

harbour. The scene at this moment was unrivalled in interest and picturesque effect—one never to be forgotten by those (comparatively few in number) who witnessed it. His Royal Highness, in warm terms, expressed his surprise and gratification at the demonstration, of which we will endeavour to give some faint idea. The site was well chosen; the channel, less than a mile in width, flows between fields now ripe for the harvest, sloping to the water's edge, and the dense foliage and verdant lawns of Isle Dorval, fresh with recent showers and brilliant with sunshine. A flotilla of nine large birch-bark canoes was drawn up in a line close to the head of the island. Their appearance was very beautiful; the light and graceful craft were painted and fitted up with great taste, each having flags at the bow and stern; their crew, composed of 100 Iroquois Indians, from Caughnawaga and the Lake of Two Mountains, being costumed *en sauvage*, gay with feathers, scarlet cloth and paint—the crews and craft harmonising admirably. As soon as the barge carrying the Prince pushed off from the mainland, the fleet of canoes darted out from the island to meet him in a line abreast, and to the inspiring cadences of a voyageur song. On nearing the royal barge, the line opened in the middle, apparently to let it pass; but, suddenly wheeling round with a rapidity and precision which took every one by surprise, they again formed in line, with the Prince's barge in the middle, and in that form reached the landing-place, when the canoe-song ceased, and a cheer it did one's heart good to hear burst from the voyageurs, which His Royal Highness, with a face beaming with pleasure, returned, by saluting his Indian escort. The Prince of Wales was received on landing by Sir George Simpson, and soon afterwards luncheon was served to a select party, invited to meet His Royal Highness, by Lieut.-General Sir Fenwick Williams, who at present occupies the island as the owner's guest. Being a private entertainment, a complete list of the names of those present has not been furnished us; but we understand that there were about forty at table. Sir F. Williams, as the host, had the Prince on one side of him and Sir George Simpson on the other. Among other guests were the Duke of Newcastle, Lord Lyons, Marquis of Chandos, Earl Mulgrave, Lord Hinchinbrook, Bishop of Montreal, Bishop of Rupert's Land, General Bruce, Mr. Engleheart, Major Teesdale (Equerry), Col. Taché, Col. Bradford, Col. Rollo, Mr. A. McKenzie (H. B. Co.), Mr. Hopkins (H. B. Co.), Admiral Milne, Capt. Vansittart, R.N., Mr. Blackwell, Captain Earl, A.D.C., Captain De Winton, &c., &c. No ladies were invited, nor were any present, except three immediately connected with Sir George Simpson, viz., Mrs. Hopkins and her sister, Miss Beechey, and Mrs. McKenzie. Justice having been done to the elegant repast, the party strolled about to admire the beauty of the place, while the band of the Royal Canadian Rifles performed on the lawn, and the birch-bark fleet, in full song, paddled round the island. About half-past four the party embarked in the canoes and proceeded, in great style and at a rapid pace, towards Lachine; one bearing the royal standard and carrying the Prince, the Duke of Newcastle and General Williams, taking the lead, while the remainder, in line abreast, followed close behind it. About the centre of the brigade we observed Sir George Simpson (accompanied by the Earl of Mulgrave and General Bruce, both old fellow-voyageurs of Sir George's) directing the movements in person. Passing down close along the north shore, the flotilla at that point again executed the extraordinary evolution of wheeling round in line, and then crossed the St. Lawrence to Caughnawaga, where crowds of red and white faces lined the bank to see the royal procession pass. After passing along the whole length of the village, a halt was called, and the canoes ordered to head up stream and mount the current in "Indian file," till again opposite Lachine, where the line was formed, as before, and the river recrossed to the railroad wharf, where the steamer Kingston was lying to receive the party on board. As soon as the embarkation was completed, the canoes draw off, giving a parting cheer in capital style, which was replied to from the steamer and the crowds on shore. The Kingston quickly cast off her moorings, and, running down the Lachine Rapids, landed the Prince and his party in Montreal about half past seven, where carriages were in attendance for them on the wharf. We are enabled to state that the Prince, and all who had the good fortune to be with him, entirely enjoyed the whole affair; which, from its peculiarities and successful management, will probably make a more lasting impression on His Royal Highness than anything else that has been, or will be, done to entertain him in this country. We consider the Hudson's Bay Company are entitled to the thanks of the Canadian public for their liberality and spirit in getting up this unique excursion; which, besides gratifying our royal visitor, afforded a most agreeable holiday to several thousand persons, who were enabled to witness the scene from the shores of the noble St. Lawrence.

