

and if she be a fair specimen of her countrywomen, they are by no means an ugly race.

I next went into the Chinese Coffee-house, which is erected in close imitation of one of his Celestial Majesty's palaces, in the group of residences where he is pleased to recreate himself in Pekin during the summer. The building is formed of wood fancifully carved and painted, bearing a strong similarity to the Swiss Chalets. Dragons and strange Josses being the substitute for flowers and pretty medallions. I went up stairs and drank a cup of tea, *a la Chinoise*, and I confess I fancied it very good, though it was without our European addition of milk. The herb was served up on a silver cup, sugar was also brought in and a kettle of boiling water. A table spoonful of tea was thrown into a moderate sized china cup, and hot water instantly poured over it—a sort of cover resembling a reversed saucer was quickly put on—and which I was especially requested not to remove, lest I should lose the aroma. For an instant I was puzzled how I was to accomplish the feat of drinking. Observing my neighbor, however, I discovered that the cover only fitted on lightly, and I at once sucked up an excellent cup of tea through the slight aperture left by the reversed saucer. For this I paid seven pence only. In the garden at the back stands a large theatre, in which Chinese actors perform every evening. There are three females attached to the establishment, but in these occasions they only play the part of spectators. I went into a small pavilion to see them. They were all then smoking and enjoying themselves. Their rich dress, fancifully arranged, would have deceived me. I should have mistaken them for female Mandarins, but I was assured they belong to the lower classes and came here to show off their little distorted feet, which are anything but beautiful. I should think the arrangement of their hair would alone require the labour of several hours—it is twisted up far above their skull and is by no means ugly. The youngest girl of this strange trio is exceedingly pretty, and boasts of the most beautiful and delicate complexion I ever beheld.

Beside the Chinese Coffee-house, I entered an Egyptian construction, in which a splendid ground plan of the Nile and its banks is very cleverly displayed, and in the next house built to imitate an Egyptian residence, I lingered for some time over a wonderful model or chart in plaster of the Isthmus of Suez, and the railway across the desert. Nothing can give a better idea of the former great undertaking, which is here clearly and exactly shown. Many a writer might correctly publish an account of this wonderful model, which also shows the form of the vessels, &c., which are now employed. Hand-bills, throughout Paris, already give the freights charged, especially for coal, from the Mediterranean to the Red Sea. The grand Egyptian Mosque, is one of the chief ornaments of the Park. The roof is supported by Egyptian caryatides, gay habiliments, bronzed limbs, and golden faces. These support a large roof, which covers in a gallery that surrounds the temple itself. The walls are covered with the most beautifully executed hieroglyphics, so curious, so original and strange, that a whole day might be well spent in looking them over. The roof is about 20 feet high, and the building itself, which stands on elevated ground, is approached through a double row of sphinxes, while all around is in strict keeping with the Eastern character of the structure. The interior of the temple itself is filled with fine figures of Egyptian deities, some of them above five feet high. Other curiosities are scattered around, while the walls, display some highly interesting figures, painted in the style of hieroglyphics, representing the commerce, the navigation, the trades, and habits of the people—true to life even in the present day they are portrayed as the old children of Aps and Osiris.

But I am dilating too fully, and this you will admit when I tell you that the sights to be seen in these parks are in number 211, and that at least one half of them deserve especial mention. If however, I can give you within the next fortnight a glimpse at a dozen of them I shall feel that I have done as much as the space afforded me permits.

The most gratifying sight for an Englishman, and that which is the best arranged and organized in the whole establishment, is the British Armory, where the arms of our countrymen are displayed and explained to the thousands of visitors by two or three very intelligent sergeants of artillery. The chief feature is a cannon of 12-inch bore, and requires 24 men to work it. It weighs 25 tons, and weighs 24 men to work it. The charge of powder is 74 lbs. The ball (conical) weighs 600 lbs! This monster gun is intended for a fortification at sea. Crowds flock to see it. There are several breach-loading guns, varying from seven to nine inches in bore, and one polygrooved side-loading cannon, worked on a travelling wheel. They are all Armstrongs. There is also a leviathan mortar, with its original castings and arms of every kind. The Horse Artillery show the newest weapon in the shed; it is only a nine pounder, and limbers up with greater celerity.

