

exports for the month amount to £16,237,059 against £15,206,577, in the corresponding period of last year, showing an improvement of 7½ per cent over 1877 and 5½ per cent over 1876. The total imports for the month is £34,004,190 against £32,165,334 in April last year, showing an increase of 5½ per cent, but a decrease of 3 per cent from the figures of 1876. The quantity of corn imported in April was 8½ per cent greater than that of April 1877, while its value, £2,475,507, was in the aggregate only 3½ per cent. greater.

—Accounts respecting the fruit crop, and the effects upon it of recent frosts, received by an Oakville gentleman from Drummondville, Galt, Norwich, Otterville, Georgetown, Cobourg, Belleville, Newcastle and St. Thomas state that the crop about these places is more or less damaged. Strawberries have suffered the most. In the most favorable instances not more than one-half a crop will be realized. Grapes are seriously damaged, as also are other small fruits. Cherries, plums, apples and pears do not seem to have been materially injured. The strawberry fields about Oakville have been seriously injured, some patches being utterly ruined. Some will yield three-quarters, and the majority, it is thought, half an average crop. About Belleville, on the other hand, the fruit is said to have recovered from the cold snap, and to be doing splendidly.

—It is a notable feature of American Commerce that, how dull soever the times may be, railway passenger traffic keeps up to a much greater relative extent than freight. A desire to travel is certainly a feature peculiar to the American people. The *Railroad Journal* states that the passenger travel is to-day fully up to the average of ordinary times, and excursion rates are already leading to excursion trains. It is also true that the main trunk lines of the United States show an increase of freight and express matter; and the immense shipments of last year's crops from all accounts have not yet ceased to find their way over railroads eastward. A Chicago despatch of last week says: "The unprecedented movement of grain in this market is attracting considerable attention and indicates a revival of business."

—We notice the resignation, after a very long period of active service, and probably on account of prolonged weak health, of Mr. P. S. Stevenson, general freight agent of the Grand Trunk Railway. The General Manager, in announcing the fact, deservedly compliments Mr. Stevenson for the ability with which he directed affairs in his department. Mr. John Porteous, the assistant general freight agent, formerly of Portland, who has gained a very creditable reputation for capacity, is now in Montreal attending to the business of that department.

—It is doubtful whether the majority of purchasers realize the annual profit to be made by availing themselves of the discounts for cash

offered by most manufacturers. To make this clearly understood, and thereby induce a large proportion of their customers to buy for cash, a plan that has produced good practical results has been devised by a large manufacturing firm of St. Louis, which is thus described by an exchange:—To each invoice leaving the house is pinned a printed slip to the following effect:

Terms: Note at 90 days, or 5 per ct. discount for cash within ten days.

We hand you herewith invoice for \$250, also note for same amount at 90 days, which must be signed and returned to us within ten days according to terms of sale. If you prefer to pay cash you may remit as per statement:—

Amount of invoice (if paid in 90 days) .. \$250.00
Amount saved by remitting in ten days .. 12.50
Amount to be remitted within ten days .. 237.50

The material saving effected here is brought very forcibly to the notice of purchasers, who are frequently transformed from dilatory, careless customers to cash buyers. If dealers will consider the saving effected on each three or four months' transactions by this means, they may form an idea of the yearly saving they can effect through its use.

—Respecting financial prospects in Canada the *N. Y. Bulletin* has the following:—The statement of the chartered banks of Canada for April, without showing any marked revival gives a more satisfactory view of financial affairs, that is, to say the least, encouraging. Both in circulation and deposits an increase is exhibited, while the amount of notes overdue is less; and of those that are overdue the greater proportion is secured. Judging from these and other statements, it looks as if the demand for money is limited by the continued depression of business, and only needs a start for more rapid circulation. Another fact on which we congratulate our Canadian brethren is the great decrease in failures during the past two months, which have been general throughout the Dominion, and especially in Montreal. Evidently they are beginning to anticipate better times.

—An Uxbridge correspondent told us last April of the annoyances to which merchants of that place had been put by supposed robberies of goods in transit by rail. A hint may be taken by the railways or by those aggrieved, from the following incident, related at length in a continental paper. A North German Railway company suffered from the repeated loss of goods which were sent by luggage train, and which continued to disappear in a very mysterious manner. The secret was at length revealed by a rather amusing accident. A long box, on one side of which was "this side up," had been set up on end in the goods shed. The employees were presently startled to hear a voice from the box in question begging the hearers to let the speaker out. On opening the lid a man was found inside, standing on his head. The fellow wanted to account for his appearance thus as due to the result of a wager, but he was arrested and it was found that the thieves had taken this plan of getting to the railway premises, and while the employees were absent they had let themselves out of the box, which they at once filled with any articles they could lay their hands on, refastened the lid and then decamped.

TABLE SHOWING COMPARATIVE IMPORTANCE OF THE VARIOUS COLONIES OF AUSTRALASIA FOR THE YEAR 1876.

Name of Colony.	Area. Sq. Miles.	Popula- tion.	Revenue. £	Public Debt. £	Taxation per head.		Value of Exports per head.		Shipping. per head.		Value of Trade per head.		Land Alienated.		Land Unalienated.		Telegraph.		Railways.		Sheep.	Cattle.	Horses.
					£	s.	£	s.	Tonnage.	£	£	s.	Acres.	Acres.	Acres.	Acres.	Open.	Con- struc'tg	Open.	Con- struc'tg			
New South Wales ..	310,938	618,214	5,037,662	11,759,519	1	17	21	10	2,128,000	43	3	3	20,000,000	180,000,000	3,761	1,818	642	297	642	297	25,263,755	3,131,013	366,703
Victoria ..	88,198	830,679	4,325,156	17,011,382	17	1	17	1	1,673,865	36	0	0	10,351,194	46,095,526	2,743	319	617	358	617	358	11,749,532	1,054,598	196,184
South Australia ..	914,730	218,060	1,320,204	3,837,100	22	1	22	1	732,325	43	1	1	6,398,823	185,601,177	3,470	1,029	274	174	274	174	6,179,395	219,240	107,164
Queensland ..	678,600	184,194	1,263,268	6,948,586	3	4	21	1	764,182	38	0	0	1,745,102	426,747,698	4,633	63	265	113	265	113	7,227,744	1,812,576	121,497
Tasmania ..	26,215	104,573	327,350	1,520,500	2	1	10	16	277,484	21	13	13	4,024,808	11,726,692	763	...	150	22½	150	22½	1,719,768	118,694	23,473
Western Australia ..	1,000,000	27,321	162,189	135,000	3	2	14	11	77,898	28	13	13	1,903,083	623,323,000	1,159	350	38	35	38	35	881,861	50,416	29,379
New Zealand ..	104,900	104,900	2,735,956	17,400,031	3	15	16	4	787,514	38	12	12	12,983,393	51,016,607	3,156	...	542	464	542	464	11,674,863	494,113	99,261