

Sunday Cars

FOR LONDON

The Citizen's Sunday Car Committee is conducting an investigation into the Sunday car question, as it exists in other cities, in an impartial and business-like way. There are over seventy places in Canada where there are Sunday cars. Whatever has happened in those places, will likely happen here when we get them.

The statement has been made that Sunday cars bring a train of evils, such as crowded excursions, Sunday theatres, horse races, carousings and a wide open Sunday generally. Sunday cars have been in operation in such places as Hamilton, St. Catharines, Vancouver, Ottawa, Chatham, Halifax, etc. for many years. Nothing of the kind has occurred in any one of these places. Is it likely to occur here? Are the citizens of London a law breaking people? Last August we had fifty thousand people with us at our Summer Carnival, with the greatest kind of freedom indulged in and not one single case of offence came up in the Police Courts as a result of it. This is a striking example of our sobriety.

Are you prepared to study this question in a business-like way or is it to be a campaign of prejudice and personalities? That is for you to say.

If you were told by the mayors, city clerks, city treasurers, aldermen, postmasters, editors, prominent men and the majority of ministers in all those towns and cities that have Sunday cars, that no abuses have crept in, as was prophesied, that Sunday is still a rest day, nay even a better rest day since the cars are running in those cities, that the large bulk of the citizens are satisfied with them and that all opposition has ceased, would these statements be of any value to you? Would you feel inclined to believe them?

Three hundred and fifty signed letters have been received from the above persons and out of these, three hundred and twenty seven declare satisfaction with the Sunday car system.

These letters state that no abuses have crept in, that church attendance has increased and that all classes ride on the Sunday cars and speak favorably of them. They are unanimous in declaring that they are a great boon to the people, particularly to the workingmen.

In our city a man must have \$2.50 at least before he can get around on Sunday as one can where there are cars. Only the rich and well-to-do here have any transportation.

The above letters will be published in the press. Read them. Cut them out and hand them to your neighbor and if, after you have read all this evidence, you still think that what has not happened in the way of evils in the other fifty-five Sunday car towns and cities, shall happen in London, then it shall be your duty to vote against Sunday cars.

SUNDAY CAR TOWNS AND CITIES

A list of the towns and cities of over 8,000 population in Canada that have Sunday cars;—

| CITY OR TOWN | POPULATION | CITY OR TOWN | POPULATION |
|------------------|----------------|-----------------------|------------|
| Montreal | 400,000 | Sydney | 18,000 |
| Toronto | 275,000 | Hull | 16,000 |
| Winnipeg | 92,000 | Windsor | 15,000 |
| Quebec | 75,000 | St. Catharines | 12,500 |
| Ottawa | 72,000 | Chatham | 12,000 |
| Hamilton | 63,000 | Berlin | 10,500 |
| LONDON | NO SUNDAY CARS | Sarnia | 10,000 |
| Halifax | 47,000 | Ft. William | 9,000 |
| Vancouver | 35,000 | Niagara Falls | 9,000 |
| Victoria | 28,000 | Pt. Arthur | 8,500 |
| Sherbrooke | 21,000 | New Westminster | 8,000 |
| Brantford | 21,000 | North Sydney | 8,000 |

There are between fifty-five and sixty places below 8,000 population in Canada that have Sunday cars.

Judges' Chambers,
St. Catharines, Nov. 7, 1908

Dear Sir:—

Our street cars run on Sunday and I have never heard any person say one word against it. They are a distinct advantage here, especially the line going to the cemetery, which is very much used in the summer. This line passes my door and is not objectionable in any way. Our city is considerably scattered and the loss of Sunday cars would be a distinct inconvenience. I should think a city with the conditions that exist in London, would find Sunday cars a great advantage. St. Catharines could not well, and I feel assured would not consent to do without them.

Yours respectfully,
(Judge) R. B. CARMEN

269 Bay Street S.
Hamilton, November 5th, 1908

Dear Sir:—

I have not heard of any abuses resulting from having Sunday cars in Hamilton. Church attendance has been much increased in this city. Many people are enabled to continue attendance at their old parish church. Sunday School teachers are enabled to attend their classes, although residing from one and a half to two miles distance. Motormen and conductors have a system of relief or changes on Sundays. To clergymen required to render assistance in the outskirts at various distances, facilities are afforded by the cars on Sundays and time saved as well as labor to men and horses.

On repeated occasions in summer, I have noticed parents and children, afternoon and evening, happily enjoying a Belt Line trip or a longer trip to the country without leaving their car or often staying over an hour and a half for service in some familiar country church.

On the whole, I believe that our citizens are conscientious in the proper use of Sunday cars. Vigorous people walk one and a half miles to church in many instances to my knowledge. Weather of course alters cases. I am very truly Yours,

(Canon) Geo. A. Bull

P. S. Public Excursions are avoided here.

Toronto, Dec. 5th, 1908

Dear Sir;—

I beg to say that from my personal experience I do not see how we could get along without Sunday cars in Toronto. Knowing London as I do, I think that once the people of that prosperous city secure Sunday street cars, they will wonder why they have been so long without them. The people who were most against them in Toronto, are those who now use them most.

