

THE GOLD FIELDS OF ONTARIO.

(To the Editor of The Globe.)

SIR,—Most Torontonians who have remained in this ancient Bay for the last six months, without rising to the general level of the country, having before them on the one hand, a sensation paragraph in a newspaper, and on the other the fact that nearly a year after reported discoveries the business of extracting gold and silver in quantity has not commenced, have reasonably enough arrived at the conclusion that the gold fields of Madoc are a delusion, and a snare, and a trap-rock to the unwary.

A short visit there, however, explains the whole matter, and having just spent a few days at Upper Eldorado, in answer to the question "To be or not to be," I have no hesitation in echoing "to be." My reasons for arriving at this conclusion, may possibly have some interest to your readers, and with your permission I give them.

In the first place, my friend and I travelled by an old-fashioned four-horse stage, with a touch of that cumbersome vehicle ironically termed by the French a diligence, from Belleville to Madoc, thence by connecting stage to Upper Eldorado, some eight miles further on. The road is excellent, at least at this season. On approaching Hog Lake, there is a charming view of wooded hills with the glittering church spires of Madoc in the centre, middle distance, and in the foreground a pretty lake stretching away on each side in a very sleepy manner. Upper Eldorado boasts of three hotels, one or two stores, and a barber's shop. Lower Eldorado adds to these attractions a post-office, a bowling alley, and a billiard room, and I doubt not a lawyer; at all events there are plenty ready to draw up a conveyance at short notice, and at a moderate figure. Here embryo towns have sprung up since last winter.

Mr. Glass, of Belleville, kindly furnished me with a letter to Mr. Hardin, and accompanied by Dr. Otway, we paid a visit to the celebrated Richardson mine. We found Mr. Hardin busy at the extensive building which is being erected on the slope of the hill for the crushing machine; and he at once gave us a line to the foreman, which, of course, had the desired seismic effect. All the quartz is now carefully stored away, and none are allowed to visit the mine unless accredited. The proprietors cannot be blamed for this; a great deal of quartz was carried away as specimens, and the time of the men, who received high wages, was chiefly taken up by letting down and hoisting visitors up the shaft. Some pieces of rock were taken out of a barrel and shown me. The specks of gold were very unmistakable. A very slight experience tells one how to detect gold from the more glittering metals, and shows one not only that "all is not gold that glitters" but that none that glitters is gold. I was then let perpendicularly down in a bucket about 20 feet, and with the aid of a rope let myself down slantingly about 25 feet more, when, with the aid of a candle, I saw more specks of gold in the solid rock.

In the Moore Farm adjoining the Richardson Mine there are nine shafts all in a row, containing a great variety of quartz and other rocks and metals, chiefly in sulphates. The old Moore shaft, perhaps, presented the most curious specimens, large masses of glittering bisulphate of iron in which no rocks could be seen, and red cinders, burnt quartz, which looked as if they had come out of a furnace within the last few years, but being in reality a portion of the crust of the earth, considerably overbaked millions of years ago.

I visited several other shafts; but to say which I thought were the most promising might excite jealousy in the minds of others, and I should run a considerable risk, moreover, of being a false prophet. I must not omit, however, to mention the Cariboo Mine, where, with the assistance of a gentleman who kindly undertook to pioneer us through the woods, we "panned out" from the debris of the rocks a fair show of gold. We also looked at the Ballarat shaft, close to it, and were shown a hole about 15 feet below the surface, the commencement of a natural tunnel which a Cornish miner explored for about 150 feet without finding a terminus.

Messrs Taylor & Scott very courteously showed us over their works at Upper Eldorado. Their crushing machine is expected to be in operation by the time that this will appear in print. They explained the whole machinery for crushing and amalgamation, and in particular the process which they have for neutralizing the effect of the action of sulphur on the mercury.

And now I naturally come to some explanation of the delay in the practical test of crushing the rock and extracting the precious metal in quantity which has created doubts as to its existence. A quartz crushing machine was in operation at Lower Eldorado some short time ago, which, as I am informed, only succeeded in extracting some of the gold and none of the silver. Now, as a general rule, silver is found in much larger quantities than gold. The result was eminently unsatisfactory, and the crushing machine closed, having partially crushed the hopes of some sanguine miners. The reason of the failure was the presence of sulphur, which destroyed the action of the mercury to a far greater extent than in the other gold fields of this continent. Taylor & Scott have a remedy for this based on the Wyckoff process; and, for the interests of the mining community, it is to be hoped that they will meet with the success they anticipate. Another custom mill is about to be erected in Madoc, and arrangements are being made for the erection of other crushing mills at different shafts.

The reason of the first apparent collapse of the gold mining enterprise is known to many of your readers. At the first intelligence of gold discoveries in Madoc there was a rush of miners, so called, who expected to amass rapid and colossal fortunes at alluvial diggings. Every little creek was filled with eager gold-hunters washing for invisible gold; but they had no more success in panning it out than the Pan-Anglican Synod

appear to have had in panning out pure Anglican doctrines from the Sees of the Church.

