

to the Senate and House of Commons, and these have been referred to a Special Committee, in whose hands the matter now lies, to report on as they see fit.

The subject has never previously come before our law-makers in a manner to command such respectful attention on their part. But it will be wise for the friends of prohibition not to be too sanguine of success. It is to be feared that not a few of the speeches delivered on their side have been addressed "to Buncombe," and that the seeming majority in the Legislature may melt away when it comes to passing positive enactments. The entertainments of our mimic courts and high officials are not conducted on temperance principles. The vast and solid weight of the resistance to be offered by the consumers and dealers throughout the land has not yet made itself felt, for they have not hitherto recognized any danger, or put forth their silent power. The details of such a measure, however it may be framed, will always furnish a convenient excuse for voting against it, to those who profess to admit the principle. And even if such a law were passed, the victory would not be won; but the guerilla warfare of detection and punishment would have to be waged in every corner of the land; and it is in that *enforcement* of prohibition that we apprehend the greatest difficulty. Difficult as it will be to get such a law placed on the Statute Book, this, in our judgment, will be the easiest part of the work.

Would it not be wiser to move in the direction of such laws as have been passed in Illinois, Indiana, Ohio, and other States, where, without attempting entire prohibition, the procuring of a licence is made a difficult matter; heavy penalties are inflicted on the unlicensed traffic, without the usual ready ways of escape; the vendor, and the *owner of the property* where the business is carried on, are made liable for heavy damages in case of injury or death to an intoxicated customer; and Sunday sales are entirely forbidden?

SUNDAY WORK ON RAILWAYS.

The memorial of the Canada Presbyterian Church to the several Railway Companies, asking for the entire cessation of traffic on the Lord's day, has been supported by representatives of nearly all the Protestant denominations. What answer has been returned by the several authorities we know not. But one significant fact has been made public. In Toronto, a number of the locomotive engine-drivers addressed a "Round Robin" to the Managing Director of the Grand Trunk, refusing to set out on their trips on future Sundays: and the answer was—Instant apology, or instant dismissal! The great plea set up by such roads as the Great Western and Grand Trunk is that they are parts of the trans-continental lines connecting the Atlantic and the Pacific; and that, as their eastern and western connections work seven days in the week, they must. Although, in Canada, very few of the roads run any passenger trains on the day of rest, the number of persons employed on the numerous freight trains is very considerable, and the system tends powerfully to undermine the public sense of the sacredness of the consecrated time.