

struction. The approximate cost of these 14 tunnels is \$200,000,000, or about one-fifth of a billion dollars, and they are being built for one purpose only; to save time. It is estimated that at least a million people go in and out of Manhattan every day. At the average of 25 cents an hour in value, this will mean a saving of \$62,500 a day, or \$23,000,000 a year.

Six of these tunnels are being constructed by the Pennsylvania Railroad; four under the East River, and two under the Hudson, thus giving uninterrupted subway connection between New Jersey and Long Island.

If rumor be true, when the Pennsylvania tunnels are completed, transatlantic passengers will take the steamer at Montauk Point, thus cutting down the trip from New York to Europe seven hours.

These facts indicate the value that is placed on time, and that when it has been clearly demonstrated that a saving of time can be effected in the interests of the great world of commerce, the question of cost is regarded as a minor consideration.

One of the Most Important Trade Questions Now Occupying Attention in Commercial Circles

is the speeding and cheapening of transport between Europe and the continent of America and between Europe and the Far East, and a no less important one is the rapid transit of mails and passengers. The passenger traffic between the Old World and the New at the present time is enormous, the United States alone contributing something like 3,000,000 of the mighty host who cross and recross the Atlantic annually on business or pleasure.

The struggle for supremacy in the carrying trade of the Atlantic is pretty well confined to-day between the German and the American lines, although Canada for the last year or two has placed in competition some very fine steamers. Canada, however, is handicapped by the difficulties of the St. Lawrence, by the closing of her principal ports in winter, and by the fogs and ice that prevail to the north and south of this island along the respective routes that her ships have to follow.

Now the physical features of the North American Continent have played and must in the future play a prominent role in giving direction to the trade routes. If we

take a glance at the map we find that Newfoundland stretches away so beyond any other portion of North America. It seems to have been intended by the Great Creator as a stepping stone between the Old World and New. It appears like a hand stretched out from the main body, beckoning to the nations beyond to come this way in their journeys to and fro in the world.

In the struggle for commercial supremacy the loss or gain of a day in transit may mean the loss or gain of millions of money, and then, therefore, whatever port on this side of the Atlantic stands nearest to the port of departure on the other side must inevitably become the terminal port of the fast ocean service. No old prejudices will be permitted to stand in the way of the adoption of the shortest and safest route, for trade will demand it, and the restless nervous energy of the twentieth century traveller will force its adoption and guarantee its success.

The idea of making Newfoundland a connecting link between the two hemispheres is not, by any means, a new one. It was proposed by that distinguished Engineer, Sir Sandford Fleming, more than 30 years ago, and he gave practical evidence of his convictions by undertaking and completing a railway survey from the Eastern shore of this island to the Western as a link in his proposed chain of communication. His idea never materialized. He was just 30 years in advance of the times; but old man as he now is, I hope and believe that he will live to witness the completion of the scheme that his wisdom and foresight foreshadowed as an inevitable one.

In 1897 Mr. P. T. McGrath, the present Chief Clerk of this House, in a very interesting and able article contributed to the June number of the Canadian Magazine set forth the merits of a fast line service via Newfoundland, availing of the Newfoundland Railway to Port aux Basques and the steamer from that port to Sydney, Cape Breton. He contended that by the adoption of this route a saving of some 30 to 36 hours could be made on the time run between London and New York.

In the year 1902, at a banquet given by the Primrose League in London, I availed of the opportunity to revive this question. The occasion was an opportune one, for at that time the Morgan Shipping Combine, which contemplated the absorption of all