

SHIPPING.

The Langstane has arrived at Lyttelton, from London, with 19 passengers, all well, and the Joliba and Velocidade have cleared for Auckland with breadstuffs and produce.

The crew of the George A. Holt have waited upon the Resident Magistrate, Wellington, with the intention of preferring various charges of ill-treatment against the captain. His Worship, however, refused to entertain the charges unless a formal complaint was made in the usual way, and recommended the men to make the matter known to the Customs authorities, who would probably cause an inquiry to be made into the grievances complained of.

The tug-steamer Titan has been purchased in Melbourne by the Westland Steam-tug Company for £6100, to be employed in the Hokitika river, and also at other ports on the West Coast.

The four gunboats built at Sydney for service in the suppression of kidnapping in the South Seas have been placed in commission. Each vessel has a Lieutenant-commanding, a sub-lieutenant, a gunner, and twenty-five men.

The Murray has had a narrow escape at Hokitika. A case of nitric acid had been shipped, but one of the bottles burst, and the acid at once ignited the sawdust with which it was surrounded. The case had been placed in the hold, but Captain Whitwell fortunately discovered the danger before sailing, and landed the case, which continued to burn till thrown into the river. The other bottles were taken out unharmed.

The smart little s.s. the Waipara performed a feat which not only speaks well for the qualities of the vessel and the energy and skill of her captain and crew, but emphatically for the condition of the port of Hokitika. It is this. The Waipara left Greymouth, arrived in Hokitika river, discharged her cargo and passengers, ran out to the Tararua, took out 10 tons of that boat's cargo, and ran into the river again—all on one tide.

At the United Service Institution at Whitehall yard, Capt G. W. Bremner delivered a lecture upon a new steam-steering screw which he has recently invented. The object of his screw is to effect the turning, manoeuvring, and revolving of a ship, and it claims to do this without the necessity of headway. The invention was described in detail by Captain Bremner.

Messrs Caird & Co, the eminent shipbuilders of Greenock, have launched for the Inman Company's service between Liverpool and New York, a magnificent screw steamer named the City of Chester. Length 460ft, breadth of beam 44ft, depth from spar deck 36 feet, being upwards of 5000 tons. This is believed to be, with the exception of the Great Eastern, the largest steamer afloat. This steamer has superb accommodation for saloon and steerage passengers, and is expected to make her first passage to New York the last week in May.

On the 17th March a new line of steamships was to commence a direct service between Belfast and Canada. The Canadian government are at present, and have been for some time, giving every encouragement to emigrants from Ireland, especially in the northern province, and the steamers from Belfast will certainly largely stimulate emigration from Ulster. The direct line is promoted by the Mississippi and Dominion Steamship Company, and by its assisted passages are granted to approved emigrants of the agricultural and mechanical classes.

The ship Jubilee has arrived at Wellington from London after a passage of 98 days. Captain Ferguson, brother and A.D.C. to the Governor, is a passenger by her. She also brings 47 steerage passengers, mostly Government immigrants; all well.

The Tararua arrived from Melbourne at the Bluff on the 24th, after a passage of four days twenty-one hours, having experienced southerly winds. She brings thirty-seven saloon and eighteen steerage passengers, 426 tons cargo, thirty-four horses, and three ponies, for all ports.

MAIL NOTICE.

British mails via Suez will be despatched from the Post Office, Dunedin, on the 8th July.

MARRIAGE.

At the Catholic Church, Brackenfield, Canterbury, Mr Alexander Koch to Mrs Mary Smith, relict of the late Mr John Smith, of Brown's Bridge Colonial and German papers please copy.

COMMERCIAL.

MR F. MEENAN, George street, Dunedin, reports the following as the latest quotations:—Potatoes, L2 15s to L3 per ton; flour, L12 10s to L13; oatmeal, L25; pearl barley, L32; pollard, L5; bran, L3 30s; chaff, L3 5s; hay, L4; turnips, L2; carrots, L3; oats, 4s 3d per bushel; wheat, best milling, 5s 3d; fowls' wheat, 3s 6d to 4s; butter, 11d to 1s 2d per lb; cheese, 9d; bacon, 7½d; hams, 9d.

MR F. H. EVANS, Dunedin, reports:—South British shares, £2 6s, probably to reach a higher figure before next report; National Banks, 6s premium; Bank of New Zealand, none in this market, although there are buyers. Dunedin Water Works are in statu quo; there is no disposition to sell on the part of holders at buyers' prices. In Forbury Parks, a sale has been made at £20 each, the top figure they have reached. Shotovers have taken quite the lead amongst mining companies. Arrows and Albion Coal Company's shares have been largely applied for in Dunedin, and they have every prospect of success. There is but scanty news from the Carrick reefs. The Star of the East is having a month's crushing, and it is hoped the result of the wash-up will gladden the hearts of the Dunedin shareholders.

MR EVANS reports having sold freehold half-acre extending from George to Great King streets, with buildings thereon known as the York Hotel and stables, for £2,500.

The traffic returns of the Port Chalmers Railway for last month show the receipts to be—For passengers, £789 7s 9d; for goods, £644 1s 3d; total, £1433 9s 0d.

