

to the requirement of a license fee for mining before gold has been found.

It should also be borne in mind that while it may be the interest of some speculators in land to get up an excitement, during which they may sell out at a handsome figure, it is equally the policy of others—who may wish to get hold at a cheap rate of what they believe to be valuable mining territory—to "bear" the market by an appearance of doubt and indifference.

We do not think that exploration has yet been carried to a sufficient extent to determine whether gold will or will not be found in paying quantities. Probably not a couple of months' real labour has been expended on any one locality in this district. Yet it is now some years since gold was first discovered in the Chaudiere district and it is only quite recently that it has been reported gold mining is becoming profitable there.

Additional small specimens from the neighbourhood of Jackson's Mill and from Downie's Rapids have been exhibited this week, and also from lot 16 in the 11th concession of Madoc. We have been shown a very fine specimen from some place in the township of Madoc, which the finder declines at present to make public, but he says it is not from the Richardson mine. We have certainly seen plenty of rock, of the same description as that containing the gold, from all parts of this township. We learn that a show of gold has been found by Dr. Sutherland in a shaft of about 14 feet deep, which has been sunk on Mr. Ross's property near Queensboro. More gold is said to have been found on Mr. Mulrane's farm, lot 1 in the 13th concession of Huntingdon.

Another discovery of silver is reported to have been made on Friday last on the farm of Mr. S. McMahon, lot 18 in the 8th concession, Madoc. Mr. McQuarrie has taken some shares in the company which has been formed, and which is already at work. Of the fifty shares offered, thirty-five have already been paid for—*Madoc Mercury*.

PROSPECTS OF THE CROPS IN THE UNITED STATES.

NEW ENGLAND.

THE crops in New England give good promise.

There was more winter wheat sown last fall than usual, and a fair sowing of spring wheat will help to swell the supply. Maine, Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut, promise more than a usual crop of grain and fruit. The Manchester, N. H., *Mirror* says that the rains of this spring have been "very advantageous to the soil of New Hampshire. Grass has started finely, and if the rain continue, May will make a crop of hay that will cause farmers and purchasing consumers to laugh. It is five years since the earth was full of water till now, and as a consequence the crops have been light everywhere." The St. Johnsbury (Vt.) *Caledonian* says the recent rains have made the price of hay tremble.

NEW JERSEY.

This sandy State will be benefited by the rains, and the promise of fruit is good. The Newark *Advertiser* says the blossoms are profuse; and that although the weather is cold, the only fruit injured, and that but slightly, is the early strawberry.

NEW YORK.

The Albany *Evening Journal* has an intelligent correspondent, who has traveled through several of the central counties of this State, and who reports that grains, so far as has been observed, are looking remarkably forward, and of vigorous growth. There was no appearance of its being winter-killed. The grass also promises a remarkable yield.

PENNSYLVANIA.

The growing wheat in the grain growing sections of this State gives gratifying token of a good crop. The promise has never been better.

OHIO.

The Cincinnati *Gazette*'s says the new crop of wheat will come upon a market more bare than has been for a great many years. This being the case, it is particularly pleasant to know that the growing wheat crop was never more promising. In some sections the breadth of land planted was not as large as usual, owing to the great scarcity of seed; but there is, nevertheless, a fair average of land under winter wheat; and if the harvest turns out as well as it now promises, we shall have a large yield. The crop is of course more liable to suffer, but let it suffice for the present that the prospects are excellent and the season decidedly favorable.

INDIANA.

The accounts are not quite as favorable from this State as from the other sections, but the indications are by no means discouraging. A correspondent of the Cincinnati *Enquirer*, who has travelled over the State, gives the following as the result of his observations:

At St. Mary's wheat presents a very poor prospect; it looks quite thin and backward. There will not be more than half an average crop.

In the vicinity of Harlan wheat generally looks bad, with occasionally good fields. In the section around Cutler wheat is looking fine, and bids fair to give a good yield.

In Jefferson and Jackson townships, Wayne county, and Liberty, Dudley, and Franklin townships, Henry county, the wheat looks thin, and will not average half a crop.

In Delphi, Carroll county, wheat is badly injured by the cold weather, and the impression is that there will not be more than half a crop.

At Dunlapville, Union county, and vicinity, the wheat crop lacks. An average crop was sown in the fall. Very little spring wheat was sown.

In Porter county, in places where it was protected by woodland, the wheat crop looks well, but in the open fields it is badly frozen.

At Vincennes the wheat, notwithstanding the cold, wet and backward spring, looks well, and there never was a better chance for a wheat crop.

