

British Crown in this country. We all have our little weaknesses, our susceptibilities.

Take an Englishman for instance. He is proud of it. I feel it myself; at any rate one half of me does. And when we reflect that he has led the world in the path of emancipation, free government, industrial supremacy and founded an empire so vast that it is without parallel, and installed great communities all over the globe, endowing them with the priceless blessing of liberty, who will deny that he is rightly proud?

Well John Bull's pride is all right, but it is inconvenient sometimes; French-Canadians understand it thoroughly. It, in no way, interferes with friendly intercourse. Allowance is made for this apparent hauteur behind which are so many estimable qualities. How often have I heard this peculiar trait of the English character appreciated by my French fellow citizens, in a manner indicating that they had studied it, measured it, justified it and were seldom, if ever, put out by it. The circumstance may appear of small importance. Yet, as a matter of fact, in the daily contact between the two sections of the people, it is essential to easy intercourse and pleasant relations.

Another circumstance should facilitate the national aim of your association. The French-Canadian people fully appreciate the value of the political institutions under which they live; no people in Canada are more familiar with the constitutional guarantees under which British subjects are protected. They were the pioneers of responsible Government here and for nearly a century discussed nothing else. They are happy, satisfied with British rule, conscious of its present liberality; they want no change; they have no separatist desires.

But let me present another view: I have said that to know each other well must lead the two races to a better, to the best understanding. May I utter a mild reproach, in the intimacy of this gathering which brings together men of so much good faith and earnestness? One can say everything to a friend, if only it is said in the proper way. Nay, it is scarcely a reproach, merely a gentle suggestion. Have we sufficiently studied the past history of that section of our people which, we all agree, constitutes a factor, an important element of it, in order better to apprehend the formation of its character since the great change of 1759?

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But indeed that history has not been fully written out; it is still in fragments. I am reminded of a great painting I saw somewhere in Europe where the Muse of History is portrayed as a grave woman of stately mien, holding in her hand a book from which she severs the leaves and casts them around her. Gather some of these scattered leaves, gentlemen, and you will, I am sure, find much that will appeal to your higher feelings in the story of the men to whom with yourselves are confided the destinies of our common country. It is a romantic and chivalrous tale, but it has a sad and melancholy side to it. I can but briefly refer to a few features of it which bear upon our subject, not to revive a buried past, but to explain.

They are indeed a very wretched people who, after the heroic struggle of 1759, had to give way to the conquerors, but among all the harrowing circumstances of their defeat, they were sustained by the hope that under the terms of a capitulation where you can trace a kindly feeling of the invading generals, that at least would be safeguarded which is never refused to a brave and generous enemy. It is, I think, a moderate statement to say that the few scattered thousands who chose, under the terms of the treaty that ended the war, to remain under the British flag and become subjects of the King, might have been better treated.

Much may be said in extenuation, I know. England was still groping in the dark and no statesman had yet arisen to proclaim the colonial policy which built up Greater Britain but came too late to avoid irreparable losses. The fact remains that for more than half a century, after New France had been ceded to England, the new subjects of the Crown were given over to an administration which was little calculated to conciliate and to attach them to the new rulers. Misrule was the order of the day. Three years of military Government were followed by a system of absolute civil Government which practically amounted to an oligarchy, with all its concomitant evils. No share for the people in the direction of public affairs, a haughty bureaucracy in charge of almost every public function, cumulating several offices in the hands of one, often an incompetent man! Over all, present everywhere, the evil of taxation without representation and responsibility, so repugnant to British ideals of freedom!

It is necessary to study closely this now remote

The Typhoon at Hong Kong

ON the eighteenth of April, 1906, an earthquake laid prostrate the greatest American city on the western coast. Just five months later, a typhoon played havoc in one of the finest harbours of the world and left thousands of corpses in the waters surrounding the British colony at Hongkong. At eight o'clock on the morning of September 18th, orders were issued at the Hongkong Observatory to hoist the Black Drum; forty minutes later, the typhoon gun was fired; then, for more than two hours the Colony suffered the most appalling devastation in its history. While some of the larger boats, moored in the harbour, or entering it at the time of the typhoon's burst of fury, were destroyed, the greatest loss was suffered by the Chinese boat population. Fully fifty per cent. of the Chinese craft usually employed in the harbour were either sent to the bottom or dashed to pieces by the angry waves which flung them ashore or against the sea-walls.

Kowloon was harder hit than any other part of the Colony. As the westerly wind rose to a hurricane, this part of the island felt the full force of the gale. The Hongkong Daily Press records: "Here wharves disappeared, sea-walls were broken down, railway beds with masses of concrete were wrenched from the ground and crumpled up, junks and sampans were tossed on the Praya as jetsam, big ships were dragged from their moorings and driven against the walls, others sank where they lay, and last, but saddest of all, hundreds of the boat and maritime population perished."

Eight ships were sunk during the storm, but the P. and O. Company were fortunate in escaping lightly, their boat, the "Poona," giving valuable assistance to the distressed and endangered. Most of the ships were fast

to their moorings but the iron and rope cables by which the vessels were secured were snapped like string in the force of the gale. The "San Cheung" broke away from her moorings, smashed into her wharf, and went crashing into another. When she was made fast to the second wharf, she slowly settled in the water and sank, "with her back broken at the pier." The river steamer, Kwongchow went down, showing only a slight projection above the surface; while near her, the Apenrade, a German steamer, was sunk, and a little distance on, at the Naval Torpedo Depot lay the wreck of the French torpedo boat Fronde. The C.P.R. steamer, "Monteagle," was little injured, beyond a broken stern post and the loss of her propeller, and the day after the storm she was clear of the beach and riding at anchor. At noon on the eighteenth, the jetty and matsheds of the V.R.C. were simply a mass of rubbish, the Monteagle having given the finishing touch to the wreckage of this resort.

But it was among the lesser craft that destruction was rampant. They were driven by hundreds before the merciless wind, and in many cases the terror-stricken occupants seemed to make no effort to save themselves. The stone pier at Observation Place proved a death trap to many small craft and there was soon a pile of wreckage and overturned boats, which exemplified all too vividly the fury of the storm. The Water Police responded gallantly to the call for heroic exertion and rescued many imperilled sailors.

On land, the destruction was comparatively slight and on the whole it was remarkable that so little damage was sustained in the city itself. The solidity of the large public buildings was such that they were almost unhurt.