

The fight in the courts against the Constitution (full details of which are given elsewhere) having failed, the election was held and resulted in favor of the Convention by the following vote:

	For Convention	Against	Blanks
Allegany	1,870	1,481	---
Anne Arundel	1,032	295	---
Baltimore City	11,130	9,051	---
Baltimore County	1,691	1,284	13
Calvert	256	279	---
Carroll	1,721	1,755	---
Caroline	704	382	---
Cecil	1,255	1,158	---
Charles	416	48	---
Dorchester	984	320	---
Frederick	2,464	2,818	4
Harford	893	966	---
Howard	451	416	---
Kent	902	84	1
Montgomery	897	328	---
Prince George's	753	153	---
Queen Anne's	973	241	4
St. Mary's	774	75	8
Somerset	1,330	653	---
Talbot	959	255	---
Washington	2,144	2,066	13
Worcester	935	28	5
Totals	34,534	24,136	48

It is interesting to note that on the same day the people of Baltimore voted on a constitutional convention they also voted on the question as to whether street cars should be allowed to operate on Sundays. The proposition was carried by a majority of about 2,000 votes.*

*NOTE—The Sun of Monday, April 29, 1867, gives the following account of the first operation of street cars on Sunday in Baltimore City:

The Sunday Cars—The first essay at running the passengers cars in our streets on Sunday was made yesterday. By the hour (9 A. M.) which it had been announced they would start, many persons were already in waiting for the "Sunday Cars," and from that time until night every car was well filled. A large number of persons availed themselves of the cars to ride to and from the postoffice in the morning, and a much larger number rode from one portion of the city to the other to attend the various churches. On the Madison Avenue line hundreds rode to the terminus at Druid Hill Avenue, especially in the afternoon, where they took the dummy cars to the park, whilst the Gay Street line was also then crowded with visitors to the Baltimore Cemetery and various suburban resorts.

The wind during the day was somewhat chilly, which, no doubt, deterred many from coming out who would otherwise have availed themselves of the great convenience offered. It was noticed that the horses attached to the cars were without the usual appendage of bells. The cars ran so smoothly over the rails that they made much less noise than carriages running upon the pavements, and everything appeared to be much more satisfactory than many supposed it would be. There were no scenes of disorder at any point in connection with the uses of the street railways by the people.