

The Presbyterian Review.

Issued EVERY THURSDAY, from the office of the Publishers, Rooms No. 24 & 25, 25 Aberdeen Block, South-East corner Adelaide and Victoria Streets.

TERMS, \$1.50 per annum.

All communications for either Business or Editorial Departments should be addressed PABSTERRIAN REVIEW, Drawer 1464, Toronto, Ont.

ADVERTISING RATES.—Under 3 months, 15 cents per line per insertion; 3 months, \$1.00 per line; 6 months, \$1.75 per line; 1 year, \$3.00. No advertisement charged at less than five lines. None others than unobjectionable advertisements taken.

Toronto, November 21, 1895.

Thanksgiving Day.

“AND be ye thankful.” There is more real meaning in the word “thanks” than is ordinarily thought of when used lightly as a matter of courtesy. It implies a sense of obligation, an acknowledgment of favor bestowed for which an expression of gratitude is the least return that can be rendered. To be sincere the recipient must have a due sense of the value of the gift or service for which he conveys his gratitude; the expression otherwise would be empty.

When the government of Canada orders and proclaims a day to be set apart on which public thanksgiving may be rendered to Almighty God, the act involves the meaning here set forth. It means that the government, acting for the nation, openly acknowledges the blessings bestowed upon the country by God and emphasizes its obligations by calling for a united expression of thanks on a given day. This is one of the days by which Canada officially professes herself a Christian country, and it is a way which gives no offence to denomination creed or race. Ail bow before the claim of God on our gratitude and while methods of rendering it may and do vary the hearts are one in doing homage to the Supreme Ruler of the Universe.

It is unnecessary to enlarge upon the many blessings the Canadian people enjoy for which they ought to feel deeply grateful. Peace reigns over all the provinces with happiness and contentment in the homes, the laws are respected, crime is decreasing from year to year, industry is protected and life is safe. Providence has been kind in a bountiful harvest and a most propitious season in which to garner the products of the soil. There is abundance of food for man and beast and the dread of want is unknown. The church has had a fair share of the temporalities and there have not been wanting marks of the Divine favor in her work for souls. When men and women cast a retrospect on the year that has passed since last Thanksgiving Day, and realize some of the blessings that have been theirs, they can the more easily rise from the individual to the church and state and take part intelligently and patriotically in the services which will be held to-day in many of the Churches throughout this fair Dominion.

From Far Formosa.

We have seen advance sheets and plates of Dr. G. I. Mackay's book, to be entitled “From Far Formosa” which encourage us to expect a book of peculiar interest and attractiveness. The paper and type are of excellent quality and rarely have we seen plates so distinct and beautiful. The maps are a new feature in missionary literature and of great educational value. The first is

political the second geological, the third botanical and the fourth ecclesiastical. They are splendidly executed, and show at a glance, what the reader may wish to know as to geological formation, distribution of agricultural products, locality of mission stations, or the political divisions of the country. Dr. Mackay is above all else a teacher, which appears in his whole style of communicating truth. This quality, along with the great interest connected with the Formosa mission make this work one of great interest, especially to the Canadian Church. It will be in the market in a few weeks and will no doubt have a very large sale.

The Case in Court.

The evidence in the Sunday Street car case in Hamilton has been followed with interest throughout the Province of Ontario. On the one hand it was clearly shown, although it seems that the brief reports in the secular press did not give prominence to the fact, that the running of cars on the Lord's Day created no small nuisance alike to worshippers in the churches and to citizens in their homes. It was, also, made clear that very few, comparatively speaking, either of the church-goers or of travellers reaching the city by train, made use of the street cars. Thus, two of the arguments by which it was sought to prove the necessity of cars as a public convenience were overthrown. It is to be regretted that several ministers lent their countenance and evidence to the defence, *i.e.*, to the Street Railway Company. We do not deny a difference of opinion, even among ministers, who are in an especial manner the guardians of the sanctity of the Sabbath Day, as to the interpretation of the Divine laws respecting Sabbath Observance; but we notice with regret that those Hamilton ministers should give their aid to a form of Sunday labor which even in their own opinion must be clearly unnecessary and which on most reputable evidence is a source of disturbance to a large section of fellow Christians in their public worship. There is certainly a want of brotherly consideration in the course they have pursued which would be entirely wanting on the part say of the various industrial guilds which compose the Trades Union organizations, or the elements in a commercial monopoly, had the question been one of wages or commerce. We do not ask the Church to strive for the wisdom of the serpent as it is possessed by the worldly worshippers of mammon, but we deplore the want of Christian brotherliness and self-sacrifice implied in the appearance of duly ordained ministers and appointed office-bearers of the Church of Christ on the side of mammon and against brethren of the faith. It is not St. Paul's teaching: “Let us therefore follow the things which make for peace;” and “Happy is he that condemneth not himself in that thing which he alloweth.”—Romans xiv. 19-22.

The legal point raised is that the Lord's Day Act prohibits the running of Sunday cars, and here the real settlement of the question lies. Mr. Justice Rose, the trial judge, admits as much, for he has indicated his opinion that the company's character allows the operation of the roads seven days a week. Therefore the point-in-law is all important and the judgment of the court will be awaited with interest. Should it be made plain that the law of the land is defective, the moral duty will remain, and with greater force than before inasmuch as doubt on the legal position will have been removed, to have it so amended that it will meet the conscience of the vast majority of the Canadian people. For this reason it will be desirable to have the judgment without delay. With an early session of Parliament