

EIGHTEENTH YEAR

TEN PAGES—FRIDAY MORNING MAY 14 1897—TEN PAGES

Four Thousand who went Against Sunday Cars in 1893 will Vote for Them Now!

A RALLY BEFORE VICTORY

Great Gathering in Favor of Sunday Cars.

ALL CLASSES WERE WELL REPRESENTED

Rousing Speeches by Men Who Work in the Interests of the People.

Mr. B. B. Oaler, Q.C., Comes to the Front to Show His Sympathy With the Great Cause, and Handles Certain "Lay Platform Religionists" Without Gloves—Hot Shot for Slanderers Who Think They Are Better Than Other People—Rev. Oscar B. Hawes Shows How Sunday Cars Have Benefited Boston—Strong Argument in Favor of the Cars by Messrs. R. S. Neville, G. T. Beales, Byron E. Walker, Sir Frank Smith, George T. Dower, W. R. Brook and Others—A Big Meeting in Brockton Town Hall addressed by Messrs. C. C. Robinson, D. S. Macorquodale, J. Wesley Simpson and Others.

A grand rally for Sunday cars was held in the Auditorium last night. It was by all odds the best meeting of the campaign. An audience representing all classes of citizens filled the big hall from platform to doors and from pit to top gallery and the enthusiastic applause that greeted the speakers showed how determined those present were that Toronto should no longer be deprived of a reasonable means of transport on Sunday. A large number of ladies greeted the first gallery and joined heartily in the enthusiasm of the meeting. This grand gathering was certainly indicative of a sweeping victory for Sunday cars to-morrow.

On the Platform. The Grand Opera House orchestra was on hand and played at intervals, but their presence was not necessary to attract a crowd or insure the success of the meeting. The chair was taken by Mr. George Barran, and on the platform with him were: Sir Frank Smith, Rev. Prof. Clark, Rev. Oscar B. Hawes, J. J. Oaler, J. C. Jacobson, Samuel Nordheimer, W. F. Flint, George T. Dower, W. R. Brook, John Ridd, R. S. Neville, G. T. Beales, Michael Basco, G. T. Beales, H. E. Dwight, W. B. Hamilton, J. W. Leonard, Samuel May, J. Kerr Osborne, R. C. Matthews, W. H. Horn, G. H. Bethune, W. E. Riddler and John E. Turton.

Some Strong Arguments. R. S. Neville was the first speaker. He understood that the opponents of Sunday cars were a class who suffered from the lack of Sunday traffic. They were imprisoned in the tops of large buildings and could not get out to the fresh air of the country. One back had to do so to take his children to the country to see their Mother's grave. The Sabbath was observed in Hamilton, Boston and Philadelphia, just as well as in Toronto. [Applause.] The people were educated to ride on the cars on week days, and were denied the right on Sunday. The course, the wealthy could ride in their cars.

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NO COERCION IN THIS

All Employees of the Toronto Railway May Vote as They Wish on Sunday Cars.

The following notice was posted up in all the sheds and shops and offices of the Toronto Railway Company yesterday:

SUNDAY CAR VOTE.

TO ALL THE EMPLOYEES OF THE RAILWAY. Notice is hereby given that it is the wish of the Company that all its employees should vote upon this question, as they wish.

The Company wishes it to be distinctly understood that all its employees are at perfect liberty to exercise their franchise as they may please, without in any way prejudicing them or their positions in the service.

By Order, (Signed) JAMES GUNN, Superintendent.

THE PLEDISCITE NOTE

Direct Taxation Must Be Resorted To

IF PROHIBITION CARRIES.

That is What the Premier Said to the Hotel Men's Delegates.

Collector Haveron argued the case for the Licensed Victuallers' Association before Mr. Laurier and Sir Richard Cartwright—Prohibition Would Mean \$6,000,000 Taken From the Revenue—That Would Have to Be Raised and the Premier Sees Many Difficulties in the Way.

