

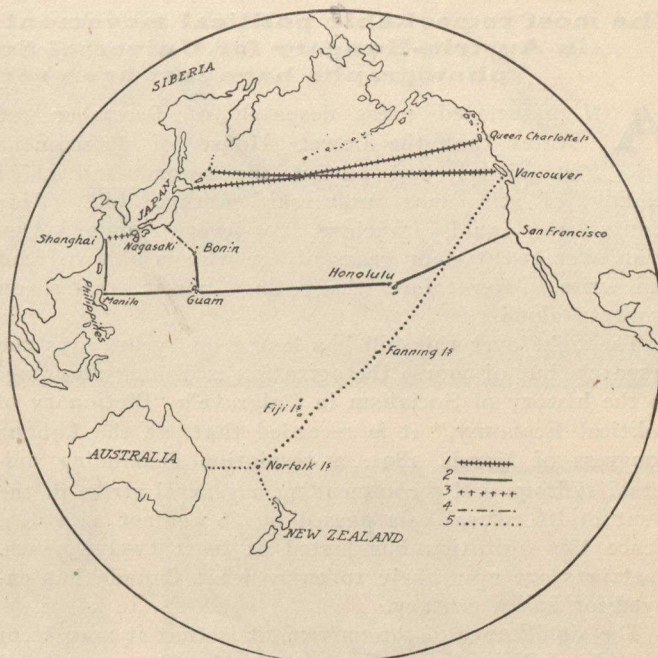
bined operations of the fleets and armies of the allies. It has been predicted that the next great international struggle will be in the Pacific; but whether the next or not such struggle is sure to come and Great Britain and Japan will probably both be engaged in it.

So one may safely conclude that both in peace and war; for offence, for defence and for commerce, a Canadian cable to Japan would be a worthy contribution to the interests of the whole Empire, while at the same time it would be most of all valuable to develop Canada's own legitimate North Pacific trade.

The cost would not be great. The world's submarine cables long and short have cost about \$800 a mile. Deep sea cables alone have averaged higher. The American cable to the Philippines, 6,912 miles, cost \$12,000,000, but on account of its great length it had to be laid in sections, necessitating stations at different islands and a number of expensive "shore ends." Shore ends, of course, are very costly and often extend many miles out from land before they reach water deep enough to ensure the cable's safety from the action of the tides. Besides, a long section of the American cable was laid over a mountainous bottom which added greatly to the expense. The cable from Vancouver to Australia has also several stations but it cost only \$1100 a mile. A Canadian cable to Japan would require no intervening stations, and the admiralty charts, giving the soundings, show the bottom of the North Pacific to be favourable for cable laying. It is practically certain, therefore that the cable would be cheaper than the Australian cable. Probably \$1,000 a mile would cover the cost and by taking the nearest points, between Canada and Northern Japan, or possibly the Kurile Islands, the distance could be reduced to less than the length of the span between Vancouver and Fanning Island, 3,600 miles, which is now the longest distance between stations in any operating cable. The Japanese Government would be interested and would wish to control all connections from the main landing to their system of land lines of telegraph. Canada's expense would end with the first Asiatic station. Indeed if Japan were approached she would probably agree to share the responsibility for the whole line. But assuming that Canada should pay all the cost, a single line could be built for less than \$5,000,000.

Apart from the national and imperial benefits derived, the cable ought to be a good investment. It would be thousands of miles shorter than the line of communication from San Francisco, via Honolulu, Guam and Bonin, to Japan. Not only, therefore, would the initial cost be much less, but it would be much speedier and therefore cheaper to work. Look at the Atlantic. Every cable between Great Britain and this continent, whether British or American, lands on this side in Canada or Newfoundland, so as to shorten the distance. A direct line to the United States was once projected, but the company was forced to change its plans and land in Canada because a long cable cannot compete with a short one. The Canadian line across the Pacific would have the same advantages and for the same reason must attract most of the business from all parts of North America to Japan. It must be remembered, too, that the business of all the north eastern Asiatic mainland with this continent would be gathered to this line, over the Japanese Government and other foreign cables. A

second line would probably soon be required, but only when business demanded it, and had grown large enough



1. Line suggests course of proposed Canadian Cable with a choice of landings at either end.
2. Line shows American Cable with its connections reaching Japan. It is wholly American from San Francisco to Manila and on to Shanghai from which point the Danish Cable (3) connects with Nagasaki. From Guam, an American branch runs to Bonin, there meeting the Japanese Government Cable (4).
5. Line showing Australian Cable.

Drawn for THE CANADIAN COURIER by H. Jewell.

to make it profitable. The more the better as long as the lines pay.

Space will not permit a discussion of the life of a cable, its maintenance and renewals. These, however, can be approximately determined from the experience of the other cable companies throughout the world. I need only say that the character of the bottom of the North Pacific Ocean is favourable to long life and economy in repairs.

Nor can I go very far into the question of public ownership. It must be noted, however, that the public ownership of a cable between distant parts of the same empire is a question quite distinct from public ownership of a line between different nations. It has been found that it is easier for a private company to obtain facilities for doing business in foreign countries than for government agents to do so. Foreign governments are shy of political telegraph lines.

But if a private company is to build and operate a cable the government should make sure, when it grants it landing rights or a subsidy or guarantee of revenue, that the landing stations are located where they can be defended in time of war, that there shall be an agreed efficiency of construction and service, that government messages shall have priority and reduced rates, that the rates shall be subject to government control, that the line shall be operated subject to the International Telegraph Convention, that the government may operate the line in time of war, subject to compensation, that the line shall be controlled by British subjects and that the contract shall not be assigned or sublet without the government's consent.

