

The Young Canadian

IS A HIGH-CLASS ILLUSTRATED WEEKLY MAGAZINE FOR THE YOUNG PEOPLE OF CANADA.

ITS AIM

Is to foster a national pride in Canadian progress, history, manufactures, science, literature, art, and politics; to draw the young people of the Provinces closer together; and to inspire them with a sense of the sacred and responsible duties they owe to their native country.

ITS FEATURES

Are Original Literary and Artistic Matter; Fine Paper; Clear Type; Topics of the Day at Home and Abroad; Illustrated Descriptions of our Industries and of our Public Works; Departments in History, Botany, Entomology, etc., with prizes to encourage excellence; a Reading Club, for guidance in books for the young, an invaluable help to families where access to libraries is uncertain; a Post Bag of questions and answers on everything that interests the young; and a means of providing for the people of the Dominion a thoroughly high-class Magazine of Canadian aim, Canadian interest, and Canadian sentiment.

THE SUBSCRIPTION PRICE

Is Two Dollars per annum, in advance, with reduced rates for clubs of ten and twenty. Subscriptions may commence at any time. Money should be sent by P. O. Order or Bank Cheque.

A LIMITED SPACE

Is allotted for high-class advertisements, and as The Young Canadian is the only young people's Magazine in Canada, it is the most direct means of reaching their eye and ear.

Address:

THE YOUNG CANADIAN CO.,

BOX 1896.

MONTREAL

JULY 29th, 1891.

Our YOUNG CANADIAN is now six months old, and to-day celebrates its first semi-anniversary. Not a very old youngster, but already quite able to stand on its own feet, and even to toddle about among its seniors. To all it tenders its hearty thanks for the kind reception accorded to it, wherever it has gone, and hopes that all will join it in its preparations for a gala-day at the end of its first year—its first birthday party.

SHORTHAND.

We feel that our young people will be gratified to know that we are preparing a treat for them when they return from their summer outings. Our YOUNG CANADIAN is ever on the alert to supply what is useful as well as entertaining, and we have taken a great deal of pains, and have spent a great deal of money, in arranging for a series of

LESSONS IN SHORTHAND.

Plates are being prepared for us in England by Messrs. Isaac Pitman & Sons. The series will commence from the very foundation, and carry our young students on thoroughly through the whole course. The lessons are intended to be used without a teacher, and week by week the exercises, if carefully and diligently worked out, ought to be sufficient to put students in possession of the whole secret. Of course, progress will depend upon the time and the intelligence given to the series. But no pains have been spared, either by the Messrs. Pitman or by ourselves, to make the course one of the most attractive features of the autumn issues.

Lord Roseberry says: "In these days of rigid and anxious competition, we must make it understood to all young people that an indispensable condition of a com-

mercial education is a knowledge of shorthand. I do hope, with all my heart, and with all the earnestness of which I am capable, that shorthand will penetrate every cranny and crevice of our civilized life."

We have pleasure, therefore, in announcing the series, and in asking our young readers to keep it in mind.

We shall have on hand a supply of the requisites for the course, which we shall send by post at the cheapest possible rates. Not much is required. A manual, a copy book, a note-book, and a pencil, complete the outfit, which we shall forward, post-paid, for fifty cents.

MORE SAFETY ON OUR STEAMSHIPS.

Most of us have either crossed the ocean already, or are looking forward to doing so as soon as ever our circumstances shall permit. Amidst the exciting pictures that we draw in our fancy before our first trip, there is much of pleasure and perhaps a little of adventure and romance, the whole gilded with a halo of rose coloured dreams. It is pleasant for us to know that while we may linger over the vision of pleasure, there are others whose duty it is to be occupied with our safety. The laws regarding the number of life-boats, life-belts, etc., that each class of vessel shall carry are most stringent, and our British Parliament is famous for the manner in which it attends to the protection of those who cannot protect themselves.

The owners of vessels have grumbled to no small degree at the stringency of these laws, and the British Board of Trade has always shown itself ready to listen to both sides of the question. The chief dangers at sea arise from ice-bergs, and fire, as well as from the winds and the waves, and the Board has set itself the task of finding some means of constructing ships that shall make them practically unable to sink. In meeting the grumbles about the compulsory life-boats, the Board said:—"Arrange your vessels so that with any two compartments in free communication with the sea the ship will remain afloat in moderate weather." But very few of the grumblers could comply with this, and the government appointed a committee of experts to study up the matter. When this committee commenced its deliberations the Board of Trade gave it a list of points to consider. The principal aim of all these points was the safety of passengers in any emergency that might arise.

The committee was composed of gentlemen able in every way to wrestle with the difficulties. They had large tanks fitted up in London, where they tested, with models of every kind of ship, the principles which they proposed to apply to the difficulties, and their report has just been handed in. Many points in the report touch on very simple things, whose very simplicity seems to lead to their neglect. But the chief feature centres round the idea that all our ships should be so built so that they may be proof against sinking. The comfort of travellers, and the interests of trade, have been equally respected in the deliberations, and the report, though too learned for our young Canadians to understand, is the most skilled and valuable document on naval construction that ship-builders and ship-owners have been supplied with. We are not, yet, largely a ship-building nation, but we are very largely a ship-owning, and immensely a ship-traveling nation, and we may safely say that all Canadians will look forward with a deep interest to any improvements that may arise out of an official investigation that carries with it such high authority.