In the vicinity of Connorsville everything looks favorable for a first rate wheat crop from every section of the county.

At Greenborough the wheat crop is large, and promises much better as the season advances.

In Randolph township, Tippecanoe county, the prospect for a wheat crop is very fine. The crop will be above an average.

ILLINOIS.

The Chicago *Tribune* says the winter wheat is luxuriant, and promises a full average crop, which would have undoubtedly been larger had it not been for the rainy weather last fall, which curtailed the sowing. The increased breadth of spring wheat, induced by the present high prices, will, however, make up for deficiencies in the winter crop.

A city firm received 2000 barrels of Canada flour by railway from Shediac this week. The railroad is carrying very large freights at present.—*St. John Morning Journal*.

GULF STEAMERS.—"It never rains but it pours," is an old saying—it appears the remark will hold good with respect to "Gulf Steamers" this season. We are to have Her Majesty, running as often as she can accomplish it, between Toronto and Pictou, the Lady Head and Secret, once a fortnight between Quebec and Pictou, and the Emperor twice a week between Shediac and Newcastle. The commercial and travelling public will be amply accommodated.—*Miramichi Gleaner*.

TIMBER TRAFFIC ON THE GREAT WESTERN.—The timber traffic on the Great Western has been unusually heavy during the spring. Large quantities of oak timber have been shipped over the Sarnia branch for Hamilton to be railed or placed on shipboard, its ultimate destination being the English market. A vast quantity of staves have also been forwarded over the line from the same source, adding materially to the receipts of the road, and throwing large sums of money into the hands of the western portion of the peninsula.—*Hamilton Times*.

THE NEW BANK OF COMMERCE.—The public are so fully aware of the circumstances that led to the establishment of the Bank of Commerce in London, that a passing reference to them is all that is needed at this time. The original idea was, that the establishment of a local bank, the capital of which would not be called for use elsewhere, would be an advantage to the community here. On this principle the Bank of London was proposed, and received a liberal support. The Bank of Commerce being, however, shortly after suggested, it was thought that a stronger position would be secured if the London Bank was incorporated in it, maintaining, however, the principle of special funds alluded to. Taking into account all the circumstances of the case, and in view of the great commercial strength which appeared to originate the Bank of Commerce, the stockholders of the Bank of London agreed, almost unanimously, to transfer their stock, and hence the establishment of the Branch Bank here, which was opened for business on Monday. By this means greater strength has been secured, while the object of the promoters has been fully attained. It may be fairly anticipated that the Bank just opened will have a prosperous career, and the founders of the enterprise must look with very great satisfaction to the unprecedented way in which the enterprise commended itself to the commercial public, as evidenced in the rapid manner in which the stock was taken up.—*Free Press*.

An ingenious invention for supplying fresh air to a sick chamber, which has been in effective use for some time, is, by a simple extension of the principle upon which it is based, to be adapted to railway cars for the purpose of transporting dressed meats from a distance to our markets. The device is to inclose a narrow space at each end of the car, with an aperture near the floor, and another long and narrow opening near the top. Within this inclosed space three shelves, or compartments, are to be fitted, the two lower being sieves—the first holding lime and the second charcoal. The upper compartment is to be lined with zinc to contain ice, having a bucket below to catch the water. The air which enters the aperture at the bottom of the compartment is purified by passing through the lime and charcoal, and after being cooled and moistened by contact with the ice, finds its way out of the upper opening, thus keeping up a constant current of pure, cool air, at an expense after first cost of only a few cents per hour. It is claimed that a car thus provided can be kept filled with perfectly pure air, at an even temperature, for an indefinite number of days, and that fresh meats and all perishable fruits can be transported long distances, and reach their destination in as good order as when shipped. A car with this attachment has just been completed, and an experimental trip will soon be made. All persons who know that most of the meat in our markets is from animals that have been jaded and toughened by long travel before reaching the slaughter-houses, will hope for the success of this new method of transporting food.—*Free Press*.

PARIS EXHIBITION.

PARIS, May 15.

THOUGH the clear blue sky has given place to rainy clouds, the charms of the *Exposition Internationale* seem unabated. Crowds daily flock down to the *Champ de Mars*, and return thence fully satisfied with their visit. It is true many are confounded by the immensity of the undertaking. They become confused when attempting to drink in the variety which meets their view. They are puzzled by the want of a proper catalogue—one which might serve as a careful guide through the whole show; but one and all join in admiring the grand whole, while many (who can only afford ten or fifteen days to their tasks or examinations) are fully conscious they must leave the French Capital without seeing more than one-half of the wonders contained within the boundaries of this mighty exhibition.

