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OTTAWA, WEDNESDAY, JUNE 9, 1909.

A manufacturing plant is being established at Cleveland, Ohio, in which only cripples will be employed. The work carried on will be the designing and perforating of cloth, manufacture of cloth and ivory buttons, also aprons, and the making and mending of lace. The machines will be such as cripples can operate. How much better this than having these people a burden on the community.

An English cathedral is being erected in Khartoum, where General Gordon was killed in 1885, when the city was taken by El Mahdi, the false prophet, just as the British troops, which had toiled up the Nile, were on hand for his relief. As the influence of the brave Gordon was far-reaching, let us hope that the effect of the establishment of a see of the Anglican Church on the scene of the tragedy in which he sacrificed his life, may be even more widely felt.

What we do not know about the universe still bulks up very large, notwithstanding the fact that astronomers with their telescopes have made extensive explorations in the heavens. An international congress, which has been working for twenty-two years on a map of the sky does not expect to finish its work for ten years. The map when completed will show about forty million stars. A revised edition of Addison's hymn might be written, though it would be hard to compile anything more beautiful.

Seventeen years ago a man in Chicago left \$50,000 to the American Sunday School Union, stipulating that only the interest was to be used in its work. The union has had the interest for eleven years, and during that time has started 819 Sabbath schools, with 3,086 teachers and 29,794 scholars; 97,559 visits have been paid to the homes of the people; 8,577 meetings have been held; 6,149 Bibles and Testaments and \$5,693 worth of religious literature distributed; 3,676 persons have been converted, and 61 churches have been organized. It would be difficult to find a better paying investment than that man made.

THE DEADLY AUTOMOBILE.

A wealthy Roman Catholic has left a large sum of money to secure the saving of masses for the repose of the souls of victims of automobiles. If such masses can do any good there is reason for many of them. Those modern methods of fast locomotion, the electric street car and the automobile, have caused great loss of life. It is stated that if a headstone were raised on every spot where a death occurred by accident in the streets of our great cities, the highways would resemble an endless graveyard. Statistics show that a life is lost in the streets of New York every 24 hours, and between the rising and setting of the sun there is a daily average of six serious collisions between traction cars and persons or vehicles. For every person killed a number are injured or crippled for life. In the last 12 months 474 persons were killed and 2,193 injured in greater New York.

Of course there are two sides to the automobile question. The machine certainly serves a useful purpose. Take the question of church attendance for instance. Objections are sometimes raised to Sunday cars on the ground that their use compels a number of persons to labor who are therefore deprived of their Sunday rest and opportunity of worship. The same objection applies to the use of carriages and cabs. Against the automobile side this cannot be urged, at least to anything like the same extent. That there is so much said against the automobile is largely the fault of those who use it. Many show an utter disregard for the comfort or the rights of others. If automobilists showed a little more consideration there would be less said against their use, and a convenience, which is here to stay, would be tolerated with better grace.

The two sides of the automobile question are fairly expressed in the following paragraphs which recently came under our eye:

The Good Side.

"The automobile has been a most useful contribution to civilization. It has increased industrial wealth, provided a new source of income for tens of thousands of workmen, added an invaluable convenience to locomotion and a new pleasure to life. It has fostered the development of many minor lines of manufacture, opened other avenues to employment and supplied the state with new revenues."

The Bad Side.

"The automobile's progress has been accomplished at the cost of many human lives. The automobile has increased the work of the hospitals and the courts, added to the bulk of criminal legislation, made the streets unsafe, furnished a new menace to vehicular traffic, put new burdens on the police, torn up the highways and entailed heavy expenses for street repair, magnified the volume of city noises, polluted the atmosphere, befouled the parks and injected a new element of disorder into the night life of the city. It has aroused class antagonisms and fomented discord in labor relations."

In this statement the bad side seems to have the advantage.

The United States long ago found the Philippine Islands, which came into their possession at the time of the Spanish-American war, to be a white elephant. They want to get rid of them, but do not wish any other nation to become possessed of them, so they propose to open negotiations with the various governments to enter into an agreement for the independence of the islands. The attempt at colonization on the part of the United States has not been successful, and a revolt has been in progress ever since they obtained them, which is not yet wholly suppressed. The United States has done something, however, towards christianizing the islands, and in this respect what has been accomplished will tell in the future.

AN EFFECTIVE APPEAL.

One of the most effective appeals in a local option campaign which has come under our notice was that adopted in a certain locality in Ohio. A card was widely circulated, and appended to it were the names of twelve grocers. The card was as follows:

"Any one who drinks three glasses of whisky a day for one year and pays 10 cents a drink for it can have at any of the firms whose names appear on this card, the following groceries:

- 3 Barrels Flour
- 20 Bushels Potatoes
- 200 Lbs. Granulated Sugar
- 1 Barrel Crackers
- 1 Lb. Pepper
- 2 Lbs. Tea
- 50 Lbs. Salt
- 20 Lbs. Rice
- 50 Lbs. Butter
- 10 Lbs. Cheese
- 25 Lbs. Coffee
- 10 Lbs. Candy
- 3 Dozen Cans Tomatoes
- 10 Dozen Pickles
- 10 Dozen Oranges
- 10 Dozen Bananas
- 2 Dozen Cans Corn
- 18 Boxes Matches
- 1 Half Bushel Beans
- 100 Cakes Soap
- 12 Packages Rolled Oats

for the same money and get \$15.30 premium for making the change in his expenditures."

This was surely an eminently practical way of pressing home the amount of money spent for drink. Little wonder the campaign was successful, and many a family, if they patronized the grocers as suggested, would find themselves well fed where formerly they had gone hungry.

The town of Renfrew has a local Andrew Carnegie in Mr. M. J. O'Brien, who has accumulated wealth at Cobalt and is using a portion of it for the betterment of his fellows. Mr. O'Brien, who is a native of Nova Scotia, commenced his career on the Intercolonial Railway, and subsequently had contracts on a number of railways, being now interested in several on the National Transcontinental, representing \$15,000,000 and extending over 571 miles. He has also operated in timber limits, but the bulk of his wealth was derived from the silver mine at Cobalt which bears his name. He has given his town a fully equipped hall and opera house, and his name is associated with other benefactions. He is interested in, and has given liberally to the Church Extension Movement of the Roman Catholic Church in Canada, an organization along lines similar to the Laymen's Missionary Movement.

Under the patronage of the Emperor Francis Joseph of Austria there will shortly be opened in Vienna an imposing block of buildings containing composite workshops and model dwellings. The object is to help the large number of artisans who work at home, by providing them with well ventilated and well equipped workshops, instead of the unhealthy quarters of their own homes. The building will contain about 150 workshops and 120 flat apartments, and will cost about \$500,000. The rents will be low, every kind of artisan will be accepted as tenant except those classed as dangerous, and the shops will be fitted out with all necessary technical appliances. This is a very practical way of helping a numerous class which is to be found in large cities.