

extent of liberty of car use on Sundays would be likely to obtain the largest suffrage.

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 knowledge 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 remember that others who hold different opinions have the same rights as himself. And among the various opinions votes are impartially distributed. The running of Sunday cars is a question of public policy, and it must finally come to the arbitrament to which all other public questions are submitted. 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 majority 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 decline to act upon them, according to its judgment of their weight and representative 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 insolvents 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 largest 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 interest 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 experience, possess great tact, and are thoroughly 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 sections 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, regulating, 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 merchandise 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 hawking, peddling, or selling goods, wares, or merchandise to any retail dealer, or goods, wares, or merchandise, the growth, produce, or manufacture of this province, not being liquors within the meaning 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, jewelry, or carry or expose samples or patterns of any such goods to be afterwards delivered 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 expatriate 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 remembered that no power is given to municipal 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' CONVENTION.

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 opportunity to combine much that will prove profitable in their various businesses with the sights and scenes of a city in gala attire. 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 important 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. Conventions were held; retailers organized; 5,000 enrolled themselves in merchants' organizations; the wholesalers and retailers 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 retailers 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 business, 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 attention to the local dunning."

On the question of the disposal of bankrupt stocks he supplies an idea that might well be considered by the Hamilton Convention. 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