

sail crafts, says the *Inter-Ocean*, but the measure now meets with general favor. The law provides that some employee of the Custom House shall examine vessels as to their seaworthiness, and that when complaint is made against a vessel she will have to remain in port until the authorities can satisfy themselves that she is really fit to go out. "There are probably fifty vessels in commission on Lake Michigan which will come under this law. They are unfit for further service, and remain tied up at some dock half the time. In the fall, though, when it is stormy, and when there is danger to crew or vessel to contend with they are run out because the freights are good."

AN ORILLA tanner, Mr. C. J. Miller, has been in British Columbia, to "spy out the land." He has returned, pretty well cured of his disposition to roam, and thinks there is no place like home. A person of small means, he says, has no chance to succeed in his business out there, for the trade is controlled by a few firms. There is, however, we are told, a fair prospect of sending Ontario leather thither, and so cultivating trade, for such goods as we turn out can be laid down there cheaper than the Columbians can make it. The cattle thereabout being all ranched, the hides are largely spoiled by branding which detracts from their quality and consequently from the character of their product.

THERE has been a multiplication of watch factories in the United States during the last few years, and the result is over-production. Owing to this cause the Illinois Watch Co'y., whose factory is at Springfield, Ill., has suspended work until September 1, whereby 1,000 employees are thrown out of their accustomed employment. Owing to the same cause the Waltham Watch Company, whose factory is at Waltham, Mass., suspends every Monday and Saturday, and all the employees have been notified to take two weeks vacation in August. While we have credited these stoppages to over-production, it is altogether probable says the *Shipping List*, that under-consumption has much to do with it, as with many persons the purchase of a watch depends very largely upon the volume of their earnings, which at the present time are not as large as they are in more brisk times in the industrial world.

THE fire at Port Perry on July 3rd has been a depressing disaster, and a circular asking assistance has been issued, signed by N. F. Paterson, Q. C. on behalf of the citizens. We read: When day dawned 62 business places and 15 residences with all their contents, were in ashes. 100 persons were direct losers by the fire, and about 300 more were thrown out of employment. A careful estimate has placed the loss at \$345,000 insured for \$152,000—but a small grocery store was left. Many, whose prospects the day before were bright and promising, have been ruined, some have lost the earnings of a lifetime. The assessed value of the village is \$360,000 so that property exceeding in value the whole assessment by \$100,000 has been swept away by this fire and the one in November. To add to the burden of the people, there is a debenture debt of \$47,000 on the village, part of which will fall due on the first of September next. Our yoke is too heavy for us to bear.

FRANK SANAGAN, a tailor in London, assigned about a week ago and compromised liabilities of \$7,000 at seventy five cents in the dollar.—At Port Stanley, Samuel Shepard, an extensive grain dealer has become involved, it is said, through speculation in Chicago. About twelve years ago he failed and compromised with creditors by paying half his debts.—The Chatham Manufacturing Co. which is doing a good business is

embarrassed in consequence of the stringent policy adopted by the Federal Bank, which is fully secured. Unless relief is afforded the Company must suspend. It is stated the workmen have not been paid for some time.—The Galt Carriage Manufacturing Company advertises that owing to dull trade it will sell its effects by tender.—A dealer in liquors etc. in St Thomas, named J. Doyle, has assigned with liabilities of \$10,000. We are told that all he really asks is an extension of time.—In Stratford the boot & shoe business would seem in bad case. Messrs. Begg & Gunn who purchased the business of Wm. Damer in October last, recently offered their stock for sale at 75 per cent. Not finding a purchaser they have reduced the rate and are willing to accept somewhere about one half the cost price of their goods.

THE bicycle and tricycle are constantly making friends and adherents. The latest thing in England is "the Sociable," a sort of double bicycle on which two persons can ride at once, each doing his share of propelling. At a moderate estimate there are at the present time some thirty thousand cyclists in Great Britain, and it is believed that the aggregate capital invested in the manufacture of bicycles and tricycles is no less than £2,500,000, finding profitable employment for 6,000 to 10,000 men. This important industry has not sprung into maturity at one bound; its growth has been gradual but steady, and much patient ingenuity and mechanical skill have been expended in bringing the manufacture of these popular implements of locomotion to their present pitch of perfection. Coventry is acknowledged to be one of the chief seats of the cycle manufacture, and the introduction of this trade into the "ancient city of spires" came most opportunely to rescue the place from the threatened decay arising from the long-continued drooping condition of the ribbon trade, which for years was regarded as the staple industry. In Coventry there is one of the largest factories in the United Kingdom.

—During the year 1883 the wine product of France was 36,029,182 hectolitres, one hectolitre being equal to 22 gallons. This shows an excess of more than 5,000,000 hectolitres over the average production of the five years 1875 to 1880, during which the phylloxera was making its ravages. Regarding the phylloxera it is shown that, up to the year 1878, the area of vineyards in France totally destroyed by the disease was 373,000 hectares, (about 821,300 acres), while 300,000 additional hectares had been more or less damaged. Had the disease continued to advance at the same rate until the present time not a single acre of wine-growing land would remain in France.

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