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THE TRADER.

"A Journal devoted to the interests of the Hardware and Jewelry Trades."

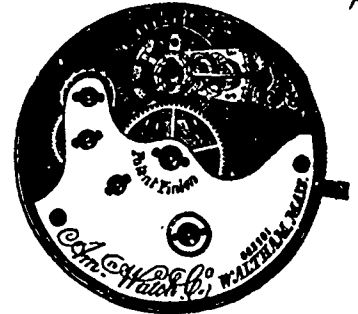
VOL. 2.

TORONTO, MARCH, 1881.

NO. 7



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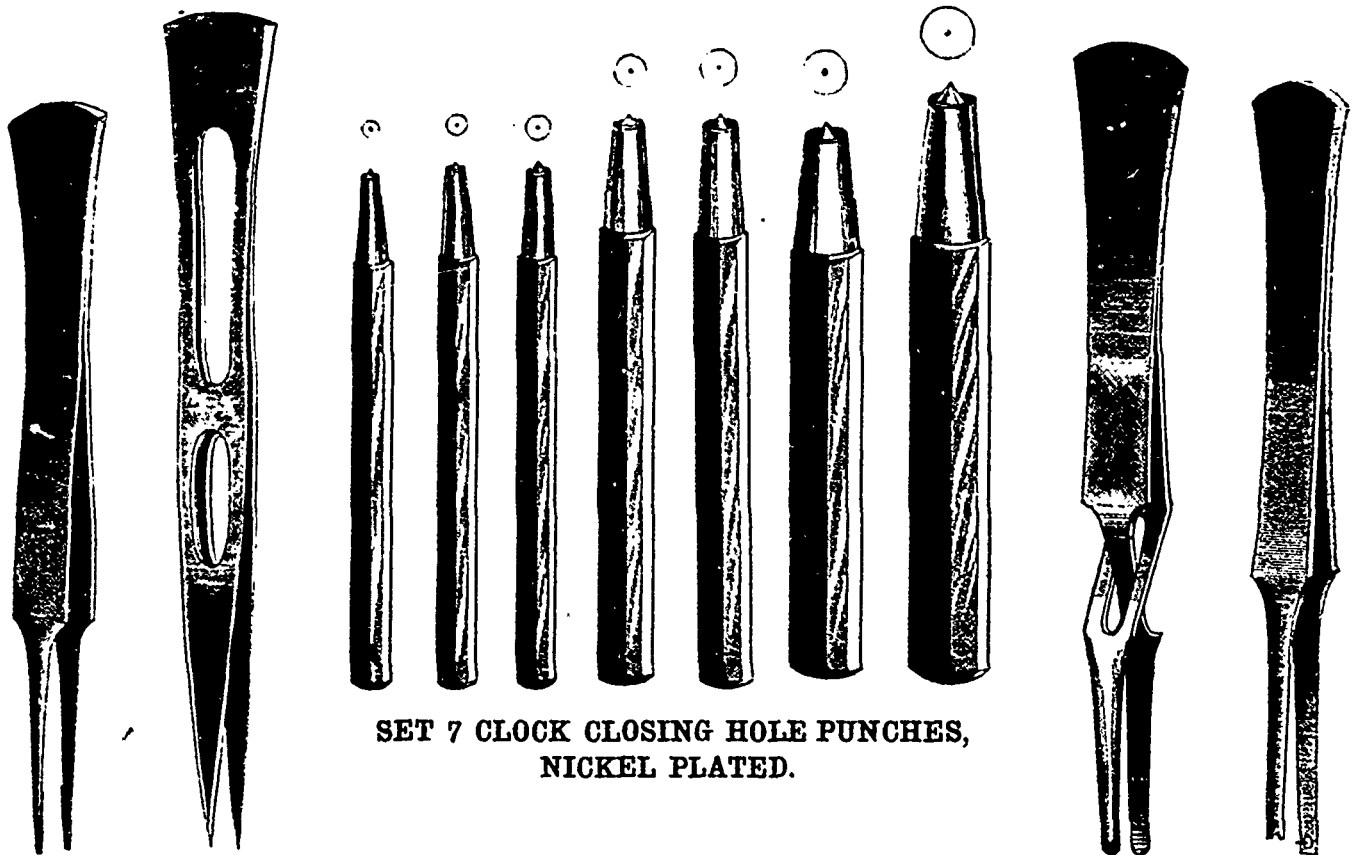
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THE TRADER.

TORONTO, ONTARIO, MARCH, 1887.

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THE OUTLOOK.

For some time past it has been patent even to the most superficial observer, that times had not only improved but were better than they have been for many years past. Of course politicians will explain this return of prosperity exactly to correspond with the views of the political party to which they are attached. With one side our prosperity is owing entirely to Providence sending us such bountiful crops, and creating a better demand for our lumber in the American markets; with the other, Providence is but a small factor in the national prosperity which is entirely owing to the political foresight which conceived and put into execution what is commonly known as our National Policy.

While there is probably much truth in both lines of argument, we think the whole truth lies with neither, but rather in combination of both. The fact is, we are now prosperous from a combination of circumstances, and although we may theorize till we are tired about the cause of the change, we are pleased to know that the effect still remains, and that the country is prosperous whether we can account for it satisfactorily or not.

From every quarter the reports are extremely favourable, and it requires no very keen discernment to predict that we have now before us a long era of prosperity.

Our trade and financial returns show a most cheering state of affairs. From the budget speech of the Finance Minister, we learn that from the estimates made last March, the receipts for the current year were estimated to be \$25,-

517,000, but calculating upon the actual receipts of the seven months already passed, Mr. Tilley now reasons on an income of \$27,586,000, the Customs revenues alone promising an increase over the estimate of nearly two millions. He expects at the end of the present fiscal year, to show a surplus of \$2,013,000, which is a striking contrast to our usual budget speeches of the past few years.

Business has been steadily improving during the past year, and the imports of dutiable goods have increased month by month to an extent which justifies the Minister of Finance in calculating that his receipts under this head alone, will show an increase of nearly two million dollars.

