

large number of fine steamers would gradually have been built for the Cape route, and, though the sailing ships which formerly carried the India and China trade would have held their own longer, we should by this time have had more of the class of steamer that would be invaluable to us in war time; and our trade would not have been liable, as it is now, to paralysis by the closing of the canal.

"Third. Sir William Hunter has pointed out, that, since the opening of the canal, India has entered the market as a competitor with the British workman; and that the development of that part of the empire as a manufacturing and food-exporting country will involve changes in English production which must for a time be attended by suffering and loss. Indian trade has advanced by rapid strides, the exports of merchandise have risen from an average of fifty-seven millions for the five years preceding 1874 to eighty-eight millions in 1884, and there has been an immense expansion in the export of bulky commodities. Wheat, which occupied an insignificant place in the list of exports, is now a great staple of Indian commerce, and the export has risen since 1873 from one and three quarters to twenty-one million hundredweights. It is almost impossible to estimate the ultimate dimensions of the wheat trade, and it is only the forerunner of other trades in which India is destined to compete keenly with the English and European producers.

"The position in which England has been placed by the opening of

the canal is in some respects similar to that of Venice after the discovery of the Cape route; but there is a wide difference in the spirit with which the change in the commercial routes was accepted. Venice made no attempt to use the Cape route, and did all she could to prevent others from taking advantage of it; England, though by a natural instinct she opposed the construction of the canal, was one of the first to take advantage of it when opened, and, so far as the carrying-trade is concerned, she has hitherto successfully competed with other countries."

It is hardly possible to imagine what the effect of the American canal will be. Its influence is likely to be undervalued in Europe, as it will undoubtedly far more benefit the United States than European states. It will undoubtedly cause a revolution in the carrying-trade, and wrest from England's hand the profit obtained by distributing many Eastern goods over Europe and America.

The importance of geography, and more especially of commercial geography, has recently been emphasized by many English writers, and nowhere has this science more ably been advocated than in Sir C. W. Wilson's address, from which we quoted above. If this science is important to England, it is even more important to us, who have to develop the unknown resources of our vast territory. There can be no doubt that from an intelligent pursuit of this science great benefits would accrue to the welfare of our country.—*Ex.*

THE volume of the sun is about 1,330,000 times that of the earth. To give some idea of this difference, let us make a few comparisons of familiar objects. For instance, let the sun be represented by a man weighing 190 pounds. There are 7,000 grains in a

pound avoirdupois, and this multiplied into 190 gives us 1,330,000. Now a grain may be represented by the kernel of wheat, which was in fact the original of the grain weight. So you have on the one hand the sun represented by a large man, and on the other the earth by a grain of wheat.