Ottawa, May 13.—(Special.)—The Premier and Sir Richard Cartwright received an influential deputation, representing the brewing and distilling trade, summoned up in the end their requests were as follows:

That the plebiscite vote be taken on the Dominion lists, but no man be allowed to vote in two places.

That it shall be made known to the people exactly what the consequences of the vote should be, that the people should know how the revenue should be made up. If by direct taxation the people shall vote on that understanding.

That the Government should say whether compensation would be part of the program, and the people should know before they vote.

That a majority of the total vote should be cast for prohibition, and that no province should have prohibition unless that province should consent.

The deputation included Messrs. J. Haveron, E. Dickey, E. Sullivan and J. G. Gibson, Toronto; F. K. S. Macquie, H. F. Brading, M. Quinn, Ottawa; Harry Mace and T. Crooks, Hamilton; E. J. Collins, Dundas; John Denon, Barrie; E. L. Ethier, A. Pitras, L. A. Lapointe, secretary Licensed Victuallers' Association, Montreal; P. E. Dufresne, Thos. Rivers, and Charles Lemelin, Brockton.

Mr. Haveron who was the chief spokesman, stated that he represented the Ontario Licensed Victuallers' Association, and also the associations in Quebec, Manitoba and other provinces. The business in which he was engaged had been much interested in the proposed plebiscite, and they believed it was necessary to have their views made known before the vote was submitted to the people. He wished to draw the attention of the Government to the fact that one-fourth of the revenue derived in the Dominion was from the sale of liquor. The question of living was seriously interfered with. The minority would be controlled against their wishes. The provinces would be coerced into submission. The association was not there to argue against the plebiscite. They advanced no reason why it should not be taken, but they did desire that great care should be exercised in the taking of it. There was no country where anything similar had been done.

European Plebiscites. The French plebiscite was not similar, and the only thing that came near the proposed plebiscite was the Swiss referendum, but even it was not a referendum. This was a measure that had been proposed by the House, then discussed and afterwards submitted to the people for their approval. The people there had the vote power. That referendum was the exact opposite of the proposed plebiscite in Canada. It had been before the nation had ever adopted the plebiscite. It had not been considered a good measure. Switzerland was the smallest of the independent states in Europe. It might work well in a small state in Europe, but it was entirely unworkable in a country like England or Canada. Attempts somewhat similar had been made in Ontario, but had been a failure.

The Local Option Law. The local option bill was passed by the municipal council, then vetoed or adopted by the people. The plebiscite in Ontario in 1894 came nearer to the present proposed one than anything so far. The question submitted then was an abstract one. It was of no value. Members of the Liberal party stated so in the Legislature of Ontario. It had been taken advantage of by politicians, and he would not say but that some such thing might be done even in Ontario. The question as to whether any rate was considerably mixed up with politics. In that plebiscite the enthusiastic temperance men and societies had worked hard to swell the vote. Those opposed to it had done nothing because they thought nothing would be accomplished, even if it did carry. If the question was to be submitted to the Dominion in the abstract the same thing might transpire. This would not be a fair and honest vote if so taken.

Who May Vote on It. The question also of the electorate to whom the vote should be submitted was of vast importance. The association was there to ask that no vote be taken on the municipal or provincial lists, but that the Dominion lists be used. They further desired that no man should be allowed to vote twice, and that the Dominion lists be so amended.

How it shall be submitted must also receive consideration. A plebiscite association thought that the evidence taken by it should be before the people. It would be of great use to educate the people to vote intelligently. Those who were more than one vote were enthusiasts; they did not understand the practical side of the question themselves.

Much of the revenue was derived from the liquor traffic. In the Dominion \$5,000,000 revenue would give out of the municipalities and provinces would also lose much. The enforcement of prohibition was an important matter. There was no country in the world where there was less chance of enforcement than in Canada. Lying thousands of miles along the border of the United States, liquor was certain to be smuggled into Canada. The Dominion already has lost annually in Quebec a large sum of money by an illegal traffic. "How shall the revenue be made up?" That was the question that must be answered. There were two ways: by raising the tariff and 2nd, by a direct tax of two dollars each upon every man, woman and child in Canada. They advanced no reason why they were not willing to raise the tariff, and the direct tax must be adopted.

