

Wanted—A Figure Painter

CANADIAN artists have never been decidedly successful in arousing the interest of the public in their work. They have pleased a certain number who desired to be pleased, but they have not touched public enthusiasm. A certain set of people have affected a patronage of Canadian art, but their soul was not really captured. They have bought pictures and then have tried to persuade themselves that these pictures were of permanent interest.

What Canada needs is a figure-painter—a man who will tell a story of human life on canvas. There is no novelist or historian among the Academicians. Some good subjects were painted a few years ago and the public took notice, but the work has not been followed up. The present tendency is to go to landscapes of all sorts. "After Rain," "The Sandbar," "A Bunch of Willows," "Sunset," "Afterglow"—these and similar things are being produced by the hundred. They are so common that they are low-priced, so insipid that the public refuses to be interested.

Homer Watson paints landscapes but he puts into them something more than mere landscape. Horatio Walker has done the same. Dyonnet paints fairly good figure studies, and a number of others are doing something. The great body of our artists are, however, unambitious along this line. Reid and Challoner have done some excellent subject pictures, but their canvases at this year's Exhibition in Toronto are slight landscapes quite unworthy of either artist. Williamson has one or two heads which are fair, and a "Lonely Coast" which is impressive. Some of the younger artists, both men and women, seem to be moving along the right line. The women are especially in evidence, their work showing a strong sense of public interest.

Art must fail of its purpose if it does not touch the human mind, softening, refining, elevating it. Religious and secular oratory, music, the drama, journalism and literature are all tried by this standard. Why should Art be exempt? What is its purpose, if it is not to touch the human heart, stir the soul, stimulate the mind? These landscapes may help to teach a love of nature and broaden the public's power of observation, but more is required. Our artists have the technical equipment, the artistic temperament, the theory of colour and line, then why should they not show some knowledge and appreciation of human nature, of the human drama? Who among them has recently painted a picture to which the public would go some distance to see, as they would to view a Holman Hunt, a Watts, or even the work of a score of lesser British lights whose works are brought to Canada for exhibition purposes? Who among them has even attempted it?

Mrs. Dignam brings out Dutch pictures to Toronto, Mr. Scott brings out a variety to Montreal, other European work is brought by various people to satisfy a Canadian demand which Canadian artists will not meet. The opportunity will always exist, of course, and there is no need to hurry. If the present artists



Cutting through the Snow in Scotland

Canada is not the only Country in the World that has suffered from heavy Snowfalls during the Winter of 1907

will not do it, a new generation may. In the meantime, the homes and private galleries in the leading Canadian cities are being filled with importations from abroad.

A Great Yachting Season

CANADA, with an ocean at each end, several seas in the middle and enough lakes scattered around promiscuously to supply the world with water and summer resorts, is naturally a yachting country of note. It has been so for years but the coming season promises to be the greatest of them all. And this for several reasons.

One of these reasons is that Toronto yachtsmen, tired of having the Canada's Cup held by the Rochester Yacht Club are going after it in earnest and three challengers are being built to try and bring the coveted trophy back to Toronto Bay. These three boats will all be designed by prominent designers in the old land, for pity 'tis that though Canada has the wood, water and canvas and can grow sailormen galore, she is just a trifle short of designers. However, the Cup candidate builders are Frederick Nicholls, Cawthra Mulock and W. G. Gooderham and the designers who will design their boats are Fife, Payne and Mylne respectively. Sailormen will see at a glance that no greater designers can be found. The Cup races take place at Charlotte, N.Y., in the early part of August and though Rochester is building a defender it is reasonable to hope that the next series of races will be sailed on Canadian waters.

Another reason is the big Hampton Roads regatta held in connection with the Jamestown Exposition, to which King Edward, Emperor William and Mr. Roosevelt are contributing prizes. Toronto will send one or more of the best of her 27 foot craft to sail for the President's prize and also to take part in the Hampton Roads free-for-all open to all yachts under 40 feet.

Then out on the Pacific Coast where the Royal Vancouver Y. C. and the Victoria Y. C. fight it out for supremacy with their American cousins at Bellingham Bay, Seattle, and other Sound cities they are getting ready for the fray. The Royal Vancouver Y. C. is building a Fife-designed challenger for the International Cup and the Victoria Y. C. are also building one designed by C. D. Mower of New York. The races will be held at Seattle and are already awakening the deepest interest.

But while all these big events tend to give zest to the great water sport, the Royal St. Lawrence Y. C. of Montreal reports prosperity from an entirely different source. A year ago last summer the Royal St. Lawrence lost the Sewanhaka Cup to the Manchester Yacht Club of Manchester, Mass. And now they report the loss such a distinct gain that they have decided not to challenge for it for this year at least. They claim that since they lost the Cup they have gone in for local races with such success that twenty new boats have been added to their fleet. So you see, it takes all sorts of conditions to make yachting a success.

At Halifax, about once in five years they start a report that a challenger for the American Cup will be built. So far this season the report is not to hand. But there are lots of good sailormen in the eastern seaport and yachting is in no danger of going back. Sidney, C. B., also has a flourishing yacht club.

Quebec has never been in the yachting seriously, but in addition to those mentioned there are a number of strong clubs on Lake Ontario. Hamilton has a "Royal" club, the Royal Hamilton. Kingston Yacht Club and Bay of Quinte Y. C. are two others worthy of mention. There will be four Toronto clubs, the Royal Canadian, Queen City, National and Parkdale so with the American yacht clubs across the water to make up the Lake Yacht Racing Association. The latter will round out the season with enough racing to satisfy the longings of the most ardent sailor.