

The Presbyterian Review.

Issued EVERY THURSDAY, from the office of the Publishers, Rooms No. 20, 21, 23, 25 Aberdeen Block, South-East corner Adelaide and Victoria Streets, Toronto.

TERMS, \$1.50 per annum.

All communications for either Business or Editorial Departments should be addressed PRESBYTERIAN REVIEW, Drawer 2464, 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, July 9, 1896.

Sunday Cars in Toronto.

In the forefront of immediate duty must be placed and kept a vigorous opposition to a Sunday Street car service in Toronto. Our warning of last week came none too soon. Already the campaign is taking form, and unless there should be a quick and effective awakening on the part of Christian element of the community the battle will be half won by default. There are full and sufficient grounds for this note of alarm and we shall continue to sound it until public opinion shall have been aroused. Meanwhile note the signs of coming battle. There are agents and organs that are recognized as in the interest of Sunday cars. They have made themselves known and need not be specified or described. These be the storm signals that must be watched. During the last two weeks, the general elections having been got out of the way, there has been a quiet, suppressed activity among the agents. Counsel has been taken and a decision arrived at. The conclusion reached is that a vote be taken this year. It is believed that opinion has materially changed since the last vote was taken. It is believed also that not a little of the opposition then was on account of the unpopularity of the railway company; so now, in the campaign which has opened the railway company will be made to appear as an indifferent, nay, a reluctant spectator. The agents are doing their work by endless talk on the streets. By-and-by they will probably distribute literature at the homes of the people, but at present they are busy trying to beat up an interest by "button-holing" the passers by on the thoroughfares. The organs lavish of their space, to all kinds of letter-writers. An occasional letter from an anti-street car writer is thrown in to keep up the appearance of fairness. It does not look well to be utterly one-sided. The same old, worn out arguments are trotted out with Sunday bicycle-riding added.

It is not a harmless, flash-in-the-pan movement, but a shrewd beginning of what will prove a severe struggle. Ministers should not leave the field unprotected during the holiday season, inasmuch as, while it is unlikely that much can be done before September in the open, the seed is being insidiously and incessantly sown and if unchecked now the crop of tares will be all the more abundant in the Fall.

The daily press, keenly alive to every move, has noticed the growing interest in the subject. The *Mail and Empire* says: "Those favoring the adoption of a Sunday service have already commenced the campaign—figuratively speaking—and are strongly advocating the taking of a vote. On the other hand, Sabbath Observance societies and alliances, and other bodies, which in the past have fought against the movement, are not sleeping, and, should the contest come on this year, will be found fully prepared.

The first vote on this question (in Toronto) was taken at the municipal elections of January, 1892. At that time the contest could hardly be termed a bitter one, but the result

showed that the citizens were not favorable to the innovation. The total vote polled on that occasion was 24,656, divided as follows:—For Sunday cars, 10,351; against, 14,287. The majority against, therefore, was 3,936. In 1893, during the holiday season, another effort was made and a vote was taken on the 26th of August, resulting in a vote of 14,157 against and 13,154 for Sunday cars.

The clauses of the Statute bearing more directly on the subject of a popular vote are as follows:—55 Victoria, chap. 99, which provides that "The submission of the said question shall be in pursuance of a by-law of the Municipal Council of the said City (Toronto), which shall define the character and extent of the proposed service. But no such by-law shall be submitted until the terms thereof defining the character and extent of such proposed service shall have first been approved and adopted, in writing, by the company." It further provides that "after the taking of any vote upon the said question, which shall result in the giving of a negative answer thereto, it shall not be lawful for the Municipal Council of the City of Toronto again to submit the said question until a period of three years shall have elapsed, and after the passing of this Act it shall not be lawful for the said Council to submit the said question before the year 1896." "The persons qualified to vote upon the said question shall be all persons residing or engaged in business within the municipality of the City of Toronto who shall at the time of taking any such vote be entitled to vote at municipal elections in the said City of Toronto, in accordance with the provisions of the Consolidated Municipal Act of 1892, and amendments thereto, and also all persons residing or engaged in business within the said municipality who shall at the time of taking any such vote be entitled to vote at elections to serve in the Legislative Assembly of this province, in accordance with the provisions of the Ontario Election Act of 1892, and whose names are entered on the last revised voters' list for the said municipality, and also all persons entitled to vote at elections for the Legislative Assembly, as aforesaid, whose names are entered on the last list of manhood suffrage voters for the said municipality under the City Manhood Suffrage Registration Act, 1894."

Lord Kelvin's Jubilee.

Glasgow has been holding high festival in honour of Lord Kelvin better known as Sir William Thompson who has completed fifty years in the Professorship of Natural Philosophy in the University of that city. Lord Kelvin was born in Belfast, his father being well known as the author of Thompson's Arithmetic. In the forties, while only a lad, he took hold of Joule's discovery of the immaterial nature of heat, and helped to work out mathematically and by experiment its mechanical equivalent. In the fifties he was foremost in applying mathematics to electricity, which was then supposed to be an erratic and lawless thing. Then, too, he worked out two great points in ocean telegraphy, which have made it possible and easy to communicate with our cousins in America. In the sixties he invented a mariner's compass and deep sea sounding apparatus which have superseded all others. In the seventies, by applying mathematics to the problem of the solar system, he calculated the probable age of this globe of ours, and set that matter on a new basis. All these years he has been devoting much of his powerful intellect to the most profound problem, the ultimate constitution of matter, with the effect that a mere materialism is discredited and made unbelievable. Wealth came to reward his toils, and then the State bestowed a peerage.

On this occasion congratulations have poured in upon him from his University from the corporation of Glasgow from foreign and colonial societies which have sent