

Malta in the Mediterranean, and Halifax and Bermuda in the Atlantic, are Imperial stations of vast importance, equally so must be Vancouver in the Pacific, from whence to guard her vast interests in this distant part of the world, and to watch over the United States and Russia, which latter power has advanced—within the last twenty years—eight hundred miles down the Asiatic coast, being now distant eight days by steam from Hong Kong and 15 from Vancouver. England has not a single naval station and dockyard in the Pacific; and her fleets operating in this vast sea are dependent on their base of operations situated thousands of miles away in the Channel Isles. But the United States have an arsenal at Mare's Island on the Pacific coast, and Russia likewise at Vladivostock—the former 7,000 miles and the latter 8,000 miles nearer Sydney than Plymouth. A military and naval station and coaling depot at Vancouver, therefore, becomes of pressing importance. Complications either with the States or Russia, in the present state of affairs, would take England at a sad disadvantage, and might, very possibly, cost her her possessions in the Pacific. And this railway from Halifax to Vancouver—entirely through British territory—as a means of access to this station likewise becomes of pressing importance, nay an imperative necessity.

Therefore, it is the bounden duty of England to co-operate, and on equal terms, with us in the immediate building of this Imperial and National highway. If \$20,000,000 were given without a dissentient voice to control the Suez Canal, well may \$50,000,000 be invested in this railway to secure the double interests at stake. England should not attempt to shirk her duties towards the Empire, and to impose upon us a task beyond our strength.

Parliament in the meantime should at least withhold its sanction to the Yale Kamloops contracts as prematurely

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