

The following is the official return of Customs' dues received at the several ports of this colony during the month of October, 1868:—

Cape Town	£8,668	0	3
Simon's Town	17	1	0
Port Beaufort	421	10	4
Mossel Bay	1,495	14	6
Port Elizabeth	12,596	19	0
Port Alfred	716	14	0
East London	1,016	17	6
Total	£24,984	16	7

The following is a statement of traffic receipts on the Wellington and Wynberg railways during the month of October, 1868:—

PERIOD	PASSENGERS			GOODS			TOTAL WEEKLY		
	£	s.	d.	£	s.	d.	£	s.	d.
Four Days ending Oct. 4	511	1	9	141	4	11	652	6	3
Week " " 11	383	5	11	317	10	4	700	16	3
" " " 18	380	9	8	297	19	11	678	9	7
" " " 25	380	18	11	323	9	8	704	8	7
Six days " " 31	314	6	6½	291	7	8	605	14	2½
	1,970	2	9½	1,371	12	6	3,341	15	3½

PRODUCE.

The new clip of wool is now coming to Port Elizabeth freely, and a larger quantity has been brought forward at the produce sales during the past month than for some months previously. The market continues much depressed, and prices of all descriptions rule low. At current rates there is tolerable competition, but buyers operate very cautiously, and, unless for an exceptionally good parcel, show no disposition to advance. The result of the London November sales is anxiously looked for here. Prices show no alteration from last quotations. Scoured wool, snow white, of superior quality, may be quoted at 1s. 2d. to 1s. 2½d. per lb.; country-scoured, 11d. to 1s. 1d.; fine fleecewashed, superior clips, light and clean, 9½d. to 10½d. per lb.; middling, 8d. to 9d.; heavy and badly got up, 7½d. to 8d. per lb. Most of the grease wool brought forward has been heavy, and of inferior quality, which is dull of sale even at low rates. Good light clips command attention at 5d. to 5½d. per lb.; medium samples, 4½d. to 5d.; and heavy and sandy, 4d. to 4½d. per lb.

The skin market continues dull. A large number of skins, of various descriptions, has been brought forward during the past month. The number of blesbok skins is especially noticeable. Prices remain unchanged. Woolled sheep skins, averaging 4½ to 5½ lbs., realise from 3½d. to 3¾d., and lighter skins 3d. to 3½d. per lb. For short wool skins and pelts there is very little demand, and parcels of this description are quitted with difficulty even at very low rates. Good well-cured goat skins are in demand at 10½d. to 10¾d. per lb., but light and inferior samples are neglected. Very little produce of a miscellaneous character has been disposed of during the month. Wet salted hides realise 3½d. to 3¾d. per lb., and calf skins 1s. 6d. to 2s. 1½d. each.—A few horns have been sold at 3d. to 4½d. each, the latter figure having been realised for a parcel of large picked horns.—Tallow in small quantities is brought forward, and meets with ready sale at 3¾d. to 4d. per lb.—A few parcels of ostrich feathers have been sold during the month.—A number of karosses of various descriptions have been sold during the month at former rates.

FREIGHTS.

We have to report a trifling advance in the rates of freight by steamers to London, though rates by sailing vessels remain unchanged. The R.M.S. *Saxon* shipped—wool at ¾d. per lb. for bales weighing 240 lbs. and upwards, and 17s. 6d. per bale for bales under that weight; for grease wool, ½d. to ¾d. per lb.; skins, 10l. 10s. to 12l. 12s. per thousand; ostrich feathers and ivory, 25s. per cent. on the declared value; and dead weight, 40s. to 50s. per ton, with the usual primage of 10 per cent. By sailing vessels we may quote as the current rates of freight:—¾d. to ¾d. per lb. for fleecewashed and scoured wool, and ½d. per lb. for grease wool; skins, 7l. 7s. to 8l. 8s. per thousand; hides, 25s. per ton; horns, 25s. per thousand; and dead weight, 15s. to 25s. per ton, with the usual primage of 5 per cent. The *G. T. Kemp* is loading for Boston at ¾d. to ¾d. per lb. for wool and skins. The following vessels are loading for London:—*Convoy*, 204 tons; *Elite*, 207; *Grace Darling*, 381; *Refuge*, 272; *Sarah Black*, 315; *Winsome*, 129; and *Christian Rankin*, 339 tons. For Boston:—*G. T. Kemp*, 370 tons; to sail in ten days or a fortnight. The following vessels are open for freight or charter:—*Argali*, 254 tons; *Eheu*, 301 tons; and *Mary*, 346 tons. The *Mina* has been chartered to convey the crew and sound portion of the cargo of the condemned French ship *Nabab*, and is now loading for Marseilles. The French barque *Matabela*, from Bourbon to St. Nazaire, which put in here on November 7, leaky, having experienced very heavy weather off Cape St. Francis, has discharged a great portion of her cargo, and is now being surveyed. A diver has been employed to examine her keel, and it is said that there is every probability of her being repaired. The *Island Belle* sailed for East London on November 21, with part of original cargo for that port, and will, on discharge

thereof, probably load there for London. The *Oleander* is expected from Table Bay to load for London, and the *Der Fuchs* is also expected at Port Elizabeth to load for the Continent.

