

her *Royal head* is very pretty. *Thy mother's daughter* is rather a roundabout way of addressing H. R. H. The allusions to *the little bickering cry of rodent statesmen gnawing weakly vain*, though perfectly unintelligible to your humble servant, will doubtless be very gratifying to Sir John A. Macdonald, Mr. Mackenzie, and many other highly respectable gentlemen, who ventilate their eloquence in the neighbourhood of Rideau Hall, but still are not, I maintain, terms which come within the regions of true poetry. "Canada" has also some very independent ideas as to metre.

My object, however, is not so much to criticise these feeble productions as to express surprise that the editor of such an influential and well conducted magazine as the *Canadian Monthly* should allow those effusions to find their way to the public through so respectable a channel. They might possibly add a grace to the "Poets' Corner" of some remote country newspaper; but being placed prominently, as they are, in the columns of a leading Canadian magazine, they go forth as examples of the poetical powers and genius of our Dominion.

This we cannot afford, and were they really so representative in their character, we might all join in saying most fervently, from all Canadian poetry, good Lord, deliver us.

Yours very respectfully, G.

Quebec, May 11, 1880.

To the Editor of the CANADIAN SPECTATOR:

SIR,—The following appeared in the *Canadian Monthly* in a paper headed "Gossip about the first Dominion Art Exhibition":—

"No. 329, 'Taken Aback,'—a title which may require some explanation to those who do not go down to the sea in ships, and whose ways are not on the great deep,—represents a vessel which, while speeding along and spread with a full sea running behind, is suddenly confronted by the veering wind, and *thrown back* in the very teeth of the devouring waters. Hapless the lot of such a craft! Not once in a thousand times is there any chance of escape. The hatchways all running *back* from the bow, so that waves breaking over the forepart of the vessel may find no ready entrance below, are now so many channels for the swift death that enters, and in a few moments the noble ship, with her living freight, is engulfed. This is the tragic subject of—we think we are right in saying—the finest marine painting in water-colour in the collection."

Is all this meant for a criticism in genuine earnest? I should say "An Unlearned Visitor" was never on board a vessel, or he would not talk of the hatchways running back from the bow; and I may be wrong, but I think the worst that usually happens a ship unlucky enough to be taken aback is the loss of her topmasts, unless under very extraordinary circumstances she may be upset.

Yours, &c., J. H. B.

Kingston, May 17, 1880.

ADDRESS TO THE SOUL.

O thou, whate'er thou art, whose throne
Is centred in the life of me,
Thou silent spirit working on
In bondage, burning to be free.

Whence comest thou, and whither go'st?
Art thou some wanderer from afar,
Who left his own mysterious coast,
To rule my being like a star?

And, when this thralldom is no more,
Wilt thou that at once, exultant, spring
Back to thy mystic natal shore,
Cleaving the dusk on viewless wing?

Fain would I know thy birth and doom,
Whose presence and whose power are such
That I am left in joy or gloom,
By the weird magic of thy touch.

Art thou of God or Devil born?
Thy smile is heaven, thy frown is hell,
I cannot live beneath thy scorn,
But in thy love I long to dwell.

Thou art a finger to mine eye,
Forever pointing out the way,
And in mine ear a warning cry,
That knows't not silence, night or day.

And when I sin (as mortals will)
Thy secret sorrow moves me so,
That I endure on every thrill
The agony of utter woe.

Or if to good I should incline,
Thou makest all my being glad;
The soft winds blow, the sweet suns shine,
And I for very mirth am mad.

By this, I think, thou art from heaven,
Where all our powers for good are born,
For unto what man e'er was't given
To find sweet grapes upon a thorn?

Nay more, for when I stand with thee
Where Nature's voice is stern and high,
Beside the restless turbid sea,
Or 'neath the black tempestuous sky,—

When all the elemental force,
Which he who made can use to mar,
Seems battling to obstruct the course
Earth takes around her central star.

Or in lone places of the hills,
Where I may sit me down to rest,
When evening calm the welkin fills:
A something stirs within my breast,

And stirring, issues forth to greet
A kindred something brooding there;
And while they hold communion sweet,
I know that God is in the air:

I know it, and I worship low,
And bless Him that He sent me thee
The greatest gift He could bestow,
Eterne, immortal, even as He!

Thou art the one thing that doth part
Me from all other life that is,
That still keeps't whispering to my heart
How I can make that life like His.

With thee, I can exult, aspire;
Without thee, I am but a clod;
Thou spark from the Eternal fire
Blown to me by the breath of God!

Robt. Wanlock.

TRADE—FINANCE—STATISTICS.

RAILWAY TRAFFIC RECEIPTS.

