

have 52 departures a year, let us have at first 26. Rather begin with a service of first-class steamships leaving every two weeks than none at all. There are those in this room who can well remember the time when the service between Europe and America was confined to one line of small steamers leaving once a fortnight. We all know to what gigantic proportions that service has now grown. May we not confidently look to similar results on the Pacific?

Thus, by means of improved lines of postal communication across the Pacific, could the Empire take advantage of the facilities offered by Canada. All must admit it to be in every way desirable that commercial and other relations of intimacy should spring up between the great Colonies now represented in this room. The establishment of a direct postal service such as suggested would plant the germs of a commerce which in a few years may develop into a magnitude now little dreamed of. I need scarcely say that the people of Canada would hail with great satisfaction the sympathetic co-operation of the Imperial Government and the Governments of the Australasian Colonies in an effort to call into existence a new field for commercial enterprise—an effort which is well calculated to strengthen British interests, and establish British predominance on the Pacific. The question is a practical one of common concern to all; and I feel warranted in saying that, although Canada has already from her own unaided resources sunk an enormous amount in rendering the new Imperial postal services possible, she will be prepared, as Sir Alexander Campbell will explain to you, still further to render substantial aid.