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JOURNAL

OF THE

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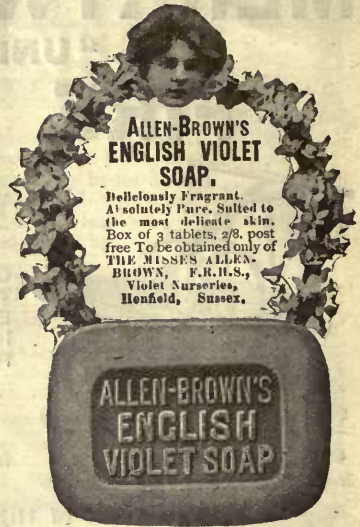
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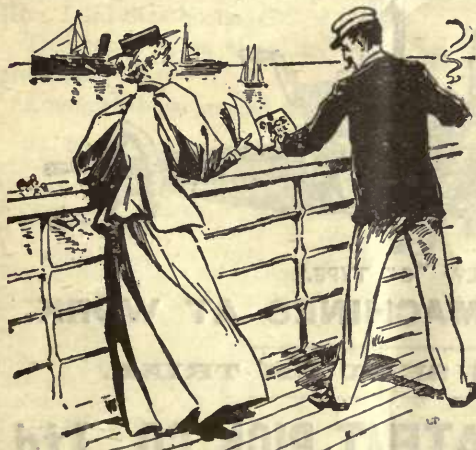
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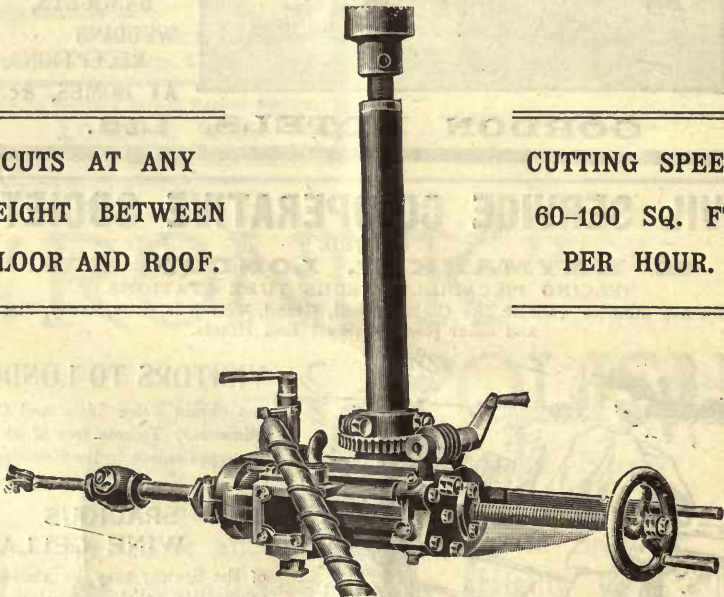
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PROCEEDINGS.

SIXTH ORDINARY GENERAL MEETING.

THE Sixth Ordinary General Meeting of the Session was held at the Whitehall Rooms, Hôtel Métropole, on Tuesday, April 7, 1908, when a Paper on "The All-Red Route" was read by the Right Hon. Lord Strathcona, G.C.M.G.

The Right Hon. the Earl of Derby, K.G., G.C.B., G.C.V.O., presided.

Amongst those present were the following:—

MR. R. A-ABABRELTON, DR. H. T. D. ACLAND, MR. W. ACTON-ADAMS, MR. AND MRS. M. H. ALEXANDER, REV. P. R. ALLNUTT, MR. AND MRS. R. L. ALLPORT, MESSRS. A. J. F. ALEXANDER, GILBERT ANDERSON, W. HERBERT ANDERSON, DR. R. AMBROSE, M.P., MESSRS. C. N. ARMSTRONG, F. PERCY ARMSTRONG, A. E. ASPINALL, F. BADY, R. TWEED BAIRD, J. B. AND MISS BAILEY, MESSRS. G. M. BALLARDIE, J. BALLARDIE, C. R. BANNISTER, MRS. M. BANTRIS, MR. AND MRS. J. H. BATTY, MESSRS. H. D. BAYNE, WILLIAM BAYNES, H. H. BEALES, MISS BEALES, MESSRS. R. H. BALFOUR BLAIR, J. R. BOOSÉ, W. BOWDEN, BRAINE, R. D. BRAND, H. H. BRIDGE, P. F. BRITAIN, A. BROOM, MISS BROWN, MISSES HARRIS BROWNE, MR. AND MRS. T. B. BROWNING, MR. A. BRUCE-JOY, MR. AND MRS. J. BUCKLAND, MR. M. D'ARBLAY BURNEY, SIR T. FOWELL BUXTON, BART., G.C.M.G., MISS CALLENDER, SIR DUNCAN CAMPBELL, BART., COLONEL C. F. CAREY, MR. J. C. CARGILL, MR. AND MRS. J. R. CHALMERS, MESSRS. W. CHAMBERLAIN, A. J. CHESTER, E. CLARKE, MR. AND MRS. T. R. CLOUGHER, MR. R. ROSS CLUNIS, MISS H. CLUNIS, MRS. E. COATES, MR. J. COATES, HON. SIR JOHN A. COCKBURN, K.C.M.G., M.D., MR. E. P. COLEMAN, CAPTAIN R. MUIRHEAD COLLINS, R.N., C.M.G., RIGHT HON. SIR JOHN C. R.

COLOMB, K.C.M.G., MESSRS. GRAHAM COLMER, J. G. COLMER, C.M.G., MRS. COLMER, MR. AND MRS. A. R. COLQUHOUN, MR. B. F. CONIGRAVE, COMMISSIONER COOMBS, MESSRS. C. COOMER, ALEX. COOPER, MR. AND MRS. E. P. COTTON, MR. W. F. COURTHOPE, COLONEL J. H. COWAN, R.E., MESSRS. W. J. COX, H. CROOK, H. C. CROOK, F. B. CROFTON, W. S. CUFF, C. CZARNIKOW, B. H. DARBYSHIRE, E. DARBYSHIRE, MRS. DAVIS, DR. R. ST. M. DAWES, MR. R. C. H. DAWES, DR. RANKINE DAWSON, MESSRS. H. D'EGVILLE, HENRY DENTON, VICOMTE DE LAPRÈ, MISS C. DE THIERRY, MR. I. HORAK AND MISS DE VILLIERS, MR. C. W. DIXON, COLONEL C. M. DOBELL, D.S.O., MR. W. M. DOBELL, MRS. DOBELL, ADMIRAL SIR ARCHIBALD DOUGLAS, G.C.V.O., K.C.B., SIR ARTHUR P. DOUGLAS, BART., MRS. R. DUBE, MR. AND MRS. H. F. EATON, MR. H. W. EDWARDS, LT.-GEN. SIR J. BEVAN EDWARDS, K.C.M.G., C.B., MR. S. EDWARDS, MAJOR E. H. M. ELLIOT, COLONEL JOHN A. FERGUSSON, MESSRS. O. E. FLEISCHMAN, H. E. FULFORD, C.M.G., D. E. GIBB, MAJOR H. C. C. GIBBINGS, SIR HUGH GILZEAN-REID, MISS GLESON, MESSRS. G. W. GORDON, W. L. GRANT, W. L. GRIFFITH, E. HAGGARD, J. G. HAMILTON, C. A. HANSON, CAPTAIN E. B. HANSON, MESSRS. T. HARLING, A. HARVEY, CAPTAIN A. S. HAY, DR. A. HAYDON, MRS. H. S. HAYNES, MESSRS. A. S. HAYNES, S. H. S. HAYNES, C. HEAPS, J. C. A. HENDERSON, J. A. LEO HENDERSON, W. HENDERSON, MISS J. C. HERBERT, MESSRS. GERALD HERVEY, V. S. AND MISS HERVEY, DR. ALFRED P. HILLIER, MR. C. A. HOATHER, MR. AND MRS. L. F. HARROLD, MR. C. HEARSON, MISS HENSON, MESSRS. J. F. HOGAN, P. A. HURD, G. B. HUNTER, HON. J. G. JENKINS, MESSRS. T. H. JOHN, M. F. JOHNSTON, MRS. AND MISS PERCIVAL JOHNSTON, MESSRS. C. F. JUST, W. L. JUST, H. W. JUST, C.B., C.M.G., W. L. MACKENZIE KING, C.M.G., MISS KING, MR. AND MRS. W. M. KIRKCALDY, MRS. KENSIT, COLONEL D. C. LAMB, LT.-GEN. J. W. LAURIE, C.B., MRS. LAURIE, MESSRS. C. LAZENBY, P. LE CORNU, G. B. LEECHMAN, W. LEFROY, MRS. LEWIS, MR. AND MRS. R. LITTLEJOHN, MISS LITTLEJOHN, SIR CHARLES LUCAS, K.C.M.G., C.B., MISSES MACARTNEY, MESSRS. D. MCCALLUM, J. E. AND MISS McDONALD, MESSRS. H. D. F. MACGEAGH, J. G. MCGRATH, MRS. McLEAN, MESSRS. DONALD MACMASTER, K.C., W. MOLSON MACPHERSON, DR. T. M. MAGUIRE, MISSES MAGUIRE, JUDGE MAHAFFY, MESSRS. GIBB MAITLAND, J. R. MARRIOTT, T. F. MARSHALL, MR. AND MRS. W. MELHUISE, MESSRS. MEWBURN, W. R. MEWBURN, C. A. DUFF MILLER, A. C. MOORE, MRS. A. W. MORISON, MISS S. MURPHY, MESSRS. FREEMAN MURRAY, J. MURRAY, MR. AND MRS. W. MURRAY, MISS MURRAY, MISS NEALOR, MR. W. NEIL, SIR E. MONTAGUE NELSON, K.C.M.G., MESSRS. W. F. NICHOLSON, JOHN NIVISON, R. NIVISON, R. D. NOBLE, EDMUND NORDHEIM, E. B. OSBORN, DR. T. W. PARKINSON, MESSRS. A. E. PEARCE, E. C. PENNEY, R. W. PERKS, M.P., MRS. PERRIN, MRS. J. PLATNANER, MR. T. G. PLEYDELL, REV. S. G. PONSONBY, MESSRS. J. G. POOLE, J. WILSON POTTER, CAPTAIN POUNDS, MR. W. POWER, M.P., MRS. POZZACK, MR. PUGH, MISS PYBUS, DR. H. RANCE, HON. C. H. RASON, HON. W. PEMBER REEVES, HON. AND MRS. GEORGE RIDDOCH, CAPTAIN W. P. ROCHE, MESSRS. W. E. ROBERTS, R. ROBSON, T. J. RUSSELL, J. SADLER, MRS. G. ST. AUBYN, COLONEL B. A. SCOTT, MESSRS. F. S. SCRUBY, J. R. SCRUBY, MRS. SIMPSON, MESSRS. A. SIMS, SINGLETON, MR. AND MRS. ALFRED SMITH, MISS A. A. SMITH, HON. C. J. SMITH, MR. AND MRS. HAMEL SMITH, MR. THOMAS F. SMITH, MISS ANNIE SMITH, MISS CLARA SMITH, MR. C. W. A. STEWART, REAR-ADMIRAL H. STEWART, MRS. STOWE, SIR GERALD STRICKLAND, K.C.M.G., LADY EDELINE STRICKLAND, MRS. D. TARBET, MR. AND MRS. E. E. F. TARTE, MESSRS. E. F. TAYLOR, C. F. TARREY, P. TENNYSON-COLE, MISS THOMAS, MR. H. C. THOMSON, SIR WILLIAM H. TREACHER, K.C.M.G., MR. TUBBS, HON. AND MRS. J. H. TURNER, MESSRS. J. F. B. VANDELEUR, A. WALKER, MISS E. WALKER, MR. AND MRS. F. WALKER, MR. AND MRS. A. H. WALLIS, MISS WALLIS, MRS. WALTON, MR. T. R. WARD, LT.-COLONEL D. WARLICKER, MESSRS. C. WATSON, HARRISON WATSON, MISS WEBSTER, MRS. WEST, MR. H. A. WICKHAM, MRS. LAURA WHITE, MISSES WILSON, MR. AND MRS. J. WISEMAN, MESSRS. J. P. G. WILLIAMSON, E. H. WOODS, MISS L. H. YATES, MISS ADA M. YOUNG, SIR FREDERICK YOUNG, K.C.M.G., COLONEL SIR JOHN S. YOUNG, M.V.O., LADY YOUNG, MR. J. S. O'HALLORAN, C.M.G. (SECRETARY).

The Minutes of the last Ordinary General Meeting were read and confirmed, and it was announced that since that Meeting 21 Fellows had been elected, viz. 5 Resident and 16 Non-Resident.

