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References { The Canadian Bank of Commerce.
The Union Bank of Canada.

DECISIONS IN COMMERCIAL LAW.

THE "RUTLAND."—By the Merchant Shipping Act, 1894, "ships trading" from any port in Great Britain within the London District to any port in Europe north and east of Brest [in France] are, when not carrying passengers, exempted from compulsory pilotage in the London District. A British ship laden with a general cargo from Rosario and La Plata for Rotterdam, with leave to carry cattle to London, discharged the cattle in London and proceeded with the cargo to Rotterdam. Held by the Court of Appeal that, whilst the vessel was proceeding from London to Rotterdam, she was a ship "trading" from a port in Great Britain to a port north and east of Brest, within the meaning of the statute, and was, therefore, exempt from compulsory pilotage in the London District.

THE RIGHTS OF HAWKERS AND PEDDLERS.

A year ago our readers were informed fully of the steps taken by the Peddlers' Association of Toronto to prove that the Toronto by-law of 1892, preventing hawkers and peddlers from plying their trade on certain of the city streets, was illegal. The suit was known as Virgo vs Toronto, and though beaten in two Ontario courts, the Association carried the case to the Supreme Court at Ottawa, and won. Then the city appealed, in 1895, to the Privy Council at Westminster, and was beaten. The peddlers fought for three years and were thus victorious in four courts.

The next development in the much-litigated matter was that several of the peddlers, who had been fined for infringing this illegal by-law, some of them even put in gaol for non-payment of the fines imposed, sued the city for damages. Some seventy notices of action of this nature were served upon the city authorities, and several writs were issued, demanding sums ranging from \$700 up to as high as \$5,000. Two of these went to trial, but were both decided in favor of the city. Still the outlook was fair for a prolonged litigation over the matter. We hear this week, however, that the claims of the other peddlers against the city for interference with their business have been settled. We are told that the city pays the Peddlers' Association \$400 for all claims, and that each side pays its own costs. Thus we may suppose that the end of this noteworthy wrangle has been reached.

PULLMAN CAR LIABILITY.

In deciding a case where suit was brought against the Pullman Palace Car Co. for money lost on a car by a passenger, Judge Kohler decided against the company, holding that money stolen from passengers must be made good by the company. In this case the amount stolen was \$67, and motion for a new trial was overruled. The court said that sleeping car companies were of recent origin and their liability not well defined. The trial in question took place last month at Massillon, Ohio.

TORONTO is not the only place whose people are putting more money into mining claims than they will ever get back. The Stratford Herald says Brantford has mining fever too. "About \$60,000 of Brantford cash is reported to have been put in mining stock during the past month. One broker in that time has taken in \$20,000 in actual cash, while two others have received \$7,000 each."

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