

## SHIPPING NEWS.

## LATEST MOVEMENTS OF NOVA SCOTIA VESSELS

BUENOS AYRES May 31—Sld brig Electric Light, Martell, New York.  
 CAMPANO June 18—In port brig Lottie Belle, Murchison, from and for New York.  
 COPENHAGEN July 10—Sld ship Sovereign, Putnam, America.  
 DEMERARA June 24—In port brig S J Mussen, Larson, from Halifax, ar 17th; Sappho, Briksman, from do, ar 22nd; schr Beatrice, Purdy, from Summerside, PEL, ar 22nd.  
 DOVER July 13—In port ship Stamboul, Cann, New York for London.  
 GENOA July 9—Sld barque Lennie, Harris, Philadelphia.  
 GLOUCESTER July 11—Ar brig Medina, Ryan, Musquodoboit.  
 GAUSTON July 12—Ar barque Batty (Nor), Haegensen, Halifax.  
 GLASGOW July 12—Ar barque Indiana (Nor), Bjonness, Parrsboro.  
 HONG KONG July 11—In port barque Director, Bogart, for Portland, O.  
 HULL July 11—Sld barque J E Graham, Cochran, New York.  
 Ar in the Mersey July 13—barque Eleanor, Mosker, Chatham, NB.  
 LONDON July 13—Old ship Minnie Swift, Liswell, New York.  
 LISBON to July 13—Ar barque Austria, Dakin, Sourabaya.  
 MELBOURNE to July 13—Ar ship Record, Forbes, New York.  
 MONTEGO BAY, JA. July 10—Ar brig Evangeline, English, Halifax.  
 DELAWARE BREAKWATER July 12—Sld barque Vikar (Nor), Magnusen (from Havre) West Bay, NS.  
 ROTTERDAM July 11—Sld barque Avonport, Smith, New York.  
 SHARFNESS July 11—Ar barque Agantyr (Nor), Holmer, Parrsboro.  
 St THOMAS June 19—Ar brig Georgeina, Zwicker, Martinique (and sld 29th for St Domingo). 20—Myrtle, Starrett, Granada (and sld 26th for Annapolis, NS). 24—brig Halifax (Dan), Petersen, St Domingo (and sld for Martinique). 27—schr Wandrain, Hatfield, New York. 30—Isabella, Fraser, Halifax (and sld July 4 for Turk's Island). 30—brig Glenorchy, Carlin, Martinique (and sld for Porto Rico and north of Hatteras).  
 WILMINGTON July 13—Old barque Ella Moore, Byers, Harbure.  
 YOKOHAMA June 10—Ar ship Tobique, Davis, Cardiff.  
 St PIERRE, MART, July 11—Old brig Bohemia for Delaware Breakwater.  
 CIEFVUGOS July 6—Ar brig Charles A Sparks, Harris, Annapolis.  
 NEW YORK July 14—Ar ship Dunrobin from London; barques Gladovia, Knowlton, Coruuna; Cyprus, Parker, Fowey.  
 Old 14—brig Martha J Brady, for Bridge-water.  
 Sld 14—brig Albion, for Halifax.  
 PORTSMOUTH, NH, July 14—Ar schr Second, Durant, Parrsboro.  
 ANTWERP July 14—Ar ships Larnica, Sinclair, New York; Equator, Grant, do.  
 Sld 13—barque Strathome, Fleming, Baltimore.  
 BAHIA June 20—Sld brig Columbia, Mustard, Halifax.  
 In port 15—barque Milo, Long, from Rio Janeiro, ar 2nd from Montreal.  
 BOMBAY July 14—Ar barque Annie Stafford, Crett, New York.  
 CANIA July 7—Ar brig Beattie May, Beck, New York via Gibraltar.  
 CIEFVUGOS July 6—In port barque John Gibson, Nickerson, Idg.  
 GRIMSBY July 13—Sld barque Nellie T Gust, Cann, New York.  
 LIVERPOOL July 13—Sld barques Nema, McNutt, Rio Janeiro 14 Lizzie Perry, McHenry, Pensacola.  
 LONDON July 14—Ar ship Stamboul, Cann, New York.  
 Sld 14—steamer Faraday for Halifax.  
 MANILLA May 26—In port barque Lalla, LeBlanc, for Montreal.  
 NEWCASTLE, DEL, July 13—Passed down ship Fred B Taylor for Hlgo.  
 NEW YORK July 14—Ar brig Peerless, Morrison, Antigua.  
 Old 14—brig Martha J Brady, Harvey, Barbadoes (not as before).  
 Passed through Hell Gate 14—barque Cuba, Davison, New York for Rosario (and anchored off Whitestone).  
 SOURABAYA May 31—Sld barque Venetia, Perry, Ambolna and Yokohama, to load cargo ex barque Guiana, from New York.  
 St JAGO, CUBA June 28—Ar schr Kesia, Seaboyer, Lunenburg, NS. 30 Maggie F, Martell, Halifax.  
 HAVRE July 13—Sld barque Kate Burrill, Bell, St John, NB.  
 NEW YORK July 15—Ar ships William, Journey, Liverpool; Flora P Stafford, Smith, Bremen; Bedford, Congdon, Amsterdam.  
 PORTLAND, ME, July 15—Old brig Edward D, Donsett, Meteghan.

