

THE SEMI-WEEKLY TELEGRAPH.
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C. J. MILLIGAN, Manager.

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Advertisements at Want, For Sale, etc., 50 cents for insertion of six lines or less.
Notices of Births, Marriages and Deaths 25 cents for each insertion.

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In remitting by checks or post office orders our patrons will please make them payable to The Telegraph Publishing Company.
All letters for the business office of this paper should be addressed to The Telegraph Publishing Company, St. John; and all correspondence for the editorial department should be sent to the Editor of The Telegraph, St. John.

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Be brief.
Write plainly and take special pains with names.
Write on one side of your paper only.
Adapt your name and address to your communication, as an evidence of good faith.
THIS PAPER HAS NO POLITICAL OR RELIGIOUS PROPOSALS.
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W. L. BOWENVILLE,
W. A. FERRIS.
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AUTHORIZED AGENTS.
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Semi-Weekly Telegraph
ST. JOHN, N. B. OCTOBER 12, 1901.

SPECIAL NOTICE.

As a great number of our subscribers are interested in the Census Guessing Competition, for which prizes were offered to the persons coming nearest to the correct number of the population for the Dominion of Canada, a given out by the Minister of Agriculture from the results of the recent census, we wish to advise the readers of THE TELEGRAPH that no announcement had yet been made by the Minister of Agriculture.
As soon as the Hon. Mr. Fisher has made the official statement showing the results of the Census, the coupons will be sorted out by the Press Publishing Association of Detroit, and the announcement made of the prize winners in the SEMI-WEEKLY TELEGRAPH for several issues, so that all may know who the successful competitors were.
This will save our readers and ourselves any trouble of correspondence in regard to the competition.

THE TELEGRAPH PUBLISHING CO
OTTAWA, Ont., Aug. 16.
TO PRESS PUBLISHING ASSOCIATION,
TORONTO:

Official figures are Five Million, Three Hundred and Thirty-eight Thousand, Eight Hundred and Eighty-three, but they are not final.
A. BLUE,
Director of Census.

As soon as final figures can be obtained, the awards will be made.
PRESS PUB. ASS'N.

AN OBJECT LESSON IN SHIPBUILDING.

An event of material importance to the shipbuilding interests of the United States occurred at Detroit on Saturday last, when a steamship destined purely for an ocean tramp, was launched there. She is named the Hugoma, is 290 feet over all, 40 feet beam, 26 feet 5 inches deep and with engines of 1,000 horse-power, designed to give her a sustained sea speed of ten knots under most economical conditions. This is not the first ocean steamer built on the great lakes, several having been constructed there for a line now being operated between New York and Port-au-Prince, and others for the line this year endeavored to inaugurate a direct service between Chicago and Europe. There are also a good many American steamers on the great lakes that with more or less rebuilding and strengthening have been adapted for ocean work. But the Hugoma is the first vessel constructed there directly in competition with the world's yards for general ocean freightage, and indeed, it is only a few months since the first regular tramp steamer was built at an American seacoast shipyard, all the previous productions of such yards having been either vessels for regular coastwise lines, which must necessarily be of domestic construction, or vessels for yachting or naval purposes. The number of American tramp steamers afloat now, in fact, may be counted on one's fingers and the tendency of American shipowners has been much more to look for a chance of

buying and rebuilding a foreign steamer wrecked in American waters than to place contracts at American yards for new craft. This accounts for the very limited amount of American capital invested under the flag in overseas steam tonnage and for the efforts of the ship-subsidy advocates to have congress substantially encourage the development of a new merchant marine.

It is the existence of this condition of affairs when a fresh-water company of capitalists pushes out to sea with a lake built ship that makes their venture especially notable and may well cause Canadians to consider why they should be successful. In view of the decadence of our own wooden shipbuilding industry and the transference of our investments of capital to steamers which bear the names of transatlantic ports as their places of call as well as to build, the endeavor of the Americans to not only obtain a share of the world's carrying trade for themselves, but also to carry the advertisement of even their lake ports to distant lands upon the sterns of their steamships, is enough to set our vessel owners to cogitation. It is to be remembered that the present venture of the Detroit people is purely a business one, without any assurance of subsidy and apparently without any assurance of particular trade. And the Hugoma has been built also at one of a number of yards which are so crowded with orders for domestic shipping that this vessel cannot have been constructed merely as a matter of speculation to fill in time or to keep a show of work going on, as might have been supposed had this been a period of dull times. The development of the Hugoma is merely in the natural order of events, and if she is successful it will show that the lake yards can compete with coast yards in cost and ability, for the tremendous output of tonnage demanded for lake service has caused the equipment of the big yards at Chicago, Bay City, Detroit, Cleveland, Buffalo and other points with superior facilities for modern shipbuilding.

