

turns eastward by the Cape of Good Hope into the Indian Ocean. One turns westward to the Pacific around Cape Horn. The two meet at least at Cathay or farthest Ind, girdling the globe with their mighty and beneficent chain. At every station, at every step, on both, is the power of England planted.

Half way down the coast of the eastern hemisphere, where Africa juts out into the Atlantic, are the English West African settlements and her colonies of Sierra Leone and the Gold Coast. Just below the equator is Ascension Island, an English colony. Five degrees of latitude further we come to St. Helena, an English fortress, where the great foe of England died a prisoner and an exile. The cape itself, a cape of "good hope" to no commerce but hers, with its excellent harbors of Cape Town and Natal, is one of her most prosperous colonies. Thence, by successive steps, Mauritius, Seychelles, Chagos, Maldive, Ceylon, all British possessions, India is reached. Every other power must pay tribute to her in peace, and must run the gauntlet of her fortresses and naval stations in war.

Would you go westward through the Straits of Magellan or past the stormy Cape Horn? Powers in closest friendship with her hold the continent from the southern line of Brazil, while her own Falkland Islands command and menace the entrance to the strait and the passage round the Cape.

But England has not contented herself with the ancient ways. Her commerce is guarded by a far different statesmanship from that which denies appropriations to build a navy, or to pay for carrying mails on its own vessels, or defend its coasts; far different from that which bullies Mexico and cringes before Canada. She already occupies the highways of the future. Commerce hereafter is to seek direct paths though continents must be severed. Here again are two roads, eastward and westward. One through the Mediterranean Sea already cuts Asia and Africa in twain and passes out through the Red Sea to the Indian Ocean. The other, not yet open, is to divide our own continent at Nicaragua or Panama, or to cross it at Tehuantepec.

Whoever shall follow either pathway, except Tehuantepec, must do so at the mercy of England. She holds Gibraltar, the impregnable gateway of the Mediterranean. Half way from Gibraltar to Egypt is her mighty naval station of Malta, which commands both shores of the Mediterranean. Hugging the Asiatic coast is Cypress, her new possession, whose purchase was almost the last act of Lord Beaconsfield. Suez itself she has taken from the improvident hands of France, while at the narrow entrance and exit of the Red Sea she holds Aden and Perim, and beyond, on the way to India, the Island of Socotra. She commands the great eastern pathway of commerce from Europe to India and China almost as absolutely as the river Thames.

Turning to the westward route, our position on the Gulf of Mexico will secure to our three Southern ports convenient access to the canal wherever it may be. But all other commerce must pass the line of sentinels which the foresight of England has already armed and stationed at the entrance to the Gulf. The Bermudas, the Bahamas, the Leeward and Windward Islands, Jamaica, and Trinidad form a complete blockade, while British Honduras lies close to the eastern mouth of the proposed canal of Nicaragua.

Of the forty chief West Indian Islands European powers own all but one, the seat of the black Republic of Hayti and St. Domingo. England herself owns thirteen beside the Bahamas and the Bermudas.

If we ever have a contest with her for a canal at Nicaragua or Panama,