Resident Fellows :

Arthur F. Argles, Frederick D. Green, Major the Hon. Algernon H. C. Hanbury-Tracy, C.M.G., D.S.O., Thomas F. Marshall, Aubrey W. Tilby.

Non-Resident Fellows :

John A. Austin, F.R.G.S. (North-West Rhodesia), Digby R. A. Bettington, (Sierra Leone), Arthur J. Brierley (New South Wales), Charles A. Chidell (Transvaal), Oswald Gamble (British East Africa), James M. Halliday (British North Borneo), Alwyn S. Haynes (Federated Malay States), Claude W. Hull (Southern Nigeria), Joseph P. Ireson (Ceylon), Wilfrid B. Jackson (British East Africa), Major William Jardine (Cape Colony), Robert A. Lapham (North-Eastern Rhodesia), Geoffrey A. Stafford Northcote (British East Africa), John L. Peddie (Transvaal), James Ryan, J.P. (Newfoundland), John F. Templer (Ceylon).

It was also announced that Donations to the Library of books, maps, &c., had been received from the various Governments of the Colonies and India, Societies, and public bodies both in the United Kingdom and the Colonies, and from Fellows of the Institute and others.

The CHAIRMAN: Before I call on the reader of the Paper I am asked to invite you to express your sympathy with the following resolution, which was adopted by the Council at its meeting to-day, with reference to the late Duke of Devonshire :—

“The Council of the Royal Colonial Institute lament the death of the Duke of Devonshire, K.G., G.C.V.O., a public-spirited, broad-minded, and influential statesman, who was associated with the Institute for nearly thirty years, first as one of its Fellows, and then as a Vice-President.

“The Council desire to offer to her Grace the Duchess of Devonshire and the other members of the family the assurance of their most sincere and respectful sympathy and regret.”¹

¹ The following reply has since been received :

“Devonshire House, Piccadilly, W. :

“April 17, 1908.

“DEAR SIR,—The Duchess of Devonshire has asked me to convey through you to the Council of the Royal Colonial Institute her sincere thanks for their kind message of appreciation and sympathy.

“Yours faithfully,

“C. G. HAMILTON.

“J. S. O'Halloran, Esq.,
“Royal Colonial Institute.”

I think there can be few in this room who have not admired the character, the public spirit, and the general public conduct of that lamented nobleman. From a young man he took to public life with, I believe, a strong sense of duty, which never deserted him, and opponents who respected him, as well as friends who praised him, would bear testimony that to the end of his days he was the same true, open-minded, honest gentleman as he was when he first went into Parliament. Parliamentary manners, as some of us know, were not at all likely to carry him away from the sense of duty and from that strong common-sense view which he took of all matters that came before him; and though he was not, perhaps, one of those who shone particularly in debate—certainly he would not have made that claim for himself—still there was a sterling good sense, an accurate honesty, and a complete knowledge of his subject which displayed itself in everything with which he dealt, and carried its due weight with the public. With reference to the latter part of the resolution, I will only say that for the lady, under such circumstances, one has a difficulty in speaking, especially when, as in the present case, one is nearly allied to her by marriage. But I may say this, that there are many duties which a great lady in society can perform, that there are many ways in political and public life in which she can aid her husband, and in all those matters there is no one of whom I know that did more to support her husband and help him in his public work than her Grace the Duchess of Devonshire. I will now ask our noble friend Lord Strathcona to read his Paper. If any man has a knowledge of this subject, it is he, and we look forward with interest to what he is going to tell us.

Lord STRATHCONA then read his Paper on

THE ALL-RED ROUTE.

THE Fellows of the Royal Colonial Institute always take a deep interest in matters of Imperial importance—in all questions that are connected with the progress and development of the different parts of our great Empire; and it is for that reason I have ventured to take advantage of a suggestion made to me to read a Paper to-night with reference to the "All-Red" route.

By the "All-Red" route is meant the British highway between Great Britain, New Zealand, and Australia by way of Canada—along which the objective points shall be entirely in British

territory or under British control. The proposition now under consideration is to take advantage of that route, and to provide rapid communication, for mails and passengers, between the Motherland and those Dominions beyond the seas, utilising in Canada the trans-continental lines, and, on the Atlantic and Pacific Oceans, steamers whose speed and accommodation shall be of the best and most up-to-date character.

There are, no doubt, other "All-Red" routes between various parts of the Empire; and the particular one we are to discuss this evening has already been partially developed for Imperial purposes. We recognise the improvement in the Atlantic service to Canada in the last few years, the excellence of the railway facilities across the Dominion, and the fact that there is a regular line of steamers on the Pacific between Canada, New Zealand, and Australia. On the other hand, few will be found to admit that sufficient use is made of the unique opportunities afforded by such a magnificent through route, or that the present services on its Atlantic and Pacific links are in the matter of speed what the countries concerned have a right to expect—when, as we believe is the case, they are prepared to pay for better accommodation in that respect.

Let me say at once that I am not actuated in any way by a spirit of antagonism to the existing services between Great Britain and Australia. The service by way of the Suez Canal has been, and must continue to be, of the utmost value to Australasia. There is nothing in the proposed scheme which will affect it to any extent. Neither can it divert the immense freight traffic which passes by that channel, or by way of the Cape. And it is hardly to be expected, with the rapid advance sure to be witnessed in Canada in the near future, that the present steamship lines to the Dominion will be prejudiced. The utilisation of the "All-Red" route, under Imperial recognition, is being suggested with the view of making the utmost use of an available alternative highway to the East, in such a manner as to afford the greatest benefit to the Empire, from commercial, political, and strategical points of view. Can it be otherwise than that all the countries concerned will share in the additional prosperity that must accrue from the proposed improved means of inter-communication?

There is nothing new in the proposal. It has formed the subject of discussion for the last twenty years or more—indeed, it has been before the public ever since the completion of the Canadian Pacific Railway in 1885. For all that time there has been on the Statute Book of the Dominion an Act of Parliament

authorising a large subsidy for an improved Atlantic service ; but none has yet been provided of the speed then contemplated. On one or two occasions contracts for such a service have been on the verge of completion, and the financial assistance of the Dominion and Imperial Governments has been conditionally pledged for the purpose, but they never matured. The present service from Vancouver to New Zealand and Australia was organised with the object of forming a link, to be strengthened from time to time, in the chain of through fast communication. That part of the scheme has also hung fire because of the difficulties experienced in other directions. That the matter is still very much in the minds of those responsible for the government of the various parts of the Empire is shown by the discussions which took place at the Imperial Conference last year, when the following resolution was unanimously passed :—

“That, in the opinion of this Conference, the interests of the Empire demand that in so far as practicable its different portions should be connected by the best possible means of mail communication, travel, and transportation, and that to this end it is advisable that Great Britain should be connected with Canada, and through Canada with Australia and New Zealand, by the best service available within reasonable cost ; that for the purpose of carrying the above project into effect such financial support as may be necessary should be contributed by Great Britain, Canada, Australia, and New Zealand in equitable proportions.”

The whole question is now being examined by a Committee appointed by the Imperial Government. This Committee has not yet made its report, so that it is impossible to say what its recommendations will be. There is no doubt, however, that the Governments of Great Britain, Canada, New Zealand, and Australia are committed to the principle of improved communication to the Antipodes by way of the Atlantic, the Canadian railways, and the Pacific ; and that if it is found to be practicable and financially reasonable efforts will be made to bring it into existence. We are not at present concerned with the details of any organisation that may be suggested or proposed ; that will be a matter for the countries specially interested, and we may take it for granted that the position of the existing companies will receive every consideration.

Now let us look for a few minutes at the benefits which may be expected from the exploitation on a proper basis of the “All-Red” route. If a service can be established to Canada similar in speed

to that given to New York by the steamers *Lusitania* and *Mauretania*—which, by the way, owe their existence to a large loan on easy terms, as well as to subsidies from the Imperial Government—nearly two days will be saved in the time now taken to convey mails and passengers to a port in the Dominion.

The distance from Liverpool to New York is 3,026 knots, and the time taken by the *Lusitania* and *Mauretania* is, approximately, five days eighteen hours. From Liverpool to Halifax is 2,439 knots, and on the basis of twenty-four knots per hour the voyage would require four days and ten hours. To Quebec the distance is 2,633 knots by way of Belle Isle, and the duration of the voyage at the same rate of speed would be four days twenty hours. From Liverpool to Quebec, *via* Cape Race, is 2,801 knots, and the time would be five days three hours. The average voyage from Liverpool to Quebec at present by the fastest steamers is in summer under six days and a half, and in winter to Halifax about six days. It will be seen, therefore, that it would be quite within the mark to expect a saving of one and a half days, or, indeed, rather more, if vessels capable of doing twenty-four knots per hour were plying direct to and from Canada.

Although, perhaps, it is hardly necessary, it may be repeated that the chances of delay by fog on the northern, or Halifax and Quebec, routes are less than on that to New York. The steamers of the Cunard Company in the early days, indeed for half the term of its existence, used to call at Halifax on every outward and homeward voyage—a practice which was only discontinued when other competing steamers began to pass direct between Liverpool and New York; and it was the boast of the Company for all that time that they did not lose a passenger—a fact which would seem to show that the route has never been considered a dangerous one. Efforts have been made to create a prejudice against the value of the Gulf and River St. Lawrence route for fast travel. But if vessels of about eighteen knots can, and do, use it with safety, surely that is the best answer to any statement of the kind. From 1880 to 1907, that is in twenty-seven years, only five passenger vessels had stranded on the route in question, four of which accidents, it may be mentioned, were adjudged to be due to incompetent and careless navigation. To careful navigators it presents no serious difficulty. It will not be long before there is a channel, 1,000 feet wide in its narrowest part and 40 feet deep at the lowest tides, right up to Quebec—the advantages of which are obvious. The question is also under con-

sideration of laying cables between Quebec and Belle Isle on the up and down tracks of steamers, which will enable them, by means of instruments on board, to keep on a certain defined route in the Gulf and River, and to be in electrical communication all the time, and thus further decrease the present very slight chances of accident. Indeed, thanks to the continual provision of additional aids to navigation, the constant employment of wireless telegraphy, and an ever-increasing intimacy with the route, the causes that make for accidents are, as far as is humanly possible, nearing year by year the irreducible minimum. Lord Brassey stated recently that after much experience of the Gulf of St. Lawrence he fully concurred in the opinion that it had no difficulties which could not be surmounted by proper navigation and such aids as the Canadian Government was supplying, and had supplied; and, further, that he was convinced that the "All-Red" route would be carried into effect at no distant date.

It may be mentioned, by the way, that mails and passengers could also be conveyed by fast steamers on the Canadian route, and reach New York quicker than at present; and it certainly would be a more speedy means of conveyance to all points in the Western United States. So that, in addition to serving Canada and the British Dominions in the Pacific, the proposed new service would, probably, be used for a portion of the American mails, and, at the same time, lead to an increase in the not inconsiderable American passenger traffic which at present passes by the Canadian route.

We start, therefore, with a voyage to Canada of from four and a-half to five days. The present ordinary time from Montreal to the Pacific by the Canadian Pacific Railway is about four days; the journey has been done, and will certainly be done as a regular thing before long, in three and a-half days, or perhaps less. The voyage from Liverpool to Vancouver will thus be a matter of about eight and a-half to nine days at the outside, and rather under than over the latter figure.

As regards the Pacific portion of the route, the distance from Vancouver to Auckland is 6,880 knots. With boats making the voyage at a speed of only eighteen knots the time required would be about fifteen days—excluding stoppages for coal, say at Fanning Island (3,205 miles from Vancouver) and Suva (5,089 miles from Vancouver), for which an allowance of one day might be made—or, say, sixteen days altogether. Allowing for a slight delay at Auckland, or some other New Zealand port, a further three days would be necessary to reach the terminal port, making the time

occupied on the Pacific from Vancouver to Sydney (7,429 miles) nineteen days at the most, and with vessels not nearly so fast as are suggested for the Atlantic part of the service.

Therefore, taking nine days as the duration of the journey to Vancouver, sixteen days thence to Auckland, and a further three days to Sydney, we have a total of twenty-five days to New Zealand and twenty-eight days to Australia. By the Eastern route passengers and mails now reach Sydney in thirty to thirty-one days, and New Zealand in thirty-four to thirty-seven days. The saving, therefore, in the case of New Zealand by the "All-Red" route would be some ten days, and to Sydney two days, as compared with the time *via* the Suez Canal; but it is only fair to state that the times of the latter service will probably be somewhat shorter under the new contract than those fixed by the present agreement. In dealing with the subject from the Australian point of view, it must be remembered that by far the greater portion of the population is found in the eastern part of the continent, and that passengers and mails, in order to reach New Zealand by way of Suez, have to be conveyed along the entire coast line north or south of Australia, according to the route which may be traversed.