The value of our exports was greater during the past year than in any year since 1873-4, the highest that the Dominion of Canada has yet seen. The value of our exports for the first time in our history exceeded our total imports by \$1,421,711, and exceeded our imports for consumption by \$16,129,109. Our aggregate trade was \$159,693,807, as against an aggregate trade of \$151,892,863 or nearly \$8,000,009 of an increase. Our trade with Great Britain exceeds that of last year by \$18,018,498, and our trade with the United States has decreased by \$8,207,868. Our West Indian trade has been increased during the year by \$2,063,749, and our trade with China and Japan also shows an increase of \$425,944.

If these facts prove anything at all, it is that the country is sounder financially than it has been for many years past, and that it only requires that we should continue to display the same energy and self-reliance in the future to secure a great and permanent prosperity.

TICKET SCALPING.

Most of our readers are aware that the attempt of the Grand Trunk Railway Company to get an Act passed by the Dominion Parliament for the prohibition of "ticket scalping," has signally failed. Their petition was met by a counter petition, praying that no change be made in the present arrangements, and that Parliament do not interfere in the matter. The result was that the petition of the Grand Trunk Railway was defeated, and to all intents and purposes the occupation of "ticket scalping" declared a legal one by this parliamentary decision. That the decision was a wise one few will question who are not in some way

interested in the profits of railroading. As we pointed out several months ago in writing about the extortionate passenger and freight rates which were being levied by our through lines to the great disadvantage of the Canadian and the advantage of the Yankee, the business of ticket scalping is only a legitimate outcome of an abuse which should long ago have been remedied by parliamentary interference.

The counter petition of the Scalpers forms a very serious indictment against the Grand Trunk Company, and proves conclusively that in almost every instance the interests of Canadians are subordinated to those of the Americans.

Thus any person purchasing a ticket in any of the company's offices in Canada is compelled to pay twice as much for it as a person buying a ticket in the United States to another point in the same country over the same road. For instance, the price of a second-class ticket from Boston to Chicago, via Montreal and Toronto is \$18.00, while the price of the same ticket purchased at local rates is as follows:

Fare from Boston to Montreal.....	\$8.00
" " Montreal to Toronto.....	6.65
" " Toronto to Detroit.....	4.75
" " Detroit to Chicago.....	6.00

Total..... \$25.40

or a difference in favour of the American Traveller of \$12.40. If this is not an extortion upon the citizens of Canada, we would like to know what is; and further, if it were not for this great discrepancy between the local and through rates as instanced above, the evil of ticket scalping would have no existence.

Take, for instance, the case of a knowing passenger coming from Boston to Toronto via Montreal; the fare between these points is \$14.00, while as before stated, the fare from Boston to Chicago is only \$18.00, thus it is cheaper by \$1 to buy a ticket through to Chicago than it is to Toronto, which is a little more than half the distance to Chicago. Now if this \$1.00 was the only saving to be effected, very few people would hesitate to avail themselves of the advantage, but when to this is added the fact, that when they get to Toronto they can easily dispose of the unused portion of their ticket, viz, from Toronto to Chicago, to the ticket scalper for a few dollars, it will be readily seen that the Railroad Companies themselves provide an incentive for this traffic, such as one but a natural born idiot, or a person regardless of wealth, would fail to take advantage of.

As we have pointed out before, while the cause rests entirely with the Railroad Companies themselves, the remedy is also within their own control. All that they have to do is to lower the rates and bring the through and local traffic rates more nearly on a level, and the evil, if evil it be, will like Jonah's gourd wither in a night. As a rule in Canada the local passenger rates are about three cents per mile for first-class tickets, while in the United States only two cents per mile is charged for the same class of tickets by first-class roads. Three cents may have been a fair rate when the country was young and sparsely settled with comparatively little railroad travel, but to-day with the cost of construction so greatly reduced, and a greatly increased passenger traffic, two cents per mile would be an ample remuneration for the service rendered.

We are strongly of the opinion that Parliament ought to legislate upon this important subject, and in the interest of the public the following points ought to be defined.

1. That the local rate charged for first-class passengers in Canada should not exceed two cents per mile.

2. That, with the exception of special excursion tickets at reduced rates, all railroad tickets should be good until they have been used.

3. That a railroad ticket, like any other article of merchandise, can be transferred from one person to another, the person thus purchasing it to be invested with all the privileges and rights of the original holder.

We are satisfied that if these principles were embodied in legal shape among the consolidated statutes of Canada, a new era would dawn upon the travelling public of this country, and that while they would not receive any more than justice from such a measure the railroads themselves would be equally benefitted by the change.

TAXING COMMERCIAL TRAVELLERS.

The Supreme Court of Canada a few days ago gave judgment in the case of Jones v. Gilbert. The point involved was the right of Municipalities to tax commercial travellers, and grew out of the action of the police magistrate, who represented the municipal authorities of St. Johns, N. B., in fining Mr. Jones for selling goods, rather taking orders for

goods in that city without having taken out a regular pedlar's license. Mr. Jones backed up by the Commercial Travelers' Association, appealed against the magistrate's decision, and carried it to the Supreme Court of New Brunswick, but the appeal was disallowed. As it was a case of great importance to the whole mercantile community, especially the wholesale and manufacturing portion of it, the case was carried to the Supreme Court of Canada, the result being that the appeal was sustained, the decision being given on the ground that the by-law was *ultra vires* because of the discrimination between residents and non-residents.

From recent telegraphic despatches we learn that the St. Johns authorities have, since the publication of this decision, left commercial travellers severely alone. It seems to us to be a great hardship to the poor benighted toilers by the sea, that they can't be allowed to tax the representatives of western energy and industry and thus enrich their depleted municipal treasury, without being interfered with by that august body known as the Supreme Court. They really had a "soft thing" on the western freebooters who swarmed down upon them in hordes, and thought to impose upon their gullability by selling them goods of Canadian manufacture cheaper than they were in the habit of importing them. It was a brilliant idea that struck the city solons of St. Johns, and for their sake it really seems a pity that it should have been illegal. As a new idea in political economy it was unique to say the least of it, while considered socially, it was a christian way of getting square with the people who a few years ago, when their city lay in ashes, put their hands in their pockets and fed and clothed them until they could rebuild their ruined homesteads. But probably we are in error in blaming the people of St. Johns for the miserable, grasping policy of a few of its merchants. It is a well known fact, that in many lines of commercial enterprise the merchants of St. Johns are behind the age, and probably that is why they conceived the idea of making it so expensive or dangerous for the representatives of western manufacturers to visit their city and enter into competition with them.

