

THE OBSERVER.

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[Where letters to the Editor are to be addressed.]

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Enlarged to Twelve Pages.

JNO. W. NETTLETON, PROPRIETOR & BUSINESS MAN'R.

TORONTO, SATURDAY, JAN. 2, 1892.

THE LAST LOOK ROUND.

VOTE FOR SUNDAY CARS.

VOTE FOR OSLER AS MAYOR.

And Vote for—

Alderman Leslie,	Alderman Gowanlock
Bernard Saunders,	W. J. Hambly,
J. Maloney,	W. Crealock.

SUNDAY CARS.

We quite agree with the opinion expressed this week by our contributor Mr. Wilfrid Wisgast, that of all the matters to be settled by the people on Monday the question of whether or not cars are to be run in this city on Sundays is by far the most important of them all. It appears to us, speaking quite calmly on the matter, that nearly all the argument is on the side of the supporters of the proposition. But there is one argument, a fair one, against the proposal, which we will examine presently. We place the whole matter on the ground of convenience for the majority of the people, and especially the people of small means. We refuse to discuss the question of Sunday cars from a religious point of view, because in face of the fact that almost every city in the civilised world has ample means of locomotion on Sundays, if what many of the clergy here are telling us means anything it must mean that all the cities of the earth except Toronto are in a state of damnable sin, and their millions of inhabitants outside the pale of salvation. This kind of egotistical folly may suit the intellectual capacity of some so-called ministers of God to give utterance to, but as only fools could urge and fools believe such an absurdity the "argument" is beneath notice. The various phases of Sunday observance from a theological standpoint we put aside as beyond the sphere of our argument. We claim that the people have a right to pass every Sunday in just such a manner as

they think fit, provided always they keep within the law and behave as becomes the free citizens of a free state, who possess liberty solely because they can judiciously exercise and protect it. The citizens are on Monday to say "Yes" or "No" to this proposal. The time for talking has passed and the opportunity for action is at hand. How the feeling is in the city the magnitude and enthusiasm of the meeting on Wednesday evening need leave little doubt to those who only seek the truth; it now only remains for the majority to put their opinions into practical shape by voting straight for the proposal. The one argument against the suggested reformation, in which there is some force, is the tendency it may have to increase Sunday work. We say *may* have advisedly, because it does not necessarily follow that such a result will occur to any appreciable extent. The company is already forbidden to employ its hands for more than a specified number of hours each week, and it can, if deemed advisable, be made penal for either masters or men to contract themselves out of the agreement. Or, better still, let the men be paid a fixed sum per day, and let them be entitled to demand a day off—Sunday or any other day—by giving due notice. This is the plan adopted in London by the omnibus and street car companies, and it works easily enough. This is the only argument of the Sabbatarians worthy of serious consideration, and we have shown conclusively how it can be met. In these circumstances, we ask our readers to do all they can to support the demand for Sunday cars, in full assurance of the justice of the request and the certainty that the proposal if carried will be in the common interest and for the common good.

THE MUNICIPAL ELECTIONS.

The important duty which devolves upon us all as citizens on Monday next is one that, it is to be hoped, for the sake of our reputation, as well as our own mutual interest, we shall not fail to carry out to the best of our ability. The election of the Mayor and Aldermen for the ensuing year is a trust of considerable consequence just now. We need not be concerned to discuss whether the civic administration that has now only a day or two to live has discharged its various duties efficiently or not. All the talking in the world would not settle the question, and if we could settle it, little, if anything, could possibly be gained. Our concern is not with the past except of course in so far as what the past can teach us; but our immediate duty and our immediate interest is in the future of our city, and an important factor in that future will be the result of next Monday's polling. As far as the mayoralty is concerned, we are not

partizans of any particular candidate. Apparently four gentlemen intend going to the polls. We are of opinion that in many respects Mr. Fleming would be well suited to fill the Mayor's chair, but undoubtedly Mr. Fleming's chances have been materially lessened by the partisan complexion lately given to his candidature. Starting professedly on a non-political platform, it was more than suspicious to find the *Globe* suddenly undertaking to violently endorse his campaign, and to find also that the wire-pullers and manipulators of the Grit party in this city were at the back of Mr. Fleming. Excellent as appeared the prospects of Mr. Fleming two or three weeks ago, but they appear to have gone off considerably, and for no other reason than the one just given. We are not going to prophecy—for the best of all possible reasons—but all indications seem to point to the election of Mr. Osler as mayor by a large majority. We say this without meaning it to be understood that we endorse Mr. Osler as the best man for the post, only we are very strongly of opinion that he is the man who is going to fill it. Undoubtedly Mr. Osler's business capacity and qualifications are equal to the best and superior to some of his competitors in this contest. The men behind Mr. Osler are the men who have votes, if they will only take the trouble to hand them in at the ballot-boxes. Mr. McMillan will poll heavily among the Orangemen and the extreme teetotallers. The Orange vote likely to be cast for Mr. McMillan may be taken at between five and six thousand this is of course an uncommon fine nest egg, but the temperance vote amounts to little when united, and it is not united; from the outside public Mr. McMillan will probably score a very small support. For some reason or other Mr. Beatty, though an able man with a clean record, does not appear to have caught that curious thing, the popular ear. Whatever the result may be, it will in no way surprise us, but our deliberate and unbiassed belief is that for the year of grace 1892 the Mayor of Toronto will be Mr. Edmund Osler.

"IMMORALITY IN TORONTO."

In reference to the articles of Mr. Horace Smith, we have received several letters, most of them marked "private," and none of sufficient interest to justify publication, except the clever communication from Marie Stuart, which we printed last week. One correspondent offers to advertise with us if we will "call Mr. Smith off." We decline to do anything of the kind. We neither affirm nor deny the statements of Mr. Smith; but we do know that from his knowledge of the world and extended travel Mr. Smith is especially qualified to speak on the subject he is treating in THE OBSERVER. The *raison d'être* of THE OBSERVER is its independence and outspoken-