These figures in themselves are sufficient justification for an endeavour to open up, and make use of, this important alternative route, apart altogether from the advantages it offers from other points of view. While it will, as already stated, be largely used for passengers and mails, it must tend to make the different parts of the Empire affected by it better known to each other; and who can doubt that benefits, from the commercial aspect of the case, will follow a more intimate acquaintanceship? It cannot fail to stimulate a greater interest in the general well-being of the various countries, and to have important results in encouraging emigration and the investment of capital for the development of the resources which they possess. Anything which promotes such expansion must greatly benefit the railways and steamship companies both at home and in the Dominions beyond the seas—now engaged in the conveyance of products to and from their own markets and to and from the markets of the United Kingdom and the rest of the world.

When we look at the comparatively small populations of Canada, New Zealand, and the different States of Australia, compared with the immense areas of land they possess, only waiting for cultivation to produce food and raw materials of all kinds; when we remember that they form, with portions of South Africa, the most suitable

remaining portions of the earth for the settlement of white people, we are forced to the conclusion that there is a future before the British Empire much greater even than we perhaps dream of to-day. This is, of course, assuming that it always remains under one Flag and one Sovereign—which God grant may be the case—that our political, commercial, and social relations become closer than they are now, and that we continue to work together for the common good. In a word, this prospect is before us so long as every son of the Empire, retaining in full his love for the especial part of it to which he belongs, keeps ever in mind his duties and obligations as a partner in the greater heritage handed down to him and his brethren.

Let us not lose sight of these facts; also that people are becoming congested in most of the old countries of the world; and that new outlets must be found for their energies and ambitions. We shall then grasp the necessity of developing the Empire on Imperial lines, and realise that every available route of communication between its different parts must be utilised, and our domestic and commercial relations built up on a sure and solid foundation.

There is another point of view. In the Mother Country, from force of circumstances—I will not say that they have been entirely beyond our control—we are largely dependent upon outside sources for much of our food and raw material. Happily, much of these are now produced within the Empire, and this will become more and more the case as time goes on. It is most desirable that the ships in which such necessities are conveyed to us should be, as far as possible, under the British flag. Therefore, we must always be on the watch to keep our merchant marine in the supreme position it occupies, and thoroughly up to date. If the best of these ships can be so constructed with a view to conversion into effective armed cruisers in time of need, it will help to assure our position as the predominant Maritime Power, and, indirectly, add to the strength of the Navy. If these considerations are in place with regard to the Atlantic, they apply with tenfold force to the Pacific. Hitherto steam communication across the Pacific from the American continent to Australasia has been intermittent, irregular, and inferior, as compared with that across the Atlantic. If we are to take an important position on that ocean, no better course can be adopted to that end than the establishing and maintaining of regular lines of fast steamships between Canada, New Zealand, and Australia, and China, Japan, and India. In the future there is sure to be an increasingly large trade in that direction, and the nation which first secures control of it will mainly reap the advan-

tages of the situation. Therefore, from the British standpoint, I look upon the third link in the chain of the "All-Red" route as of the utmost importance and full of potentialities. This alternative route to the East would be useful also for the despatch of troops if the necessity ever arises. It should be quicker than by Suez or the Cape, and less liable to danger and interruption; and, as already suggested, the presence of merchant steamers on the Pacific, capable of being used as armed cruisers, would be a distinct gain to the Empire.

It is hardly necessary to dilate on the great attractions of the new route. There is the short voyage across the Atlantic, which, with a good steamer, fine weather, and an interior equal to the occasion, is calculated to give pleasure to the average individual. Then follows the journey through Canada, which can be accomplished in four days, or extended as long as the passenger desires. If he lands at Halifax, days could be spent profitably in exploring the beauties of Nova Scotia, New Brunswick, and Prince Edward Island. In the summer he can either proceed up the St. Lawrence by water or travel by rail from the point where the mails are landed to Quebec and Montreal. In either case the surroundings cannot fail to interest him. The voyage by the Gulf and River is in itself an ever-changing kaleidoscope of beautiful scenery—mountain, woodland, and lovely valleys, with peaceful villages and homely farmsteads—a pastoral scene unique in its way. The City of Quebec, apart from the picturesque position it occupies, is one of the few places on the continent with any pretence to antiquity, and is full of interesting associations connected with the days of the French régime. It is now becoming more of a modern city, with many signs of progress. Its docks, warehouses, and railways are all significant of the times, and serve as manifest indications of future prosperity. When the Quebec Bridge is built, and additional systems of railways thus obtain direct access to its wharves, it is sure to advance by leaps and bounds, and its growth in the next decade or two is likely to rival that of any other city in the Dominion. Montreal is always attractive to visitors; its location is surpassingly beautiful with the St. Lawrence in front and Mount Royal in the background; and it possesses shipping facilities which are a wonder to people who see them and reflect how many hundreds of miles separate the port from the ocean. It maintains its position as the commercial metropolis of the Dominion.

Ontario will remind the traveller of England. The country

along the line of the railways is well-settled and well-farmed; villages and towns, the sites of manufactories more or less important, appear at frequent intervals between other larger towns and cities which are thriving, industrial centres. Toronto occupies an ideal position on Lake Ontario, has many attractions for visitors, and is the starting-place for countless excursions, and notably the one to Niagara. The Great Lakes are remarkable for their extent, for the scenery along their shores, and the business which is done upon their waters. Between Ontario and the Prairies is a district, many hundred miles in length, which away from the line of the existing railway is in some measure a *terra incognita*. That it contains much mineral and forest wealth is certain, and it is known also to possess agricultural possibilities which will be made accessible by the new trans-continental railway now being constructed to aid in carrying to the sea the ever-increasing riches of the great prairies.

Winnipeg, the gateway of the West, has grown in a few years from a city of twenty thousand people to one approaching one hundred and twenty thousand. The journey across the Prairies through Manitoba, Saskatchewan, and Alberta, to the Rocky Mountains, a distance of nine hundred miles, shows the agricultural possibilities of this Golden West. It is, so to speak, one huge wheatfield, extending from the international boundary to some four hundred miles or more to the north. At present, though it offers land and employment to many times the number, it can boast but a million inhabitants. And yet this same country produces over a hundred million bushels of wheat per annum, apart from other grains and farm and dairy produce; so that one can keep within the bounds of reasonable imagination and yet realise the position it is likely to attain with regard to the food supplies of the world in the future.

After leaving the Prairies one passes through the Rocky, Selkirk and Coast Ranges of mountains to Vancouver, the threshold of the Pacific. Probably the scenery on that part of the route is unrivalled. The most exacting of travellers has to admit himself at first astounded and finally delighted with the grandeur and beauty of the panorama that continually unfolds itself before his eyes. Those who have journeyed to New Zealand and Australia by way of Vancouver and Victoria, or San Francisco, will know that the Pacific Ocean and its many groups of islands possess attractions not less interesting than the most vaunted of other routes.

It has been stated that the completion of the Panama Canal will

rob the new route of many of its advantages ; that it will be shorter in distance, and encourage direct steamship communication. The wish may be father to the thought, but, from a practical standpoint, I doubt whether it will ever be a serious competitor. As regards mileage, the "All-Red" route *via* Canada has a slight advantage ; and we must bear in mind also that three thousand miles of the proposed route is on land, along which trains can travel at fifty miles per hour and even greater speed, and that it has advantages in the way of climate and scenery which cannot be afforded by way of the Canal. And, further, it is not only a question of a through route between Europe and Australasia which is under consideration, but of travel and trade to and from Canada—the "half-way house" of the Empire—and between the Dominion and New Zealand and Australia. For these reasons I am still strong in my faith that the "All-Red" route as the British highway between the different parts of the Empire is sure to become popular, and that it will not be subject to much interference by the Panama Canal—which at the best must take many years to complete.

In order to bring the "All-Red" route into operation a considerable sum of money will be required in the way of assistance. Any company or organisation which undertook the service would have to raise large funds to construct the steamers and to carry on the work. No scheme of the kind could be self-supporting from the outset. What large undertaking of that nature can be ? If it were left entirely to private enterprise it might take years, or a generation, before it was brought into being ; there would be the chance that foreign countries might take it up, obtain the control of the routes, gather the passenger trade largely into their own hands, and make a bid also for commercial supremacy in our Dominions. Our competitors are apt to realise to a greater extent than we do that Government assistance is necessary for these purposes ; we see examples of it in many ways. In recent years the competition of other nations for the trade and commerce of our Colonies has been very strenuous, and is likely to be even more so in the future. The less the inclination that is shown on our part to promote closer unity, to realise the grand ideal of developing the Empire for the material benefit of our race, the more will outside countries endeavour to secure the advantages upon which we are inclined perhaps to look too lightly. We must remember also that younger generations are growing up, who may not be as strong as their fathers in the intensity of their Imperial enthusiasm, unless they are met to a certain extent by those whom they regard as their partners in this

common heritage of ours. It seems to me unwise to look upon this scheme, which has for its object the well-being of the Empire at large and the welding together of its different peoples, with any local prejudice or insular narrowness—we must regard it from the broad standpoint of citizens of the Empire. The Colonies do not ask the Mother Country to bear the whole burden of the expense of the "All-Red" route. Canada is prepared to pay its share, so is New Zealand, and Australia, and even the smaller Possessions *en route* which may receive benefits from its establishment. Assistance to the same extent would not always be needed. Surely we may look forward to the time when it will be self-supporting, when any payments would simply be in consideration of services rendered—whether for the conveyance of mails or the provision of a fleet of speedy vessels capable of convertibility into armed cruisers.

The development of steam navigation in the Atlantic could never have been as rapid as it was but for the assistance given by the Home Government to the Cunard Line in the early days of the new propelling power, and even then the voyage occupied fourteen days; and the same thing may be said of the subsidies given to the Allan Line by the Government of Canada when regular steam services to and from Canada were inaugurated. Help was extended not long ago to a British company, as already mentioned, to enable it to hold its own against foreign combination, aiming at monopoly on the Atlantic, although the company traded to a foreign port. About two millions sterling were lent at a low rate of interest, and subsidies were given in addition. All this was done without a murmur; indeed the Government was applauded for its action. Therefore, I cannot bring myself to believe that the United Kingdom will hesitate to join hands with its fellow-subjects in Canada, New Zealand, and Australia, and withhold the financial assistance necessary for the utilisation of this new British route. Indeed we know that the Home Government joined in the resolution at the Conference, at which the following interesting references were made, in the course of the debates, respecting Colonial contributions to the proposed service. Sir Wilfred Laurier stated:—

"Canada will have to contribute liberally, perhaps more liberally than others, because it will have to contribute to both sides—both Pacific and Atlantic. . . . If it (that is, a fast service on the Pacific) can be done by spending money, I may say that they are prepared to go as far as any Government interested in overcoming the difficulties."

Mr. Deakin stated:—"Australian interest in the Pacific trade is as great as that of Canada in getting direct communication as suggested, on terms that the Commonwealth can afford."

Sir Joseph Ward stated:—"New Zealand is now authorised to spend the sum of £40,000 a year for the Pacific service, £20,000 to that *via* San Francisco, and £20,000 to that *via* Vancouver. I am prepared to say that our country would be ready to give £100,000 a year without a moment's hesitation in order to get a fast service across the Pacific, if it were one of, say, twenty days, or three weeks. . . . New Zealand is, beyond all doubt, willing to give her proportion for such service on the Pacific between Canada and New Zealand, so as to make the other portion of the link between the Colonies and the Old World effective. . . . If we want to do a great thing for Great Britain and outlying British countries, let us be prepared to pay the necessary money for it, and bend our efforts to bring these countries into close touch with England, which can be done provided we are prepared to pay enough for it."

These extracts and the final resolution of the Conference serve to show the spirit in which Canada, Australia, and New Zealand and the Mother Country approached the consideration of the matter.

I do not propose to go into financial details, as in my opinion it would be out of place to do so at present. Without proper estimates and a good deal of investigation it is not possible to say what subsidies will be required; but, personally, I do not think they will be so large as the figures that have been mentioned from time to time. The matter is now being examined by the Governments concerned, and when the reports are published they will doubtless contain data as to the cost of the service and the assistance that will be required.

Among the criticisms levelled at the proposed new service by the "All-Red" route, it is urged that it is not needed; that there is already sufficient communication between the different parts of the Empire concerned; and that it will prejudice the interests connected with existing enterprises to establish other competing lines with State aid. That is all very well, so far as it goes, but is it an argument which should induce us to neglect other routes between the different parts of the Empire—routes which have their own advantages and are likely to benefit the countries affected? I think not. Nor need we assume positively that it is necessary to form a new company or companies. If an arrangement is possible among the existing companies by

which the present services could be improved on the Atlantic and on the Pacific, they would certainly be able to make out a strong case for special consideration. It seems to be the idea of some people that the "All-Red" route is merely a scheme for company exploitation. Its introduction under official auspices at the Imperial Conference must be regarded as a rebuttal of any such assertion. The one consideration is the improvement of the means of communication between the different parts of the Empire, by taking advantage of an alternative route which has not yet been utilised to the extent its importance deserves and the interest of the Empire requires.

