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A WAVE OF PRACTICAL PHILANTHROPY.

Toronto is just now the centre of a

wave of practical philanthropy. The

citizens are discussing various projects

for the betterment of the community.

We have no doubt something good and

substantial will result from the present

agitation. Among the projects now under

discussion we have what is known

as a Potato Patch scheme on the De-

troit plan. This project is meeting with

great favor in many of the large cities

of the United States. A St. Louis paper

just to hand, informs us that the Detroit

plan is being received with great favor

there and that real estate men and wealth-

y citizens are handing over large blocks

of land for the use of those who are will-

ing to cultivate it. Some of the leading

ladies in the city have become connected

with the project, and the Mayor will ap-

point a commission to help the plan in

operation. And as soon as it is ap-

pointed the commission will begin to

parcel out the land according to the ap-

plications sent in. The Detroit plan is

considered an improvement on the old-

time charity system, inasmuch as it is

a project to enable people to help them-

selves instead of encouraging mendici-

tancy. Toronto with its vast areas of

vacant land ought to be a model city for

giving the system a fair trial.

Another project now before the people is

the establishment of a home for con-

sumptives. This project makes little

headway, but it is sure to go through

before long, and once the community be-

comes aware of the great advantage such

an institution will be among us the peo-

ple will not be slow in establishing sim-

ilar institutions in different parts of the

country. We understand Scotland is

about to erect eight of these sanitariums,

and the different states of the American

Union are nearly all moving in the same

direction. It is time something practi-

cal was done in Canada. We surely

ought to have enough public spirit in

Toronto to give this worthy movement

a start. Mr. Gray, who is actively pro-

moting the building of a sanitarium here,

informs us that Mr. John H. Taylor,

President of the Toronto Rubber Shoe

Company, has offered to give a site of

12 acres near Todmorden. It only re-

quires a few more citizens to come for-

ward and contribute their means and

Toronto will have the benefit of one of

the most humane institutions that it is

possible to establish.

The other day Dr. Adams addressed the

Toronto Ministerial Association to obtain

their sympathy in behalf of a scheme

for securing proper attention for the

teeth of children whose parents were un-

able to provide such attention. He made

the statement that 100,000 permanent

teeth in children were on the road to

decay. Dr. Adams is on the right track

when he advocates a scheme to prevent,

rather than cure, diseases. However,

when the doctor presented his case to

the ministers, they were getting ready

for a discussion on the everlasting Sun-

day car question, and as this is of more

importance than anything else in the

world to the ministers, they were better

only bowed out the doctor and left him

on his own resources. If the clergymen

of Toronto took more interest in the

practical schemes of the day, instead of

trying to force Jewish customs upon the

community, they would be doing better

for humanity. Dr. Adams' project is a

thing they might very well take up and

endorse. Instead of trying to chain up

people in their back yards on Sundays,

we think the clergymen would be doing

more practical work for the race if they

not only invited but even compelled the

workmen to leave his squalid home

on Sunday and the amid surroundings

that a prince might envy.

Another question that is engaging the

attention of the people is that of the

Toronto charities generally. The Rate-

payers' Association have pronounced upon

the management of the city, charities,

and they find that the city are con-

ducting their business without regard to

economy, that different charities over-

lap each other, causing unnecessary

expense and producing in-

effective results. The association recom-

mends the establishment of a permanent

system of relief, to be placed under one

management, and that for this purpose

a large tract of land should be secured

and buildings erected thereon. The as-

sociation would start with fifteen acres

and moderate buildings, and they think

by working the land that those who need

relief would be able to contribute, to a

large extent, to their own welfare.

THREE CENTS PER MILE TOO HIGH.

The electric railway bill that is now

before the House permits an electric rail-

way company to charge as high as three

cents per mile when a journey is made

through two or more municipalities. This

is one of the worst features of the

bill, and it should not be allowed to be-

come law. There is no doubt that the

standard rate for steam railways, and

even two cents per mile is the rate that

has been forced upon several American

railways. There is a great difference be-

tween a steam railway and the so-called

electric railway. The former is obliged

to buy and pay for its right of way, it

must construct a solid road-bed and

equip stations, and in other ways incur

an expenditure equal to three or four

times as much as that involved in the

building of an electric line. The electric

railway secures its right of way for no

thing along the highways, is cheaply

constructed, and can afford to carry pas-

sengers for one-half the rates prevailing

on the ordinary steam railways. The

law should make a maximum rate of two

cents per mile, if, indeed, one and one-

half cents is not ample to allow com-

panies that obtain valuable privileges so

cheaply.

TORONTO AND MONTREAL.

It is significant that the widespread

depression that has prevailed, Toronto has

not only held its own commercially, but is

gradually crowding Montreal. The Customs

duties paid in Montreal for March were

\$469,516, while the figure for Toronto

was \$475,000.

were \$367,402, or less than \$100,000 be-

hind the commercial capital. Ten years

ago Montreal's receipts would have

doubled those of Toronto. Another

point worthy of notice is that during

February and March the receipts at To-

ronto show an increase of nearly \$55,-

000 over the corresponding period in

1894, while Montreal's show a steady

decline for some months past. Commer-

cially speaking, Toronto's star is in the

ascendant.