YACHTING ON LAKE ST. LOUIS—A DRIFTING RACE.—To the lovers of yachting the scene in our engraving tells its own tale. Prior to the foundation of the St. Lawrence Yacht Club in 1888, yachting on Lake St. Louis had been in a chaotic condition. Each boat club included in its annual regatta programme a sweepstake race, sailed under its own rules and over its own course, with no attempt at classification and little systematic time allowance. The club now holds each year a series of interesting races, and its rules govern all local regattas. The time allowance is that of the Lake Yacht Racing Association, corrected length, but the classification is still by load water line,—1st class, 26 feet and over; 2nd class, 21 feet and 26 feet;

3rd class, under 21 feet. Following the example of other clubs, however, a committee is now at work collecting data during this season with the view of introducing a better system of classification. During the first two seasons' racing the club did not deem it expedient to alter the time-honoured custom of shifting ballast, but in the autumn of 1889 it was decided at a general meeting to limit the crew to "one man for every three feet of water line or a fraction thereof," and to allow no shifting of ballast during the race. The beneficial results of this change are already seen. The position of the old flyers is little changed, but there is a general tendency to reduce the large rig of the "sand-bagger" and get the ballast outside. The Lulu (l.w.l., 26-6; beam, 10-5; 2-2) a typical boat of the shifting ballast era, was built in New York in 1881. After there taking first place in eight championship races, she held the championship of Lake Champlain for three years. She was first sailed here as a cat boat in the season of 1888, and after a series of close contests with the Madge, took the Commodore's Cup with four out of seven races. In 1889 she was changed to a sloop, and although considered a better boat than the year before, lost the championship to the Minnie A, winning three out of seven races. She has this year had her rig much reduced and lead ballast substituted for her sandbags, her length increased, and put into the first class, where she has won the two races already sailed. She now carries the Vice Commodore's flag. Besides her club record, she has won many of the local regattas. The Minnie A has been claimed by several builders, but we believe was built in Belleville after Cuthbert's design. She has made a wonderful record for herself on the upper river and the Bay of Quinté, being one of the most successful examples of the comparatively narrow boats produced by the old Thames rule. She holds the championship of 1889 and two races in this year's second class series—(l.w.l., 25-8; beam, 8-4; draught, 10.) The Ishkoodah for the last three seasons has retired from active racing, although at one time she was to be seen at every race, her former owner, the late Commodore Greenshields, being a most enthusiastic yachtsman, and one of the principal founders of the club. The Ishkoodah is of local design and construction, and is regarded as one of our comfortable boats rather than a racer. The Pearl, a third class sloop, belonging to the Messrs. Routh Bros., is also a local boat, being first known as the Amanda, then the Marga. She has not been systematically raced, but in the few races entered she has shown a good turn of speed, especially in smooth water, even beating some of the best first and second class. She has won two local regattas and has won two second places in this year's series—(l.w.l., 20-0; beam, 9-6; draught-14.) The Madge, built by Edwards, of Gananoque, was brought here by A. G. Walsh in 1888, and that season pressed the Lulu very close for the championship, winning three out of seven races, and, including the local regattas, making the best record for the season. She now belongs to Mr. T. C. Davidson and seldom enters any of the races—(l.w.l., 21; beam, 9; draught-20.) The Chaperon is a new boat of the first-class. She was built in Hamilton for E. S. Clouston from designs of A. E. Jarvis. She is a representative of the type of boat that is likely to come into most favour on the Lake, her draught being about the limit for comfort. She is a modern, powerful centreboarder, with 4,000 lbs. ballast, all outside; an exaggerated overhang forward and aft and a full cutter rig. It is expected that when she gets into racing fettle, she will do well in the matter of speed—(l.w.l., 26-6; beam, 10; draught, 3.) The Valda, the present flagship, was built this year by St. Onge, at Lachine, from her owner's designs. She is in the third class, and, like the Chaperon, is a modern, heavily ballasted centreboarder. She holds the first place in her class this year, having won the two races already sailed—(l.w.l., 20-10; beam, 8; draught, 2-3.)

