

the writer insists upon giving a perpetual prominence to this first and last joke of his. Whatever infinitesimal bit of wit was in it has long since evaporated, and now it is offensive on account of its intense vulgarity. An effort to fasten a nickname on a public man is unworthy of any person or paper pretending to hold a place in respectable society.

Sir Henry Tyler, the President of the Grand Trunk Railway, speaking at the half-yearly meeting in London, said :

"The rate of working expenses does not depend upon the cost at which traffic is conveyed ; there is an amount of money which must be spent in properly maintaining the line, and there is an amount of money which must be expended in the actual cost of conveying traffic, and when the rates are no higher to put it at that point only, than the amount that is required to carry the traffic, then we cannot work except at 100 per cent. but if the rates are double the actual cost of maintenance, then we can work at 50 per cent. but I think, considering the low rates which have prevailed, and the difficulties our officers have had to work against, that they have done themselves great credit, and have done justice to us in working the line at the rate of 72 per cent. upon the working expenses."

• "The No. of tons moved *one* mile were, for December half year :—

In 1872.....	222,000,000
In 1873.....	238,000,000
In 1874.....	332,000,000
In 1875.....	342,000,000
In 1876.....	377,000,000
In 1877.....	437,000,000
In 1878.....	394,000,000
In 1879.....	473,000,000."

The 72 per cent. spoken of does not bear any comparison to the percentage of working expenses a few years ago, when, for instance, in 1873, they are quoted as 82 per cent. Then the rate per ton per mile obtained was one and forty-six one hundredths of a cent ; 82 per cent. of that would be one cent and a fifth, while six years later in the last half year the rate per ton per mile was only sixty-nine portions of a cent, 72 per cent. of which is only half a cent ; so that the cost of working the traffic has decreased from one cent and a fifth in 1873 per ton per mile to half a cent in 1879. The reduced percentage of working expenses on the reduced rate obtained is a most astonishing result. This is the secret of the success of the present management. It has done double the work and decreased the expenses to forty per cent. of what they were six years ago ; it has increased the efficiency of the line in every respect, and even those journals which in Canada have never before had a good word for the Grand Trunk are now in full accord with public sentiment generally, in saying that Mr. Hickson and his staff deserve all the credit which the most ample interpretation of Sir Henry Tyler's words can mean.

I am informed that the difference in the rates for the June half year of 1873 and the rates obtained on the traffic worked for the six years ending December last would have given an additional amount of receipts aggregating over twenty-three million dollars to the Grand Trunk Railway.

It will be seen that the Grand Trunk traffic receipts for the last week shew an increase over last year of \$49,159, over £10,000 sterling. Four of the Allan line of steamers, including three weekly Mail steamers, arrived at Quebec during the week with about 2,500 immigrants and passengers, which must have largely contributed to the great increase in the railway traffic for the week, besides which there must have been a considerable amount of merchandise transported west off these vessels.

Muscle is undoubtedly the popular god of the day. Edward Hanlan has made more money by his arms and legs than the brightest genius living, in the same time. To guide a paper shell through the water in a manner to outdo another guided paper shell, is more popular and more paying than to conduct a piece of diplomacy and save a continent from war. A young man with a black skin thought he would "break his birth's unhappy bar" and studied medicine and started the practice of it in Boston ; a walking match in New York offered an opportunity in another direction, and he "grasped the skirts of circumstance" and went spinning round and round, better than any animal of any species could have done, winning thousands of hearts and

thousands upon thousands of dollars. Mammon worships at the shrine of "biceps," and there is no glory like that to be got by "heel and toe, go as you please." Heroism is of the muscle, and happy is the man who can walk to outwalk his fellow mortals. Let us not complain, but accept the condition of things. Performing elephants have always been attractive to children of different ages, and so have monkeys in a cage.

Brain ? that is an article not much in demand, say what we will of it. Employments which are merely mechanical ; newspapers which have the most trash in them ; books which have the least thought and most immorality in them ; lectures ditto ; sermons which are shortest, most dogmatic, most wanting in logic and reason and life, are most popular. Intelligence rules a barren and sparsely populated land, but unreason dwells in a country flowing with milk and honey. Wisdom crieth in the streets, as of old, but the people have gone to a boat race.

M. Lejeune, the lecturer on the celebrated writers in France, is very much disappointed, and I may say disgusted, with Canada in general and Montreal in particular. He is a Parisian journalist travelling through this continent to tell France what kind of mortals we are. He tells me that over in the United States he found the people interested to know about the authors of French literature, but here there is no interest in such matters. A bookseller told him he had sold three hundred of Zola's *Nana* to about three of Victor Hugo's works. M. Lejeune says there is a lamentable absence of books and reading and appreciation of anything that appeals to the intelligence. M. Lejeune understands us remarkably well, and if he fail to draw an audience to-night (Friday), as I anticipate he will, although he deserves a crowd, he will have something to tell the people not very complimentary to us. But it will not hurt us, for we shall not believe it if we hear it, for Earl Dufferin told us quite the contrary, and he ought to know.

Some of our ministerial brethren are taking a very decided stand in theological matters as now under discussion among us, and do not hesitate to declare from their pulpits against certain who come in the garb of the ministry to promulgate infidel doctrines. The references are plain enough, for even the simplest can see to whom they point. But I am sure that those who are not the simplest, but choose to think a little on their own account are quite certain that the ultra-orthodoxy of the day, and not the reasonable preachers, is just that which makes infidelity so popular and powerful. We have men among us ready and willing to declare their unvarying faith in the verbal inspiration of the Bible, and who do not hesitate to say that all between the two covers is of equal value, and if one part is discredited none is worthy of belief. It is these men, who deify ignorance, and find honour in the prostitution of their Reason who furnish infidelity with argument, and wit, and scorn. What we need in the churches is a revival of earnest common-sense for all, and manly outspokenness for some.

I see that Canon Farrar in a recent sermon, preached before the University of Cambridge, expressed his attachment to the Scriptures, but denied the wisdom of giving equal credence to all parts of it, showing that tyranny and corruption, martyrdom, slavery and intolerance have been supported and justified by certain passages. The Canon is a man of high Christian character, of scholarly attainments, and wondrous eloquence, but there are Episcopal clergymen in Canada who would refuse the use of their pulpit to him. At any rate, they advise their audiences against reading Canon Farrar's "Life of Christ," and Dickens' novels.

Still, there is movement, and that in the right direction. At the closing exercises of the Victoria University, the President, the Rev. Dr. S. S. Nelles delivered a discourse remarkable for its eloquence and breadth of view. He is reported to have said : "The theology of to-day is not the theology of the future. That which has most widely prevailed was not the Christianity of the New Testament, but rather a caricature of Christ's religion. Men are everywhere asking, is Christianity true ? and what is Christianity ? But the answer to the question, is Christianity true ? must depend upon a better and more harmonious answer to the question, what is Christianity ?" "What we need to purge our Christianity is a power of vision no longer through