

# The Canadian Epworth Era.

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## OPPORTUNITY.

Wake, sleeper, from thy dream of ease,  
The great occasion's forelock seize,  
And let the north-wind strong,  
And golden leaves of autumn, be  
Thy coronal of victory  
And thy triumphal song!

—J. G. Whittier.

**Danger of Formalism.**—John Wesley said of Methodism: "I am not afraid that the people called Methodists should ever cease to exist, either in Europe or America. But I am afraid lest they should exist as a dead sect, having the form of religion without the power. And this undoubtedly will be the case unless they hold fast the doctrine, spirit, and discipline with which they first set out."

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**Unsurpassed.**—No railroad in the world affords its patrons such a continuous feast of scenic wonders as our own Canadian Pacific. Mr. Henry T. Finck, an American writer, in his book, "The Pacific Coast Scenic Tour," says: "However much such a confession may go against the grain of patriotism, every candid traveller must admit that there is nothing in the United States in the way of massive mountain scenery to compare with the glorious panoramas which is unfolded on the Canadian Pacific route." A day's ride on this road is a perfect gift of grandeur.

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**The Submarine Vessel.**—John P. Holland, the inventor of the marine torpedo boat *Holland*, said, in a lecture the other evening, that in the course of a few years submarine vessels would supplant surface crafts for short journeys by water. The submarine torpedo boat would be so formidable an instrument of war that the only solution of the problem of avoiding its destructive effects would be for nations with seaport towns never to go to war at all. If that should be the result the marine wonder will indeed be a blessing.

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**A Much-Abused Word.**—It is remarkable how that convenient little word "nice" is overworked with some people. Everything from a pleasant day to an interesting book is *nice*. Not long ago we sat behind a lady, in a railway car, who used the expression "Awfully nice" fully fifty times in the course of a couple of hours. At Vancouver, a few years since, we heard a gentleman ask a young lady what she thought of the mountains through which she had recently travelled. She told him "they were very nice." Just think of it! With such

appropriate adjectives as "gorgeous," "magnificent," "grand," at her disposal, she was satisfied to characterize the mountains as *nice*. Poor girl, she ought to have remained at home.

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**Sunday at the Pan-American.**—For some time the friends of the Sabbath have been putting up a plucky fight to secure the closing of the gates of the Pan-American Exposition. They seem to have lost, as a compromise measure has been adopted, which will probably mean "a wide-open show." We are pleased to learn that the President of the Exposition, the Hon. John G. Milburn, one of the most distinguished jurists of the State, plead most eloquently for two hours for closed gates. He stated frankly that they couldn't afford to antagonize the religious sentiment of the country. After adjournment he made the following statement: "I was opposed to Sunday opening, and voted against it because in my judgment it was a violation of the Penal Code, and I thought it bad policy to put the Exposition in the category of not observing the law of the State." It is a satisfaction to know that the Canadian exhibit will be closed on Sunday.

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**Defends the Missionaries.**—United States Minister Conger has recently returned to America from China. His testimony concerning the charges made against the missionaries ought to count for something, as he speaks from personal observation. He says: "There are very few things which the missionaries have done, if any, for which there need be any apology whatever. The missionaries acted with nobility and heroism during the Peking siege. Without the missionaries, the legation would not have been saved; and without the native Christians, none of us would have been saved. The stories of looting by missionaries are false, to my knowledge."

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**Out-door Sports.**—In a sermon recently preached in the Metropolitan Church, Toronto, Rev. R. P. Bowles commended clean, honest sport, referring especially to summer out-door games. In referring to Mr. Bowles' discourse, the *Toronto Star* said: "The clergymen of this city might well consider whether they have been wise in standing aloof from those field sports which every Saturday afternoon draw as large a crowd of young men as the Church services do on Sunday." There is doubtless much in this. The time has gone by when all kinds of amusements can be condemned indiscriminately. There is nothing better for our young folks than for them to

have plenty of open-air play during the summer. The preacher or Sunday-school teacher who shows an interest in a boy's sports will have a much stronger influence over him for good than one whom he sees only on Sundays.

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**The Smoking Car.**—The *Philadelphia Record*, on the authority of a physician, gives a note of warning to men to avoid "smoking cars" as they value their health. Breathing the atmosphere of one of these cars for a half hour, he claims, will do a man more injury than smoking a half dozen cigars in the open air. Anyone who does not live in a home with a tobacco atmosphere, cannot ride daily in a trolley car without feeling stifled by the heavy fumes of tobacco clinging to the overcoat of the average man, and the odors that poison the air of a Pullman car after a half dozen men have "enjoyed a cigar" in the smoking compartment, are simply intolerable to many of the other passengers. We are glad to see that in Brooklyn, as in New York, the Rapid Transit Company has abolished the "smoking car," and now absolutely prohibits platform smoking. We hope the fashion may extend to other cities and towns.

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**Mr. Blake's Apology.**—Probably one of the most unique references to British Columbia was made by Hon. Edward Blake, M.P., in a speech delivered in Vancouver, on April 30th, 1891. It was his first visit by the great Canadian route, and an apology was probably expected by the people for his long-continued opposition to the building of the Canadian Pacific, completed, as it had been, in the teeth of his strenuous opposition, and for his famous description of British Columbia as a sea of mountains, through which no railway could be profitably run. This was his apology: "As I approached the country I was struck by the remarkable change from the rugged and upheaved territory of the plains of the North-West to the smooth and level slope of the Rockies; as I ascended the slope and came upon the somewhat level and monotonous flats of British Columbia; as I travelled by the languid Bow, and descended again through the valley of the tranquil Kicking Horse; as I crossed the calm Columbia and travelled down the dead waters of the Beaver, and along the placid Illiciliwet, as I passed along by the banks where the Fraser meanders its sluggish way, I turned to the fertile resources of your shores and viewed the horizon where it spanned the meadows of the Selkirk, and the fertile plains of the Gold range, and I reached here converted."