

noon classes at St. Barnabas', Holloway. This society was intended to include all men's societies, but it was not intended to slacken the definite rules of the society, which called for daily prayer, Holy Communion, and Christian work. The secretary hopes by good organization to have good meetings, at which the men themselves will speak and discuss the subjects of special interest to themselves. Wherever a branch exists care is taken to introduce any young man who is a stranger to that place, so that he may find associations of the right kind, and be saved from solitude and despair. The experience of this society seems to show clearly that some kind of organization for the men of the Church is needed everywhere.

A Regret.

It is a yearly occurrence that we have to lament the loss of so many young and promising men by drowning. It seems fated that the love of adventure and life in the open air shall doom year after year the flowers of our flock to an untimely death. Sad as the recurrence of these calamities are, the number can never reconcile us, nor unfortunately deter other young men. Some times, too, the losses happen where there seems no reasonable cause for alarm; an accident, a shift of wind, something wholly unexpected, and all is over. There have been already several of such fatalities this season, one of them which happened off Collingwood on Sunday, June 12th, is peculiarly sad, and deplored by many relatives and large circles of friends of the families of the deceased. The four young men who lost their lives on this occasion were Harvey Stephens, son of Mr. C. E. Stephens, secretary-treasurer of the Northern Navigation Company; Harry Andrews, son of Mr. S. D. Andrews, of the Collingwood Shipbuilding Company; Edmund Carroll, teller in the Bank of Toronto, son of the Rev. W. J. Carroll, rector of Bowmanville, and Gerald Mussen, son of the rector of Collingwood, the Rev. E. H. Mussen. We beg to extend our heartfelt sympathy to all the friends and relatives of the deceased.

To Our Readers.

Owing to the very full report which we give in our issue this week of the doings in connection with the celebration of the Centenary of St. James' Church, we are obliged to hold over reports of the doings of diocesan Synods as well as other diocesan news.

STRAWS.

It is proverbial that straws show how the wind blows, and the reasons assigned for the failure of The Pilot are significant of the hold which Mr. Chamberlain's fiscal policy has upon a large and highly intelligent constituency in the Mother Country. The Pilot was a journal ably conducted, and advocated High Church principles of the liberal Gladstonian school. It, however, took a strong stand against Mr. Chamberlain's Imperial trade policy, and uncompromisingly advocated free trade as it now exists in England. The consequence was such a large withdrawal of support, financial and moral, that it had to cease from publication. So far as the general objects of the paper were concerned that is to be regretted, but as an indication of the favour with which Mr. Chamberlain's policy is regarded by a large and influential class we welcome it as an encouraging sign, and an augury of his success at no very distant date. The Pilot's circulation was largely among the clergy, and it shows us where their sympathies are, and their conviction that preferential treatment of the colonies will be in the interests of England and the Empire at large. At present it is hard to gauge public opinion in England on this question, but The

Pilot's failure on this account is significant, and to some extent reveals its tendency and drift.

EARL DUNDONALD.

The Canadian public generally, regardless of political parties, will have learned with great regret of the faux pas which has deprived the country of the invaluable services of the capable and gallant officer who, for two years past, has been in command of the military forces of Canada. Earl Dundonald, of famous lineage, and famous also for the services he rendered to his King and country in the late war, will soon leave our shores, and under circumstances that all well-wishers of our country's welfare must deplore. That he acted wisely in all respects which led to the unfortunate denouement may be a matter on which there may be honest differences of opinion, but all must deplore the result. It may be that the utterances of Earl Dundonald, which incurred the displeasure of the Government, were contrary to constitutional usage, but it may also be that they were called forth by a series of acts of a similar kind, and led the commanding officer to believe that they were impairing the efficiency of the military forces of the country, and that it was his duty to draw attention to them. Nothing could be more destructive of our army's efficiency than that promotion in it was influenced by political considerations. And if this is so to any great extent, Lord Dundonald's remarks cannot be regarded as otherwise than timely and useful, even though it cost him his position. If constitutional usage stand in the way of needed reforms, then the breach of it will not be regarded as an unmitigated evil. That the general officer commanding our forces should be an experienced man, free from local political affinities, we regard as necessary, and this can only be secured by the services of one who has attained high rank in the Imperial service, and can act impartially as between political parties in Canada. It is to be regretted that the Prime Minister should have even seemed to have spoken of a distinguished citizen of the Empire as a foreigner, and no amount of explanation can altogether remove the impression that he regards those who are not Canadians somewhat in that light. We contend that no citizen of the Empire is a stranger, much less a foreigner, in this country, and that our citizenship is Imperial as well as local, and carries with it Imperial privileges and responsibilities. We think also that language as to dragooning, or that would imply that our local rights of self-government were being threatened or invaded are unnecessary and unbecoming when no one seeks to limit them, or in any way to deprive us of them. It may appeal to some little Canadians, but it will disgust the vast majority of the people of this country who are proud of the place she holds in the Empire, and which at all costs and hazards they intend to maintain and perpetuate. Earl Dundonald has the respect and affection of the force he has commanded, and will leave Canada under no cloud, but with universal esteem, and a feeling that in drawing attention to too much political influence in matters beyond its sphere he has rendered an invaluable service to the military force and to the country at large.