SUNDAY OBSERVANCE.

A Lively Meeting of the Hamilton Lord's

Day Alliance—Rev. Mr. Boyle's

Sermon.

Hamilton Spectator.

The regular quarterly meeting of the

Hamilton Lord's Day Alliance was held

in the lecture room of the Y.M.C.A.

building last evening. About 35 mem-

bers were present, about half of whom

were ladies. The ministers present were:

Rev. J. G. Shearer, John Philip, R. G.

Boyle, John Morton and J. Van Wyck.

The meeting was very lively and sev-

eral pretty warm discussions took place,

showing that all the city ministers do

not hold the same views regarding the

observance of Sunday.

Mr. J. G. Boyle, the president, occupied the

chair. Mr. J. C. Harris read the secre-

tary's report of the meeting of the

Executive Committee of the Alliance. It

stated that a conference had been held

with a delegation from the Trades and

Labor Council regarding the proclama-

tion of a legal half holiday on Satur-

day afternoon. The executive com-

missioned that efforts be made with that

end in view, so persons who toll all

week will not be able to say that

Sunday is the only day on which they

can get into the country to get a breath

of fresh air. On motion of Mr. Harris,

the alliance endorsed the movement.

The next recommendation of the Exec-

utive was that the Hamilton Alliance

affiliate with the Dominion Alliance, and

this raised quite a discussion, which did

not have any special bearing on the

motion.

Rev. Mr. Shearer stated that the out-

look for the Alliance and Sabbath ob-

servance generally was brighter than it

was at the last meeting. The Attorney-

General had given the Alliance permis-

sion to make him plaintiff in a test case

against street railway or steamboat com-

panies which were operating on Sun-

day. He advised the Dominion Alli-

ance, so that the case could be fought

out, and a decision got from the Supreme

Court. It would cost \$400 or \$500, and

it would be better if the question

could be made a provincial one.

Rev. Mr. Philip spoke in favor of join-

ing the Dominion Alliance. The propos-

al came from Toronto, but it was in Ham-

ilton that the case was operated.

Rev. Mr. Boyle spoke at some length,

and his speech fell like a bomb in the

meeting. He did not favor joining Tor-

onto in the matter, as he thought some

persons connected with the Alliance there

were talking wildly. He said that Sab-

bath was made for man, and he did not

believe in telling a community that cars

should not be run that if the majority of

the people want them. He approved of

Sir Oliver Mowat's stand in the mat-

ter of local option. He was in favor of

1-2 cents on the dollar. The general stock

of R. D. Gardner of Mount Pleasant

was sold to the rest of the world. He

thought the stockholders of the street

car company should be given a church

trip and expelled from membership.

Mr. Day-Smith spoke strongly in op-

position to the last speaker. He did not

believe in allowing the question of Sab-

bath observance to be left to a popular

vote. "The women and children of this

land are being dragged down by the

weight of the law," he said, "but they

will not be allowed to vote on the ques-

tion." She believed in the right of every

man to compel people to observe God's

laws. In reply to a question she said

she believed in punishing a man for

drinking hard liquor, on the same

ground as a man is punished for attempt-

ing to commit suicide.

Rev. Mr. Morton said he did not think

it was the duty of the Government to

enforce the laws of God. According to

the law of God, man chose between

Him and the devil. No law should be

enforced to compel a man to refrain

from going into the country to get a

little fresh air. When asked if he was

in favor of allowing cars to run on Sun-

day he said, "No."

Several members spoke, and finally the

motion to join the Dominion Alliance was

carried.

SIZING UP PATERNOS.

Hamilton Papers Gauge the Culture of the

Alliance by the Man.

The foolish utterance of J. A. Patern-

os at the meeting of the Toronto Minis-

terial Association, that "We wish to

cancel the declaration of some coun-

try, that whether the people vote 'yes' or

'no,' the use of the railway on Sun-

day is unlawful, seems to have resulted

on the heads of the alliance, judging

from these excerpts:

Hamilton Times.

It does not seem to have occurred to

Mr. Paternosis that Hamilton is big

enough and old enough to manage its

own business, without any interference

from Toronto.

It has come to this, then, that the

people are not to be permitted to decide

for themselves, but must abide by the

decision of some men at J. A. Patern-

os of Toronto, whether they shall ride or

walk on Sunday. It is perhaps just as

well that Mr. Paternosis spoke out

plainly, the people will be able to un-

derstand what the Lord's Day Alliance

is trying to do.

EFFECT OF PAIN'S COMPOUND.

Here is an opinion on the subject of

Sunday cars and Sabbatharianism gen-

erally, which is calculated to make the