

the great duty resting upon its citizens to maintain its integrity. Word has gone forth that to assure the permanent efficiency of this great public school a supplemental endowment by voluntary subscription is required to take the place of the endowment conferred at its foundation by Sir John Colborne in 1829, of which the College has been deprived by events in the course of years. It would be hard to picture what Canada would have been without Upper Canada College. To lose it from any cause would be irreparable. The public of Canada is not, fortunately, at this date called upon to provide the great expenditure required to found such an institution, but to aid Upper Canada College, which has never before appealed to the public for assistance, and which, with glorious traditions from its past history, is, under present auspices, more than ever capable of fulfilling the high requirements which are expected from it, when the means asked for are provided. It is gratifying to be able to announce that already Messrs. W. H. Beatty, W. R. Brock, and W. G. Gooderham have given tangible evidence of their views by subscriptions aggregating \$11,000. As the subscription is in its initial stage, we regard this as a confirmation of our belief that the necessary amount will be speedily raised. Toronto should be foremost in this matter. The secretary of the endowment committee is C. E. Ryerson, Esq., North of Scotland Chambers, King street west, Toronto.

Highland Mary
at Dunoon.

The consent of His Grace the Duke of Argyll, and that of Colonel Bouverie Campbell and the Dunoon Commissioners having been obtained, it is now intended to use a portion of the rocks skirting the beach, in front of the noted ruins of Dunoon Castle on the Firth of Clyde as the site for a commanding statue of Mary Campbell, who was born near this ancient stronghold. Highland Mary is indissolubly wedded to the genius of the great national poet of Scotland. Robert Burns, whose birthday was celebrated last Friday. Professor Clark in his brilliant lecture on Burns delivered that day in Convocation Hall of Trinity University referred to Highland Mary as the woman whom Burns loved tenderly and mourned long and deeply after death.

"Thou lingering star with less'ning ray,
That loves to greet the early morn,
Again thou usher'st in the day
My Mary from my soul was torn."

The execution of the memorial has been entrusted to Mr. D. W. Stevenson, R.S.A., Edinburgh, who has produced a design which has met with the highest commendation, and whose well-known reputation as an erudite Burns student, and an art sculptor, will sufficiently ensure the production of a work creditable alike to himself, the heroine, and the inspired author of "To Mary in Heaven." The statue, looking towards Ayrshire, will be constructed of enduring material, permanently presenting a white surface, so as to arrest the attention of the countless thousands who, as excursionists, travellers, and seafarers, constantly throng the familiar highway of the noble river, already rendered more than famous by "The Genius of Steam" (James Watt), who had birth on the world-famed Banks of Clyde. The details of costume have been chiefly taken from the works of the eminent contemporary artist David Allan, whose graphic and truthful illustrations of Scottish life, particularly the rank which Mary Campbell lived, are in the highest degree artistic and accurate. It is intended that this tribute to the bard's immortal memory shall be unveiled on the 21st of July, 1896, the centenary of his death-day, and that on the occasion there should take place a great national demonstration at Dunoon.

The Fast Atlantic Service.

THE Colonial Secretary of State has promised on behalf of the Imperial Government to contribute one-third of the amount of any subsidy for the proposed fast Atlantic service providing the sum does not exceed \$1,125,000. per annum. Other important conditions are that the amount of the subsidy shall be proved by the public calling of tenders necessary for the establishment of the service, and that the steamships must be capable of a twenty or twenty-one knot speed, and be built according to specifications "laid down for commercial vessels, which may be required for Navy purposes by the Government." These terms have placed the project on a definite and business-like foundation. Steamship companies of experience and reputation may now be expected to tender, and it is probable that an established Canadian company will be the successful tenderers, a firm to whom the route and its requirements are familiar. So far this is quite satisfactory. But it will not give a service equal to the White Star or Cunard lines, or anything like them. It will only be a moderate improvement on our existing service.

Requiring a twenty-one knot capability does not mean, so it is said, an average service of that speed, but probably not more than an eighteen knot average. Indeed, the "Lucania," with at least a 23.33½ knot capability makes an average of only 20½ knots an hour. This is our first disappointment. The second is that there will be only three steamships—a number so small as to make a regular weekly service a matter of great difficulty—and though they will be comfortable and well-equipped they will not be at all the magnificent boats we were led to expect. Their cabin passenger accommodation will not be seven hundred and fifty but only two hundred and fifty.

The Montreal Witness, which had an interesting article on this subject in its issue of the 28th inst., says that the great majority of those who have been enthusiastic supporters of the "pretentious fast service," promised by the Ottawa Government and the Huddarts, will be greatly disappointed over these moderate proposals, and will find little in them to attract. We have been led to expect that the Canadian fast liners would be as fast as the Cunarders, as big as the new American Company's steamers, and as magnificent as the White Star liners. The Witness is disposed to doubt whether, after all, it is worth while paying \$750,000 a year for what will only be a fairly fast, a fairly fine mail and passenger service, but which, though very creditable, will "cut no figure at all in comparison" with the English and American ships running between Liverpool and New York. It is clear that only by the establishment of a line second to none on the Atlantic can the Canadian service hope to rival and outbid its great competitors. No doubt the present passenger traffic does not at all warrant such an enterprise, but that a route with so much in its favour as the Canadian route, cannot ultimately be made the chief channel of communication between Great Britain and North America is not to be credited for one moment. What is needed is faith.

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Montreal's Opinion.

THE WEEK, which enjoys an enviable reputation beyond, as well as within, our boundaries, has never been more effectively edited than during the past year. It has a fine staff of contributors, who discuss literature, religion, art, politics, and social questions from various points of view, and with an independence that is tempered with judgment and good taste. It deserves a fuller measure of support than it has ever yet received, and the valiant struggle that it has made to achieve success, without abandoning the high standard set up by its founders, is worthy of all respect. Some time ago it entered on its thirteenth year and we hope that it has many prosperous years before it.—*Montreal Gazette, Jan. 23rd, 1896.*