



One of the most successful aquatic events in the neighbourhood of Montreal has always been the regatta of the Lake St. Louis Canoe Club. In fact, it was a fixture that the summer sporting season could ill afford to dispense with. It is now proposed to amalgamate with either the St. Lawrence Yacht Club or the Lachine Boating Club, and at a meeting held on Saturday last a committee consisting of Messrs. A. W. Morris, S. P. Howard and S. Jackson were appointed to confer with the officials of these bodies. The L. S. L. C. C. has hitherto had the privilege of the Lachine Boat Club's building, and it would seem that amalgamation with or absorption by the latter would be the most natural course of events. But it might also be remembered that the St. Lawrence Yacht Club will have a handsome club house on the lake side before the summer is over, and a union with that club would be highly desirable. The difficulty in the way would be a complete loss of the individuality of the Canoe Club, something which would not be at all desirable, and it is hardly likely that the S. L. Y. C. would act on any other conditions.

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Perhaps this would be an opportune time to again call attention to a scheme which has been suggested before in these columns—a St. Lawrence Navy, modelled on somewhat the same plan as the Schuylkill Navy of Philadelphia. It would give our local oarsmen an opportunity of occupying a place in Canadian and National regattas that should belong to them. There need not be any central club house; the organization could be carried on with practically little expenditure, except for trophies for an annual regatta, and it would stimulate rowing greatly. At present every club has its annual regatta, but a victory at one of these events carries no special importance, except the medal that goes with it; it is in no wise representative. Now, if all the clubs in the neighbourhood on both sides of the river and around as far as Ste. Rose were under one central government there would surely be material enough to make a very powerful organization, and this without losing any of their individuality as clubs. A small subscription would be ample to provide prizes at the general regatta; and the ordinary club affairs, with greasy pole attachment, and other amusing features, need not be dispensed with in their own good time. A district regatta would have one good feature: It would resemble more closely the championship struggles, and would, no doubt, do much towards forcing clubs to provide themselves with racing boats. The skiff would most likely be left off the bill of fare, as experience has proved that in a regatta of any pretensions the skiff has not been an acquisition. When there were skiff races in the Canadian championships it was generally said that the boat had most to do with it, and a fast class of racing skiffs was the outcome. It was really best and best skiffs, seldom used for anything but racing purposes. After a few years the natural evolution came about. If racing machines were wanted, why not go the whole length and confine the events on championship programme to racing shells, with no pretence about them of being anything else? Now, the clubs could have any number of skiff races, polo matches and bladder tournaments at their local regattas; but when it came to the district struggle unless their men were properly boated they would not be in it. It might also be left in the hands of the proposed navy to pick crews from among its members to represent the district at the Canadian and American championships. For instance, one club might not be able to turn out a sufficiently strong four, but a splendid crew might be got out of two clubs, who would carry the Navy's colours, and probably retrieve some of the laurels that have been appropriated by the Western men in recent years. The scheme is crude now and has never been properly considered; it is simply thrown out as a suggestion that might be worth the consideration of those interested in the advance of aquatics. If the Grand Trunk, the Lachine, St. Lambert and a few other clubs would give the matter a little thought there is hardly a doubt but that considerable improvement over the present state of affairs would result in a short time. The Grand Trunk has done wonders recently in the way of

providing its members with first-class racing material, and if just a little bit of the same energy were expended in the cause of a district navy, I, for one, have no fear for the result.

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The St. Lawrence Yacht Club is an example of what very small beginnings may amount to in a few years when the club affairs are placed in the hands of energetic men and men who are generous of their time and wealth when the good of their club is concerned. The annual meeting of the club was held on Saturday last, and the secretary's report showed an extraordinary amount of work done during the past twelve months. Ever since its organization the S. L. Y. C. has been practically without a habitation, and it was through the courtesy of the Valois and Pointe Claire clubs that headquarters were got for the regular series of races. The energetic secretary, M. D. A. Poe, opens his report by saying that the year just closed has been the most active, the most prosperous and the most momentous which the club has known since its formation. The club began the year as an unincorporated organization, whose only function was the holding of a series of races yearly and the enforcement of uniform racing rules, with a membership of less than 150, a revenue of about \$300, and no property whatsoever. It is now an incorporated body, with a membership of over 225, the revenues for the coming year will probably not fall short of \$1,200, a suitable property has been purchased and the contract let for the erection upon it of a handsome, convenient and suitable club house; the social feature has been developed, and its fleet has been increased by the addition to it of from ten to twelve fine boats. The committee has been kept pretty busy during the year, and the work done has been of the most satisfactory character. The revision of the constitution and by-laws has been accomplished; the intricate question of classification has been settled in a manner that meets with general approval, a most desirable club property has been purchased, and the S. L. Y. C. has become an incorporated institution. Bonds of the club were issued to secure the necessary funds for the purchase of a club property, and a most desirable site has been obtained, on which the first payment has been made. The plans for the club's new home have been prepared and the contract let for its erection. A recommendation was made in the report which, if carried into effect, will be of the utmost benefit to club members. It was that arrangements be made by the incoming committee to erect shops, ways and storage shed, and leave the plant in charge of a competent builder. One of the principal matters touched on in the secretary's elaborate report is that of prizes. Heretofore the officers of the club have presented cups for competition, and last year the same offer was renewed; but the committee thinking that a continuance of this practice might give rise to an undesirable precedent, and, having regard to the purely amateur nature of the club, the offer was withdrawn, and it was also decided to abandon the giving of money prizes or charging entrance fees, and substituting flags and other suitable trophies for the winners of races. The condition of the club, taking it all round, is better at the present than the most sanguine organizer could have expected a few years ago. The officers elected for the incoming year are: Commodore, A. W. Morris; vice-commodore, C. H. Levin; rear commodore, H. J. Beaman, secretary, D. A. Poe; treasurer, W. A. C. Hamilton; measurers, W. Kavanagh and F. P. Shearwood; committee, Messrs. G. H. Duggan, E. Kirk Greene, J. Simmons, W. J. Wallace, A. Irving, H. M. Molson, J. H. Garth and C. A. Smart.