Yours truly,

H. P. Sharp, Gen. Agent Dom. Express
Toronto, Ont.

Christ Church Rectory,
Stellarton, N.S., Dec 9th, 1908

Dear Sir;—

I am probably in a peculiarly good position to answer your questions re Sunday cars, inasmuch as I was at first opposed to them, but having watched them now for some years, I can say nothing against them. No abuses have resulted. Throughout this district church attendance has been helped as now people take cars on wet Sundays, when formerly they used to stay at home. Though fairly well patronized on Sunday there is no rowdiness nor any noise. Most of the passengers are church goers or people going from place to place to see their friends. With such a good management as we have and with such conditions as we have here, the Sunday cars could not reasonably be objected to by anyone, whilst they are a great boon to many.

Yours sincerely,

(Rev.) Morris Taylor

P. S. I may add that the same conductors are not on duty at the same time every Sunday. Arrangements are made to give the men as much chance as possible of attending divine service once a Sunday.

Holy Trinity Church,
Winnipeg, Dec. 9th, 1908

Dear Sir;—

No abuses have resulted from having Sunday cars. Church attendance has increased. There is no opposition whatever to their running, at the present time. Many years back when the idea of running Sunday street cars was first broached in Winnipeg, I opposed it. I was then afraid that Sunday cars would destroy the calm and the decorum of the Lord's Day, but after I had paid a visit to Toronto and had seen their effect in that city I quite changed my mind. Far from being a source of disturbance they are a positive boon. Sunday cars are a great boon to those who wish to visit their friends in the hospital.

No complaint is now heard and I venture to say that not one who voted against them, would now do so if the vote were repeated. In fact, we wonder how we ever got on so long without them. I don't think your people need be afraid. They will do no harm if properly managed, but a great deal of good.

Believe me,

Very sincerely yours,
(Rev. Archdeacon) O. Fortin, D.D.

Ottawa, Nov. 24th, 1908

Dear Sir;—

I know of no abuses attributable to Sunday cars. The churches in Ottawa continue to flourish and there is now no visible opposition to Sunday cars. I consider Sunday car service a necessary utility in a city of any size and that it has contributed greatly to the health and comfort of our citizens.

Yours truly,

Robt. Law, M.D., Health Officer

1908. Sunday Cars London.

Sarnia, Dec. 2nd, 1908

Dear Sir:—

I know of no abuses resulting from Sunday cars here, nor of any decrease in church attendance. Quite the reverse, as people in the suburbs instead of going to church once on Sunday, now in a great majority of cases, go twice. There is certainly no opposition at present to Sunday cars and I might add that the very people who were loudest in their protests at the time the Sunday street car question was up, are now the most constant users of the Sunday service.

Men of means can hire a conveyance on the Sabbath but a poor man is compelled to walk if refused the use of street car service. Conservatism of this kind is what has kept our country in a state of stagnancy and should not and will not be tolerated by broad minded people. By all means I say, let the street cars run on Sunday.

Yours etc.,

Geo. B. Dawson, Postmaster

Waterloo, Nov. 30th, 1908

Dear Sir:—

Yours received re Sunday cars. When they were installed about fifteen years ago there was some opposition but owing to the great convenience between Waterloo and Berlin Sunday cars are now looked upon as a public necessity.

On special occasions they increase the church attendance, otherwise it makes no difference. The service has always been under good management. I do not know of a single complaint that has been made by the clergy or laymen against them. There are less Sunday cars. I enclose Time Table showing the difference. My opinion and what information I have, an agitation to cut out Sunday cars would find few supporters.

Yours truly,

Geo. Diebel, Postmaster

St. Paul's Manse

Montreal, Dec. 11th, 1908

My Dear Sir:—

I know of no detrimental results ensuing from the running of Sunday street cars. They have been largely conducive of church attendance. It would be a great disappointment to many church attenders were the running discontinued. I myself, have a mission in the poorest English speaking locality in Montreal, and all the teachers and workers have to go a long distance. I fear very few could go but for the car service.

Yours sincerely,

(Rev.) Jas. Barclay, D.D.

Winnipeg, Dec. 8th, 1908

Dear Sir:—

In reply to yours of the 5th I may say that Sunday cars in this city are an unqualified success. When it was first proposed to put them in operation there was of course opposition, but experience has fully proved the fallacy of the arguments used against them. So far as our own church, the Cathedral is concerned, the attendance has been increased and I believe the same can be said regarding the city churches in general. I have not heard of any cases of rowdiness and disorder.

The employees' interests have been well looked after and I am quite positive that all opposition to the system itself is dead.

Yours faithfully,

J. F. Croes, Prof. of Mathematics
and attached to staff of St. John's Cathedral

CITIZENS' SUNDAY STREET CAR EXECUTIVE COMMITTEE

Sir John Carling; Geo. C. Gibbons, K.C.; John Pringle; R. C. Struthers; Chas. E. Sterling; Dr. J. B. Campbell; R. C. Eckert; S. F. Lawrason; W. R. Meredith; John Garvey, Sr; M. Masuret; E. J. McRoberts; John Weld; Jas. C. Duffield; P. Walsh; R. R. Bland; R. D. McDonald; M. A. Keene; J. F. Faulds; T. J. Murphy; C. W. McGuire; Frank Glass; John Stevely; Arthur W. White; J. A. McConvry; W. W. Gammage; J. S. Moore.