It is not surprising that our Canadian vessel builders on the great lakes have been unable to keep abreast of the American builders across the line, considering the abundant encouragement the latter have had for the development of their yards, and the abundance of raw material they have close at hand for construction. The fact that somewhat similar advantages exist, however, in the maritime provinces and are now being developed in the way of steel production, is encouraging to those who look forward to the establishment of provincial shipbuilding upon modern lines in the not far distant future. It seems strange that when a ferry boat for Halifax or the Strait of Canso is required, we should have to go across the Atlantic to secure the best and most economical results, but under existing conditions it is no more extraordinary than that ocean freighters owned by the local readers of the Daily Telegraph should be from England or Scotland instead of from plants in New Brunswick or Nova Scotia.

The great question for our vessel owners in considering what encouragement they may give to the creation of a provincial shipbuilding plant is, of course, will it pay? To this question must be brought many points of view, but one great argument in favor of the establishment of shipyards is the great amount of labor to be employed and the amount of patronage and benefit to the community that the employers may thus bestow. The late John Roach, one of the most eminent American builders, once argued that 90 per cent. of the cost of iron and steel vessel building was in labor. Not only should this be an incentive to vessel building, but the fact of vessel owning confers similar powers upon the owners, for even if freight rates are low and a vessel pays her expenses, she still earns wages for those who are fortunate enough to hold positions upon her, besides advertising to the world at large the port from which she sails and the abilities of her architects and constructors.

NAVAL RESERVE IDEAS.

It is stated that the United States Congress at its next session will certainly adopt some active measure for the organization of a permanent establishment of naval reserve. This is not surprising in view of the enterprise in the matter of those who have been advocating it and in view of the good work accomplished by the existing organization of Naval Militia during the war with Spain. President Roosevelt is also personally in favor of encouraging such a movement and would be a most valuable secretary of the navy had he much hard work for the betterment of the Naval Militia.

The position of affairs in regard to this project is not yet such, however, as to meet with the most abundant success at the start, owing to the existence of the Naval Militia and the jealousy which they feel against the establishment of another organization that may possibly outdo them in a record to win prestige. The American Naval Militia is a system of state organizations established under the auspices of the federal government, which gives an annual grant toward part of their expenses. The system is quite distinct from the National Guard and it is at the option of each corps whether or not they bring themselves under state control, just as it is at the option of the state legislatures whether they donate a larger or smaller grant toward the encouragement and maintenance of the corps. The enlistment is wholly voluntary and the officers are elected by the members, the principal requisite apparently being the ability of the officers to make a show in society and exert sufficient influence to win fame and favors for their corps. The Navy Department provides a warship for

the regular training at sea of the Naval Militia of all the states which possess such bodies, devoting ten days of a fortnight to each corps, but no corps is obliged to do such service if it prefers not to. The membership of the Naval Militia includes many wealthy young men and enthusiastic yachtsmen, such as Mr. Herbert A. Satterlee of New York, who married a daughter of Mr. J. Pierpont Morgan, and some of those gentlemen devote their yachts and launches freely to the use of their corps.

Such being the status of the existing service, it is not unnatural that genuine naval men should be inclined to resent the idea of Naval Militia men arrogating to themselves the title of "Naval Reserve" which they have been very prone to do. At the inception some ten years ago of the Naval Militia movement, there was likewise in New York a movement for the establishment of a naval reserve by old man-o-war-men, retired officers of the merchant marine and others genuinely interested in shipping, such as boatmen, sailmakers, etc., but owing to the superior influence of the yachtsmen the Naval Militia took shape instead. The idea became popular with yachtsmen elsewhere than in New York and since then battalions have been organized in most of the seaboard states and among amateur sailors who live upon the borders of western lakes and rivers. It was the war more than anything else which developed the deficiencies of this go-as-you-please system of augmentation for the nation's naval force in case of emergency. The Naval Militia were abundant in pluck, bravery and energy while the superior education of a majority of their members caused them to readily adapt themselves to circumstances, but they were not by any means sailors such as the men of the British Royal Navy Reserve, and they could not be harmoniously drafted to work with the regular navy men, consequently they were obliged to be kept in ships by themselves and devoted almost exclusively to special service under their own officers.

