

Contributors and Correspondents.

BRITISH COLUMBIA.

FROM THE "THE AMERICAN PRESBYTERIAN" FOR THE REGION—THE PACIFIC RAILWAY—RICHMOND, N.S.W. &c.

Mr. Editor—Perhaps you and some of your readers would like to have a few lines from me about the new railway... I have been thinking of writing you, but have been deterred by the consideration that we are all so busy...

You must excuse us, however, and submit to hear from us occasionally, remembering that it is the day of small things with us, though we don't think so.

It is no fault of the country, however, that our most sanguine expectations have not been fully realised. It is true that there has been little but disappointment as yet in every department...

Instead of attending to the settling up of the country, we have hitherto allowed ourselves to be buoyed up with "great expectations." At one time "at the sound of the trumpet, flute, harp, sackbut, psaltery, and all kinds of music..."

Everyone was entering up and running the large and industrious one. Then came the protracted convulsion... Still another turn of the wheel...

We have now "had the complete" of possibilities and impossibilities, and yet we are in a quandary... We have left undone that which we ought to have done first of all...

The question now comes, is it possible that we can be similarly disappointed in our expectations from the great Pacific Railway? Is this to be another nine days wonder...

According to the terms of union we must soon see the commencement of this grand undertaking, and whatever direction the line may take, it must prove immensely advantageous to the province...

There are at present about twenty two Protestant ministers in this province belonging to the Anglican, Wesleyan, and Presbyterian Churches...

New Westminster, Jan. 20th, 1873

THAT "LOVER OF TRUTH."

EDITOR BRITISH AMERICAN PRESBYTERIAN

SIR,—Primit me to make a few remarks on the letter signed "A Lover of Truth" (1) With all he says, excepting his first observation, I heartily agree. There is not one statement in my letter contradictory to anything in his. He simply enlarges on my position...

Yours truly, A RICH PROTESTANT.

ENGLAND.

NOTICE TO BOARDERS.—AN ODD FELLOW. MR. EDSON—PERSONAL.—COULD BE KEPT.

Though much professedly the American, yet of a strictly English birth, I have not a particle of that knowledge that is commonly called English. This is the only language which I speak...

KNOX COLLEGE—ANOTHER OFFER.

EDITOR BRITISH AMERICAN PRESBYTERIAN

SIR,—Some of your readers in these parts are deeply interested in the discussion of the College question. "Let us arise and build." Whilst we are talking the words are moving on...

We have duties to perform to our church schemes, Sunday Schools, &c., &c., here which I must not neglect, but I think I could give \$500 out of a nominal salary of \$1,000...

Feb. 10th, 1873.

NEW THEORIES IN GEOLOGY.

EDITOR BRITISH AMERICAN PRESBYTERIAN

SIR,—Let me suggest a correction in the heading of your extract from Charles Lyell's "Principles of Geology"...

It might be thought very probable, had I not found its way into your column. In fact of reading "New Theories in Geology" what would you think of it...

TORONTO ASKED TO TAKE THE INITIATIVE.

THE BRITISH AMERICAN PRESBYTERIAN

SIR.—When will the men who are looked to as the leaders of the church in this city, or rather the fact is often deplored that in Toronto generally, there is such a lack of enterprise particularly on the part of some laymen who occupy the places of Leaders, but who will not lead...

RAILWAYS AND THE SABBATH

THE FOLLOWING MEMORIALS HAVE BEEN ADDRESSED TO THE DIRECTORS OF THE LEADING RAILWAYS OF CANADA.

"To the President and Board of Directors of the Railway. GENTLEMEN—At the meeting of the General Assembly of the Canada Presbyterian Church, held in the city of Hamilton in June last, the Assembly's Committee on Sabbath Observance gave in a report in reference to the public sanctification of the Lord's Day..."

"In accordance with the instructions above given, the Assembly's Committee desire very respectfully to call the serious attention of the Board of Directors of the Railway to the large amount of Sabbath traffic and labour on the lines of road under the inspection and management of the Board.

"Remember the Sabbath Day, to keep it holy. Six days shalt thou labour and do all thy work. But the seventh day is the Sabbath of the Lord thy God in it thou shalt not do any work."

"It is a very grievous hardship on Christians men to be deprived of the public means of grace, and compelled either to do violence to their consciences by labouring on the Sabbath, or resign their situations, and a very large number of our em-loyees on railways are anxious for and would hail as a precious boon the sabbath rest not only for the interest of either the company or the public but conscientious men should be driven from your service and their places filled by men morally reckless."

"But, passing from considerations such as these, however important, we ask the serious attention of the Board to the large number of congregations in which the public worship of God is painfully disturbed by the noise and commotion of passing trains Sabbath after Sabbath, and that, too, in violation both of the law of God and the public law of the Dominion."

