

under the same conditions as in the case of establishing smelting works.

Mr. Richardson proposed that municipal councils be empowered to restrict the delivery of milk on Sunday.

Dr. Ryerson moved in amendment that cows be prohibited from giving milk on Sunday. Both amendment and motion were lost.

The Lord's Day Act.

Mr. Hardy, upon the order for moving the House into committee on the bill to secure the better observance of the Lord's Day, rose and intimated that the question seemed to be larger than was anticipated when the bill was introduced. He had therefore prepared a statement in the matter which he asked the House to indulge him in reading in order that there should be no misunderstanding of the ground taken by the Government on the matter. The statement was as follows:—

The Government have very carefully considered the representations made by the various delegations for and against the passage of the Sunday observance bill. It is well known that the occasion of the bill arises out of a recent decision of the courts, that corporations were not embraced within the present Lord's Day act. The primary object of the bill, therefore, was to include corporations. It was evident from the observations addressed to the Government by the delegations that very great misapprehension existed as to the scope and purport of the bill. Much was considered as new which is now to be found in the present Lord's Day act, such, for instance, as the right of the informer to one-half the fine. That is the case under the existing law. Also, that steamboats owned by corporations would be brought within the purview of the law by the proposed act. Whereas, under section seven, which is applicable to steamboats plying for hire, sub-section five expressly provides that the word "owner" shall include a corporation. The theory, too, that the employees or servants of corporations could be fined under the new act and not under the old is a mistaken one. As I understand it, the law at present is, that while a corporation may not be included within the Lord's Day act, every officer or employee of the corporation is within its provisions. The direct object of section two of the proposed bill is to put all corporations on the same footing and to bring them all within the meaning of the act, as it was generally understood they were before the decision of the Court of Appeal in the Hamilton Street Railway case. Clause one of the bill, it is apprehended, extends the law but very little.

The Present Bill.

The classes of persons now subject to the Lord's Day act are merchants, tradesmen, farmers, artificers, mechanics, workmen, laborers or other persons whatsoever. It is obvious, therefore, that there are very few remaining outside, and the Lord's Day Alliance was of opinion that what applied to one class of persons should ap-

ply to all classes, and there is really very little to be said against this. There appears to be a widespread opinion, however, that the bill goes much further than it really does, and that it would disturb business and other relations much more fully than it was intended to do or, it is submitted, than it really does.

The Government are clearly of opinion that the Lord's Day should be preserved inviolate from labor; that worldly affairs should be conducted on six days of the week, but not on the seventh; and the object of this bill was more clearly to express that intention than the present law does, and to remove ambiguities and meet uncertainties which have been shown by the decisions of the courts to exist.

Changed Situation.

When the original act was framed corporations took but an inconsiderable part in the conduct of the world's business. At the present time, however, the great bulk of new enterprises and many of the old branches of business are now conducted by corporations. The situation is changed, and therefore it is not surprising that a demand should be made for a change in the law. Nevertheless it must be admitted that some new light has been thrown upon the subject since the introduction of the bill. It was not supposed that so many of the industries of the country would be very greatly affected by it should it become law. The Government have been in receipt almost daily of information which leads to the belief that should this measure be enforced after it is passed many business concerns would be prevented from carrying on their business as heretofore without objection by the general public. It has been made to appear, too, that many branches of business heretofore conducted require, as a matter of necessity, to do certain of their work upon the Lord's Day, unless the great bulk of their employees are to be thrown out of work on Monday or some other day of the week. Representations have been made to the Government on behalf of the great railways which carry through freight, whose trains run upon Sunday, and it is alleged that if the law were enforced against them it would have the effect of rapidly diverting the great bulk of the freight now carried by them to the United States lines; and that

this applies with special force to live stock—horses, cattle, pigs, sheep, and to dairy and all other perishable products. That our courts, following the English interpretation of the word "necessity," as used in the Lord's Day act, would probably hold that the meaning of that word was practically limited to cases involving life and health, whereas the courts of some of the United States give it a much wider significance, and hold that it applies where injury would result to property if the work was not continued in whole or in part on the Lord's Day; and that, therefore, if the necessities of business required it, that certain work pertaining to the particular calling might be done on Sunday.