There is another kind of criticism which has a certain weight with some people, although I am glad to think that they are not a numerous body. They say, "Why should we help the Colonies to improve their communications? They tax our goods, and they contribute nothing towards the Imperial expenditure of the Army and Navy, and we are always lending them money for one thing or another." Now, all that is very plausible, no doubt, but will it bear the test of examination? In the first place, anything that brings the Colonies closer to the Mother Country benefits not one part of the Empire alone, but the whole of it—that should go without saying. The money for new ships would be raised in the United Kingdom, and would provide, it is believed, a good investment for those who lend it. The ships would be built here, and thus benefit a large number of people. Additional communication means additional trade, and the United Kingdom would share in it to a greater extent than any other country. It would lead to a greater movement of people to the various Dominions. It would relieve the congestion at home, bring more land in the Colonies under cultivation, and necessarily create additional consumers and customers for the products of our manufactures. It is true that the Colonies tax the imports of the Mother Country; or, at any rate, a part of them. But in Canada, New Zealand, Australia, and the Cape a preference is given to such imports. In Canada the value of this preference—that is, the difference in the sum payable under the higher scale of duties and that payable under the preferential tariff—means a gain of over £1,000,000 per annum to British trade. On the other hand, I think it will be found that some of the articles imported into this country, coming from the Colonies, are taxed rather heavily. But, be that as it may, and admitting that the United Kingdom is a country whose fiscal policy is based on free

trade, I believe I am right in stating that no particular gain is derived by the Colonies from the fiscal point of view if they are placed on precisely the same footing as any foreign country. The general policy of the United Kingdom is to treat alike the foreigner and the British subject living outside its limits. In the great self-governing Colonies, or most of them, British goods are admitted on more favourable terms than those of their foreign competitors—to the great benefit of British capital and labour. That being so, I venture to think the United Kingdom has the advantage.

It is true that the Colonies do not contribute largely in a direct way to the Naval and Military expenditure of the Empire. But the self-governing Colonies at very considerable expense keep up their own military establishments, which must form a part of the military organisation of the Empire in the event of any great war. It is the present policy of the Home Government to leave the Colonies to organise their own defensive forces. In New Zealand, Australia, and Canada no regular troops of the British Army are now to be found. Their places have been taken by local regiments. Canada has even taken charge of what were formerly the great naval stations of Halifax and Esquimalt, and also finds her own cruisers for the protection of her fisheries and other national purposes. The outlying portions of the Empire are not oblivious of the fact that they owe much to the British Navy. If they have not contributed largely towards its expenses, it has been for the very good reason that they cannot at present afford it. All the revenue they raise has so far been required for the development of their resources. If their funds had not been so used, would their position have been, with a white population of about 13,000,000, what it is now, and would they have been able to buy produce and manufactures from the United Kingdom to the extent of about £80,000,000, which forms the total of our annual export trade with them to-day? The debts of the Colonies have been largely incurred for enterprises which are usually undertaken by private capital in older countries; and all these debts have to be met. Many of the works are of public and Imperial importance. Take Canada, for instance. The Inter-Colonial Railway from Halifax to Quebec was constructed and is owned and worked by the Dominion, also the system of canals connecting the Great Lakes with the St. Lawrence; and the Canadian Pacific Railway in its early stages received considerable assistance from the country in the shape of cash and land subsidies, and completed works. The interest alone on

the moneys involved amounts to more than £1,000,000 sterling per annum. This is altogether apart from large subsidies which have been given to other railways and public works, and the obligations undertaken by the Dominion in connection with the construction of the Grand Trunk Pacific and Canadian Northern lines. We must bear these and other similar facts in mind when discussing contributions from the Colonies for Naval, Military and other expenditures. But they are advancing by rapid strides in population and revenue, and the time must soon come when they will in some form or other take a greater share than they do now in the government and administration of the Empire, so far as it affects the general community. They may be relied upon then to take their full burden of the responsibility which will fall upon them, and to bear it cheerfully. It is not a matter for hurried and inconsiderate action, and in the meantime we should not refrain from giving the best consideration to any measures which may guide our steps along the road leading to closer union—that Imperial structure that is slowly but surely being built, and which in its consummation will be a source of joy to our posterity, and make them not less proud of their ancestors and their life's work than we are of ours.

I have refrained from touching upon the extent of the present travel between the different parts of the Empire, or upon the volume of the trade. All that can be seen in Blue-books. It is interesting and important; but the new route will create a traffic and a trade of its own. As was pointed out at the Imperial Conference, the question is one of policy. Do we want the service, or do we not? Will it be beneficial to the Empire? And can it be made a commercial success? Let us decide these points, and the terms of the partnership in the scheme, and we shall not have long to wait before the new organisation is called into being. For my own part, I am of the opinion that it will be successful and prosperous—alike for the financial interests that may be involved and for the different countries more immediately concerned in its development.

To sum up the advantages of the new route:

1. The service would improve the communication between the United Kingdom and Canada, and enable mails and passengers to be conveyed between the two countries more rapidly than at present.

2. It would draw a certain portion of Canadian travel, which now passes by way of New York, back to its proper channel, and by its geographical advantages, and its quicker service to the United States, secure many American passengers and some of the mail traffic to Western points.

3. It would provide a faster service than at present to New Zealand and Australia, saving at least ten days to the former and two days to the latter.

4. It would utilise an alternative route to the East, possessing natural advantages which have not been properly utilised.

5. It would strengthen Great Britain's position in the Atlantic, and furnish additional armed cruisers to aid in keeping the route open in time of war.

6. It would assist in giving Great Britain the control of the Pacific trade, which may pass out of our hands if the route is not utilised.

7. It would provide armed cruisers on the Pacific.

8. It would be available for the conveyance of troops and supplies to the East, and less liable to interruption than any other route.

9. It would bring the different countries in closer touch with each other, and help the consolidation of the Empire.

10. It would be provided at the cost of the different parts of the Empire, and not fall entirely upon one or another.

11. It would supplement the Pacific cable to Australia, which is under joint Government control.

12. It would supplement other steamship routes, and could not fail to assist the commercial expansion of the different parts of the Empire, as well as lead to extra travel.

13. Canada, New Zealand, and Australia want the service; and the proposal has certainly been received with much sympathy in the Mother Country.

I can hardly close my Paper without mentioning the service between Vancouver and China and Japan, which owes its origin to the enterprise of the Canadian Pacific Railway, assisted by subsidies from the Imperial and Canadian Governments. By its means mails and passengers are conveyed from England to Yokohama in twenty-two and a-half days, to Shanghai in twenty-seven and a-half days, and to Hong Kong in thirty days. These times are much shorter than those by the other route. No one will be found to deny that the service has been of great material advantage. The steamers, while faster than anything on the Pacific at present, are to be replaced by more speedy boats. Although it does not form a part of the "All-Red" route scheme, it is of great Imperial importance.

I am afraid I have rather exceeded the time usually devoted to papers before this Institute, but let me thank you most cordially for the patience with which you have listened to me. I have tried

to put the *pros* and *cons* of the scheme before you in as full a manner as the time at my disposal will permit. I recognise that it is open to criticism. What proposition is not? But, on the other hand, I am sure that its merits will appeal to the majority of the people. I am not exactly a young man, and the years remaining to me may be few, but I hope I may live to see the "All-Red" route in operation; I believe it is destined to fulfil the most sanguine expectations of those who look upon it as likely to prove of the greatest possible benefit to the Mother Land, Canada, and Australasia, and to the Empire at large.

DISCUSSION.

The CHAIRMAN (the Right Hon. the Earl of Derby, K.G., G.C.B., G.C.V.O.): I am sure we have to thank Lord Strathcona for his able and statesmanlike address, and I now invite discussion.

The Right Hon. Sir John C. R. COLOMB, K.C.M.G.: It is an honour to be allowed to speak on a Paper contributed by a great man, who has made his mark on modern history, and who is one of the builders of empire. The subject is one of immense importance. It seems perhaps presumptuous in me to criticise such a Paper, but I am sure Lord Strathcona, with his great knowledge of the world, will admit that any new project requires to be looked at all round. In the conflict of opinion truth will prevail. Lord Strathcona gives the best definition I have yet seen of the All-Red route, but that definition applies, as he himself acknowledges, to several other routes now in existence. His proposition, therefore, is not to do something new, but to apply something old to a new geographical field. This All-Red route is promoted to be an available alternative highway of such a character as to be of the greatest benefit to the Empire from a commercial, political and strategic point of view, and he says also that the new route will create a traffic and a trade of its own. It is not, therefore, to fulfil a felt want, a want now practically felt, but to create something which it is hoped may confer a great benefit commercially, politically and strategically. I rather demur to his statement that the Mother Country was committed at the Conference to this All-Red route. Lord Strathcona quotes the representatives of the Colonial Governments, but he omits the words of the Minister representing the British Government. These I will quote, because I think they show very clearly that I am right in venturing to dispute the statement that the Home Government is committed to the proposal.

The resolution itself is merely a pious expression of opinion, and Mr. Lloyd-George said, "I am sorry we did not get this resolution in time to give real consideration to it, and to enable us to put considered views before the Conference. The first I saw of this scheme was yesterday, and the resolution placed on the paper to-day is different in one or two material particulars." It would appear, therefore, that the Home Government could not commit itself under such circumstances, and now they are only inquiring into the matter, and rightly. Almost every proposal of this nature boils down into the question of finance. Lord Strathcona says that the Colonies do not ask the Mother Country to bear the whole burden, but he carefully avoided giving figures, for reasons which are sufficient. For the purpose of illustration, however, I would like to give you some figures, and I take the estimate of a Canadian ex-Minister, Mr. Sifton, who stated in the Canadian House of Commons that the total subsidy which would be required would be £1,000,000, divided as follows:—Australia, £75,000; New Zealand, £100,000; Canada, £325,000; and Great Britain, £500,000. Now you all know that lately there has been great discussion about the two-Power standard of the Navy and about the building of two more battleships, and a number of competent authorities tell us that we are approaching the point of danger if we do not go on with battleship construction. Now, half a million of money represents the annual upkeep of two battleships; therefore, expressing this estimate in terms of battleships, you are asked to put the annual cost of two battleships into this All-Red route. I mention this not as quarrelling with the proposal, but as showing that we ought to look very carefully into the matter, and consider whether in the interests of the whole Empire we ought to embark on this project. Coming to the question of strategy, I point to the growth of foreign armaments, and, looking at the other hemisphere, and seeing that there are there two Powers with infinite local resources, with all their powers of production on the seaboard of the Pacific, I beg you to ask yourselves, Who is going to rule the Pacific in the near future? Is it not time that Canada, Australia and New Zealand, and the Mother Country herself should awake and prepare by combination for what is so obvious? Therefore, in looking at this problem you must consider it from the point of view I have indicated, and the question is, Is it not wise to be careful—to consider well before you put your money into the new route instead of into two battleships? It is urged that the vessels employed on the new route will add to our naval strength, because they can be in war used as

armed cruisers. As to that, I reply that armed merchant vessels may be useful as subsidiaries to operations of battleships and squadrons of cruisers, but by themselves and in themselves they are valueless for fighting warships. I do not, therefore, accept the contention that the All-Red route is in any sense or shape preparing you to discharge the obligation which rests upon the British peoples and for that struggle in the Pacific which is coming. In conclusion, I will only say I cordially agree with the general aspirations expressed in Lord Strathcona's Paper. In a New Zealand paper the other day I read that "we are a commercial people all over the world. It would be well if we thought a little more about the question of defence." It is from the point of view of the safety of our Empire as a whole, which depends on the Navy, that I for my part approach this question, though at the same time I fully appreciate the advantages of quick communication. If we cannot afford battleships we cannot afford to try experiments with routes. It is some thirty-five years since I first addressed the Institute on these questions, and the longer I study this great problem of defence, the more impressed I am with the want of prevision and earnest consideration on the part of all the peoples in the Empire, of the duty and obligation not to talk about defence merely, but to put their shoulders to the wheel and make a beginning towards its efficient organisation.

Admiral Sir Archibald DOUGLAS, G.C.V.O., K.C.B., said: I have followed very closely what Sir John Colomb said about two ironclads, and I well know we want ironclads; but I do not see why we should not have the All-Red route as well. Ironclads can be sunk, but anything that makes for Imperialism by keeping the Empire together will give more money to pay for any amount of ironclads. As regards the Colonies contributing towards the maintenance of the Army and Navy, Lord Strathcona's remarks quite dispose of that, and he explains what they are prepared to do in the future and are now doing. Clearly they have first got to make themselves, and then no doubt they will contribute more towards the Empire. As regards the sea portion of the route, some little doubt has been expressed concerning the navigation of the St. Lawrence for the summer and Halifax in the winter. I have lately commanded the squadron in North American waters, and have been three times to Quebec with a squadron of ships, and am therefore in a position to affirm that, even without the proposed improvements outlined in the Paper, the navigation of the St. Lawrence presents no difficulties to the

fastest of steamers. With regard to the Pacific, Fanning Island can easily be made suitable for a coaling station; it already has a telegraph cable laid to it.

