An Answer to like, a sampson what Has That to do With B?

Editor World: Mr. Sampson's assumption that the church should be allowed to decide the Sunday car question is quite in accordance with the enlightened arguments which are being used by those who oppose a Sunday car service. That a person differing from them should have no right to think for himself in such matters, or to be governed by his own conscience and principles, instead of their, does not seen to them to conflict in the least with the eternal principles of right and justice. It is difficult to undargiand how people with minds to use by egotism and self-righteousness can exist in this age of enlightenment, but that they do exist, and in considerable numbers, has been made painfully manifest by the agitation of the question now before the public. Fortunately for the cause of freedom and advancement, communities so burdened by the beliefs and traditions of bygone ages are now extremely rare, and Toronto is probably the only city of importance in the whole civilized world where such sentiments would now be tolerated for a moment.

One cannot but wonder whether such saintly beings as the good Mr. Sampson themselves follow out the teachings of the Good Book in this matter of Sabbath observance. Do they, for instance, eat Sunday-cooked dinners? Then are they as flagrant "Sunday smashers," to use a favorite term of the righteous advocates of the "ideal Sabbath," as the villainous wretch who would be guilty of riding upon a Sunday car?

It may be owing to obtuseness of intellect, but I confess my inability to see

who would be guilty of riding upon a Sunday car?

It may be owing to obtuseness of intellect, but I confess my inability to see the point Mr. Sampson is trying to make in bringing the matter of theatre-going into the question. The theatres being closed on Sundays, people could not use street cars in attending them on that day, even if so inclined; indeed, it is but reasonable to suppose that had the theatres been closed on Christmas day, as they will continue to be on Sundays, whether street cars run on that day or not, the crowds which The World saw dismounting from the cars to attend church would have been inaterially augmented from the crowds which Mr. Sampson imagines used the cars on that day to attend the theatres.

In your remarks on Mr. Sampson's letter

insed the cars on that day to attend the theatres.

In your remarks on Mr. Sampson's letter you effectively dispose of the bug-a-boo of "seven days' work for six days' pay" for the much-pitied conductors and drivers. That any one of them would be compelled to work seven days a week under the proposed change no person of average intelligence who keeps pace with modern ideas on such matters believes for a moment. The tendency for years has been to decrease rather than lengthen the hours of labor and to increase the number of holidays and part holidays, and this without any aid from legislation, and the workingman may rest assured that he will always have his one day's rest in seven. Running street cars on Sundays would be a boon to him, as it would enable the company to give employment to seven men where they now employ but six, and there would always be among them plenty of men who would be only too glad to exchange Sunday for a day off during the week; as it would often enable them to give needful attention to their own personal affairs, of to find recreation and amusement, which a Sunday) lay-off does not afford them.

Mr. Sampson knows perfectly well that in

which a Sunday lay-off does not alter them.

Mr. Sampson knows perfectly well that in mentioning saloons in connection with this question he is but appealing to prejudice and ignorance. Like theatres, saloons are closed on Sundays, and even if, as some suppose, a back door can generally be found, the real interest of the saloons would be distinctly against a Sunday street car service, for no one who has watched the happy throngs dismounting from the street cars in the outskirts of the city and at the approaches to the parks upon a civic holiday can have the least doubt as to whether Sunday street cars would take people to or from the vicinity of saloons.

M.

Throngfo, Jan. 1. 1891.

Toronto, Jan. 1, 1891.

Dr. Bryce and Ashbridge's Bay. letter in this morning's World with interest. Many of the points made are very good, in-deed very feasible if worked in harmony with the whole scheme of reclamation being done by a syndicate. It must, however, be evident to everyone that to stop a magnifi cent scheme such as the syndicate propose for the simple purpose of giving the city a dumping ground for garbage is wholly out of the question, especially as it entirely ignores the most pressing part of the whole idea, which is primarily to clean Ashbridge's Bay and put it into a reasonably sanitary condi-

and put it into a reasonably sanitary condition.

Taking Dr. Bryce's figures as correct, and allowing a ton per cubic yard, which is allowing an ample bulk for it, the whole year's garbage would only cover about eleven (11) acres of swamp three feet deep. If you fill it six feet above the water line, as is proposed, so that it would be quite out of the question to stop the syndicate having the contract to gain so little, especially when I have no doubt that the syndicate would be only too happy to allow the city all the dumping they may require.

The suggestion to utilize the street car rails from 12 p.m. to 5 a.m. for cars to remove the garbage is I think an excellent one and one that would undoubtedly if properly used save the city many thousands of dollars per annum; although it would be necessary to guard against imposing too great a load upon the rails, which are not calculated for heavy traffic. Altogether the ideas suggested are good if taken in and worked up with the scheme as a whole, but as an alternative scheme it is, I think, quite impracticable and very undesignable.

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To pieces.

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