

tages, confirmed by the overwhelming testimony of a century's experience, will so assert their power as to overcome artificial rivalry. While the struggle is going on, however, this port, indeed all Canada, will be seriously injured, as the arrangements proposed for the terminal of the fast line will inevitably drive traffic to New York.

The Seawanhaka cup seems as hard to "lift" as the one held by the New York Yacht Club. Of the four races just over the Canadian boat, the Trident won three, which only lost the one because of having sprung a leak which nearly swamped her. Both boats had new features. The "Trident" has two "fins," as it were, instead of a centre-board, and the challenging yacht, "Tecumseh," was "a double ender," that is, both ends were built alike, broad and rounded, hence she was called a "scow." In spite of her ugliness and ungainly shape the Yankee boat proved a fast sailer. In the last race an incident occurred that shows the difference between British and American yachtsmen. In the middle of the course the American crew mutinied and the skipper was changed after some disagreeable wrangling and language more sulphurous than polite. One cannot imagine such conduct on the part of British amateur yachtsmen. But the American crew were not gentlemen amateurs, they were "professionals," as is so commonly the case with those who play games in the States. Britishers do not believe in abandoning athletic sports, on land or water, to professionals, and it would be well to confine contests for the Seawanhaka cup to *bona fide* amateur yachtsmen in order to preserve the high tone of this sport. Is it fair to pit an amateur crew against men who are sailors by calling?

The King has presented Osborne House, the royal residence in the Isle of Wight, to the nation, to be devoted to the purpose of a home for invalid and retired officers of the army and navy. This follows the example of Queen Mary, who, in 1692, after the battle of La Hogue, ordered the royal palace at Greenwich to be converted into a hospital for disabled seamen, to which purpose, after the necessary changes were made, it has ever since been devoted. "Truth," the chief pro-Boer organ, bluntly denied that the King had any such intention and denied also his right to devote Osborne House and estate to this purpose. The King, however, has published a letter announcing this gift, and, with most admirable wisdom, has requested that the gift be ratified by a special Act of Parliament so as to remove any possible doubts as to the validity of his action. If Charles I. had had a tenth of such prudence and regard for Parliament, he would have kept his foolish head on his shoulders, and

had James II. been as wise, he would have retained the throne. King Edward's head is set very level.

The striking miners are getting more and more desperate, and their leader more and more blatant in his forecasts. Numbers of these men are anarchists, who were expelled from some European country for crime. A visitor to Shenandoah gives a revolting picture of their habits, and describes their language as horrible. Uncle Sam, in his anxiety to enlarge his family, has adopted some thousands of men who are the offscouring of Europe.

The press romance writers, called news editors, have raised a sensation by a story that Prince Henry of Prussia wishes to marry an American young lady. He is reported to have given her a ring that he had sworn should grace no finger save that of his wife. How strange it is that young reporters are in such close association with princes that the innermost, most sacred, most delicate thoughts of those royal personages, and of their friends, are poured out into the ears of reporters for the daily press! How worthy they are of such intimate confidences is shown by their blazoning abroad the name of a young lady, who, if she has any refinement at all, must be insufferably disgusted and deeply pained at being paraded before the public in connection with a flirtation.

The Honourable Mr. Tarte, during his official visit to several shipping points in Ontario, seems to have been somewhat profuse in his hints as to what expenditures are likely to be made in those places. Persons who have passed their early manhood days know the *net* value of ministerial prognostications of this nature; others, in their innocence, take them without discount. The late Sir John A. Macdonald had a positive gift as a dispenser of government favours—with a string to them. Mr. Tarte seems to be emulous of Sir John's fame in this respect.

Mr. Tarte approves of \$3,000,000 being spent in deepening the French river so that propellers could unload at North Bay. The Toronto "Globe," the organ of the Government, of which Mr. Tarte is a member, condemns this scheme as having in it no promise of service to the country. There seems, however, to be a movement which promises, if maintained, to open out an overland route for grain from the west, so as to avoid the long voyage round by Lake Erie into Lake Ontario. The Grand Trunk Railway is about to double track its Midland branch, and the Canadian Pacific intends to have a finger in that pie. The enormous crops in the northwest are pressing for a shorter road to this port than the present route through the Welland canal, and the probabilities are that there is a change coming about in this matter.