

the local bard remain anonymous? What other poetic pretensions hath he that ought to be made known to an adoring public? Let him discover his identity, for veiled prophets and poets are both unsuited to this age and clime, and Canada really wants all the great names she can command to call her own. As for the apostrophe to the "Board of Trade," it is a trifle too modern, perhaps, too daringly original, too iconoclastic, so to speak; otherwise, very pleasing, considering the comparative stoniness of the theme.

CORRESPONDENCE.

"TEN YEARS OF UPPER CANADA."

To the Editor of THE WEEK:

SIR,—It will be perhaps of interest to some of your readers to know that the letter dated October 14th, 1812, on page 150 of "Ten Years of Upper Canada," giving an account of the battle of Queenston Heights, was written by Sir John Beverley Robinson, then a youth of twenty, serving as a volunteer under General Brock.

In searching among old manuscripts in the library of Parliament, Ottawa, for an account of that battle (which was missing from my father's papers), I came across the one I have published, which I found among the Coventry papers, unsigned and undirected. I could obtain at the time no clue to its authorship, but, as it gave a very graphic and dramatic account of the famous fight, I ventured to publish it, hoping that in time some one would be found who knew something of the writer.

Mr. Christopher Robinson sent my book to his brother, Colonel Robinson, in England, who immediately recognized the letter as being a copy of one, a draft of which he had once seen among his father's papers and in his father's handwriting. It will add to the value of the letter to know that it is from the pen of so able and trustworthy a witness as the late Chief Justice Robinson. I take this opportunity of making the earliest announcement possible of its authorship.

M. EDGAR.

February 2, 1891.

THE RAILWAY ENQUIRY AT LEVIS.

To the Editor of THE WEEK:

SIR,—The inquest at Levis on the victims of the dreadful railway accident of the 18th of last December, in which eight citizens of the Dominion and of Quebec Province lost their lives, and a large number received injuries of all degrees of magnitude and severity, an event which certainly spoiled the enjoyment of Christmas for our city and district, has now been brought to a close, after a number of adjournments. The only extended reports which seem to have come before our public have been those of the Quebec *Morning Chronicle*—without, however, any editorial summary. Faithful condensations, with editor's remarks, appeared in the Montreal *Daily Witness*. The attention of the editors and readers of this wide Dominion, deeply interested as it is in railways and the safety of travellers, seems hardly to have been stirred by the occasion, and this, notwithstanding we were favoured with the evidence and the opinion of two such high authorities as Mr. A. L. Light, C.E., of Quebec, the constructor of some of the best through lines in the Dominion, and Mr. Peterson, chief engineer of the Canadian Pacific Railway. The value of the enquiry must be seen to have by no means depended upon the verdict of the jury, which was no clearer than such verdicts commonly are. The coroner is greatly to be praised for his zeal in summoning witnesses, qualified by knowledge of the facts of the calamity, or as experts in the construction and working of railways. The engineering staff of the Intercolonial—the one Government road of Canada—were present, but were not called on to testify. The propriety of this course is an open question. The system of management on the line should be the subject of a Parliamentary enquiry, which should certainly be insisted upon for the sake of all concerned. Coming to the evidence of Mr. Light, an experienced engineer, and one who weighs his words when giving testimony on so important a public question, we find he complains both of the *grades* and of the *curves* on the Pt. Charles Branch, on which the overturn occurred. This branch was added to the main line some years after completion, and under new direction. The original line was almost entirely constructed under our great engineer, Sandford Fleming. Mr. Light also laid the greatest stress on the speed at which the train was moving. Mr. Peterson was satisfied to proclaim his ignorance of the causes of the derailing, and to defend the *curves* and the supposed *speed* of the train, saying nothing about the *gradients*, a point on which Mr. Light had laid great stress. The question of *guard rails*—the greatest security known for the passage of trains over embankments—was not even mooted. The staff of the Intercolonial were highly praised by Mr. Light for their past conduct of the line which they, no doubt, deserved, the accidents to passengers since the road was opened having been few; and this points to a classified comparison of accidents on the Government line, as compared with the lines managed by companies. We have now the proposal of a Royal Commission on Canadian railways, advocated in more quarters than one. If we want to protect the lives of the people we cannot do better than go forward in the well established constitutional order—a method of which neither the companies nor any

party in the state have any right to complain. The popular power and voice must be enlisted to stay the slaughters.