Captain R. M. COLLINS, R.N., C.M.G.: I am glad to see that this All-Red route is advocated from the point of view of being another link in the chain of Empire, and from that point of view the proposal is one which will command the hearty sympathy and support of the great self-governing Dominions. Lord Strathecona said he was not in any way actuated by a spirit of antagonism to the existing services between Great Britain and Australia. The service by way of the Suez Canal must, indeed, continue to be of the utmost value to Australia. It is natural to suppose that the position of the Commonwealth in this matter must be largely affected by the fact that they have recently entered into a contract with the Orient Company at an increased subsidy for the mail service by the Suez Canal, and the Suez route must for all time have advantages that could never attach to the route under discussion, involving, as the latter does, two transshipments. Moreover, I would remind you that though by the existing mail service the average speed is only fifteen knots, there is no reason why that speed could not be considerably increased. It is a matter of expense. It cannot be overlooked, too, that the advantages of the All-Red route would be much greater to the eastern than to the western portions of Australia. Then, again, the trans-continental railway, Perth to Port Augusta, will when completed make a great difference in delivery to the eastern Colonies of mails *via* Suez. However, the advantages of an alternative route are obvious, and I have it from Mr. Deakin to say that the Commonwealth Government are fully seized of that advantage, and are prepared to recommend the Commonwealth Parliament to concur in any proposal for the conveyance of mails by the All-Red route that does not involve a disproportionate expenditure. We have been told this evening that the matter is under inquiry by the different Governments, and doubtless when this information is collated, and when we find that these points as regards expenditure, rates, freights, the class of vessels, and the like, can be met in a satisfactory manner, I have no doubt the Commonwealth Government will encourage the development of this new rapid service. Such a service would clearly be of great and immediate advantage to New Zealand, and might possibly, if not probably, assist Australia and the Empire by the promotion of increased trade. It is said that the Panama route is shorter, but I think I am not inaccurate in

stating that that route would, as a matter of fact, be 100 to 200 miles longer, the figures being :—By the Panama Canal to Sydney, 12,500 miles ; Sydney *via* Vancouver, 12,352 miles. I will only add that any matter in which the interests of the Empire at large are involved will be sure to have the sympathetic attention of the Commonwealth Government.

The Hon. W. Pember REEVES (High Commissioner for New Zealand) : I agree that criticism is a wholesome thing, and with your permission I will endeavour to meet one or two points so ably urged by Sir John Colomb. You were told that there were other all-red routes already. Undoubtedly there are. I presume the routes across the Irish Sea are all-red routes. But the difference is that the proposed route is to be *the* All-Red route. You might as well say we are wrong in speaking of the Pacific Cable because before its construction there were other Pacific cables ; but there was not *the* Pacific Cable. That very cable is a curious example of how much better these schemes often work out than cautious critics are apt to imagine. I have been told within the last six months, upon high authority, that the promoters could not have believed the scheme would have met with such a measure of success. Then you were told that the All-Red route was to create traffic, and therefore was not to be a route to supply a felt want, but to create something altogether new. Lord Strathcona never said this latter thing, nor did he mean anything of the sort. It would create trade, he said ; but, of course, it would also supply a keenly felt want. In giving a better mail service the route would give what is much wanted in the Colonies, and in giving a faster and most attractive passenger route through the Empire from one end to the other it will also meet a felt want. That it will create a new trade I feel certain. We have examples to go by ; and in the Pacific we have no example better than the San Francisco mail route between America, Australia, and New Zealand. The Americans did nothing to foster that trade ; they treated it with lordly contempt, and did their utmost, by successive tariffs, to kill it ; and yet, after the establishment of this service, the trade between America and Australia and New Zealand went on growing, and in the last year the trade carried across the Pacific amounted to several millions sterling. This has grown largely by the fostering influence of the service. One of the most puzzling things in regard to questions of this character is the difficulty of getting cautious people to look ahead, and to remember that they must not base their estimates simply on things as they are now. In the case of young countries things inevitably grow. All the

hostile criticism I have read has been based on certain figures which were true a year or two ago, and apparently the supposition is they will be precisely the same ten or twelve years hence. The whole history of the Empire contradicts such a notion. It is not the case that the sole advantage of the new route will be quicker and more luxurious for passenger traffic. On the contrary, I should say that the first and most important advantage is a much better mail service. Everyone knows that the mail service to the business centres of Canada is not as quick as it might be, even on paper, and that, owing to various difficulties on the American railway system, letters do not reach business firms in Canada as quickly as they might do. Even Canada, therefore, stands to gain considerably in the matter of mails. As regards Australia, while the Suez route is Australia's first route, and Western Australia and South Australia stand to gain nothing by the All-Red route, still, the great Colonies of New South Wales and Queensland stand to gain very substantially. As to my own Colony, the advantages are so great that I need not dwell upon them. Even with New Zealand there is a British trade of many millions, and New Zealand is of no small value commercially to the Mother Country. Everything which links the ends of the Empire together and affords more rapid and comfortable sea communication will foster trade and enrich the Empire, and so will enable the British taxpayer the better to find that half-million for those so-much-desired ironclads. I must respectfully protest against the suggestion that you are not to get these extra ironclads because half a million is earmarked for the All-Red route. The suggestion that if you spend half a million on the All-Red route there will not be half a million to spend on ironclads is pure imagination. Is there any official proposition now to spend half a million on extra ironclads? No. Is there any official plea that that half-million cannot be spent on ironclads because it is wanted for the All-Red route? No. As to the Navy itself, I accept the official assurance that the British Navy was never more efficient and powerful, and never better able to keep this country in peace and security.

Mr. Donald MACMASTER, K.C.: The question was raised by the first speaker as to whether the several Governments which took part in the Conference are committed to this proposal. It seems to me, in the terms of the resolution read by Lord Strathcona, that we have a binding undertaking on the part of the several Governments to make a contribution to the scheme they thought to be necessary, and that the only question left open was the relative

amounts of contribution. Of course the contributions will be made equitably if the scheme is to be carried out. It is true, as Sir John Colomb said, that Mr. Sifton gave an estimate the other day of the relative contributions; but that is not all, for Mr. Sifton said that, after conference with the Prime Minister of Canada, he came to England, and that he was in consultation here with Mr. Lloyd-George and Mr. Asquith, who stated that when Canada, Australia, and New Zealand came to Great Britain with the definite proposal it would receive serious and sympathetic consideration. Now that is the position, and I do not think serious statesmen would ever have made that statement unless they believed this was a serious scheme and well worthy of the consideration of the Mother Country. As to whether the Mother Country could contribute £500,000 or not I do not know—money in this country is required for so many different schemes; but I do know that John Bull's credit is good, and if any Government of this country was to want half a million of money the better to cement the Empire together, that money would easily be found in the public markets. I was glad to hear statements made on behalf of Australia and New Zealand, because Australia will really be the pivot in the determination of this matter. It would be a great advantage to them, obviously, to have two strings to their bow, and therefore Australia would stand to gain considerably by this new route. I will only remind you, in conclusion, that when the Pacific Railway was projected there were serious statesmen who said it would never pay the grease for the wheels, and yet we know what a huge success that undertaking has been.

Dr. A. HILLIER: We have been very fortunate and honoured this evening in having, first of all, what I may describe as an historic Paper read to us by a great Colonial statesman; and, secondly, in having criticisms of that Paper by so many distinguished men. Indeed, our speakers hold such exalted stations in the Empire that I begin to wonder whether a mere humble citizen dare offer any contribution to this discussion; but I remember that, after all, we are a democracy—at any rate in theory—and as citizens are expected to play some humble part in the affairs of the country. It has fallen to my lot to cross the Atlantic on several occasions, and one thing has struck me which I do not think is sufficiently appreciated, and that is the geographical position of our possessions in America. That position under modern conditions—that is to say, with fast steamships—brings the British portion of the continent of America very much nearer the Old World than those

portions which are occupied by the United States. In other words, the voyage from Liverpool to Halifax with such vessels as those which have been mentioned may be accomplished in something like thirty-two hours less time than that occupied from Liverpool to New York. Consider what that means to an American in a hurry. From my experience all Americans are always in a hurry everywhere, and thirty-two hours saved will mean that a very large number of Americans will avail themselves of the short passage, and their so doing will be a means of contributing substantially to the finances required to support such a route. We have heard a great deal about ironclads lately. Of this I am convinced, that the closer union of the white races within the British Empire is worth several ironclads. In reference to this subject Lord Strathcona pointed out another fact, and that is that Canada for some ten years past has been giving a preference in trade to the merchants and manufacturers of this country—a preference which up to the present the British Government has not seen its way to reciprocate, but which has admittedly materially increased our trade with Canada. I think these two things—the questions of communication and of commerce with the Colonies—are closely allied. I am reminded of the expression of some poet about “the roaring loom of time.” I think we Britishers may discern in this loom the warp and the woof—the Mother Country and the Colonies; and between them there plies the modern steamship, a mighty shuttle bearing the thread of commerce, and we desire that that thread should be of good quality and supplied in abundance, and that it shall be British thread, weaving the imperishable fabric of British empire.

Mr. E. B. OSBORN: I think a certain amount of “blue water” has been splashed on the All-Red route. It seems to me that the strategic point of view is a very important one, and that, therefore, we ought carefully to consider where we are going to have our overland line across Canada. I have a recollection, on my first journey from Halifax in 1895, of being awakened at some unearthly hour by someone saying I was in the State of Maine. It seems to me that the All-Red route cannot possibly go through Maine. One does not want to get mixed up with the Stars and Stripes, much as one wishes to see them, and therefore we ought to remember that Canada, a nation itself, is now building a transcontinental route right across the country, which has certain advantages over every other transcontinental route in North America. It is quicker because it is shorter, and also because it has not such severe gradients as any other. This means cheapness and greater speed,

so that by this new transcontinental route travelling will be cheaper as well as quicker ; and since the very essence of the All-Red route is to save time, we have to remember that the creation of this new railway will mean the saving of a day. The only possible criticism I could make against the Paper is that passengers and mails were much mentioned but there was nothing said about freight. You might as well pick up a little freight as you go. The new transcontinental line is going to be a freight line also, and I have no doubt it will create a trade by sucking up traffic from both oceans. This is a thing which ought to be borne in mind. Lord Strathcona said he was not precisely a young man. I think he is, and, much as I am interested in the Quebec Tercentenary and the Winnipeg Centenary, I think the really interesting event which I and a great many others are looking forward to is to assist in the celebration of Lord Strathcona's own centenary.

Mr. C. N. ARMSTRONG : Much of what I might have said earlier has already been said. In regard to the expense, Mr. Sifton has been quoted as putting this down at a million pounds—of which the British Government were to pay one-half. As a Canadian—and I think most Canadians will agree—there never has been any idea of calling upon the British Government to pay one dollar more than what Canada is prepared to pay, and, according to proposals now before the Cabinet Committee, this would not exceed £300,000 each. This leaves you, at all events, one of your battleships. In regard to the route itself, what is going to benefit the great mass of the population—not only of Great Britain, but of the Colonies—is a better mail service. As a Canadian I am anxious to get my letters from Canada as quickly as possible; yet, notwithstanding the enormous expense this country has been put to by the establishment of a fast line of mail steamers to New York, I do not find any real improvement in this respect. I have, during the last year, not received a single letter from Montreal in less than seven days, and the fastest mails I receive came by the German steamers. The difficulty is the want of proper and prompt connection between the railway trains and the steamers. If that is remedied there is no reason why, with fast steamers, we should not have our letters in five days. Lord Strathcona has been very conservative in the time given to Australia and New Zealand, because I make it out that under these proposals the mails could be delivered from London to Auckland in 22½ days, and from London to Sydney in 25½ days—a saving of 13 days to Auckland and of 4 days to Sydney, instead of 2 days, as mentioned to-night. There is no idea of taking by these steamers anything but

perishable and high-class goods. You must treat them as you treat fast passenger trains. It has been said to-night that "all Americans are in a hurry." I think all Canadians are, too. We do not want to take eight days to cross if we can do it in four; and by the shortest route the distance can be covered by 25-knot steamers in three and a half days. We would be only three nights at sea. You could spend your week-ends in Canada.

