong maritime Power, presenting a bold front at sea to British influence in Charles II.'s days, had been in occupation some time, the Lion of the House of Israel appeared upon the scene, and claimed the Dutch African settlements as theirs. The Netherlanders yielded; for four frigates, under Sir Robert Holmes, made the demand in Israel's name, and brooked no denial. The place, called then, we believe, Cape Coast Castle, was captured from the Dutch in 1661, and handed to "the English African Company," whose Governor was the Duke of York.

The Dutch in 1664, under their great admiral, De Ruyter, tried hard to wrest back the prize, but the Lion's grip upon the Gate was too firm, and of course he failed. Ever since, Cape Coast Castle has been in "possession" of the British. Lately the Dutch settlement at Elmina, West of the Castle, having been exchanged for the fatal territory in Achin, for which the Dutch are fighting still, was added to the British dominion, and is under the command of the Governor of Cape Coast Castle.

The recent history of this Gate has been remarkable. It was made over by the Treaty of Breda in A.D. 1672 to the final possession of the British, *in peace*; but the Ashantees, a powerful native race in the neighbourhood, have made many a fierce attempt to capture it from us. In 1807 they reduced the British Governor of Annamaboe, a neighbouring settlement, to

terrible straits. After 1822 Sir Charles MacCarthy, the Governor, and a small force with him were destroyed by these fierce negro soldiers—a disgrace which Sir Neil Campbell only wiped out in 1826 in a victorious battle on the Prah.

In quite recent days we all know and recollect how Sir Garnet Wolseley and his small band of British heroes, in the late Ashantee war, fought and conquered these same savage warriors, and held and burned down their chief town Coomassie. But he never would have had the power to carry out these military operations successfully, if the British Government had lacked on the coast such a “place of arms”—then discovered to be indeed, the real “Gate” of the Ashantee dominions—as Cape Coast Castle.

The British find their advantage in holding this Gate in a savage, unhealthy, feverish, miserable land, in consequence of the rich trade the country yields them in ivory, palm-oil, gold-dust, maize, and tortoise-shell. The climate of the place is very bad, if not deadly. The mean temperature is 78° , the highest 87° , the lowest by night 68° , the surrounding country a jungle. On the whole we suppose there are few “Gates” belonging to our nation which demand from the sons of Israel greater sacrifices in life, health, and comfort, to enable them to hold them, than do Cape Coast Castle and the stations subordinate to it—namely, Elmina, Dixcove, Appolonia, Annamaboe, Accra, Adda, and Quetta. The “Gates,” as a whole, add enormously to our nation’s power and influence; but there are some of them, as our readers by this time see (pre-eminently those on the Guinea Coast in West Africa), which can only be worth while to retain because of the national gain they bring through commerce with Central Africa; because of the power they give us to spread the Gospel of the Lord Jesus among the unhappy African races; because of the means they afford us to crush out the accursed slave trade; and, finally, because they are points by means of which, we doubt not, God intends this nation, in due

time, yet future, to extend the territorial dominion of the race till the whole of Africa is Israel's; to subdue it for Christ; to have and to hold it for the Lord Jehovah, the God of the Gentile African, as He is also, by redemption, of the British-Israelite.

CHAPTER XXI.

SIERRA LEONE.

IN lat. $8^{\circ} 29'$ North, and long. $13^{\circ} 14'$ West, on the West coast of Africa, there is a peninsula, about 25 miles long, North to South, by 12 broad, with an area of 220 square miles, which, we consider, is fairly entitled to be reckoned among the "Gates" of Israel. It is not in truth a military gate, or one by which the rude forces of modern war can break open, enter, and conquer the territories of Israel's enemies; but it is a Gate by which the messengers of the Prince of Peace, the armies of the living God, with the blessed Gospel, the Bible, and the tract, have entered, can, and do still enter, subdue and conquer West Africa to the dominion of the God of heaven. It is a "Gate," too, where the liberated slave has found a happy home, when rescued, and where, under a free, strong British Government the chains of the slave fall down powerless from his free limbs, and he can live in peace. This favoured spot is Sierra Leone, "the hills of the lions," now a British colony and a West African Gate. It was discovered, in A.D. 1463, by some Portuguese mariners who were coasting Southward, hugging the land. Seeing the hilly sides of this peninsula, with some lion, standing on the shore, the legend states they forthwith named

the spot "*Sierra Leone*." That land is now the property again of the "Lion," but of the British-Israelitish rampant lion—the Lion of the Tribe of Judah—Jesus Christ. After the discovery of this place, it became unfavourably noted as the haunt of the slave dealers, among whom we reckon many an English name, alas! But those dark days came to an end. Israel came to herself, repented in dust and ashes of her sin, expiated it, as it were, by a national fine of twenty million pounds sterling, self-imposed, cheerfully paid down in 1834, to wipe out the foul stain, and abolish the vile system of negro slavery, by law and practice throughout the British Empire, for ever. They erased from the statute book, in 1807, all traces of those hateful laws which recognised the traffic as legal. Out of all this grew God's blessing. British connection with, and the colonisation of, *Sierra Leone* followed. "The blacks, who became free by touching our free soil, wanted means of support at first; and Dr. Smeathman (honour to his name!) proposed that such should be drafted off to the African coast, as the nucleus of a colony there, which might serve as the permanent home of the freed negro." *Sierra Leone* was chosen for this purpose; and at it were located, as the first colonists, 400 blacks who had served under the British flag during the American war. The place was thus occupied in A.D. 1787; and God thenceforward gave the House of Israel, in peace, a sure footing on the North-west coast of Africa, to act as a Gate or door of entry into the central provinces of the continent Eastwards—a Gate by which, in recent times, the messengers of the covenant, brave British missionaries, men and women, have carried the Gospel for hundreds of miles Eastwards, Northwards, and Southwards, wherever an open door is made in God's providence, and wherever men and women can be got to listen to the glorious message of salvation by a Saviour's blood.

The colony was incorporated under "the *Sierra Leone Com-*

pany" in A.D. 1791, when Freetown was made the capital, and the colony began to thrive. A terrible bombardment by a squadron of French ships, in time of war, threw back the settlement before 1800. But this treacherous assault, made by the French under false cover of the British flag, which gave them the *entrée* into the roadstead, left no permanent injury. The place became a "Crown colony" in 1808, and henceforth, being under Israel's protection, it was safe and secure as "the apple of God's eye." The population, which was in 1851 upwards of 44,500, is doubtless now very greatly in excess of that number. It consists chiefly of liberated slaves. The country around the colony is hilly, with long level tracts on the coast covered with swamps and mangroves. The soil is excessively fertile, and produces rice, manioc, yams, plantains, cocoa-nuts, coffee, sugar, indigo, ginger, cotton. The climate, alas! is so unhealthy that the colony has been called "the white man's grave." The cause of the unhealthiness is not difficult to find. At the end of May the rains commence on the West-coast of Africa; and so heavy are they, that, assisted by the burning heat of the tropics, the vegetation springs up in masses—so rank and so luxurious that the "grass and indigo on the public roads have to be cut away in order to allow a free traffic." The stalks and leaves fermenting, poison the air, and malarious jungle fevers are speedily bred, which the new arrival at the colony finds it all but impossible to overcome. Things, however, are now improving, it is said, and the place is not quite so fatal as it used to be when the departure of a batch of missionaries to the scene of their labours in West Africa was tantamount to their consignment to an early grave. All honour to the noble band of the blessed dead "who loved not their lives unto the death" (Rev. xii. 11), and who willingly incurred exile, sickness, suffering, nay, certain death itself, that they might help forward "the kingdom" of their blessed Lord, by proclaiming the Gospel of peace to the

poor down-trodden sons of Ham. Sierra Leone, in truth, is a veritable "British Gate" whereby the Gospel has entered hapless, sin-stained, slave-cursed Africa. That spot is a "Gate of peace," full of rich promise to the whole continent, pregnant with hope that the day shall surely come, when the race who have dared so much, sacrificed so much, and done so much to ameliorate the condition of the negro races, shall yet be entrusted with the dominion of the whole continent, and be for all Africa, what they are to the freed slaves of Sierra Leone to-day—their kindly protectors, their guardians, and Christian benefactors.

CHAPTER XXII.

MOMBASA.

ON the Eastern coast of Africa, in lat. $4^{\circ} 4'$ (South). long. $39^{\circ} 43'$ (East), is an island with some land appertaining thereto on the main, which, if not yet a British Gate, is one in process of formation—a veritable "Gate," by which power, influence, and dominion on the Eastern seaboard of the great continent is sure to be acquired by our race; but which at present presents (to us) the far more attractive aspect of a missionary station, a place where slaves freed by British ships are rescued, located, cared for, educated, and brought to Christ; whence also the African races in the interior, taught to love and know Him who died for them, will learn to look to the favoured race who teach them, as their natural protectors, friends, and benefactors. Such a spot is Mombasa, an island at the entrance of a pretty harbour, or inlet of the sea in East Africa. Frere Town,

opposite the island on the main land; Kisulundini, a station fifteen miles inland North-west of Mombasa; and Mpwapwa, a station belonging to the mission some hundreds of miles South-westward of it, due West of the island of Zanzibar—are the head-quarters of the operations. These stations are partly the property of the Church Missionary Society, and there their zealous agents labour. Frere Town consists of 220 acres of land, which is the Society's own, and is used as a settlement for liberated slaves, of whom about four hundred are located there now.

The town, which is healthily situated, is built upon twenty acres, and the remaining 200 are being rapidly taken under cultivation. Testimony to the excellence of the work now being done by the Church Missionary Society among the rescued slaves, is furnished by Captain Boys, R.N., which is valuable because thoroughly independent and trustworthy.

An excellent account of the growth of this veritable "Gate" of Israel appeared in the *Times* of the 18th January, 1877, and we give it here as interesting to the reader and as valuable too, because showing the character of the Church Missionary Society's operations in East Africa, and how thoroughly this "Gate" is doing a purely Israelitish work by encouraging the emancipation of the negro slave, by saying "to the oppressed, Go free! and by undoing the heavy burdens" (Isaiah lviii. 6). The Editor quotes "An East African," who writes as follows, under date, December 14, 1876, Zanzibar:—

At a time when, in spite of the complicated state of affairs in Europe, and other parts of the world, so much attention is being concentrated on the vast, and still but little known, continent of Africa, and when mission after mission is being sent out from home for purposes of exploration and civilisation, it may not prove uninteresting to many of your readers to know something about the progress that is being made by the oldest established mission in East Africa—that of the Church Missionary Society at Mombasa. This mission was established as long ago as 1844, but up to the time of Sir Bartle Frere's visit in 1873 the progress made was not

very great. Since then a great change has been effected. There are now in the mission at Frere Town, Mombasa, 400 freed slaves, received at various times from Her Majesty's Consul-General at Zanzibar. All these are fed, clothed, and lodged, besides being taught intellectually and mechanically at the sole cost of the mission, as Government gives no assistance whatever. There is at present a staff of Europeans and natives who are earnestly and heartily throwing themselves into their work, and producing good results. But it is well known that mission work in East Africa is very trying to Europeans, and those who come here must necessarily, for health's sake, return to England after a few years, others coming out to carry on the work, and thus large sums of money must frequently and unavoidably be spent for passages, &c. At Frere Town, houses are being erected in European style, so as to afford more accommodation in a more healthy manner. Roads, too, are being constructed in the neighbourhood, one of which, fourteen feet wide and five miles long, has been completed between the landing-place and Kisuludini, a smaller station of the mission, formerly occupied for nearly thirty years by Mr. Rebmann. All this work causes and needs a great expenditure of money, which, as I have stated, has hitherto been provided by the society alone. In former times, Mombasa was the most important port in East Africa, and from its possessing so fine a harbour—lately surveyed by Her Majesty's ship *Philomel*—and also from its being the nearest route through Chaga and South Galla territories to the Victoria Nyanza, it is more than probable that it will yet recover more than its former greatness. With regard to the expense of keeping up a mission such as this, the majority of whose community consists of freed slaves captured by Her Majesty's men-of-war in these waters, it has been from time to time suggested and urged that the Government should recognise their partial responsibility for the welfare of such freed slaves by affording some pecuniary support to the mission; and though various suggestions have been made as to the amount and mode of payment, yet when Sir Bartle Frere was at Zanzibar, Mr. Clement L.L. Hill, secretary to his mission, urged that support be given to the Mombasa mission, and stated that he thought a bonus of £5 per head should be paid for every freed slave, young or old, who should be handed over to such mission. It must be borne in mind that substantial support was afforded to the negroes on the West coast. Mr. Hill's suggestions have not, however, been acted upon, and thus the whole burden has still to be borne by the mission; and yet great and good progress has been made, and no doubt will continue to be made, while earnest, good, and energetic men, such as are at present in charge, can be found for the work. Let the Government do its part in this great work, and there is no doubt that when the British public know what is being done at Mom-

basa, their hands will not be backward in supporting with their means the labours of the Church Missionary Society in East Africa.

So far the *Times*.

Our readers will clearly mark the progress and formation of the British "Gates." Here is one growing up under their very eyes. Given a port, with a fine harbour, opening a road to the centre of a rich continent; *there*, sooner or later, the British locate themselves—first, perchance, as missionaries, then as liberators of the slave. Next a ship of war of the British Navy is attracted to the spot; British capital and commerce follow; Government support is sure to be solicited and given; and, lo! the Gate is constituted. Finally, as Bishop Patrick says, commenting on Gen. xxii. 17, "These Gates are CITIES—*consequently the country*; for Gates being taken, the cities are entered, and the cities surrendered, the country is conquered."

Mombasa must be added, we think, to the British Gates; and we shrewdly suspect, from our own national experience of India, of Australia, New Zealand, South and West Africa, Egypt, Canada, and many other like spots, that East Africa will, through Mombasa, submit, and find its destined ruler in the ever "pushing," "prevailing," "subduing," civilising, Christianising, "dominating," slave-liberating race—the House or kingdom of Israel; that people of whom the Lord Jehovah said, by the mouth of His servant David, "Judah is My sanctuary, but Israel is My dominion" (Psa. cxiv. 2).

CHAPTER XXIII.

THE MAURITIUS.

WE have now arrived at a point in our description of the "Gates" of our country in foreign lands when we may profitably pause and review the ground we have passed over, noting especially the mode in which we nationally acquired each of these our strongholds—whether by war or peace.

The following, in their order, are the "Gates" we have described and enumerated—Gates, we mean, in *esse*, and omitting that one Gate of all the Gates we yet look for, and which is, we admit, yet a Gate in *posse*. We have noted—Gibraltar, Malta, Cyprus, The Suez Canal, Perim Island, Socotra, Bombay, Madras, Calcutta, Peshawur, Rangoon, Singapore, Hong-Kong, Cape of Good Hope, Natal, Cape Coast Castle, Sierra Leone, Mombasa.

The reader may not have observed, as we have proceeded, how many of these possessions have fallen to our nation, in the first instance, in peace. It will be worth while to enumerate those which we obtained by peaceful means, without war. They are these:—1. Cyprus; 2. Perim; 3. The Suez Canal; 4. Socotra; 5. Bombay; 6. Madras; 7. Calcutta; 8. Singapore; 9. Sierra Leone; 10. Mombasa. For Gibraltar, Malta, Aden, Peshawur, Rangoon, Hong-Kong, the Cape, Cape Coast Castle, and Natal, we had to fight; but in the majority of these instances the resistance of the original holders was merely nominal, and not much force had to be put forth by the armies of Israel to acquire any of them. Gibraltar was captured, as we saw, by a *coup de main*. Malta was starved into surrender, and then relinquished by treaty to the British at the Peace of 1814. Peshawur was the price the Afghans paid, as we saw, for the

help they gave the Sikhs at the battle of Goojerat in February, 1849; and regarding the rest, in not one single instance did the captures cost us much blood or treasure, and the transfers of the Gates by our God to Israel was accomplished, in each case, with little or no sacrifice to the nation.

We now proceed to consider the mode in which we acquired a valuable "place of arms" and island "Gate," right in the track of the ocean trade, between India and Great Britain of days now past, and which at present is invaluable to our nation as an outpost on the great sea-road to India, and a warehouse, as well as a war station, for the trade which is springing up between Hindustan and the East on the one side, and Madagascar, the Zambesi, and the South African Federated States on the other. We mean "the Mauritius," "the Seychelles," and the neighbouring islands, now British "Gates."

Mauritius, or Isle of France, is a small oval island, "ringed with a coral reef," situated due East of Madagascar, in the Indian Ocean, the latitude being $20^{\circ} 9'$ South; longitude, $57^{\circ} 31'$ West. It is exceedingly hilly in the centre, but covered, even to the summit of the hills, with luxurious foliage and trees. The island is valuable from its situation, as we have said, in the direct route of the ocean traffic between South Africa and the East Indies; also on account of its productions. It yields sugar as its staple, besides wheat, maize, yams, and oils. The island is 36 miles long, by 20 broad, with an area of 700 square miles. The climate is healthy, but the place is liable to terrific hurricanes, or cyclones, which come on suddenly, and render the navigation of the neighbouring seas most dangerous.

The history of the island and the mode of the acquisition thereof by the House of Israel as a "Gate," are very curious and instructive. The spot was first discovered (as usual) by a Portuguese sailor, in A.D. 1507. Pedro Mascarenhas was his

name. By him the island was named Cerné, and at that time it was totally uninhabited by man. In 1598, the Spaniards took it; but the Dutch, whose power at sea was paramount among the *Gentile* races of the earth—but second to Israel—wrested it from them, and called it after the then stadtholder, Prince Maurice, “Mauritius.” In A.D. 1712, the Dutch abandoned the island as unprofitable—in reality, because of the terror the escaped Malagasy slaves caused them, as Maroons—wild desperadoes in the woods. In A.D. 1715, the French came on the scene, and occupied Mauritius, but changed the name. They called the place “Isle of France,” and, as a possession of the French East India Company, the island became a veritable “Gate” and Eastern stronghold. In 1734, the French Governor was Labourdonnais, and he not only made the place one of vast power and importance, but became himself, on the plains of India, whither he proceeded, one of the best military opponents of the rising power of the British, and the great rival of Dupliex.

After the outbreak of the great French Revolution, the attention of the British in India was attracted to this French “Gate” in the South Indian Ocean, by the fact that under cover of troubles and dissensions in the island, caused by the abolition of the slave trade, under orders of the French Assembly in Paris, the harbours of the Mauritius were crowded with pirates and privateers, who, aided by American adventurers, molested the British trade, cut off straggling ships, and seriously crippled our ocean commerce. The Lion of British India could not brook this insult. It ended in a military and naval expedition to set things right, by the safe expedient of taking “possession” of the place for the Power supreme at sea, which happened to be the one destined to be supreme throughout the East. The Marquis of Wellesley, then Governor-General of India, prepared the expedition in A.D. 1800; but nothing was effected till 1810, when Lord Minto ruled in India. By him

a force of 4,300 British and native troops, with a naval squadron, were despatched to "capture" the French possessions at the islands of the Mauritius group. "Bourbon," South-west of Mauritius, was easily taken. Mauritius was a harder nut to crack, and required more help than India sent. The British "Gate" at the Cape of Good Hope, however, did its duty, and forthwith sent forward the co-operation in men and means required; whereupon the garrison of "Port Louis," the chief port of the Mauritius on the North-west, capitulated. The conquest was so complete, that as was the case in regard to the capture of the Cape from the Dutch, so in reference to that of the Mauritius from the French, the latter's garrison were magnanimously shipped off to their own land in British vessels; but the island, with its stores and ships, was left, as the spoil of war, in the conquerors' hands.

Thus easily fell the French power to the possession of Israel in Mauritius, or Isle of France, and in the Seychelles in the South Indian Ocean; and ever since, the proper heritors having acquired these "Gates," there has been no disturbance of their occupation, nor any attempt at such, from any quarter. The British General and Admiral by whom these captures were made were General Abercrombie and Admiral Bertie. By their means God gave our nation a powerful flank support to our great chain of fortresses connecting our islands in the West with the heathen and colonial Empires in the far East and South; besides putting in our charge a grand halting-place, or rendezvous, for the merchantmen of Britain in carrying on their ocean commerce between Africa and the East Indian possessions of the nation.

