

THE CANADIAN DRY GOODS REVIEW

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THE DRY GOODS REVIEW

THE ORGAN OF THE CANADIAN

Dry Goods, Hats, Caps and Furs, Millinery and Clothing Trades.

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THE DRY GOODS REVIEW CO.,

6 Wellington St. West, Toronto.

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President.

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Editor and Business Manager.



SALUTATORY.

WE DO not need to offer an apology for launching THE DRY GOODS REVIEW upon the stormy sea of journalism, as we have the assurance of leading

retailers throughout the Dominion that its advent will be cordially welcomed and that it will meet with liberal support. Indeed, in view of the vast and diversified interests involved in the dry goods, hats, caps and furs, millinery, and clothing trades and the enormous capital invested, it has been a matter of surprise to many of those more immediately concerned that a journal devoted exclusively to these trades has been so long in making its appearance, the more so, as in the journals devoted to commerce in general, the dry goods trade is barely referred to, while in the daily press it is treated with cold indifference. Our mission will be to make this journal a medium of valuable information as between buyer and seller, to keep the former posted in all matters affecting his welfare, the introduction of new styles, condition of the markets, etc. All questions having a direct or indirect bearing upon the trade will be discussed upon their merits with an eye single to the best interests of our constituents. We are firmly convinced that we will quickly succeed in gaining the confidence and support of the trade. One thing is certain, THE DRY GOODS REVIEW has come to stay, and we unhesitatingly pledge ourselves to put forth every effort to make it a credit to the trades it will be its pride and pleasure to represent. It will be seen that it is printed on finely finished paper and that care has been exercised to make the different departments attractive to the

eye and with the object of arresting and engaging the attention of the reader. We venture to say that in these respects it has no superior in trade journals and few equals. The phenomenal growth of journals in the United States, devoted to similar trades, furnishes, we think, the best evidence of the necessity for such a medium between the manufacturer, wholesaler and retailer, and that they have been largely utilized and liberally patronized in recent years is apparent from their improved appearance and enlarged size. We are fully aware of the fact that we will have for our subscribers and readers an exceptionally intelligent class of the community—men possessed of solid judgment, as well, as culture—and we therefore ask them not to be too critical in their comments upon this, our first number. It is impossible in the hurry and worry consequent upon the starting of a new paper to avoid making mistakes and forgetting something that should have been attended to, but we promise that in future issues all these faults will be remedied and the journal, made more and more attractive. To those who have kindly extended their patronage to us we offer our hearty thanks, and it affords us much pleasure to wish them and all our readers A Happy and Prosperous New Year.

PILFERING GOODS IN TRANSIT.

WHOLESALE dry goods merchants are often put to considerable annoyance and loss through the pilfering of goods in transit as the transportation companies decline to accept any responsibility in the matter. With the view of arriving at a satisfactory adjustment for future losses in this way a conference was recently held in Montreal, between representatives of the transportation companies and deputations from the Toronto and Montreal merchants. The matter was fully discussed in all its bearings. The merchants held that as the companies are liable for losses while the goods are under their care, and as the goods are under the care of one or other of them while in transit, the companies should be willing to make good the losses sustained out of a joint fund when the pilfering cannot be proved to have occurred while under the care of any one of them. On the other hand, the representatives of the companies held that as the packages are carried in England and elsewhere by other companies it could not be always taken for granted that the packages were not tampered with before being delivered to them, and that, moreover, when they exercise all reasonable care they should not be held responsible for pilfering, which is so cunningly done as to defy ordinary care and watchfulness. As there was no likelihood of an agreement being reached the merchants passed the following resolution, which the representatives of the companies without committing themselves in any way, agreed to place before the proper authorities:

That it is the opinion of the merchants present that the steamship lines running to Canadian ports in summer and to Canadian and United States ports in winter, together with the railway companies, should agree, when such losses cannot be located, to jointly pay any claims arising from pilfering of goods from packages in transit.