It is, we think, well that the case has been decided as it has been, for the principle of allowing a city or town to tax commerce in such a manner as that pro-

posed by the city of St. Johns, is not only unjust but vicious in the extreme. It was well to nip the thing in the bud, for although only such antiquated cities as St. Johns, Quebec, practiced it, the evil was beginning to spread westward.

A few months ago we took occasion to comment upon the speech of a would be Canadian Daniel not more than a thousand miles north of Toronto, who, after making a careful and profound research in which he was ably assisted by his chief clerk, had come to the conclusion that it was advisable to put a heavy tax on commercial travellers, not only for the purpose of raising a revenue, but also that the poor country storekeepers might be protected. His idea was, that if the commercial wolves could be thus kept at bay, the mercantile lambs in our country towns would be perfectly secure financially and therefore morally.

As we said at that time, such an idea is protection run stark staring mad, and we might just as well have each city, town and village starting a municipal custom house of its own and taxing all the goods that are shipped to it, as to levy a tax on the person who sells the goods to their merchants. The Commercial Travelers' Associations are to be commended on the fight they have made, and we congratulate them on their success in breaking up such a disgraceful and unjust monopoly.

A NEW COMPETITOR.

Those who view with alarm the gigantic monopoly of the Canadian Pacific Railway Syndicate, may find some little consolation in the idea that in the waters of the Hudson Bay and Straits there may probably be found a competing route to the great European markets. It is a well known fact, that for many years past, in fact almost ever since the granting of their charter the "Hudson Bay Company" have been in the habit of bringing the necessary supplies for the forts in the far West by this very route. York Factory on the Hudson Bay port, on the Hudson Bay, is situated in latitude 57 longitude 92½, or neck of land watered on either side by the Nelson and Hayes Rivers, and is geographically several hundred miles nearer to Liverpool than either Montreal or New York. If, therefore, it is possible to ship the grain and

other products of the North-west by water from Fort York direct to Europe without breaking bulk; it seems to us that the position of the tillers of those vast western prairies will not only be improved but be brought fully on a par with their competitors in the Eastern and more favoured provinces. The great drawback at the present to farming in the North-west is the want of markets and the small price that is paid for wheat and other grains. The reason for this is that about half the value of any grain intended for the European market is spent in getting it there, and as it can only net the producer the Liverpool price less the carriage from its place of growth, the remuneration for his labor is comparatively small in proportion to the amount he is able to raise. If, however, an all water route to Europe can be opened up by which grain can be shipped direct to the European markets, it is quite reasonable to suppose, that, as the distance is so much shorter than from the great grain shipping seaports which now monopolize the grain trade, that the prices will advance in proportion to the saving effected in freights, and also that a complete revolution will take place in farming operations in the less fertile eastern districts from which that market has hitherto drawn its supplies. With its unlimited capabilities for producing grain and its favourable returns for the money invested, it will be strange if our North-west does not become the home of teeming millions and the granary of the world.

But all this depends however upon the practicability of a navigable route and its duration. As we have before stated, there can be no question of the navigability of the route, as it has been used by the Hudson Bay Company for over fifty years. As to the duration, it seems from some very interesting tables lately furnished to the Metrological Department by Mr. Woods, an employee of the Hudson Bay Company at Fort York, that the navigation can be safely counted upon for at least six months in each year. The only weak point so far as we can see for this route is the Hudson Straits, as it is almost certain that they will be longer blocked with ice than the bay itself.

From Mr. Woods' report, it appears that the opening and closing of navigation for fifty-two years past at Fort York and Hayes River has been as follows:

PERIOD OF OPENING AND CLOSING OF HAYES RIVER, HUDSON BAY.

Year.	Open ing.	Closing.	Year.	Open ing.	Closing.
1828—June	1	Nov. 15	1855—May 21	to 24	Nov. 23
1829—May	10	Nov. 11	1856—	20 to 22	19
1830—	17	Dec. 2	1857—	14 to 10	17
1831—	22	Nov. 28	1858—	7	24
1832—	25	Nov. 26	1859—	13	16
1833—	13	Nov. 22	1860—	18	19
1834—	27	Nov. 20	1861—	22 to 28	16
1835—	24	Nov. 18	1862—	24 to 29	24
1836—	16	Nov. 29	1863—	22	30
1837—	11	Nov. 23	1864—	19	26
1838—	23	Nov. 19	1865—	11	26
1839—	22	Nov. 19	1866—	14	28
1840—	17	Nov. 12	1867—	23 to 28	24
1841—	16	Nov. 13	1868—	24 to 31	24
1842—	17	Nov. 11	1869—	25	24
1843—	20	Nov. 16	1870—	25	27
1844—	13 to 20	Nov. 26	1871—	12	23
1845—	22	Nov. 21	1872—	16	20
1846—	7 or 9	Nov. 25	1873—	14	18
1847—	9	Nov. 15	1874—	16	20
1848—	21	Nov. 28	1875—	19	15
1849—	18 to 24	Nov. 27	1876—	10	24
1850—	31	Nov. 28	1877—	20	15 to 20
1851—	31	Dec. 9	1878—	15	3
1852—	16	Nov. 8	1879—	11	23
1853—	26 to 30	Nov. 9	1880—	26	20
1854—	23	Nov. 16			

On the average of these fifty-two years, it appears the Hayes River has been open on May 20 to November 20, or an average of exactly six months. An examination of the figures brings out the interesting fact that the open season is gradually lengthening. In the first ten years and in the last ten years of the fifty-two the river was open for the following number of days.

DURATION OF OPEN SEASON.			
	No. of days.	No. of days.	
1828.....	168	1871.....	195
1829.....	184	1872.....	198
1830.....	165	1873.....	188
1831.....	190	1874.....	188
1832.....	185	1875.....	186
1833.....	193	1876.....	168
1834.....	177	1877.....	181
1835.....	178	1878.....	172
1836.....	197	1879.....	196
1837.....	179	1880.....	178
	1,816		1,864
Average.....	181	Average.....	185

The vast expanse of Hudson Bay does not freeze except along the shore, and even there the ice is broke up many times during the winter by storms. The doubtful point, which it is to be hoped may soon be cleared up, is the length of time during which the Hudson Bay Straits remain open. As to this the evidence is very conflicting, but the balance leads to the conclusion that strong steamers like the Duudee whalers could effect a passage early in June and late in November. The Dominion Government should take steps to settle the feasibility of the navigation of our northern waters.

