

CANADIAN PACIFIC RAILWAY.

The idea has got itself pretty firmly rooted in the minds of many citizens that the C. P. R. will not pay expenses when it shall be opened throughout as a great artery of the world's commerce, connecting three continents, in addition to its functions as a colonization and produce line. A few are equally persuaded that it will do so. I have too good an opinion of the logical faculty of our Editor to believe that he will desire that a question of this magnitude should be settled off-hand—or in contravention of the principle of discussion which the SPECTATOR was founded to promote. I do not think he will have any great objection to refer the general decision to statistical evidence.

Looking back upon the history of what may be called the C. P. R. controversy, it would seem that there has been too little reliance upon facts and figures in our discussions, but if Canadian reasoners wish to place themselves on a par with the more advanced commercial theorists of the world, they will get more into the habit of making such comparisons, and of exerting themselves to get together the needful statistics for that end. Although none would join in it more willingly than the writer, if we had taken the trouble thus to ground ourselves; still the cry to be fed with more information at the hands of our statesman at Ottawa seems hardly consistent with the slight amount of trouble we have yet taken to conquer the facts of the situation by patient enquiry. "Britannicus," whose letters are so familiar to us, gave us his quota, and did it well, but we have not yet got the latest and therefore most serviceable figures.

The statistics we most need in the present instance are those of the imports and exports of the city of San Francisco—also the details of the traffic and the gross and net profits of the Union and Central Pacific Railways of our Republican neighbours, and the information so obtained we may reinforce by a study of the use and projects of Chicago, St. Louis, Melbourne and others cities of the time, shewing what railways and commerce can effect.

To assert that trade will take the shortest through routes to its destination when other things are equal is but a truism. Our connection with the empire under which we live being continued and fortified we shall undoubtedly secure a great steam of traffic from Canada itself—from Britain and European countries and from a part of the United States over this the shortest and in gradients far most favourable line to the distant east.

With such advantages it might fairly be asked why our Canadian Pacific ports should not grow in strength and importance till they rival San Francisco itself. A contemporary goes the length of saying "when the Canada Pacific and the Northern Pacific are finished they will take the China, and Japan trade from San Francisco." That is of course said in the European sense, San Francisco must continue to enjoy its own American trade.

Along with the commerce of what the nations have known as "the East," which formed the dream of Columbus and the navigators who immediately followed him, the residue of an entire new Hemisphere will be opened to the trade of our Railway, and we shall probably be favoured to be the first to offer the well appointed route through a thoroughly temperate climate belt to the travel of civilized countries towards those regions. China will thus be reached without any of the suffering from heat which now afflicts travellers.

As to the British Columbia section which has excited distrust in some quarters as to its remuneration prospects, we have the admission of the *Toronto Globe* that the Yale-Kamloops portion, 127 miles, will pay as a local line. It is to connect the district of New Westminster with the fine farming region of Kamloops. In the *Witness* of Friday last the reader will find some some examples given of the beauty and productiveness of the climate both of Vancouver and the main land. Of course this particular section must pay better still when the through traffic comes to be added to it, and the connection is continued to the rest of British Columbia and the North West. A grain and cattle trade ought to spring up on the Pacific coast of the Dominion—and the gold mines, quietly productive should become more important by improvements to be introduced in quartz crushing &c.

The entire length of the British Columbia section being 550 miles, according to Sandford Fleming's Report, and the cost of that section and of the remainder of the line from Lake Superior to the Pacific, (exclusive of preliminary surveys and Pembina Branch), as per report 1880, page 355, being:

<i>Fort William to Selkirk</i> (406 miles) with light gradients, including a fair allowance of equipment during construction.....	\$17,000,000
<i>Selkirk to Jasper Valley</i> (1,000 miles) with light equipment, &c.....	13,000,000
<i>Jasper to Lake Kamloops</i> (335 miles).....	15,500,000
<i>Lake Kamloops to Yale</i> (125 miles).....	10,000,000
<i>Yale to Port Moody</i> (90 miles).....	3,500,000
Add for British Columbia section.....	1,000,000
Total miles, 1,956.....	\$60,000,000

To obtain a general total of miles and cost, we have to add the Lake Superior section, the traffic of which will be greatly dependent upon the commercial port of the future, now known as Sault St. Mary.

I note Mr. Fleming's "Light Equipment," and wishing to be just in the argument, give it as my firm opinion that not a light, but a rather heavy equipment, will be needed for the coming trade within the first ten years, a fact that I consider it would be desirable to recognize.