It is a national naval reserve that is now being aimed at, therefore, in Congress, and the hitch in the programme of establishing such a force consists in the fact that the Naval Militia want it to be developed with their own organization as a basis and giving them the precedence. There seems to be an ample field, however, for the operations of both ideas in reserve. There is surely scope for the yachtsmen to attain all the fame and social prestige they may wish along the lines to which they have particularly devoted themselves, charting their local waters with a special view to coast defence, making their men familiar with the depot-boat service and doing all sorts of things that a landman might be awkward about if untrained while the regular navy might be at a disadvantage in through unfamiliarity with local conditions. The assumption of such duties would in no wise conflict with those of the regular naval reserve, the duties and privileges of whom are more or less familiar to all British subjects as exemplified in the R. N. R. of the British naval establishment, and the recent addition to which of a corps of Newfoundland fishermen has proved a successful experiment.

In the contemplation of what the people of the United States have done and aim to do in this line the people of our province ought to be interested, because it shows the field for what we may do. A volunteer naval militia corps of our yachtsmen and boatmen with leisure sufficient to devote to the service would probably be more to the taste of many of our young men than enrolling themselves in the regular land forces. Perhaps it might be possible, if properly presented to the Canadian government, to obtain for such a force some of the advantages of our land militia. It is at least a good field for the enquiry and investigation of any of our yachtsmen who have a natural inclination that way. A volunteer naval brigade existed very successfully in Halifax previous to confederation.

NEW CHANCE FOR RECIPROCITY.

The New York Evening Post editorially remarks that "when the advantages of mutual concession are so great (as those between the United States and Canada), President Roosevelt, who is committed to the principle of reciprocity, will doubtless encourage the prompt opening of negotiations." This is good reading, particularly in view of the activity of such men as Mr. John Charlton, member of the joint high commission, who has worked steadily for years in consistently urging the framing of a reciprocity convention. Mr. Charlton has repeatedly shown that a country's industries are distinctly liable to suffer from lack of diversity, and that closer commercial relations with the United States would immensely relieve this tendency on the part of both countries.

The United States should have a kindly feeling for the advantages of reciprocity if properly advised by the president and congress, on account of the successful experiment she has already made in that direction. The old reciprocity treaty with Canada, from September 11, 1854, to March 17, 1866, resulted in the development of American imports from Canada to a value of \$18,328,628, as compared with \$5,409,445 previous to the inauguration of the treaty, and in the expansion of American exports to Canada to a value of \$28,829,402, as compared with \$10,229,608 previous to the treaty. The reciprocity treaty between the United States and Hawaii resulted in the growth of American imports from those islands expanding from \$1,016,932 in 1874, to \$20,707,903 in 1900, and of American exports to Hawaii expanding from \$614,828 in 1874, to \$13,509,148 in 1900. The growth of trade with Cuba and Porto Rico under reciprocity

similarly rose from a total volume of about \$69,000,000 to about \$111,000,000 in four years, and the treaties with the British West Indies and with Germany were similarly encouraging. The reciprocity treaties which the United States have now in operation are those framed under the Dingley tariff, and went into effect on the following dates, respectively: France, May 30, 1890; Portugal, June 12, 1900; Germany, July 10, 1900; Italy, July 18, 1900. It ought to be a simple matter of progression to add Canada, and it is sincerely to be hoped that the new administration at Washington may view the matter from a more broad and statesman-like point of view than that of some of their predecessors.

LET US DO OURSELVES CREDIT.

The designing, assembling and getting into operation of a big machine is a work the perfection of which is demonstrated by the smoothness with which it runs. The most powerful and successful combinations of mechanism are those which run most unobtrusively and the parts of which work together so admirably that there is no jar and in the observation of which there is nothing to offend the impression of complete harmony.

