

And further, by Section 4, of the same Act, in defining the powers of the company, they again expressed and declared the right or franchise to be to operate on all days except Sunday. And by Section 19 of the Act they would have the right to operate railways in adjoining municipalities on all days except Sunday. And by Section 21 of the Act, parks owned by the Company, within the limits of the city of Toronto, could be used only on all days except Sundays.

The next legislation referring to the Lord's day is the General Electrical Railway Act, passed in 1895, whereby, in Section 87, it is provided that it shall not be lawful for any company to which this Act applies to operate on the Lord's day, excepting for the transportation of milk before the hour of ten o'clock in the morning, and after the hour of five o'clock in the afternoon. And by Section 95, Chapter 14, 1897, it is enacted that no street car company, or any electrical railway company, except where it shall be necessary for the purpose of keeping the track clear of snow or ice, or for other acts of necessity or charity, shall run cars or trams upon the Lord's day, but the Act was not to apply to companies which had before the first of April, 1897, regularly run cars on Sunday, nor should it confer rights to run any cars on the Lord's day, not now possessed by them, nor was it to affect or apply to any company which had, by its charter, or by any special Act, the right or authority to run cars on Sunday, nor was it to affect the right (if