There are now no less than 270 shafts in Madoc Township alone, and over 500 in the mining district. The majority of the miners, however, have but little means; many are waiting until they can get a return from their quartz at the custom mills, when, if they are fortunate, they will erect crushing mills at their mines. The custom mills, however, now in process of erection will do but little towards giving the miners a start, and many will have a long weary waiting. Capital is much needed in the mining district; and, with ordinary caution, I consider that it can be laid to advantage. The Americans are doing a great deal towards opening up this very extensive field of legitimate speculation, and the Canadians are not altogether idle; but there is a vast field before them, of which, in a few years, Madoc will only be a small section.

The search for gold—by no means the most paying metal to work—is already leading to many valuable discoveries, iron, copper, soapstone, plumbago, galena, and argentiferous galena, which will, perhaps, prove the most valuable of all, nor are these discoveries confined to the neighbourhood of Madoc. Argentiferous galena has been discovered as far North as the Township of Galway to the east, and Denbigh to the west.

The scientific research and special mineralogical knowledge of Dr. Otway, F.R.S., who has visited every gold field in the world, have been invaluable to the mining community. The quartz Doctor, as the farmers call him, is always ready to impart information to all who seek it, and his energetic support is freely given to the miners. He is now endeavouring to obtain some modification of the mining regulations, which are considered not to give sufficient encouragement to the miner, and he is about to establish schools of mines, so that every man may become his own Assayer.

The general feeling in the community, as far as I could judge, was one of quiet confidence in the result, with a little eagerness to see the crushers in operation. I did not notice any desire among the miners to part with their interests, though working capital is undoubtedly in need.

I remained at Upper Eldorado four days, and I saw a good deal more of the residents, and a quieter, more orderly, intelligent set of men I never yet met, and I have travelled a little here and in Europe. I do not know the reason for the withdrawal of the mounted police force; but it is quite certain that their presence in the mining district is not needed.

The Golden Hotel, where we stayed, owned by Mr. Mr. Layier, and commonly called the Laylier House, (a name which I took upon as an unmerited slur on the inmates) is a very clean, comfortable country hotel, and Mr. Synnott is a model host. I could not help contrasting his moderate charges and attention to the wants of his guests with the extortion and insolence which I met at a hotel at Kingston, where I had the misfortune to stay for a day and a half during the Provincial Exhibition.

We drove back in a farmer's wagon from Eldorado to Trenton, about thirty-five miles, in five hours, which may be considered as an indication of a good road. The scenery is very picturesque, particularly by the nine-mile rapids of the Trent, and the pretty town of Frankfort on the Trent seems a flourishing place on the Maine.

Yours, truly,

OBSERVER.

Toronto, Oct. 5, 1867.

(From Correspondent of the Boston Journal.)

BELFAST, September 18.

Taking a steamer from Fleetwood last evening, I found myself soon after daylight at the pier in this city—the most thriving of any in Ireland. It is twelve miles from the sea on the river Lagan. It is comparatively a modern town, having been a mere fishing hamlet till 1838, although a castle stood here as long ago as the twelfth century. In the time of James II. the Scotch came across the channel, and gave the first stimulus to trade. The population in 1800 was 20,000, in 1861, at the date of the last census, 120,000. The present number of inhabitants is estimated at 150,000. The harbor is a forest of masts. There is life and activity in the streets. There are tall chimneys rolling out volumes of black smoke, with steam engines whirling beneath, giving motion to hundreds of thousands of spindles, spinning the finest linen in the world. It is the great centre of the linen trade, and you may reckon the linen cloth which lies bleaching on the green grass in the suburbs by the acre instead of by the yard. "Linen Hall," which occupies an entire square of the city, is the great exchange—the centre of an immense traffic giving employment to half a million of people.

The value of the linen exported is from \$50,000,000 to \$60,000,000 per annum. The war in the United States gave a wonderful stimulus to the manufactures of this city. Cotton mills were erected, also jute mills, and the production of linen was largely increased. Iron ship building has also commenced and has made good progress. The total value of manufactures exceeds \$100,000,000 per annum. There is no sign of distress or want of employment in this city.

But Belfast is not an Irish city. It is in Ireland, but not of it. Scotch enterprise, activity, energy and tact is at the bottom of this prosperity. It is a Presbyterian city. The religious census of 1861 gave 24 Presbyterian churches, 14 of the Church of England, 12 Methodist, 10 other dissenting churches, and 4 Roman Catholic. Though the Roman Catholics have but four congregations they number one-half of the population.

LARGE SQUASHES.—Mr. James Berry has two large squashes at his store, which were grown in the garden of his Excellency, Major General Doyle, one of which weighs 127 lbs. There were also two more on the same vine, weighing 115 lbs. each, making in all 483. *Frederickston Head, Quebec.*

THE EMPIRE OF TRADE.

