LIFE IN PARIS.

The *Manchester Guardian's* Paris Correspondent thus describes the splendour and misery of Parisian life :—It is really becoming a matter of serious consideration how people of moderate incomes in Paris are to live ; I use the word "moderate income" because it proves, *a fortiori*, how much more hard must be existence to those who have not even that, or to those whose means of living are precarious. A short article in the last number of *L'Illustration*, entitled "In Search of Lodging," sets forth the difficulties of finding an abode for such as are not millionaries, and there are few persons in this town, who will not at each sentence, cry out "How true!" "By dint of building houses in Paris," says the writer, "Paris has become uninhabitable ! " People at their ease are obliged to fly, and as for poor families, they try to find a lodging at a distance in the suburbs, where the very competition which their influx excites raises lodgings to the same price they had been paying in the capital, where they had their employment close by, and lived in the centre of their activity. "Time is money," is a proverb that is but too well applied in Paris just now, and the cost of which is too well known to those who are not rich ; for they know what represents in value all the time they are obliged to lose. And yet you may hear political economists enlarging upon the theme of those who are afraid to use their shoes in walking to their work, being required to have money enough to pay for going in a carriage !" But this is not all. "Not only are there no lodgings in Paris just now for poor people, but there are too many by half for rich ones. Paris is undoubtedly a splendidly handsome town, but men are not made to order, as it is asserted fish will be in the Bois de Boulogne. There are not half the number of elegant inhabitants that there are of elegant habitations ; and to cover the outlay necessitated by the construction of the dwelling-houses in almost all the new streets, extravagant prices are asked, which will probably soon be found too high, and all classes except the very richest are literally homeless."

This is so true that, upon the days when house rent is due in this town, the streets present the aspect of a city, whose population is busy preparing for emigration. The poor families who have been able to pay and save their furniture may be seen by hundreds, transporting their goods and chattels to some other part of the town. Those who have been turned out because unable to pay, wander forth with their half-naked children and a bundle on their shoulders, containing their scanty clothing.

You will probably have forgotten a circumstance I told you late in last autumn, somewhere about October, and which bears upon this state of things. I will recall it in a few words. A respectable journeyman locksmith, with his wife and four children, a man in the receipt of excellent pay, was turned out last year, because he could not pay his last quarter's rent of an apartment costing 140 francs a year. Some few articles of furniture were promised him anew by persons who took an interest in him and his family, and he hired another lodging less good than his former one, but at a cost of 200 francs ! "Of course." said the wife, "as we could not pay 140 francs a year, we cannot pay 200 francs, but it will be six months gained ! we cannot live in the streets ! This was the woman's deliberate calculation, and she added, "It is that of hundreds and thousands of others." This was the anecdote I related to you last year. Well, by some extraordinary means, this family paid their first quarter ; but neither the April, nor the July one could be paid, and, accordingly, a fortnight ago, all they possessed was seized, and they were turned adrift. I saw the woman I speak of the day before, and she said to me, with the carelessness of despair, "Eh ! mon Dieu ! we shall be in the street to-morrow, but what are you to do? hundreds and thousands will be in the same state as we ;—besides, this must all come to an end some day." What they exactly mean by this phrase, I never could clearly find out. I quote this instance, because it is one in point, and one which exemplifies the position of a very large majority. These people I speak of are honest and laborious ; the husband has been for fifteen years with the same employer, and gains on an average from three to three and a half francs a day. The average health of the family is good, and their sobriety is that of the greater proportion of their country people. They have not drunk wine for more than two years and a half, and for the last 18 months have only eaten meat once a week ; but everything having doubled in price, they are, like their fellows, oppressed by the all but impossibility of living, and are reduced to the condition I have described. A few weeks since, a case brought before the tribunals likewise illustrated the present state of misery to which I allude. A man was seen at 3 o'clock in the morning, in a deserted part of the Boulevards, to put down a small bundle, and after opening it and taking out what he required, to change his linen, putting into the bundle the linen he took off. He then stretched himself upon one of the wooden benches along the Boulevards, and was preparing for a sleep, when the two police agents, who had been watching arrested him. When he was examined, he said he was an interpreter ; that he had not wherewith to pay for a lodgidg and keep himself decently dressed ; and that decent dress was part of his stock in trade. The bundle seized upon contained combs, brushes, soap, change of linen, shoes &c. ; everything in short, necessary for the toilet ; but he over and over repeated that, at the price which lodgings now were, it was impossible that he should have a bedroom anywhere and defray the expense of his clothing.