Mexico has a large building, supposed to represent the old temple where human sacrifices were offered; but there is really nothing original to be seen in it, although an extra fee is demanded from those who enter. There is also a shed of agricultural instruments, said to be the most interesting ever collected together, but I do not dare to touch on them; they fill a gallery above a quarter of a mile long. Outside I noticed several religious institutions; branches from the British Bible Society, the Missionaries, and others, distributing tracts. In this park I also saw the design for a tomb, in imitation of the ancient style, designed by Godfrey, and now made by T. Pugham, of Broxburne, a very great addition to the English portion. I also gazed up at the electric lamp, which is highly elevated in the air, and admired an obelisk formed of a single piece of coal from the Albion mines at Pictou, with other fine specimens from Glace Bay in Nova

Scotia. I was much interested in the testing house by some new modes of lighting and warming. I admired the illuminations of Mr. Deffries; and must here close, having given you only a slight glimpse of some of the interesting objects exhibiting in the English Park, leaving the other three, as well as the reserved Horticultural Garden, which is certainly the most lovely spot I ever beheld, exceeding not only all my most pleasing recollections, but surpassing the most gorgeous pictures of Elysium I ever read, for a future communication.

I will, however, continue the exterior beauties of the *Exposition Universelle* in my next.—*Correspondent Gazette.*

ST. JOHN TRADE REPORT.

ST. JOHN, N.B. June 8, 1867.

THE business of the week has shown signs of greater activity than for some time past, and the necessary labor connected with the loading and dispatching of so large a fleet of vessels as is now in port, gives the labouring portion of the population ample employment; in its turn easing the springs of many a business which would otherwise be comparatively inactive. As announced in our Thursday's telegraphic dispatch, the Government proposes to remove the duties on shipbuilding materials, and on certain raw materials of manufactures, and also to impose duties on spirits equivalent to those in force under the Canadian Tariff. The removal of these duties on raw material will be a great boon to our shipbuilders and manufacturers, and it is difficult to understand on what principles of sound policy they could have been so long retained. The proposal to increase the duty on spirits caused quite a rush on the part of importers to take their liquors out of bond, and we are informed that on Wednesday the excess of receipts at the Custom House was \$34,000 over ordinary days, and very large sums have been paid since then. The bill for the incorporation of the "Merchants' Bank of St. John" has passed its second reading without opposition, and it is understood that the bank will commence business very shortly. The Government has introduced a bill providing that, in addition to the subsidy of \$10,000 per mile to the Western Extension Railway, the Province should take stock in the undertaking to the amount of \$300,000, and as the proposition seemed to meet with very general concurrence on the part of the House, it will probably become law. The Company will thus get possession of the road at a figure very far below its actual cost, and the question naturally arises whether it would not be far better to construct it at once as a Government work than to give such an enormous bonus to American capitalists. The shipping arrivals of the week comprise six vessels from Great Britain with general cargoes, one from Philadelphia and one from Cape Breton with coals, two from Boston with general cargoes, one from Barbadoes with molasses, and the usual Boston and Portland steamers, besides a considerable number in ballast.

We notice that a new steamship line has been started, leaving St. John every Tuesday for Yarmouth, N. S., and proceeding from thence direct to Boston, returning by the same route. There is considerable business intercourse between Yarmouth and St. John, and we think there is every prospect of its proving a successful speculation.

LUMBER.—The clearances for the week of this staple have been considerable; there have been thirteen vessels for ports in Great Britain with timber and deals, eight for United States ports with sawn lumber of various descriptions, and four for the West Indies. The cargoes of the West Indian vessels were more or less assorted, consisting of hay, nails, matches, pails, fish &c., in addition to the lumber they carried. Freight still continues low, no material change being observable from our last week's quotations. The freshet having subsided, logs are in ample supply, and the mills are actively at work. We quote:—Spruce Logs, per m, \$5.75 to 6.00; Sapling Pine, do, \$4.00 to 4.70; Box Pine, do \$4.00 to 6.00; Spruce Deals, do, \$8.75 to 9.00; Shipping Pine Boards, do, \$13.50 to 15.00; Spruce Laths, \$1.00 to \$1.10.

