

instead of being, as it has been for three centuries, almost wholly dependent upon its fisheries. Another difficulty, of which much has been made by those who wish to retard the expansion of Canada, is the French Shore question. This, like the boundary fixed by the Ashburton Treaty, is one of the inflictions caused by the ignorance of European statesmen as to the conditions existing on this side the Atlantic. Newfoundland was regarded in the sixteenth century as a sort of stepping stone to the North Western passage, and little heed was paid to it, the Stuarts actually discouraging the colonisation of the Island. Partly owing to their characteristic folly, there was a considerable settlement of French who claimed the Island where they had conquered nearly all the English stations. After a period of war a Treaty was signed in 1713 giving Great Britain exclusive sovereignty, but reserving to the French certain fishing rights on part of the coast. Those rights have led to aggressions; to interferences with the Islanders; and to attempts to secure part of the soil of Newfoundland. Providence seems to have disapproved of the policy of the French, for the fishing in the waters where they have rights has fallen away until nearly worthless. The danger of any serious conflict with the French over their fishery rights on the coast of Newfoundland is now regarded as unworthy of serious attention. As a reason against Newfoundland entering Confederation, the French shore difficulty is regarded as entirely obsolete. There is also every probability of an arrangement being made for the entire relinquishment of its fishery rights by France which have so diminished in value as to be no longer worth the cost of maintenance. This historic source of irritation being removed, there remains only the objection based on an entire misunderstanding as to the debt of Newfoundland, and the supposed addition it would make to the burthen of the Dominion. The new Province comes as no beggar, no suppliant for favours beyond those granted to other Provinces when they entered Confederation; but Newfoundland stands at our gate rich in natural resources, with financial capacities fully equal to her own needs, and possessing a commerce which would appreciably expand the trade of this country. To the Island the union with Canada would mean deliverance from restrictions, political, and mercantile, and financial, which hamper its progress and retard its development. Confederation would give new life, new powers, new hopes, new energies to the Islanders, and the Dominion in welcoming Newfoundland as a new Province would have its national pride and strength expanded by the consciousness that Canada comprised all the North American colonies of the Britannic Empire. We entertain sanguine anticipations that the Island which became a British Colony in the reign of Queen Elizabeth, will continue to adorn the British Crown when re-set as one of the jewels of the diadem made up of the Provinces of this Dominion.

UNLIMITED LIPTON.

The martyrdom of Captain Dreyfus and the obstinacy of President Kruger have, for the past few weeks, occupied the attention of newspaper reporters almost exclusively. But the challenger for the America Cup, Sir Thomas Lipton, is now having his innings, and it seems likely to last until the Shamrock's owner returns to Europe. However, even those who take no interest in yachting, who cannot define what is displacement, and are quite indifferent as to the length of the Shamrock's overhang, can extract amusement for their leisure hours from reading the descriptions of the yacht and her owner.

We are told that "the most remarkable thing about Sir Thomas is the lavishness of his expenditure in his efforts to 'lift' the Cup." Perhaps, it is for this display of unlimited means that the reporter then says: "Sir Thomas Lipton is rapidly becoming the most popular Briton that ever reached these shores." Knowing how strong will be the desire of yachtsmen everywhere to know that the baronet is a real Irishman, we are informed that "he has the most delicious touch of brogue that ever made music." His modesty in declining to "tell how much the Shamrock cost" is rebuked by the reporter's declaration that she represents \$350,000, and that the total outlay on Sir Thomas's efforts to capture the cup will be \$1,000,000. His steam yacht "Erin," was built for "an Italian Count" two or three years ago, and Sir Thomas bought her for "a mere song, \$350,000." At least, the reporter says that Sir Thomas says so.

The steward of this craft was trained "in the Tuilleries under the third Napoleon," and his *chef de cuisine* is "the famous Joseph," of whose previous existence we are ashamed to confess our complete ignorance. Then the American reporter expresses surprise that Sir Thomas does not exhibit signs of haughtiness. Here it is:

"It might be supposed that a man of the great wealth of Sir Thomas might seek to hold himself aloof. As a matter of fact he is the most gracious, most genuinely hospitable and considerate stranger that ever came to these shores."

It is almost time for these enterprising reporters to suggest his nomination for the Presidency of the United States. One of them gravely assures us that "Sir Thomas smiled quietly, while a wreath of blue smoke from his cigar curled skyward." We are glad the baronet "smiled quietly" instead of indulging in a loud guffaw at the questions of his numerous interviewers.

It is all very droll. But such is modern journalism, and even if these little details of the daily life and doings of this "most popular Briton" fail to interest yachtsmen, they serve as a foretaste of the adulation awaiting Admiral Dewey, and they also make a splendid advertisement for that great company, Lipton, Limited.

To the newspaper reader who objects to having so much of the space in his favorite journal taken up