THE MONUMENT NATIONAL.—FÊTES AT SOHMER PARK ON THE 24TH AND 25TH OF JUNE.—The preparations for the fêtes at Sohmer Park in aid of the Monument National had been so complete that the interruption, caused by an untimely downpour, was a double disappointment. As the afternoon passed on and the clouds showed signs of breaking a couple of thousand people made their way to the park, determined that even the inclement weather should not dampen their enthusiasm in so patriotic a cause. And, even despite the rain, they were well paid for the visit. The park was a perfect bower of beauty. Its natural attractions of greenery had been reinforced by tastefully arranged groups of flags of all nations, with national coats-of-arms placed at intervals all over the ground. The entrance was handsomely draped with bunting and appropriate mottoes, while the old homestead was a mass of colour. All these decorations were put up by Mr. Beullac, and reflected much credit upon his good taste. At the back of the band-stand the handsome banner of the association occupied a place of honour and was much admired. But attractive as were the decorations on the grounds, they paled into insignificance beside the bevy of feminine beauty. Energetic ladies seduced the unwary spectator into the purchase of tasteful *boutonnieres* at midwinter prices; of cigars which they did not need; of tickets for the *Tombola*, wherein were gathered hundreds of attractive articles for those lucky enough to win them; or of refreshments, which the unpleasant weather rendered a drug on the market. But it was all for a good cause, and the victims parted willingly with their quarters and half-dollars and dollars with a frequency that must have rejoiced the hearts of the lovely vendors. The Mayoress, Madame Jacques Grenier, presided at the refreshment booth, which was neatly decorated

with red and yellow, and was assisted by Mrs. Justice Jetté, Mrs. C. Laberge, Mrs. J. B. Resther, Mrs. Louis Allard, Mrs. Z. Prevost, Mrs. Brousseau, Mrs. F. L. Beique, Mrs. Demers, Mrs. Michel Thivierge, Miss Desjardins, Miss Poirier and Miss Beaudry. The cigar and cigarette booth, which was covered over by a very handsome Japanese umbrella, was presided over by Mrs. George A. Hughes, who was assisted by Mrs. Perodeau, Mrs. Rinfret, Miss Buckley, Miss Ouimet, Miss Delorme, Miss Tressler and Miss Bachand. The Tombola, one of the centres of attraction, was in charge of Mrs. A. G. Ouimet, president, Mrs. De Gonzague as vice-president, Mrs. Schwob, Mrs. Larocque, Mrs. Prevost, Mrs. Justice Ouimet, Mrs. E. Charland, Mrs. Leblanc, Miss Labelle, Miss Starnes, Miss Roult, Miss Mount and Miss Grace Loranger. One of the most attractive corners was the horticultural booth, the tri-coloured canopy and decorations of which made a pleasing counterfoil to the bright green foliage and variegated colours of the flowers for sale. It was presided over by Hon. Mrs. J. R. Thibaut, who was assisted by Mrs. Casgrain, Mrs. Maze, Mrs. Amos, Miss Baby, Miss Dorion, Miss Barnard, Miss Olivier, Miss Geoffroy, Miss Masson, Miss Hubert, Miss Roy, Miss Tavernier, Miss Archambault, Miss Barbeau, Miss Sicotte, Miss McCallum and Miss MacDonald. The ice-cream booth on the river side was in charge of Mrs. G. A. Laramee, assisted by Mrs. St. Onge, Mrs. Dumouchel, Mrs. A. Lamarche, Mrs. Finn, Mrs. F. X. Choquette, Mrs. G. Boivin, Mrs. D. Rolland, Mrs. G. B. L. Rolland, Mrs. G. Archambault, Mrs. J. L. Archambault, Mrs. Foucher, Mrs. L. Lesage, Mrs. Hamilton, Mrs. L. N. Dumouchel, Mrs. Oswald Rene de Cotret, Miss Jetté, Miss Papineau, Miss Dauphin, the Misses Rolland, Miss Dagenais, the Misses Hudon, Miss St. Denis, Miss Marchand, Miss David, Miss L. E. Pelletier, Miss G. L. Pelletier, Miss Bouthillier, Miss Charlebois (Laprairie), Miss Parent, Miss E. Dansereau and Miss Lacaille. But, in spite of