MR. FAWCETT, the Postmaster-General, is about to propose a parcel post at uniform rates, regardless of distance. The charge up to two pounds is likely to be sixpence; between two pounds and four pounds, one shilling, payment in each case to be made by stamps. The railway companies will carry and the post-office will collect and deliver, and the receipts will be divided equally—one-half to the post-office and the other half to the carrying companies.

Selected Matter.

NEW MEN IN BUSINESS.

Many young men have taken advantage of the present return to prosperity, and, embarking in business, are now either on the high road to prosperity, or they will in a few years add to the never-ending procession of those who go down to ruin. The future is in the hands of each one to be rich or poor, whether he may begin business with a few hundred or many thousands, and those who sell the goods will be guided to a considerable extent by the manner in which he may conduct his trade. Economy in the individual is essential not only in business expenses of all kinds, but in that of time, and he who wishes those in his employ to work on a good system must set the example himself. There is an old adage—a place for everything and everything in its place—which is truth itself and needs no explanation. Each employee should have certain duties, and be held responsible for them; and if neglect of any kind is reported, the trouble can be instantly traced to the proper quarter and the remedy be applied. Economy should not go so far as to interfere with the proper and necessary expenditures which all business demands, and without which customers will fail to be attracted or retained. The small cramped shops of fifty years since would not be suitable now, in these days of necessary display, and therefore the money laid out in a tasteful arrangement of the interior of an office or store is well invested. The great desideratum is to catch the eye of the customer, and his curiosity being aroused, his list of purchases will probably be added to, and if the article be really good and all that it pretends to be, it will be asked for regularly afterwards. The habit of saving grows on a man, and the pleasure of seeing his bank account increase will often induce the depositing in a bank of many a dollar which otherwise would have been spent perhaps foolishly. A decent bank account enables a young merchant to buy where he may be best served, as a cash customer is his own master. With the present revival in business a good chance offers to all who are industrious, honest, and capable, and they enter a field which has been well cleared of the stubble and weeds which for too long a time cumbered the ground and rendered the chances of successful returns more than doubtful.

—Ez.

LIABILITIES FOR AGENTS' ACTS.

There can be no doubt of the soundness of the principle that in case of wrong-doing on the part of a servant under such circumstances that his employer and any third party concerned may be said to be equally free from blame, the loss should fall on the employer rather than upon the third person. The great difficulty is in determining, in such case, as it arises, whether the parties are free from blame. The circumstances under which such a loss may occur are so endlessly diversified as to cause much uncertainty in the result of any litigation intended to determine on whom the loss is to fall, no matter how careful and able may be the tribunal resorted to. A case just decided by the Court of Appeal for this Province furnishes an instance of what appears rather a hardship upon the defendants in the suit. The plaintiff sought a loan from the defendants, the Dominion Savings & Investment Society, through one of its agents, and requested by his application that the money should be sent by cheque addressed to the agent. The cheque was in due course sent by the company to the agent, payable to the joint order of the agent and applicant. Upon this cheque the agent drew the money and absconded with it. The plaintiff claimed that the endorsement of his name on the cheque was a forgery, but the evidence satisfied the court that it was genuine, and that the plaintiff had endorsed the cheque before the agent. It was strongly contended for the defence, that by so endorsing the cheque the applicant had made the defaulter his agent to procure the money. It was also urged that by drawing the cheque in such a form as to make it impossible for any one to collect the amount of it without the plaintiff's signature, the company had complied with the applicant's directions and done all that could be required of them. It was, however, held by his Lordship Vice-Chancellor Proudfoot, of the Court of Chancery, before whom the case was tried, that the company by making the cheque payable to the order of their agent, made it his duty either to endorse the cheque to the applicant or to see that the money reached his hands; and that they must bear the consequences of their agent's fraudulent neglect of his duty. A decree was thereupon made restraining the company from taking any proceedings on the mortgage made by the plain-

tiff as security for the loan, and directing them to reconvey the property. Against this decision the company appealed without avail, for judgment has now been delivered by that court sustaining the ruling of the learned Vice-Chancellor. The case is, of course, one of those where much can be said on both sides, and as it appears to us quite as much in favor of the company's contention as against it. One thing is certain, that all loan companies and others whose business involves the payment of money through agents, should make a note of this decision and govern themselves accordingly. —*Monetary Times.*

THE GOOD TIMES COMING.

We have at length emerged from the depths of the long financial depression, and by all indications are now entering upon another period of great commercial prosperity. The fact of the regular succession of waves of prosperity separated from each other by the equally marked depressions of hard times, is no longer the mystery it used to be. Their causes have been to a large extent fathomed, and the laws which govern them are found as capable of being studied and understood as those of any other branch of political economy. Happily those causes are largely within the reach of human influence and control. When the era of prosperity is present, business flourishing and money abundant, individuals and nations yield to the impulse of the time. They indulge in unwonted outlays, and embark in extravagant enterprises. Instead of husbanding their resources and laying up in store against evil days, there is a general tendency to live up to or beyond the enlarged income. Sooner or later, and never very late, the sure reaction comes. A succession of poor harvests, a series of marine disasters, a glut in the markets, the consequence of over-production in some important department of industry, may be the immediate precursor of the change. But these are only secondary causes. They but precipitate the disaster which had been slowly but surely preparing, and must inevitably have come sooner or later. But when it has fully come, when money becomes hard to get, employment scarce, business enterprise languishing, and multitudes every day falling from affluence to poverty and from poverty to beggary, a general transformation is wrought in people's views and modes of

life. Perforce the wasteful become careful; the extravagant economical; the reckless cautious. There is thus a general husbanding of resources, and the gradual lessening of expenditures and accumulation of savings by the millions begin at once to work in the direction of returning prosperity. Of course thousands go to the wall. The over-production must cease, and multitudes are thrown out of employment. Creditors become alarmed, and unfortunate private and public debtors are pushed into bankruptcy, each capitalist and banker as he falls carrying down with him hundreds or thousands into wreck and ruin. While it cannot be denied, as we have said, that some of the causes which make or mar material prosperity, such as the harvests and the storms, are beyond control, even these will generally be found to vary only in localities, and to be tolerably uniform, taking a country or a continent as a whole. But the main sources of fluctuation, those found in the thrifty or spendthrift habits of governments and people, are wholly in their own power, and there seems little reason to doubt that when these latter learn to study more closely the laws of political economy, to observe more carefully the signs of the times, and to govern themselves accordingly, then, and not till then, will the periods of action and reaction come to an end, and long-continued seasons of moderate but uniform prosperity take their place. —*Globe.*

Business Changes for February.