THE land sales at Christchurch on the 19th inst. amounted to 5078 acres, as follow:—Waitangi district, 3307 acres; Ashburton, 710; Timaru, 380; Ashley, 283; Upper Christchurch, 238; Lincoln, 80; Banks Peninsula, 60; Malvern, 29;—realising £10,156.

THE traffic returns of the Canterbury railways for the month of May show the total receipts to be £7273. The chief items were passengers and season tickets, £2235. The total receipts for the corresponding month in 1872 were £5974.

THE report of the Auckland Steam Packet Co. shows a net profit of 20 per cent. This money has been applied to the reduction of the Company's overdraft.

Coleman's station, Hawke's Bay, comprising 10,000 acres of good agricultural freehold land, subdivided into paddocks, and laid down in English grass, with 900 superior class sheep and 900 head cattle, has been sold to Watt Brothers for £30,500.

The 'Hawke's Bay Herald' understands that Lieut.-Colonel Whitmore's station, Rissington, has been sold to Messrs Miles & Co., of Canterbury, for the sum of £50,000. It comprises 90,000 acres. About half of it is freehold, and a considerable extent is in good English grass. The number of sheep is 28,500.

MR SAUNDERS, Auckland, under date the 22nd inst., reports buyers of shares as follows:—Caledonian, £18; Tooke's £9 15s; Thames, £5 10s; Tokatea, £1 12s; Bismarck, £1 12s; Albion, £5; Imperial Crown, £2 10s; Royal Oak, 12s; South British Insurance, £2 4s.

A GENERAL MEETING of the Shareholders of the New Zealand TABLET COMPANY (Limited) will be held in St. Joseph's School-room, Dunedin, at 7 o'clock on the evening of the 1st July, for the purpose of appointing permanent directors.

TO ADVERTISERS:

Advertisements intended for insertion in The TABLET, should reach the Publishing Office, MILLS, DICK, and Co.'s, Stafford-street, Dunedin, not later than 10 a.m. of each Friday for the town, and Wednesday evening for the country edition.

Subscription to The TABLET:—Single copies, 6d.; Half-yearly, by post, 12s. 6d., in advance. Remittances to be made payable to the Secretary to the Company.

The TABLET is delivered in Dunedin on payment of 12s 6d per half-year, in advance, to the Secretary.

Mr Mucedo, Bookseller, Princes street south, has been appointed an Advertising Agent for Dunedin to the TABLET.

It is particularly requested that any irregularity in the delivery of the TABLET be made known to the Secretary with as little delay as possible, in order that steps may be taken to prevent a recurrence of the annoyances.

New Zealand Tablet.

FIAT JUSTITIA.

SATURDAY, JUNE 28, 1873.

WHAT NEXT?

THE elections are over. What next? The Superintendent has made a successful coup d'état. Will his administration be equally successful? He has now an Executive to his own heart, who are supported by a decided and able majority in the Council; and there is now nothing to mar his future but the absence of wisdom and honesty, or either. Great success is often a very intoxicating stimulant, and none require more self introspection and control, or greater watchfulness on the part of others, than great conquerors. The Superintendent's victory over his opponents is a decided one, and his triumph signal. How will he use these?

What next? is a question which thinking men now ask themselves: the excitement of battle is over, and calm dispassionate reason again resumes her sway. The party in the ascendant, is not by any means free from the suspicion of selfishness, and nothing but a frank and just policy can remove this suspicion. Men will narrowly scan the acts of the Superintendent and Executive, and the first discovery of crooked ways and a tortuous policy, tending in the direction of class-legislation and the promotion of class interests, will cause such a revulsion of feeling, as will undo the victory and triumph of the late elections.

The signal defeat of the late Executive only a few months ago so strong and so confident, is a warning to all politicians. It is clear the people cannot and will not be trifled with.

It is instructive, and not a little singular that men even now, so soon after the contest, should begin to feel somewhat alarmed at their own success, and ask themselves have we made Mr MACANDREW too powerful? Such a frame of mind shows that the public is ill at ease, and that after all the Superintendent's victory is owing more to the disgust excited by witnessing the cabals of petty party politicians, than to any very great confidence reposed in him and the TOLMIE party. And this suspicious and watchful tone will continue till the acts of the Executive will, by their justice and impartiality, reassure the public mind.

It cannot be denied that there is sufficient foundation for this state of feeling: and so sensitive is the feeling that a false move on the part of the present Government would at once reinstate Mr REID in his former position, and make him stronger than ever. Indeed he has only to wait and criticise sparingly and judiciously, in order to render the seats on the Government benches very uncomfortable. For his own interests, this is also the best policy.

HAWKES BAY EDUCATION BILL.

A copy of the Hawkes Bay Education Bill of 1873 has reached us. It demands £1 per year from any householder not otherwise rated for education, and £1 per year from every unmarried man not otherwise taxed. It promises a rate-in-aid, not to exceed within three years £100 in any case, for building or repairing common schools. "Provided that no government aid or assistance shall be given towards the erection of denominational schools." It engages to give a certain sum per head for children between five and fourteen years, attending school and satisfying the Government Inspector in his requirements. This clause applies equally to common and denominational schools. Why not be generous enough to make no exception? The Government