THE TUNNEL PROJECT.

The tunnel project between England and France, which a quarter of a century since caused so much discussion and excitement, has been again revived, and though likely to be more calmly contemplated is no more certainly to be carried out than it was then. The mutually improved relations of the two nations, and the

change, owing to increased education and communication and intercourse, from the time when a Frenchman was regarded as a traditional enemy has awakened a desire in the minds of some to unite the two countries yet more closely, both socially and commercially. The initiative has been on the part of the French, and in response to an appeal from the French Chamber of Commerce of London, the Paris Chamber of Commerce has approved the report of one of its members, M. Pettereau, the conclusions of which are as follows: "Considering that the establishment of a railway between France and England appears feasible; considering that this natural bond of union would be greatly to the economic interest of both countries; considering that this great enterprise, drawing still closer ties of friendship between the two peoples, would become a work fruitful in good results for the peace and well-being of the world, expresses the hope that land communication by rail will be established across the Channel." The report shows that it is over a century since the project was first broached, and that in 1802 a mining engineer first mooted the idea of a submarine passage between France and England. The report claims that the work is perfectly feasible, and indicates the zone available for the work, viz., in France, from Calais to Cape Gris-Nez, and in England, from the South Foreland to Folkestone, and in M. Pettereau's opinion it can now be carried out within a reasonable time, "unless there be insurmountable material obstacles." A bridge, it is said, is also scientifically practical, but would be more costly, and would create dangerous obstacles for navigation. It is intimated that the tunnel would be financially successful, and earn a revenue of 12,000,000 francs. This is based on a probable passenger and goods traffic, the number of passengers between the two countries in 1903 being 200,000. In M. Pettereau's judgment the present moment is a particularly happy one for attempting to diminish the distance between London and Paris, the two great "centres of production, light and civilization." Enthusiastic as some of the French advocates of the tunnel are, it is not likely to awaken any corresponding feeling on the English side of the Channel, and if the project is more calmly viewed it will be none the less firmly opposed, as Englishmen of to-day value their insular position and national security quite as much now as in the past. The Times, discussing the subject editorially, speaks of the opposition in 1883, led not only by professional experts, but by patriotic men on patriotic grounds, among them being Lord Tennyson, Cardinal Newman, Goldwin Smith and a host of others. It was urged that the construction of a tunnel "would involve this country in military dangers and liabilities from which as an island it has hitherto been free." England will hesitate long before she will sacrifice her insularity and consequent safety, so highly prized by the present as well as by past generations, and of which Shakespeare expressed the advantages:

"That England, hedged in with the main,
That water-walled bulwark, still secure
And confident from foreign purposes."

The Times says, in speaking of the risks which would be taken were the tunnel constructed, which it regards as far from imaginary, or the mere fears of alarmists: "In exchange for these risks we are promised some comfort for the seasick who are afraid of an hour's crossing by steamer, and some facilities for goods traffic." All will concur in the conclusions of the Times: "We earnestly trust that our pleasant relations with our French neighbours will be steadily strengthened and developed. It is necessary for prudent men, however, to bear in mind that we live, not in Plato's Republic, but in a world of shifting passions and competitive ambitions."