The wet weather, however, has had the effect of lessening the number of the evening pleasure seekers. The Chinese plays which, during the summer nights attracted crowded audiences, are now, in a great degree, deserted; and the concerts, including the Parisian Caffe House, find few amateurs to listen to them. The newly laid gravel is unpleasantly damp, and the Turkish divan, too large and too cold to enjoy during a rainy hour after nightfall, add to these several causes the counter-attractions offered by the minister's parties, and the official assemblies to which thousands are invited by the different ambassadors, &c., the fine concerts and new plays which invite the strangers, and you may easily account for the falling off in the number who attend the evening entertainments of the Universal Exhibition. The Prince of Wales is here, and will probably remain till after the grand ball to be given by Lord Cowley on the 17th instant. His Royal Highness visited the "general attraction" on Monday with Col Teesdale. But he generally moves about so quietly and unobtrusively that he probably did so without general recognition. Royal scions, ambassadors, and world-famed statesmen are as plentiful in the Exposition as the other flowers which date their appearance from the month of May. The English visitors are still (comparatively speaking) few in number. But late last evening H. R. H. the Duke of Edinburgh joined his royal brother, and I am assured by many that the good folks in the north of England, who take a holiday at that period, will pour into Paris by thousands during Whitweek. Such is our present—such our future anticipations—and now for the stroll through to the "world's fair."

One of the most striking objects which attract the visitor who enters by the *Avenue de Rapp*, is a very large glass case containing model of the finest iron-clads of war belonging to the French and other Foreign nations. Each model is according to scale, and perfectly correct in all its details. As we, who, unfortunately do not see all the fine originals, may well judge of their respective advantages, by examining the small editions of them placed before us. They profess to be in measurement, one metre to a metre.

The first to be looked at, is, I believe, the largest of this kind of vessel in the Imperial Navy. It is the *Marengo*, thoroughly and closely plated, to a slight depth below the usual water mark and thence coppered as usual. It is propelled by engines of 950 horse power—which act on a screw within the rudder of the usual form. It has also three masts, with long yards and large square sails. The cutwater (as in almost all the finest iron clads) is the reverse from the old, displaying a semi-circle—the extreme lower edge being under the water—a fashion seemingly borrowed from some of the old Roman galleys. The deck is flush from stem to stern—with the exception of four low towers—each armed with a traversing gun of the greatest calibre—besides these, the *Marengo* only carries four large cannon on either side. She tapers sharp at the stern, and seems to afford ample room to her crew and officers. The new one (precisely the same scale) is that of the *Solférino*—another iron-clad of 900 horse-power engines, only differing from the *Marengo* in her armament, which consists of 52 guns, in two tiers, but none on the upper deck. Having no towers, she is completely flush decked, and is quoted as a fast-sailor. We have next an orange shaped vessel, evidently built without any idea of speed. This is the *Incensule* in the same proportions as the others, of the *Enbuscade*, an iron-clad floating battery, pierced for 14 large guns; I cannot say that she appears to me, judging from the model, to be as efficient as she might be. I think our British Naval architects might well improve upon her. The *Gloire* is a smart cuirassé frigate of 800 horse power, carrying 28 guns and 4 on deck. She differs from the others inasmuch as she is built with a poop and fore-castle. The *Flandre* is another frigate boasting 900 horse power, but is far broader in the beam than any of the others except the *Enbuscade*, which is rather round than oval. A coast guard ship built almost in the shape of a fish, and deeply immersed in the water, showing as little above the water, as the celebrated *Vigil* built at Millwall, is called the *Belier*, and is closely covered with iron plates. It has two funnels and two screws. Lastly France displays the model of a horse transport of 430 horse power, a fine large vessel, propelled by a screw. It carries four large guns on deck, has several cranes for lifting and hoisting animals in and out. The deck is flat, and the model is well worth examination. There is also a very excellent representation of an Italian corvette carrying 25 guns, but apparently only in armour, a short depth beneath the water line, and judging from the model before me, I should doubt that she is even fully coppered. A Brazilian corvette called after her country, the *Brazil*, is also shown; she carries eight guns in the centre, and is like the Italian vessel only scantily iron clad. But as your readers may not all take delight in nautical matters, I will now turn to the Italian Department of *Beaux Arts*, and give my impressions thereon. I never felt more disappointed than I did on first entering the gallery of Italian pictures. They are scant in quantity, far from superior