The designing and carrying out of a grand function is of a similar character. To attain perfect success the people in charge of each particular department must necessarily be inspired with a clear perception of the one grand aim and so dominated by the desire to each act well his part that all must inevitably unite in presenting a most perfect performance. The sinking of personal jealousies or rivalries and the obliteration of any sectional feelings ought to characterize what may be done by a city as such toward the carrying out of a programme the credit or blame for which will be laid to or against the city.

It is very gratifying to note the happy degree of unanimity that pervades St. John at present in regard to the great function of properly welcoming our royal tourists. It is safe to predict that full success will crown the plans which have been made for the expedition on our best scale of the sincere and hearty loyalty and hospitality which we all wish to extend. Our people are so thoroughly imbued with the importance and pleasure of the occasion that it requires no admonitions to impress them with the desirability of doing all in their power to aid the chiefs of committees and others who have been deputed to direct the proceedings.

It is now just a week, however, until the plans of our citizens for their royal reception must be perfected. If there are any suggestions to be made for the improvement of the plans in matters of detail, no time should be lost in submitting them for action. So far as can be learned the efforts of the committees are being admirably carried out, but if there is any difficulty in any respect with the prospective materialization of the plans now is the time for their adjustment. It is better to work night and day a week in advance preparing against possible emergencies than to have any hitch at the last minute. Everybody desires it to go on record that the St. John reception was a little ahead of the average of cities of similar size visited by their royal highnesses. Let entire harmony and energy be the motto for the next few days.

A HAPPY IDEA.

The St. John Board of Trade is using its endeavors to make this city a rallying point for the New Brunswick merchants and people generally during the time of the royal visit. In this they have the hearty co-operation of the civic and local government committees in charge of the various functions and the endorsement of the St. John public. The festivities here in connection with the visit of the Duke and Duchess of Cornwall and York and their distinguished suites are not of a local but of a provincial character. The visit to St. John of their Royal Highnesses is the country. We do not believe that Mr. Wallace intended to wound the feelings of any one by his speeches, but rather permitted his enthusiasm for the cause which he espoused to carry him away and lead to utterances which in calmer and more reflective moments would have been left unsaid. We have always been opposed to Mr. Wallace and could not see eye to eye with him in his political career, but it is only just to say that no one doubted his sincerity and that he was a true Canadian, who had the best interests of his native country at heart. Hon. Clarke Wallace was popular among his friends and was highly respected by all who knew him. His death removes a prominent figure from the political stage of Canada, and the Conservative party has met with a severe loss by his demise.

DECREASED MORTALITY IN SOUTH AFRICA.

In the first year of the South African war the death rate per 1,000 of the British army was 71.48 killed and 29.09 died from disease, making a total of 100.57. The hospital service has been very much improved and the officers have been more careful of the Boer bullets, with the result that the death rate fell to 21.94 killed and 15.03 died from disease, a total of 36.97. The death rate 15.03 is practically the normal rate prevailing in the British army engaged in foreign service in time of peace. In the Franco-Prussian war the percentage of officers killed was 65.5 and disease caused the death of 8.9. The mortality among the rank and file in South Africa shows a like improvement. In 1899-1900 the mortality rate from wounds and disease among the rank and file was 50.69 and in 1900-1901 this has been reduced to 31.43.

From these figures it will be ob-

BRITISH CRITICS ON THE GERMAN ARMY.

Some of the British war correspondents, who were in South Africa at the early days of the war and during the time of

the heavy fighting, have recently had the pleasure of witnessing the German army manoeuvres. The result is that they are now criticizing the German army and the strategy with greater severity than the pro-Boer German press criticized the British army. The British critics say that the German scouts showed no knowledge of their work, and had they been in South Africa would have been quickly rendered hors d'combat by the Boer sharpshooters. It was also observed that the German artillerymen were not as quick nor as cool as the British under heavy fire. The German cavalry leaders are reported to have been very careless and reckless, tiring their horses before they got them into action. One case is cited where the defending cavalry was led, by a feigned retreat, into such a position that they were exposed to the heavy fire of artillery and Maxim, without being able to advance or retreat. On this occasion, in actual warfare, nothing could have saved the force from death except surrender. Emperor William is understood to have strongly condemned the mismanagement of the cavalry. It is reported that hundreds of the infantry fell out owing to the great strain imposed upon them by the heavy burdens of marching order. The Germans will probably realize that as conducted thirty years ago is not the same as it is today, and doubtless had their army been in South Africa it would have fared no better than the British, but the war would probably be determined sooner for the very simple reason that the commanding officers would not have been so generous and humane to the Boers nor tolerated the treasonable actions and utterances of the Cape and Natal Dutch, as well as the Boers who had sworn allegiance.