Some hopes there are, however, that the excellence of the ensuing harvest may diminish the price of bread ; and the accounts from the vine countries encourage also the idea of cheaper wine. If wine and bread were once more what they used to be, and if the common vegetables and eggs lowered somewhat in value upon the markets, there would be some chance for the poor of this town ; for, if the worst comes to the worst, they can contrive comparatively to do without meat. With an omelette, or a cabbage and a mite of pork, or a salad, provided he can have what he wants of bread, and a glass of wine, a Frenchman lives comfortably ; and it is but just to them to say that they are anything but ready to complain.

The effects of a sudden change, from a state of war to one of general peace, are beginning to tell unfavorably upon shipping interests, not merely among the nations that were belligerent, but throughout the maritime world.

In prospect of a continuance of the war-ships, most of them of heavy tonnage, were built and launched, in great numbers, to an extent indicating belief that ships could not be supplied fast enough to meet prospectively increased and increasing demand for transports. But peace came unexpectedly—transports were not required, for England and France alike, in a spirit of wise economy, employed their war-marine in bringing home the Crimean armies—and, at once, it was felt, that there were afloat too many merchant vessels, and now freights are lower than they have at any time heretofore been known to be, and this is the case all the world over.

In China $10 per ton is the rate to New York; in Manilla the same, and comparatively low rates rule to Great Britain.—From Great Britain, freights are very low to and from all parts of the world---China, India, Russia, America, &c. In the United States, freights are also extremely low. At New Orleans 9-32d., and so at all the cotton ports. In New York, cotton to Liverpool 1-8d.; Flour 1s. 4d., &c. &c. Other freights are low,---£4 to Liverpool; to California 25s per foot, with only three vessels on the berth from all American ports. There are no guano freights offering to the United States, and only £4 10s. to Great Britain; to Australia but little is going at 27c. per foot, and about the same rates are current in England. To Havannah freights are very low, and so it is everywhere almost without exception. Such a general depression would seem to prove that there are too many ships, and too large ones. Notwithstanding the enormous amount of cotton, grain and provisions sent to Europe last winter and spring, freights ruled high for only abost six weeks.—*Halifax Sun.*

French Prospects.---Our latest advices from Paris announce the alarming fact, that the specie in the Bank of France had, by the last return, fallen off nine millions of dollars. This unprecedented decrease, in so short a space of time, can be due to but two causes. One of these is the inundations, which no doubt have been the means of throwing more specie than usual into the suffering districts. Property destroyed in the shape of houses, cattle, produce, furniture, merchandise, &c., has been, doubtless, partially replaced in coin by the benevolence of private individuals or the munificence of the government. But this will only account for a small portion of the loss. A couple of millions at most will cover all the money that can have been sent to the inundated districts. The balance, a sum of seven millions, must have been withdrawn from banks by persons who have begun to discredit the stability of the empire—by men who have seen, in the failure of Place, a symptom of the proximate fall of the Credit Mobilier, and who, like M. Thiers, do not believe, that the Emperor can safely encounter a peace without more genius than there is any reason to suppose he possesses.—*New York Herald.*

THE GREAT EASTERN AFLOAT.

