

*Butter*.—Receipts, 857 brls. Decrease, 2,048 brls.

*Cheese*.—Receipts, 10,765 boxes. Decrease, 25,832 boxes.

*Corn*.—Receipts, 271,699 bush. Increase, 592,349 bush.

*Flour*.—Receipts, 40,063 brls. Decrease, 23,679 brls.

*Lard*.—Receipts, 1,030 brls. Increase, 18,248 brls.

*Oats*.—Receipts, 181,506 bush. Increase, 541,998 bush.

*Pears*.—Receipts, 32,137 bush. Decrease, 285,155 bush.

*Pork*.—Receipts, brls. Decrease, 7,263 brls.

*Wheat*.—Receipts, 189,336 bush. Increase, 372,292 bush.

#### EXPORTS.

Comparative statement of Exports of leading articles at the Port of Montreal, from the 1st January to 29th June, 1875 and 1876.

	1875.	1876
Ashes.....	5,800	4,207
Bacon.....	11,758	27,716
Barley.....	18	359
Butter.....	22,810	21,373
Corn.....	284,256	673,074
Cheese.....	51,979	57,969
Flour.....	136,094	122,596
Lard.....	14,907	24,835
Oats.....	117,779	554,067
Pears.....	1,078,736	537,258
Pork.....	3,586	5,228
Wheat.....	2,193,449	2,256,708

#### REMARKS.

*Ashes*.—Exports for the week, 301 brls. Pot, — brls. Pearls Decrease, 1,593 brls.

*Bacon*.—Exports, 116 boxes. Increase, 15,958 boxes.

*Barley*.—Exports, 3 bush. Increase, 341 bush.

*Butter*.—Exports, 80 brls. Decrease, 1,437 brls.

*Cheese*.—Exports, 972 boxes. Decrease, 3,710 boxes.

*Corn*.—Exports, 220,309 bush. Increase, 388,818 bush.

*Flour*.—Exports, 12,754 brls. Decrease, 13,408 brls.

*Lard*.—Exports, 188 brls. Increase, 9,778 brls.

*Oats*.—Exports, 120,044 bush. Increase, 836,288 bush.

*Pears*.—Exports, 66,839 bush. Decrease, 541,478 bush.

*Pork*.—Exports, brls. Increase, 1,642 brls.

*Wheat*.—Exports, 265,981 bush. Decrease 63,259 bush.

#### SHIPPING INTELLIGENCE.

##### LLANELLY COUNTY COURT.

SUPPLY OF MONEY AND PROVISIONS TO A CAPTAIN.—THE AMPHION.

(Before Judge Terrell.)

This was an action instituted by Messrs. Isaac Nutter & Co., of Crookhaven (Ireland), shipping agents and general merchants, against Henry Rees, of Llanelly (Carmarthenshire), lately the owner of a brig called the *Amphion*, to recover the sum of 91 16s 9d under the following circumstances.

In February, 1871, the *Amphion* being at Crookhaven, ready to sail, the Captain applied to the plaintiffs for certain provisions for the voyage, the vessel being unable to sail without, and also to advance him certain money to pay the Pilotage and Boatman. The Captain, at the request of the plaintiffs, first telegraphed to his owners at Llanelly, but, receiving no reply, the goods were supplied and the money advanced as requested. The defendants now refused to pay, alleging that Crookhaven was a

port too near to Llanelly; and that the plaintiffs should have themselves communicated with the defendant previous to supplying the goods or advancing the money.

His Honour, however, held that under the circumstances the plaintiffs were justified in supplying the goods and advancing the money, and gave judgment accordingly for the plaintiffs, with costs.

#### THE ROYAL NAVY.

All naval pensioners under 55 years of age have been ordered to hold themselves in readiness for active service, and permission has been given all pensioners under 45 to join the Naval Reserve. Hitherto none but those who had qualified were permitted to join. The advantage of acceptance to the men is the new increase of pension at 50 instead of at 55 years of years, and to the service an increase of men within call and fit for foreign service.

The following information has been received from the Admiralty:—"Mediterranean.—Vice Admiral the Hon. Sir J. Drummond, in the *Hereules*, was in Besika Bay on the 26th of May. He arrived that day with the *Devastation*, *Pallas*, and *Invincible*. The *Research* was expected the next day from Salonica. The *Swiftsure* was at Salonica. The *Triumph*, with the flag of Rear-Admiral Rice, was expected on the 27th or 28th May, from Malta. The *Rapid* was at Smyrna."

PLYMOUTH, June 7.—Orders have been received at Devonport Dockyard for preparations to be made for the reception of the *Himalaya* immediately on her arrival there, and to have her refitted and ready for sea by the first week in July.

PORTSMOUTH, June 7.—Sailed—Her Majesty's troopship *Sinoon* (s), for Dublin.

SIERRA LEONE, May 17.—Arrived—Her Majesty's ship *Mallard*, from Sherbro, in tow of the *Lady of the Lake*.

#### COMMERCIAL.

From English Papers.

