

THE Yarmouth barque "W. E. Heard" was was condemned in Buenos Ayres some weeks ago. The hull and materials have been sold for \$2,600 m-n paper. The "Heard" arrived at Buenos Ayres February 10, from Cardiff, grounded on an anchor and punched a hole in her bottom.

A GANG of thieves is operating in the locality of Dunnville. A short time ago several store doors were tampered with, but without success. At length the prowlers succeeded in gaining an entrance to Mr. James Norris' shoe store, and carried off a load of his best boots and shoes, valued at \$1,000. Constables are on the track of the thieves.

OWING to the low price of deals, as well as the limited demand for them, says the *St. John Globe*, some of the mills are closing down and others are likely soon to do likewise. Messrs. Randolph & Baker's mill suspended operations last week; Messrs. S. T. King's, at Mosquito Cove, stopped work on Saturday last.

THE Montreal firm of Gingras & Magnon, door and sash manufacturers, have made a judicial abandonment into the hands of the prothonotary and their creditors meet this week. Mr. Emmanuel Viger, wood dealer, has been appointed provisional guardian over the insolvent estate. The liabilities are stated at \$4,500.

AN addition is being made to the already extensive works of the Canadian Rubber Company in Montreal. The new building will be 175x64 feet and will follow the style of the main structure. It is to be used as a shoe shop, will be completed by the 1st of October and will increase the manufacturing facilities of the company one-half.

THE pilot chart of the North Atlantic ocean for August, issued by the United States Hydrographers' office, announces that during the month tropical cyclones may be expected; frequent fogs will be found on the banks of Newfoundland and their vicinity; ice will be met as far south as lat. 45, but if that limit is reached, the bergs will be few in number and of small size. Bergs have been reported as far east as lat. 48.40 north.

ABOUT two years ago the premises of Messrs. Hobbs, Osborne & Hobbs, wholesale hardware merchants, London, were destroyed by an explosion of gunpowder. The firm was insured in the Northern Assurance Company which resisted payment, and, until a few days since, expressed its intention of carrying the case before the Privy Council. This procedure has been abandoned, and the insurance money with costs has been paid to the insured.

A TRANSFER of the steamboats, &c., of the old Halifax Steamboat Company to the new Ferry Company took place last Saturday, when the purchase money, \$84,000, was paid over and the business assumed by the Halifax & Dartmouth Ferry Company. New steamers are to be put on next year, and an improved service is promised. The directors of the new company are Robie Uniacke, B. W. Chipman, J. C. Mackintosh, F. C. Elliot and Geo. A. Pyke.

THE Canadian Pacific Railway has cheapened rates to encourage travel to British Columbia. Second class passage is offered to Vancouver or Victoria, from any point on the line in Ontario and Quebec, for \$50; first class for \$75, and first class return tourist tickets, good for stop over at any point of interest on the route, for \$110. Passengers have the option of going by the lake route or rail route. Tourists going by one route may return by another.

ADVICES from the French islands in the Gulf, St. Pierre et Miquelon, state that business there is duller than has been known for years, although, to-day (24th) a better spirit prevails, the news having come from France that the ministry had decided to issue orders for their army and navy to use salt codfish once or twice a week. This will mean an additional consumption of some 300,000 quintals.

SOME of the lobster packers on the shores of Cape Breton report a great scarcity of bait. On the southern shore lobsters are plentiful and large, while on the northern shore they are reported small. The reports of the scarcity of the *locusta* tribe in the P. E. Island and New Brunswick waters has caused the price to advance in the American markets fifty cents a case. The close season commences on the 1st of August, when packers will have to shut down until next spring.

A GENERAL dealer named J. A. Claveau, of Chicoutimi, Que., is reported failed. He was in difficulties during the past spring, and then effected a settlement at 65c. on the dollar, which arrangement he has not been able to carry out. He owed then \$8,500. — Max Rothschild, general dealer, Kazabazua, Que., has called a meeting of his creditors. — Chas. Cadotte, a manufacturer of shoes in a small way in Montreal, has failed. Mr. A. M. Cassels being appointed curator. — T. H. Malette, grocer, Montreal, is missing and is believed to have absconded. His affairs are in the hands of creditors; liabilities about \$4,000. Malette compromised only last fall at 40 cents on the dollar.