VINEYARD HAVEN July 14—Ar schr Byron M, from New London for Canning.  
 WESTPORT July 13—Sld brig Argyll, Wilbur, Sydney, CIL.  
 ANTWERP July 14—Sld ship Herbert Beach, Killam, Philadelphia.  
 AUX CAYES June 19—Ar schr Iolanthe, Carl, Wilmington, NC.  
 BOSTON July 15—Sld barque Tamar E Marshall, Parker, Sydney.  
 DELAWARE BREAKWATER July 15—Passed up ship Bonanza, Doty, Antwerp for Philadelphia.  
 Passed out 14—ship Fred B Taylor from Philadelphia for Hlgo.  
 LIVERPOOL July 15—Sld ship Minnie Burdill, Robertson, Sydney, CB.  
 FALMOUTH, E, July 17—Ar atmr Caledonia, Forshaw, Boston via Halifax for London.

## REPORTS, &amp;c.

Ship Bedford (of Halifax, NS), Congdon, at New York from Amsterdam, had a continuation of WSW and SW winds and fog during the passage; June 10 had a heavy gale from SW: 28th, lat 47 12, lon 43 10, saw a large iceberg; July 1, lat 44 27, lon 49, during a dense fog, came near striking a small iceberg; west of the Banks had variable winds and calms: July 8 lat 41 02, lon 51 20, Magnus Brovig, of Norway, aged 23 years fell overboard and was drowned.  
 Ship Steinvora, of Pictou, NS, arrived at Salem June 25 from Calcutta, discharged her cargo of 7,401 bales of jute in an almost perfect condition, only 5 bales having been damaged, and those very slightly.  
 NASSAU, NP, July 6—Schr Henrietta, Smeltzer, from Salt River, Ja, which put in here leaking, with a cargo of sugar some weeks ago, having finished repairs and reloaded her cargo, cleared to-day for Halifax. (She was before reported bound to Boston).  
 QUEENSTOWN June 30—The barque Northern Queen, of Yarmouth, NS, Estol from Cardiff, coal, for Rio Janeiro, has put in here leaky, captain thinks through the bow ports.

QUEBEC July 13—Steamers arriving still report encountering numerous icebergs on the voyage across, more especially around the Straits of Belle Isle.  
 St JOHN, NB July 16—The following charters are reported: Barque Virginia J. Stafford, Portland to Montreal, for orders, lumber \$10.50. Buenos Ayres \$11. Rosario \$12.50, barque Magnolia, Bay Chaleur to Boston, railroad ties, 14c.

NEW VESSELS: Barque Stadama, 1,011 tons register, was launched on the 13th from the shipyard of Capt Geo E Peters, Port Grenville, Parrsboro, and the ship Charles F Whitney, 1,631 tons register, on the 14th, from the shipyard of Spencer's Island company, at Spencer's Island, Parrsboro. Both vessels are chartered to load deals for United Kingdom.

FAST TIME—The Cunard steamer Etruria, which left New York July 4 and arrived at Queenstown Saturday morning, July 11, made the following daily runs—426, 432, 414, 410, 413, 450 and 295 miles—total, 2,900.

St JOHN'S, Nfld, July 16—Commander Gordon, of the Hudson Bay expeditionary steamer Alert, reports that he left Halifax on May 22, passed through 50 miles of Gulf of St Lawrence ice; called at Blanc Sablon on June 1, left on the 4th and encountered a belt of heavy Arctic ice along the coast of Labrador, ranging from 30 to 100 miles wide; reached Nacktrack, north of Cape Brest, June 12, and there met a solid ice pack; drifted close to Resolution Island for several days, and finally was jammed 10 miles south-east of Cape Brest, and remained beset in the ice for 21 days, seriously damaging her bows by the ice nip, got clear July 4 and 40 miles off Cape Brest was again jammed, continued drifting through the ice with a six knot tide till the 8th, and then bore up for Newfoundland; on that day spoke the Dundee whaler Maria, well fished.

## SPOKEN.

Ship Rossignol, from Rio Janeiro for St John, NB, July 9, lat 30 41, lon 67 53.  
 Barque Nova Scotia, from Antwerp for New York, July 7, lat 43 24, lon 40 16.  
 Barque Romanoff, Doty, Antwerp for Philadelphia, July 12, lat 40 40, lon 69.  
 Barque Wellington from Havre via Plymouth for New York, June 25, Lizard bearing E by S 60 miles.  
 Barque Saga, McDonald, from Fowey for Philadelphia, July 4, lat 43, lon 59.  
 Barque Edward D Jewett, from Dunkirk for New York, July 9, lat 42 31, lon 52 57.  
 Barque Crusader, bound east, all well, July 11, lat 40 45, lon 61 45.  
 Barque Nimbus, from Antwerp for New York, July 12, lat 41 14, lon 66 41.  
 Barque Minnie Carmichael, June 8, no lat, &c.