WHATEVER may be our settled policy with regard to tariffs, it is certain that the trade between America and Europe is destined to go on increasing for many generations. The improvements in the arts and industries during the last thirty years have given to this trade life and stability, and so great is it about to become that nations, sections, and individuals through the whole world will feel its influence. We have already reached a transition period. A future of new, of imperative and unknown wants is before us. Frivolous and weak systems of education and of thinking must give way before actual science and facts relating to commerce and mechanics; and our legislators and young men, seeking for a pathway, must awake to the new conditions if they would become actors in the immediately approaching scenes. In connection with this foreign trade is the trade across our continent, which, of itself, already excels the trade of the whole world in the most prosperous days of the Roman Empire. Some have supposed that railroads have inflicted a deadly blow upon the commerce of the Lakes. So far from this being the case, the tonnage of Chicago exceeds the tonnage of the City of New York. When we add to this the traffic of our railroads, and of our Western rivers, navigable through an extent of at least 10,000 miles, we must see that we are in a new age, and we shall realize that the weak East is incapable of guiding the vigorous Present.

A commercial center always reaches out toward the fountain of supply. Situated at the head of a deep, beautiful bay, and locked by islands, green hills, and many shores, with scenery and soil unsurpassed, and in a climate which gives vigour and health, New York can have no superior. Only one other city on the globe has similar natural advantages; this is Constantinople, the grave of a buried Empire. There, on the east, is a mountain region similar to New England; beyond is one similar to Pennsylvania, New York, and Ohio; on the west is a varied country not less valuable than Virginia and Tennessee; and on the north are wide districts which even to-day rival in productions Illinois and the great North-West. The City of Brooklyn originated when New York began to reach a hand to the home trade of New England, of Europe, and to the Islands of the ocean. While there was no West, the Erie River side was the center of activity. Until the Erie Canal was opened, the North River side had no more consequence than what the trade of New Jersey and the river counties created. When Western New York and Ohio could be reached, the trade gravitated toward the Western piers. When the Erie, Hudson River, and Harlem Railroads were built, Courtlandt became a rival of Pearl street. Next the West finds entrance by the Pennsylvania and the New Jersey Central, and in these very days New York is going forth on this line building villas and towns. Thus, in giving a hand to the West, the trade of this city has made a circuit, it stops facing towards the West. Chicago, now builds five houses westward where she builds one in any other direction. The attempt has been made to build commercial cities on the eastern banks of our Western rivers. Alton has a better location than St. Louis, and it has the advantage of being nearly opposite the mouth of the Missouri, and just below the mouth of the Illinois. When the Michigan Central Railroad was building, St. Joseph, on the eastern shore of Lake Michigan, expected to be the terminus; everybody suddenly became rich, and lots were immensely valuable. The plan was to have a ferry of sixty miles across the lake to Chicago; but the road ran clear around the lake to reach a more insignificant town on the western shore. On the lower Mississippi, towns are on the eastern side because the western shore is an unbroken swamp.

On the western bank of the mighty ocean stream stands the City of New York. It is the realization of Phœnician, Carthaginian, Venetian, and all later dreams of commercial greatness. More than this, it is a chief jewel in a girdle of surpassingly fruitful country, extending three degrees wide, from the Atlantic to the Pacific. Here the grasses are the source of perennial fertility, and they will lay the foundation through all ages for unending supplies of fruit and grain, and whatever is required for human food. On our whole continent, between the Arctic and Antarctic Seas, no other region is so favorable for the sustaining of human existence. It is also in the gold and silver belt of Colorado, Dakota, Nevada, and California. Neither France, Spain, Italy, Germany nor Russia has such natural wealth; and in all Europe, only England has similar meadows, orchards and mines to show. Outside of this belt, we still have a country richer and more extensive than Europe, which modern agricultural skill, combined with a patriotism that will disregard human complexion and parallels of latitude, will develop, by building lines of traffic from the Gulf of California and the City of Mexico to Norfolk. Then, and then only will lines of deeply laden ships sail to Havre and Marseilles. In these passing days, a mighty struggle is going on to secure, if it may be, a monopoly of the rich trade growing out of the grass belt, out of the mines of the mountains, and out of the tea gardens and mulberry plantations of China and Japan. On one hand, we see the Harlem, the Hudson River, the Erie, the Central, the Canadian Grand Trunk, and the Lake Shore Railroads striving that they may become consolidated into one corporation, so as to secure unbroken transit of passengers and freight to Chicago, and thence across the Mississippi, the Missouri, and the Platte. On the other hand, are the great Pennsylvania Central and its extension, the New Jersey Central, with an uninterrupted track from Chicago to the deep Bay of New York, grasping for the same prize, and in so doing they relax their hitherto rigid grasp on the route to Cincinnati, St. Louis, and Kansas City; or, what is the same, on the South Pacific, so superior are the attractions of Omaha. Not less than \$300,000,000 are represented in this contest even this side of Icy. Two points, on these two rival lines are