

has made part of a contract. The  
de by the engineers, in this par-  
one which it would not be safe

thing for the engineers to have  
onsibility of seeing whether the  
p to the requirements of the con-  
and another thing for them to  
right to alter specifications  
authority of the Council. It is  
duty to see that the work is  
done, and if they fail to do so  
not be held inexcusable. The  
Works has at last changed the  
ion from "perfectly sound" to  
cedar. This alteration will not  
the acceptance of unsound blocks  
mber whatever. It means literally  
ry block must be sound. Con-  
should be given to understand dis-  
at "sound cedar" does not admit  
ixture of unsound, and that the  
in the specifications is merely  
d not substantial; especially that  
ot permit of the use of a single  
unsound wood where sound wood  
for. The engineers should see  
specifications are interpreted in  
e, and the aldermen should hold  
their responsibility in this par-

#### STREET CARS ON SUNDAY.

er street cars should be allowed to  
undays in Toronto is a question  
ing attention. The answer takes  
ible shape, but the striking fea-  
at so large a number of citizens  
imes have been published declare  
of the change. A majority of the  
aldermen are reported to be in  
submitting the question to the  
e for a decision through the ballot  
whether it will be submitted de-  
rhaps, on the urgency of the de-  
submission. If not submitted  
ing can prevent the January elec-  
ing it into account. The fairer  
d be to submit the single question  
t vote, for in that way only can  
ions be avoided.

icted liberty of running the cars  
ay to accommodate church-goers  
ted by some, others favor unre-  
car service on Sunday. Against  
lating church-goers in this way  
ttle to be said, for the arguments  
ion cut both ways. Of course it  
impossible to guarantee that the  
the streets, would be used only  
goers. Practically then this re-  
volves some impossible incidents.  
he times of running were coinci-  
the beginning and close of church  
church-goers would avail them-  
this aid. Not that all of them  
uire it: some, from proximity to  
ould not need it; others would have  
against the use which would be a  
m. But if the aid were there for  
eded many would accept it as a  
le others would repel it as dese-  
With many the affording a new  
r church-goers will be the pivot  
the decision will turn; and if the  
were put in different shape, this

extent of liberty of car use on Sundays  
would be likely to obtain the largest suf-  
frage.

It is good from every point of view that  
all men should get rest one day in the  
week. Car drivers and car conductors,  
like other persons, need this periodical rest.  
Some guarantee should be taken against  
the same men performing the extra day's  
labor; they ought neither to be asked nor  
allowed to do it; there would be no  
necessity that they should. There are  
always plenty of men who have little to do  
and who are glad to pick up a day's labor  
when they can. Such persons might be  
accepted to perform the new duty. The  
employment is one which does not require  
much special preparation, scarcely any.  
The drivers require to have some know-  
ledge of horses, but many of them at  
present seem to get on with very little.  
A conductor's duty is not difficult to learn.  
It would, in this way, be easy to guard  
against the over-working of the men on  
the cars; to make it impossible in fact  
that their present labor should be at all  
lengthened. As a matter of precaution, it  
might be advisable to make the restriction  
of the men's labor to six days as at present  
the subject of statutory regulation. The act  
of concession might contain the restriction.

Whatever opinion anyone may hold on  
this subject, and to the enjoyment thereof  
he has an undoubted right, he must remem-  
ber that others who hold different opinions  
have the same rights as himself. And  
among the various opinions votes are im-  
partially distributed. The running of Sun-  
day cars is a question of public policy, and  
it must finally come to the arbitrament to  
which all other public questions are sub-  
mitted. In a democracy like ours the  
elective power is supreme. If a majority  
be against Sunday cars, the running of  
Sunday cars will be forbidden; if the ma-  
jority be the other way, it will find means  
to make its will prevail.

On a question of this kind, it is perhaps  
too much to expect that the City Council  
should act of its own mere motion. If  
petitions be presented, it will be its duty  
to consider them, and either to act or de-  
cline to act upon them, according to its  
judgment of their weight and representa-  
tive character. The strong statements  
written and printed with respect to the  
necessity of Sunday street cars as "the  
poor man's carriage" have been answered  
by the leaders of the labor organizations,  
who distinctly refuse the proffered boon.

#### AN ASSIGNEE'S COMPLAINT.

The growing prevalence of insolvents  
making assignments to the bookkeeper or  
chief clerk of their principal creditor is,  
says a daily paper, a cause of complaint  
among assignees and sheriffs. That insol-  
vents should prefer to thus assign is not  
surprising as they are naturally anxious to  
see their estate yield creditors as large a  
dividend as possible. And this is much to  
their credit. A representative of the lar-  
gest creditor is certainly the person most  
interested in the estate, and he will be  
most likely to see that all the goods are  
perfectly secure and in as good shape as

possible. Instead of selling the accounts  
*en bloc*, which is not always desirable, they  
will be disposed of to the best advantage.  
The expenses of winding up, too, are in  
this way frequently less, as the only in-  
terest that many of the paid officials have  
in the estate is, so say some creditors, to  
secure liberal fees, and in the case of small  
concerns they have sometimes reaped all  
the benefit, the expenses absorbing the  
entire estate.