The Seychelles are a granite group of islands to the North of Mauritius, and its principal one, named Mahé, being the seat of Government, is occupied by a British official, delegated by the Governor at the central island, Mauritius. The climate of the Seychelles is said to be perfect, and the place is quite

free from the destructive cyclones which make the approach to Mauritius, at certain seasons, so exceedingly dangerous. There is a very large export and import trade between Great Britain and these islands; and Mauritius is one of those localities which points in a marked way to the fulfilment of that grand prophecy regarding Israel's future, *when obedient*: "Thou shalt reign over many nations, but they shall not reign over thee" (Deut. xv. 6). For in the Mauritius the majority of the Europeans are of French extraction, and French is the vernacular of the island! Her Majesty, by her Governor and Council there, rules over great masses of Frenchmen born. But it will be a difficult, because an impossible, task for any one to point out the spot where a community of British subjects, born and bred, speaking their mother tongue, is at this time, or indeed, at any past period of our history, willingly submitting to the jurisdiction and government of a foreign prince, the wide world over. So literally is God's Word fulfilled in our nation, being Israel; and so grand an illustration of the fact is the island "Gate" Mauritius.

CHAPTER XXIV.

ST. HELENA.

IN latitude 15° 55' South, longitude 5° 44' West, in the South Atlantic Ocean, 1,400 miles from the coast of Africa, and 2,000 miles from Brazil, in the direct path of the ocean traffic between Great Britain and the South African States, with India and Australia in the far East, is an island which has been the

“possession” of Great Britain since A.D. 1651. This spot which has been an invaluable acquisition for our commercial navy, and an indispensable *rendezvous* for our ships of war too, navigating the tropical ocean in the South Atlantic, was obtained in peace. It fell to our nation, humanly speaking, by mere chance, though, as Israelites, we well know that this island, being a veritable “Gate” of the ocean high-way, dominated by the trade winds of the Atlantic equatorial regions, was placed in our hands by our heavenly Father, the Father of His chosen people, in fulfilment of His promise to our forefather, when He swore to him that “his seed should possess the Gate of his enemies.”

This island being situated where it is, the ocean trade of the chief maritime Power of the earth had been gravely crippled, and its route to its “possessions” in Africa and the East had been seriously threatened and compromised, if St. Helena had fallen into the power of France, or Spain, or Portugal, or Holland, or Russia. For these races have at various times aspired to maritime supremacy, and endeavoured to contest with Great Britain the mistress-ship of the seas. In vain! God gave the foreign and home “Gates” to Israel; and as we have often contended, and again repeat, those precious gifts involve also supremacy at sea, else the Gates could not remain in possession of the British.

Supreme at sea, the island of St. Helena, which dominates the direct sea-route for sailing ships driven by trade winds to the South from the British Channel, must needs belong to Britannia as the ruler of the waves, and accordingly we find that so early as A.D. 1651 God gave Israel this fine island to help her commercial intercourse with India, to facilitate her acquisition of that Empire, as well as of the colonial possessions which lie in Africa, in the Malayan Peninsula, and in far-off Australasia too.

St. Helena is blessed with a delicious climate. It is “a little

ocean oasis, whose only imperfection is its loneliness." It is only twenty-eight miles in circumference, possesses but one town, "James Town" by name, and boasts of a population of about 6,000 souls in all.

James Town is situated in a little inlet on the North-western corner of the island. The place, when approached from the North, seems to be surrounded by sheer lofty precipices, making access all but impossible. The island inland is full of valleys rich in soil, and teeming with crops of various sorts. Trees abound, and the place is as healthy as any on the face of the earth.

The Portuguese discovered the spot on the 21st May, 1502, and named the island after the Saint (Helena) whose day it was. The discovery was not made known to the world till 1588, when an Englishman came upon the place, and henceforth it became a favourite resort for vessels of all nations navigating those seas. Holland and Spain at last struggled to gain possession of the spot. The Portuguese had retired from their claim to it. Spain did the like. Holland took sole possession in 1645; but gave up the little-coveted prize in 1651, preferring to consolidate her power at the Cape of Good Hope. Just then the British Lion, or House of Israel, was beckoned to the island by their God, and warned to take possession at once and for ever.

A fleet of East Indiamen was passing just as the Dutch abandoned the place and secured this ocean Gate, this gem of the sea, for the rightful heritors—Israel. Ten years later, a charter granted by Charles II., King of England, conferred the possession on a British "Company," and henceforth, the spot being a home for Israel as well as a useful Gate. Londoners burnt out by the great fire of 1666 left for St. Helena, and settled there. Then others followed. In 1672, the power of the God of Israel to retain the place for His chosen ones was tested, for his enemies, the Dutch, tried hard to get back the prize

they then found out they had too hastily abandoned, since it was in truth an ocean "Gate." Too late! The British were surprised, indeed, by a night attack, which, aided by treachery on shore, so far succeeded that they were forced by the Dutch to abandon the island and "take refuge on shipboard." "At that moment up came Captain Munden to the rescue of James 'Town," and restored it to the proper owners. "Munden got knighthood" for this act of daring, and ever since the British Lion of the House of Israel has reposed and "couched" in his strength in St. Helena, "and none has dared to stir him up."

Since 1833, the island has passed from the rule of a company of British merchants to the British Crown, and it is now a British colony. The British Government have fortified the island in such fashion that it is practically unassailable while held by the Power paramount at sea. "Cannons guard every cleft in the basalt wall by which a foe could hope to penetrate."

St. Helena is, as all the world knows, famous as the prison-house of an ungrateful but fallen sovereign, Napoleon I., from October 16, 1815, to the date of his death, May 5, 1821. In Slane's Valley, under some willows, he was buried, till in 1840 he was removed to the *Invalides* in Paris, to lie in state there till that evil day comes when, as we anticipate, his remains will be dealt with by his ungrateful countrymen as Isaiah, we fully believe, predicted in chap. xiv. 19, 20.

CHAPTER XXV.

ASCENSION.

NINE hundred miles South of Cape Palmas, off the coast of West Africa, 760 North-west of St. Helena, in the very track of outward bound ships sailing from the British Channel to the Cape; in latitude $7^{\circ} 55'$ South, and longitude $14^{\circ} 25'$ West, is a small island formed of volcanic rocks, eight miles by six in size, called "Ascension." This islet must, we think, be dignified by being reckoned as one of the grand category of British Gates—the second Western ocean-fortress guarding Israel's Atlantic sea-borne trade. It stands as a testimony, not only that "Britannia rules the waves," but that to Great Britain has been granted the dominion of the whole continent of Africa, round which, Ascension and St. Helena on the West, with Mauritius, Aden, Socotra, the Seychelles, and Mahé on the North and East, are placed as outpost-Gates of the grand continent they gird.

Ascension is a purely military and naval station which Great Britain appropriated in 1815, when Napoleon I. was taken a prisoner to St. Helena to the South-east. Prior to that date, the place was uninhabited; but, in view to complications and attempts at rescue (not by any means improbable, as the event fully proved), the British wisely then decided on occupying Ascension with a military force, and thus forthwith constituted it a "Gate." The sea-coast of this islet is rocky, high, and dangerous. The trade-wind continually sweeps it—blowing from year's end to year's end, invariably and nearly always strongly, from one quarter only—namely, the South-east. Should calms occur, the sea rises in an abnormal manner, and beats upon the iron-bound shore with terrible fury.

The climate of the place is very healthy, and the 400 or so of inhabitants, including military, living in George Town on the West Coast, pass their days in what must be monotony itself, even if they are free from the plagues and sicknesses which torment their fellow-subjects in those other British "Gates" which, as we have seen, are not always such spots as reasonable men, if they had their choice, would elect to live in.

As a storehouse for coal and food, this ocean-fortress has been of great service to our country, what time our African squadrons have been engaged in putting down the West-African slave-trade. It has been serviceable in aiding British operations for the suppression of this nefarious traffic, and is always a central point towards which British ships may, if in distress, *rendezvous* for succour or supplies, in the mid-Atlantic passage.

The island was discovered, as all other African localities were, by the Portuguese. One, Gallego, of that nationality, first descried it; and as that was Ascension Day, the new discovery was so-called, in honour of the same. The place being small, and, save to the paramount naval Power and supreme ruler of the waves, quite unimportant, no other nation but our own has even thought of occupying it. In 1815, as we have said, to guard the island which was chosen as the prison of a great and fallen warrior, the British mounted guns and fortified the islet, built barracks at George Town, and have ever since held undisputed "possession." Water is not found on this rocky island except in the very centre, whence it is conveyed in pipes to the town. The sea around swarms with fish; the coast with turtle. "Ten thousand dozens of the eggs of the tropical swallow are sometimes gathered in Ascension in a week." These are used as food, and, with the turtles, form the only objects of export. There is no green grass, save in one spot, in this desolate region; but the surface of the island is "scorched and naked, crusted with the reds and blacks of ashy lava." Such is Ascension—a small and in-

considerable "Gate," hardly worthy, it might be thought, of a place in the list which comprises such names as Gibraltar, Malta, Aden, Bombay, and Singapore. But the same God who gave Israel those, conferred this on His chosen ones; and we see that, small though it be, Ascension has played, and doubtless is destined yet to play, an important part in the history of an Empire which depends, not so much on a "Gate" here and a "Gate" there for the consolidation of its power, but which demands and has obtained (as God decreed) "possession" of nigh every Gate in every commanding position the wide-world over. Ascension is such an ocean-Gate, so situate; and it suffices to say, that Ascension is therefore the "possession" of the British for ever (Gen. xxii. 17).

CHAPTER XXVI.

SYDNEY, NEW SOUTH WALES.

WE have reviewed the Gates of the House of Israel in Europe, in Asia, in Africa, in the ocean highways of the world, without, however, exhausting the long category of posts which our God has given us even in those quarters of the globe in distant and foreign lands. We now propose to conduct our readers to a new scene, to the *terra Australis incognita* of only sixty years since, where, not a century ago, our ancestors first landed and claimed as Israel's heritage a continent as large as the whole of Europe. They found it a desert, sparsely inhabited with hostile aborigines, and occupied it all, through, and by means of the access afforded by the first and chiefest Gate, Sydney.

The present town of Sydney is situated in lat. $33^{\circ} 51'$ South, and long. $151^{\circ} 14'$ East. It is a city standing on the bays and coves of Port Jackson at its Southern shores, and was the very foundation of our magnificent Australian colonial empire—the door of entry by which our race acquired the whole island. We are right, therefore, we think, in deeming Sydney the chief “Gate” of the fifth continent of the world, the veritable road of access by which our wondrous race has seized upon, and appropriated in peace, an Australian dominion unique in its magnificent proportions, and destined, we believe, to become the home of five, if not six, confederated Anglo-Saxon nations, each vying with the mother country in population, wealth, commerce, and whatever else constitutes and forms a prosperous people.

The honour of the discovery of the Eastern coast of Australia is allowed to belong to the Portuguese. It was known to them, it appears, in A.D. 1542, perhaps as early as 1511. The Spanish and the Dutch in 1606 and 1642 next added to the then existing knowledge of the coast, and the names of Abel Jansen Tasman, and the Dutch Governor-General of the East Indies, Anthony Van Dieman, gave us the clue as to the localities discovered, and the nationality by which the discovery was made. So sure were the Dutch that their enterprise gave them the right to the whole land that they forthwith named the territory New Holland. Vain expectation! They discovered the “desolate heritages” of the *terra Australis*, but the heritors were Israel, who in God’s good time came upon the scene, and not only claimed, but took it (Isa. xlix. 8).

In 1699 William Dampier, the first British navigator of the Australian seas, saw and wrote of that wondrous land, and at last, in 1770, Captain James Cook, the famous navigator, explored the country in the neighbourhood of what he called “Botany Bay,” from its glorious floral beauties, and made the world thoroughly acquainted with the magnificent desolation

there awaiting occupation by civilised man. Only eighteen years after that date the British laid their claim to the property in that land. Deprived of America, by the declaration of her independence at the Peace of Paris (Sept. 3, 1783), and thus of their outlet for criminals, the British Government resolved to occupy "Botany Bay" as a penal settlement. Capt. Philip accordingly brought out the first ship load in 1788, and soon after, finding the Bay unsuitable, the settlement was effected in Sydney Cove, where the modern town exists.

Such was the origin of the metropolis of the "Greater Britain" growing up at the antipodes. Step by step the penal settlement has grown into a wealthy, substantial capital. Under able Governors, of whom Lachlan Macquarie was the best, roads were made, sheep-farming on a large scale commenced, and in 1829, under Sir Richard Bourke, schools and churches were erected everywhere throughout the colony. The growth of the community was steady and prosperous, when, in 1851, the discovery of gold to the West of Sydney, at Bathurst, gave an enormous impulse to this rising British community, increased its wealth and population immensely, and finally resulted in the sudden bounding up of the material prosperity of the place, till Sydney is now, what on all hands it is acknowledged to be, the metropolis of the British possessions in Australia.

The first cargo of convict emigrants to Botany Bay consisted of 775 men, women, and children, besides the military guard, consisting of Royal Marines, the Commandant Staff, sergeants, corporals, and privates. The whole was 973 in number. Their landing to "take possession" was an interesting sight, and a worthy inauguration of a God-given "Gate" in an unknown land.

The convicts and troops stepped out of the ships and boats and walked on shore literally into the primeval forest. Their first task was to fell the trees and brushwood, and pitch their tents. The only sounds which had hitherto broken the silence

of that then busy spot was the wild *Coo-ooê* of the aborigine. In a few days order was fully restored. "The woods were opened out, ground was cleared, encampments were extended, Divine service regularly conducted, and laws and regulations passed, under which the native tribes of the locality would, it was hoped, be sufficiently protected and live at peace with their invaders." Vain hope! The House of Israel was a "supplanter" ever, and in this case, as in others, they had seized a "Gate of their enemies," of those who naturally "hated" them for their grasping, "pushing," encroaching, invading propensities. The natives and the British convict settlers came constantly into collision, and many were killed on each side.

The staple product of the great colony of New South Wales, of which Sydney is the chief town, is wool. The founder of wool-growing in Australia was Capt. John MacArthur. He it was who, experimenting on sheep-breeding on a farm fifty miles North of Sydney made the grand discovery that the country was admirably suited for the rearing of splendid breeds of sheep. He improved the quality of wool by attending to the crossing of the stocks, till he produced a material which closely approached the wool of the best Spanish breed of sheep. With the introduction of free labour and of free colonists into New South Wales in 1794, a new era of improvement set in. Roads were made, traffic and commerce followed, agriculture was commenced, cereals were raised, sent to market with manufactures, and forwarded to distant countries from the coast. Sydney, once a village of tents, then of huts, became finally a city of handsome white stone buildings—the stone being found on the spot. Shops and warehouses followed, and at last, with the press at work, and an ever-increasing ocean-borne commerce to help, Sydney as the capital of a free-trade colony, has become one of the leading, if not the chief, of our antipodean possessions in the "land of the bush." Its population to-day is 174,249.

The climate of Sydney is salubrious and mild to a degree. It is favourable, not only to man, but in a wonderful way to sheep, cattle, and horses. So mild is the air that fruits of almost all countries are raised easily on the spot. Currants, gooseberries, apples, pears, cherries, apricots, citrons, loquats, olives, pomegranates, oranges, all are raised together. Green peas are grown and gathered in Winter, as well as in Summer; and the potato yields two crops a year. The vine in some localities grows amazingly, and produces abundantly. Wine is successfully made in the valley of the Hunter River. At first this land was a waste howling wilderness which nearly starved its first convict settlers by famine. By skill, industry, and energy, "the wilderness now blossoms like the rose," and it has become a "land flowing with milk and honey."

In 1851, the colony contained, as ascertained by the census, a population of 187,243 souls, in 1864 no less than 385,893—that is, it more than doubled itself in only thirteen years. In 1877, or in twelve years again, the census gave the numbers 629,776. The town of Sydney alone had in 1864 a population of 93,680, now in 1879 over 174,000 inhabitants, "surrounded by all the luxuries, adornments, and amenities of life, and the architectural designs of Greece and Rome have a habitation and a name beneath a sky that surpasses in purity and intensity of hue the far-famed skies of Italia."

Verily, God has been gracious to Israel, and has given her, through the grand and glorious "Gate" of Sydney, whence they spread, a heritage and an inheritance in Australia, which was a desolation once, a veritable wilderness; but which, by His blessing, is blooming and blossoming now to His glory, and is responding daily to His praise. For Israel, His chosen ones, have taken it in gift from Him as their "possession," and the Lord Jehovah their Saviour God, has very abundantly blessed them in their occupation of that land—the bush-land of Sinim (Isa. xlix. 12).

CHAPTER XXVII.

MELBOURNE, VICTORIA.

IN December, 1800, about eighty years ago, Lieut. Jas. Grant, of the Royal Navy of Great Britain, while on a cruise of discovery, undertaken in the *Lady Nelson*, an armed surveying vessel of 60 tons, first saw and made known to the world the seaboard of the magnificent colony of Victoria, and noted the entrance of Port Phillip, its splendid harbour. Just at the head of the Northern extremity of this unrivalled land-locked water, on the banks of the Yarra Yarra, is Melbourne, the chief of the Southern Australian Gates, and the capital of Victoria. The city of Melbourne is approached from Hobson's Bay, at the North of Port Phillip, by a short railway. In the bay, the traveller, on arrival, sees "a fleet of large merchantmen at anchor, or loading, at the railway pier or other jetties."

Ten minutes by rail brings him to Melbourne, where he discovers a second London. Having travelled 15,000 miles, he finds himself at once among his own fellow-countrymen again—men speaking his own familiar language, and assembled in a city at very nearly the antipodes of his fatherland, which in beauty, in architecture, in luxury, and in all the conveniences of a modern metropolis, may vie with any of those he has left behind him in Europe. And yet the foundations of this noble city were laid only in 1835, when a party of British "Vandemonians," or settlers from Van Dieman's Land, near Launceston, landed on the site of Melbourne. Two years after that date, there were hardly any unoccupied sheep-runs within 60 miles of Port Phillip. The live stock comprised 140,000 sheep, 2,500 cattle, 150 horses, and a population of 450 souls. In 1839, only three years after that again, the census gave

3,000 as the number in Melbourne. In regard to the colony at large, the giant progress of the population in numbers may be judged from the facts we now quote from a high authority. In December, 1851, the population was estimated at 97,489 ; in 1855, at 364,324 ; in 1857, the census showed the rise in numbers (in two years only) was 410,766, or a "doubling" rate in twenty years. The facts exactly verify this expectation, for the population, twenty-four years after 1855, on June 30, 1879, as regards the whole colony, was 887,434 ! Its revenue then was $4\frac{1}{2}$ millions; value of imports, 16 millions sterling; and exports, 14 millions. In 1851, "the country had hardly any mills, manufactories, or other industrial works in operation," and yet, in 1855, four years afterwards, official records show us that 1,893 establishments, wherein steam manufactures were carried on, had been set up, and were in full operation.

The crisis in the condition of the colony of Victoria, at first a dependency of New South Wales to the North, occurred no doubt in 1851, when the grand discovery was made that, close to the great Gate, Melbourne, gold was to be found for digging, at Ballarat, at Anderson Creek, at the Clunes Station, and other spots. "Thus did it happen," says a historian of this colony, "that within the short space of three months, while search was being made for the gold, the district of Port Phillip, hitherto the dependency of a dependency, became the independent colony of Victoria, with its own governor and council ; *and its growth into A NATION* was greatly accelerated by the discovery of its gold fields."

We see here, then, the steps by which our God permitted this Israelite nation to acquire her splendid dependency in the far-off West—a discovery which, eventually, by several providential circumstances, resulted in the consolidation of the loosely-joined colonial stations and settlements there formed into a giant nation. The first step taken was the gift of the "Gate" to this highly-favoured race. Melbourne being

granted to the British, the colony was speedily organised—not by Imperial interposition or official fostering help. Far from that! No convict settlements or grants of public money helped to make Victoria what it is, or the Gate, Melbourne, what it speedily became. British settlers freely and of their own accord, took possession of the land, advancing, some from Tasmania, others overland from New South Wales; and then, to complete the wondrous picture, in 1851 God allowed the discovery of gold close by, suddenly to attract from all parts of the world a vast population, mostly of the pure British blood, which, like a great tidal wave, advanced upon the land, and laid the foundations of a prosperity which now knows no bounds. One fact will illustrate this. From 1851, the year of the discovery of gold, up to 1876, the value of the precious metal raised (at £4 the oz.) was £185,894,896! By so much has Victoria been enriched!