RESULT OF THE AMER'S DEATH.

The death of the Amper of Afghanistan, recorded in our despatches on Tuesday is of material moment to our empire and to the world at large because of the important position he held in regard to the eastern situation. Much, it is admitted by all students of affairs, will depend on the successful transfer of the sceptre and the strength of the new ruler of the turbulent Afghans. Can the sceptre be transferred without bloodshed, and how far reaching may be the effect of the event upon the peace of the east, are questions which constitute serious problems.

The strength of character and utility of the late Amper in preserving Afghanistan as a buffer state between rival empires are universally recognized, and some anxiety is felt lest his successor lack qualities so essential to peace in Asia. If there should be a break-up of the Afghan tribes under a new leader, Russian intrigues will no doubt resume operations; but there is satisfaction in knowing that at Simla is a capable victory who knows both Afghanistan and Persia, and who, with telegraphs and railways now on the borders of Afghanistan, will be kept constantly informed of what may be transpiring. Everybody has confidence in Lord Curzon, who is young, courageous and clearheaded, so that it must be regarded as fortunate that he is upon the ground. Even though Russian intervention may be contemplated under the new conditions, the fact must be assumed that the eventuality of the Amper's death has long been thoroughly considered and a wise policy determined upon by the British authorities.

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The death of Hon. N. Clarke Wallace, while not unexpected, will be heard of with regret. Mr. Wallace has been an active and prominent figure in Canadian politics since 1878, when he first entered the Canadian parliament. He was a strong supporter of the national policy and believed that protection was the only true fiscal policy for this country. He was what might be termed an ultra-Protestant, and as such gave utterance to words which were offensive to many of the people of this country. We do not believe that Mr. Wallace intended to wound the feelings of any one by his speeches, but rather permitted his enthusiasm for the cause which he espoused to carry him away and lead to utterances which in calmer and more reflective moments would have been left unsaid. We have always been opposed to Mr. Wallace and could not see eye to eye with him in his political career, but it is only just to say that no one doubted his sincerity and that he was a true Canadian, who had the best interests of his native country at heart. Hon. Clarke Wallace was popular among his friends and was highly respected by all who knew him. His death removes a prominent figure from the political stage of Canada, and the Conservative party has met with a severe loss by his demise.

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Men's Suits and Overcoats

We have been tremendously busy all week selling Clothing to men who want style, merit and good fit at minimum price. Extravagance of prices is unknown here. We can sell you a Suit or Overcoat as good as any merchant tailor can make you, but we don't charge his price. It isn't necessary.

MEN'S OVERCOATS, \$4.00, 4.75, 5.25, 6.00, 8.00, 10.00, 12.50, 14.50 and 15.00,
MEN'S SUITS, \$5.00, 4.75, 5.00, 6.00, 6.50, 7.50, 8.75, 9.00, 10.00, 11.00, 12.00 to 14.00.

J. N. HARVEY, 199 Union Street, St. John, N. B., Opera House Block.

served that in battle the risk of the officer is about double that of the private soldier. The present death rate among the rank and file in South Africa is not as great as that which prevails among Europeans in Calcutta and about the same as ordinarily occurs in Dublin.

NOTES AND COMMENTS.

All roads lead to St. John during the royal visit.

The King's birthday, November 9, will be proclaimed a holiday in Canada.

If the America's cup committee had the fixing of the rules, perhaps Britannia wouldn't rule the waves.

It is now stated that the duke and duchess will not be here for two months—only for two days.

Organized. The watered stock should be easily floated on account of the greater buoyancy of salt water.

All sorts of light characterize royal reception celebrations except, of course, getting light headed.

St. John is not the largest city in Canada, but the royal party will find us as enthusiastic as the biggest.