X.

SUNDAY-OBSERVANCE LEGISLATION.

To the Editor of THE WEEK:

SIR,—In a recent issue you refer to Col. ii. 16,—the common interpretation whereof is that the observance of the Sabbath is like the observance of a holy day, a matter of faith and conscience. While holding that no compulsory obedience to the Sabbath law is acceptable with Him who requires the worship of the heart, the common interpretation seems erroneous for this reason: Paul evidently refers to ceremonial days in the Jewish ecclesiastical calendar. There were Sabbaths in that calendar which were purely ceremonial and Jewish in addition to the "Sabbaths of the Lord,"—see Leviticus xxiii. 38. The former are referred to as "your Sabbaths," while the Sabbath of Genesis ii., 3rd verse, is everywhere spoken of as "My Sabbath." This latter Sabbath is the Sabbath of mankind of which the Son of Man is Lord, and which was made for man. There is no command respecting the mode of its observance except that it must be a day of rest. The ceremonial Sabbaths were days of public worship by general assemblies of the nation, occurring at certain periods of the year, and they were also periods of agricultural fallow and commercial limitation. The seventh year of rest allowed the soil was a Sabbath; the jubilee year when debts were outlawed was a Sabbath. It is only true of these ceremonial Sabbaths that they were ordinances contrary to us, and were a shadow of things to come. The Sabbath which followed the work of creation is not a shadow. It is a real rest to which all men are entitled. It is an institution in fact, just as much so as the family is an institution founded about the same time. The common consent of mankind cannot change it; the Church has no power on record for its abrogation. The Jew, commanded to "Remember the Sabbath Day" as the "Sabbath of the Lord," keeps it still, as do also a small body of Christians. The Sunday is a day fixed by ecclesiastical tradition for public worship. There is no scriptural authority whatever for its observance.

Now let it be supposed that Christendom returns to the common-sense and obvious meaning of the institution of the Sabbath contained in Genesis, what right would the Church have to ask the State to use the constable's baton for enforcing obedience to the institution? Is there any warrant for believing that though then we should be able to quote a divine law (which we now cannot do to back up our contention) we would win greater merit for man or greater glory for God? None whatever. "The Quran or the Sword" is a form of preaching which has made millions of good Mohammedans, but that style of work never made a Christian worth a cent. The Founder never worked on that line. The loving smile of a babe He would give His heart's blood to win. But for the compulsory suffrages of the universe—"all the kingdoms of the world and the glory of them,"—not one brass farthing with Caesar's image and superscription. "If any man have not the Spirit of Christ he is none of His."

A SEVENTH-DAY BAPTIST.

A CANADIAN PEOPLE.

IS Canada to vanish from history? Is she to lose her identity, her individuality, her possibilities, by absorption into the United States? Are Canadians to become a mere memory, and those who might have formed one of the greatest peoples of the future in America to rank merely as the outvoted inhabitants of the northerly portion of a gigantic Republic?

The decline and fall of Empires has been a favourite thesis because the historian can find his superstructure of personal explanation and assertion on foundations of recorded fact. The reverse process, the genesis and rise of nations, is less congenial to those who, like myself, would rather deal with facts than "futures." Yet there come upon all communities of men occasions when, in their course, they arrive at cross roads, and on the sudden choice of their forward route depends their whole future. In such cases it must needs be that anticipations of the future are put forward.

Canada, all authorities are agreed, has arrived at such cross roads this year, and the critical decision has to be taken between that downhill road which leads to annexation to the United States and that uphill road which leads to the great safe table-land of self-reliant nationality.

Originally over all North America enterprising colonists from Europe formed settlements. British influences gradually absorbed the supreme power until the great and lamentable change which brought about a cleavage in the political allegiance of these North American Settlements more than a century ago. Marvellous was the growth of both resulting groups; but while the Republic to the south swept Europe of its surplus residuum of population, the Monarchical Province to the north took no such vigorous steps to fill up its back country. Population means trade and industry, and the United States, with a large area in mild and genial latitudes, stepped rapidly along with an initial population of five millions. Canada, with an initial population of two hundred and fifty thousand, has also steadily gone ahead ever since, but never with any prospect of getting up to or even gaining upon her

