

sally. In most trades ten hours is esteemed a day's work, or sixty hours to the week; and in some instances where the working hours are shortened on Saturday, the difference is made up by the addition of extra time properly apportioned through the other days of the week. In most trades, and under many circumstances no particular inconvenience arises in the practise of this method; but it would be entirely impracticable in many other occupations. Where it is practicable there does not seem to be any necessity for a law to enforce it; and where it is not practicable the enforcement of the law would work a grave injury and injustice, or the law would be evaded. Therefore we think the Government would hesitate to enact such a law.

If, on the other hand, the object is to force employers to grant a half-holiday, or if it is granted for them, and at the same time they are to be compelled to pay for a week's labor of sixty hours where only fifty-five hours' service had been rendered, there would be an inevitable clash between employees and employers which would result in much harm.

In some trades, no doubt, employers would be quite willing, except during the very busy season, to dispense with work on Saturday afternoons, for which time, of course, no pay would accrue to the workmen; but there are other trades and occupations where Saturday afternoons are the most busy time. Could the Government make a law that could be enforced where clerks in stores would be dismissed at noon when the hours of the day from then until perhaps nine or ten o'clock, meant more business and more profit from the business than twice the number of hours in any other day of the week?

These are the questions that those who are interesting themselves in having Saturday afternoons made a statutory holiday must consider in the light, not only of the comfort of working people, but also in that of justice to the employers of labor.

EDITORIAL NOTES.

THE Industrial Exhibition Association, the citizens of Toronto and the thousands of strangers who visited the city during the two weeks of the recent Toronto fair are under many obligations to the Toronto Railway Company for making the Fair the success it proved to be. But a few years ago access to the Fair grounds was a tedious and tiresome matter. If the attempt was made to reach there by the then existing street car service, it was usually via Queen street to Strachan avenue, thence afoot a distance of about a mile to the eastern entrance, or via King street to Strachan avenue, in bob-tailed cars, or further along Queen street to the subway, thence along Dufferin street to the western entrance, a walk of more than half a mile, all the cars being drawn by horses. The Grand Trunk Railway afforded some relief, as it does now, by running frequent trains to the grounds from Union Station; and a slower but more pleasant route was by ferry steamers from Yonge and York streets to the water entrance of the grounds. Long before the close of the displays at night the crowds would begin a stampede in hope of being able to reach home by midnight; and usually it was near that hour before all the visitors could be successfully disposed of. Now, thanks to the Toronto Railway Company, it is possible for the spectators to remain on the grounds until "God Save the Queen," played by the band, gives notice that the pro-

gramme is ended; and in a half hour the grounds are vacant and the gates closed. A service giving a train of motors and one or more trailers, at the rate of seventy-seven trains per hour is what was furnished; and although during the two weeks hundreds of thousands of people were transported to and from the grounds, many whom had never before seen an electric car, no accident whatever occurred.

REV. DR. WITHROW, of Toronto, was recently in the city of St. Louis, and while there, speaking of this city and of its unique position in that it has the most quiet Sundays of any city in the world, said to a newspaper man:

Two years ago an enterprising American firm bought a thirty years franchise for street cars in our city. They put electric cars on the tracks and asked a popular vote on whether or no they could run their cars on Sunday. This was decided in the negative by a majority of 4,000. The running of the cars on Sunday would mean an annual profit of \$100,000 to the company, so last month they paid for another ballot—when a great many of the citizens were away. They were again defeated by 1,000 votes. There was a hot fight, and the company was publicly charged with polling 1,500 illegal votes.

The defeat of the Sunday street car question evidently gave the good gentleman much pleasure. He says the running of cars on Sunday would mean an annual profit of \$100,000 to the railway company. When it is considered that it costs a great deal of money to operate electric street cars, not less than from ten to twenty per cent. of the gross receipts, and that eight per cent. of the gross receipts accrue to the city, and go into the city treasury, it is evident that the gross earnings for carrying passengers on Sundays should be about \$130,000 per year. Car fare tickets cost on an average less than four cents each, or twenty-five for one dollar, therefore \$130,000 would represent not less than 3,250,000 rides in one year on Sunday street cars. There are fifty-two Sundays in the year, and this means that an average of not less than 62,500 people would ride on Toronto street cars every Sunday if they were permitted to do so.

AN Order in Council was passed on September 14, ordering that the towns of Petrolia, Woodstock, Welland, Chippawa, Lindsay and Collingwood, in the Province of Ontario, be added to the list of places designated by Order in Council of the 26th June, 1893, as places at which petroleum may be imported in tank cars into Canada.

WHEN oleomargarine was first introduced into the United States as a substitute for butter it excited much prejudice, and many predicted that it would never obtain a foothold in that country. Its manufacture went on from year to year, gradually gaining friends. In 1886 it was deemed of sufficient importance to be taxed by the government, but in spite of this burden the product has increased right along until now it is contributing upwards of \$1,000,000 per year to the support of the government. From 1886 to 1893 the production amounted to 281,649,514 pounds, the product of the last named year being 65,065,875 pounds upon which internal revenue amounting to \$1,301,317 was paid, the tax being two cents per pound.

As soon as Minister of Finance Foster and Controller of Customs Wallace find time it is to be hoped that they will