The latitude of Melbourne (a city of 256,000 inhabitants) being 37° 48' South, or about that of Malta in the Mediterranean, it enjoys a delicious and a salubrious climate. The locality, however, has features of its own which moderate the heat of the Southern Summers. For the Australian Alps rise “in the majesty of snow-capped peaks at its Eastern boundaries,” and “the great Southern Ocean throws up clouds of moisture,” which, at all seasons, water the surface of the ground with copious showers, every month being blessed with rain-clouds, as in England.

It is a curious fact, that not only is the climate of Victoria like that of the British Islands, and wonderfully healthy too, but also the very size, area, and even shape of the colony, is like and similar to that of England. Those competent to judge declare that it is capable of sustaining a population equal in number to that which the parent land supports—and the mineral and other productions hidden under the surface of the ground show that Victoria is blessed with materials of a

national prosperity which will enable the giant daughter to vie with, if not surpass, the great mother in the isles of the West.

The year 1855 was an important epoch in the history not only of Victoria, but of all the Australian colonies—Israel's "company of nations." For in that year the new Constitution, transforming the clusters of loosely-formed settlements that then constituted each colony into a separate Anglo-Saxon nation, at the antipodes, was granted by the British Parliament and Government. Under the provisions of this Act, each adult male has a vote for the Members of the Legislative Assembly—a House of Commons—and the voting is by ballot. The voters for the Lower House have no property qualification. For the Upper House the voters as well as the Members must have such qualification. The Governor, who is a Viceroy nominated by the Queen, selects his chief secretary out of the Parliament of the two Houses, and by that officer the Ministry, who are responsible like ours and govern by Parliamentary majority, are selected.

It will thus be seen that each of our "nation"-daughters in Australasian waters has representative government like the mother country, with this difference, that they have also manhood suffrage.

The aborigines of the colony of Victoria are, like those of the rest of this wonderful island-continent, "dying out" before the pushing Anglo-Saxons (Jer. xxx. 11). But it is a satisfaction to know that from the very first they have been always kindly treated by their "supplanters" in Victoria, and no scenes of cruelty or violence have disgraced the history of the intercourse between the two races there. The results of British acquisition of this truly splendid Gate, Melbourne, have been but feebly sketched, we are conscious, in what has gone before. It requires, indeed, a volume to tell of the rapid and wonderful, because unprecedented, progress of this colony during

the forty years of its existence; of its rise from insignificance, till now Victoria, with its Gate-capital, Melbourne, takes rank as a powerful State, quite able, and willing too, to lend material military help in case of need to her great mother in the West. Even if Victoria (named after our beloved Queen) stood alone in antipodean waters, British might, influence, and *prestige* had been well served in those distant regions by its bare existence only, as a power 15,000 miles away from the seat of Empire. But when it is remembered that Victoria is but one of eight such nations, similar in origin, in laws, in manners, customs, religion, independence, civil and religious liberty, and wealth, all situated in close proximity to each other, in the far South-west, all in loving union with Great Britain and with one another, each loyally resolved to continue for all time as "the company of nationalities," in political federation with the parent Anglo-Saxon State in the West of Europe, we may well thank God for the gift of the Gates. For, by means of these, and these alone, this marvel has been worked out for us by our God.

We have, *therefore*, been constituted "the nation and the company of nations" promised to the patriarch Israel of old (Gen. xxxv. 11), because the Lord loved us, and made oath to our forefathers, Abraham and his seed for ever, saying, "Blessing I will bless thee, and in multiplying I will multiply thy seed as the stars of heaven and as the sand which is upon the sea-shore, and thy seed shall possess THE GATE of his enemies;" and "Thou shalt spread to the West (first), and to the East, and to the North, and to the South" (the South last, mark!), and "in thee and in thy seed shall ALL the families of the earth be blessed (for), "a nation and a company of nations shall be of thee" (Gen. xxii. 17, xxviii. 14, xxxv. 11).

CHAPTER XXVIII.

ADELAIDE, SOUTH AUSTRALIA.

IN lat. $34^{\circ} 57'$ South, long. $138^{\circ} 38'$ East, is situated the next great Australian "Gate," which we have now to pass in review. By the door of entry which Adelaide, this South Australian "Gate," opened to our countrymen they have been enabled to occupy and hold the large territory extending from lat. 26° South to the Southern shores of the island continent, and between 130° and 141° East longitude. The acquisition of this Gate and the country behind it, as the consequence, was in peace. The country was originally a smiling desolation, verily one of the "desolate heritages" of the earth reserved for Israel. When the set time arrived, God put it into the hearts of His people to go forward to occupy it, and occupied it was forthwith, with no opposition from aborigines or others, and without any difficulty which British pluck, perseverance, and good sense were not able in the long run to overcome.

In August, 1834, "the South Australian Association" received their charter of incorporation from the British Parliament, authorising the formation of the South Australian colony as a British province. The first settlers, with Captain Hindmarsh, R.N., the first governor, encountered immense difficulties, being literally cast out upon the desolate shore without adequate knowledge of the localities or of the capabilities of the land on which the future city and colony were to be established.

After much controversy, and the supercession by the home government of the original governor, the town of Adelaide began to rise on the Eastern shore of the Gulf of St. Vincent. The foundation was thus laid of a colony which, within forty

years, has made the most wonderful progress in prosperity, and now represents a rising nation composed almost entirely of colonists from the British Islands.

In August, 1836, the first surveying party began operations in the Gulf of St. Vincent to plan out the settlement, and in August, 1839, so rapidly were the arrangements carried out, that no less than 7,412 settlers had arrived from the British Islands, and 250,320 acres of land had been sold, producing £229,750. The first few years of the colonial existence were disastrous, in consequence of a mistake made by the founders of it, who imagined that the true theory of colonial policy was *centralisation*, instead of *dispersion*. The result was that the town colonists failed to maintain themselves, bankruptcy and ruin were imminent, and the colony was brought to the very verge of collapse and insolvency, because they clung to the sea-board and metropolis, instead of boldly settling in the country side and trusting to the cultivation of the soil to maintain the infant settlement.

In 1840-41 the discovery was made that the country about Adelaide was fertile beyond all expectation, and that cultivators of wheat had realised enormous prices for flour. This speedily emptied the town.

In December, 1842, so rapid was the exodus from Adelaide that "the emigration barracks were empty, and one-third, or 642 houses out of 1,915, then in Adelaide, were deserted, while rents fell from exorbitant to moderate rates. Out of sixty-seven public-houses twenty-three were shut up, while the others were not paying expenses for lack of customers." Henceforth the agricultural success of the colony being secured, grain and flour became objects of export instead of import, and from that time the prosperity of South Australia has been constantly rising, without a check or pause in its continuous flow.

The following figures give the reader some idea of the enormous progress this colony has made during the thirty-nine

years which have elapsed since the true secret of success was discovered in 1840. The colony, which in 1839 numbered only 7,412 souls, rose, in 1864, to 150,000, of whom 3,046 were that year the nett addition to its census. In 1871 the population was 185,000, and in 1879 no less than 249,000, exclusive of aborigines. Recent reports show that the increase is now growing at a faster rate still. The staple articles of export are wheat, wool, wine, grapes, lead, copper. The export trade in 1867 was estimated at £3,164,622, whereas in 1879 it rose to £5,355,000.

In 1861 there was a total aboriginal population in South Australia of 5,046. The colonists have always behaved well and kindly towards these hapless ones; but, in spite of every care and consideration, they are reported to be rapidly dying out, the causes being "disease, sterility of the females, and infanticide." Face to face with the Anglo-Saxon "pushing" sons of Joseph, the "stationary savagedom" of Australia is doomed, it seems, by the Word of God, to the same sad fate throughout the land, because God hath said that "He would make a full end of the nations whither He would scatter Israel" (Jer. xxx. 10). It is hardly necessary to say, looking at the results of the teeming population of South Australia, that the climate of this "possession" of our race is wonderfully healthy. God has thus given to our nation, almost at the antipodes, and Northwards, in lands reaching to the tropics, a noble territory as a heritage capable of holding a vast population, and where the climate is not unsuited to the constitution of the race for whom it was destined from eternity in the counsels of the Bestower of this glorious gift.

The colony of South Australia has had conferred on it a representative form of Government on the same basis as those of the neighbouring colonies. It is, therefore, now a nation—one of "the company of nations" in federal union with "the great mother" in the West—promised by God to our

forefather Jacob, when He said, "A nation and a company of nations shall be of thee" (Gen. xxxv. 11).

Reader, do you see the vast and unspeakable importance of the Gates? Here is one in the city of Adelaide which our God gave to His people Israel. By means thereof He granted to our race a noble heritage in South Australia, a territory "comprising an area of not less than 300,000 square miles, equal to twice the superficies of the British Islands." Through the "Gate" of Adelaide, now a goodly city of 85,000 inhabitants, step by step were the British led on to take up and to occupy that immense country, once "a wilderness and a solitary place," "now glad of them," for verily "the desert rejoices" greatly, and what was once a "desolate heritage" waiting for Israel's coming, is "blossoming like a rose" to-day. And still Adelaide retains its position as the Gate by which the possession was acquired, and by which it yet is held and fed. To the "great mother of nations," as the British are styled by one who has written, and written well, regarding the Australian colonies, South Australia has been gifted by the God of heaven, and in His Divine wisdom He has provided that the gift should come to her by the access of the "Gate." The "Gate" is ever the road by which the country is conquered; and the "desolations of the earth blossoming as the rose" always act and re-act on British prosperity, securing to the central link in the far-off Western seas maritime supremacy, wealth, commerce, world-wide influence, power, and dominion, with the opportunity of extending to the four corners of the earth the great blessings of Protestant truth, civil and religious liberty, knowledge of God's Word, and all those other good things which have constituted "the little island in the North" the chief of nations, and proved her to be God's favoured people—even His chosen Israel.

CHAPTER XXIX.

PERTH, WESTERN AUSTRALIA.

THE Gate we are now about to introduce to the notice of the reader is one of insignificant proportions compared to the greater ones in the East and South-east coasts of Australia. And yet the acquisition by our countrymen of Perth, formerly called the Swan River Settlement, is worthy of note, and it furnishes another instance of God's interposition in reserving for our race alone a tract of country which, when first occupied, was a waste, howling desolation, and which still remains the most unpromising and unsatisfactory of all our possessions in the Australian continent. Western Australia is the country which lies West of 129° East longitude, and between $13^{\circ} 45'$ and $35^{\circ} 5'$ South latitude. The capital, or "Gate," by which the country was acquired is in longitude $115^{\circ} 53'$ East, and latitude $31^{\circ} 57'$ South—near the banks of the Swan river—eleven miles inland from the sea-coast.

The causes which led the British to occupy Perth and Western Australia were the following :—After the annexation to the Empire of the Eastern settlements of the Australian continent by our countrymen, foreign European nations cast their eyes upon the unoccupied territory in that spacious land, and naturally wished to share in the prosperity which these new possessions, it was thought, would bring in their train. The French accordingly, after 1815, deemed it a good opportunity to acquire national compensation for the desolating wars of that period, and for the losses sustained thereby, by planting the French standard on the West coasts of Australia. These plans were proposed to the French in 1825. They naturally alarmed the British Government of the day. In consequence,

in 1826, orders were sent out to New South Wales forthwith to frustrate the French, and by force, if need be, to occupy the coveted possession. In 1826 accordingly, Major Lockyer and Captain Barker, of H.M. 39th Foot, with a detachment of that regiment, took possession, in the name of the King of England, of a fine harbour in King George's Sound, where the town of Albany now stands. A military settlement was formed there which sufficed to warn off the French, who henceforth made no further attempts to occupy any portion of Australia. That continent therefore remained from that time to the present the sole possession of God's people Israel.

After three years the military colony at Albany was supplanted by a new settlement from England, and was formed on the banks of the Swan river on the West coast. That was the true "Gate" of Western Australia, and by means of it the whole territory has gradually fallen into the possession of our race. The reader will note that this Gate also was acquired by Israel in peace, and that in acquiring it, the British discomfited and defeated the designs of the French, then recently the enemies of our nation, and who "hated" us for the repeated defeats they had sustained at our hands.

The occupied portion of the territory thus acquired by our nation in Western Australia is now about 1,600 miles North and South along the coast, by about 150 in average breadth. Its British population in December, 1876, was 27,321. The rest of the territory is quite unfit for habitation. It is an arid sandy desert, almost entirely without water. The land yields in parts fine wheat crops; and the vine, olive, and the fig grow luxuriantly in many localities. Magnetic iron, lead, copper, and zinc ores are found in large quantities, besides a coal bed, said to extend over 600 miles. The exports of the colony are wool, timber, copper ore, whale oil, sandal wood, pearls, and pearl shells. The government is administered by a Governor appointed by the Crown, assisted by an executive council of

five official members, and a legislative council of twenty-one, of whom seven are nominated by the Crown, and the rest selected for five years by the people.

The European population of this colony in 1862 was 17,246, showing an increase of only 10,000 in fourteen years. The country has, however, suffered greatly from want of labour, and it has passed also through a period of depression and misfortune in consequence of the introduction into the colony of convict labour in 1849. For twenty years the settlement was free from this curse, but in an evil hour the West Australians thought that as free emigrants shunned their shores, a penal settlement, with abundance of forced labour, would bring them prosperity. It was a fallacious hope! The convicts came indeed, but they brought with them a depraved population, and "became a nursery of desperate criminals who carried terror into the gold countries," and all but rebellion too among the colonists against the parent state. The convicts, as time went on, were liberated on "tickets of leave," and when the discovery of gold in 1851 led to a rush to the Eastern gold fields, these desperadoes became the terror of the whole land. Such was the dissatisfaction felt by all the colonies on the Eastern coast at the practice of transportation to West Australia, that disaffection and rebellion against the British Government were nearly breaking out into overt acts, when Parliament finally put a stop to the practice. In 1868 transportation was utterly abolished, to the lasting benefit and gratitude of all the Australian colonies.

The aborigines of West Australia have never been a difficulty to the colony. They were very few in number at the first, being only 1,960 in 1848. They have been always treated with kindness by the settlers, and have been employed on wages to work for the dominant race. They are, however, not to be depended on, and are addicted to stealing, especially sheep. What their numbers are now we have no means of knowing;

but it is hoped they may be saved from the fate to which all their brethren in the other colonies are submitting, and that they may *not* "die out."

The first view of Perth, the Western Gate of Australia, is "singularly pleasing." "It is situated on the bank of the pretty sheet of water (formed by the Swan river) which bears its name. A forest plain stretches away to the East, and the 'range' rises in the distance, while the air, though so clear as to render the very stems on the trees distinctly perceptible, has yet all the charm of the soft haze, the many tinted lights and shades of a semi-tropical climate." In its gardens there are cultivated in perfection "the banana, peach, nectarine, apple, pear, lemon, orange, guava, loquat, and pomegranate, as well as the almond, fig, and mulberry." Saying this, we need not add that the climate of Perth is simply superb.

CHAPTER XXX.

BRISBANE, QUEENSLAND.

WE lately saw a notice, taken from the *Brisbane Courier*, to the effect that the colony of Queensland had last year entered on her nineteenth birthday, and was, therefore, "a nation yet in her teens."

This, in one aspect, may be very true, since it is, indeed, only twenty years ago that, on June 3, 1859, the colony was named anew, and proclaimed in honour of Her Majesty Queen Victoria, by a title selected by herself—"Queensland." It is, however, equally true that this colony, instead of being a young, is one of the very oldest Australian settlements. It was once known

as "Moreton Bay," attached to New South Wales. In 1825, when Sir Thomas Brisbane was Governor of New South Wales, the Northern settlement on the river Brisbane was named after him, and constituted a penal station. It was then established a British Gate, and, by that door of entry, the land from the twenty-ninth parallel of latitude to the Gulf of Carpentaria and Cape York, is now by proclamation a British-Israelite colony, and by virtue of its responsible government and independence, one of the great company of nations promised by God to our forefather Abraham and his seed Jacob for ever, when He said: "A nation (the central link in the Western islands) and a company of nations (the British Colonial Empire, including Queensland) shall be of thee" (Genesis xvii. 6, xxxv. 11).

The Gate we are now considering is situated on the East coast of Australia, 500 miles to the North of Sydney, in lat. $27^{\circ} 30'$ South, and East longitude $153^{\circ} 15'$. Although four degrees removed out of the Southern tropic, its climate is, nevertheless, decidedly tropical. Wheat and other European cereals, will not, as a general rule, grow there. Maize, therefore, is used as its substitute. Sugar planting and vine cultivation have now developed into important and permanent industries. The acreage under crop is stated to be 90,000 to 100,000, though pasturage was originally, and now also, the employment of a large portion of the settlers. The district was first occupied from New South Wales as a convict settlement; but the foundation of its prosperity lay in the extensive pasture lands of the interior, where countless herds of cattle (not sheep, for which the grass to the East of the main range of hills is not fit) were speedily raised.

After 1859 the colony made rapid progress under the energetic administration of the then Governor, Sir George F. Bowen. The gold discoveries of 1851 did not do much for the colony, as not much gold was then found within it. Its

population by immigration, however, rapidly increased. In 1846 it was 2,257. In 1851, the year of the discovery of gold, it was 8,575. In 1856 it rose to 17,082. In 1860, after the colony was declared independent, it was 28,056. At the end of December, 1861, it was 34,367. In 1862, 45,077. In 1864 there was a rise to 74,036 souls; but on December 31, 1875, when the last census available for reference was taken, the population of this country was 181,288; to-day, probably not less than 205,000.

It will thus be seen that in thirty years about 180,000 souls have been added to the population, and the "Gate" by which the Israelite colonist advanced to occupy this land was, and is, Brisbane. The area of this magnificent colony is 678,600 square miles, being nearly *twice as large as Canada* proper, and equal to six times the size of the United Kingdom! To the pastoral and agricultural industries of the colony, mining has lately been added, and now gold, copper, tin, and other metals are largely exported. Coal is found extensively, and the yield of gold alone is said to be worth considerably more than one million sterling. Most of the productions, of both temperate and tropical countries, can be cultivated with success in Queensland. Cotton is grown easily, being indigenous and perennial. Its quality is said to be very superior.

Besides that, the country exports largely sugar, tobacco, wool, quicksilver, antimony, timber. The land being rich in splendid pasturage, large numbers of horses and cattle are bred in the country, the number of the former in 1875 being 121,497, and of the latter 1,812,576. The estimated number of sheep in the colony was then 7,500,000, and these, from excess in number, can only be utilised for their tallow and skins. Should the art of preserving the meat for the European market be discovered, there will then be a new opening found for Queensland as for all the other colonies of this most-favoured country.

Brisbane is the seat of government as well as the See of a bishopric. The interests of religion in this flourishing Gate are fully provided for. The places of worship, including several handsome churches, are many in proportion to the inhabitants. The aborigines of Queensland have been kindly treated by the Europeans, and are well cared for. They are lazy, however, and inert, though far superior to the others of their race in the more Southern latitudes of the remaining colonies. Their fate, we may be sure, as the country fills up with the pushing and aggressive Anglo-Saxon, is to "die out." When we have said that the total exports and imports of this noble daughter of Israel amount to eight millions sterling per annum, we have furnished our readers with much food for reflection, and with reasons to thank God for the gift of "the Gates," whereby such a colony as Queensland has been secured for our nation—a colony yet in its infancy, and one the prospects of which demonstrate that "we of this generation are only on the threshold of its future greatness" and of its magnificent prosperity.

CHAPTER XXXI.

HOBART TOWN, TASMANIA.

IN lat. 42° 53' South, long. 147° 21' East, there is situated on the banks of the Derwent, a veritable Gate, Hobart Town, which, acquired in peace, was the means whereby Israel obtained possession of the magnificent island to the South-east of Australia, called Tasmania.