James Skinner & Co., wholesale crockery, Hamilton, Ont., have admitted Richard Tow as a partner; Jones Bros., hardware and general store, Port Perry, Ont., retiring from business, succeeded by Abbs, Reid & Patterson; McGregor Bros., hardware, Walkerton, Ont., advertise closing up business; Wm. Zeiss & Co., varnishes, Windsor, Ont., have sold out; Skinner & Co., hames factory, Gananoque, Ont., burned out; Hodgson & Boyd, wholesale fancy goods, dissolved, Hodgson retires, new firm formed under the style of Boyd Bros. & Co.; Bronsdon & Stewart, wholesale paints, Toronto, dissolved, Bronsdon retires; Wm. Ward, jewelry, Dresden, Ont., burned out; S. Shannon, hardware and tins, Paisley, retiring from business; L. Maybee, hardware and tins, Woodville, Ont., has sold out and left; James Moore, stoves and tins, Arthur, has sold out to R. Martin; J. G. Edwards, hardware, Bobcaygeon, Ont., has sold out to McKee & Davidson, style now J. G. Edwards & Co.; V. Hohman, tins and hardware, Bayfield, Ont., has sold out; Forbye & Co., hardware, Owen Sound, Ont., have sold out to Wm. Kough; James B. Ryan, hardware, Toronto, sold out to Bertram & Co., possession given first of May.

NOTES AND COMMENTS.

A sleeping car costs, on an average, about \$12,000, and earns about \$1,000 a month. Pretty good profit.

THE Dundas Screw Company are preparing for starting in earnest. A few days ago two car-loads of wire went to the Valley City on the H. & D. railway, and to-day a like quantity passed over the same line, to be manufactured into screws.

THE glass works scheme is again creating some excitement in St. Thomas. A proposition has been made to establish a factory there to employ about 100 hands for the manufacture of table-ware, providing a joint stock company be organized with a capital of \$35,000.

JOSEPH LEDERER, wholesale jeweler, Chicago, has been arrested, charged with setting fire to his store, which was partly burned last month. His creditors claim that after the fire his assets showed only \$32,000, when the value should have been \$100,000.

MR. J. B. RYAN, hardware merchant of Yonge Street, in this city, has sold his business to Messrs. Bertram & Co., of Lindsay and Peterboro. The business already established in the latter place will be continued under the name of John Bertram.

IT is not often that a debtor saves a creditor's life, but one probably did so at the Buffalo disaster. A Mr. George Merchant was just going into the station, when he was told that a gentleman wanted to pay him some money. He had just reached the door when the crash came, and Mr. Merchant thanked his debtor for his money and his life.

MR. J. T. CULP, jeweller, No. 30 King street east, received a scare lately. In placing his jewelry in the vault for the night, he inadvertently left out a case of 219 gold rings, valued at about \$500, and in the morning they could not be found. The matter was reported to the police, but it was afterwards ascertained that the constable had found the missing articles and had put them away for safe keeping.

A French chemist, is reported to have given a striking proof of domestic affection. He condensed the body of his deceased wife into the space of an ordinary seal, and had her highly polished and set in a ring. He made a nice income by betting with lapidaries and others that they could not tell the material of the seal in three guesses, and, after pocketing the money, would burst into tears and say, "It is my dear, dear wife."

A Bill has been introduced in the Ohio Legislature regulating the price of sleeping and palace car tickets as follows:—For one berth in a sleeping car, \$1; for one section in the same, \$2; for single seat or chair in any palace car or coach, 50c. The Bill also requires stations where such tickets can be purchased to be kept in all cities of more than five thousand population.

A company doing business under the style of the Ontario Steel Barbed Fence Company has opened a factory at 55 and 57 Richmond Street east. Directors were recently appointed. Mr. T. R. Wood is President; Mr. A. J. Somerville is President and Managing Director, and Mr. James George, Secretary-Treasurer. It is expected that the factory will be in operation in two weeks.

THE United States, with its population of fifty millions and holding the status of an independent nation, is content with seven heads of departments, costing or salaries \$56,000 a year. Canada, with less than a tenth of our neighbour's population and occupying the position of a dependency, has thirteen heads of departments, who cost for salaries \$92,000 a year—or \$105,000 if we add the sessional indemnity. Who says that Canada is not too much governed?

MR. M. J. BYRNE, a farmer's son who grew tired of following the plow, received a present of \$1,000 from his paternal ancestor, and began store-keeping about a year ago in the village of Arthur. He now finds himself owing nearly \$2,500, and it is thought that his estate may pay about two-thirds of the liabilities. An assignment has been made for the benefit of creditors generally, and Mr. Byrne is probably thinking of going to some commercial college or school of logic to find out where in creation that other thirty-three per cent. has gone.

WE are glad to learn that our old friend Hepinstall, late of Diamond Hall of this city has commenced business on his own account in St. Thomas. Mr. Hepinstall is not only a first-class workman, but a thoroughly reliable fellow, and the City of St. Thomas is to be congratulated upon this new addition to its business circle. We have no doubt but that "*Hepinstall, The Jeweler*," will soon become a recognized institution in that enterprising city, and we wish him the success he deserves.

A correspondent of the Scientific American says:—"Let any one who has an attack of lock jaw take a small quantity of turpentine, warm it and pour it on the wound, no matter where the wound is, and relief will follow in less than a minute. Nothing better can be applied to a severe cut or bruise than cold turpentine, it will give certain relief almost instantly. Turpentine is also a sovereign remedy for croup. Saturate a piece of flannel with it and place the flannel on the throat and chest, and in every case three or four drops on a lump of sugar may be taken inwardly.

