

old steamer *City of Toronto* for carrying on Sabbath, between Toronto and Niagara, passengers who were not travellers within the exception of the statute, but those convictions were quashed by the Court of Queen's Bench on the ground that under the then law there could be no safe distinction made between "travellers" for pleasure and for business (See *Queen vs. Daggett* and *Queen vs. Fortier*, I.O.R. 537). Thereupon the Lord's Day Act was amended by Ontario Statute of 1885, which makes the required distinction and attaches a penalty of \$400 for a breach of the law.

The next step of importance in the history of Provincial Legislature, and which interests much the citizens of Toronto, is the Toronto Railway Act of 1892, whereby it is provided that "no cars shall be run on the Lord's Day until a Sunday service has been approved of by the citizens by a vote taken on the question;" but it is enacted in effect by Sec. I., that such a vote shall not legalize any contravention of the "Lord's Day Act." And that Act is therefore left to its supremacy.

The lately established Provincial Lord's Day Alliance took its own part in watching the Ontario Legislation of last session, and the Electric Ry. Act of 1895 expressly forbids Sunday traffic on that part of the new lines of Electric Railway extending more than  $1\frac{1}{2}$  miles beyond a city or town, with some exception as to milk trains at special hours of the day. The position of old lines of Electric Railway and that part of the new lines lying within the  $1\frac{1}{2}$  mile limit, is by inference left to the operation of the Sabbath law as it stands without the help of the Act of 1895.

We have all read in classical fable that the infant Hercules reached forth from his cradle and strangled two monsters that were on mischief intent. The triumphs in the kingdom of force have their counterparts in the kingdom of mind and morals, and history in other guises repeats itself. The Provincial Lord's Day Alliance has thus far justified its existence in thus having already put forth its powers successfully although yet only in swaddling clothes.

I desire from this platform to especially thank the Hon. E. H. Bronson, a member of the Ontario Cabinet, and the chairman of the Railway Committee of the House, for the interest