It came about in this wise: A Dutchman, named Abel Jansen

Tasman, discovered this fine antipodean desolation (for so it was then) in December, 1642. He called it Van Dieman's Land, after the then Dutch Governor-General of the Dutch East Indies. A British naval surgeon, named Bass, found out it was an island—a fact Tasman failed to ascertain. In honour of the Dutch discoverer, the name assigned to the island by the owners, the British, has been, since 1852, Tasmania. In consequence of some petty attempts of the French to appropriate to themselves the fruits of the labours of Lieut. Flinders, of H.M.S. *Reliance*, who surveyed the coasts of the island, the British Government, in 1802, decided to occupy this fine territory themselves, and thus forestall the suspected designs of our then enemies. In June, 1803, accordingly, a British expedition, headed by Captain J. Bowen, R.N., accompanied by some marines and convicts (to clear the ground, &c.), arrived in the Derwent River, to the South-east of the island, and there, far up the estuary and river, which forms a noble harbour, fixed on Risdon as the future station. Colonel Collins, who succeeded Bowen in the command, subsequently removed the new settlement to the opposite side of the river, and just under the shadow of Mount Wellington he laid the foundation, in April, 1804, of Hobart Town, so named after Lord Hobart, then a member of the British Ministry, and thus constituted, without war or opposition, but in profound peace, a most valuable Gate—now a city of 20,000 inhabitants—which led to our acquisition of the entire island.

This grand appanage of the British Empire is a mountainous country, very well watered, exceedingly healthy, with a climate like that of Northern Europe, splendidly furnished with harbours, large enough to accommodate all the navies of the world—"in the 60 miles of South-eastern coast whose jagged edge is cut by the waters of the Derwent." From Hobart Town, which, when first occupied, offered but little prospect of successful settlement, the first colonists penetrated far inland,

and found fertile valleys and noble plains suited for pasture as well as for cultivation. These, under the operation of equitable land laws, were gradually occupied. Colonists from Australia, retired officers from H.M.'s army and navy, Indian officials, whose work in the tropics was completed, soon took up the land as it was discovered and claimed. Stock of sheep and cattle was imported from New South Wales, and even from Europe, and gradually the island became known in the markets for its wool, its sheep, cattle, and horses. Ere long its whole available pasturage was occupied. The island has passed through some difficulties in its gradual rise to its present condition of prosperity. The native aboriginal difficulty was solved by the disappearance, in time, of the entire race. They were but 5,000 or 6,000 in all when the British first appeared upon the scene. They were at first treated with shocking cruelty and barbarity by the settlers. They were fired on and slain. A war of extermination succeeded, and, at last, when kindness took the place of barbarity, and the authorities commenced a system of conciliation instead of violence, the race steadily died out, and from various causes became utterly extinct! In 1864, the last man died; and only a few months ago the death of the last woman of this hapless race testified that, as Jeremiah prophesied in chap. xxx. 11, the Lord hath made a "full end" of this nation of savages, among whom He had scattered His people Israel. Another difficulty, arising from the British convict system, which discharged annually a large number of the vilest characters on the shores of Tasmania, was obviated by the abolition of transportation to the island in 1853.

The gold discoveries in New South Wales, in 1851, caused a large exodus from Tasmania, which has operated adversely on the growth of its population, though beneficially, in purging the community of its criminal element. "A more peaceful and better behaved community does not exist in the Australian

Colonies" than that now located in Tasmania. This fine British colony has become one of the nations attached to the central link in the West, by the acquisition of responsible government. Its two houses of legislature, its representative system, its popular suffrage, its vote by ballot, with the power of self-taxation, and entire independence of the mother country, in all respects but the single tie of the viceroy, constitute it all but an independent nation. The rapid advance made by this colony in population, exports and imports, may be judged by the following facts, which speak loudly of wonderful progress. In 1863, the colony imported goods to the value of £902,940, and exported to the extent of £999,511. In 1878, the total exports were £1,315,695. The tonnage employed then inwards was, 117,681; outwards, 116,143. The stock of sheep, in 1863, was 1,800,811, and the land under cultivation, 267,173 acres. The population then was 91,519, now, 109,947. When it is considered that the colony was founded only in 1802, these figures prove wonderful progress in eighty years; and in the results since that date, in all the particulars we have named, we see evidence of more decided progress still. "If Tasmania has made a less rapid advance than its sister colonies in Australia, it may look forward to a happy and prosperous future;" for it is, in truth, one of the "company" of Israelite nations attached to the old mother in the far-off "isles of the West," and, with the giant sisters growing up on the island continent hard by, promises, ere long, to be as prosperous and as great as any of them. All this prosperity and all this greatness has God conferred upon this island, in its connection with the parent State in the West, in consequence of the original acquisition by the British of the Gate Hobart Town, in 1802; for the Gate being secured, the country was conquered and occupied, and so it has come to pass that, as God gave the Gates to Israel, He has, by the possession of Hobart Town, transferred the entire island of Tasmania to our favoured race

—a possession and a gift which shall last for ever ; for the gifts and the calling of our God are without repentance (Rom. xi. 29).

CHAPTER XXXII.

NEW ZEALAND.

WE have always regarded the antipodean colony of Great Britain, New Zealand, as a veritable Gate of the Pacific Ocean, and of all Australasia besides. Lying at the very confines of the Southern and Western habitable world, this "possession" faces, Westward, an immense archipelago, comprising innumerable clusters of islands of the South Pacific, lying in the direct course of trade with America and Europe. To this island-studded ocean, New Zealand operates, we conceive, as a "Gate." It points with no uncertain signs to the eventual absorption, by the owners of New Zealand, of all those important groups of islets of the South Pacific, which the paramount Australasian Power (Israel again!) may deem needful to possess in order to establish her world-wide commerce, and her maritime supremacy in the Pacific, as in the other ocean highways of the world. Thus acting, the Great Gate of the Antipodes has necessitated our recent acquisition of the Fijis. Ere long we anticipate the Samoan Group will be incorporated, and, sooner or later, the whole of the other islands of the South Pacific Ocean, lying in the track of European trade, must fall, we deem, into Israel's hands, as the possessors of the Continent of Australia, of the magnificent islands, Tasmania, New Zealand, and the Fijis.

New Zealand consists of three islands—two large, and one very small; the two former, divided by a narrow strait, bearing Cook's name, are in united length 1,200 miles. New Ulster, New Munster, and New Leinster, as the three are named, are situated at the very antipodes of the British Islands, and form "the New Zealand Group." This grand British "Gate" was discovered in 1642, by a Dutch sailor, *Abel Jansen Tasman*, who first set eyes on Tasmania. He called the group Staaten Land in honour of the Dutch States General. Next year, however, it received its present name of "New Zealand." Cook, the famous voyager, visited the group three times between A.D. 1769 and 1777. It first attracted British attention when, in 1814, the Church Missionary Society established a station in the Bay of Islands. The Wesleyans followed; then settlers from New South Wales.

In 1832 a Frenchman made some efforts to secure a footing in the islands for his own countrymen; but the prompt measures taken by a British Resident, sent from New South Wales, averted the danger. The latter induced some of the Maori chiefs of the Northern islands to petition for British protection. This was granted in 1839, when, with a resident population of 2,000 British subjects in the islands, a British Consul was appointed for New Zealand. From that moment the destiny of the islands was fixed. Jacob had grasped "the possession," and forthwith he began to play the rôle of the "supplanter;" "to push the people together to the ends of the earth" (Deut. xxxiii. 17), and to acquire what he obtained for himself. The natives resisted these encroachments; and wars broke out in 1845, and again in 1860, which were not put down by the British without the expenditure of much blood and treasure. The red men proved themselves "foemen worthy of our steel"—brave, skilful; and, behind their stockaded paha, no mean or contemptible enemies. At last, the Imperial Government, weary of the strife, entered on a new colonial

policy, and, abandoning the struggling colonists to their own efforts against their native enemies, withdrew the whole of the British regiments which had, till then, fought their battles for them in New Zealand. The result was most beneficial for all concerned. The colonists of the North and middle islands set themselves henceforth to effect two objects:—(1) to increase the population, by emigration from the mother country; and (2) to employ natives to help in opening up the North island, by making roads and railroads, instead of unprofitably slaying them in war.

The effect of the new policy has been that 80,000 assisted emigrants have been poured into the colony within the last seven years, and about 1,000 miles of railways, besides roads, have been made! Peace and prosperity have been the consequence. The products of the colony since that period—animal, vegetable, and mineral—have increased in a marvellous manner, and native wars are, it is hoped, things of the past; since the Maori is steadily “dying out” before the “pushing” overwhelming influence of the Anglo-Saxon.

“At the present day the colony of New Zealand, with a population of 445,563 Anglo-Saxons, besides 42,819 Maoris, has as many sheep as the large colony of Victoria, and about half the number of the enormous colony of New South Wales.” Its acreage under cultivation compares very favourably with that of the Australian States; and its coal-fields are abundant, easily worked, and yield coal of an excellent quality.

The reader thus sees that the capabilities of this rising daughter of the Western-island parent are wonderful indeed. New Zealand promises to become one of the most powerful of “the Company of Nations” which are destined yet to belong to Israel, as the central link. This colony has, in fact, confederated its component parts, and is therefore a “nation” born already. It enjoys parliamentary representative government (European and native), and is tied to the mother country by

the single slender thread of the British Governor, or Viceroy, an officer nominated by the crown. And yet there is not one of the colonial possessions of this Israelitish British nation which excels it in loyalty and love towards the mother country; for both animate the colony of New Zealand in a marked degree.

It is hardly necessary to say that this growing colony enjoys a superb climate, well suited to the European, but especially to the British, constitution. The vast majority of its European occupants come from the United Kingdom, and, therefore, are of the pure Israelitish stock.

A word here as to the rapid increase of the population of the purely British colonies will be instructive, and give the reader an idea what an enormous power these offshoots of our Empire already represent, even in their young infancy. The Parliamentary return estimated the population, in 1871, of British North America as about 3,750,000; Australia, including New Zealand, about 2,000,000; the Cape and Natal, about 850,000; or, in round numbers, a total of 6,600,000. The same return shows the numbers in 1850 to have been less than 3,500,000, being, for British North America, about 2,500,000; Australia and New Zealand together, about 550,000; the Cape and Natal about 400,000. This shows a total increase, in twenty-one years only, of more than 88 per cent.

“What will be the future increase” (asked Mr. W. E. Forster, M.P., in Edinburgh, in November, 1875), “who can tell?” He estimated that these colonies alone, in the beginning of the twentieth century, will start with a population of at least 15,000,000; that of the United Kingdom in 1955 being 63,000,000. He thinks then that, in that year, the colonies of Great Britain will contain a population of more than 82,000,000; their proportion to that of the United Kingdom being as 82 is to 63. These are wonderful results, and prove to us, by undeniable statistics, that the future of this Empire is magnificent

indeed, and that "the nation and company of nations" (including Manassch, America) must, by force of mere numbers, position, character, and power, rule the whole world. New Zealand lies between the parallels of South latitude $34^{\circ} 23'$, and $47^{\circ} 19'$, and East longitude 167° and 178° , its area being equal to a fifth part more than the superficial dimensions of Great Britain.

The North island is chiefly volcanic in formation. It possesses numerous rivers abundantly fed by the snows of the mountain regions and by the plentiful rains of the interior. The climate nearly resembles that of England as to temperature. It is moister, however, the rainfall, and the number of days on which rain occurs, being in excess of that of England. The winds blow with great violence, especially during early Summer; and this contributes to the salubrity of the climate. The provinces of the Northern island are Wellington, Hawke Bay, Auckland, Taranaki; those of the South Island, Nelson, Marlborough, Canterbury, Otago, Southland.

Taken as a whole, this Southern Antipodean Gate, with imports, in 1878, of £8,755,663, and exports of £6,015,525 sterling, is a glorious "possession" of Israel, and is worthy to rank as a first-class heritage, advancing the power and influence of the "chosen race" Southward and Eastward, across the broad South Pacific Ocean; and extending, in an efficient way, the commanding position Israel has been assigned, in the neighbouring Island of Tasmania, and in the colossal island-continent, Australia.

CHAPTER XXXIII.

THE FALKLAND ISLANDS.

NEAR and about 52° South latitude, and 60° degrees West longitude, there are two large islands, with a group of 200 or so smaller ones attached to them, lying 810 miles to the East of the South-eastern point of the coast of South America, called the Falklands. These two fine islands in the South Atlantic Ocean, which seem to guard the approach to the Straits of Magellan, and to watch the South-east shores of Patagonia, as well as the territory (itself a cluster of islands) of Tierra del Fuëgo, constitute a veritable British Gate. The two islands are called East Falkland and West Falkland respectively. They are separated by a channel two to seven and twelve miles wide. The East Falkland is the larger island of the two. It is about 100 miles long, N.E. to S.W., by 60 broad. The West Falkland, running parallel with its sister isle, is 90 miles long by 50 broad, giving an area for the two of about 6,000 square miles. The islands possess large, safe harbours, fresh water in abundance, fish and game in quantities, herds of horned wild cattle, a lovely climate, and material in stone, in one island at least, well adapted for building purposes. The rainfall is frequent, but not of long continuance. It is said that, on the whole, the climate is remarkably similar to that of the British Islands. Of trees there were originally none, though there are a few bushes to be seen in parts. The country, however, abounds in grasses of a splendid quality, just suited for cattle rearing, but not for sheep. Though there are no rivers in these islands, ponds and springs of water are common enough. When we have said that the islands are in the very track of vessels navigating round Cape Horn (noted for its terrific storms),

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also that they are admirably suited to the British constitution, as proved by long experience, we think we have said enough to show that this is not an unimportant Gate of the House of Israel, and that whatever induced our race to fix its eyes on this spot as a settlement and RENDEZVOUS for its colonising effort, it answers in every respect to the proper description of the British Gates.

Having a rich soil, the Falklands repay the labour of the husbandman handsomely. Placed at the Southern extremity of the great continent of South America, these islands are in a position of strategic importance, regarded in a naval aspect, as to the territory they dominate. The British, as owners of them, virtually control the commercial route round the Horn which the nations (not especially our own) are obliged to take to carry on their vast and increasing commerce with the Western sea-board of the South American Republics. As a harbour and a refuge for the wearied and storm-tossed mariner, these islands afford an admirable shelter in the neighbourhood of the dangerous Horn. In the possession of the mistress of the sea, of the owners of the ocean highways of the world, whose power is supreme upon the waters, they are a guarantee that the savagery and cannibalism of the opposite coast of the mainland must cease, that the Gospel of the grace of God, through the dying love of the mighty Saviour of mankind shall triumph in Patagonia, in Fireland, and among the nomad tribes of uncivilised men who sparsely hold those inhospitable regions. And so the event has proved, as we shall show before we have concluded our notice of this great South American Gate. We have now to tell how these islands came to fall to the possession of the House of Israel, and how our connection with them was brought about. They were discovered in the reign of Queen Elizabeth by John Davis, or Richard Hawkins, in A.D. 1592. First the French formed a settlement on the islands; but finding them unsuitable, or for some other reason,

they were given up, and the Spaniards temporarily occupied them, naming them the "Malvinas." The British, in A.D. 1765, appeared upon the scene, and a naval officer (generally the founder of Israel's Gates), Commodore Byron by name, took possession of the islands in the name of his Sovereign, King George III., spending a fortnight there, and hoisting the British flag upon the soil. The Spaniards endeavoured to dispute Great Britain's right to the territory; and after them the government of Buenos Ayres asserted theirs by establishing a colony in Port Louis on the island of East Falkland. But in vain! The British Lion, the rightful owner of the islands of the world, and the destined heritors of "the ends, the coasts, and the uttermost parts of the earth" as well, would brook no denial, and maintained his right in the strength of the Lord of hosts. In 1833 the British, ostensibly to protect the whale fishery in those parts, entered on their last and final occupation of the islands, which were surrendered to them then and there, and have ever since been occupied by them in strength. The capital of the colony is Stanley, at the head of Port William, in the East Falklands; and this Gate has been constituted, like Singapore and Hong-Kong (the Eastern Gates of the House of Israel), a free port, or open Gate to all the world, for purposes of commerce. The Falkland islands form a secure and acceptable harbour, as we have said, to the storm-tossed mariner after his passage past the dreaded Horn, and are the *rendezvous* of British, American, French, and other whalers and sealing vessels frequenting these Southern seas.

We have previously noticed that the islands in question, as one of the Gates of Israel, have fulfilled a double purpose—namely, as a strategic naval station on the one hand, giving our nation power and consolidated influence over the neighbouring lands and oceans; and on the other as a central point whence the blessed Gospel has been sent far and wide; not only to the wild tribes of Patagonia, to the semi-cannibals of Tierra

del Fuëgo, but to the whole of the littoral of South America, North, South, East, and West. The Falkland Islands are the head-quarters of the South American Missionary Society, whose operations, superintended by Dr. Stirling, the Right Rev. the Bishop of the Falklands, embrace missions to the Firelanders at Ushuwia, to the Spanish-speaking Roman Catholic populations on the coast, to the degraded, neglected Aborigines in the interior, and on the Amazon with its affluents; finally, to our own neglected countrymen, located in their hundreds of thousands, without a shepherd to guide them, nor ministrations of their own Church to comfort them in their voluntary exile in pursuit of livelihood, throughout the coasts of that vast continent. This great Southern British Gate occupies thus a unique position in reference to the whole of the South American States; for from it there goes forth the Gospel, and thus there proceeds an influence for good, to the British colonist first, to the Roman Catholic native next, and lastly, to the heathen and nomadic tribes occupying the Southern and extreme Northern territories of the continent, through the agency of British missionaries, brave men and women. At the head of these is a resolute and holy man who has not feared to risk his own life for the name and the cause of Christ. His official title is derived from the very spot which is Israel's Gate—the Gate of political as well as of naval strength, in the South Atlantic Ocean.

We may thank God that the Lord has given our race and nation the Falkland Islands at the South-eastern point of South America, because such a Gate is another witness, and another promise, too, of that universal domination reserved, we know, for this race throughout the globe. The Falklands loudly testify that this shall include territory also in the continent of South America, as it already does in every other region "under the whole heaven" where the British are now scattered, as a dominant, ruling people (Dan. vii. 22—27).

The reader will note that the three Powers which first strove

to secure the Falklands were Roman Catholic. They were France, Spain, and Buenos Ayres. They were each tried here, as at so many of the other British Gates, were found wanting, and were set aside. The witnessing, protesting nation, God's people Israel (the British), at last were seated in their place in the providence of God, and the "significance of this fact is surely remarkable when we know that the British officer who raised the standard of his country in these antarctic regions was the very man by whom the idea of benefitting the degraded people of Tierra del Fuëgo and Patagonia was first reduced to practice." Captain Allen Gardiner, R.N., who sacrificed his life for these same heathen Aborigines, wrote in 1841 regarding the Falklands, words which prove he recognised them even then as the glorious British Gospel-Gate, for he said, "Happily for us, and I trust eventually for the poor Indians, the Falkland Islands, so admirably situated for the purpose, may become the KEY to the Aborigines both of Patagonia and Tierra del Fuëgo." Captain Gardiner called the spot "the key;" but God's Word describes it better as the Gate, promised to the possession of the seed of Abraham, and verily to that martyred officer and his fellows, those native Tribes, who are now benefitting so wonderfully by British occupation of the Falklands, were his bitter enemies, for he and his party died of famine and disease in 1851, on their *then* most inhospitable shores.

CHAPTER XXXIV.

JAMAICA.

NESTLED in the Carribean Sea, 400 miles due North of the Isthmus of Panama and South of the Eastern end of Cuba, in North lat. $17^{\circ} 40'$ to $18^{\circ} 30'$, and West longitude $76^{\circ} 10'$ to $78^{\circ} 25'$, there is situated one of the brightest jewels in the British crown—the island of Jamaica. It is one of the greater Antilles in the West Indies—is 150 miles long from East to West, 49 miles in greatest breadth North and South, the average breadth being 40 miles. The island contains 4,256 square miles, and in scenery is remarkably beautiful and grand. It is traversed by a range of mountains called the Blue Mountains, from five to seven thousand feet high. The island is well watered throughout, as many as seventy or eighty bright and rapid streams coming down from the lofty hills to the sea in all directions. In spite of this, the only navigable stream throughout the island (save for boats) is the Black River on the South-west coast. The island possesses many good harbours, “the chief of which is Port Royal—the harbour of Kingston.”