CARLYLE once asked an Edinburgh student—who tells the story in *The Milwaukee Sentinel*—what he was studying for. The youth replied that he had not quite made up his mind. There was a sudden lightning flash of the old Scotchman's eye, a sudden pulling down of the shaggy eyebrows, and the stern face grew sterner as he said: "The man without a purpose is like a ship without a rudder, a waif, a nothing, a no man. Have a purpose in life, if it is only to kill and divide and sell oxen well, but have a purpose, and having it, throw such strength of mind and muscle into your work as God has given you."

HALIFAX is anxious about the winter port. But Halifax is always anxious about something. If it is not the winter port it is the fishery award, and if it is not the fishery award it is something else. Sir Hugh Allan does not make Halifax the winter port for his steamers because he finds that it pays better to go to Boston. It is simply a commercial question, and not a political one, although Halifax seems to think that the Government should interfere. Of course if the Government, by passing an Act of Parliament, can prevent Halifax harbour from freezing over it is its bounden duty to do it without a moment's delay.

THE GRAND TRUNK RAILWAY is petitioning parliament against the granting of a charter to the Toronto and Ottawa railway. The petition sets forth that the Grand Trunk Company purposes double-tracking their line between Montreal and Toronto, and that the rival line might injure their financial negotiations in England. With the vast increase in the business of the Grand Trunk during the past year it should have no fear of this sort before its eyes; but whether it has or not it is the first duty of parliament to consult the interests of the country, and especially of its carrying trade. The Grand Trunk has long enough enjoyed a monopoly.

A lady while in a passenger railway car in Philadelphia one day last week had her attention attracted to a very handsome diamond ring on the finger of a gentlemanly-looking passenger beside her. She left the car and went to a store where she made several purchases but on putting her hand in her pocket for her purse found it had disappeared, and in its place found the diamond ring that had attracted her attention. Taking it to a well-known jeweller he pronounced it worth \$500. It is supposed the setting of the ring caught in her pocket, and it was stripped from the finger of the thief. The pocket-book contained about \$10, and the lady is the richer by \$490.

THE following are a few things not generally known:—A note dated on Sunday is void. If a note be lost or stolen it does not release the maker, he must pay it. An endorser of a note is exempt from liability if not served with notice of his dishonour within twenty-four hours of its non-payment. Each individual in partnership is responsible for the whole amount of the debt of the firm, except in case of special partnership. Ignorance of the law excuses no one. An agreement without consideration is void. Signatures in lead pencil are good in law. A receipt for money is not legally conclusive. Contracts made on Sunday cannot be enforced. A contract made with a minor is voidable. A contract made with a lunatic is void. Cheques or drafts must be presented for payment without unreasonable delay.

BEFORE the erection of the new pier at the astle rock, passengers from Dumbarton had to be conveyed down the Leven to the Clyde steamer by a ferry-boat, rowed by two elderly ferry-men. On one occasion an English commercial traveller had seated himself on the gunwale at the stern. One of the old ferry-men warned the man of his danger: "Noo ma man, come doon aff that or ye'll coup ower." The bagman only replied by telling him to "mind his own business, and trust him to take care of himself." No sooner had the rope been attached and the boat got the inevitable tug from the steamer, than the fellow went heels up over the stern. "Gowk! I tell him that." However, being in the water, it behoved that every effort should be made to save him. So the ferryman made a grab at what seemed the hair of his head, when a wig came away. Throwing this impatiently into the boat, he made a second grip at the collar of his shirt when a front came away. Casting this from him with still greater scorn, he shouted to his companion, "Tummas, come here and help to save a muckle o' this man as ye can, for he's comin' a awa' in bits."

Two detectives sent out from St. Johns a few weeks ago to look after some parties who were carrying on smuggling operations in the border counties, have returned to St. John, and report having made twenty eight seizures, some of them being very large. What is of more importance, they claim that they have fully discovered the system by which these operations were so successfully carried on, and have laid the whole information before the Customs Department. Hitherto the customs officials on the border have been in many cases powerless to act, owing to the smugglers knowing them, but this last move on the part of the Department was totally unexpected, and has resulted in the discovery of the whole plan of operations. The detectives say the business has developed into enormous proportions.

It would be somewhat strange if a judgment debtor who had no property other than cash should be allowed to escape payment on the ground that the cash could not be touched by his creditors. Only in exceptional circumstances could a man be possessed of a large sum of money which was neither wages nor the result of a disposal of other property. An impudent fellow, however, the other day, while being examined in Toronto as a judgment debtor, pulled out of his pocket a roll of bank notes amounting to some \$700, and declared that that was all the property he had, daring the creditor to touch it. It seems that the money was the proceeds of a bet. An order has very properly been made for the commitment of the bold debtor to gaol in default of his paying over the \$700 at once.

A meteoric stone fell at Weiner Neustadt a few days ago, near the telegraph office, and penetrated deeply into the gravel-covered road. The phenomenon was witnessed by several persons, who all declare that the meteor showed a brilliant light. Upon inspection a triangular hole was discovered of 5 centimetres width, the ground was frozen at the time. The meteoric stone was excavated in the presence of Dr. Seehober, director of the Weiner Neustadt High School. It weighs 375 grammes, is triangular in shape, its exterior is crystalline, with curious blackish, greyish, and yellow-reddish patches. Here and there metallic parts give a brilliant lustre. Its specific weight is very high, its hardness about 9. An analysis is now being made.

AMERICAN JOURNALS complain that England never willingly does sufficient honour to the inventive genius of Brother Jonathan. In one notable instance, however, England is doing homage to American ingenuity. A full set of American watch-making machinery was lately taken over to England and set up at the Lozells, Birmingham. One of the first achievements of the English factory was to carry off the contract for the supply of watches to the Indian railways—which contract has always hitherto been taken by American firms. Switzerland is also adopting the interchangeable system, which is the essential idea in the American factories. The consequence will be that the American tariff will again be found insufficient to keep out foreign-made goods.

