

and general accuracy which characterize the views of an earnest advocate of the all-Red Line. The words actually transmitted year by year vary from the estimate, but the total result for the whole period confirms, in a remarkable way, the soundness of his opinions and the accuracy of his predictions. For himself, on being questioned, he speaks of the closeness of the estimate with actual results as being largely a matter of accident, as he made no pretensions to such extreme accuracy, but the fact remains, his calculations have been completely verified. In submitting his views in 1893 to the people of Australia and New Zealand, it was his "wish to avoid extravagant statements and too sanguine estimates"; it was his "particular desire to keep strictly within reasonable probabilities." Does not this singularly close estimate in itself tend to inspire confidence in the well-considered statements and thoughtful patriotic predictions of one who has given more study to this great Imperial problem than any other man? His latest utterances (already mentioned), "The meaning of the Pacific Cable," appear in the last number of "Queen's Quarterly," from which we may appropriately take a sentence or two to conclude the volume:—

"The expense of laying and maintaining cables would be a mere insignificant bagatelle compared with the incalculable gain to the public resulting from a State-owned ocean telegraph system. The principle of the penny postage, a low uniform charge for all distances, would be once more signally vindicated. Cable rates at first at one shilling, later at sixpence a word, without regard to distance, would undoubtedly produce an enormous expansion of traffic,—eventually such a surplus as would probably warrant a further reduction in rates."

To sum up the commercial, social and political exigencies of the Empire demand with ever increasing urgency a system of imperial telegraphy. The whole