"We are told again and again, during the late war, that the moral effect of such a success had been great; that the morale of the troops was excellent; or again, that the morale of the troops had suffered, or even that they were somewhat demoralized. But when one came to test what was really meant by these fine words, one discovered that morals had nothing to do with the facts which they expressed, that the troops were in the one case demoralized simply by the animal privation of sleep, in the other simply by the animal privation of food. This abuse of the word morale has ever since, I am sorry to say, the Atlantic and a witty American, the other day, in some of our newspapers, the word morale has been used in a sense which is not only false but also dangerous, when applied to the moral character of a people."

In view of the kind and high consideration, the Committee earnestly hope that the Board of Directors may see it to be their duty to do all in their power to establish a system of Sabbath traffic...

"On behalf of the general Assembly of the Canada Presbyterian Church, J. W. Wallace, Secretary."

"Convener of the Assembly's Committee on Sabbath Observance. Woodstock, October 30, 1872."

"To the Managers of the Railway and the other Directors of the Railway."

"We, the undersigned, having had submitted to us a Memorial from the Sabbath Observance Committee of the Canada Presbyterian Church, to be sent to the several Railway Boards of the two Provinces, regarding the prohibition of the Lord's Day by the running of trains and the labour connected therewith, do hereby, on behalf of the several churches and bodies which we represent, earnestly endorse the sentiments of the Memorial, and earnestly desire to see its object accomplished, regarding as well, the present system of Sabbath traffic as injurious to the best interests of our country and the cause of religion."

"Toronto, Ont., December, 1872. (Signed) WILLIAM MORLEY PUNSHON, D.D., President of a Conference, Wesleyan Methodist Church of Canada."

"WILLIAM STEWART, B. A., Secretary and Superintendent of Missions, Baptist Missionary Convention of Canada."

"JAMES RICHARDSON, D. D., Bishop and General Superintendent of the Methodist Episcopal Church in Canada."

"WILLIAM BEE, Secretary Primitive Methodist Church in Canada."

"WILLIAM F. CLARKE, Secretary of the Congregational Union of British North America."

"S. B. GUNDY, Secretary of the Executive Committee, Methodist New Connection Church."

"The following is a copy of a letter received from the Bishop of Toronto.—Toronto, Dec. 26, 1872."

"REV. AND DEAR SIR,—When I had the pleasure of seeing you a few days ago, I stated I could not sign the memorial you presented me as the representative of the Church of England in this Diocese. I could do so only with the authority of the Synod. But I can individually affirm my anxiety that, in the interests of religion, railway traffic on the Lord's Day should be as much as possible abridged. The total cessation we can hardly expect for this, I am led to believe, would seriously damage commercial interests. I have not the benefit of an acquaintance with all the managers of our railway establishments, but I believe that with the exception, they will be willing to meet the prayer of your memorial to the utmost extent of their ability. And I do not think any of them will receive unkindly the representations the memorial contains of the demoralizing influences of Sunday traffic, and its consequent effects upon social order and the public good."

"I remain, dear Sir, Very truly yours, A. N. TORONTO."

"Rev. R. Wallace."

MISUSE OF WORDS.

And I must protest, in likewise, against a misuse of the words hero, heroism, heroic, which is becoming too common, namely applying them to mere courage. We have borrowed the misuse, I believe, as we have more than one besides, from the French Press. I trust that we shall neither accept it, nor the temper which inspires it. It may be convenient for those who flatter their nation, and especially the military part of it, in a raucous self-conceit, to frame some such syllogism as this—"Courage is heroism, every Frenchman is naturally courageous, therefore every Frenchman is a hero." But we, who have been framed at once in a sounder school of morals, and in a greater respect for facts, and for language as the expression of facts, shall be careful, I hope, not to trifle thus with that potent and awful engine—human speech. We shall eschew likewise, I hope, a like abuse of the word moral, which has crept from the French Press now and then, not only into our own Press, but into the writings of some of our military men, who, as Englishmen, should have known better. We were told again and again, during the late war, that the moral effect of such a success had been great; that the morale of the troops was excellent; or again, that the morale of the troops had suffered, or even that they were somewhat demoralized. But when one came to test what was really meant by these fine words, one discovered that morals had nothing to do with the facts which they expressed, that the troops were in the one case demoralized simply by the animal privation of sleep, in the other simply by the animal privation of food. This abuse of the word morale has ever since, I am sorry to say, the Atlantic and a witty American, the other day, in some of our newspapers, the word morale has been used in a sense which is not only false but also dangerous, when applied to the moral character of a people. —C. C. C.