

olulu, Fiji, and proceeding from New Zealand to Sydney. The return trip will include the same ports of call. The voyage will, of course, take a little longer, but on the other hand it is hoped that one result will be to open up mutually profitable trade relations with New Zealand. That Colony, on its part, is to subsidize the line to the extent of £20,000 per annum. The Government of New Zealand have made application to our Government for additional assistance, viz., to carry their mails over the continent free of charge with a view to making this the highway for mail and passenger service between New Zealand and England. We are at present considering this application. The object of both colonies must be to foster and promote trade one with the other, and every reasonable facility will be offered for its attainment. The probabilities are that we will be able to enter into a reciprocal arrangement with New Zealand, under which the products of this country will be received free, or at a low rate, in consideration of certain concessions made by us to them. There is also a project on foot in Japan to establish a line of steamers between that country and Sydney. Should this be accomplished, it will afford an alternative route between British Columbia and Australia via China and Japan."

What with these steamers of the Canadian Pacific line newly added to the large British merchant marine, long engaged in extensive trade with China and Japan by way of the Suez Canal, Great Britain has sixty per cent. of China's trade. Who doubts but with the opening of the Nicaraguan Ship Canal the ships of the British Empire will be yet more active in the carrying trade of the Pacific? While in point of strength the French navy is next to the British, yet Great Britain has been keeping in the

North Pacific more warships than France and Russia together, because her commerce with China is so much greater than that of all the other Powers combined. That Russia will have an increasing commerce in the Pacific must become apparent to every one on the completion of her great Siberian railroad.

Siberia contains an area of 24,800,000 square miles, or a million more square miles than all Europe. The present Emperor of Russia went to Vladivostok to drive the first spike in the great railroad which was to reach St. Petersburg. Though 6,000 miles long, its estimated cost will not exceed that of the Canadian Pacific because of the cheapness of labour. On the Trans-Caucasian railroad to Samarcand 5,000 labourers were employed at six cents a day, now increased to twelve cents a day, and rails were laid at the rate of four to five miles a day. Under the plea of military necessity soldiers were also employed, two battalions of 500 each aiding in the work.

Of what use will it be when built? Siberia already produces one-sixth of the world's annual output of gold, while the railroad as it advances is opening up vast deposits of coal, iron, lead, and silver, as well as great timber regions and agricultural lands, which latter promise to compete with the other hard wheat regions of the world. The Amoor river, nine miles wide at its mouth, and navigable for 2,000 miles, and for 600 miles for vessels drawing twelve feet, has already a considerable commerce. Doubtless with the completion of the Siberian railroad Russia will pour a large commerce into the Pacific, and will see that her navy is ample to protect her merchant marine.

In the meantime both Japan and China promise to be no mean competitors of Great Britain as manu-