Colonel J. A. FERGUSSON: I cannot help feeling that my late brother, Sir James Fergusson, under whom I served as private secretary in Adelaide, would have been glad to be here and support the reader of this admirable Paper. I do not know what the genesis of that Paper was, but I am sure we all agree that Lord Strathcona has done a great and patriotic service by reading it. I would remind you that we produce only one-sixth of our food supplies in this island; it is, therefore, of enormous importance that we should be brought into rapid communication with our great Colony. As regards the transport of troops also, I believe that these rapid armed cruisers would be of enormous service in bringing our patriotic brethren from Canada and elsewhere to our aid. I think Sir John Colomb underrates the power of the swift cruisers to keep open the routes in war-time. As regards the Suez Canal, we must think of that route in war as well as in peace. One vessel sunk in the Canal would close it for an indefinite time. Moreover, the terrors of the Red Sea in August would prevent anyone comparing that route for pleasure with a journey by way of Canada. I am one of those who look forward to the development of tropical Australia, and I would suggest that by the opening of a branch line from Port Darwin, connecting with the All-Red route at a coaling station in the Pacific, you would vastly facilitate the transport of commodities to supply the needs of the Mother Country. But tropical Australia must be developed by the labour of Indian coolies, superintended by such Englishmen as own the tea-gardens in Ceylon and Assam. It might produce enough coffee for the supply of the whole world, and all the other tropical products. The coolies would never dream of quitting the tropics, so the working men of the great cities of the South need have no fear of a fall in wages. The merchant princes of Sydney, Melbourne, &c., would become rich beyond the dreams of avarice, and labour would share in their prosperity.

The CHAIRMAN: I think we all feel that we cannot let our honoured friend Lord Strathcona depart without expressing to him our sincere thanks for his able Paper, and we may also, I think,

congratulate him on having read that Paper through from beginning to end—no light task, especially when one knows he was not quite in the fittest condition to undertake it. It just shows what courage will do—the same courage which has carried him through so many large and difficult undertakings elsewhere, the same bravery of heart that has enabled him to face every condition of climate. Our noble friend sees his duty and goes for it. I think we must say that to-day he has contributed a most masterly and interesting Paper, and one which will be of immense value for reference in time to come.

LORD STRATHCONA: I thank you, my lord, very heartily for the kind words you have expressed with regard to my feeble efforts on this occasion—words which I appreciate all the more as coming from one whom I had the privilege of knowing when he was the representative of her late revered Majesty in Canada; one, too, who won the utmost regard of the people of Canada, and was looked upon as an ideal representative of the Sovereign. If it has only served to bring about the discussion we have had this evening, I feel that my Paper has had a good effect. The discussion indicates that the Fellows of the Royal Colonial Institute are prepared to give a kindly consideration to any project that is designed in the best interests of the Empire. As Admiral Douglas said, we want not only two battleships—we want the All-Red route as well; we know that that route will enable us to pay all the better for any further battleships that may be necessary. I will now ask you to give a vote of thanks to Lord Derby for presiding.

LORD DERBY replied, and the proceedings then terminated.

REVIEWS OF NEW BOOKS RELATING TO THE COLONIES AND INDIA.

(By JAMES R. BOOSÉ, Librarian R.C.I.)

Twentieth Century Impressions of British Malaya: its History, People, Commerce, Industries and Resources. Edited by Arnold Wright and H. A. Cartwright. 4to. Pp. 959. London: Lloyd's Greater Britain Publishing Co. 1908. (Price 63s.)

In a handsome volume, which is the fourth of a series being issued by Lloyd's Greater Britain Publishing Company, the editors of "Twentieth Century Impressions of British Malaya" have set forth a general description of the country, together with its history and administration, and an account of the people, commerce, industries, and potentialities of the Straits Settlements and the Federated Malay States. The various subjects selected for treatment have been dealt with by leading authorities, and may therefore be considered not only reliable, but thoroughly up to date. As instances it may be stated that Mr. Leonard Wray, the Director of Museums in the Federated Malay States, deals with "Native Arts and Handicrafts"; Mr. R. J. Wilkinson gives an entertaining account of the national literature of the Malays; and Mr. Arnold Wright has contributed historical articles upon both the Straits Settlements and the Federated Malay States. The work is richly embellished with photographic reproductions, showing many of the early residents and officials of the Straits Settlements, views of the chief towns, and a large number of the leading commercial and professional men of the Malay Peninsula.

Hook, Major.—*With Sword and Statute (on the Cape of Good Hope Frontier).* 8vo. Pp. xi-492. London: Greaves, Pass & Co. 1908. (Price 10s. 6d.)

This is a reprint, with additions, of a little work first published two years ago, and is the record of the life of Major D. P. Hook, who for over half a century has taken a prominent and leading part in the frontier history of the Cape of Good Hope. As long ago as 1855 Major Hook joined the Frontier Armed and Mounted Police, and has served in most of the frontier wars and expeditions from that date until the last Boer War, when he was Commandant of Herschel, Lady Grey, and Barkly East. The book abounds in entertaining reminiscences of the past and is full of stirring details of life in South Africa.

University of Toronto Studies, History and Economics. Vol. II. No. 4. Royal 8vo, Pp. viii-178. Toronto: The University Library. 1907. (Price 6s.)

In the current issue of the University of Toronto Studies the main features of municipal development in the several Provinces of the Dominion of Canada are set forth and discussed. Although but little has so far been written on the municipal system of Canada, the material presented in this work, although not exhaustive, is of considerable interest and value to students of local government. The material presented demonstrates that municipally Canada falls roughly into three divisions—viz., the Maritime Provinces, Quebec, and Ontario and the West. The municipal system is neither English nor American, but a combination of both with modifications suited to local conditions. The municipal machinery is adapted to a modest range of local activity rather than to the heavier duties that already are being thrust upon it by modern demands on municipal government. Its deficiencies form the basis for certain suggestions contained in a paper by Dr. S. Morley Wickett, who deals with the present condition of the more important of Canada's municipal problems. The work contains twenty papers covering a wide range of questions, which have been written by men personally familiar with the conditions of the various Provinces.

Nicoll, M. J.—*Three Voyages of a Naturalist, being an account of many little-known Islands in Three Oceans visited by the "Valhalla," B.Y.S.* 8vo. Pp. xxvi-246. London: Witherby & Co. 1908. (Price 7s. 6d.)

The author of this work accompanied the Earl of Crawford on his several voyages to distant lands in the semi-official capacity of naturalist on board the *Valhalla*. He was formerly on the staff of the Natural History Department of the British Museum, and the collections of specimens obtained during the three voyages described are now included in the national collection of natural history specimens at South Kensington. In this account of his travels Mr. Nicoll devotes a chapter to each of the most interesting and the least known islands or regions explored. The first voyage was made during the year 1902, and lasted rather more than eight months, during which 38,000 miles were covered; the second, to the West Indies, was undertaken in 1903; and the third started in the year 1905, and lasted seven months, during which time some 19,000 miles were covered, and Mr. Nicoll was enabled to collect examples of several new species of birds, mammals, fishes, and reptiles. The narrative of these several voyages is full of interesting details regarding little-known places which are widely scattered and seldom visited. From the scientific point of view there is much valuable and useful information, which is set forth with remarkable simplicity and clearness,

and will thus appeal to a far larger circle of readers than a strictly scientific work would do. The illustrations are especially interesting, and form an attractive feature of the book,

Rainbow, W. J. (F.L.S., F.E.S.)—*A Guide to the Study of Australian Butterflies.* 12mo. Pp. 272. Melbourne: T. C. Lothian. 1907. (Price 5s.)

In this account of the splendid Butterfly Fauna of Australia, Mr. Rainbow has so treated the subject that it appeals to a large number of readers outside the scientific circle. His aim has been to present a work of so elementary a character that it will be of service and practical utility to the young student, and provide him with a general knowledge of the life history of that branch of Entomology known as *Rhopalocera*. Mr. Rainbow has consulted a number of works of well-known scientific ability, and has carefully and diligently extracted such information as appeared to him of value, and has in addition inserted much that is new and is now published for the first time. The result is a work of more than usual interest, written in popular style, regarding one of the most important branches of biological science. Mr. Rainbow gives not only the popular names to the various species, but also the absolute and reliable localities for all species treated. The work is copiously illustrated, containing, among other attractions, a collection of admirably reproduced photographs.

The Directory and Chronicle for China, Japan, Corea, Indo-China, Straits Settlements, Malay States, Siam, Netherlands India, Borneo, the Philippines, &c., for 1908. Royal 8vo. Pp. lii-1768. Hong Kong and London: Hong Kong Daily Press Office. (Price 30s.)

This excellent and comprehensive annual continues to grow in size and usefulness. Its title explains the far-reaching character of the information which it assists in spreading to the countries of the Eastern Seas. For reference purposes it is invaluable not only to those engaged in commercial pursuits, but as a guide to the present condition of the places with which it deals. In every instance the ordinary directory is preceded by an account of the history, progress, and development of the particular country referred to, together with a description of its natural resources and the opportunities for trade extension. It thus becomes in some ways a Gazetteer of the Eastern Seas. A section is devoted to the various Treaties between Great Britain and other countries with China, Japan, Siam, &c.; and there are Customs Tariffs, Postal Guides, Regulations for the Consular Courts, &c., which are all useful features, but are often found wanting in similar works of reference. A large number of maps and plans of various towns appear throughout the pages of the book,

Webb, M. de P. (C.I.E.)—*India and the Empire. A Consideration of the Tariff Problem.* 12mo. Pp. xxiv-198. London: Longmans, Green & Co. 1908. (Price 3s. 6d.)

The main objects of this work are to briefly present the case for tariff reform and preferential trade in a somewhat new garb, and more particularly to exhibit the true position and strength of India and the great importance of her assuming a leading part in the movement for Imperial tariff revision. The author, who has resided in India for about seventeen years, has been in constant touch with matters commercial and financial, upon which he has based his conclusions. In the course of his essay he deals with the principles underlying modern commercial State policies as opposed to the free-trade system of Great Britain, and examines the proposals of Mr. Chamberlain and the probable results of their adoption by the people of Britain on the trade of India. He reviews the great import and export currents of India, considered in the light of the theories of commerce propounded in explanation of the national trade policies of rival nations, and critically examines the financial and currency conditions prevailing in India, together with the possible effects upon those conditions of any change in India's present fiscal policy. The views of Mr. Webb are broad-minded and fair, and to quote the words of Sir Edward Law, late Finance Minister of the Government of India, who contributes an introduction to the work, "he faces the facts of the case very fairly, whether favourable to his general argument or otherwise. He comes to the conclusion that India, under *present* conditions, has not very much to gain from an Imperial preferential tariff, but turning to the wider aspect of the question, he urges the great importance for the United Kingdom to do all that is possible to secure a further proportion of India's import trade, of which some £26,000,000 per annum now goes to other countries."

Cave, Henry W. (M.A. Oxon. F.R.G.S.)—*The Book of Ceylon, being a Guide to its Railway System and an account of its varied attractions for the Visitor and Tourist.* 8vo. Pp. xii-664. London: Cassell & Co. 1908. (Price 12s.)

The title of this work has been well chosen, for it is without doubt comprehensive enough to entitle it to be known as *the book of Ceylon*. It is encyclopædic in character, and has been compiled mainly for the use of those who may contemplate visiting that beautiful island of the Indian Sea. Mr. Cave has already shown us the beauties of Ceylon in a series of illustrated works, but in his latest contribution to the literature of the island he draws special attention to the economic results due to its situation in the Eastern seas, a spot on which converge the steamships of all nations for coal, and the exchange of freight and passengers; its wealth and diversity of agricultural and mineral products; the industry of its inhabitants; its scenery; its unrivalled remains of antiquity and

other subjects which assist in giving Ceylon a place of high distinction among the dependencies of the Empire. For the tourist the work is invaluable, as it is not only written by one who is thoroughly acquainted with all parts of the island, but it contains much practical advice as to what to do and how to do it on arrival in the Colony and during either a brief or lengthened stay. There are also many old residents who may desire to renew their acquaintance with the island and its beautiful scenery, and to post themselves as to its present condition and the improvements which have taken place during recent years. These will find much to interest them both in the letterpress and in the excellent photographic illustrations with which the book abounds. The visitor cannot fail to be impressed with the account of the ancient archæological remains which are situated in the neighbourhood of Anurádhápúrá, and which are said to be amongst the most alluring monuments of the ancient world. The book is in all respects excellent, and can be strongly recommended both as a work of reference and as a reliable guide to the many attractive spots in the Colony of Ceylon.

Milner, Viscount (G.C.B.)—*Constructive Imperialism.* 12mo.
Pp. 108. London: "National Review" Office. 1908. (Price 1s.)