Jamaica, or *Xaymaca* (“meaning in the Florida tongue, abundance of wood and water”), was first discovered by Columbus, and became, in consequence, a Spanish colony in 1494. The inhabitants then were very numerous, and were peaceable occupants of neat houses. When the Spaniards came in 1509 and occupied the island as colonists, they enslaved the Indians and set them in gangs to cultivate the cane, cotton, and vine plants. The cruel treatment these poor aborigines were forced to undergo utterly destroyed them, and they died completely out. In 1558 the Spaniards imported black African slaves.

In the seventeenth century Israel first appeared on the scene, and she made two attempts to capture her future destined West Indian Gate. These attempts both failed, as evidently the time had not yet fully come. The first attack on the island was made by Sir Andrew Shirley in 1605, but it was altogether abortive. In 1638 Col. Jackson inflicted a blow on the Spaniards when he seized Passage Fort, and was paid a large sum as ransom, or black mail, to depart. In 1655 Israel put in her claim to her heritage as the owner of this noble West Indian Gate, and would not be denied. The honour of the acquisition belongs to Cromwell, then Lord Protector of England, though he and the nation so little valued the capture that Admiral Pen and General Venables, who made it, were sent to the Tower for their pains and for failing to seize higher game. Cromwell, to punish the Spaniards for refusing some privileges he demanded for British subjects and the flag, forthwith sent off Pen and Venables with an army and fleet to attack Hispaniola. The attack failed, but the expedition passed on to Jamaica, and there entering Port Royal Bay, took "Passage Fort," which the Spanish garrison had abandoned. The latter, who took refuge in the interior, afterwards surrendered, and "the Dons went off to Cuba." Thus did the Queen of the Antilles fall, without a blow struck, into the hands of Israel! The Gate of the West Indies was thus as purely the gift of God in peace to the chosen race as any other of our maritime Gates which have fallen to us without war. The island being within the tropics is excessively hot, but the heat is tempered by constant sea breezes, which set in every morning, and in the hills a screen of clouds tempers the climate, making it there most healthy, the air elastic and exhilarating. In the plains and lowlands the yellow fever prevails at certain seasons. In August, September, and October hurricanes occur and render the navigation precarious.

The island abounds in sheep, mules, cattle, goats, hogs, and

the surrounding seas are alive with fish. All the staple products of tropical climates are raised in this beautiful possession, and the last few years has witnessed great improvements in this direction. The last census of the island showed there were 506,154 inhabitants. The government is conducted by a British "Governor assisted by a Privy Council of eight members, with a Legislative Council consisting of six official and six non-official members." The chief port and town is Kingston, and that is also the capital and seat of Government. This large and most valuable of all the British West Indian possessions is the true Gate of the whole neighbouring clusters of islands. It is surrounded by a large number of outlying posts and flanking "Gates" which afford it protection and receive it in return from Jamaica. Such outposts are Trinidad, the Leeward and the Windward Islands, the Bahamas, and the Bermudas. What may be the future of the many islands belonging to foreign nations in the neighbourhood of the Gate Jamaica we cannot say; but judging from God's words regarding the destiny of Israel, and the manifest operation of the Gates in other parts of the world, we cannot resist the belief that the time may come when the West Indian Gate of Israel will absorb the rest, and there remain not so much as one of the West India islands which does not belong to the dominant race, God's people Israel. Even in their geographical position the British West India islands surround or belt the others; and that being their position, we think we see in it an indication that God means by giving us now the tactical place of advantage in reference to our future enemies, to grant us that in the West Indies, as elsewhere, "the kingdom and the dominion, and the greatness of the kingdom, shall be given to the people of the saints of the Most High—even to the children of Israel—a people near unto Him. Praise YE the Lord!" (Dan. vii. 27; Psa. cxlviii. 14).

The Black population of Jamaica have always constituted a

political difficulty in the government of this possession of the Crown. In early times their insurrections were constant. The abolition of slavery and the commencement of the apprenticeship system in 1834 produced the most salutary changes. Slavery was utterly abandoned, and though the change worked badly at first in some respects, and the revenue fell off largely, the final result is that the material prosperity of the island is recovering. Ere long, the condition of Jamaica will be fairly good, and the people will have recovered that share of prosperity which will lead to national regeneration. "A class of negro proprietors is rising up who cultivate small plantations cheaply," and from these and other measures the recovery of Jamaica to its former state of prosperity is early anticipated.

CHAPTER XXXV.

SARAWAK.

BETWEEN Singapore, at the extremity of the Malayan Peninsula, and Hong Kong in the China Seas, there exist at least eleven degrees of longitude, and 1,437 miles of a crowded sea-way. The distance, therefore, is too great for safety for a nation depending on its maritime supremacy and on the close proximity of its "Gates" whereby to consolidate its power. God therefore provided His people Israel with not one, but two spots, for *rendezvous* between those extreme limits, and to carry out this object gave our nation in the second largest island in the world its two Bornean Gates—Sarawak first and the island of Labuan off the capital of Borneo proper afterwards. It will be conve-

nient to pass in review now the possession on the mainland, since it became the property of a British subject at the outset, and then describe the colony taken by the nation as a military *point d'appui* for naval and commercial purposes in the Eastern seas, and to assist our trade with China and the further East.

It must be understood that Sarawak is not in the strict sense a British *national* "Gate." But it is British for all that, because acquired by a Briton (now no more)—Sir James Brooke, K.C.B.—and held to-day for the good and benefit not only of the native inhabitants, but of the mother country as well. The latter, though not outwardly and ostensibly, is actually, however, the possessor of this valuable door or key which is destined to give to British-Israel the command more or less of the Northern parts of the great island-continent of Borneo. Sarawak is the name not of a chief town merely, but of a territory, situated in the North-west extremity of Borneo, "extending from Tanjong Datu, to the entrance of the Samarahan river, a distance along the coast of about sixty miles in an E.S.E. direction." The average breadth of the territory is fifty miles. The manner of the transfer of this spot to the jurisdiction and power of an Israelite was unique. It deserves notice in our pages.

James Brooke, the son of an English member of the Indian Civil Service, was in the Indian army. He saw service in Burmah, was wounded therein, retired home, and thence set forth in 1830 to visit in his yacht the coast of Borneo. A series of events, too long to notice here, attached him to that land and people. He assisted Rajah Mudah Hassim, the local ruler, to put down an insurrection in his territories. In return he obtained from the Rajah a promise that the territory of Sarawak should be made over to him in perpetual sovereignty. The Rajah being dilatory in performing his promises, as usual with native princes everywhere, and Mr. Brooke being in

danger from local intrigues, he appeared off Mudah Hassim's palace with his armed yacht, landed with a strong party, and then and there demanded of the Rajah that his right to the governorship of the territory and town of Sarawak should be affirmed by treaty, signed, sealed, delivered, and at once proclaimed. The Rajah saw the reasonableness of the thing when so presented to his consideration, and on Sept. 24, 1841, Mr. Brooke "was declared Rajah and Governor of Sarawak amidst the roar of cannon, and a general display of flags and banners from the shore and boats on the Sarawak river" (page 271, "Brooke's Narratives," vol. i.). What Rajah Brooke (afterwards Sir James Brooke, K.C.B.) did for the country of which he became really the British king was this (it was told us by the *Times* in 1860): "He suppressed piracy in the seas which wash the coasts of Sumatra and Borneo; he reduced to its true proportions the phantom of Dutch supremacy; he *diffused through the Eastern Tribes a reverence and respect for the English name*; he governed the Asiatics committed to his charge not only for themselves, but by themselves (an experiment never tried before), and he did it successfully. Finally, he caused the country of which he was the Rajah to be ruled in such wise, that the people enjoyed as much freedom as do the residents of the British Islands."

Capt. Rodney Mundy, R.N., in his account of Rajah Brooke's rule in Sarawak, states it as his opinion that the administration of this Englishman was wholly for good; he so far weaned his subjects from savage habits that he cured them of piracy, and made them the friend of the shipwrecked mariner; he opened up Borneo to British commerce, and gave the helping hand to all efforts for the evangelisation of his native subjects. Under his Rajahship the Dyaks, who before had almost been destroyed by misgovernment and rapine, are now enjoying prosperity, peace, and the blessings of the Gospel. The reader may judge how successful the Rajah's administration was when he reflects

that "now, forty years after the date Mr. Brooke first reached Borneo, the annual exports of Sarawak are valued at nearly half a million sterling, while the imports—chiefly British manufactured goods—reach a still higher figure! All this has been effected by the enterprise of a single Englishman" (an Israelite), "who has thus created a market for our manufactures and a new source for the supply of valuable raw materials."

The capital of the Rajah's dominions consists of a European and a native town, built on opposite sides of the Sarawak river. The approach to it is defended by a battery. The population, consisting largely of Chinese immigrants, was sometime ago 250,000, now, doubtless, many more. The country rises rapidly from the sea-shore into mountains, and has a soil which freely produces sugar, cloves, nutmegs, cinnamon, and rice. It is covered with cocoa-nut trees, and is rich in mineral wealth. In Sarawak there are found gold, antimony, coal, nickel, diamonds, and other precious stones.

The situation of Sarawak at the North-west corner of Borneo, in the neighbourhood of the sea route to China and Japan from Singapore and India, gives it the very position required for one of Israel's Gates. Its acquisition by a British subject, who was proud to place his power and influence at the feet of his Sovereign, was the means on Dec. 18, 1846, of our nation's acquisition of a veritable island Gate, Labuan, at the mouth of the bay whereon the capital of Borneo proper is situated, and that spot (to be described in our next chapter) furnishes Israel's fleets with a noble harbour and *rendezvous*, first-rate coal for steamers, and such influence all along the Northern coasts of Borneo and in the neighbouring seas, that it acts (with Sarawak) as a most formidable "Gate," crushing out Borneo and Dyak piracy, also all the cruel practices of the native races, whereby formerly they made peaceful trade with the aboriginal tribes of the country utterly impossible, and even navigation in those seas extremely dangerous. We may nationally thank God—the God of Israel

—for Sarawak, as a British “Gate,” and that at the proper time He raised up Rajah James Brooke to secure it for us, in order to consolidate Israel’s power and influence, wealth and commerce, in the Eastern seas.

CHAPTER XXXVI.

LABUAN.

THE island of Labuan, situated on the Northern coast of Borneo, extends from latitude $5^{\circ} 11' N.$ to lat. $5^{\circ} 25' N.$, and from longitude $115^{\circ} 10' E.$ to $115^{\circ} 22' E.$, running in a N.N.E. direction. It is about 11 miles long, $5\frac{1}{2}$ to 6 miles broad, and contains an area of 40 square miles, with a coast line of 80 miles. It is undulating with a few hills—the highest 80 feet only. It grows camphor and rattan trees, coconut and betel, and the soil is fit for all sorts of palms. The island possesses water in abundance, with two streams, which are perennial, splendid timber for ship-building, and a beautiful harbour called Victoria. The sea around abounds in fish, the jungle on land being occupied by wild pigs and deer, though in no great numbers. Before the spot fell to Israel as a Bornean Gate it had not been inhabited by man or cultivated. Coal has been found on the island, and is described to be of most excellent quality. The possession of a Gate well stored with this invaluable article, indispensable both for war and commerce, in such a sea-way as the North coast of Borneo presents, would of itself make Labuan a first-class acquisition by Great Britain. Its special value to our race consists in the

fact that it is situated just at the mouth of the Bruné river, about twenty miles North of the capital of that name. It acts therefore exactly as a British-Israelite Gate always does. It commands the position. It puts the bridle into the mouth of Israel's enemies and subdues them. The Bornean Sovereign was an enemy of the British on one foolish occasion. His people were the enemies of mankind as sea-coast pirates. Israel therefore seized Labuan, fortified and held it, and lo! piracy ceased at once after a desperate struggle, and the Bornean Sultan became our obsequious servant and friend henceforth.

The manner in which the island of Labuan passed under the British Crown, and was therefore constituted a true Gate of Israel, was as follows. In November, 1844, Mr. J. Brooke, then Rajah of Sarawak, as we have described in our last chapter, visited Bruné in an official capacity, and there obtained from the Sultan an engagement "that he was willing to cede to the Queen of England the island of Labuan, and the adjacent islets, on such terms as may hereafter be arranged by any person duly appointed." In August, 1846, the Commander-in-chief on the naval station, Sir Thomas Cochrane, acting under orders from Lord Palmerston's Government, directed Capt. Mundy, R.N., of Her Majesty's ship *Iris*, to proceed to Bruné, and there, with or without the concurrence of the Sultan and his ministers, to take possession of the island in the name of Her Majesty. The step was called for by the insult offered to the British flag by the Sultan, who had fired on it, and by the necessity of clearing the seas of piracy which was practically carried on with the Sultan's concurrence. On the 18th December, 1846, all arrangements having been completed, the Sultan met Capt. Mundy, Lieut. Heath, and an armed party of marines, supported by the ships' boats drawn up opposite the Sultan's palace, in order to discuss the question of the cession. There was no difficulty in regard to the

surrender of the island in perpetuity to the Queen. The only demur was to the clause stipulating that the Sultan and his subjects would henceforth aid Her Majesty's forces in suppressing piracy. Difficulties were raised. The Sultan and his followers became restive. Money was demanded as the cost of the transaction. Capt. Mundy refused, and peremptorily directed that the treaty resigning the island should at once be signed. The Sultan, seeing matters growing serious, yielded with an ill grace, and then and there gave up to Israel the Gate of his dominions, destined yet to serve as the door by which Borneo shall belong to Israel for ever.

On the 24th December, 1846, the island was publicly and formally taken possession of by Capt. Mundy in Her Majesty's name, and in 1848 the colony was planted and recognised as an outlying bulwark of Israel's Empire, a veritable Gate for ever.

In 1849 the extermination of the pirates near Sarawak, by Rajah Brooke, then Governor of Labuan, took place, and the completeness of the measure so greatly shocked the British public, that, in deference to the outcry, he was removed from his connection with the island, though the world benefitted by the cessation of the nuisance. Labuan, as a British colony, is under a governor, assisted by a nominated council. The trade, in 1878, was valued at £157,522 total imports, and £156,616 exports. The revenue that year was £7,490; the expenditure £7,995. The trade consists in collecting the products of Borneo, the Lulu archipelago, and neighbouring islands, and these are forwarded to Singapore for European and Chinese markets. "The chief productions thus collected are sago, beeswax, camphor, hides, rattans, tortoise-shell, trepany, edible birds' nests, and mother-of-pearl shells. From Singapore there are received in exchange cotton and cloth goods, hardware, opium, tobacco, spirits, tea, provisions, &c., all retransferred to Borneo in exchange for native productions."

Such is this Bornean and most valuable Gate. Situated on the high road from Europe to China and Japan, it constitutes one of the outlying strongholds on which our Empire rests. It serves to consolidate British-Israel's rule in the far East, and is a fulfilment to all who love and honour God's Word that the dominion of the world, promised to Abraham and his seed for ever as its heir, shall yet be the heritage of the British race, in consequence of our Identity with God's chosen ones! Israel, praise ye the Lord!

CHAPTER XXXVII.

HERAT.

IN lat. $34^{\circ} 5'$, and $62^{\circ} 20'$ East, due West of Cabul, on its Western frontier, towards Central Asia and the Khanates, is situated the city of Herat—"that special city," as Colonel G. B. Malleson calls it, "which the highest military authorities have described as 'the GATE of India;' which the commercial instincts of traders have made the mercantile capital of Central Asia—I mean the city of Herat."

We are aware that Herat is not yet a British Gate. But as we entertain no manner of doubt that before long it will be one, we think we serve our cause by placing before our readers (in a condensed, but yet a very interesting form), Colonel Malleson's account of the place, as published in the *Times* of Oct. 23, 1879. It is the best description of the spot we have seen. As the public in general are perfectly unacquainted with the locality, a detailed picture of what will ere

long be deeply interesting to Israel, as an Eastern "Gate" of the first magnitude confronting Russia, is sure to be acceptable, and we do not apologise, therefore, for transferring to our pages the letter which the Colonel addressed to the *Times* on the subject. It was as follows:—

The position I claim for Herat is one of very ancient date. The prosperity of that city, even before the invasions of Genghiz Khan, was assured. In those days the city could boast of 12,000 retail shops, 350 schools, 144,000 occupied houses, and 6,000 baths, caravanserais, and water mills. That prosperity, though it suffered, disappeared neither before the rapacity of Genghiz Khan, nor before the ruthlessness of Tamerlane. Under the mild and genial rule of the son of the latter, Shahrukh Mirza, it recovered all it had lost. The restored prosperity continued till the beginning of the sixteenth century. Up to that period Herat was not only the richest city in Central Asia, but the resort of the greatest divines, philosophers, poets, and historians of the age.

Such was Herat under good administration. But in the beginning of the sixteenth century, Herat was conquered by, and annexed to, Persia. Herat, in the hands of the Persians, was like Venice in the hands of Austria. Venice was starved and milked to build up Trieste. Herat was starved and milked to build up Meshed. No wonder, then, that its trade dwindled and its prosperity melted away.

In 1715, however, the Abdali Afghans wrested Herat from Persia. In 1731 the city was conquered by Nadir Shah. On his death, 1749, it again fell into the hands of the Abdali Afghans. Since that time the fate of Herat has been linked to that of Cabul. Although constantly besieged and always misgoverned, the prosperity of Herat has revived considerably since her severance from Persia. Looking at the enormous disadvantages under which she has laboured, at the fact that she has been governed by a race of mountain robbers, who know no rule but that of extortion, and marking the advance she has made since she was freed from the forced rivalry with Meshed, it is clear that were she administered on the principles which characterise British rule in India, she would speedily attain a position far exceeding in splendour that which she reached even under the fostering care of the descendants of Tamerlane.

The position occupied by Herat—on the high road between India and Persia, the centre spot of an extensive and fertile valley, well watered by channels made from a perennial stream—marks her out as the natural garden and granary of Central Asia. Let us see for a moment how she responds to this claim.

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Herat was visited by Mr. Forster in 1783. That gentleman describes the city as far surpassing Candahar in the extent of her markets and the amount of her merchandise. European wares were then brought thither by way of the Persian Gulf. In the caravanserais in Herat, Mr. Forster met about 100 bankers and traders from India—all rich and well-to-do men, and whose credit was at the highest.

The next English traveller of whom I find any record is Captain Christie. He visited the city in disguise in 1810, and spent a month there. He describes Herat as situated in a valley, stretching six geographical miles from East to West, and about half that breadth, fertilised to a degree not to be surpassed by the streams which richly watered it. As far as the eye could reach were orchards, and gardens, and cornfields. On the North side rose lofty mountains; on the South, the traveller, coming from Candahar and Farrah, would have to ride for two hours through luxuriant fields and gardens before he could reach the bridge over the Herirud; crossing that bridge, he would have another ride of a similar length through the same class of country before he could reach the city gate. Christie described the city as covering four English square miles. In the public market, of vast extent, he found wares and merchandise from India, from Persia, from the shores of the Caspian, from Orenberg, from Samarcand, and from Afghanistan. The population he reckoned at 100,000, of whom 10,000 only were Afghans. Of Hindoos there were 600, held in the highest esteem; and there were a few Jews.

Arthur Conolly visited Herat twenty-one years later, in 1831. He travelled all over the province of which Herat is the capital, found its natural capabilities far greater than had been represented, but records that these were wasted—partly by the misrule of the Afghans, partly by the unchecked plundering by the Persians and border Tribes, and partly by internal feuds. The same causes had produced a decline of the population to 45,000; the Hindoos, however had increased to 1,000, and the Jews maintained their position. The city he describes as dirty in the extreme. But if anyone ventured to express surprise that in spite of the filth it should be healthy, he received the stereotyped answer, "If dirt were to kill, where would the Afghans be?"

Conolly describes the environs as being wonderfully beautiful, and he confirms the accounts of previous travellers as to the extraordinary fertility of the soil. The gardens, vineyards, cornfields, and hamlets occupying the valley which stretches four miles to the foot of the mountain ranges on the North, and twelve miles to the ranges on the South, are described by him with an enthusiasm worthy of the theme. The water of the Herirud he pronounces the best he ever tasted; the fruits

as the rarest and most delicious in flavour. They are so plentiful that people are allowed to enter the gardens and pluck and eat them. Each visitor is weighed as he enters, and again as he returns, and pays at a fixed rate the difference in weight.