The Compensation Question. Those engaged in the business had also to be considered. Their entire capital was invested in their business, and thousands were depending upon them for a living. If their traffic was destroyed they must assuredly be compensated. When the slave traffic in England was abolished the result was that the source of one quarter of the country's revenue would be cut off, individual liberty destroyed, as well as the individual liberty of the province. The association believed that the prohibitionists should be required to have not only half of the vote cast, but at least 60 per cent. of the entire voting strength of the Dominion.

The Ontario Plebiscite. Sir Richard: Can you give us the actual figures in the Ontario plebiscite? Mr. Haveron replied that he could not. It was, however, necessary that such a great change should be backed up by a great mass of the people. If public opinion did not stand behind the law it was useless.

Mr. Haveron closed by urging that the provinces be not interfered with, and that the Dominion had no right to pass such a law for the provinces.

THE PREMIER'S REPLY.

Direct Taxation Would be the Only Resort in Case of Prohibition.

Premier Laurier, in rising to speak, was warmly applauded. He said the Government was bound to have an honest and fair expression of the people's opinion. There was a difference between temperance people and prohibitionists. He wished the distinction to be understood. There were many who desired an honest answer, but a fair and practical answer. As to who the electorate should be, he was satisfied that they should be the persons who elected the Dominion Parliament. As to whether there were more than one vote, the Premier was not prepared to say. If the

A PATHETIC APPEAL.



OLD DOBBIN (God Mr. Blake's Sunday hack horse): Do you love me, Mike? Mike, the hack-driver: Why, sure. Old Dobbin: Then go'n' soak in a vote for Sunday cars, an' mebbe we'll both git a rest on Sunday.

What's Your Club Color? The Fad's to Wear the Colors in Your Hat Band. Summer weights and summer styles in men's hats have the call now, and Dineens, always right in the front rank with what's what in head dress for men, are making a specialty of club color bands—Argonauts, Wanderers, Toronto Canoe Club, Royal Canadian Yacht Club, Toronto Athletic Club, Upper Canada College, the Athletes Club and all other society clubs where color is designated, and any of these attached to one of their special pearl sort hat styles makes neat and comfortable headwear for young men particularly. A special value is a line of Zephyr weights, made by Christy, Woodrow and Silverman, bound or unbound, at three dollars.

Saturday's special—288 soft felt hats in new shape in drab, olive, new brown, black and black, regular, \$2, \$2.50 and \$3 values, for \$1.50.

To banish all uneasiness at the stomach use Adams' Peppermint Cure. Don't be imposed upon with imitations.

Sword's 89 Cent Window. Anything in our window for next three days 89c. See display ad in another column for particulars. Swords, 55 King-street east.

Fetherstonhaugh & Co., patent solicitors and experts, 306 King-street, Toronto.

Grand & Top's Snaps. Insure your bank account for \$7, by using the indelible check perforator, perforates and indelibly imprints the figures. It is a good thing we have it. Grand and Top, Stationers and Printers, Wellington and Jordan-streets, Toronto.

Blotting Pads. Strong leather corners, and filled with the best quality blotting, at 15c, 25c, 40c, 50c, 60c, and 75c each. Scribbling pads in great variety, from 1c up. Blight Bros., 65 Yonge-street.

Opening championship game to-day. Baths, steam heated, 127 and 129 Yonge.

Notice—We close to-morrow (Saturday) on account of Sunday car vote. Will customers kindly send in their orders as early as possible to-day? Mars & Co., 70 Yonge-street, Telephone 4708.

SAULTER—On Thursday, May 13, at 8.30 a.m., Fanny, wife of Joseph Sauter, 137 Isabella-street.

Funeral private. No flowers. TOLPINE—At Rosedale Villa, Oakville, in his 67th year, Joseph James Tolpene, passed into rest on May 13, 1897, for many years a resident of Toronto.