THE immense raft at Amherst, N. S., about which so much has been written during the last month or so, and which was to revolutionize the lumber carrying trade of this continent, has proved a sad failure to the projectors. After two unsuccessful attempts to launch it the ponderous mass of 7,000 tons now lies partly imbedded in the sand and mud, having slipped half way down the launching ways only to be brought to a standstill by the breaking of the cradle timber rest. The raft contains 2,000,000 feet of lumber, is nearly cigar shaped, being 400 feet long, 52 feet wide, and 35 feet deep. Another attempt will be made to float it.

THE extensive display of safes made at the Indian and Colonial Exhibition by Messrs. J. & J. Taylor, of this city, will never see Canada again. A Bombay dealer with an appreciative eye has purchased the entire consignment, consisting of two car loads, and will take them back to the land of jungles, elephants and tigers. Nor is this the whole story. The firm is at present working on a second order for the same purchaser. Some idea of the extent of the first sale may be gathered from the fact that the value of one safe alone is \$2,000. Messrs. Taylor have, of course, no doubts as to the benefit arising from the London exhibition; already enquiries have been received from far Australia.

IT appears that the C. P. R. has completed satisfactory arrangements with the St. Paul, Minneapolis and Manitoba Railway Co., for the opening of a new transcontinental line for passenger traffic from St. Paul to the Pacific Coast. Notice has been sent to all the railway line south of St. Paul advising them that the same rates will be made over this line to the coast as those made by other transcontinental routes. At the Pacific terminus connection will be made with steamers of the Canadian Pacific Navigation Company for Victoria, B. C., and all Puget Sound points, also with the Pacific Coast S. S. Co., for Pacific Coast,

Asiatic and Australian ports. In due time we may expect to see a large portion of transcontinental travel find its way through Winnipeg over this new route.

THE display of textile products from the mill of Wm. Parks & Son (limited), made at the Colonial and Indian Exhibition, London, has attracted deserved attention. Parks' cotton warp, and Parks' knitting cotton, so well-known to the trade, are shown, the first in five pound bundles, the latter in two ounce balls. Then there are Parks' hosiery yarn, all numbers, two and three ply, and the carpet warps of the same make. In color and finish these goods have long given very great satisfaction, and the mill is kept supplied with the latest and best machinery for the production of the most modern wares. Inclosed in the exhibit is a variety of pieces of their Lansdowne tweeds, mixed and striped patterns; also thirty-six different patterns of striped, checked and Galatea shirtings. These specimens occupy a prominent place in the Canadian section of the great show.

WE have already named Mr. S. C. Stevenson, Assistant Commissioner for Canada at the Colonial Exhibition, as an example of the right sort of person to represent Canada abroad, and are glad to find, in a letter to the *Montreal Star*, the following reference to a service rendered the Dominion by that gentleman:—"At his suggestion and through his repeated personal applications the Royal Commission is about to set apart quarters in old London as a Commercial Bureau—a sort of business and social exchange for the use of exhibitors from all the colonies; where they can meet in common, talk over their business matters and exchange suggestions as to the future." Thus far, it appears, their meetings have been confined to the lunch rooms and drinking places. Hereafter they will have a more fitting place to congregate in. Such a move as this is one of practical use and of greater consequence than anything the Royal Commission has hitherto done in that direction.

NIAGARA FALLS is celebrated far and near for its cab tariff and we believe that not a little of its world-wide fame is due to the falls themselves. But when compared to the charges of a native hack-driver, nature's wonder sinks into mere insignificance. Now, however, it is likely to hold its own for we learn that one of the conveniences of free Niagara will be a new system of transportation similar to that of Central Park, New York. The privilege of running a line of vans on the islands of the State reservation at Niagara Falls has been given to a Buffalo man. The fare for the round trip, starting near the American Falls, across Goat Island Bridge, around Goat Island, thence to the upper end of the reservation, and back to the starting point, will be 25 cents. The passenger will have the privilege of as many stops as he pleases, taking any following van. The vans will be new and of the wagonette pattern, easy and commodious and will hold from eight to ten persons.

ALTHOUGH Wm. Hill, of Hamilton, succeeded to the well-established grocery business of his brother Edward, he has not been able to make money. He began with one Clark in January last; in May the partnership was dissolved and now Mr. Hill has assigned. — J. F. McNeil, a tea dealer in this city, has failed after a brief experience of three months. He was formerly a book agent. — When John Watt opened a general store at Bosworth in 1885, he had little means of his own. In May last he sold out and this week he has assigned, being unable, doubtless, to meet the liabilities