

To follow up this most curious of deputations, we find at least one man who makes no pretence as to the real object of Sunday cars. A man of courage Mr. Osler must be, he is, at least, bold and outspoken. This is what he is reported to have said; "Our city is suffering to an enormous extent from the lack of street cars on Sunday. Toronto is avoided on Sunday by travellers as they would avoid a pest-house. The building of an hotel I consider is entirely contingent upon a Sunday street car service. You cannot get business men to put a dollar of money into any hotel—bonus it as you like—if you shut your guests up on Sunday. People won't come here. Toronto should be the centre of the largest excursion travel on this continent. Men should bring their families here from all over the continent, but they cannot do it as long as we have not got the hotel accommodation, and you cannot have the hotel accommodation, in my opinion, as long as your law remains as it is to-day—against Sunday street cars. I am not arguing from the moral, but purely from the business, standpoint; and if the Morality department of the City of Toronto consider it more advantageous to have a dying city, and nothing to do on Sunday; than a street car service and a live city, that is for the Mayor and Council to decide. From a business point of view, however, I do not think it is possible to argue otherwise than that we are suffering enormously from the lack of street cars on Sunday." Here at last the cat is let out of the bag. It is no longer the whine on behalf of the poor man, nor of the oppressed working man. It is a question of dollars and cents, a street railway question, in which the revenue of that company, and collateral interests are the beneficiaries.

Now, a pertinent question here is "Where do these dollars and cents come from? From whose earnings do these companies expect to draw money to their rich coffers, coffers which already allow their directors and managers, their Gurneys, Oslers and Brocks, ocean voyages and summer breezes in Muskoka and Madagascar? From the pockets of the workingmen whose moderate wages forbids them to go often to Niagara, Oakville, or to High Park.

Workingmen of Toronto! Ye are made the sport of merciless capital and if ye have a spark of manliness left ye shall resent the crime. These men use your name in this matter in order to further their own interests; they have the effrontery to use Labor's name and Poverty's sacred woes, in a baseless effort to enrich themselves at the expense of the poor!

Does it seem that in this article we have been too personal or unreasonably severe. So it may appear, but we have not been so, for a more audacious attempt to blind the public, than that made by this deputation, has seldom disgraced the annals of the city.

A Strong Position.

The citizens of Toronto through the representatives of the Lord's Day Alliance have taken prompt steps to meet the demand of the Sunday car men. So far, they have acted with wisdom, in being moderate but firm, and in confining themselves to the question of the date of the proposed vote. Should the same spirit of justice, of reasonable dealing, prevail throughout the contest, as it doubtless will, then a great advantage will be gained. The impression made on the public mind by the course pursued by Rev. Dr. Caven, Mr. J. K. Macdonald, Mr. Patterson and the other speakers of the Anti-car deputation to Mayor Fleming has been most favorable. The true keynote of the fight was sounded. Noble, disinterested, full of vigorous hope were the words of these gentlemen. No mere hirelings, nor money-seekers they. Listen to Mr. Macdonald:

There was no one, he said, present who was President of a ferry company, or who ran a Sunday concert garden, no one who would either win or lose a cent by the running of cars. In coming to a decision the Mayor should remember that. One gentleman had said Toronto on Sunday was shunned like a pest-house. If this moral, law-abiding city was shunned like a pest-house now, what would it be when it ceased to be a pest-house and became a pleasure garden? The Lord save Toronto from such a contingency. Mr. Macdonald quoted from Passenger Agent Webster to the effect that his experience was that instead of being a disadvantage Toronto's Sabbath-keeping was a high commendation to American visitors, many of whom had expressed the hope that their own cities would come to such a conclusion as to Sabbath-keeping.

Rev. Dr. Caven, while not entering into a discussion of the merits of the question, the immediate object being to delay the vote until January, made a protest against the moral side of the subject being over-looked. He pointed to a motto which hung above the Mayor's chair: "Except the Lord keep the city the watchman watcheth but in vain," and expressed the hope that all questions would be decided on moral grounds. The city that did not do so must go to the ground. Long ago Glasgow's motto was "Let Glasgow Flourish by the Preaching of the Word." The motto had been curtailed, to the sorrow of many Christian people. He hoped the motto he had pointed to would stand. Referring, in closing, to the statement that Toronto was avoided on Sunday, the speaker said a friend of his in San Jose had written a letter—sent to a city paper some time ago but not yet published—in which he said that all good, moral and religious men over in the United States were holding up Toronto as a model and were hoping to tone up American cities to the level of Toronto. He beseeched them not to sink Toronto to the level of American cities.

Such, then, has been the disinterested and reasonable grounds on which the opposition to the Sunday car has been opened. The question in all its bearings will be fully discussed as the agitation progresses, meantime, the Lord's Day Alliance does not oppose testing the matter by public vote but they object to a vote now or early in the Fall, as it would be fairer to postpone it until January when the people will go to the polls for the Municipal Elections.

Sankey's Hymns. Ira D. Sankey, tells in the *Sunday School Times* of his experiences when he first introduced the *Gospel Hymns* in Scotland, twenty-four years ago. Public denouncement had been made of his "human hymns." And now these hymns are as popular in Scotland as in other countries.

Foreign Mission Fund. The Rev. Dr. Warden reports the state of this Fund in the Western Section at this date as follows: Receipts from congregations, etc., from May 1st, \$5,796.60; Expenditure from May 1st, \$46,373.95; Total \$40,577.32. The indebtedness at this date, Aug. 8th, is greatly in excess of the corresponding date in any preceding year. Usually the larger congregations begin to send in their contributions in January. This means an enormous expenditure for interest; not only interest upon the present large indebtedness, but interest also upon the expenditure from month to month from this date. It is earnestly hoped that Congregations, Sabbath Schools, Christian Endeavor Societies, and friends, will come to the help of the Committee, so as to reduce the present heavy debt. There is, of course, a limit to the borrowing power of any Committee of the Church, beyond which they should not go, even though the Banks might be willing to oblige.