

## BUSINESS CHANGES FOR MAY.

S. J. Petley, Arthur, jeweler, sold out to J. B. Tait, and moved to Lindsay. J. B. Tait, jeweler, Bowmanville, moved to Lindsay and succeeds S. J. Petley. W. J. Ryckman, jeweler, Thedford, has removed to Parkhill. J. & W. Allan, stoves and tins, Ailsa Craig, dissolved partnership; James continues alone. McLean Bros., Brandon, Man., dissolved, Arthur continues. J. J. Radford, jeweler, Winnipeg, compromised at 30 cents, secured. James M. Kean, jeweler, Digby, N. S., burned out; no insurance. McIntyre and Griffin, hardware, Oakville, dissolved, Samuel Griffin continues. D. N. Germain, hardware, &c., West Lynne Manitoba, gone out of business. S. R. Lennox, tins, &c., burned out and dead. Hatch & Brother, Hardware, Toronto and Whitby; S. B. Hatch of this firm dead. Andrew W. Carter, jeweler, Pictou, N. S., away. H. D. Heuson, watches, &c., burned out. Albert Foster, tins, &c., Leamington, burned out; H. J. Woodside, jewelry, &c., Portage La Prairie, assigned in trust.

## BUSINESS NOTES.

THE revised assessment of Toronto for the present year shows a total value of \$62,160,184.

THE total assessment of Brantford is \$3,931,170, against \$3,701,200 last year. A gain of six per cent.

A NEW ENTERPRISE.—Messrs. Hemming Bros., late of Montreal, have started a factory at 34 Adelaide Street, Toronto, equipped with the most improved machinery for manufacturing cases and trays of every description for jewelry and silverware. We wish them every success.

The steamers *Magnet* and *Spartan* so long known as of the Richelieu and Ontario line, between Hamilton and Montreal, have been sold to ply on Georgian Bay, we understand, in connection with the Toronto, Grey & Bruce Railway, and the Owen Sound Steam Navigation Co.

THE hegira of Toronto jewelers seems to have already set in, no less than half a dozen having started for the European markets. Amongst those who have gone or soon start are Messrs. Smith, Carrier, McNaught, and Segsworth. We trust they may all have a good time, and buy themselves rich before they come back.

The celebrated Brooklyn bridge was formally opened on the Queen's Birthday. The following is the schedule of tolls: One cent each for foot passengers, five cents for one horse and a man; ten cents for one horse and vehicle; twenty cents for all two horse vehicles; five cents each for neat cattle, and two cents each for sheep and hogs. The amount expended to 30th April is \$14,629,379.69.

We had a very pleasant visit a few days ago from Mr. Thorpe, of the firm of Hagstoz & Thorpe, manufacturers of the celebrated "Jas. Boss" patent stiffened gold case. Mr. Thorpe visited this city with a view towards pushing the sales of the "Boss" case by an extensive system of advertising, and his efforts in this direction will no doubt be of great benefit to

the trade, by posting the public thoroughly as to what are the distinctive features and merits of the "Boss" case. The general verdict of the Canadian Jewelry trade is that the "Boss" case is the *boss case*, and a long way ahead of all competitors.

The Bell Telephone Co. is arranging for the construction of a line of wire connecting Kingston with Toronto, Hamilton, and Western points. Some of the company's officers have gone over the road between Kingston and Odessa, and laid out the route. On the line from Kingston to Belleville, the most difficult section in Ontario, a great deal of blasting will be required. The line will connect Odessa, Napanee, Deseronto, Belleville, Trenton and other points between Cobourg and Kingston. It is intended to begin operations about June 1st.

MR. ARBAGE, the employé of Messrs. P. W. Ellis & Co., who was arrested by that firm for stealing goods from their factory, and who was allowed out on bail by the Magistrate, has since jumped his bail and cleared out to the land of the free and the home of the knave. Mr. Arbage was a first-class workman, who, if he had kept in the strict path of honour, would have risen to almost any position in the gift of his employers, but by his foolish and suicidal action he has once again proved the truth of the old adage that "Honesty is the best policy."

