

the remaining forty-six head were put on board ship, with an ample provision to feed them on the passage across the ocean, which lasted just ten days. The cattle bore the voyage well, coming off the ship at Liverpool in fine condition, and apparently not having lost in weight or quality. When taken to the London market they were pronounced the finest lot of bullocks that had been on sale for that week. They were sold at the Metropolitan Cattle Market by Messrs. Le Neve & Son, No. 12 Bank Building, and the following is the account of the sales in London, as rendered to Messrs. Lovering & Roe by that firm:

LONDON, Jan. 8th, 1877.

Messrs. Lovering & Roe, steamship *Wyoming* from New York, sold by Le Neve & Son, 12 Bank Building, Metropolitan Cattle Market, London:

Two head at £38.....	£76
Four head at 37.....	148
Four head at 35.....	140
Two head at 35.....	70
One head at 35.....	35
Four head at 34 10s.....	138
Seven head at 34.....	238
Two head at 34.....	68
One head at 33.....	33
One head at 33.....	33
One head at 33.....	33
One head at 32.....	32
Three head at 31.....	93
Two head at 31.....	62
Two head at 31.....	62
One head at 29.....	29
One head at 28.....	28
Two head at 28.....	56
Two head at 28.....	56
One head at 27.....	27
One head at 21.....	21
One head at 30.....	30

Total.....£1513

Messrs. Lovering & Roe, having returned and settled all expenses, have made the following returns to the Association, which exhibits very clearly the whole extent of the venture

EXPENDITURES, DR.

29 steers av. 1531 lbs., at 5½ c.....	\$2475 53
21 steers av. 1762 lbs., at 6c.....	2220 00
Freight and feed in New York.....	500 00
Charges on 4 cattle sold in New York.....	19 87
Freight to Liverpool.....	1610 00
Stalls for cattle.....	242 00
65 bales of hay.....	150 00
110 bushels of corn.....	71 50
Two barrels molasses.....	36 00
23 lbs. oil cake.....	4 00
Leather hose.....	16 00
Freight from Liverpool to London.....	141 80
Yardage and Feed.....	16 68
Selling 46 cattle.....	79 60
Return expenses for two men.....	250 00

Total expenses.....\$7863 00

RECEIPTS, CR.

4 cattle sold in New York.....	\$ 279 00
46 cattle sold in London.....	7378 07
Hay, Molasses, &c.....	70 00

Total receipts.....\$7727 07

Expenses.....7863 00

Total loss on shipment.....\$ 135 93

This shows a loss on the whole of \$2.72 per head, but this itself is to be

accounted for altogether by the want of experience. The shipment to Liverpool was a mistake, for the opposition and combination of the cattle dealers obliged the American dealers to take their cattle to London, at an expense of \$141.80 for freight; and, besides this, there was the loss of time, and the expense of handling them in Liverpool, which together would make a difference of nearly \$3 per head, which would have been saved by a direct voyage to London, where it is proposed to take the next shipment, as the steamship company have offered to take future shipments of live stock at the same rates to that port that were paid for the freight to Liverpool. Some of the items also will not be needed. For instance, it was found that the cattle after being on ship-board would not eat oil-cake, although they had been fed on this article before being shipped.

The leather hose, which was purchased for the purpose of watering the cattle aboard ship, is on hand for use during the next trip. The provender, consisting of hay, corn, molasses and oil-cake cost in the aggregate \$4.82 per head. The stalls on board ship cost \$5.25 each. The freight to Liverpool was \$35 per head, to New York, \$10. The yardage, feed, and sale commission at London was \$4.10, so that each animal really cost to be placed in the London market, including freight from Liverpool to London, \$60.27.

These shrewd shippers think they can see a fair margin of profit in future shipments, and by a direct trade with London they will save enough to make a profit. Had they had the good fortune to have got their cattle into London the week previous, they would have sold for two pounds sterling per head or \$10 more than they brought. The freight across the ocean is expensive, but the room taken up by cattle counts. On board the same ship there were 500 head of dressed cattle, 300 sheep and 200 hogs, and these did not take up any more room than the 46 head of live stock. But the advantage of the live stock is very great, from the fact that it can be held to wait for a market, while the dressed meats must be sold at once.

This certainly appears to decide *against* the policy of sending live cattle to England, instead of the dead quarters of beasts of like quality slaughtered in this country—presuming, however, that the meats can be sent from here in *good preservation* to the London, Liverpool or other large English, Scotch and Irish markets.

The quality of our exported meats of any kind to Europe must be good—equal to the best of their own native production—or we may as well send none at all. Such meats we have in the Short Horn high grade cattle, in abundance, and as

the trade increases, if increase it do, we can supply it in untold quantity. It is bad enough for us to consume our *common cattle* meats at home. British foreigners will not buy it if sent to them, for they have enough of such trash from the neighboring continent.

We think the shipment of *live* bullocks to England, as a profitable commerce, will prove a failure. There are too many contingencies connected with it, according to the example we have quoted, which had no drawbacks of consequence connected with it, but which, otherwise, would have been altogether disastrous.

We think the experiments already made of *carcase* shipments of meats, prove that they may be successfully continued under proper regulations—either beef, mutton, pork or poultry. To the success of these we should bend our efforts, and be content with the proceeds they may yield us, and which, in the long run, we believe will prove profitable.—*Country Gentleman*.

The following lines on the Blue Eye-bright, or Germander Speedwell, were written by Ebenezer Elliot, the Corn Law Rhymist. This plant still grows naturally at the Prince's Lodge, a remnant of the Duke of Kent's garden:

Blue Eyebright! loveliest flower of all that grow
in flower-land England! Flower, whose hedge-
side gaze

Is like an infant's! What heart doth not know
Thee, cluster'd smiler of the bank! where plays
The sunbeam with the emerald snake, and strays
The dazling rill, companion of the road
Which the lone bard most loveth, in the days
When hope and love are young? O come
abroad,
Blue Eyebright! and this rill shall woo thee with
an ode.

Awake, blue Eyebright! while the singing wave
Its cold, bright, beauteous, soothing tribute drops
From many a gray rock's foot, and dripping cave;
While yonder, lo, the starting stone-chat hops!
While here the cotter's cow its sweet food crops;
While the black-faced ewes and lambs are bleat-
ing there:

And bursting through the briars, the wild ass
stops—

Kicks at the strangers—then turns round to
stare—

Then lowers his large red ears and shakes his
long dark hair.

THE BLENHEIM PIPPIN.

THIS apple supplies a notable proof of the baselessness of the common idea, that an apple originating in a certain locality, must, of course, possess a constitution specially adapted to that locality or latitude. A second thought ought to disprove such a notion, for if it had any foundation we could soon acclimatize Southern grains, &c., by merely planting their seeds in Northern soil.