

far western shore of America, and it now extends through Canada up to Alaska and the Yukon, and only a week or two ago we had the glad news that an all-British cable had been successfully laid from the western shores of Vancouver Island, right across the mighty Pacific to Australia.

POSSIBILITIES OF ORIENTAL TRADE.

The completion of this all-British line of telegraph was heartily celebrated at Victoria on 31st October last, by a meeting at the theatre in that city, Mayor Hayward in the chair, with the Lieutenant-Governor Sir Henri Joly de Lotbiniere, the Bishops and other notabilities present. The Mayor, in his speech, pointed out that, starting from Victoria, the cable makes the longest unbroken stretch in the world, landing at Fanning Island, a distance of 3,458 miles; then on by Suva, Fiji and Norfolk Island to Australia, a length of 7,346 miles and around the world to Victoria again by cable 21,000 miles, and land lines 10,000 miles; in all, 31,000 miles. Messages were sent from the theatre that evening to many points on the line, and replies received from several during the meeting, including one from Fiji.

These steamers, railways and telegraphs are going to revolutionise the Pacific. Consider the enormous increase of trade that must arise from the development of the Western American Continent and the vast Empire of China alone.

American writers have taken up this question. They point out that to a certain extent the trade of the Atlantic countries is practically a fixture; it is as large, or nearly so, as it is likely to be, and the greatest expansion of the world's commerce must take place on the Pacific. And these American writers claim that the United States will indisputably capture the whole or, at any rate, the largest part of it. It seems to me, however, that in the awakening of Britain and her Colonies that they, together, are likely to hold this trade. The position of Canada with its great Western Province jutting out, as I have already said, into the Pacific Ocean, possessing practically all the good harbours of the Pacific Slope, except those of San Francisco and Puget Sound, and being considerably nearer to Japan and China than the American ports, and by some hundreds of miles also by the Canadian railways nearer to Britain, possesses such advantages that, if energy and intelligence are applied, it will be hard for any other country to wrest this trade from the Mistress of the Seas.

Now, British Columbia is the part of Canada that lies so near the Orient. This Province possesses all the natural resources required to build up a great country; it is the Britain of the Pacific, with its inexhaustible stores of coal, iron, copper, lead, silver and gold; with the largest area of the finest merchantable timber probably of any country in the world, and with splendid water-power to assist in developing all these resources.

The importance of the position of the Province was clearly shown during the late trouble with China, and was taken advantage of by the Imperial Government in the transportation of troops rapidly from the Atlantic across the railway of the Canadian Pacific. This demonstrates forcibly the great value of the naval harbour and forts of Esquimalt. With these resources and advantages, British Columbia must steadily rise to be one of the most important parts of the Empire, and, therefore, it is the right sort of place for those who are ambitious and desirous of carving out a future for themselves, with greater freedom and with less conventionality or rigid following of the old complicated methods necessary in Europe.