COMPANY.	1880.			1879.	Week's Traffic.		Aggregate.			
	Period.	Pass. Mails & Express	Freight		Total.	Incr'se	Decr'se	Period.	Incr'se	Decr'se
*Grand Trunk.....	Week	\$	\$	\$	\$	\$		\$	\$	\$
May 21	59,549	115,672	175,221	145,838	29,383	.....	22 w/ks	570,481	.....	.....
Great Western.....	" 21	32,701	52,384	85,085	68,947	16,138	" 21	239,334	.....	.....
Northern & H. & N.W.	" 22	6,325	20,466	26,791	19,230	7,561	" 20	86,399	.....	.....
Toronto & Nipissing..	" 21	1,325	2,041	3,366	2,742	624	" 20	8,228	.....	.....
Midland.....	" 21	1,461	6,988	8,449	6,162	2,287	" 20	29,300	.....	.....
St. Lawrence & Ottawa	" 22	1,546	1,399	2,945	3,060	.....	1m Jan. 1	798	.....	.....
Whitby, Pt Perry & Lindsay.....	" 21	425	1,029	1,454	1,083	371	"	8,502	.....	.....
Canada Central.....	" 21	2,255	6,190	8,445	4,876	3,569	20 w/ks	17,582	.....	.....
Toronto, Grey & Bruce	" 22	1,093	5,087	7,180	6,470	710	" 20	18,259	.....	.....
†Q., M., O. & O.....	" 15	5,070	3,966	9,036	4,011	5,025	19	55,267	.....	.....
Intercolonial.....	Month						Month			
April.	52,278	116,344	169,122	109,137	59,985	.....	4 m'ths	152,943	.....	.....

*NOTE TO GRAND TRUNK.—The River du Loup receipts are included in 1879, not in 1880; omitting them the week's increase is \$33,583, aggregate increase \$662,081 for 22 weeks.

†NOTE TO Q., M., O. & O. RY.—Eastern Division receipts not included in returns for 1879.

BANKS.

BANK.	Shares par value.	Capital Subscribed.	Capital Paid up	Rest.	Price per \$100 June 2, 1880.	Price per \$100 June 2, 1879.	Last half-yearly Dividend.	Per cent. per annum on present price.
Montreal.....	\$200	\$12,000,000	\$11,999,200	\$5,000,000	\$136	\$133 3/4	4	5.88
Ontario.....	40	3,000,000	2,996,756	100,000	78	59 3/4	3	7.69
Molsons.....	50	2,000,000	1,999,095	100,000	83 1/2	76	3	7.19
Toronto.....	100	2,000,000	2,000,000	500,000	125	106 1/2	3 1/2	5.60
Jacques Cartier.....	25	500,000	500,000	55,000	71	31 1/2	2 1/2	7.04
Merchants.....	100	5,798,267	5,518,933	475,000	93 1/4	76	3	6.43
Eastern Townships.....	50	1,469,600	1,382,937	200,000	.....	.....	3 1/2	.....
Quebec.....	100	2,500,000	2,500,000	425,000	.....	.....	.....	.....
Commerce.....	50	6,000,000	6,000,000	1,400,000	122 1/2	106	4	6.53
Exchange.....	100	1,000,000	1,000,000	75,000	40	.....	.....	.....
MISCELLANEOUS.								
Montreal Telegraph Co.....	40	2,000,000	2,000,000	171,432	94	100 1/4	4	8.51
R. & O. N. Co.....	100	1,565,000	1,565,000	41	39 1/2	41	.....	.....
City Passenger Railway.....	50	.....	600,000	163,000	95	78	.....	5.26
New City Gas Co.....	40	2,000,000	1,880,000	.....	122	112 1/2	5	8.20

*Contingent Fund. †Reconstruction Reserve Fund. ‡Per annum.

From returns made up on Wednesday morning, May 12th, at the Liverpool Emigration office, it appears that during the month of April 29,419 persons sailed from the Mersey, as compared with 13,363 in the previous month, and 10,917 in April, 1879. These figures are the largest ever known, and indicate how great is the wave of emigration to America, to which destination nearly all the emigrants have gone. The emigrants are of all nationalities, 13,830 being foreigners, 9,310 English, 151 Scotch, and 6,027 Irish.

From April 1st to May 15th, the British Exchequer receipts amounted to £10,330,439, while last year, with two days more of revenue, the total was £10,728,045. The expenditure has been £11,378,890.

The shipments of cattle from Canada have increased at a rapid rate, the following having been shipped of the port of Montreal during the past week:—

Per D. Torrance & Co.'s Line to Liverpool.....	1,006 heads.
" R. Reford & Co.'s Line to Glasgow.....	607 "
" D. Shaw & Co.'s Line to London.....	244 "
" H. & A. Allan's Line to Glasgow.....	234 "
" H. & A. Allan's Line to Liverpool.....	340 "
Total 2,431 cattle and 44 sheep.	

For the year ending 30th October, 1866, the gross receipts on the whole Nova Scotia Railways only amounted to \$199,739, and for the nine months ending 30th June, 1867, to only \$155,098. In 1880 the receipts from the Halifax Station alone, for only four months, amounted to \$209,950!

For a country represented as being desperately badly off, the Province of Nova Scotia would be able to lay by a good deal of money. From latest Bank returns we find the amount of deposits bearing four per cent. interest, and without interest at all, to be as follows:—

	At 4 p.c. interest.	Without interest.
Various Savings' Banks.....	\$2,499,406	.....
Bank of Yarmouth.....	86,243	\$ 69,903
Bank of Nova Scotia.....	1,281,832	279,507
Exchange Bank of Halifax.....	49,027	23,922
Merchants' Bank of Halifax.....	657,620	231,442
People's Bank of Halifax.....	306,055	89,900
Union Bank of Halifax.....	416,106	94,281
Pictou Bank.....	253,422	53,955
Halifax Banking Company.....	219,916	101,076
Commercial Bank of Windsor.....	95,606	22,312
Totals.....	\$5,856,836	\$966,303

Or a total of \$6,823,139, yielding on an average about 3 1/2 per cent. interest. This does not include the amount held by the branches of the Bank of Montreal, and of the Bank of B. N. A., or by the brokers, which, we are informed on good authority, hold deposits aggregating to \$1,200,000 more.