We, of this way of thinking, consider that the road should pay as a through line, and if it will do this, the anxiety about the British Columbia section is already liquidated, as that will be necessary to the integrity of the undertaking. It is admitted, rather generally, that 1,600 miles of the entire distance are to become a paying road soon after completion, from settlement and cultivation and local traffic so developed.

Faith is the source of all strength in action, but it must be based on evidence subjective and objective. The Minister of Railways, in his late Manitoba address, gave expression to a great truth, when he told his hearers: "To be successful, a government must show it has confidence in the future of the country."

The moving principles of faith and hope might, perhaps, have been exercised somewhat more broadly in Canada in connection with the great railway. *Spes.*

METHODISM—ITS DOCTRINES AND DISCIPLINE.

Some curiosity is prevalent amid those outside of the pale of Methodism as regards its creed and system. The cause may be traced in some measure to the farewell address recently delivered by Dr. Thomas, of Chicago, to his congregation, and to the Methodists as an ecclesiastical sect.

Before gratifying this very natural curiosity by a few quotations from "the doctrines and discipline of the Methodist Church in Canada," it may be permitted us to premise that the Methodist creed is neither so diffuse, so dogmatic, nor so self-righteous, as the more rigidly Calvinistic one of the Presbyterian Church. The chains and fetters which bind the clerical prisoner are more those of the *system* of church government or ecclesiasticism than those of creed. This will be sufficiently evident in the quotations to follow. The "articles of religion" are twenty-five in number. This Church, more modest than the Presbyterian, substitutes for our Lord's two articles of "love to God and love to the neighbour," only twenty-five articles, while the Presbyterian Confession of Faith embodies itself in no less than thirty-three.

Here are some extracts from the twenty-five formulated by Methodism:—

"There is but one living and true God, everlasting, *without body or parts,*" &c. &c.

"The Son, who is the Word of the Father, the very and eternal God, of one substance with the Father, took man's nature," &c., "to reconcile his Father to us, and to be a sacrifice, not only for original sin, but also for all actual sins of men."

"We are *accounted* righteous before God, only for the merit of our Lord and Saviour Jesus Christ *by faith*, and not for our own works or deservings. Wherefore, that we are *justified by faith only*, is a most wholesome doctrine, and *very full of comfort.*"

This mystery is thus further explained in article 20, which is headed, "Of the one oblation of Christ finished upon the cross," which reads thus:—

"The offering of Christ once made is that perfect redemption, propitiation, and satisfaction, for all the sins of the whole world, both original and actual; and there is none other satisfaction for sin but that alone."

This it will be readily seen leaves much more room for modification, and is of much wider application than the rigid Calvinism held forth in Presbyterianism. The idea however is, intrinsically, precisely the same. The element of substitution of the innocent and pure in place of the guilty and impure—the sacrifice of one God of one character to placate another God of a wholly different character, is quite as conspicuous. Methodism in its creed may be briefly expressed as Calvinism with the doctrines of "election" and "the final perseverance of the saints" left out.

If this creed is still the creed of "the world," then "the church" may hope to maintain it. If not, then "the world" will find and found a new church, and a creed which can live itself out on exactly the same basis of truth into the common every day concerns of justice and equity in every day life.

"The world" troubles itself but little to war against creeds. It is their practical effects which rouse its antagonism. On this creed of Methodism has been piled up a "system" second only in stringency and the controlling power of its ecclesiasticism to that of the Jesuits. "Speaking evil of magistrates or ministers" is specially prohibited in "the discipline," while "doing good specially to them who are of the household of faith, or *groaning so to be*, employing them preferably to others, helping each other in business," &c., is especially enjoined, for the reason that "the world will love its own and them only."

These brief quotations serve only to show a glimpse of the plan on which the Methodistic ecclesiasticism is based. The systematic manner in which it is built up, the strength, depth and solidarity of its foundations, which plant themselves on the vast area of every department of the life of its adherents, will probably be most briefly and effectually perceived from analogy.

The Reform party in the Dominion is, doubtless, for the present scotched, but it is not killed. It has still at least an ostensible leader, the Hon. Ed. Blake. Suppose that this Hon. Mr. Blake were capable to conceive and carry out a system of organization for his party somewhat like this: divide all true Reformers into "classes" of about twelve persons in each class with a "leader" over each, and insist upon a three months' probation and a recommendation from the "leader" before admission be granted. Classes to meet once a week at least, and be examined by each leader personally as regards