CONDITION OF TRADE.—When capital has been misplaced and losses ensue, distrust arises, and a consequent withdrawal. Such losses may partly arise from an excessive cost of labour. From whatever cause, labour is made to suffer, owing to an absence of the legitimate enterprise which it had prepared itself to uphold. And thus, by action and reaction, by reckless trust and then an unreasonable want of confidence, we have the fluctuations which, in either extreme, are so troublesome and so devoid of harmony. It has been said of the iron trade, that its present depressed condition arises from an over-production of the commodity. It has, doubtless, arisen from a slackness in the demand. But why has the demand slackened? Unemployed capital and labour are abundant, but the enterprise of the people has been prostrated through the effects of reckless trading; such prostration has not been counteracted by the exercise of sound judgment, public predominating over the affairs of men more than they are willing to admit. Until this feeling of an unreasonable want of confidence shall have passed away, the "enterprises of great pith and moment" which may be expected in our early future must remain in abeyance; whereas a more thorough knowledge of the subject would tend to an immediate restoration of confidence. A really good governing body might do much in restoring confidence, and thus reviving commercial prosperity. The opening of more complete systems of communication throughout the Indian empire and our immense Colonial possessions is as much demanded of the Government of the present day as was the opening of highways in Ireland and the Scottish Highlands, 130 years ago. Steadily and perseveringly should the principal guardians of our capital and labour open up those vast countries. The millions of pounds sterling expended thereon would not be wasted, as in war, but invested in *bona fide* property, which would ultimately yield a fair return, besides aiding greatly in the protection of her Majesty's subjects and domi-

nions, and multiplying healthy and legitimate channels for the employment of more capital and more labour.

VALUE OF LONDON LAND.—The freehold site of the church of St Antholin, Queen Victoria street, occupying a ground area of 4,330 square feet, was sold on Thursday, by auction, at the Mart, Token-house yard, for 46,350*l.*, or at the rate of 10*l.* 15s. per square foot.

THE CHANNEL TUNNEL.—The preliminary works in connection with the Channel Tunnel have just been commenced at Sangatte, near Calais. Shafts have been sunk to a depth of 40 metres, and the work is being carried on rapidly, the laborers working day and night. A powerful pump has been set up to absorb the water that is met with in rather large quantities. When these shafts have reached a depth of 100 metres below the sea, a gallery 1 kilometre in length will be made in the hard chalk. If this can be done successfully, and nothing occurs to show that the works are impracticable, the tunnel will be definitely commenced. On Saturday afternoon the boring had reached a depth of 200 feet, or 61 metres.

MILL HANDS IN INDIA.—Miss Carpenter made the following statement in her address to the Indian National Association at the rooms of the Society of Arts, London, on Monday, 15th instant:—"Mills might be established, and the boys and girls who were brought to work in the mills might also be educated. At present in the Bombay mills the working hours were too long either for rest or education. The men worked thirteen hours a day, and often on Sundays, and even the children were required to work long hours. In the girls, on the contrary, eight hours formed the maximum day's labour."

CANADA'S POSTAL ADVANTAGES.—The *Christian World*, London, inserts the following letter addressed to its editor:—"Sir, Few persons are aware how completely Canada (and all our British possessions) are left behind in recent postal arrangements. Take the following examples: A book packet, weighing five ounces, costs to any part of the United States three-pence, but to Canada eightpence; two ounces to United States one penny, but to Canada twopence. A postal card can be sent to any part of the United States for three halfpence, but to Canada not at all (except as a letter at letter rate!). Verily, Cousin Jonathan has got the best of the Britisher this time. "Yes, sir, I guess that is so!" How long, Canada will endure such a state of things remains to be seen; but surely the Government that can permit it to remain for a single day, must be asleep, or worse.—Yours truly, W. H. Simms, London, May 29, 1876.

Queenstown, June 11.—The *Mary Jane*, from Leith for Quebec, with coals, arrived here leaky in bow ports.

Cork, June 21.—Sailed, brig *Johnny Smith*, Thompson, North America.

Gloucester, June 23.—Sailed, brig *Genoa*, Priest, North America.

Liverpool, June 22.—Sailed, bark *Glen Nevis*, North America.

Sailed from Algon Bay, 8th ult., Morning Star, Bushell, Montreal.

A fine barque called the *Hugh Cann*, 1086 tons register, built under superintendence of Mr. Jacob Allen, for Messrs. N. B. Lewis, Hugh Cann, and others of Yarmouth, N.S., was launched at Salmon River, Township of Clare, on the 20th inst. She is thoroughly iron kneed, copper fastened and classed eight years in Bureau Veritas.

There launched, at Tusket, N.S., on Tuesday, the ship *J. S. Wright*, built for Nathaniel Churchill, Esq. This ship measured 1430 tons old measurement, registers about 1300 tons, and is a beautiful specimen of marine architecture. She is thoroughly copper fastened, and classed for nine years in French Veritas, the additional time being given for the superior class of wood used, a large proportion being of pitch pine.