Some very curious considerations arise out of the gigantic proportions of this leviathan vessel. All the centre and upper part of the interior space will be appropriated to the accommodation of passengers ; and the lower part, beneath the water-line, and the fore and aft parts, will be given up to machinery and merchandise. Besides the working crew of 400 men, there will be room for 4000 passengers—800 first class in regard to accommodation, 2000 second class, and the rest, third class. In addition to this, there will be space for 5000 tons of merchandise, and stowage for enough coal to steam the ponderous ship, with her live and dead freight, entirely round the world. When it is launched—an operation which will be effected sideways, and probably under the agency of hydraulic power—with all its working parts fixed in position, it will weigh 12,000 tons, and will sink eighteen feet into the water. When its entire burden is placed in it, it will weihgh about 27,000 tons, and, wonderful to say, on account of its extraordinary length, it will not then draw more than twenty-eight feet of water, which does not exceed the draught of the heaviest line-of-battle ships by more than a couple of feet. Its tonnage will nevertheless be more than six times greater than that of the heaviest line-of-battle ship of the British fleet. The entire breadth from side to side will be 83 feet, and the extreme depth from deck to keel-plate, 60 feet

But how is this wonderful floating mass of so many thousands of tons to be driven through the water? It will have seven masts, and canvas wings containing between 6000 and 7000 square feet of surface expanded from them to catch the breeze. These, however, will be of very little use practically, on account of the ambitious views of the projectors, who require that the vessel shall fly along over the water with a speed greater than that of the wind, unless when blowing with the force of a hurricane. The design is, that it shall be moved by steam, and that the steam shall work a pair of vast paddles, each fifty feet across, and a screw twenty-four feet across, at the same time. The fans of the screw will be attached to a shaft 160 feet long, and containing sixty tons of metal in itself. This will be whirled round by a power equivalent to the strength of nearly 2000 horses, and each paddle will be turned by the power of another 1000. The bows of the ship will be a perpendicular line, as sharp almost as the edge of a knife, and this line will diverge backwards into the sides almost imperceptibly. Lying by the end of the leviathan, and at present stopping its forward growth, there is a small steam-ship built upon exactly the same model, intended for the Brighton and Dieppe station. Upon passing under the forepart of the keel of this miniature, and looking up, the extraordinary capacity of the model for cleaving the water becomes immediately conspicuous. For many feet backwdars, the structure seems to have no internal width to separate its sides. It is calculated that a sharp long wedge of this kind, impelled by the force of nearly 4000 horses, and extending its length on the water along a distance of nearly 700 feet, will pass through it with the speed of twenty miles an hour. This would be amply sufficient to enable it to make the voyage to India, round the Cape of Good Hope, in thirty days, or to Australia in thirty-three days. The proposed branch-line of steamers from the overland Indian route to Australia, by Diego Garcia and King George's Sound, would require at least ten days more.

The engines of the leviathan are to lie at the bottom of the hull, surrounded by coal-bunkers of enormous capacity ; the engine-room for the service of the paddles will be near the middle of the keel ; that for the screw-service will be nearer to the stern. Two water-tight iron tunnels will pass through the intervening partition-walls from one to the other, to allow the ready passage of the engineers, without their being constrained to ascend to the upper-deck for the purpose. A strong roof of iron plate will entirely separate the working part of the ship from the habitable part above.

So much for the motive arrangements. But how is the vast mass to be held still, when it is required that it shall not move? The power both of winds and currents upon it will of course be large in proportion to the greatness of its bulk, and consequently the apparatus that is designed to effect its mooring must be of the most colossal dimensions and strength. The anchors alone will weigh fifty-five tons, and there will be 200 tons of capstans, cables, and warps connected with them. These ponderous implements obviously could not be wielded by human hands, and accordingly steam sailors will be prepared to do what the flesh and-blood sailors would not be able to accomplish. There will be journeymen steam-engines stationed conveniently for effecting the anchoring and weighing, and indeed for performing many other services ordinarily carried on by the crew. Possibly there will even be steam-steersmen for the guidance of the mass. It is on account of this supplementary and subsidiary steam-service, that only 400 men will be needed to work so vast a ship.

