

that all parts of Canada become readily accessible from each other, and that districts hitherto useless because isolated, will become the granary of Great Britain; but far beyond the confines of Canada and purely local or commercial interests, the result will extend. Passengers will in 1887 be able to reach Japan in twenty-six days and Honkong in thirty-one days from England by the fast steamers which will be placed on the Pacific, and a great advantage in time will be offered at once by the new route (without reckoning the still further reduction which will soon be effected) in reaching those points over the existing routes *via* Brindisi or Gibraltar."

A well-known authority on International Law,\* writing on the complications which may arise in connection with the Suez Canal, says that "England's position with regard to the Egyptian question has been greatly altered by the opening of the Canadian Pacific Railway. . . . A free passage through the canal for our transports is by no means so essential to the defence of the Empire as it was a short time ago. We have, therefore, far greater liberty of action in dealing with the other Powers than we had before. Now that we have an alternative route to India, we may be able to purchase other advantages in the settlement of Egyptian affairs by giving our consent to an arrangement concerning the canal which prudence would formerly have compelled us to decline." How the Canadian Pacific Railway exercises "an immediate influence upon the Egyptian problem," Mr. Lawrence argues as follows :—

"Halifax is an 'Imperial Station,' where is kept up the only garrison of British troops in the Dominion of Canada. On the receipt of a telegraphic order from the Home Government, the 2,000 or 1,500 soldiers stationed there could immediately proceed by railway across the continent. They would reach the Pacific at the new city of Vancouver, on Burrard Inlet, in five days; and meanwhile their places at Halifax could be supplied by Canadian militia till a new garrison arrived from England. They could be conveyed from Vancouver by sea to Calcutta in thirty-three or thirty-four days,† stopping on the way at Hong Kong and Singapore to pick up reinforcements from the imperial garrisons stationed there. Thus a force of from three to four thousand men could be thrown into India

\* Essays on some Disputed Questions of modern International Law. By T. J. Lawrence, M.A., LL.M., Deputy Whewell Professor of International Law, Cambridge. (Second Edition, 1885).

† See foot note following page.