The climate is the finest in Asia. There are two hot months in the year, but the thermometer even then rarely stands higher than 85deg. (Fahrenheit) in the shade. The nights are always cool, often cold. The Heratis have a proverb—"If the soil of Ispahan, the cool breezes of Herat, and the waters of Khwarizin were in the same place, there would be no such thing as death."

The districts of Herat boast of extensive mines of iron and lead. These have, as yet, only been worked at the surface. If properly dealt with, they would yield enormous returns. The character of the iron is shown by the fact that the scimitars made at Herat are considered the best in Central Asia. The breed of Herati horses is scarcely less renowned; they are very cheap and are exported in large numbers. Herat, too, is famous for its carpets. Worked in silk and in wool, and in both combined, they are made of any size, and command large prices. Hitherto the difficulty in the way of transport has prevented their being so well known as they deserve. Silk is spun in large quantities in the districts. The districts likewise produce largely assafetida, saffron, pistachio nuts, gum, and manna. These and horses constitute the principal exports. Of skins, only those of the sheep and the lamb are used in Herat. But of these the supply is insufficient. Shoes are, therefore imported from India *via* Candahar. Herat produces neither cotton goods nor cloths. The sheep-skins are made up into coverings.

Such is Herat—a place possessing vast capabilities, the employment of which demands only intelligent rule. The annual revenue, under the tyrannical government of Shah Kamran, was £89,248. Under the rule of the British it could be made to cover the expense of the occupation of the great cities of Afghanistan. Again would Herat become what she was 500 years ago—"the garden and granary of Central Asia." In the course of a few years this garden and granary must fall either to Russia or to England. Why not take it now? The possession will solve every difficulty. Not only would England govern the country with its own revenues, but she would rescue from Afghan tyranny a race who hate the Afghans, and obtain for the industries of England the market of Central Asia.

I remain, Sir, your obedient servant,

G. B. MALLESON (Colonel).

27, West Cromwell-road.

Such is Colonel G. B. Malleeson's monograph of Herat. He begins his account by calling it "the Gate of India," and ends it by hinting that the "possession" of that Gate will fall probably to "England." God gave all the Gates to Israel. As Herat is a "Gate," and the British are Israel, we cannot but conclude that the Colonel is perfectly correct, and that before long "the Gate" Herat will be in the "possession" of British-Israel, to enable her therefore to meet, to confront, and to conquer her enemies, the prince of Rosh, and all his Northern bands (Ezek. xxxviii. 6, 22, xxxix. 4, 5).

CHAPTER XXXVIII.

THE GATES OF INDIA.

THE secular journalist of the present day in England considers the Scriptural designation of those passes into Afghanistan which constitute our lately acquired "scientific frontier"—namely, "the Gates," the best that can be used to describe them. There is no doubt they are right. The Khyber Pass, the Bolan, the Kurum Valley passes, are all Gates, accurately so-called. In a leader in *The Times* of July 26, 1879, the following words occur, supporting what we have just remarked. The editor said: "The successful termination of the Afghan war ought ultimately to affect favourably the financial condition of India. The open Gates in the great wall across her Northern frontier are now closed. She is safe against attack from without. The last of the wars necessary for the consolidation of our Indian Empire, has, it is to be hoped, been completed."

These open Gates were the natural roads into India from Afghanistan, and the only ones. They were properly described therefore by *The Times* as Gates. One of the passes is even called by the natives the "Durwaza," or Gate Pass. These Gates God's Word promised to the seed of Abraham, such being in their "enemies' possession." We have them all the world over, and naturally came therefore to acquire those also in our late Afghan "enemies'" lands. We thus have inherited one of Israel's blessings; and as God, who cannot lie, gave this benison to Israel only, "and to his seed for ever," we British must, as a logical sequence of the *premiss*, be Hebrews, the seed of Abraham. The cause of our trouble originally with Shere Ali was, in fact, the Gates. These were in his possession, and presuming on the fact as making him invulnerable, he was enabled to defy the power of the British Lion. The war that originated from Shere Ali's obstinacy, and his refusal of our just demands in regard to the British Representative at his capital, terminated in the fall of the chief of all the Afghan Gates, the Khyber. This pass, which faces the British fortress-gate of Peshawur, in the North-west of the Panjab, fell all but bloodlessly with the fall of the fort situated near its mouth, Ali Musjid. The "Peiwar Kotal" and the "Shaturgardan," both true Gates of India, and thus of Afghanistan as well, became ours, as the result of a rush and a sharp encounter at the former mountain fortalice. The Bolan and Pisheen Valley dominating Candahar and South Afghanistan, became British by mere force of occupation, without the faintest shadow of a show of serious resistance. So faithfully has God fulfilled to us His promise to the seed of Abraham. By the acquisition of these passes, or Gates, our nation has obtained the right to enter and to control the foreign policy of the Afghan races henceforth; and thus the Empress of India becomes *ipso facto*, the paramount power to guide the Ameer in his future dealings with the Czar. These Gate passes, further,

no doubt, satisfactorily safeguard our Indian Empire, and round off very properly the North-west frontier of Hindostan. It is true that the British Government have decided lately on surrendering both the Northern Gate (the Khyber) and the Kuram Valley, the Shaturgardan, and other central defiles, which we won at such a cost from our Afghan "enemies." Probably it is also in contemplation, in due time, to throw back into their hands even the Bolan and Pisheen Valleys as Gates not worth retaining. But we feel sure that that policy, being opposed to our God's will regarding Israel, must eventually be reversed, and that the gift of the three Indian Gates will be forced on us, as so many of the British Gates have been, to have and to hold for ever, in spite of our reluctance to do the same, according to His promise to our forefathers. Those possessions which are *de facto* Gates of India, and which the consent of mankind designates by that very name as the one most appropriate to describe them, must be, we think, a true gift of God to Israel; a gift which we refuse and rebelliously cast from us at our peril. We believe, therefore, that whatever may be our present rulers' views and intentions regarding these passes, God will not allow us long to fly in the face of His wise and pre-ordained purposes; but will compel us, by chastisement perhaps, possibly by the force of events which we shall nationally not be able to resist, to accept and use for His glory, also for the furtherance of His Gospel among the conquered races in Afghanistan, those possessions which He has given us, not once, but twice, and which men, as we see, appropriately call the "Gates of India."

CHAPTER XXXIX.

BRITISH GUIANA.

WE have now to describe a South American Gate—the only one the British possess as yet on the continent itself, although, as we have seen, we have some islands in the far South—the Falklands—which stand, gate-like, as a menace to the South of the great continent, destined, we doubt not, yet to fall to British-Israel's dominion. Besides that, there are communities of British subjects dotted all along the Eastern and Western coasts of South America, attracted there by the mines, railway works, and pasturages that offer a lucrative employment to our surplus population, which going there in numbers, is largely influencing the Governments and people of the various States among whom they have taken up their temporary abode.

Between lat. 1° and $8^{\circ} 40'$ North, and long. 57° and 61° West, on the North-east coast of the continent, with 200 miles of sea-coast and 85,000 square miles of area, is a British territory we call the North-eastern Gate of South America—a wedge run into the heart of the country which will, we believe, in time prove of service in extending Israel's power and dominion in those parts. The territory lies between Dutch Guiana and Venezuela, with Brazil on the South and South-west.

The country is watered by three large rivers, the Essequibo, the Demerara, and the Berbice. The coast, however, is skirted by sandbanks, except just opposite these rivers, which makes access to them difficult and dangerous from sea. Thick clumps of mangroves grow all along the shore and river banks. On the margin of the Demerara, the centre one, the capital of the

country and colony, George Town, is situated. It was called Stabroek by the former owners, the Dutch. The whole place, in fact, has the appearance of a Dutch city—canals and dykes are everywhere; “the buildings, mostly of painted wood, set in trim gardens,” tell plainly who once were masters there.

Originally the whole of British Guiana was the property of the Dutch West India Company. They called the settlement “New Zealand.” In 1620 they occupied the banks of the Berbice, being driven by the Spaniards from the Orinoco, situated to the West. The French, for a short time, dispossessed the Dutch in the early part of the eighteenth century; but the latter regained their possession till the British appeared on the scene, when they were forced, as so often before elsewhere, to give place to the Lion of the House of Israel. While the British were occupied in their disastrous quarrel with Manasseh, and the latter was working out his destiny of independence by rebellion and successful resistance to Israel of the Isles, the Dutch seemed much inclined to help the rebellious American colonists.

In 1781 Lord Rodney undertook the protection of the country for the British, and took possession, through General Whyte, accordingly. In 1783, when the American war was just at an end (disastrously for the British), the French tried to seize from the Dutch, then again in occupation, their settlements on the Berbice. The British, however, took possession again before 1796, and then surrendered the country in 1802, at the peace of Amiens, to the Batavian Republic once more. But the next year, 1803, when war with France was declared by England, the British Lion finally stepped in and made British Guiana her own for ever.

The three portions of the territory, Berbice, Demerara, and Essequibo, were united under the title “British Guiana,” in 1831, the peace of 1814 having finally confirmed the British in their right to retain the country from the Dutch, its former

owners. The Government of this curious possession of Israel still retains its Dutch form. It consists of a Governor (British of course), a Court of Policy of nine members—four official, five elected, the Governor having two votes. The taxes are levied by another "Combined" Court, being the Court of Policy, and six financial representatives. British Guiana boasts of a revenue of nearly £410,000 a year, expenditure a little more annually, and a national debt equal to half a year's income. Its exports and imports together in 1878 were £4,658,000, those to the United Kingdom being £3,000,000 out of the four-and-a-half millions. The European portion of the population of British Guiana is small indeed, not more in 1871 than about 1,500 by birth. The total population was then under 200,000, and of these 56,500 were Government free immigrants from India, China, Africa, Madeira, and Cape de Verde Islands.

The cultivated parts of this British possession are confined to the sea-coast and to a short distance from the rivers. The staple productions of the colony are sugar and rum, with timber. The cultivation of coffee and cotton has almost ceased. Such is this British South American Gate. The climate being tropical is not healthy; but the heat is tempered by a strong North-easterly sea-breeze, which blows nearly all day, though the land winds of evening and night are said to be very prejudicial to Europeans. The diseases of the country are fevers and agues. It may be thought that British Guiana is an unimportant Gate, and hardly deserving of the name. It is doubtless, however, so situated that it very well rounds off British prestige and power in the far West—that is, in trans-atlantic South America. It connects British possessions in the Falklands with the West Indian "Gates" to the North, and with mid-Atlantic strongholds, such as St. Helena and Ascension, to the East. It is a pledge and promise that British power, steadily growing up now all over the Spanish and native

Republics and Empires of that great continent, shall one day be predominant in South America as well, and shall add that mighty land to the world-wide Empire of the stone of Daniel.

British Guiana may not be a desirable residence for a European, it may not be an important "Gate," and its climate may be bad; but it is a "possession" which marks ours as a world-wide Empire, since it adds a South American territory to a dominion which is Asiatic as well as European, North American as well as African, which holds almost all the islands of the sea, and has made all Australasian lands of any extent its own, and thus gives evidence that not a quarter of the earth exists without the discovery there of British power and of British rule, which is itself a proof that the nation which is so distinguished must be Israel, God's "dominion" of the latter days.

The British have as close neighbours in British Guiana the Dutch and the French, who each hold portions of contiguous territory to the East of that occupied by the former. But the areas claimed by the three Powers are in proportion to their political importance, the British holding or claiming about 100,000 square miles, the Dutch and French 38,500 and 27,500 respectively.

In the three Guianas the slave trade has been abolished. Israel's presence in those parts would, of course, lead to such a result. British Guiana was formed into a distinct bishopric in 1842. We have had testimony lately in the public prints that the Bishop met his Synod to consider the subject of our Identity—a meeting of a remarkable character, which we think must satisfy our opponents that the inquiry and belief are now assuming proportions which exceed their desperate efforts to put them down. The following figures, now somewhat antiquated (but the best we can at the moment command), show that in British Guiana the various Churches and denominations are very well represented:—

The Established Church had some years ago	39,787	members.
The Roman Catholic Church	9,938	„
The Church of Scotland	11,668	„
The Congregationalists	14,000	„
The Methodists	15,000	„
Hindus and Mahommedans	7,037	„

On the whole, we are thankful for our South American continental "Gate," one so little known or considered by the general reader; and we are glad also to have had this opportunity of introducing British Guiana to the Israelite reading world.

CHAPTER XL.

"THE CHANNEL ISLANDS."

To the West of Normandy in France, and North of Brittany, between 2° and 3° W. longitude, are five remarkable islands, geographically belonging to Gentile France, but really the property, and that for over 1,000 years, of "Israel of the Isles." They are Guernsey, Jersey, Alderney, Sark, and Lercq, or Gers. There are many others of very small size, but these five are the chief of the British "Channel Islands." Ecclesiastically, these Isles fall under the See of Winchester; they belong to Hampshire, have a total area of 72,000 acres, or about 73 square miles, and a population some time ago (1871) of 90,563 souls.

It will be seen, on examining an atlas, that these British possessions lie nestled close to the coast of France, at a distance of only 10 to 30 miles—in dangerous proximity to the splendid

fortress of Cherbourg—and imbedded in the Bay of St. Malo. The largest of this cluster of islands is Jersey, situated at only 15 miles from the French coast. Having a mild climate, agriculture is carried on favourably, and the island is much frequented by those anxious to escape the rougher climate of the United Kingdom.

But how comes it that these islands, which are so clearly of France, are yet not French? How is it that, in spite of the neighbourhood of numerous French harbours and the powerful navies congregated therein, the French have not captured these islets long since? The natives speak, for the most part, French, yet they indignantly deny that they are Frenchmen. The inhabitants are so intensely English that, though within sight of the French dominion, and the French language is the official vernacular of the local Legislature called “the States,” no Frenchman is allowed, we believe, to buy land there.

For 800 years the islands have been lying a ready, and, one would think, a tempting, easy prey to French lust for military conquest; yet they have, since Norman times, resisted with success all attempts of France to subjugate them. There they are now, feebly fortified, weakly garrisoned by British troops, yet as secure a possession of Queen Victoria as any other portion of the island dominions closer to the centres of her military power! How can we account for these phenomena? We believe only thus:—

These islands, which are the last remnant of the Norman possessions of the last of Israel's eleven Tribes, are left as “Gates,” to be held by them in the neighbourhood of their enemies' land. They point, as one more beacon, to the Identity of the race, and show that to the Abrahamic Hebrew seed it has been given, even in this day of Gospel dispensational grace, to possess these, as well as the many other GATES in the territories and waters “of their enemies”—of those that have “hated them,” in times gone by, with a bitter hatred, and, in some instances, hate them still.

The Channel Islands were included in the Duchy of Normandy, and are the only relics of that ancient patrimony which remain now to the British Crown.

In the time of Edward I., the islanders stoutly repelled an attack from the French on Guernsey. In the reign of Edward VI., an attack by surprise, made by the French on a squadron of English ships lying in the roadstead of St. Peter's port, was gallantly repulsed.

The history of Jersey is of the same character. "In Edward III.'s time, Du Guesclin, Constable of France, attacked the island. But the arrival of succours from England prevented him from succeeding." "In the Wars of the Roses, it was assailed by a Norman baron, avowedly for the Lancastrian party, but really for the French king. He held a part of the island for a time, but was forced to surrender it." "During the first American war, Jersey was thrice attacked by the French, but in each instance unsuccessfully" (Knight's "Cyclopædia").

These Gates, then, have been for eight centuries securely in Israel's grasp. They are clearly just such positions with reference to France as Hong-Kong is to South-east China, Cyprus to Syria and Palestine, Malta to the lands bordering on the Levant and Italy, Perim and Aden to the Red Sea, and the Straits Settlements to the Malayan Peninsula; Israel's Gates, in short, in the waters of her hereditary enemies (such for many centuries, now, thank God! no longer so), who, till lately, have hated us for a thousand years.

But how, our readers may ask, are the inhabitants of the Channel Islands colloquially a French race, but ethnically not Franks, or French, at all? The fact is, they are an admirable example of the truth that "identity of language is no proof of affinity of race, but only of contact." The Channel Islanders are, and were, Normans, or Northmen, who once were in contact with the Franks—hence they spoke, and still speak, French.

They conquered a part of France, and ended by conquering England. But one cannot insult them more than by calling them French. They glory in their Norman descent, but have a pedigree nobler even than that, for they are Israelites of the Tribe of Benjamin, the beloved of the Lord, who became Israel's "ruler," fell upon her spoil, and, under the standard of Benjamin's "wolf," ravined like that beast of prey, and so fulfilled their forefather Jacob's prophecy contained in Gen. xlix. 27.

That our views on the subject of the Norman origin of the Channel Islanders is no mere flight of our own imagination may be gathered from the following quotation from a leader in the *Times*, published so far back as Sept. 21, 1875, on the occasion of the erection at Falaise of a monument to William the Conqueror, when the writer showed that the Normans were not Frenchmen at all, but Danish settlers in Normandy. The same race occupied the Channel Islands, and to this day glory in their nobility, but scout any assertion that they have been crossed by French blood in their ancient pedigree. The *Times* said:—

"Every schoolboy knows now that the Normans were conquering settlers in France, as the Danes were in England, and that, with William's conquest of England, a fair portion of what is now France became subject to the English Crown. The Norman conquest, real as it was, was the work of Normans, and *not of Frenchmen*; and Frenchmen of the present day may as well take credit for the invasion of Britain by Cæsar as claim an active part in the triumph of William, or his subsequent reduction of England to his victorious sceptre. . . . To the Normans England owes no insignificant part of her laws and institutions, her language and Empire."

So far the leading journal. Tracing to such a noble and God-blessed ancestry, no wonder the Channel Islanders are proud of their paternity. But now there are men among

them—to wit, Mr. P. J. Le Geyt, of St. Helier's, Jersey—who know and loudly proclaim the truth that their ancestors, Northmen as they were, were Israelites as well. Hence those fierce, rough, and mighty conquerors obtained their knowledge of the laws, architecture, institutions, and language, which are the foundations of Britain's grandeur to-day, since they had been carefully and long trained by their God, the God of Israel, who sent them forth at last from France to claim their rightful place in Israel's little sanctuary in "the Western Isles"—as little Benjamin, "the ruler"—leaving them still in the Channel Islands, those Gates of Continental France, which should bear testimony that they held rule there once, and probably, nay, surely, are destined to acquire their old domination there again, as at the first, in virtue of their hold of those same Gates, and of the Scriptural prediction that has allotted to their Tribes "the kingdom, and the dominion, and the greatness of the kingdom under the whole heaven" (Dan. vii. 22—27; Psa. lxxviii. 27; Gen. xxii. 17; Isa. xxiv. 15; Ezek. xi. 16).

Our task, self-imposed in the October number of *Israel's Identity Standard*, in 1876, now draws very near its close. We have given details of the Geography of the British Gates in over six-and-thirty instances; and we think the tale, though not yet quite complete, suffices to prove to us all what we hope no one will now venture to deny—that "the Gates" are God's gift to Israel, and that we British have them nearly all to-day throughout the whole globe. As God's oath and covenant promised "the Gates" to Israel as the seed of Abraham, and never so much as hinted that any Gentile race should ever share, much less monopolise, this unique and glorious gift as the British do to-day, we are doing honour to God's Word and to His faithfulness as well, when we declare, in consequence of our possession of "the Gates," that we are indeed the Lost House of Israel.

Should our history of "the Gates" have tended to this result, and our little lessons in geography have induced some chance inquirers into our great theme to pursue the subject to conviction, we shall consider ourselves well repaid for the labour (one of love) their preparation has cost us. But we desire to conclude our efforts in this matter by thanking the great Giver of "Israel's Gates" for His help to the writer of these poor lines in conceiving the idea of "The Geography of the Gates," and for the sustained interest He has enabled him to excite in the subject—one which was so near to the heart of the Divine Giver that He made it the central point round which revolve the Abrahamic covenants given on oath on Mount Moriah to His faithful friend.

CHAPTER XLI.

THE PERSIAN GULF AN "ENGLISH" GATE.