For several years past the question of Imperialism has been discussed by the Press and on the public platform, and among its chief and leading exponents are several of those who administer or have administered the affairs of the great self-governing possessions of the United Kingdom. Among these is to be numbered Lord Milner, whose views upon questions of Imperial policy are well known, and who possesses a practical acquaintance with Colonial administration and government. In the five speeches reprinted in this work, under the title of "Constructive Imperialism," he discusses questions of supreme and national importance which are now engaging attention. The main one of Tariff Reform, upon which Lord Milner is so able an exponent, occupies the leading position, and whilst it is not intended here to express any opinion upon this very debatable subject, it is only fair to state that those desiring to gain a clear and comprehensive idea of the general question should carefully study the views and arguments set forth in this work.

Tucker, Rev. L. Norman (M.A., D.C.L.)—*Western Canada.* 12mo.
Pp. x-164. London: A. R. Mowbray & Co. 1908. (Price 2s.)

This is one of the handbooks of English Church expansion being issued by Messrs. A. R. Mowbray & Co., and has for its object the creation in the Motherland of an intelligent interest in the great problems that are pressing for solution in the Canadian mission field. It has been written by the Rev. L. Norman Tucker, the General Secretary of the Missionary Society of the Church of England in Canada, who, in addition to dealing with the question of mission work in that part of the Empire, has

embodied a large amount of general information regarding the resources, physical features, and development of the Dominion. As regards mission work, the field in Canada is shown to be one of the most interesting in the world. It combines elements of the picturesque that appeal to the imagination both of grown-up people and of little children. It has missions to many different races of men and widely different classes of people, and the conditions under which the work is done are as varied as the races and occupations of the people. Mr. Tucker gives a mass of details regarding the various dioceses of Canada from the standpoint of need and opportunity, and shows that there is no limit to the variety of experiences that may befall the lot of the man who will make himself all things to all men in the Canadian mission field. In a concluding chapter the author gives several biographical notices illustrating some of the types of character that have been produced among those versatile, self-denying, and heroic men who have laboured on behalf of the Church in the Western portion of the great Dominion.

Graham, W. A.—*Kelantan, a State of the Malay Peninsula. A Handbook of Information.* 12mo. Pp. xi-138. Glasgow: James Maclehose & Sons. 1908. (Price 5s.)

The announcement recently made that Kelantan was to be brought under British protection as one of the Federated Malay States has created a certain amount of interest in a State which is comparatively unknown, even to those residing in the other parts of the Malay Peninsula. The author has resided in Kelantan for the past five years, and has occupied the responsible position of Resident Commissioner and Adviser to the Raja, and is well versed in the present condition and prospects of the State. He gives a good general account of the country, which appears to be rich in minerals and in timber and forest produce, and is well governed by the Raja, assisted by various European and Siamese officers. The plain of Kelantan is described as probably as healthy a spot as any in the Far East, and the country generally is said to be highly suitable for European settlement. The information given by Mr. Graham is most opportune, and should do much towards drawing attention to the incipient prosperity and commercial possibilities of the State. The book contains numerous illustrations and a map.

Coconut Planter's Manual, or all about "the Coconut Palm." 8vo. Pp. xi-82. clxxxvi. Colombo: A. M. & J. Ferguson. London: "Ceylon Observer" Office. 1907. (Price 4s.)

"The Coconut Planter's Manual," which is compiled by Mr. John Ferguson, has now reached a fourth edition, and is the most comprehensive and thorough account of the growth and cultivation of the coconut palm that has yet been published. Though it is by no means

indigenous to Ceylon the coconut palm has from a very remote antiquity ministered to the comfort of the inhabitants of the south and south-west coasts of that island. It enters into every part of the daily life of the Sinhalese as food, drink, light, fuel, household utensils, and building materials, and since it has become an article of foreign commerce it is the chief source of Sinhalese wealth and an important field of Sinhalese industry. Mr. Ferguson has not confined his researches to Ceylon, however, but has extended his inquiries to Southern India, the Straits Settlements, Queensland, and the West Indies, and so is able to embody a large amount of practical and useful information respecting coconut cultivation in various parts of the world. He deals successively with the various stages in the growth of the palm, and submits reports from leading authorities regarding its numerous enemies and diseases. Mr. Ferguson has dealt very fully with every branch of his subject, and has relegated to the Appendix a large amount of information, gathered together from various sources, regarding the growth, development, and commercial value of an industry which occupies a prominent place in the history of the world's commerce.

Castelein, A. (S.J.)—*The Congo State: its Origin, Rights, and Duties, the Charges of its Accusers.* 12mo. Pp. 274. London: David Nutt. 1908. (Price 3s.)

The Congo question from the point of view of a distinguished Belgian Professor of Natural Law is set forth in the pages of this work. The author divides his subject into distinct headings, including the origin of the Independent State; the rights of the State; the duties of the State; and a statement of the charges which have appeared regarding its administration. The author does not attempt to deny that no abuses or faults have been committed, but contends that whatever they may be at present, or whatever they may have been in the past, they are not abnormal or even notably greater than those in the African possessions of other European nations.

Mullins, Rev. J. D. (M.A.)—*The Wonderful Story of Uganda.* 12mo. Pp. xii-235. London: Church Missionary Society. 1908. (Price 1s. 6d.)

In issuing a second edition of the story of the development of Christianity in Uganda, those connected with its publication have obtained the services of the Rev. C. D. Snell, who has contributed a supplementary chapter summarising the progress of the Uganda Mission during the four years which have elapsed since the first edition appeared. A further chapter has been contributed by the Rev. J. Roscoe on the manners and customs and beliefs of the older Uganda, which gives a graphic description of the people, and sets forth the many difficulties which the missionaries of the early days had to contend with. There are numerous illustrations.

Thimm, Captain C. A.—*Dutch, Self-Taught, with Phonetic Pronunciation.* 12mo. Pp. 120. London: E. Marlborough & Co. 1907. (Price 2s. 6d.)

In this new addition to Messrs. Marlborough & Co.'s Self Taught Series Captain Thimm has compiled a useful manual for travellers, officials, and settlers in South Africa. Dutch as spoken in Holland has been adhered to upon the ground that it is generally understood in South Africa, and is being taught in the Government Schools, both in the Transvaal and the Orange River Colony. Such manuals are at all times useful, but the present one is more especially so as it may, and possibly will, assist in giving a knowledge of the Dutch language to British settlers in South Africa, and will so assist in strengthening the commercial and social ties between them and their Dutch fellow-subjects.

Von Dadelszen, E. J.—*New Zealand Official Year-Book, 1907.* 8vo. Pp. vi-890. Wellington: Government Printer.

The "New Zealand Official Year-Book," which has now reached its sixteenth year of issue, is filled as usual with a mass of information regarding the Government, trade, resources, &c., of the Dominion. The various sections are well arranged, and are replete with the latest available details affecting the progress and development of the country. Amongst the new features is the Customs Tariff of 1907 and the new Land and Income Assessment Act, with the scale of graduated land tax. The statistical tables have been revised, and the whole work brought well up to date.

Bruce, M. C.—*The New Transvaal.* 12mo. Pp. vi-177. London: Alston Rivers, Ltd. 1908. (Price 1s.)

The author of this work is well informed and has a vigorous style. Her pictures of South African life and scenery are both accurate and clear, and she infuses into her work much that is useful from the point of view of those who desire to know something of the present position of affairs—financially and commercially—of the Transvaal of to-day. Miss Bruce has had some five years' experience of the country during a period of unparalleled depression. Yet she is hopeful of the future if the mining industry is admitted to be the leading one and is allowed unrestricted scope. Her views regarding the political situation and the relations of the Transvaal and the Mother Country are tersely and clearly stated, whilst she is equally emphatic in dealing with those social questions which make up the daily life of all civilised countries. The labour question is discussed at some length, the educational system is referred to, and a chapter is devoted to the women of the Transvaal. Upon the political situation, however, Miss Bruce is both well informed and outspoken. She does not hesitate to point out the difficulties which surround the

present administration of the country, and is apprehensive of the results attending the grant of self-government to the Transvaal Colony. There is much in Miss Bruce's narrative which is worthy of the serious attention of those who are interested in the future development and well-being of the new Colony.

Transformed Hinduism: the Monotheistic Religion of Beauty.

By the Author of *God the Beautiful*. 2 vols. 12mo. Pp. viii-255, 262. London: Philip Wellby. 1908. (Price 5s.)

The writer of these interesting little volumes possesses a wide knowledge of the history of India, and has used that knowledge to excellent purpose in this study of the Aryan religious systems and philosophical speculations and the development of India's religious thoughts from the earliest times. His researches have enabled him to set forth his views in a highly intellectual manner and to show how modern Hinduism may be transformed into a monotheistic religion of beauty without calling in the aid of other outside faiths. The writer is of opinion that there are already in the world too many religious systems with manifold sects, and to try to add to these would probably only be time and labour lost. The crying need, he says, is to interpret and develop what already exists. The reform of Hinduism from within is, therefore, the practical aim he has set before him in the present work, which he trusts may find an entrance into the minds of the younger generation of educated, truth-seeking Hindus, and may also assist in removing the thick clouds of ignorance, superstition, and idolatry which have settled upon India for many thousands of years.

Speeches of the Hon. Dr. Rash Behari Ghose: an exhaustive and comprehensive collection, with a Biographical Sketch and a Portrait. 12mo. Pp. xxxii-170. Madras: G. A. Natesan & Co. 1907. (Price As. 12.)

Dr. Rash Behari Ghose is well known throughout India not only as a member of the Supreme Legislative Council, but as a leader of Indian society possessing a thorough grasp of the Indian problem, political, social, and economic. He has taken a leading part in promoting the progress and welfare of his native land, and as a member of the Legislative Council has been a critic of no mean order. His great ability as an orator has marked him as a leader in the parliamentary life of the Indian Empire. The speeches, which have mainly been reprinted from the *Gazette of India*, set forth the grasp of detail he has of all administrative questions. His criticisms of the Indian Financial Statements, his emphatic protest against the exclusion of cotton fabrics from the operation of the Indian Tariff Bill of 1894, his vigorous condemnation of the

Indian Emigration Act (1882) Amendment Bill of 1893, and his disapproval of the recent Seditious Meetings Bill are reproduced in full, together with those which had for their object the amendment and improvement of the Civil Law of the land. The speeches, which cover a wide field of thoughtful study, are preceded by a lengthy account of the life and career of Dr. Ghose.

Tregear, Edward, and Smith, S. Percy.—*A Vocabulary and Grammar of the Niuē Dialect of the Polynesian Language.* 8vo. Pp. 179. Wellington, New Zealand: Government Printer, 1907.

This is an interesting study of the Niuē or Savage Island dialect, and has been compiled by two well-known students of philology in the southern hemisphere. It is based upon the studies and researches of the Rev. W. G. Lawes, the pioneer missionary to the Savage islanders, and is intended mainly for use in the missionary schools of the island where the English language is now taught.

The University Magazine (McGill, Canada), April 1908. Vol. VII. No. 2. Roy. 8vo. Montreal: MacMillan Company of Canada.

The current issue of this well-conducted magazine contains a number of articles bearing upon questions immediately concerning the Dominion of Canada. The following is a list of the contents: 1. English Character and Canadian Conditions, by Morebye Acklom; 2. French Nobility in Canada, by Blanche Lucile Macdonell; 3. The Race Question, by Francis W. Grey; 4. After the Cession, by F. P. Walten; 5. Protection and Politics, by Andrew Macphail; 6. Samuel de Champlain, by W. P. Osborne; 7. English Poetry since Tennyson, by Pelham Edgar; 8. Latin Textual Criticism, by W. B. Anderson; 9. Lake Maggiore, by Evelyn Molson; 10. The Sons of Mary, by E. M. Hardinge; 11. The Modern View of Heredity, by E. W. MacBride; 12. The Awakening, by A. Clare Giffen; 13. Psychological Research and Immortality, by J. W. A. Hickson.

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- the Mines Department, 1906-7; Annual Report of the Survey Department, 1906-7; Report of the Postmaster-General, 1906-7; Annual Report of the Department of Agriculture, 1906-7; Department of Agriculture, Leaflets and Bulletins, 1906-7.
- Government of St. Helena.*—Ordinances, 1907.
- Government of St. Lucia.*—Annual Administration Reports, 1906; Ordinances, 1907.
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- Mysore Geological Department.*—Report of the Chief Inspector of Mines, 1905-6.
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- Ontario Historical Society.*—Papers and Records, vol. viii., 1907.
- Royal Anthropological Institute.*—Journal, July to December, 1907.
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 The Royal Gazette and Sierra Leone Advertiser, vols. i.-ix., 1817-1827.
 Delle Navigazioni et Viaggi, Raccolto gia da M. Gio. Battista Ramusio, 3 vols., 1583, 1586, 1613.
 The Forests and Forest Flora of the Colony of the Cape of Good Hope, by Thomas R. Sim, 1907.
 Across Chrysé: being a narrative of a journey of exploration through the South China Borderlands from Canton to Mandalay, by A. R. Colquhoun, 2 vols., 1883.
 Australian Insects, by W. W. Froggatt, 1908.
 Lovell's Gazetteer of the Dominion of Canada, edited with an introduction by G. Mercer Adam, 1908.
 A Geographical View of the Province of Upper Canada, by M. Smith, 1813.
 The Life of Joseph Brant, by W. L. Stone, 2 vols., 1838.
 Sir John A. Macdonald, by George R. Parkin, *The Makers of Canada Series*, 1908.
 The Discovery and Settlement of Port Mackay, Queensland: with numerous illustrations, charts, and maps, and some notes on the Natural History of the District, by H. Ling Roth, 1908.

