

its adoption of Western civilisation, is a matter of only secondary importance. It is one, however, which is bound to hasten the other and greater movement, probably to speedy world catastrophe.

The artificial bisection of a hemisphere is by itself no secondary performance. Indeed it is a geographical event of the first magnitude. We are about to see the projection of the Pacific coast line through the hemisphere into the Atlantic Ocean—a project fraught with untold interest because it will revolutionise some aspects of the world's commerce and change fundamentally certain elemental economic conditions upon which rest the great movements of world politics. There is no part of the world which will be influenced more profoundly by the new movements on the Pacific Ocean than British Columbia, and Canada and the Empire through British Columbia.

Let us glance at some of the bearings of the Panama Canal in our world outlook. Look for a moment at the outlines of all this change and what it is destined to mean. Take your map of the Western Hemisphere. Draw your lines from New York to Valparaiso; from Victoria to New York; from Liverpool to Yokohama. Make Panama the hub of your commercial wheel. Number the trade routes which centre there to diverge again. You will see at a glance that not only is a new day dawning for Central America and for the north of South, and for the west coast of North America, but for some far-away lands as well. You will see new trade routes which the logic of events will lay out where never before they had been possible. Here is a brand-new ocean waterway to be. It will bring the Hudson and the Mississippi, the Orinoco and the Amazon but little more than a possible week's sail from the Pacific Ocean; and it will bring the Gulf of Mexico, and the Caribbean Sea, with their many seaports and with their vast resources, within a few days of it. The mouth of the Mississippi (and that means an increasing share of the trade from the largest and economically most important single area in the world—the great interior plain of North America in both the United States and Canada) will for purposes of commerce be brought 581 miles nearer Valparaiso, Shanghai and Vancouver, Sydney and Wellington, Melbourne and Honolulu. Jamaica and the British Possessions of the West Indies will be thrown across the very highways of world commerce and world progress. The whole shipping from Boston and New York to British Columbian ports will be shortened by 8,415 miles; from Victoria to Liverpool by 6,046 miles. At the present time British Columbian vessels sail but little further going to Liverpool than to New York, because they must sail round the easternmost point of Brazil, Pernambuco, which is almost equidistant from these two ports on either side the Atlantic. But Colon on the Canal is 4,720 miles from Liverpool and but 1,961 miles from New York—a commercial advantage of 2,759 miles in favour of the United States—if she only had ships. This Canal is making it more than ever evident that the future belongs to those nations with adequate navies and mercantile marines; and this means that the big ditch is being built in some spasm of blind optimism out of the subconscious altruism of the people of the United States for the benefit of Europe and Japan—and British Columbia. Against this fact it may be urged that little benefit will accrue to the Philippines, whose capital is now by way of Suez 11,601 miles, and by way of Panama will be 11,585 miles from New York. The Panama Canal will shorten the distance between the American metropolis and the capital of the Philippines by just sixteen miles.

The Isthmian Canal is but a part of the Greater American Waterways Project. As soon as this is finished it is possible that the United States will start in a large way