

the nervous in strength. Among two sets of near relatives there were twelve cases of hay fever. Out of the 200 afflicted, 66 had relatives subject to it. The larger number of those affected are professional persons, and men more than women. If fever or inflammation supervene, the asthma and bronchial irritation often cease. Dr. John Brown, in "Spare Hours," says:—"Many a man's life is lengthened by a sharp illness; a brisk fever clarifies the entire man. Such a breathing time my father never had during that part of his life and labours when it would have availed him most."

Canada and our lakes are highly recommended to such invalids. It is said that "Canada is a favourite resort and refuge for those who are not benefited by the White Mountains." A large number of medical remedies are given, but it seems, from actual experience, that Quinine and Arsenic bear off the palm, as the most potent to bring relief.

The work is interesting even to ordinary readers, and to those who are victims of the malady of which it treats, it is invaluable. Of all the ills which afflict humanity this is one of the most singular and erratic, and deserves the care and pains bestowed on the study of it by Dr. Beard. The book is got up in Harper's best style.

STARBOARD AND PORT. THE "NETTIE" ALONG SHORE. An account of a Yachting Cruise to Nova Scotia and Newfoundland. By Rev. George Hepworth. New York: Harper & Brothers. 1876.

This timely and deeply interesting book comes "just in season," and is worthy of a more extended notice than we can give to it.

Yachting is now generally recognised as one of the healthiest and most invigorating of pastimes, and as one result of this view, large additions are annually being made to the already noble fleet of "flyers" afloat, set apart especially for pleasure sailing. Nothing so stirs the sluggish blood as a cruise on a trim and weatherly yacht. The rolling, restless waves, the ever-changing scenery along our coasts, and the pure air, all combine to drive "dull care" out of our minds, and to leave us a full round of pleasurable enjoyment.

Mr. Hepworth's experience is the old story of charming associations on yacht-board and ashore, and he relates his adventures in a most entertaining and intelligent manner. He is evidently a good critic, and has considerable knowledge of yachting. While his views are well worthy of careful study, his evident dislike to shallow "centre-board" yachts leads him to overlook the fact that they are admirably suited for inland lake and river navigation. His reasoning in reference to them is in the main fair, but he does not draw sufficient dis-

tinction between ocean and inland cruising. Where good harbours are numerous and easy of access, as they are along rivers and on our own grand fresh-water lakes, the light and graceful centre-board yachts are as safe, properly manned and rigged, as "deep draughts," and, owing to the shallow water along shore, much more desirable on account of their drawing so little water.

There is as wide a difference between ocean and inland yachting as between a roadster and a draught horse. Each is suited for its special purpose, and so with light and deep draught yachts. A centre-board yacht, properly constructed and skilfully sailed, can live as long and sail faster than a deep draught yacht, and of this there have been many practical tests of late. In the great series of races for the Queen's Cup at New York, Commodore Ashbury's *Livonia*, in her ocean race of twenty miles to windward with the *Columbia*, was easily beaten in a ten-knot breeze. The latter yacht is a shallow centre-board craft; but she stood up better, sailed faster, and was dryer on deck than the crank, deep-draught *Livonia*, one of the best of her class.

It is, doubtless, true that in the great rivalry which yachting develops, yachts may be, and often are, lightly built and over-sparred, and that *stability* gives way to *speed*. But this is a matter which time, experience, and taste will remedy.

Yachts are usually constructed for a certain purpose, in the same way that "shells" are used by oarsmen. As a refuge in a storm, a "fifty-pound" shell boat would not be a success; but it answers admirably for the work it is intended to do. And so with yachts. The modern American yacht, taken all in all, is well suited for the service to which it is dedicated. Accidents will happen to all kinds of yachts, precisely as they do in all modes of transit. The recent deplorable accident to the *Molawak* was one of those occurrences which fall like a thunderbolt, and yet it did not prove that yachting is any more dangerous than carriage driving, for often a runaway horse drags the occupants of the best of carriages to a sudden and shocking death. The fact is that whenever man indulges in any sport, or puts himself in any place which takes him off the ground—his mother earth—he is in more or less danger. And in this view there lies the answer to timid objectors to the noble sport of yachting.

Aside from the rich and racy chapters devoted to descriptions of the sea and its ever-changing phases, Mr. Hepworth's studies, during his cruise, into the early history of the Lower Provinces, are amply interesting. His story is one that should have a place in every library. It is as fresh and delightful as a sea breeze in August, and treats in charming style of the two grand themes, yachting and the