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- Australian Medical Journal (Melbourne). All issues previous to Vol. XIV. 1892
- Burn (David). Van Diemen's Land Vindicated. 1840
- Canterbury (N.Z.) Chamber of Commerce. Annual Reports. Nos. 7 to 10, and 17, 18, and 21
- Department of Mines, Victoria. Bulletins of Geological Survey of Victoria. No. 11. 1903
- Dunedin (N.Z.) Chamber of Commerce. Annual Reports. All previous to 1874, and 1875, 187C, and 1887
- Ewen (James). Geography of the Australian Colonies. 8vo. Sydney, 1854
- Geological Survey of Victoria. Report of Progress. By R. Brough Smyth, No. 1. 4to. Melbourne
- Hector (Sir James). Coal Deposits of New Zealand. 1866
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- Illustrated Journal of Australasia. A Monthly Magazine. Vol. XI. Nos. 13, 14, 15, 18
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- My Note Book. 2 vols. 4to. Melbourne. 1857

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- The People's Blue-book, containing a true and full account of the Mission in British Kaffraria, its rise and progress, known under the general designation of the Anti-Annexation Movement. King William's Town, printed by S. E. Rowles & Co. 1863

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Royal Asiatic Society (Ceylon Branch). Journals and Proceedings, Vol. VI. No. 21, 1880. Vol. VII. No. 23, 1881

PARLIAMENTARY PUBLICATIONS.

New Zealand—Journals of the Legislative Council. Previous to 1854, and 1857, 1859, 1861, 1862, and 1884

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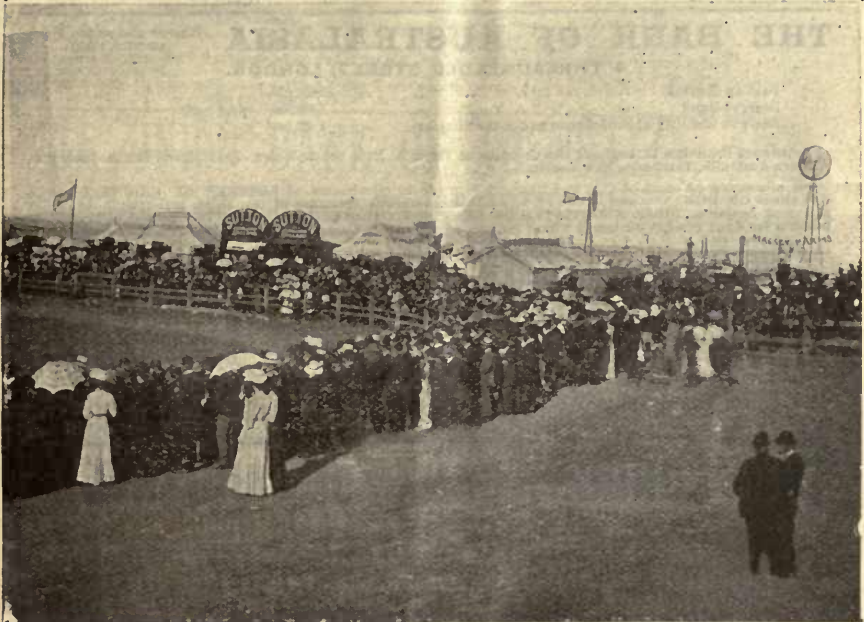
ARRANGEMENTS FOR THE SESSION.

- 1908.
- May 4. Annual Dinner. H.R.H. the Prince of Wales, K.G., will preside.
- May 12. Ordinary Meeting at the Whitehall Rooms, Hôtel Métropole, at 8 P.M. T. A. Coghlan, I.S.O. (Agent-General for New South Wales), "The Prospects and Possibilities of Irrigation in Australia" (with Lantern Illustrations). The Right Hon. the Earl of Jersey, G.C.B., G.C.M.G., will preside.
- June 23. Annual Conversazione at the Natural History Museum, Cromwell Road, 9 to 12.

The last Meeting of the Session will be held on June 16.

Occasional Meetings will also be held in the Whitehall Rooms, Hôtel Métropole, at 4.30 P.M. A notice of the date and subject of each Afternoon Meeting will be exhibited in the Hall of the Institute, and inserted in the "Journal" whenever practicable; but separate postcards will not be printed as in the case of Evening Meetings.

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Branches and Agents: Antigua, Barbados, Berbice, Demerara, Dominica, Grenada (St. George's) and Agents at Grenville, Jamaica (Kingston), and Agents at Palmouth, Montego Bay, and Savanna-la-Mar. St. Kitt's, St. Lucia, St. Vincent, St. Thomas, Trinidad (Port of Spain), and Agent at San Fernando. New York (Agency), 82 Wall Street. Agents: Copenhagen—The Private Bank; Paris—Messrs. Mallet Frères & Co.; Hamburg—Messrs. Schröder Gebrüder & Co. The Bank conducts General Banking Business with the West Indies, and has special arrangements for Banking facilities between the West Indies and Canada through its Agents in the Dominion, the Bank of British North America.

THE BANK OF AUSTRALASIA

(Incorporated under Royal Charter, 1885.)

4 THREADNEEDLE STREET, LONDON.

Paid-up Capital	.. .. .	£1,000,000	
Reserve Fund	.. .. .	1,470,000	=£4,070,000
Reserve Liability of Proprietors under the Charter	.. .. .	1,000,000	

Numerous Branches throughout the Colonies of Victoria, New South Wales, Queensland, South Australia, Western Australia, Tasmania, New Zealand.

An allowance on sums of £100 and upwards is made to purchasers of LETTERS OF CREDIT, DRAFTS PAYABLE ON DEMAND, and issued on any of the numerous branches of the Bank throughout Australia and New Zealand. BILLS NEGOTIATED OR SENT FOR COLLECTION. DEPOSITS received in London at interest for fixed periods on terms which may be ascertained on application. R. W. JEANS, Manager.

JOHN MURDOCH & CO.,

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Telegraphic Address: "OTOSCOPE, LONDON."

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THE LONDON BANK OF AUSTRALIA,

LIMITED,

2 OLD BROAD STREET, E.C.

Subscribed Capital	£1,276,747	10 0
Paid Up	... ..	548,015	0 0
Uncalled, including Reserve Liability	... ..	728,732	10 0

REMITTANCES made by CABLE to Australia.

DRAFTS, LETTERS OF CREDIT, and CIRCULAR NOTES issued upon Branches and Agents.

BILLS OF EXCHANGE on Australia negotiated or sent for Collection.

Interest allowed on Deposits for periods and at rates which may be ascertained on application.

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	Tons.	London.	Marseilles.	Naples.
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OROYA	6,297	May 15	May 22	May 24
ORTONA (Twin Screw)	7,945	May 29	June 5	June 7
OMRAH (Twin Screw)	8,282	June 12	June 19	June 21

Managers { F. GREEN & CO. Head Offices:
ANDERSON, ANDERSON & CO. } Fenchurch Avenue, London.

For passage apply to the latter firm at 5 Fenchurch Avenue, E.C.; or to the Branch Office, 28 Cockspur Street, S.W.

The NATIONAL BANK OF SOUTH AFRICA,

Bankers to the Government of the Transvaal Colony.

LTD.

Subscribed and Paid-up Capital **£1,100,000.** With power to increase to £4,000,000.
Reserve Fund, **£140,000.**

Head Office: **PRETORIA.**

The Bank is prepared to grant drafts and letters of credit, to make telegraphic remittances, to buy and collect bills, and to undertake every description of banking business in connection with South Africa. Current accounts opened and deposits received on terms which may be ascertained on application.

Circus Place, London Wall, E.C.

E. C. REYNOLDS, Manager.

BANK OF MONTREAL.

ESTABLISHED 1817.

CAPITAL PAID UP, **£2,958,904.** RESERVE FUND, **£2,260,274.** UNDIVIDED PROFITS, **£143,829.**

Hon. President: Rt. Hon. LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G.

Head Office and Board of Directors: MONTREAL. President: Hon. Sir GEORGE DRUMMOND, K.C.M.G.

Vice-President and General Manager: E. S. CLOUSTON, Esq., Montreal.

LONDON OFFICES: 46 & 47 Threadneedle Street, E.C.

London Committee: Rt. Hon. LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.

Manager: FREDERICK W. TAYLOR. Financial Agents of the Government of the Dominion of Canada. Undertake Monetary Business with All Parts of Canada, Newfoundland, and the United States, and issue Sterling and Currency Drafts and Cable Transfers.

THE UNION BANK OF AUSTRALIA, LTD.,

ESTABLISHED 1837. INCORPORATED 1880.

Paid-up Capital	...	...	...	...	...	...	£1,500,000
Reserve Fund	...	...	...	...	...	...	£1,200,000
Reserve Liability of Proprietors	...	...	...	...	...	...	£3,000,000

Head Office: 71 CORNHILL, LONDON, E.C.

LETTERS of CREDIT and BILLS are granted on the Bank's Branches throughout the Australian States and New Zealand.

TELEGRAPHIC REMITTANCES are also made.

BILLS are purchased or sent for collection.

DEPOSITS are received for fixed periods, on terms which may be ascertained on application.

THE WESTERN AUSTRALIAN BANK.

ESTABLISHED 1841.

Authorised Capital	...	...	£250,000	Reserve Fund	...	...	£375,000
(25,000 Shares of £10 each.)				Reserved Profits	...	...	£11,317
Paid-up Capital	...	...	£150,000	Reserve Liability of Shareholders	...	...	£150,000
(15,000 Shares of £10 each.)							

Head Office—PERTH, W.A.

DRAFTS and LETTERS OF CREDIT issued, and TELEGRAPHIC REMITTANCES made. BILLS negotiated or collected, and all Banking and Exchange business connected with the Australasian Colonies transacted.

London Agency—THE BANK OF ADELAIDE, 41 LEADENHALL STREET, E.C.

ENGLISH, SCOTTISH, AND AUSTRALIAN BANK, Limited.

Head Office: 38 LOMBARD STREET, E.C.

Subscribed Capital	...	£1,078,875 0 0	Further Liability of Proprietors	£539,437 10 0
Paid-up Capital	...	539,437 10 0	Reserve Fund	...
				151,000 0 0

LETTERS OF CREDIT and DRAFTS on the Branches and Agencies of the Bank in Australia can be obtained at the Head Office, or through the Agents of the Bank, in the chief provincial towns throughout the United Kingdom. REMITTANCES made by Telegraphic Transfer. BILLS NEGOTIATED or forwarded for Collection. BANKING and EXCHANGE BUSINESS of every description transacted with Australia.

J. PATERSON, Secretary.

BANK OF NEW SOUTH WALES.

ESTABLISHED 1817.

Paid-up Capital, **£2,000,000.** Reserve Fund, **£1,500,000.** Reserve Liability of Proprietors, **£2,000,000.**
Head Office: **SYDNEY, NEW SOUTH WALES.**

The London Office issues Drafts on Demand on its Head Office and Branches in Australia and New Zealand and Suva, and on its Correspondents in Tasmania; makes Mail and Cable Transfers; Negotiates and Collects Bills of Exchange; Receives Deposits for Fixed Periods on terms which may be known on application, and conducts every description of Australasian Banking business.

LONDON OFFICE: 64 OLD BROAD STREET, E.C.

DAVID GEORGE, Manager.

J. W. DORE, 30 DUKE STREET,

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NOTICE is hereby given that, in order to prepare the Dividend due on the 1st July next, the BALANCES of the several ACCOUNTS in the above-mentioned Stocks will be STRUCK on the night of Monday, the 1st June, and that on and after the 2nd June the Stocks will be transferable, *ex* Dividend. Dividends are forwarded by post to an address in the United Kingdom, or they can be paid to the Stockholders on personal attendance at the London and Westminster Bank. Forms of request for these purposes can be obtained on application to the Bank.

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A. M. HAWTHORN, } *Managers.*
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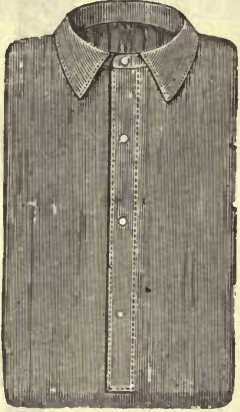


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