

mountains," &c., and has some reference to the familiar "strand"—only they have no "coral" on the Pacific coast worth a poet's mention. But we have some curiously new things in rhyming—"nurture" is made to rhyme with "hurt her"—"glory" and "o'er ye," &c. I never knew before what heroic and mighty things have been done here; our sires "cleared the tangled forest," and "wrought the buried mine"—"they tracked the flood and fountains" and did a host of other incredible things. The future also is well assured. We are to keep "stations" and lead "the van," and we are going to have a great army to defend everybody:

"Where'er through earth's fair regions
Its triple crosses fly,
For God, for home, our legions
Shall win, or fighting die."

For the sake of Canada we must all hope that the terrible "or" will never be needed; and we could almost wish that the "Anthem" had not been so long, for then those who have good memories and plenty of spare time might learn to repeat it—and if the music had not been quite so dull we might sing it occasionally at one of our funereal socials.

The audience at the Philharmonic concert received the Anthem in the grimmest possible silence, which is a fair criticism and according to sound judgment, but why did we not have a verse of the real old and good National Anthem? Two members of the Royal family were present, and the whole audience appeared to feel like singing "God save the Queen," but the choir would not lead off. The Royal party waited for it, and the audience expected it, and the conductor stood there the slave of that ungovernable hair which had been agitating all his body during the evening, and then we left, feeling that a blunder had been committed. Who was the author of it?

I am glad to see that it is proposed to form a Sanitary association in Montreal. It is none too soon, and let us hope it is not too late. Montreal is situated so as to command every advantage which sanitary science can devise, and yet, it is one of the worst drained cities on the continent. There is a Health Committee which was formed and constituted to do nothing, and which admirably carries out the idea of its existence. It was formerly composed of aldermen and citizens, but those citizens were living, able, active men, having faith in the possibility of progress, and that was not according to the mind of the majority of Aldermen—so the citizens were dropped in order that Aldermanic ease might not be disturbed by the restless men who insist upon the need for action.

As an example of the attention paid to drainage in Montreal,—the portion of St. Catherine street which lies between St. Lawrence Main street and Upper St. Urbain St. is not drained at all. The same may be said of the flat piece of ground situated just above, and running East and West at the bend of St. Lawrence Main street. Along Bonaventure street in the vicinity of the railway track there is the same lack of drains; and still worse cases might be cited of the East end of the city. Those places are so much soil set apart for the purposes of breeding epidemic; by the existence of them we are making the best effort possible, without perpetrating an actual violation of law, to create and spread all sorts of foul diseases. That these have not already come in violent forms is due to the fact that Nature is doing much to ward off the consequence of our folly.

If something could be done to stir up the French portion of the population to consider this matter and entertain a sense of its importance the evil would soon be remedied. At present they form an inert, unimpressionable mass—with very many exceptions of course—who have a creed which is a mixture of faith and fatalism. They have a horror of anything that can mean more taxation, and take alarm at the bare idea of any kind of change in their mode of living. It really would be an act of patriotism on the part of the intelligent and progressive among the French Canadians if they would join such a movement as the one now started and compel their kith and kin—especially the Aldermen—to have faith in the advantages of good drainage. I hope the Sanitary Association will not be still-born, but live and grow strong, and do good in the city.

The disgraceful condition of the streets of Montreal during the dusty weather is only equalled by the coolness and incompetence of the Road Committee: a more lamentable disregard of the people's comfort is only to be found in Burmah. However, one ought not to be surprised; it is what was to be expected from Aldermen who had very nearly and may probably yet manage, or mismanage, to give an exorbitant monopoly to the City Passenger Railway Co. The only just way to treat this City Railway question is to make it pay an annual tax on the value of its property or on its profits. If the property doubles in value in ten years, it should pay double the amount of taxes that *ought to be paid now*. This railway has been made in the past to do service as a means of swindling investors and the public; it is about time that it should be conducted in an honest and, to tax-payers, equitable manner.

Mr. Charles Edward Lewis, in a letter to the *Montreal Witness*, makes an unwarrantable attack upon the owners of the Allan Line. He makes the absurd statement that, as they are their own insurers, they secure more public patronage, as the public think the ships will be more carefully steered and managed. Is Mr. Lewis not aware that the Captains have due regard for the lives of their passengers and crews, and that the question of insurance is to them one of little moment? The dangers of the fogs off Newfoundland have never been under-estimated, and I have personally heard Captains of the Allan Line speak of the responsibility. The comparative rarity of accidents is a complete refutation of Mr. Lewis's exaggerated account. There is this to be said further in favour of the Allan Line, that their leading ships do not carry cattle, as is the case with ships of the "Viking" class.

During the late strikes of the wharf labourers, an event occurred the importance of which appears to have been overlooked by all the journals of Montreal. I refer to the importation from Sorel of labourers to take the place of the strikers. Strange to say no protection, or at least, not sufficient protection was afforded to those who came to work, and as was to be expected, they were prevented from working. An intelligent labourer said that these "imported" labourers should not be permitted to work as they paid no taxes into the city exchequer, and would moreover carry back with them their wages to be spent in Sorel. The Conservatives therefore ought to take measures to *protect* the city labourers and should see that this item of "imported" labourers is attended to and inserted as a dutiable article in the Tariff.

I read in one of the first books, if not the first, published in Quebec, an ordinance passed on the 6th November 1764 to the following effect:—That every person desiring to leave the Province shall give notice to the Secretary thirty days "before they shall obtain any Pass," and that if there are no valid objections (such as debt for the payment of which they were required to give security) to their leaving, "the Secretary or his Deputy, are hereby required to grant said person a pass, for which the Secretary shall receive *One Shilling* and *Twopence* lawful money only." This plan I recommend to the Quebec Government as the most feasible mode of stopping the French Canadian exodus, which still continues, though in somewhat diminished numbers; it would also furnish a certain amount of revenue, of which they are badly in want.

The Canadian cricket team in England is making just the sort of poor show I predicted. As yet they have met only third-rate teams in the country places, and have hardly held their own with them. When they come to play a first-class club, like the Marylebone Cricket Club, or one of the county clubs, they will have a bad quarter of an hour, during which they will wish they had taken the friendly advice of those who recommended them to remain at home.

A correspondent sends me the following:—

DEAR SIR,—It was with great pleasure that I read in your last number a few plain facts in reference to what ^{is} a direct railroad connection with St. Paul would do for us here in Montreal.

What would be the use of the St. Paul and Montreal road via Sault St. Marie? In the first place a glance at the map can leave us in no doubt as to its being the shortest route between the commercial capital of Minnesota and an ocean port; and on more careful inspection we find that the advantage is