

The Leading Wholesale Trade of Toronto.

WM. B. HAMILTON,
(Late CHILDS & HAMILTON),

MANUFACTURERS & WHOLESALE DEALERS

IN

BOOTS & SHOES,

15 & 17 FRONT STREET EAST,

TORONTO, ONT.

THOMAS LAILEY and CO.,
IMPORTERS

AND

Wholesale Clothiers,

DEALERS IN

AMERICAN RUBBER CLOTHING.

WAREHOUSE:

6 FRONT STREET WEST,
TORONTO.

patrick & Cookson. There is no doubt that as broker he had no right to receive the money, the principals being named in the broker's note, but having received it, he cannot set this want of right as a defence to the action. Judgment for plaintiffs.

ADJUSTERS—CURIOUS EXPERIENCE.—Our adjusters often meet very singular experiences in their travels, and find among their victims ideas at once remarkable and unique. The ignorance of many of what really constitutes their contract of indemnity against fire, is oftentimes blissful in the extreme. One very honest and clever little Dutchman, when in a place where fires were at one time an epidemic as seemingly as catching as the smallpox, had his little story—and a half cottage insured for \$1,500. "How much did it cost?" asked the adjuster, impressed with the large over insurance. "Eight hundred dollars," innocently replied the owner. And yet, this man labored under the unhappy delusion—for the insurance companies, at least, that whatever sum he paid the premium upon would be paid him, without question, in case of loss, without any regard to the cost or value of his property. But he was not posted as to Wisconsin laws, notwithstanding. This same adjuster found even still more radical ignorance when a man, who had been damaged by his own estimate only \$500, but insured for \$2,000, actually expected to be paid the whole \$2,000. "Why," said he, "I paid the premium on \$2,000, and supposed, in case of fire, whatever the actual damage, you would pay me the whole sum insured." In other words, he looked upon insurance as a lottery; the policy his ticket; and a fire the prize. All who were unlucky enough to have no accident drew the blanks. And yet this man was not born in Kentucky, where the ornamental state officials depend for a living almost wholly upon what they can get out of lottery and insurance companies. Still, this belief is not quite so damaging as the other, for there is some inducement left for the assured to protect his property, he getting the benefit of all salvage.—*Spectator.*

MIDLAND RAILWAY OF CANADA.—Statement of Traffic Receipts, for the week ending Feb. 21st, 1875:—Passengers, \$909.64; Freight, \$1,414.56; Mail and Express, \$240.08; Total, \$2,564.28. Week ending Feb. 21, 1874, 3,926.13; Total Traffic to date, \$21,949.04; Year previous, \$25,053.84; Decrease, \$3,104.80.

The Leading Wholesale Trade of Toronto.

SESSIONS, COOPER & SMITH,

MANUFACTURERS, IMPORTERS AND WHOLESALE
DEALERS IN

Boots and Shoes,

36, 38 & 40 FRONT STREET WEST,

Toronto, Ontario.

JAS. COOPER.

J. C. SMITH.

PRIME NEW FRUIT.

100 TO 1,000 BOX LOTS,

VALENCIAS,

LAYERS,

SULTANAS,

PRUNES, &c.,

AT LOWEST PRICES.

ROBT. J. GRIFFITH,

(Late W. & R. Griffith.)

Established 1861.

KING & BROWN,

MANUFACTURERS OF

FINE BOOTS & SHOES,

NO. 27 FRONT ST., TORONTO.

Our fine lines are now made as follows:—Men's in two widths, B. & C. sizes and half do.; Boys' in two widths, B & C sizes and half do.; Ladies' in four widths, AA, A, B & C sizes and half do.; Misses' in two widths, B & C sizes and half do.; Childrens in two widths, B & C sizes and half do. Rights and Lefts and Straights. Each boot is stamped on bottom and lining with our name, width and size. AA, very narrow; A, narrow; B, medium, C, wide.

J. D. KING.

CHAS. BROWN.

—At the monthly meeting of the Montreal Harbor Commissioners, Mr. Cramp in the chair, the officials presented their reports for the past year. That of the Secretary, Mr. Whitney, noted that the trade to the Maritime Provinces is rapidly increasing, three lines having been running. The lumber trade to South America has not been so extensive as some previous years; spacious wharfage is required for this trade. Further accommodation for the large European steamers is necessary, and other necessary improvements are needed, as also an increase in the Water Police force. The reports of the Captain and Chief Engineer of the chain tug were also presented. The tug towed during the season 145 vessels of 86,407 tons, being an increase of 100 per cent. over the previous year. The Chief Engineer's report stated that the dredging had been satisfactorily prosecuted; 191,900 cubic yards of earth had been removed (one dredge's work not computed), at a cost of about \$67,182. He also presented an exhaustive report as to the work done on the wharves. The reports were adopted and the meeting closed. The revenue from the harbor for the past year was \$280,000.

MIDLAND RAILWAY OF CANADA.—Statement of Traffic Receipts, for the week ending Feb. 14th, 1875:—Passengers, \$705.13; Freight, \$1,013.85; Mail and Express, \$240.08; Total, \$1,959.06. Week ending, Feb. 14, 1874, 4,331.01; Total Traffic to date, \$19,384.76; Year

The Leading Wholesale Trade of Toronto.

NEW SPRING GOODS

ARRIVING BY

Every Steamer.

126 PACKAGES

ALREADY RECEIVED.

MOFFATT BROS. & CO.

No. 36 Yonge Street.

Toronto, Feb. 5, 1875.

1874. FALL TRADE. 1874.

THE BEST ASSORTED

DRY GOOD STOCK

IN THE DOMINION, OPENED.

1350 Packages British and Continental Goods.
750 Packages Canadian Manufacture Tweeds, Shirts,
Drawers, &c.
Cash and short time buyers invited.

HUGHES BROTHERS.

62 YONGE STREET.

Toronto, September, 1874.

previous, \$21,127.71; Decrease \$1,742.95; caused by the severity of the weather, track being blocked.

—Nearly a year ago a committee of engineers proved the fallacy of the belief that iron is affected for the worse by such cold weather as is experienced in Great Britain. The breaking of railway rails, and the fracturing of axles and wheels of railway trains, during severe frosts, they attribute to the rigid condition of the road bed. Of course, the damage done to important parts of the running gear of trains may not be apparent until after a thaw has set in; but this fact has been a source of perplexity to many in accounting for breakages. An increase in the number of the wheels of railway carriages, and the introduction of an intermediate check rail, have lately been recommended, to prevent a train from leaving the track, in case of a broken wheel or axle, and thus avoiding such frightful accidents as have lately taken place on British railways.

—The annual meeting of the stockholders of the Quebec and Gulf Ports S.S. Company was held a few days ago. The report submitted by the Directors was, on the whole, an encouraging one. A dividend of six per cent., payable on the first of March, was declared, and the following gentlemen elected Directors for the ensuing year:—Messrs. W. Hunt, J. C. Thomson, D. C. Thomson, A. Joseph, E. T. Galt, W. Withall, H. S. Scott, Hon. P. Garneau and A. H. Torrance.