Once, again, how will the winds and the waves affect this leviathan mass, when they chance to be in their surly and ungenial moods? A connected mass of 27,000 tons is not so easily heaved as a cork or a cockle-shell ; but the storm-winds and the storm-waves of the open ocean have a tremendous power. What will they do, then, with this stupendous morsel, when they have it fairly within their clutches? The heaviest hurricane-wind blows with a force that would act upon a square foot of resisting surface with a pressure equivalent to a weight of forty pounds. Such a wind could only heel the leviathan, with its full load, out of the perpendicular to the extent of six inches, even if it struck it quite on the side ! The waves of a fresh sea run about 100 feet long ; those of a moderate gale are 300 feet long. Of such, the leviathan would take three at once, and would preserve the while almost an even keel. The highest storm-waves ever seen on the wide and deep ocean are only 28 feet high from trough to crest, and 600 feet long from trough to trough. Of such, the leviathan would still take two at a time, when the crest of one was near to the bow, and the crest of the other near to the stern. Under the most unfavorable circumstances, such waves would not disturb the horizontal equilibrium of the deck-line to the extent of more than five degrees.

The leviathan being a ship, will of course require a long-boat, like all other ships, to land passengers and render other odd services in the messenger-line. This long-boat will be hung somewere over the side, ready to be lowered down into the water by the steam-sailors whenever required ; and it will be very long indeed—more than 100 feet. It will be as a Thames river-steamer or one of the gun-boat flotilla, and will be, in fact a steamer itself, having engines and a screw-propellor on board, always ready for use.

The captain of the leviathan will have a cabin for himself, situated conveniently near the centre of his domains, on the mid-deck, and between the huge paddle-boxes. But placed here, like a spider lurking in the centre of its web with outstretched attentive feelers, he will have to use his telescope to see what is going on at the bows and stern ; and the old contrivance for issuing orders, the speaking-trumpet, will be altogether out of date, and valueless in his hands. His voice, even with this aid, would hardly be heard half-way to the stern. He will have to signal his directions to his officers by semaphore arms by day, and by coloured lamps at night. He will also have electric-telegraphs ramifying to the engine-rooms, and to other places to which it may be necessary that his instructions should be instaneously communicated. The compasses will be placed aloft on a staging reared forty feet above the deck, to remove them from the disturbing influences inherent in the vast masses of iron below ; and it is proposed that strong shadows of the needles shall be cast down a tube, so that the steersman may at once watch these shadows, and so follow directly the movements of the compasses, as they traverse. It is also proposed to carry a perpetual moonlight diffused around the ship, emanating from an electric-light planted on the foremast-head.

Up to the present time, L 350,000 have been expended upon this wonderful construction, and by the time the vessel is ready for sea this sum will have been augmented into nearly L 800,000. It will, however, be readily understood, that there is a fair capacity in the vast vessel for yielding a revenue ample enough to render the undertaking a commercial success, notwithstanding this great cost, when it is borne in mind that if the fares, for a single outward or homeward passage to India or Australia for the three several classes, be fixed only at L.65, L.35 and L.25 respectively, the passage-money alone for the voyage out and home would amount collectively to something beyond L.300,000, if all the berths were occupied. It is an interesting fact, that naval engineers fix the amount of tonnage required in a steam-vessel designed for any particular voyage by a very simple standard : they consider that one ton of burden is needed for every mile to be traversed ; hence it is that this vast steam-ship has been made capable of carrying 25,000 tons. It is intended to go in every voyage 25,000 miles—that is, a distance equal in extent to the circumference of the world. It is estimated that this great vessel, with 5000 tons of merchandise, and her complement of 4400 living beings, would still be able to store enough coal for her consumption during a complete circumnavigation, or a voyage out and home. But it is also hoped that at some future time it may be found possible to procure the quantity of fuel required for the homeward passage from some eastern source of supply, because the capacity for merchandise would be thereby doubled at once.

"There are some members of a community," said the sagacious and witty Thomas Bradbury, "that are like a crum in the throat; if they go the right way they afford little nourishment, but if they happen to go the wrong way, they give a great deal of trouble."