Notice of funeral later. HARRISTON—At his late residence, Danforth-avenue, York Township, on Thursday, the 13th, Jonathan Harriston, in his 72nd year. Funeral on Saturday, the 15th, at 2 p.m.

WHAT "REST" MEANS

Another Hamilton Pastor Talks to The World.

HE FAVORS SUNDAY CARS.

Rev. J. L. Gilmour of James-street Baptist Church Has Strang Views.

Rest Means Change, Getting Away From One's Ordinary Employment—During the Year He Has Lived in Hamilton He Has Found a Rest in the Brockville Sabbath With Its 9000 Population.

Hamilton, May 13.—(Special to The World).—Rev. J. L. Gilmour, pastor of the James-street Baptist Church, speaking to a World reporter on the Sunday car question this morning, said: "I look at the subject simply from the standpoint of public interest. If the majority of the people of Toronto are in favor of Sunday cars and security is given that the motorman and conductors will get one day's rest out of seven, then I favor a Sunday service. I have nothing to do with the selfish standpoint of whether Sunday cars add to or decrease the attendance at the churches."

Asked what meaning he attached to the word "rest," the Baptist pastor said: "To my mind it means change, getting away from one's ordinary employment."

The conversation now turned to the consequences of Sunday cars in Hamilton. Mr. Gilmour said that it was a year now since he had come from Brockville to assume the pastorate of the James-street church, and he had seen no evil results from the Sunday service. The cars had certainly not brought drinking in their train, for the Hamilton Sunday was as sober a one as the Sabbath of Brockville, with its 9000 population.

Large Lumber Mills Burned. Halifax, N. S., May 13.—The Nova Scotia Lumber Company's large mills at Sherbrooke were destroyed by fire this morning. They were insured for \$15,000 in the Union Assurance Society of London.

J. J. Telfree Dead. Many citizens will learn with regret of the death of George James Telfree, which occurred yesterday at his residence, Rosedale Villa, Oakville, in his sixty-seventh year, after an illness of three months. For many years he was a resident of Toronto.

Sparkling Champagne Cider. Sparkling champagne cider, made from the pure juice of the apple—a splendid summer beverage. Mars's, 70 Yonge-street. Phone 1708.

Baseball to-day—Toronto v. Hamilton. Direct Importations of pocket cutters, string tickets, shipping tags, white markers; also our extra large cutters, all at 25c each. Get particulars of this bottle. Blight Bros., 65 Yonge-street.

Cool and Cool. Minimum and maximum temperatures: Equinax, 48-72; Kamloops, 48-72; Calgary, 38-74; Edmonton, 38-74; Prince Albert, 24-62; Qu'Appelle, 20-34; Winnipeg, 32-52; Port Arthur, 36-52; Parry Sound, 36-56; Toronto, 34-61; Ottawa, 50-64; Montreal, 56-84; Quebec, 48-70; Halifax, 42-61.

PROBS: Partly cloudy; stationary or a little lower temperature; local showers.

Fember's Turkish Baths—Ladies 15c. 129 Yonge.

Membership Movements. May 13. At. From. State of Nebraska, New York, Glasgow, Lulu, Bromont, New York, Majestic, Liverpool, New York, Mississippi, London, New York, Pease, Hamburg, New York, St. John City, Halifax, London, Halo, Baltimore, Bremen, Massilia, New York, Marcellus, Sale, New York, Hromen, Rifford, Manchester, St. John, NE, Belenland, Liverpool, Philadelphia, 42-41.

Baseball over the Don, 4 p.m.

A VOICE FROM BOSTON.

Supt. of Police Burkitt Says That Sunday Cars Do Not Increase Immorality in That City.

Dr. J. Murray McFarlane yesterday telegraphed the Superintendent of Police in Boston, Mass., and asked if Sunday cars increased immorality in that city and led to Sabbath desecration.

In a short time the doctor received this reply: Boston, Mass., May 13. Dr. J. Murray McFarlane, 32 Carlton-street, Toronto:

In my opinion they do not. Joseph B. Burkitt, Supt. of Police.