Schr Clifford (of Lunenburg), from Falmouth, Ja, for —, July 9, lat 29 48, lon 74 20.

Barque Gloire, Davidson, from Parrsboro, NS, for Liverpool, July 12, lat 41 27, lon 47 25.

Barque Adele, Babin, from Philadelphia for Alicante, July 12, lat 41 21, lon 47 37.

## TRADES UNIONS.

## A POWERFUL ARGUMENT IN THEIR FAVOR BY MAYOR GRACE OF NEW YORK CITY.

One of the most remarkable speeches ever delivered in support of Trades Unions by any man in public life, is the one delivered recently by Mayor Grace of New York City, at the banquet given by Typographical Union No. 6 of said city, in honor of the delegates to the International Typographical Union. Mayor Grace himself is a man of wealth, a manufacturer and merchant of large means, whose words should have weight among not only capitalists, but also among that class of workmen, who are opposed to trades unions or ignorant of their benefits. We here give the speech in full:—

On none of the many occasions during the past few years upon which I have been asked by virtue of my office to respond to the toast of the City of New York, have I done so with greater pleasure or deeper interest than I do to-night. I find myself called upon to-night to answer to the well-worn toast at a dinner, which follows upon a gathering of the representatives of all of the Typographical Unions of the United States, and if the toast be old, such occasion is not only for me altogether new, but it is comparatively new in the industrial annals of this country. It is but a few years ago that such a gathering as this was not only unheard of, but unthought of. It is symptomatic of a state of things altogether modern, and marks a phase of industrial progress which is fraught with the deepest and most serious meaning for all of you, and for all you represent. You are all unionists, warm advocates of, and believers in the efficacy of and advantages of trades unions, and as such, you represent an institution which is quite as natural, and which may be made quite as useful as any of the institutions which may spring out of the condition of organized society. I remember when trade union congresses were first held in England; the occasion were availed of by gentlemen of influence other than the unionists themselves, for the delivery of speeches and orations in advocacy of their principles. But the men who met in these congresses were practical business men who knew what they had met for, and who needed no defense of their meetings and their principles, and so the practice was at last forbidden by a standing order that "papers in defense of trades unions are unnecessary." Now I agree fully with the spirit of that order, and I wish not to be understood as regarding it as necessary to say anything in defense of trades unions, but I do nevertheless desire to say something with reference to them as the result of calm and careful study on my part, which may serve some proper purpose, as calling attention to their place in the commonwealth.

In ancient times when half, or even more, of the world were slaves of the remainder, there was no such thing even as a working class in the present sense of the word. There was no struggle between capital and labor, because there was no hiring of free laborers. The capitalist employer in the modern sense of the term was entirely unknown until the seventeenth century, so that both capitalists and wage workers are thus late economic and political developments. When in the fifteenth century, for the first time in history, good times came for the English workman, and they were in a measure placed beyond want and partially relieved from incessant toil and so were afforded some leisure in which to talk and think they began to combine, for combination always follows close upon leisure and community of thought. But for three centuries all the other classes of society, aided by the strong arm of the law, combined against the workman, and so in England from the beginning of the sixteenth century until well on in the nineteenth, to quote the greatest authority upon the subject, Mr. Thorold Rogers, "a conspiracy concocted by the law, and carried on by the parties interested in its success, was entered into to cheat the English workman of his wages, to tie him to the soil, \* \* \* and to degrade him into irreparable poverty."

The law determined the price of his labor, and when that was insufficient he had to go to the workhouse. It is matter of history that for centuries the life of the workman was little better than that of the beast of the field. The legislature, the law and the courts, all combined in the actual or supposed interest of the employers to keep labor in this condition, and this combination continued throughout Europe, down to the present century. Even to-day, after labor has learned to organize for its own protection, there is a large element in society which seems to think organization a crime and a sin; that they who regard themselves as the elect are alone entitled to exercise the right of combination, and that the law should in some way intervene to protect them from, and to prevent its exercise by, any one else. Until recently, combination by workmen was regarded as conspiracy, and, as such, a crime against the State.

Down to this year of Our Lord 1885 employers have sought to pay the least possible wages and to get the largest possible service, and the government and the law, representing the sentiment of the employing classes, have been directed only too often in that behalf. But this condition of things is changing very rapidly, and those who have heretofore always appealed to the law-makers for help find themselves in a position of unspeakable discomfort, because recognizing the right of the law to interfere, and appealing to the precedent established by the employers, the workmen themselves are now appealing to and securing some degree of attention at the hands of the law-makers. That such a change has been brought about is primarily due to the organization of workmen and trades unions. In the days when combination was unlawful, the unions were necessarily secret clubs, or were disguised as benevolent or friendly societies; and when their friends were harassed or depressed by an unjust law, and were afforded nothing but examples of injustice and cruelty on all hands, it is hardly to be expected that they should themselves entirely escape the tempers and manners of their