FLOUR.—The market has been very unsettled throughout the week, and a further decline has taken place since our Thursday's report. The receipts have not been large,—about 1,100 bbls.,—but they are entirely in excess of the demand, which is of the smallest possible character. Round lots are wholly unsaleable, and the quotations given to-day must be regarded to some extent as nominal:—Strong Superfine, \$9.25 to 9.50; Ordinary Brands, \$8.75 to 9. Oatmeal is in moderate demand, and has not participated to any

extent in the fall in the price of Flour; \$7.85 to 7.70 being still obtainable. Corn Meal, \$5 to 5.25.

PROVISIONS, GROCERIES &c.—Are without material change. The market for butter is however completely broken down. The consignments of this article have been entirely in excess of the wants of the community, and sales of inferior qualities especially, are wholly impracticable. Shippers should bear in mind that in a market as limited as ours, a very small quantity in excess of actual wants serves to paralyze it; and nobody here speculates much in produce, however low the price may be. We notice the arrival of a cargo of molasses, of excellent quality from Barbadoes, and also 250 puns from Halifax.

Fifty-five bbls of Canadian clover seed, (arrived too late for this season's sowing), were sold by auction on Bank account on Wednesday, and realized from 6½ to 7c per lb.

Forty shares Commercial Bank Stock, at auction to-day, were sold at \$48 to \$50 per share.

Extract of a letter from Captain Smith of brig Julia Lingley, dated Valparaiso, May 1, 1867, to William M. McLean, Esq., of this city:—We were 116 days to Valparaiso, from Glasgow. Carried away spars, sails, &c. Made for Magellan's Straits, where we intended getting refitted. Were boarded by natives in the Straits, and only for the timely assistance of the United States ship-of-war Osceola, which towed the vessel to Pyla Plada, she would have been captured and the crew massacred.

QUICK PASSAGE.—The schooner Cygnet, Anderson Master, which left this port on the 7th of May, with a cargo of herring, for Montreal, returned on Wednesday last, having made the return passage in 4, and the round trip in 14 days. The Cygnet, which is owned by the Charlottetown Mechanics' Fishing Company, brought down 370 barrels of flour, a lot of brooms and buckets, together with a few boxes of hoop skirts, boots and shoes, for Messrs. J. W. Falconer & Co.—*Charlottetown Patriot.*

The annual report of the Postmaster General has been published, and is on the whole of a very satisfactory character. The revenue of the department for the year, was \$56,344.94, against \$51,111.68 in the preceding year, and the expenditure \$72,381.66, leaving a balance against the office of \$16,036.72 to be provided by the Province; a smaller sum than ever before required for that purpose. The number of miles of Postal Routes was 3,071, and the number of miles actually travelled in the year 779,88. The increase in the money order department is remarkable, the amount of orders issued being \$280,139.37 or \$68,826.17 more than in the preceding year.

The Postmaster General recommends compulsory prepayment by means of stamps and also a reduction in the rate of postage to three cents the *foz*. On this latter point he remarks: "I would also recommend that the postage be reduced to three cents for the single rate, thus placing the privileges of the Post office within the reach of the poorest inhabitant; and I am satisfied that in a short time the revenue would exceed that collected under the present rates. The fact of the department not being self-sustaining, is no argument against a reduction of the rates of postage, as the experience of other countries goes to show that a low rate of postage has invariably increased the revenue. * * * The Post office should be looked upon in the light of a great civilising and educational institution, one that marks the progress of a country, and in these particulars, ranks with the school and the printing press."

BY TELEGRAPH.

ST. JOHN, N.B., June 18th, 1867.

BUSINESS generally unchanged. Flour market very dull, and prices further declined; receipts moderate; demand very small; quotations nominal; Strong Superfine, \$9 to \$9.25; Superfine, \$8.50 to \$8.75; Middling, \$8.75. Rye Flour, \$8.75. Oatmeal, \$7.25 to \$7.50. No change in Provisions.

REVIEW OF THE HALIFAX MARKET.

(From the Circular of C. M. Creed.)

SINCE our last review the weather has not been altogether favorable for out operations, and business has been consequently dull.

BREADSTUFFS.—There has been an excitement in the flour market, owing to a considerable decline in Canada. The stock of No. 1 Canada is light, barely sufficient for three weeks consumption, and receipts come in sparingly. Holders are asking \$10.50; very little changing hands at this figure. Rye Flour has also receded; Corn Meal dull and declining, there is a large quantity on hand. We quote at \$6.50, but