MONEY.

Money has been very easy during the past month, and the local rates of discount continue the same, viz.:—

On bills having 2 calendar months to run and under	5	per cent. per annum.
Do. do. over 2 and not more than 4 do.	6	" "
Do. do. over 4 and not more than 6 do.	7	" "

Bills on England still maintain their price. They may be quoted at 1½ per cent. for 90 days' sight, on London—first-class private bills. The selling Bank rates are about—

30 days' sight	par.
60 " "	¼ per cent. discount.
90 " "	½ " "

Drafts on Cape Town have become over plentiful at par, and may possibly soon be at a small discount, say ¼ to ½ per cent. discount. The local banks draw at par. There is no probability of any difficulty in the supply of specie for the discount market during the present wool season, and the decline in the price of wool will render a smaller aggregate sum required for the purchase of the whole clip.

A rule of the Supreme Court has been served upon the George Divisional Bank, to show cause why the said bank shall not be wound up under the provisions of Act No. 12, of 1868, entitled "The Winding-up Act, 1868."

HOME NEWS.

ERRATA.—In the report published in our last on the mealies brought home from East London by the *City of Dublin*, the following occurs:—"We value it at 6s. per quarter less than fine Danubian." It should have been "6d. per quarter less than fine Danubian."

THE "KAFFRARIA."—All our readers are familiar with the *Kaffraria*, which till recently was engaged in the Cape trade, under the command of Captain Starks, and they will be sorry to hear that her owners have found it necessary to discontinue running to the Cape. The *Kaffraria* has, therefore, been taken over by the Liverpool and Texas Steamship Company, who are working with some vigour in the interest of the Texas Emigration scheme. From what we hear, this scheme offers peculiar advantages to emigrants, and the Governments of the Cape and Natal would do well to be on the alert if they would outbid it in the labour market. We are told that, to a limited number of persons, married or single, of good character and capability, desirous of emigrating, and unable to prepay the whole of their passage-money, liberal assistance will be furnished. The *Lord Bute*, a fine steamer of 1,100 tons, is to follow the *Kaffraria*.

THE CAPE MAIL STEAMER "BRITON."—Much anxiety has lately been manifested for the safety of the Union Cape Mail steamer *Briton*, Captain Ker, which sailed from Southampton on December 8, with the usual crew and complement of passengers. She embarked her mails at Plymouth on the 10th; and a private letter, received at Southampton on January 1, has set at rest all fears as to her safety, she having arrived at Madeira after a most stormy passage of twelve days.

THE CAPE COPPER MINING COMPANY (LIMITED).—The fifth ordinary general meeting of shareholders of this company was held last week at the Terminus Hotel, Cannon Street. Mr. Pontifex presided. The report stated that the balance of profit for 1867 is 24,650l., out of which a dividend of 10s. per share was paid on February 29, and a further distribution of 15s. per share, leaving a balance of 5,900l. The chairman, in moving the adoption of the report, referred to the result of the operations of the past year as satisfactory, considering the difficulties and disadvantages against which they had had to contend, such, for instance, as the depressed price of copper, and the inadequate and expensive means of communication for the transit of their produce. The point which had been realised under these adverse conditions only showed the value of the property possessed by the company, and proved that with an improved and economic transit, and with a better price for copper—which, from statistical facts, they had reason to assume would ensue—the Cape Copper Company would realise results equal to their most sanguine expectations. He then referred to the important discoveries that had recently taken place at some of their mines, by which not only the permanent character of the undertaking was ensured, but its producing capabilities materially increased; and when the company has placed itself in such a position as to be independent of the climatic influences which now so grievously retard the transport of the ore to the coast, which would be done by the construction of the proposed tramway, they will, as stated in the report, reap the full benefit of the exceptionally low rate at which they are enabled to raise their produce, a rate scarcely equalled by any other mine in the world. Mr. Richard Taylor, one of the managers, stated that an expenditure of about 40,000l. might be approximately esti-