

reduction of the tariff from 4s. 9d. to 3s. 3d. will effect in the first year a gross saving of £190,000 to Australasia and this country.

From a strategical point of view the All-British Pacific Cable route is of incalculable importance to the Empire. The present lines to India and Australia are the following:—

1. Lisbon, Gibraltar, Malta, Egypt, and Red Sea.
2. France, Italy, Greece, Egypt, and Red Sea.
3. Germany, Austria, Turkey, Russia, and Persia.
4. Germany, Austria, Turkey, Russia, and the Pacific Coast.
5. Lisbon, and the West and East Coast of Africa.

All these routes pass through foreign countries, and could at once be interrupted in case of war. The Russian journal, the 'Novæ Vremya,' recently said: "In case of an armed conflict between this country and England, our first task would be to block England's communication with India and Australia." With good reason has Lord Wolseley condemned the policy of trusting to the present telegraphic routes to the East as nothing less than suicidal.

The wishes expressed by the Colonies at the two previous Colonial Conferences met with no response from this country. It is to be hoped that the labours of the third will not end in an equally disappointing manner. All who attended the Ottawa Conference, or read the report of its proceedings, cannot fail to have been struck by the deep feelings of regard which the delegates evinced for the mother-country. The "passionate sentiment of Canada," as Sir John Thompson, Premier of the Dominion and Pre-

sident of the Conference, termed it, was no idle hyperbole. "On this happy occasion," he said, "these delegates assemble after years of self-government in their countries, of greater progress and development than the colonies of any empire have ever seen in the past, not to consider the prospects of separation from the mother-country, but to plight our faith anew to each other as brethren, and to plight anew with the motherland that faith that has never yet been broken or tarnished." The hurricane of applause which greeted this avowal proved that the speaker had voiced the sentiments, not only of Canada, but of all the colonies assembled there.

The progress of Canada has been especially remarkable. It is not generally remembered that the first steamer to cross the Atlantic, the Royal William, was designed and built at Quebec by a Canadian. Almost thirty years ago the statesmen of the various provinces had the foresight to unite in a federal Government, an example which the Australian colonies soon hope to imitate. In 1886 the Canadian Pacific Railway was completed, a project which in its earlier days met with every discouragement, both from engineering experts, who declared that it could not be done, and from business men, who maintained that it would not pay for the grease of its wheels. This great work was carried out at the cost of £48,000,000, entailing an annual liability of £1,000,000 in perpetuity. Yet the expenditure was justified, as its revenue will prove.

Since then Canada has busied herself with this other great project, which at first met with the same discouragement. It is of

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