

try we need to examine also its Latitude—or "Angle of divergence from the Equatorial plane"—and its surroundings. These give us the probable climate, prevailing winds, means of defence, and facilities for commerce. If the surroundings are sea, a special study ought to be made of the particular sea—its oceanic connection, its winds, its depth, its coasts, its rainfall, the number and volume of its rivers, and the temperature over it. In the case of an inland sea, we ought further to enquire into its level, its connection with any other sea, and the existence of any currents in or out. In the case of a badly situated sea, like the Caspian, we must also enquire into the kind, quality and supply of steam-fuel.

In considering the surface of a particular country, the watershed is much the most important feature; and special attention should be devoted to any rivers that run against the lie of the country, as they will be the most useful in some ways. They will be no use for navigation; but they will bring down more alluvial matter, lay bare more metal and mineral, and be more valuable for electrical and other "motive" purposes.

As the discovery of metals depends so largely on the amount and the force of the rainfall—especially in new countries, which are also the least disforested—and, as the kind of metal depends on the age and nature of the rocks, we need some knowledge of Meteorology and of Geology (especially in reference to coal).

The character of the rocks will lead on to the character of the soil at their base, and their position and height will be a guide to the temperature and water-supply. These two, with the soil itself, will at once indicate the kinds of vegetable products which could be grown in the place; and the only remaining questions are: What markets are at hand? In what

condition must the commodities be placed in them? What facilities are there for reaching them?

We may then proceed to a classification of wants. This involves the questions of population and the distribution of industry and intelligence; and we shall have to distinguish real from acquired wants, and national from natural boundaries.

One or two short illustrations may serve to elucidate the matter.

Take the question of Chinese labour in Australasia. With the Chinaman fish is an "acquired" necessity; and—apart from any Chinaman—the commercial products of the sea are of first rate importance, because an acre of sea is infinitely more productive than an acre of the richest land. For instance, the average crop of wheat per acre in the world is seventeen bushels—call it half a ton; seventeen tons of fish have been caught in one night by five boats over fifty acres of sea. However, the Chinaman at home spends his time—by day and by night, with every kind of line and net and boats, and with every imaginable device and decoy, animate and inanimate—in fishing and eating fish. Now the general idea that the Australasian waters are very badly supplied with fish is quite erroneous; but reasonable precautions with regard to season and situation must be taken, and fish found in the colder waters are the more edible. If, then, the Victorian fisheries are to be greatly developed, there arises an absolute necessity for a uniformity of inter-colonial railway gauge to prevent delay and transference of carriage. That the present conditions are prohibitive of the development of any fresh fish industry may be conclusively gathered from a comparison of the English fish trade before and after the construction of the Eastern Counties Railway. I may add the suggestion that the importance of