WE have shown our readers, in our remarks on "The Geography of the Gates," how constantly our God has given to our race, because of our Israelite origin, and according to His promise, the "Gate of our enemies." Hence we have invariably acquired dominion, and Empire, and power, and influence, even to "the ends of the earth." But the love and favour of our Jehoyah towards us have gone even further than this. The "Gates" have conferred both the supremacy at sea and the power on the land. But we have now to show that without the intervention of a single "Gate," but simply by the power of prestige, by the force of character, and by the effect of the destiny which

gave the heathen Empire to the British Empress, there is a vast Asiatic sea, 450 miles long, nearly 200 broad, and covering 70,000 square miles of water, as much under British domination as the Straits of Dover or the Bristol Channel, though belonging wholly and entirely to a foreign State. We are alluding to the Persian Gulf. There appeared in *The Times* of October 23, 1879, what may be called a monograph of this great sea. It is the most wonderful testimony to British power, rectitude, and beneficent purpose we have ever met with, and aptly illustrates God's description of His people Israel—"This people have I formed for Myself; they shall show forth My praise." "Thou art My servant, O Israel, in whom I will be glorified." "Israel shall blossom and bud and fill the face of the world with fruit" (Isa. xliii. 21, xlix. 3, xxvii. 6). *The Times* correspondent, writing from Bussorah, at the head of the Persian Gulf, last year, opened his description as follows (our Israelite friends will delight in his words as blind testimony of our origin):—

Bussorah, Aug. 26.

I should strongly recommend to such of our countrymen as take a morbid delight in depreciating the power and influence of England to take a cruise in the Persian Gulf. If, as we are so constantly told, our word in the counsels of Europe counts for nothing, it is gratifying to see that, at all events, we still count for something in Asia, and that the Persian Gulf, for instance, *in which we do not possess one yard of territory*, is for all practical purposes an English lake. Such, indeed, is the case. The shores of the Gulf may be, according to their situation, either Turkish, or Persian, or Arab; but the one controlling power which keeps everything in order and in its proper place, which has put a stop to piracy and enjoys the full usufruct of peaceful trade, is this same effete, worn-out England, which is said to be so powerless and despised in Europe. And all this good result is effected without the smallest fuss or bluster, simply by the quiet action and influence of a few Englishmen, official and commercial, whose very names are unknown beyond the immediate sphere of their influence, and who are backed by no greater physical force than two or three of her Majesty's smallest gun vessels and by a single company of Sepoy Infantry.

The pessimists, of course, are to blame for the depreciation

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of the British name and power everywhere. In their view we count for nothing. But ask Russia if we do. Why did she not enter our great Gate when the Treaty of San Stefano gave her the power? It was because of Israel! Israel's ships and Israel's power blocked the way, and lo! Russia now occupies none of the Turkish ground she then held, and never will again approach the Porte. Ask the Afghans if we count for nothing. They know to their cost now, and bitterly rue the day that Shere Ali was so foolish as to defy the British Lion, or Yakoob Khan, his son, allowed his mutinous soldiery to massacre our envoy. Ask Cetewayo, and ask the Zulu nation, if we count for nothing. The dethroned savage repents in dust and ashes his folly *now*, and the Zulus admit they made a great mistake in supposing they could defy their real masters. And already it is so too with Ayoob Khan and his Heraties.

But how did we acquire the power in the Persian Gulf, so as to defy the Persian and the Turkish Governments, who, we may be sure, do not love us for our domination in their own waters? Let *The Times* correspondent tell us. After tracing recent annexations of territory on the Southern or Arabian coasts of the Gulf by the Turkish Government, he says:—

Where the Turkish authority ends in the neighbourhood of El Bida, what used to be locally known as the pirate coast commences and extends as far as Shinas, on the Eastern coast of the bold promontory of Cape Mussendom, which closes the Persian Gulf to the East. From this point Shinas, the territory of the little independent State of Muscat or Oman begins. The history of this little State, of which, it will be remembered, Zanzibar is a recent off-shoot, is highly interesting; but as it has no longer any direct concern with the politics of the Gulf, it need not be further noticed here. The pirate coast acquired its name in days long since past, when the Arab pirates who sailed from it were so bold and enterprising as to carry their depredations as far as the Western coast of India. It is now 70 years since the East India Company first grappled with an evil so fatal to their trade. An expedition from Bombay in 1809 attacked the pirates in their stronghold of Ras-cool-Kheima, on the Western side of Cape Mussendom, and with the loyal aid

of the Sultan of Muscat succeeded in destroying it. It was not, however, until a more formidable expedition was organised, under General Keir, in 1819, that the pirates of this coast were effectually brought under control. General Keir's force, aided, as before, by Muscat, destroyed all the principal strongholds of the piratical Arab chieftains and obliged them to enter into a general engagement to abjure and put down piracy. This treaty is still in force, and the six Arab chiefs who are parties to it are barbarously called by the Indian Foreign Office the "trucial chiefs," and enjoy the favour and protection of the British Government. We should not allow the Turks to continue their annexations so as to interfere with these chiefs, the treaty with whom has mainly brought about our present political position in the Gulf and converted it, as has been said above, almost into an English lake.

The writer follows up the above by asking why the Persian and Turkish Governments are not jealous of the British. The fact is, they cannot help themselves. The Lion is master of the scene by very force of superior character, and his neighbouring property in India does not permit him to risk misgovernment in the Persian Gulf. So, to make sure of such a dangerous spot as the Gulf would prove on the flank of his trade route from Europe to India and China, he lets all concerned know that he is there to keep the peace, and two gun-boats and 100 Sepoys are amply sufficient, as a specimen of what is behind, to convince Persia and Turkey, and all Asia to boot, that resistance will be of no avail. As a *quid pro quo*, the Persians see that their trade is safe from formerly-prevailing piracy under the British guardianship of the Gulf; and the Turk's pride is soothed by being allowed to aid in the protectorate of the sea, by maintaining some ricketty gun-boats to co-operate (!) with Israel's.

Indeed (says the *Times* correspondent) it is melancholy to see the poor appearance which the Turkish gun vessels in the Gulf present beside our own, and the unmistakable national impecuniosity which they display. England may welcome without jealousy so unpretending a co-guardian of the Gulf, and not feel her supremacy in any way compromised by the companionship.

Our readers may accept this chapter as a contribution towards "The Geography of the British Gates," because in truth, though there are no "Gates" in the Gulf which own the power of Great Britain, the Gulf and the sea itself are British; and so the whole Gulf may be termed a vast marine Gate, which helps to maintain British supremacy over Persia, over Muscat, over Arabia, and over all the neighbouring ocean highways. To conclude our description of the localities, we add what *The Times* tells us in the following words:—

The trade of the Persian Gulf has been set down by a recent traveller, though with some expression of incredulity, at eight millions a year. This is doubtless an exaggeration. It has, however, increased greatly of late years, and is still increasing; and it is one of the things to be hoped for from the Anglo-Turkish Convention and from our future relations with Persia, which, in view of passing events, can hardly fail to become more friendly and intimate, that both Turkey and Persia may be induced to adopt a thoroughly enlightened policy, and to abandon those arbitrary and vexatious interferences with the free course of trade by which commerce is stated at present to suffer in the Persian Gulf. The Mesopotamian Valley is believed to possess a soil rich enough to supply whole nations with corn if only the increase of cultivation and the prosperity of cultivators were made a matter of Imperial concern. The valley of the Karun river, in the South of Persia, offers a scarcely less promising field for the growth of barley and wheat if only the short-sighted and arbitrary opposition of the Shah to its development could be overcome. For the rest, the merchants are there, the ships are there, even the telegraph is there, and in mentioning the telegraph it may be interesting to add that being at anchor off the little Persian port of Linga the other day an English telegram from a firm of Hindoo merchants at Bombay to a correspondent at Linga was brought to a fellow-passenger for decipherment. It ran as follows:—"Shells gone up half-a-pound in London," meaning the shells whence mother-o'-pearl and the like are produced, and intimating that purchases should at once be made at the pearl banks of Bahrein, which at this time of year are in full activity. Well, then, all the requirements of trade, even to the telegraph, being in readiness, the navigation of the Gulf being thoroughly understood, thanks to England, and free from danger from either shoal or pirate, what is required to develop new markets to the great profit of English industries but the intelligent co-operation of the two countries, both of which must see in England their truest and best friend?

Reader, let us thank God, that while He has given us such vast power and dominion in India, and the further East, He has placed such honour on us, in the Persian Gulf, that we are enabled thus to put a curb at will into the mouth of Persia, and geographically are encamped on the flank of Russia's march on Afghanistan or India, should she ever be mad enough to attempt that futile enterprise. But let us also recollect that all this dominion, and strength, and influence, and power, and glory are given us by the great God of heaven, not for our goodness or excellence, but because, being Israel, we are the seed the Lord hath blessed; and He would keep His oath and His promise made "to our forefathers, Abraham, and his seed for ever," that to us He would give the heritage of the world and the Gate of our enemies, that in us Persia, Arabia, Afghanistan, and India, nay, all the nations and all the families of the earth may "esteem themselves," and be really "blessed" (Gen. xxii. 17, 18).

CHAPTER XLII.

ST. JEAN D'ACRE, A GATE OF PALESTINE.

IN Charles Mills' "History of the Crusades" (vol. ii. p. 27) the following passage occurs:—"The single city of Acre is so decisive of the fate of Palestine, that whosoever possesses it may easily make himself master of the whole country. The history of the Israelites, as well as of the Crusades, establishes this, and the reason is that from this port a great plain extends all the way to the river Jordan, dividing Palestine into two

halves. In this plain have been fought most of those decisive battles which have caused this country to change its masters." (See Judges iv.; 1 Sam. xxxi.; 2 Kings xxiii. 29.)

The opening sentence of the above quotation reminds one of the words of Bishop Patrick, in his comment on the words of God Almighty to Abraham. "Thy seed shall possess the GATE of his enemies" (Gen. xxii. 17). "These Gates," says the Bishop, "are cities, and consequently the country; for the Gates being taken, the cities are entered; and the cities surrendered, the country is conquered." Acre, says Mills, is such a city, "Whosoever possesses it, may easily make himself the master of Palestine," "of the whole country," of the promised "inheritance."

We would ask, then, whether, since England's inheritance is to be Israel's land of promise, we may not speedily look for our country's acquisition of Acre (a place of arms—a strategic position for purposes of defence) as a preliminary to the entry and return of Israel in triumph to their long-promised home?

Acre, too, we see, is at the head of that plain, called the Plain of Esdraelon, extending from the coast to the Jordan, dividing the land into two moieties. For what is this plain remarkable? and why are we Israelites particularly interested in it? It is called the "Plain of Jezreel" as well as the "Plain of Esdraelon." And what says God's Word regarding Jezreel?

"Then"—*i.e.*, after the identification of the House of Israel, as the Christian nation (see verse 10)—"*then* shall the children of Judah" (the JEWS) "and the children of Israel"—the Ten Tribes—the British—"be gathered together, and appoint themselves one Head, and they shall come UP OUT of the land—*i.e.*, Britain—FOR GREAT SHALL BE THE DAY OF JEZREEL" (Hosea i. 11).

There is a day coming, the day of Almighty God, closely connected with the return of the Twelve Tribes of Israel to their land, and to follow that event; that day is the day of the

great decisive battle to be fought *on the Plain of Jezreel, or Esdraelon*. This is the contest which, according to the *Jewish Chronicle*, is destined "to solve the Eastern Question;" the great battle which, according to others, is to terminate the war of Armageddon (Rev. xvi. 16; Ezek. xxxviii., xxxix.).

We have been led into these observations by the perusal of a letter addressed to a journal occupied in the discussion of Indian questions and events, published in December, 1875. The writer counsels the British nation to take a bold step and "*buy Acre!*" The sentiments expressed in the communication are so remarkable, and bear so directly on the subject of the Identity—though the writer appears to be perfectly ignorant of that question—that we feel constrained to offer them to our readers for their consideration. Addressing the Editor, he says: "Her Majesty's ministers have bought from the Egyptian Government the shares of the latter in the Suez Canal, and have paid for the same £4,000,000 sterling. Why should they not buy from the Turkish Government the ruinous fort and town of Acre, of so little value in the eyes of the Turks, but the possession of which is so invaluable to us, as the best means of preserving the safety of the Suez Canal from an Asiatic enemy? To them Acre is of little value—to us it would be invaluable. By an expenditure of one million sterling, our engineers might make its harbours the best on the Syrian coast, and capable of containing and protecting from storms our fleets, our transports and commissariat ships; the marshes can be drained, and thus the cause of fever be removed. The town can be made impregnable. Let us not through neglect permit Acre to fall into the hands of anyone hostile to Great Britain.

"Napoleon the First called Acre the **KEY** of Palestine. It is more than that. It is the **KEY** of Egypt and of South-western Asia—as was shown on a previous occasion in your periodical.

"The presence of the English in Acre would greatly increase

the revenue which the Turks derive from the plains of Acre and Esdraelon (Armageddon).

"Acre would soon become as great in a commercial, as it is in a political and military point of view. Lord Stratford de Redcliffe, when at Constantinople, exercising his beneficial influence over the late Sultan's Government, considered, *as a necessity*, that a British ship of war should always be stationed at Acre. If one of our greatest statesmen thought it necessary to have one of our ships of war, braving shipwreck in an unsafe harbour, what objection can there be to buying a decayed town, converting it into an impregnable fortress and spacious harbour?

"Acre can be made as impregnable as Gibraltar and as convenient as Malta."

Here we have drawn for us, by one who is obviously ignorant of our subject, a picture, which is perfectly accurate, of one of Israel's Gates. We have no doubt whatever, knowing our nation's future destiny in reference to Palestine, that ere long Acre will be one of England's most important "Gates," and that mainly by its influence we shall obtain, *in peace*, the mastery over that glorious land to which both Judah and Israel are now looking; where the British are, in God's good time, to "return," with the afflicted and dispersed Jews, as colonists, nay, as the rightful owners, of the virgin soil of Palestine.

A few words of historical allusion will not be out of place in conclusion. Acre was always a hard nut to crack. Our Israelitish ancestors found it so in B.C. 1425. The account of the invasion states: "Neither did Asher drive out the inhabitants of ACCHO" (Judges i. 31).

After the decline of Tyre the town often figures in history. It was then called Ptolemais. During the Crusades it changed masters frequently. Richard Cœur-de-Lion took it in July A.D. 1191. The Knights of St. John held it from A.D. 1191 till 1291, when the Turks captured it. During the great Napoleon's time it sustained a siege for sixty-one days. An

Englishman, Sir Sydney Smith, assisted by two British ships of war, aided, too, by the Pasha of Sidon and a Frenchman, Col. Philippeaux, successfully defied the skill and power of the great conqueror, and held it against him.

In 1832 it was besieged for six months by Ibrahim Pasha, the son of the Egyptian ruler, taken, and reduced to ruin.

On the 2nd Nov., 1840, nine English and two Austrian ships, together, under Sir Robert Stopford and Sir Chas. Napier, subjected the devoted city to a "terrific bombardment for two hours," in the interests of "our allies," the Turks, and utterly destroyed it. Fifteen hundred Egyptian troops were sacrificed in that terrible explosion, which terminated the operations; and Acre, now slowly recovering, is but a Turkish ruin still. It waits the advent of its rightful owner—the British—to revive.

CHAPTER XLIII.

CONSTANTINOPLE.

IN lat. $41^{\circ} 1' N.$, long. $28^{\circ} 52' E.$, between the Sea of Marmora to the South and the Golden Horn (an inlet of the Bosphorus) to the North, there is situated a spot marked out as the very finest site in the whole world—a peerless port—the seat of Empire—the very Gate of all the Gates, "Istamboul" or Constantinople by name. This position, which is just now the centre of universal interest, especially to us Israelites, is not yet, indeed, a British Gate, but it is **THE** Gate destined to be "the possession" of the Hebrews, for we believe it is that spot God swore even by Himself that He would give to His servant

Abraham's offspring, when He made oath that "Thy seed shall possess *the* Gate of his enemies." The town of Constantinople occupies a triangular space within the limits above specified, the apex being covered by a magnificent set of buildings or palaces called "the Seraglio," occupied, it is said, by 7,000 persons. Near one of the twelve Gates of this domain of the Sultan is a splendid structure called the "Bab-i-Humayun," the "Royal" or "Imperial" Gateway, La Porte Sublime. Here the Grand Vizier resides, and from this "Imperial Gateway" is derived the name of the place which man calls "The Sublime Porte," but in God's Word is designated to mark it as the inheritance *par excellence* of His people Israel, "The Gate" of that one nation's territories which is yet destined to appear on "the mountains of Israel" as the enemies of the chosen race (Ezek. xxxviii., xxxix.).

This Seraglio, or royal domain, occupies the site of the ancient city of Byzantium, founded by Byzas the Megarean and a Colony of Argives in B.C. 658, and destroyed by Severus A.D. 196. Originally the name of "Golden Horn" was applied to this part of the promontory, but not to the channel or harbour. The landward boundary of the town of Constantinople is marked by a wall four miles long. Before the days of modern artillery, it was a very fair defence to the city. Even now, aided by earthworks such as the German army threw up round Paris lately, or General Von Todleben made so useful and famous about Sebastopol in 1855-56, it is quite capable of resisting any attack but a regular siege from the sea. The position of this mighty Gate is perfectly unique. It is situated between two seas, and on the confines of two great continents. It is placed, strategically viewed, at the Southern entrance of the Bosphorus, a winding channel, 19 miles in length by $2\frac{1}{2}$ miles wide, protected along its course by many powerful batteries, mounting nearly 400 heavy guns. The owners of Constantinople, holding the entrance from the Bosphorus into the Black Sea to the

North, and that into the Sea of Marmora to the South, having, in short, the maritime supremacy of the neighbouring waters, are in possession of a "place of arms," absolutely impregnable to assault even now, provided some few *landward* additions to her defences, easily effected, and now under consideration, be efficiently carried out. Nor is this all. To the South of this "peerless naval station," this commanding "Gate," there is yet a further and a greater safeguard provided for it, by the providence of God, in the Dardanelles, a longer and a wider entrance to the sea of Marmora from the Mediterranean than is the Bosphorus from the Black Sea. This long and difficult passage is very strongly fortified, not less so than the Northern approach to Stamboul. *There*, at the narrowest point, is a formidable accumulation of forts, so situated that a concentrated fire of 166 guns can be brought to bear on any hapless ship that may try to force the passage. "The Gate" in question, therefore, may be truly said to be the strongest in the whole world. It is the spot of all others on which Muscovite ambition is fixed : it is the key of the Russian Empire—that door of exit from the Russian House on which the nation's heart is set, which Peter the Great is said to have indicated in his will was ever to be the goal of all diplomatic and other effort; which once obtained is certain to give the Emperor of all the Russias the command of the Mediterranean, of the Land of Promise, of Egypt, of the Red Sea, of India, and the naval supremacy as well, in the ocean highways generally of the world. For the same reasons this very spot is the necessity of God's people Israel, the British. For it commands their access to their Eastern possessions ; it controls the future railway that ere long *must* be made by them in the Euphrates Valley to facilitate and shorten their access to India (Rev. xvi. 12) ; and, finally, as *the* naval station, which, by its contiguity to the Black Sea, will give Russia a gigantic naval arsenal and dockyard for the creation of countless navies, it is a matter of life and death

to the chief naval Power of the earth to-day to prevent this spot falling into hands which will root up the maritime supremacy of Great Britain, and command, too, the flank of the British march to India. Such is this wondrous spot. The interest of the House of Israel in this commanding position is absolutely vital. Her existence as a nation depends on her possession of it, as we have indicated ; and the God of Israel, foreseeing the complications of the present day, has graciously provided for it all, by granting to us Hebrews as the seed of Abraham, and to mark His love and favour, that this very "Gate" shall be ours, *because* it is, in truth, the "Gate-way" of that House, which is to belong to our enemies in the time to come—the Russians.

Constantinople was founded in A.D. 324 by Constantine the Great. In A.D. 1204 it was taken by the Crusaders, and held for 57 years. On May 29, 1453, Mahomet II., the leader and ruler of the then rising Ottoman Power, laid siege to, and captured the city, from the Greek, or Eastern, Roman Empire, and thereby annihilated the latter. At this siege the battering powers of modern artillery were first used with success ; and this fact, recorded by Gibbon, the historian of "The Fall," was merely the fulfilment of God's Word, as stated in Rev. ix. 17, 18. The then Emperor Constantine was slain at the crisis of the assault, and the city was given up to pillage after terrible massacres of its garrison and inhabitants.