Rev. Charles M. Sheldon's servant girl union has proved a failure. Mrs. Sheldon could have informed him of this result in advance.

If a memorial church were erected to Miss Stone, would it necessarily be a stone church?

Nobody will take it as unlucky that Canada won thirteen gold medals at the Pan-American exposition.

If Major Maude comes to St. John, people will be inclined to call it a tour of inspection—the majority robe.

It must be a satisfaction to the Duke to see at the Canadian military reviews in his honor lots of more soldiers as good as those who fought at Paardeburg.

The American Salt Trust has been ordered to disclose the name of a 14-foot boat in which Capt. Wm. Andrews and his wife sailed from Atlantic City, N. J., last Sunday to cross the Atlantic. The name may be significant of their future.

The Hamilton Spectator says: "We're afraid that we'll have to decide upon St. John, New Brunswick, as the Atlantic winter port of Canada." The steamship companies decided this question some years ago.

It is stated that one of the largest and newest steamers on the Great Lakes paid her cost which was nearly \$250,000, during the season of 1900, and that some others will do so well this year. This is the result of big business and the exclusion of foreign competition.

Bicycle licenses in Montreal have decreased this year more than one half from what they were in 1898. Does this mean that the wheels have been retired because they could not be re-tired or because the wheelers were tired?

Mr. Kruger is reported in a despatch from the Hague to be slowly growing weaker, physically and mentally, and it is stated that his condition would long ago have been much worse if he had not of Great Britain did not nerve him to continue. This sounds most pitiful for a man of his age and education in the scriptures.

Another evidence of the common sense and friendliness of the Japanese has been put on record. The Mikado's government have adopted a law to prevent the migration of Japs to Canada or the United States. This is in thanks for the Canadian government refraining from the enforcement of a law to prevent Japanese immigration.

"True facts" is one of the latest phrases of American newspaper literature. It rather reflects upon ordinary regard for the truth in the United States, and does not seem to favor as much room for discrimination as does the term "pleasure yacht," which latter may imply that the yacht is not a racing machine.

Church of England people will be particularly interested in the wired announcement in our columns this morning that the House of Bishops in session at San Francisco has adopted, by a vote of 37 to 21, the canon on marriage and divorce in its

entirety as reported by the joint committee.

We have to thank the royal party for many things. King street might have remained as a brilliant example of a prehistoric trail used by the hill tribes of early ages, but for the visit to St. John of the Duke and Duchess of York.

Admiral Dewey, U. S. N., is trying to retrieve his reputation. He has designed a warship with a new type of armament. It is sometime since he re-married and announced his willingness to become a candidate for the presidency.

In re Morse, who recently purchased the Boston & Bangor S. S. Company, there is a rumor that the gentleman is also negotiating for the International S. S. line. The latter rumor, however, has not been confirmed. If true it might mean two new factors for St. John—Morse and remore.

The advantage of freights in the way of developing the export trade lies, of course, with the greatest ports. Thus, New York, for instance, has a great advantage over any provincial port in the shipment of coal to Europe and we read that the Hamburg steamship lines propose to carry American freight in consequence of grain freights having dropped to the abnormally low figure of nine cents.

The Chinese court, with a caravan 3,000 strong, was billed to start from Sian-Fu October 6, for its triumphal return to Peking, and Li Hung Chang was ordered to borrow 700,000 taels from the provinces to cover the expense of the journey. Let us hope that the new regime will maintain the old capital in as clean and satisfactory a condition as the upturning has given a chance to inaugurate.

The faculty of Notre Dame College, Indiana, has decided to re-establish the study of Gaelic, which was abandoned 25 years ago with the death of the then professor, by the foundation of a new chair. The president of the college says: "There has come a revival in the Gaelic language and the Gaelic literature. Nor will this stop until the five Celtic nations—the Irish, Welsh, Highlanders, Cornishmen and Britons—are once again in possession of their native language."

A country contemporary wants to know how it could have been possible for yachts sailing over a triangular course equilateral to have had two close races and a heat of it. Evidently our contemporary has not been familiar with such shifty and uncertain winds as have prevailed off Sandy Hook in Sir Thomas Lipton's unfortunate experience. It is on record there that a yacht beating to a mark fifteen miles distant in the hope of running home, has had to beat home most of the way also.