

nel can now be provided for \$15,000,000. The distance from Montreal to the mouth of the French River in the Georgian Bay, Lake Huron, is about 430 miles, of which 308 are in the Ottawa and the remainder in the Mattawa and French Rivers. The Ottawa River, consisting almost altogether of stretches of deep water interrupted by rapids and falls, lends itself readily to the formation of a system of inland navigation. The overcoming of the rapids and occasional shallow places constitute the principal difficulties. There are many lakes on the route among them. Lake St. Louis, 13 miles in length; Lake of the Two Mountains, 25 miles; Deschenes Lake, 27 miles; Chats Lake, 19 miles; Coulonge Lake, 20 miles, and Lake Nipissing, 40 miles, making a total of over 140 miles. For the most part these lakes have a channel depth of from 20 to 30 feet at low water, very few spots having as little as 14 feet. The Ottawa, which draws its waters from innumerable lakes high up in the north, has a very steady, even flow. The French and Mattawa Rivers, which are also to be utilized, are of much the same nature as the Ottawa, being deep streams, widening from line to line into lake-like expanses. The summit level is obtained by bringing to the same height Trout Lake and Lake Nipissing, the latter a fine sheet, 60 miles in length and from 15 to 30 in breadth. This supply, in the judgment of Mr. Clarke, will be sufficient "for any scale of navigation and for all time to come." The estimate only calls for 29 miles of canal altogether, and of these, 8½ miles are already in existence and would only require deepening.

Another matter that is disturbing those interested in transportation matters is the Chicago Drainage Canal. One of the city journals a short time ago published an article showing the possibilities of danger to our waterways, and since then there has been a growing feeling that the Government should look into the case with a view to protecting our riparian rights if they are to suffer through Chicago's desire to send her sewage off into the Gulf of Mexico. The engineer of the canal in question admits that it will lower the lake levels by three inches, and that alone at the present time, when the water is lower by two or three inches than ever before, is a serious thing. Many regard this estimate as much too moderate. Mr. Baillarge, the city engineer of Quebec, states that if Chicago's population continues to increase, in ten or twenty years, as a result of this canal, the lake levels may be reduced three feet. The immense loss that would, in that event, be imposed upon the shipping interests may be judged from the findings of the secretary of the Lake Carriers' Association who was asked to enquire and make an estimate on the subject. His conclusions were that the lowering of the lakes by three inches would decrease the carrying capacity of the lake fleet by 1,142,370 tons in a single season, involving a diminution in earnings of over half a million dollars. Fortunately the American cities along the great lakes have become alarmed and have induced the United States Government to appoint three engineers who are to meet this summer and investigate the whole matter. If they find that Chicago's action will do immense damage to the shipping of the lakes and the towns and cities along their shores, Congress will no doubt be asked to intervene. But should Canada be forced to rely entirely upon the possibility that the Americans who are in the same boat with her will look after her interests? Should she not do something herself?

Letters to the Editor.

THE CROWN AND THE STAR.

SIR,—I have read with interest the comments by correspondents in your paper on Dr. Sandford Fleming's suggestion in respect to our national flag. The principal objection raised seems to be the fact that the star savours of republicanism. It is true that many republics have adopted, as an emblem, a star, or a number of stars; but in our case a simple addition would eliminate any idea of republicanism.

I would suggest a star *surmounted by a crown*. Would not this demonstrate clearly that the adoption of the star was by no means "a step towards republicanism and annexation"?

I rather think that Dr. Fleming does not recognize the unanimity with which the maple leaf is accepted as the national floral emblem of the Dominion, not only in the Upper Provinces, but throughout the Maritime Provinces as

well. However, I agree with him that a star would be preferable to the floral emblem on our national flag, particularly if the star be surmounted by a crown.

R. G. EDWARDS.

New Brunswick, July 19th, 1895.

THE DUTY OF THE PRESS.

SIR,—It is generally admitted by all who wish to see the tone of the press kept up to a proper standard that there is much which transpires that had better be passed by, or referred to only in the most casual manner by the newspapers. I was, therefore, much astonished at the position assumed by Major Merwin in the paper read by him before the Pan-American Congress, on "The Press as an Educational Factor," in which he advocated a full and complete report of all that happens, or, to put it in his terse way, "the press must reveal everything to everybody." He put no limitation on this duty; in fact, the inference was that the press, in order to fill its true place as an educator, should deal with all the details of crime and wickedness, which render certain newspapers so objectionable in the eyes of well-thinking people. I was further surprised at the statement of Major Merwin, in support of his view of the duty of the press, with reference to the tone of morality among those who hold positions of trust in the United States, the country from which he comes. He asserted that only the fear of exposure restrained those in high places from indulging in all kinds of rascality. We all know that boodling and other dishonest practices are far too prevalent across the line, but surely a higher motive than the fear of exposure acts as a restraint with very many of those who occupy places of trust.

Yours, etc.,

133 Bedford Road, Toronto.

J. JONES BELL.

THE PAN-AMERICAN CONGRESS.

SIR,—I shall be grateful if you will allow me to protest against the language used by one of your contributors respecting the Secretary of the late Congress, whom he designates as "the astute and commercially disposed engineer of the enterprise." This is language which one man should not use of another, even if he who uses it is not ashamed of the name of Diogenes.

It is very likely that the Secretary led many to believe that there would be a large influx of American visitors for the Congress; and there might have been many more but for the causes which you mentioned last week. But there is no reason whatever for supposing that the Secretary deceived any one, or endeavoured to persuade any one to hope for that which he did not hope for himself. If he was over-sanguine, we may blame his judgment, but it is a monstrous thing that opprobrious epithets should be attached to him. Is it likely that men who had the support of Archbishop Ireland, of St. Paul and Bishop Gilbert of Minnesota, who knew them intimately, should be suspected of an attempt to impose upon the citizens of Toronto?

A MEMBER OF THE CONGRESS.

Toronto, July 30th, 1895.

[Diogenes refers to the paragraph in question in this number.—
ED. WEEK.]

GOVERNOR EYRE.

SIR,—Will you give me leave to express the great satisfaction with which I read the remarks of your contributor on the conduct of Governor Eyre in Jamaica. There is no doubt that the Governor did, by his prompt and vigorous action, prevent a terrible calamity. The man Gordon was a plotter of treason and murder, and richly deserved his fate. As one of those who had the honour of Governor Eyre's acquaintance, I can testify that by all his friends, he was regarded as one of the gentlest, kindest, and most humane of men.

Toronto, July 29, 1895.

ANGLUS.

Natural History Lore and Legend.*

ONE of the latest contributions to scientific study is "Natural History Lore and Legend," by F. Edward Hulme. It is published by Bernard Quaritch, and is an excellent piece of book-making. It has numerous illustrations

* "Natural History Lore and Legend." By F. Edward Hulme, F.L.S., F.S.A. Bernard Quaritch, 15 Piccadilly, London. 1895.