A corner in eggs is the latest, and New Yorkers are paying five cents apiece for them. Speculators have been busy for some time past in buying up all they could get in the Northern States, Canada and the West. In the large hotels in the Empire City as much as thirty five cents is charged for two eggs. The number of eggs consumed in the United States is estimated at the enormous total of a thousand million a year. As many as 10,000,000 have been shipped to New York annually from Montreal alone, and it is computed that more than thrice that number is received east from Ohio and the interior States. Eggs are reported also as very scarce and dear this winter in Great Britain, where some 400,000,000, valued at near \$8,000,000, are annually imported, mainly from the Continent.

WHAT THE SEASONS BRING.

When comes the southern summer breeze,
That softs blows from tropic seas,
Who lives in impecunious ease?

The bummer.

When boreau blasts blow fierce and free,
And winter reigns on land and sea,
Who chuckles then with fiendish glee?

The plumber.

Or warm or cold the breezes blow,
From tropic seas or arctic snows,
Who comes his "sample lot" to show?

The drummer.

MR. JOHN ROACH, of Philadelphia, argues that as the United States is able to export locomotives, it ought to be able also to compete with the rest of the world in building iron ships. The *New York Times* denies that there is any analogy between the two cases. Americans do not export locomotives because they are better or cheaper than the English, but because their engines are unique. The English locomotives are built with wheels firmly attached to the frames; the American locomotives have the leading wheels fixed to a truck pivoted at the centre, and they are so fitted with equalizing levers that they can keep the weight on the driving wheels constant, no matter how irregular the track may be. As a consequence the American locomotive will do good service over a road where an English locomotive could no more follow it than an elephant could follow a goat. American locomotives are therefore built and exported simply to supply the wants of countries like Russia and Australia, where the railroad grades are bad and curves quick and frequent. For iron ships there is no such special market.

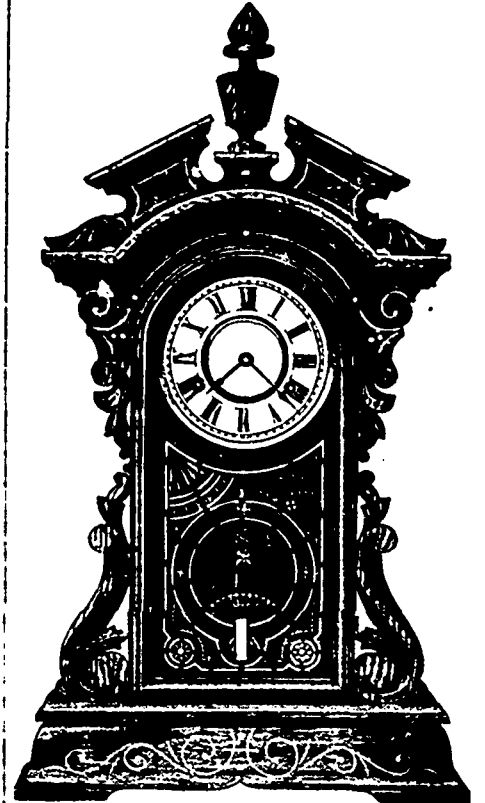
THE Favourite Paradox of humanitarians, that war will be made impossible by the use of perfect weapons, occurs to one reading accounts of recent experiments at Shoeburyness. Six "machine guns" for ordinary Martini-Henry cartridges were tested. A two-barrelled "Gardner" fired 195 shots, one at a time, in half a minute. A ten barrelled long Gatling revolver, fed from a hopper, and worked by one man, fired 330 shots in the half minute. A five-barrelled "Gardner," worked by three persons, fired 288 shots in the half minute, though two blocks occurred in the machinery. A five-barrelled Nordenfeldt fired 300 shots in the same time. A four-barrelled Pratt-Whitney fired 330 rounds in the half minute. The weapons were then tried with 1,000 rounds each—each shot to

be fired singly, an important feature—as the Nordenfeldt can fire in volley or "in file." The two-barrelled "Gardner" got off the thousand rounds in 2 min. 57 sec. The ten barrelled long Gatling was blocked more than once, but fired 987 rounds in 2 min. less a second—13 cartridges being dropped at the block which occurred. The firing with the five-barrelled Gardner resulted in the 1,000 rounds being worked off in 1 min. 35 sec. The five barrelled Nordenfeldt had a block, caused by a defective cartridge, and the gun was emptied, the cartridge rammed out, and the whole set into working order so rapidly that, including the stoppage 1,019 cartridges were fired in 2 min. 42 sec. The ten-barrelled short Gatling fired off the 1,000 rounds in 1 min. The "Pratt-Whitney" had no representative present, and it had the good fortune to be worked by two Royal Artillery officers, assisted by a Royal Artillery gunner. It scored the 1,000 rounds in 1 min. 41 sec.

THE LARGEST

Clock House

IN CANADA.



I beg to direct the attention of the Trade to my large assortment of Clocks, from the following celebrated manufacturers, viz.:
SETH THOMAS, WELCH, NEW HAVEN,
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I keep these Clocks in every style now manufactured, and show 180 different varieties of samples, besides Regulators of all kinds.

I will sell, only to the Trade, any of the above makes of American Clocks at prices lower than any competition either in quality style or price. Also a large variety of Ladies and Gent's Swiss Watches, Gold, Silver and Nickle Cases, Key and Stem winders.

Prices can be had by the trade on application, and we guarantee to fill all orders promptly at the prices quoted.

Jewelry and Fancy Goods of all kinds.

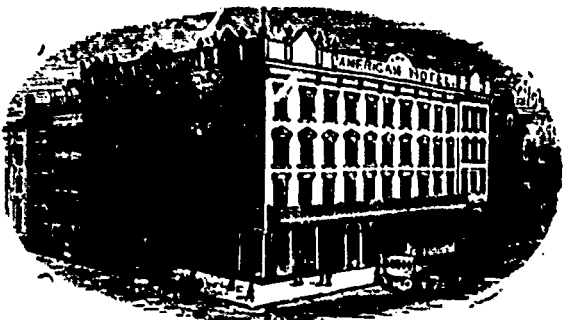
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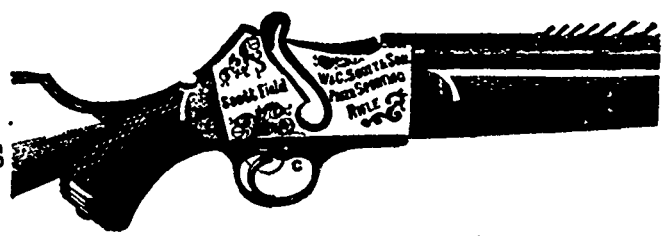
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OF ALL KINDS.