gigantic southern neighbour. The thirteen original States, overrunning all the country to the west and south, came to the conclusion that the country to the east and north would soon be theirs as well. The citizens of the United States came to regard the annexation of Canada as a manifest destiny—a mere matter of time. Even in those early days, however, they were counting without their host. The battles of Queenston Heights and Chateaugay early proclaimed the Loyalists invincible. Canadians in the settled districts on the Atlantic and along the St. Lawrence were receiving much specific assistance from the old country. Two great British corporations, the Hudson's Bay and the North-West Companies—at first separated and subsequently in combination—were speedily establishing administrative dominion over all the back country of Canada, westwards right across the continent, and northwards right away to the Arctic Circle. The initial value of securing all these wide territories to the British Flag became amply evident later on; and will remain forever a credit and a pride to the pioneer administrators of those two great corporations.

Over this period history records isolated threats, in various Canadian centres, of secession to the United States. Such a cry arose when friction or troubles vexed the residents in some particular portion. In British Columbia or in Nova Scotia, in Manitoba or Quebec, the threat was heard. But in each case a calm contemplation of the possible results proved that there was no visible gain in such exchange of allegiance. The spirit of the United Empire Loyalists always prevailed.

Political confederation firmly established the idea of possible union among the then scattered settlements from Cape Breton to Vancouver's Island. But the full realization of the idea seemed almost beyond hope until two Canadians stepped forward to solve the material difficulties.

Sir Donald A. Smith, convinced of the value for agriculture and many another industry of all this great region in the North-West, convinced by his exceptional personal knowledge that all this great country was fit for prosperous settlement, found in Sir George Stephen an exceptional financial ally. The idea was mooted that these valuable areas must be opened up to settlement by the means of a great arterial railway system, and the task appeared so gigantic that it was tacitly settled it could only be undertaken by the new Dominion Government.

The old provinces along the St. Lawrence at once felt a new stimulus; there was the impulse of the possible developments to follow on the opening up of all this great North-West. Rich silver and nickel mines have been discovered along the north of Lake Superior, and some £12,000,000 of gold has already been taken out of British Columbia. From the very first the enormous crops gathered from a mere "scratching of the prairie" proved that a wheat age would speedily succeed to the fur age, and the farmer successfully supplant the trapper. It is said that with the time comes the man, and Canada certainly produced at this crisis the sagacious Sir John A. Macdonald, who, with a national policy which meets with wholesome opposition and criticism, has, with the aid of such able lieutenants as Sir Charles Tupper, on the whole, satisfied the bulk of Canadians, and certainly gives evidence of the strength of the rapidly growing conviction that to the north of the States are found all the elements necessary to the existence of a prosperous, industrial, self-contained people.

The High Tariff Policy, it must be remembered, was adopted in Canada avowedly in self-defence against the United States, and many and earnest were the regrets and fears expressed at the time by Canadians, lest this policy, claimed to be indispensable to avoid being overwhelmed by the Americans, should in any way injure the closest political and commercial relations with the Mother Country. Throughout this period the United States have from time to time entered upon reciprocal trade relations with Canada. Each time, however, the United States have when the stipulated limit of time arrived in each particular arrangement, refused to renew the agreement.

But in Canada far greater and more permanent results seem likely to follow. The McKinley tariff is universally regarded as an ultimatum from Americans to Canadians: "We will freeze you out, until you come and knock for admission into the States." The Canadian reply is as unexpected as it is forcible: "We don't want admission, and we thank you for retiring in our favour from the different markets of the world where North American produce finds a ready sale." Most noticeable all through Canada did I find this feeling on my recent visit. Every where the question was: "Where can we sell our goods, now the Americans won't take them?" Then, too, Canadians, if they come to analyze their present trade, would light upon many significant details. Thus they would find that already, per head of population, their external trade is of an annual value of £8, as compared with only £4 in the United States; and they would see that, as they have already done in shipping, so in foreign trade they may take rank among the leading nations of the world.

They will see that in regard to the export of Canadian produce the average annual value exported has been as follows:—

IN MILLIONS STERLING.				
TO	1868-72.	1873-7.	1878-82.	1882-7.
United Kingdom	4.2	7.0	7.4	7.6
United States	5.0	6.0	6.4	7.3
Other Countries	1.2	1.6	1.9	1.5

Thus it is seen that over these years, while the percentage of the total of exports has decreased in the case of