

SHIPPING.

The *Cospatrik* has arrived at Port Chalmers from London, with 3 cabin and 43 steerage passengers, all well.

The barque *Thames* arrived in Auckland harbour at three o'clock on Sunday morning, 22nd ult., from Sydney, bringing a full general cargo and several passengers. The *Thames* was also the bearer of the Auckland portion of the Suez mail, contained in some eighty packages.

The *Hokitika Leader* says:—There has been a marked improvement in the shipping trade of the port during the past few weeks, and it shows signs of still further increase. The *Hokitika Steam Tug and Freight Company* has been successfully floated, and the purchase of the tug *Titan* and two first-class sailing vessels, show that the Company are determined to lose no time in commencing operations. The *Titan* arrived at *Hokitika* on the 24th, having encountered rough weather throughout the voyage from Melbourne, and proved herself to be a capital sea-boat. The *Lizzie Guy*, the first of the Company's fleet of sailing vessels, arrived at Westport on the 23rd with a full cargo from Melbourne. She will shortly arrive here in ballast, and load timber for Melbourne. The timber trade of the port is still steadily increasing, no vessel leaving the port in ballast, with the exception of those which make an occasional trip to Grey-mouth for coal.

There was some close running between the ship *Lucerne* and the three-masted schooner *May*, both of which are at present in Wellington. The ship sailed from the *Thames*, and the schooner from the *Clyde*, on the 22nd and 23rd January respectively. They sighted each other off the *Canary Islands*, and were in company for a week; they were both to the south of *Tasmania* on the same day: the *Lucerne* tearing for *Cooks Straits*, and the *May* heading for the *Snares*, intending to go south about, but when close to these islands, was compelled to run away, owing to an adverse gale. She then made her way up the west coast of the *Middle Island*, and through *Cooks Straits*. The *Lucerne* made the passage in 107 days; the *May* in 114 days.

The process of lengthening the steamer *St Kilda*, which during the last few weeks has been upon the slip at *Smales point*, is being rapidly pushed forward, and will probably be completed in a week or two more. When the change has been effected, and the boat painted and smartened up, her oldest friend will not know her. The lengthening of the vessel will be a great improvement in every respect.—*N. Z. Herald.*

The barque *Hylton Castle*, Captain *Scott*, which arrived at Auckland after a passage of 14 days from Deal, is the pioneer vessel of the *Auckland Freight Company*, and would doubtless have made a much more rapid passage but for the bad weather encountered in the Channel. She is a smart-looking vessel of 548 tons register, and was built at *Sunderland* in 1869. She is classed *A1* at *Lloyd's* for 14 years, and is owned by *Messrs Briggs & Co.* of *Sunderland*. She brings no passengers, but a full general cargo. Having a quantity of gunpowder on board, she brought up at the powder ground. On discharge of cargo the *Hylton Castle* will load for *London*.

A fore-and-aft schooner has been launched from the ship-building yards of *Messrs Henderson & Spraggon*, *Smales point*, Auckland. As she glided into the water she was christened "The Ocean" by *Miss Henderson*. The following are her dimensions:—Length of keel 51ft, beam 15ft 6in, depth of hold 6ft, register 28 tons. She is intended for the coasting trade and was built by the builders for their own use. After the launch, luck to the vessel and prosperity to her owners was drunk by the company assembled. *Messrs Henderson & Spraggon* intend to lay down a much larger schooner immediately, and contemplate having it completed in about three months.

The screw corvette *Pearl*, 17 guns, 400-horse power, has been placed in commission. She is commanded by *Captain Goodenough*, who succeeds *Captain Stirling* as *Commodore of the Australian Station*.

Self-working work is looked on with favor by most people. Some of our readers will remember that *Admiral Inglefield* invented a plan by which the water wherein a ship floats does the work of steering; and now another invention of great advantage to ships has been tried at *Plymouth* with results that look very much like success. Foul water and foul air in the lower part of a ship are offensive, and often prejudicial to health; the invention here noticed pumps out both by the mere rolling of the ship. Two iron cylinders connected below by a tube are placed on each side of the vessel. From each cylinder a pipe descends into the air, or water that is to be pumped out, and a similar pipe rises as an outlet above. The cylinders are filled with quicksilver, and being connected below, as already stated, each roll of the ship produces an alternative rise and fall into the quicksilver, and creates thereby a vacuum, into which the bilge-water rushes, and is pumped out at the vent in a continuous stream. The cylinders which expel air are filled with water, but their action is the same as here described, and in each case the action is so simple and effectual that we may believe that from this time forward the lower decks of ships will be kept free from foul smells. The experiments above referred to were made on board vessels of the *Royal Navy*, and with entire satisfaction to all concerned. But it is in emigrant ships that ventilation is especially required, and in merchant ships a well-ventilated hold will tend to the preservation of the cargo.