The climate of Stamboul is variable in Winter and Spring. There is frost with snow occasionally, with little rainfall. The population is variously estimated at from 450,000 to 900,000, including 47,000 African slaves, *mostly females*. The day, we may be sure, is nigh at hand when British (*i.e.*, Israel's) supremacy at "The Porte" being acknowledged, the curse of slavery at this lovely spot shall be utterly abolished; when the commission given by God Himself to His people Israel shall be fully carried out; and they shall "loose the bands of wickedness; undo the heavy burdens; let the oppressed go FREE; and

break every yoke" (Isa. lviii. 6); when "they shall bring out the prisoners from the prison, and them that *sit in darkness* out of the prison-house" (Isa. xlii. 7).

We have been favoured by a friend with so admirable a description of the "Great Gate," reserved by Jehovah's oath for His people Israel, or the Hebrews, and this account, which appeared in *The World* newspaper of the 6th December, 1876, is so graphic, so important, and so *apropos* to our most critical times, that we are sure our readers will thank us for reproducing it in this work for their information. The writer is evidently unacquainted with "Identity" views; but he sees clearly what *we* have always urged with all the force and power at our command—namely, 1. That the Porte (*i.e.*, The Gate) is *the* most important strategical and commercial position in the whole world. 2. That its possession by any first-class Power, such as Russia, will virtually give her the empire of the world. 3. That this Gate is the grandest key to empire that nature (or nature's God, *we* say) has designed. 4. That there is no other Gate to compare to it. 5. That this "glorious inheritance" has always been the great object of man's ambition—but 6. (and here we speak for ourselves, and quote God's Word) the Lord hath said: "Thy seed (*the Hebrews*) shall possess the Gate of his enemies," and there is a world of meaning and depth in these words and thoughts which we know our readers have pondered and are pondering in their hearts continually. The writer in *The World* discourses on

THE DEFENCES OF CONSTANTINOPLE.

It is difficult to exaggerate either the strategical or commercial importance of the position of Constantinople. Of the many incorrect statements in which the recent declaration of the Czar abounded, none was more transparent than the attempt to prove that the possession of Constantinople would be a disadvantage to Russia. The first Napoleon was certainly a better judge of strategical positions than the Emperor Alexander; and he has left on record his decided opinion that the possession of the Bosphorus by any first-class Power would virtually

entail the empire of the world. The improvements of modern science which have followed each other so rapidly in the last half century have tended to strengthen the views of the great master of the art of war.

Who is there that has ever stood on the tower of Galata and gazed over the glorious site that lies below without feeling that he looked upon the grandest key to empire that nature has designed? What is there to compare to it? The deep waters of the Golden Horn form a land-locked harbour unrivalled for its commercial advantages. The narrow straits of the Bosphorus, so easily defensible, lie as a barrier between Europe and Asia, and give at the same time a great line of water communication with the rich shores of the Black Sea and its mines of undeveloped wealth. Away to the West, over the calm and silvery sea of Marmora, lies the passage of the Dardanelles, a splendid outpost, guarding any approach by water to the favoured capital. No wonder that this glorious inheritance has always been a great object of man's ambition.

It requires no deep study to show that the far-seeing Emperor of France was right in his conclusions. It is self-evident to the most casual observer that Constantinople is one of the great centres of the world, unsurpassed for its natural advantages; and a glance at the map will show that it unites almost equal defensive facilities against any approach by land; for Constantinople lies upon a narrow neck, which extends for upwards of fifty miles, washed by the waves of Marmora on its southern shore, and by the Black Sea on its northern iron-bound coast. It would at first sight seem singular that until the present time no serious attempt has ever been made to develop these natural advantages, and to close the approaches from sea to sea by a strong line of defensive works. Von Moltke, when employed upon the Turkish staff in the early days of his career, carefully considered the improvement of the fortifications and defences of the capital itself, and he pointed out spots on the road from Adrianople which adapt themselves best for checking the advance of an army approaching by that line; but he does not enter upon any plan for barring an advance upon Constantinople by a line of works extending from sea to sea.

Sir John Burgoyne made a careful survey of the approach to the Dardanelles, and works were thrown up by the allied armies near Boulais, at the commencement of the war with Russia in 1854, traces of which still remain. But, curiously enough, the approaches to the Bosphorus were not then considered. And it is still more singular that no good map of the country so near Constantinople existed until within the last few weeks—Keippert's and Scheele's being on a very small scale, and also incorrect; the rough survey of the French staff is perhaps the best. It is a disgrace to the so-called general staff of the Turkish army that the

country within only thirty miles of Constantinople should be topographically unknown to them.

Yet within twenty-five miles of the capital lay one of the finest defensive positions in the world, neglected and practically unknown. But it is not difficult to understand why, in later days, Turkey had no forethought for possible future danger.

Recent reports from abroad have immensely exaggerated the power of resistance against Russia of which the Turkish army is capable. The most casual examination of the false strategical position that Turkey will hold if threatened by Greece, Montenegro, Servia, Roumania, and Russia cannot fail to show that her only chance of ultimate success must rest in yielding for a time before the storm, and falling back upon points where her communications by sea may be maintained. But if Constantinople lies open to attack, and Russia pursues the self-evident policy of a rapid advance on the capital, all must be lost, *unless England, guarding her own material interests, steps in and checks an occupation that must prove disastrous to her Indian Empire.* And it must be acknowledged that it is in English interests that the lines which have been recently suggested and reconnoitred become principally important. The military force of England is not sufficient to enable her to meet the great armaments of Russia in the open field, yet in the strong position indicated she might stand perfectly secure, neither courting nor fearing hostilities, and certain that in the end a Muscovite attack must succumb to her powers of resistance.

For it is evident that the financial position of Russia would not enable her to maintain a protracted war. An English occupation of Constantinople in case of a Russo-Turkish war would solve many of the political difficulties which now surround the Eastern Question. It is a measure that would be approved by all parties. It does not commit us to any direct support of the Turks, should they refuse such measures as the British Government may consider just; and it would enable us to bring a greater moral pressure to bear than could be effected in any other manner. It is satisfactory to know that the strong position which has been so long overlooked is now receiving the most serious attention. It appears to unite every strategical advantage. Guarded on the left by the Sea of Marmora and the harbour of Buyuk Chekmege, a backwater, some five miles in length, shortens the distance which has to be protected. From the head of this backwater for the next ten miles runs a broad, open, and marshy valley, varying in width from two to four miles. A line of bold bluffs completely commands the level ground below, which is intersected by two streams, which, though not generally deep, must seriously impede any advance against the position.

In rear of these bluffs, and so placed as to form a secure second line of

works, runs a high and continuous ridge, commanding the first line of works on the bluffs below. The last six miles of the defensive lines run through a more broken country, and over the water-shed of the Black Sea and the Sea of Marmora, until the right rests on Lake Derkos, near the small Bulgarian village of Deliyunnus. Lake Derkos is a fresh-water lake of considerable depth, and only separated from the Black Sea by a narrow sandbank, which is completely commanded by a high knoll near the village of Derkos.

Near to Derkos lies the lighthouse of Kara Bournon, with a landing-place and fair anchorage. Into the right centre of these lines runs the railway from Constantinople to Adrianople. It crosses the ridge which forms the backbone of the position near the station of Hademkovi. From the highest point a branch line might easily be constructed running along the whole rear of the lines, and thus bringing supplies close to any camp of the occupying army. A force attempting to invest this position would have both its flanks exposed to an attack by sea, and its lines of communication perfectly insecure.

It is now a generally accepted military axiom that modern fire-arms render a front attack of well-defended lines almost impossible. In the great position which lies between Derkos and Buyuk Chekmege no other attack would be feasible, and the works might evidently mount guns of far superior calibre to those of any siege-train that could make its way over the difficult passes of the Balkan.

In fact, well defended, the position would be impregnable against any force that could be brought against it. Its occupation by a British army in case of a Russian attack upon Turkey would unite approval of all the factions which now hold such divergent views as to the policy of England on the Eastern Question.

CHAPTER XLIV.

ISRAEL'S GATES, AND SOME LAPSED ONES.

WE find that with many minds our country's possession of her numerous "Gates," or strongholds in foreign lands, is an argument in favour of her Israelitish origin which they cannot

resist. We have heard it often admitted, that "certainly the possession of the 'Gates' is a fact not to be denied;" and that "England is a 'Gate-holder' in the lands of those that hate her—of those that are, or have been, her enemies."

What we want to do now is to impress upon our readers the fact that for at least 500 years the British have ALWAYS been "Gate-holders;" and to show that the acquisition of the "Gates," and our deprivation, too, of those we have held in times past, have been God's work, the carrying out of His will, the sign, on some occasions, of His grave displeasure at our national backsliding into idolatry.

The readers of this book are now quite familiar with the names of those grand "Gates" which our nation holds in various foreign lands.

We may rapidly enumerate them again, for the benefit of those to whom the subject has been new.

There is GIBRALTAR, the "Gate" of Spain and of the Mediterranean Sea.

MALTA and CYPRUS, those of the Levant.

PERIM and ADEN, within the jurisdiction of Turkey, the "Gates" of the Red Sea and Arabia.

PESHAWAR, the "Gate" of entry into Afghanistan from India.

PENANG, MALACCA, and SINGAPORE, the "Gates" of the China seas, and of the Peninsula of Malay.

RANGOON, the "Gate" of Burmah, and perhaps of China.

LABUAN and SARAWAK, those of Borneo.

HONG KONG, the "Gate" of the South-east coasts of China.

CAPE TOWN and NATAL, those of South Africa.

CAPE COAST CASTLE, the "Gate" of Ashantee and of the Gold Coast.

The FALKLANDS, the "Gate" of Patagonia, and SYDNEY, and NEW ZEALAND, the "Gates" of Australasia.

But we desire here to reiterate what is indeed the fact

that our great Empire in India was acquired simply by the operation of the Law, which gave to the seed of Abraham and of Isaac "the GATE of their enemies."

It took place, we repeat, as follows:—

Our first acquisition in Hindustan was a strip of land on the East, or Coromandel Coast, on which the fortress of Madras was built. "The English merchants before A.D. 1639, possessed nothing besides the factories, or houses, which they built for commercial purposes. In that year they were permitted by the Rajah of CHANDRAGHERRY to erect the fortress of Madras." The possession of this GATE resulted in the acquisition, at last, of the whole Coromandel Coast, and of the Southern and Central Provinces of the Peninsula.

On the opposite, or Western, coast of India the same causes produced similar effects. The island of Bombay (a GATE) was given by the Portuguese to Charles II. in A.D. 1662, as part of the dowry of the Princess Catherine of Portugal, whom he married. It was, a few years later, ceded to the Company of British Merchants trading with the East, on condition of their paying annually a certain sum to the British Crown.

In A.D. 1700, Fort William (another GATE) was constructed at Calcutta, on some land purchased by the English shortly afterwards. They were allowed, by the reigning Emperor of Delhi, to acquire some additional territory around the fortresses at Calcutta and Madras.

These three GATES, Calcutta, Madras, and Bombay, aided by a GATE acquired at TEGNAPATAM, near CUDDALORE, on the COROMANDEL Coast, and by RANGOON, in Burmah, in more recent times, have given the British eventually the whole Peninsula. They have been the means, humanly speaking, by which our race has acquired that immense heathen Empire in India, which distinguishes us to-day from all the Gentile nations of the earth, as GOD'S favoured people ISRAEL (Psalm ii. 8).

But England—as the writer has been reminded by a friend—has occupied other GATES, which she does not now possess.

CALAIS, in France, was such a “Gate.”

DUNKIRK, in the same country, was another.

There are some lessons to be learnt by us nationally, in respect to GOD'S dealings with us, regarding these two GATES.

Calais was taken by Edward the Third, on the 4th of August, 1347, after a prolonged siege.

It remained in English hands, and was the means of the repeated triumphs of our arms in France, for over 200 years. At last, in Queen Mary's reign in A.D. 1556, this strongly fortified, and till then impregnable, town, was captured easily by the Duke of Guise, after a siege by land and sea, of only eight days. The GATE was torn out of Israel's grasp by the LORD, in the reign of a Queen, who, herself a bigoted Roman Catholic, did her best to bring back the entire nation to idolatry. England's most glorious GATE in the land of her hereditary enemy, France, was thus, at that dark juncture of her history, violently detached from her hold, and it has never since been restored to her possession. The loss of this GATE struck universal dismay all over England. It is believed to have hastened the Queen's death, who said “that CALAIS would be found written upon her heart.” England's Sovereign had fallen back into idolatry, and the national apostasy was immediately punished by the loss of the nation's most important GATE.

DUNKIRK, on the other hand, was SOLD to Lewis XIV., King of France, in A.D. 1664, by the most profligate, dissolute, and worthless monarch who perhaps ever sat on the throne of these islands—Charles II. He sold it for £200,000. This stronghold had been gloriously won from Spain by Oliver Cromwell. It was shamefully given up by a pitiful sensualist (also a Romanist), who wanted the price of his nation's shame for his own vile pleasures.

A master of the English language, Thomas Babington Macaulay, shall tell us what England thought of this act.

"The sale of Dunkirk," he says, "excited general indignation. Was it wise, men asked, to make any addition to the strength of a monarchy (that of Lewis XIV.) already too formidable? Dunkirk was, moreover, prized by the people, not merely as a place of arms, and as a KEY to the low countries, but also as a trophy of English valour. It was to the subjects of Charles, what Calais had been to an earlier generation, and what the ROCK OF GIBRALTAR, so manfully defended through disastrous and perilous years, against fleets and armies of a mighty coalition, is to ourselves" (History of England, vol. i., p. 190).

Thus the reader will see Lord Macaulay recognised Calais and Dunkirk as the KEYS (GATES, God's Word calls them) of France and of the Netherlands; just as the Rock of Gibraltar is most certainly that of Spain and of the Mediterranean.

The promise to Abraham, as head of the Hebrew race, was, "And thy seed shall possess the Gate of his enemies" (Genesis xxii. 17).

The British Nation has always done this very thing; and no other Power extant has.

The inference, therefore, is very strong that the British must be Abraham's seed, or the Lost Ten Tribes of Israel.

But let us not neglect the lesson we are taught in all this.

When the head of our nation, the reigning dynasty, relapsed into idolatry and ungodliness, the LORD removed those GATES from our keeping which He had previously entrusted to us, as in the case of Calais and Dunkirk.

But as a contrast, the glorious reign of Her Most Gracious Majesty Queen Victoria, the purest and the best sovereign who has ever governed this "land of our captivity," has been marked by the delivery into British hands of such GATES as Cyprus, Perim, Aden, Peshawur, Rangoon, Sarawak, Labuan, Hong

Kong, Cowloon, the Falkland Islands, besides the greater part of British India and Burmah, the "desolate heritages," and the magnificent Colonial Empire of to-day. Nor is this all; for in the leading article of *The Times* newspaper of September 15, 1875, we read that "there is already growing up at the various Treaty Ports" of the enormous Empire of China, a state of things which the editor cannot but recognise as "a perilous extension" of British sovereignty in each of these cities. Here, then, are GATES forming at these ports, God's gifts, we say, to this nation in Queen Victoria's prosperous reign; defensive positions, suspiciously like those strategic "places of arms" in foreign lands which our nation has always used, or been allowed by God to use, as the means of acquiring dominion and sovereign power in the lands of her enemies—of those that hate her.

The British Gates throughout the world have added, it is estimated, to the military power of Great Britain, the stupendous contingent of six millions of men in arms to her national strength.

In conclusion, let us depend upon this, that national faithfulness to our Redeemer, and to His blessed Gospel, is sure to be accompanied, both in the matter of the "GATES," and in all other respects connected with the well-being of our people, with NATIONAL BLESSINGS. But that, *vice versa*, any dallying, nationally with Rome, or Rome's counterfeit, Ritualism, will bring down on us, sooner or later, NATIONAL DISGRACE.

CHAPTER XLV.

CONCLUSION.

OUR task now draws to its end. Far from complete, the list of the British Gates, as we have presented them to the reader, is one which surrounds the globe, and leads us into the four quarters of the earth. We have omitted detailed mention of many Gates which once were British possessions of some value, but now, like Heligoland, have deteriorated in importance, nationally. Other spots, such as Durnford in Zululand, and Candahar, in South Afghanistan, have acted as Gates, and the latter, at this moment, is answering that purpose temporarily. We have said nothing, however, of another class of Gates, belonging, not to Israel's enemies, but to Israel herself; we mean the "Home Gates"—those ports of the land of her "appointed rest" (2 Sam. vii. 10), which are guaranteed to her in perpetuity, free and safe from foreign invasion or disturbance. The words in which that promise was conveyed are to be found in Isa. lx. 11: "Therefore thy GATES shall be open continually; they shall not be shut day nor night; that men may bring unto thee the forces (margin, wealth) of the Gentiles, and that their kings may be brought."

It will be noted how distinctly these words point to the British "ports," or "doors of access" to this island-home of the favoured race. Here the foot of foreign foe has never trodden; here no national defeat at the hands of a Gentile invader has ever been sustained; here no treaty of shameful peace ever has been signed by the "Israel of God," to prove that her home Gates have been violated, blockaded, or dominated by Israel's many enemies, and the promise to the chosen race

broken. For the past one thousand years the Lord's words have proved true! Since Alfred the Great's days the foreigner has never landed here as a victorious enemy! For a thousand years the British flag has braved "the battle and the breeze," but Israel's Gates have never been closed by the Gentile enemy of this race, because God has given to us with the immunity of the home Gates, the supremacy of the ocean too! "Britannia," in short, by virtue of the Gates, "rules the waves!"

Before we close this volume, we think it advisable to notice an argument against our view of the Gate as pregnant proof of our Identity, which has recently been urged by some of the opponents to our belief. It is this:—"That the promise of the Gate made by our God to Abraham was 'fulfilled' when the Promised Land was transferred to the seed of the patriarch, four hundred years after the date of the promise, that is, in the times of Joshua; afterwards more fully when David and Solomon reigned over Israel, the Twelve-Tribed nation." The proper answer to this objection, we think, is this:—that the Gate is one of a cluster of four splendid promises linked together by the God of Abraham, and conferred upon him and his seed for ever by the oath and solemn unconditional covenant of the Lord Jehovah. These promises were not "fulfilled," as Heb. xi. 13, 39, 40 testify, at any period up to the date when St. Paul left us that written record. They have never been "fulfilled" since, from that time till now, when they are having, as we know and see, their perfect accomplishment. Further, the Promised Land, as given by God to Abraham's seed, extended from "the river of Egypt" (which is the Nile) to the Euphrates (Gen. xv. 18; Josh. xiii. 3; Isa. xxiii. 3; Jer. ii. 18); and the possession was to be "everlasting" (Gen. xiii. 15; xvii. 8; 2 Chron. xx. 7; and Psa. cv. 9—11). Now the boundaries mentioned never were at any time the confines of the land which Israel even in her palmiest days enjoyed; and as to the "everlasting" possession, such has not been the character of it, as all men know. We conclude,

therefore, our adversaries are wrong when they tell us the promise of "the Gate" has been fulfilled to the Twelve Tribes of Israel; and we consequently maintain that it awaits fulfilment in our modern times—the Christian dispensation (Rom. iv. 13, 16; Gal. iii. 14, 18).

Our little volume tells us, by the actual evidence of facts, that we British have "the Gates," and, having them, that we have entered on the heritage God gave Israel, the seed of Abraham—namely, "the heirship of the world" (Rom. iv. 13). We thank God for His splendid gifts to our ungrateful, unworthy nation. But when we contemplate "the Gates," and see in them the fulfilment of the faithful promises of our God to His friend, "our forefather Abraham and his seed for ever," let it be ours, as Israel, "to praise the Lord" and magnify His glorious Name together, for these His blood-bought, dearly-purchased benefits granted to us His "chosen ones," His "heritage, and Inheritance," the long "lost" but now found, Ten Tribes of Israel, the British Nation (Psa. cl.; Eph. iv. 8; 1 Chron. xvi. 13; Deut. ix. 26—29; Luke xv. 32; Gen. xxii. 17, xxiv. 60).

THE END.

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