

north-east corner of the Atlantic ocean! To use a homely phrase, "all our naval eggs are in one basket," and though we may lay them on one side of the globe, the communications on the other may be exposed or shut out from us while they are being hatched.

There are, however, economical as well as strategical aspects of the question of an Imperial dockyard at Sydney.

(1) A ship fitted out in England for the Pacific would be at least two months later on the scene of action than if fitted out at Sydney. The expense of her maintenance during that passage would be saved. While passing from England to the Pacific or back the vessel cannot be counted as effective force, either in that ocean or at home, and coal consumed would alone add very considerably to her value by the time she reached her destination.

(2) The resources of such a dockyard at Sydney would be available in peace for the repair and construction of merchant shipping.

(3) The extent of the ocean and the nature of the service to be performed points unmistakably to the conclusion that in war the chief demand to be met will be for swarms of small unarmoured or partially armoured cruisers. Those who have read the admirable paper on "Civilisation in the Pacific,"* by Mr. Coleman Phillips, and studied Mr. Read's essay, do not require to be told that such vessels can be constructed at Sydney cheaper than in any other part of the world.

(4) As we must expect great development in that English mercantile marine having its birthplace and its home in the great Pacific Ocean, so must we prepare to protect it in war. The ties of youth are not easily broken, and a little care and attention to a mercantile marine starting in life may be the means of binding together the interests and the sympathies of our peace and war navies on the other side of the world.

There is a cloud no bigger than a man's hand hovering near Cape Horn; it is a warning for the Empire to "gird itself up and run for the entrance of the gates of Sydney." Developments and civilisation are steadily advancing to the South, and we have allowed the coal in the Straits of Magellan to slip through our Imperial fingers. Six miles from Sandy Point a coal mine has been opened and connected by rail with the wharf. "Vegetables of all kinds are grown in abundance, and there is excellent pasture for sheep. The Settlement now to a great extent produces enough to supply itself, and it is to be hoped," says Mr. Rumbold,† "that

* See *Journal Royal Colonial Institute*, 1875-6.

† *Report on the Progress and General Condition of Chili*, 1875.