

within, apparently, 100 miles of the beholder. It will cost \$60,000, and will be covered by a steel dome seventy-five feet in diameter, weighing ninety-five tons. Besides the observatory are many other buildings, containing all the valuable instruments necessary for a complete establishment to carry out Mr. Liok's intentions. The citizens of Santa Clara county have built a road to the summit of the mountain, at a cost of \$78,000.

BRITISH PROGRESS.

A RECENT issue of Imperial Federation gives an interesting colored diagram showing the increase in population, area, trade, etc. of the British Empire, since Her Majesty Queen Victoria came to the throne. The colored diagrams appear forcibly to the eye, but even the figures by themselves will be found impressive.

When the Queen ascended the throne her subjects numbered 127 millions; now they are 367 millions. Then the population of the United Kingdom was 26 millions; now 36 millions. The imports of the United Kingdom were increased from £66,000,000 to £374,000,000, and the exports from £58,000,000 to £271,000,000. In the same period the imports of the British possessions have increased from £26,000,000 to £216,000,000, and the exports from £30,000,000 to £218,000,000.

The public revenues of the United Kingdom have grown since the Queen's accession from £55,000,000 to £93,000,000, and of the British possessions from £23,000,000 to £115,000,000.

In 1837 the shipping entered and cleared at ports of the United Kingdom was 9,000,000 tons; this year it will reach 64,000,000 tons. In the fifty years the average entered and cleared at ports in the British possessions has increased from 7,000,000 tons to 78,000,000 tons.

Then the United Kingdom had but 1,500 miles of railway, carrying 15,000,000 passengers and with a traffic of £3,000,000 per annum; now 19,000 miles of railway carry 5,000,000 passengers and have a traffic of £1,000,000. The British possessions, which then had no railways, now have 32,000.

Since Her Majesty came to the throne her subjects have more than doubled in number; the trade of the mother country has increased five-fold, and of the British possessions eight-fold. The public revenue has nearly doubled at home and increased five-fold in the possessions of the empire. The shipping

entered and cleared has increased in the British Isles nine-fold, and in the colonies eleven-fold. In the same period railway and steamboat construction and employment for travel and trade have grown from almost nothing to gigantic proportions.

These are marvellous figures of material progress within one reign. But what is quite as important is the fact that the enlightenment, enfranchisement and bettered condition of the masses, the growth of civil liberty, of art and culture, have kept pace with the gigantic strides in population, trade and wealth.

CHINESE PROGRESS.

The London *Spectator* not long ago called attention to the remarkable change in Asiatic politics caused by the sudden rise of China to a place among the "World's Powers." This change has taken place notably within the last five or six years. The French government has had its eyes opened during its recent encounters with "The Middle Kingdom." Both the army and navy of China are now organized and equipped on the most approved European models, and her coast-line fortifications are every year being strengthened, so that she becomes yearly increasingly formidable. Though she may not yet be able to defeat a first-class Power, she is certainly able to inflict so much damage with so little loss that even a first-class Power will hesitate to challenge her without the gravest reason. Hitherto China has acted solely, or mainly, on the defensive, and wishes only to be left alone, a seemingly reasonable enough wish, and one which it is to be hoped other nations will have sense enough to respect; for it is not easy to predict the consequences that might ensue should so populous and resourceful a nation be provoked to aggression. There are good reasons why Canada should wish friendly relations between Britain and China to continue. The most interesting mission work there; and the profits of the trade possible between the two countries, should this country become, as seems likely, the highway between Europe and Asia.

The bulk of the Chinese export of tea has of late been sent to San Francisco instead of in the other direction by the Suez Canal as formerly. This is a very important fact for Canada. The completion of the Canadian Pacific and the opening up of Vancouver as a terminus of the road is already diverting a great amount of trade to the latter city, which should at no very distant date become a formidable competitor to the city of the golden gate. The importance of the trade can be realized