We do not of course forget that there are  
assignees and assignees, sheriffs and  
sheriffs, many of whom have had long ex-  
perience, possess great tact, and are thor-  
oughly capable and conscientious, and  
anxious to obtain for the creditors the  
largest possible dividend. It is unfortunate  
for them that they should suffer for the  
incompetency and dishonesty of the few  
who care to gratify only their own selfish  
aims. If the Hamilton convention can  
arrive at a practical mode of disposing of  
bankrupt stocks it will confer a boon upon  
the traders of Canada.

#### HAWKERS AND PEDDLERS.

In our last issue we called attention to  
the increasing annoyance caused to retail  
dealers by the growing number of hawkers  
and peddlers who do business in certain  
districts. We desire to point out the sec-  
tions of the Municipal Act which put it in  
the power of local councils to deal with  
those who solicit business directly from the  
consumer, sections which we omitted to  
notice last week.

The councils of any county, city, and  
town may pass by-laws for licensing, regu-  
lating, and governing hawkers or petty  
chapmen and other persons carrying on  
petty trades, or who go from place to  
place, or to other men's houses, on foot or  
with animal, bearing or drawing any goods,  
wares, and merchandise for sale, or in or  
with any boat, vessel, or other craft, or  
otherwise carrying goods, wares, or mer-  
chandise for sale, and for fixing a sum to  
be paid for a license for exercising such  
calling and the time the license shall be in  
force.

But no such license is required for hawk-  
ing, peddling, or selling goods, wares, or  
merchandise to any retail dealer, or goods,  
wares, or merchandise, the growth,  
produce, or manufacture of this prov-  
ince, not being liquors within the mean-  
ing of the laws relating to taverns,  
if the same are hawked or peddled  
by the manufacturer or producer of such  
goods, or his *bona fide* servants or employees  
having written authority, said authority to  
be shown when required.

And the word "hawkers" is meant to  
include all persons who, being agents for  
persons not resident within the country,  
sell or offer for sale tea, dry goods, jewel-  
lery, or carry or expose samples or patterns  
of any such goods to be afterwards deliv-  
ered within the county to any person not  
being a wholesale or retail dealer in such  
goods, wares, or merchandise.

We think, therefore, that the power to  
remedy the evil complained of lies with  
the local councils, who can require such

fees for the licenses as will virtually ex-  
patriate the peddler, and we do not think  
the legislature can be called upon to do  
more than it has done by leaving it to  
any locality to deal with this kind of trade,  
should it find it injurious or prejudicial to  
its business interests. But it must be re-  
membered that no power is given to muni-  
cipal councils to pass by-laws affecting,  
applying to, or restricting the sale of the  
stock of an insolvent estate which is being  
sold or disposed of within the county in  
which the insolvent carried on business  
therewith at the time of the issue of the  
writ of attachment or of the execution of  
an assignment. To provide for this the  
Municipal Act would have to be amended.

#### THE ONTARIO MERCHANTS' CON- VENTION.

While there are thousands of persons  
who will, no doubt, next week wend their  
way to Hamilton solely on pleasure bent,  
there are many others who look forward to  
the gathering of merchants from all parts  
of the province as affording them an op-  
portunity to combine much that will prove  
profitable in their various businesses with  
the sights and scenes of a city in gala at-  
tire. The suggested subjects for discussion  
have been printed in these columns, and  
that they are commanding the attention of  
thinking men is evident from the letters  
which have already been received by the  
President of the Hamilton Board of Trade.  
With that kindly interest which we are  
glad to see, some of our American friends  
have volunteered suggestions, the fruits of  
similar conventions held in their country.  
"Permit me to say," writes a Pittsburg  
correspondent, "that it is within your  
power to make this one of the most import-  
ant gatherings of the year, or, in other  
words, one of the most important ever held  
in the province. Here in Pennsylvania three  
years ago our wholesalers and retailers  
were almost strangers to each other. Con-  
ventions were held; retailers organized;  
5,000 enrolled themselves in merchants'  
organizations; the wholesalers and retail-  
ers were brought together at the banquet  
table, and it was an unusual scene. Good  
feeling prevailed; mutual interests have  
been recognized; retailers oppose pools to  
buy goods, or any movement to ignore the  
wholesaler; and wholesalers discover the  
honest and capable by encouraging and  
helping organization. The losses of retail-  
ers by professional 'dead beats' led to  
organization and afterwards to the State  
organization. The city associations are  
called local or auxiliaries of the State  
body. The locals carry on their own busi-  
ness, listing delinquents, etc., and send out  
circular letters to dead beats. They also  
report the list to the State secretary, after  
said delinquents have refused to pay atten-  
tion to the local dunning."

On the question of the disposal of bank-  
rupt stocks he supplies an idea that might  
well be considered by the Hamilton Con-  
vention. He says: "Many of our local  
associations have united in a petition to  
the owners of empty stores not to rent to  
bankrupt sales, and their wishes have been  
acceded to." As to insurance: "The