EARLY Thursday morning, May 17th, the jewelry store of G. N. Asselstine, Gananoque, was entered by burglars. The entrance was effected by the front door, the lock of which was picked. The safe stood a few feet from the door, and the thieves drilled a hole into it near the lock, but failed to get it open. They then knocked off the inner knob, and punched out the wheels of the lock. Inside the safe were two iron vaults, these were taken to the back yard and broken open with a sledge. Over sixty watches belonging to customers were taken, and between twenty-five and thirty new ones—many of them valuable. Over \$2,000 worth of jewelry and about \$700 in cash was taken. A blacksmith's sledge, chisels, and a punch were found in the yard, covered with straw. A large quantity of silverware in the window and the show cases was not disturbed.

## WORKSHOP NOTES.

RUBY PIN.—If it is necessary to tighten a ruby pin, set it in asphaltum varnish. It will become hard in a few minutes, and be much firmer and better than gum shellac, as generally used.

TEMPERING BRASS.—Brass is rendered hard by hammering or rolling; therefore, when you make a thing of brass necessary to be tempered, you must prepare the material before shaping the article. Temper may be drawn from brass by heating it to a cherry red, and then simply plunging it into water, the same as though you were going to temper steel.

POTATO CELLULOSE.—According to a Vienna journal, a substance may be produced from potatoes possessing the properties of celluloid. For this purpose the peeled potatoes are boiled for 36 hours in a fluid consisting of 8 parts sulphuric

acid and 100 parts water, then dried between blotting paper and relieved of the superfluous water by pressing. Pipe bowls are at present made therefrom in France that can barely be distinguished from real meerschaum, and billiard balls are likewise made from it by strongly pressing.

COLORING COPPER.—To produce a dark-browned color upon copper, take the white of an egg, beat it into froth, add a little boiled or rain water, and add to this mixture *caput mortuum* (red oxide of iron) color; rub them well together in a mortar, and sufficiently thick until the color covers, and may be applied. The copper article is to be pickled and simply washed; no sand must be used, also the color adheres badly. The latter is next applied with a brush until it covers the surface; it is then dried by fire, the article is gently rubbed with a soft rag and *caput mortuum* powder, and finally hammered with a hammer with polished face.

WATCHES LOSING TIME.—Should a watch lose time from the action of the balance spring, pin the latter into the stud, so that that part, the part of the eye immediately emerging from the collet, and the center of the collet, are in a line; then you will have the spring pinned in, in equal terms, as it is called by those who are versed in the higher branches of springing. Bring the watch to time by adding to or taking from the balance, and poise it; try the watch with the 12 up for two hours, then with the 6 up for two hours, then lying down for the same time, the trials here described will be sufficient if the watch has seconds, keep the curb pins close, so as to allow the spring only a little play, the vibration of the balance should be 1½ turns, or 1½ lying.

REPAIRING CYLINDER WATCHES.—It frequently happens that the cylinder edges are worn off, and it does not pay to put in a new cylinder; the watch may, nevertheless, be put into keeping a good rate by altering the escapement. Look at the cylinder and see if there is room either above or below the old wears to shift the action of the wheel. If the wheel holes are of brass, make one a little deeper, and put a shallower one on the other side—this may perhaps be sufficient. This must be done according as you want your wheel up or down. If the holes are stone, shift your wheel on the pinion by a new collet, or turning away more of the old one, as the case may require. If you raise your wheel, see that it works free of plate and top of cylinder, and that the web of wheel clears the top of passage. This last fault may be altered by polishing the passage a little wider, if the rub is slight. If shifted downward, see to freedom at the bottom of the cylinder, etc.

CHAIN RUNNING OFF FUSÉE.—In the first place, you must look and ascertain the cause of the difficulty. If it results from a chain being too large, the only remedy is a new chain. If not too large, and yet it runs off without apparent cause, change it end for end—that will generally make it go all right. In cases where the channel in the fusée has been damaged and is rough, you will be under the necessity of dressing it over with a file of the proper size and shape. Sometimes you will find the chain naturally inclined to work away from the body of the fusée. The best way to remedy a difficulty of this kind is to file off a very