The *Newcastle Pilot* says:—The screw steamer *Keera* has recently been purchased by the *Colonial Sugar Company* for a sum exceeding £6000. She is henceforth to be employed in conveying coal to the *Clarence river*, and return with sugar. The company have now three mills on the *Clarence river*, and the requirements of coal between this and *August next*, will be over 4,000 tons.

THE TRADE WITH FIJI.—"The long-expected steamship from Auckland," says the *Times* of the 13th instant, arrived on Friday evening last, as the pioneer we hope of a regular service between the ports. The *Star of the South* is a vessel in size admirably suited and fully equal to the trade at present existing, or likely to be in existence for some time to come. At present our business is conducted almost exclusively with *Sydney*, but the laying on a steamer between here and *Auckland* will have a tendency to draw off, at any rate, a portion of the traffic into the *New Zealand channel*. These islands are so bound up, commercially speaking, with *New South Wales* that she must command a large portion of our trade; but we are now, and if the facilities afforded for steam communication are continued to us, we shall be, in a position to offer *New Zealand* a remunerative share in our transactions.

COMMERCIAL.

Messrs WRIGHT, STEPHENSON AND Co. report, for the week ending 28th June, as follows:—

Fat Cattle.—The supply was a full one 90 head being yarded, mostly of good quality. Our sales comprise 32 head. Bullocks brought from £5 15s to £8 5s, and cows £5 to £11 7s 6d; equal to 24s per 100 lbs for good quality, and 20s for middling. We also sold privately, for delivery end of this month, 20 head at 25s per 100 lbs, and for delivery on station, 150 head at 20s per 100 lbs.

Fat Sheep.—270 were penned, which we sold as follows:—150 half-breds, prime quality, at 17s, and 120 merinos, middling quality, at 9s 6d. We quote prime quality mutton 3d per lb.

Store Cattle.—We have buyers for bullocks, 3 to 5 years old, and have placed 70 head bullocks and mixed cattle. We quote bullocks £3 15s to £4 10s; mixed lots, £2 10s to £3 5s.

Store Sheep.—The transactions effected have been few. We sold 300 merino wethers, 6 and 8 tooth, at 7s 9d; 250 cross-bred wethers, at 12s. We quote merino wethers, 7s 6d to 7s 9d; do ewes, full-mouthed, 6s to 7s; cross-bred wethers, 12s to 13s; do ewes in lamb, 16s to 18s; lambs, 9s to 10s.

Country Sales.—We held our monthly sale at *Pulmerston*, on Thursday, 3rd instant. A fair amount of stock was brought forward, but buyers did not appear free in operating. Fat cattle brought 22s per 100lbs; stores, in good condition, £3 10s to £4 per head; merino ewes, culls, 3s. On Friday we held our monthly sale at *Waikouaiti*. The attendance was good, and nearly all the lots found purchasers. Fat cattle brought £5 to £7 per head; mixed store do, £2 10s to £3 10s; dairy cows, £5 to £6.

Horses.—The demand for draught stock has somewhat slackened. Good Coaching Colts, 4 to 6 years old, are in request. We sold at

our yards, on Saturday, on account of *Mr John Trestrail*, 24 head of heavy draughts, at from £27 10s to £36. We quote first-class draughts, £50 to £60; medium ditto, £25 to £30; good hacks and light harness horses, £20 to £25; medium ditto, £11 to £14; light and inferior, £3 to £6.

Wool, Sheepskins, &c.—We held our usual weekly sale, at which there was a fair attendance of buyers. We disposed of a few bales of wool, and about 1000 sheepskins, and 80 hides, at about late rates. We quote station skins, 1s 6d to 3s; full-woolled, 5s to 5s 6d; green skins—half-breds, 3s to 3s 6d; merinos, 2s 3d to 2s 10d; hides, 18s 6d to 26s.