the hopefulness and good humour of the visitors, it was found impossible to do justice to the programme till the weather changed for the better. Mr. L. O. David, Q.C., therefore, announced a postponement of the fêtes till the following day, and the fine weather of the 25th compensated many for their disappointment. Thousands attended the afternoon and evening entertainments, and the various stalls were liberally patronized; in fact, the most hardened and cynical were tempted by the bewitching smiles of the ladies. The evening entertainment was especially brilliant. The grounds were aglow with myriads of Chinese lanterns and coloured lights, and a profuse display of fireworks added to the brilliancy of the scene. The park was literally packed with a dense mass of humanity, and there must have been nearly ten thousand people in attendance. The stalls did a rushing business, and the drawing of the Tombola passed off quietly. The music was especially fine; in fact, the band surpassed all its former efforts. During the intermission several speeches were made. Mr. L. O. David, president of St. Jean Baptiste society, expressed regret at the absence of Premier Mercier, Hon. J. A. Chapleau, Mr. Laurier and Mr. L. O. Taillon, who were expected to have been present, but who found it impossible to attend. Mr. David expressed satisfaction at the magnificent attendance, and made a fervent appeal to his hearers to assist in building the National Monument, which would be a lasting sign of their patriotism. The St. Jean Baptiste celebration, he said, would show the people of the other provinces that the French-Canadians were determined to maintain their nationality at all hazards. He then introduced Dr. L. H. Fréchette, the Canadian poet laureate, who recited one of his patriotic poems, which was received with great enthusiasm. Ald. Cunningham, representing the Mayor and Corporation, congratulated his French-Canadian citizens on the success of their celebration. Mr. Rudolphe Lemieux delivered a patriotic address, and was followed by Mr. Deladurantaye and several others, who contributed to the entertainment and instruction of the large audience. Altogether, a most enjoyable time was passed by the assemblage which did not disperse till an advanced hour in the evening.

THE LEARY RAFT.—The view presented in our engraving would some years ago have been a world's wonder to lumbermen. When our rivers, small and great, had been mastered and the huge bulk of lumber had been brought within reach of the vessel that should convey it to the ocean, its career as a raft was naturally supposed to be over. Some seven years ago, however, it occurred to a thrifty and ingenious New Brunswicker that a good deal of outlay might be saved—of course, at some considerable risk, if the timber, fashioned securely and of proportions worthy of such a venture, should be sent to sea and towed to its destination, Portland or Boston or New York, without the trouble and expense of shipment. The experiment, in spite of hazards and occasional breakage, proved successful enough to make it worth while to repeat it—at least with the less valuable lumber. In the middle of last month Mr. J. D. Leary chartered two powerful tug boats from New York to tow to that port a huge raft of piling got out for Mr. Leary and ex-United States Consul Murray on Grand Lake and brought down the St. John River. The whole raft contains seventeen cribs or sections, each 40 feet wide and from 50 to 80 feet long, slightly oval-shaped and about 9 feet deep. The piling all runs lengthwise and a chain of 1½ inch iron runs through the centre connecting all the cribs together and allowing about seven or eight feet sea room between each two. Each crib contains over 500 pieces of piling, making nearly 9,000 pieces in all. Each crib is bound by six wire cables around it,