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The bowling series which was finished last week resulted in just the way that was predicted in THE DOMINION ILLUSTRATED some time ago. It resulted in a tie all round, and now the tie has to be played off on neutral alleys. The Canadian club has been good enough to offer the use of its alleys to play off the matches, but it seems doubtful under the conditions if the offer can be accepted. At the time of writing the question is not yet decided, but the fairest way would seem for Montreal and Victoria teams to play on Ottawa alleys, and have the Ottawas play the Vics on M.A.A.A. alleys and vice versa.

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The Shamrock Lacrosse Club, at its regular meeting on Monday night, instructed its delegates to vote for the admission of the Capitals into the position of being eligible to play for the N.A.L.A. championship. This seems a

gratuitous piece of legislation, considering that under the conditions and the by-laws of the N.A.L.A. even the high and mighty convention could not with any decency deprive them of the right which they have earned on the lacrosse field. Three years ago, if my memory serves me aright, before the inception of the present quintette, it was feared that too many of the small and ambitious clubs would be rash enough to hold an intermediate championship and be thus qualified for senior honours. Then it was that an amendment to the constitution was made whereby the holder of the said championship was allowed to ask from the convention permission to play for the senior pennants. It was a beautiful idea of the closest kind of a combine, and left it in the hands of the playing clubs practically to say who they would play with, without giving the party of the minor part any redress, except through the newspapers, which, after all, is, in a certain sense, an unsatisfactory method. Next it came to pass that one by one the clubs with any drawing powers whatever declared their intentions of not playing for the flags, and the tattered bits of silk for which a very considerable bond must be given were allowed to accumulate the dust of time. With the challenge system abolished and no provision made for a series which the by-laws of the N.A.L.A. call for, it was a question to puzzle a Quaker City lawyer to decide how to get at these trophies. The recognition of the Capital club as a senior one only mitigates the difficulty a little bit. That club is not particularly anxious for the banners. Like other great lacrosse clubs, the question of shekels is a paramount one with it. What the Capitals want is admission to the Senior League, where there is a possibility of playing to big gate receipts. The action proposed by the Shamrock club will give the Ottawa men a chance to challenge the holders of the pennants. That is all. If they win, well and good; they may make money if any other big club sees fit to play in Ottawa. The adoption of Mr. McKenna's motion to revive the old championship will be a good thing for the present holders of the flags, but it is more than doubtful if it will be quite satisfactory to the Capitals.

R. O. X.

American Artists and America.

The attitude of the English and French critics has changed. Their indifference has changed into curiosity, and many American and Canadian artists have found their warmest and kindest recognition in Europe.

In art all is accomplished by men with whom art is life. And Canadian and American artists have found that individual merit will tell in Paris sooner than anywhere else. One feels in Paris that living is an art—there is inspiration in walking the streets and jostling the crowds. Nearly all of the successful American and Canadian artists have studied and achieved their first success in the ateliers of the French masters of to-day. The greatest difficulty which confronts them is to obtain recognition from their own countrymen. In Canada there is a disposition to pooh-pooh the productions of all native workers in any form of art. There is the adoration of success and names, which always marks a society but new to the refinements of older civilizations; and, of course, this is accompanied by a prejudice against men without established reputations—a prejudice that is almost antipathy, and an entire distrust of local judgments.—From "Canadian Art and Artists," by W. Blackburn Harte, in *New England Magazine* for April.

What is the Reason?

I told Hezekiah to tell Widow Gray
To tell Mother Brown, next door,
To tell Dicky Dwight, who goes that way,
To tell Deacon Barnes, at the store,
To tell the old stage-driver, Timothy Bean,
To come for me, sure, and in season;
But I've waited all day, and no stage have I seen;
Now what do you think is the reason?
—EMMA C. DOWD in *The Ladies' Home Journal*.

THE DUKE OF ARGYLL'S essay, "Professor Huxley on the War-path," will be concluded in *The Popular Science Monthly* for May. The Duke appeals to geology for evidence of an inundation such as is described in the story of Noah's Flood, and to archaeology for support of the general truth of Bible history.