Grain.—Wheat continues in fair request, and really good samples are saleable at 5s 6d per bushel; middling ditto, 5s per bushel. Oats are in rather better supply, and may be quoted at 4s 6d per bushel for milling; and 4s 3d to 4s 4d for good feed.

Messrs DRIVEB, STEWART, AND Co. report for the week ending 9th July:—

Fat Cattle.—Only 40 head of cattle were yarded to-day, and being of fair to good quality, realised a slight advance on late quotations. At the yards we sold 36 head, and 20 head privately. We quote prime beef at 25s per 100 lbs; medium about 20s per 100 lbs.

Fat Sheep.—The only lot penned was 100 cross-breds. Heavy weights and prime quality brought 17s each. A portion of the trade are short of supplies for the week; but this is only temporary, as one or two large lots are on the road to town. Prime cross-breds are saleable at 3s 1 per lb, and merinos a shade less.

Store Cattle.—There is an increasing demand for quiet steers and dairy cows at 75s to 90s, and 50s to 70s. We have sold, subject to approval, about 500 in various lots.

Store Sheep.—Transactions in this description of stock continue very limited, nominal quotations being, cross-bred wethers, 12s to 13s; ditto ewes in lamb, 15s to 17s 6d; ditto lambs, 9s to 10s. Merino wethers, 7s to 7s 6d; ditto ewes in lamb to long wool rams, 6s 6d to 7s 6d. We have sold a few small lots, in all amounting to 1000, and have for sale 10,000 merino wethers and ewes from one of the best flocks in the Province.

Wool.—The advices per cable to hand per *Albion* at the *Bluff* to-day report wool unchanged, with a brisk *Continental* demand. In our local market there is very little business doing. At auction to-day we disposed of a few bales fellmongers wools, at from 1s 1d for inferior, to 20d for fair scoured.

Sheepskins.—At our sales on 3rd inst. and to-day, there was a good attendance of buyers and fair competition, and with one or two exceptions all the lots offered were sold—comprising about 2000 skins at from 1s 9d to 5s 8d for station skins, and from 2s 3d to 2s 10d for butcher's green merino skins, and 3s to 3s 3d for cross-bred do.

Hides.—On 3rd inst. we sold about 50 at 18s to 23s 6d, or equal to about 5d per lb. To-day we offered about 100, but there was slight competition, and all were held over.

Tallow.—At auction to-day we disposed of 37 casks, inferior chiefly. Lower qualities fetched 27s; medium, 29s to 31s; and fair-mutton 32s 6d to 33s per cwt.

New Zealand Hemp.—Advices per cable are again unfavourable, and our market continues exceedingly dull, there being no enquiry for the fibre. Tow is in better demand for local wants, and is freely saleable at 15 10s per ton.

Grain.—Wheat has altered but little, but if anything it is firmer. Quotations, 5s 3d to 5s 6d. Oats are in fair request for local consumption at 4s 2d to 4s 3d for feed, and up to 4s 6d for good milling samples.

TO ADVERTISERS.

Advertisements intended for insertion in *The TABLET*, should reach the *Publishing Office, MILLS, DIOW, 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 Macedo, 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 annoyance.

COMPLAINTS have reached us that no copies of the *NEW ZEALAND TABLET* have been sent to our friends in the *Queenstown district*. We beg to assure these friends that forty copies have been regularly forwarded every week to *Queenstown*, and that consequently their disappointment can not be attributed to us. If our subscribers in this district will send us the numbers of the missing copies, we shall endeavor to procure them and forward them without delay. Arrangements will be made at once to prevent, if possible, such a disappointment in future. In this matter the post-office is not to blame.

EDITOR, N.Z.T.

OUR opinion on the *Permissive Bill* has not met with the approval of its advocates. We never thought it would. Some strong letters on the subject have been addressed to us. The first that came to hand appears in our issue of to-day, and we regret to be unable to afford space for another addressed to us by a courteous correspondent from *Wellington*, who was kind enough to enclose his card. We are unwilling to have any controversy in this journal on the subject. All agree as to the absolute necessity of doing something reasonable to diminish drunkenness as much as possible. As to the means, however, there is a great diversity of opinion. The *Permissive Bill* has its advocates—we are amongst its opponents, because we are of opinion such a law would do more harm than good, and be an instrument of injustice, &c. Surely we may hold this opinion without justly exciting the wrath of its advocates!