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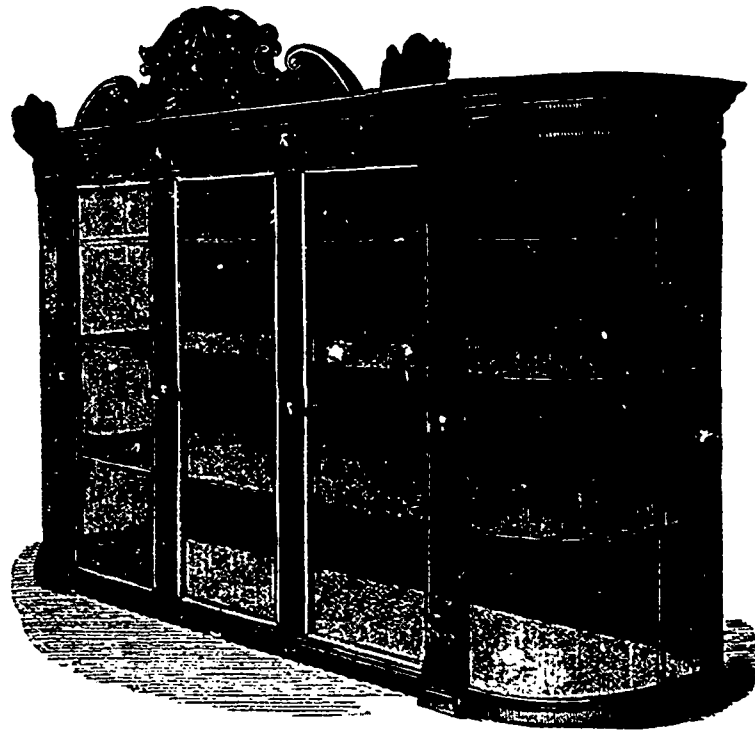
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A Large Assortment of "Scott" and "Greener" Guns kept constantly on hand.

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SHOW CASE MANUFACTURERS AND SHOP FITTERS, GOLD, SILVER, NICKLE AND BRASS PLATERS, ENGRAVERS, &c., BRASS RODS AND BRACKETS FOR SHOW CASES AND SHOP WINDOWS TO ORDER, NICKLE AND BRASS WINDOW BARS, DOOR PLATES &c., CARRIAGE AND HARNESS PLATING.



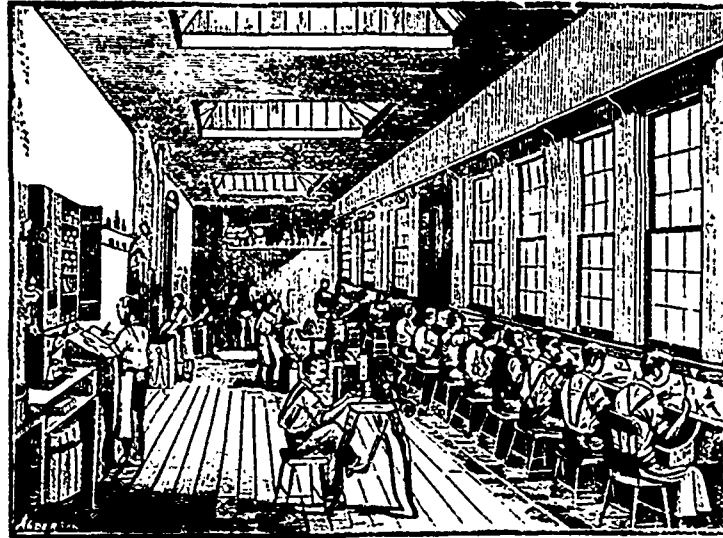
We would respectfully call the attention of all dealers in Plated Ware to the above cut, shewing our new design of Wall Case for Plated Ware. They are the handsomest and most attractive Wall Case made. We get them up in Square and Circle ends, with Nickle Silver doors, either to slide or open out. Size from 6 to 12 feet long and 6 feet high. Prices given on application. All styles of Counter and Window Cases in Silver and Wood and Silver jointed to order. Prices as low as quality of work will warrant. Send for our Illustrated Catalogue.

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&c., &c.

TO OUR CUSTOMERS AND THE TRADE GENERALLY.

DEAR SIRS,—During the past year we have made extensive alterations in our manufactory, adding the latest and most improved machinery and tools, and securing the best and most careful workmen. We intend sparing no efforts in supplying good material, made full standard quality, and finished in the best manner, and trust to be favored by those anxious to give their customers goods they can confidently recommend. Orders or repairs sent by mail receive proper attention.

We are, yours respectfully,

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SPRING TRADE, - 1881.

We have pleasure in informing the Trade, that our Mr. LOWE has lately returned from the United States Factories, where he has spent several weeks in selecting what is probably the largest and best assorted stock of American Jewelry ever imported into Canada.

The extraordinary demand for goods last Fall, left us with but little stock on hand, so that we were in an excellent position to purchase the novelties that were being put upon the market, for the present season's trade. Our stock will be found more than usually attractive, and will amply repay the inspection of any intending buyers.

In addition to our immense Stock of American Jewelry, we have also to hand several consignments of English Bright and Coloured Gold, Imitation Jet, Black Garnet, and Real Jet Jewelry all of the latest designs.

As usual our Stock of Electro-Plated Flat and Hollow Ware, is fully equal to the requirements of the season, and we are prepared to execute any orders in this line promptly and satisfactorily.

Our Travellers are now upon the road, and we bespeak for them the kind consideration of the Trade generally. In all cases we guarantee to meet any honest competition and give satisfaction.

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56 YONGE STREET, - TORONTO.

\$50 00 REWARD!

It having come to our knowledge that imitations of our justly celebrated "Sheffield Sterling" Spoons and Forks are being put upon the Canadian Market, we desire to notify the trade that we have registered the name "Sheffield Sterling," as our Trade Mark, in the office of the Hon. the Minister of Agriculture at Ottawa, (No. 1421), and that any person found guilty of illegally using the aforesaid Trade Mark, or vending any imitation, is liable to prosecution for misdemeanor.



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