

*tania* can scarcely do much better. From New York to Chicago is 20 hours by rail, allowing a brief space for the transfer of the mails to the train. Letters are therefore delivered in Chicago on Saturday morning or forenoon, by which time, of course, the passenger could also be there, if the trains suited. The *Empresses* leave Liverpool on Friday and usually land their mails at Rimouski on the following Thursday at 9 a. m. Rimouski is 342 miles from Montreal by the Intercolonial. They should be delivered to the Montreal post office in 8 hours, or, allowing an hour for detention at Rimouski, by 6 p. m. on Thursday, and be in the office of the Montreal merchant on Friday morning and in Chicago on Friday evening. As it is, therefore, the mails by the *Empresses* leaving England on Friday are, or ought to be, delivered throughout Canada and the Western States several hours before those of the *Lusitania*, leaving on Saturday. Reduce the voyage of the *Empresses* by 14 hours, and the Canadian mails would be in the hands of Canadians and of people in Detroit, Chicago, St. Paul, Minneapolis and beyond about 24 hours before those of the Cunard vessels. Whether, under these circumstances, the Washington Government would allow the *Empresses* to carry the ocean mails of the West and North West, as the Allans once did, is a matter which those sections of the United States would be considerably interested in.

It will be asked what the Canadian farmer has to gain from rushing American mails and American passengers from England through Canada to the United States or even by furnishing 25-knot vessels for Canadian passengers. The answer is that if, at a reasonable cost, we can attract travel to the St. Lawrence route which now goes by American ports, the country at large will benefit, and he, in particular, will feel the good effects in the shape of a quicker service, and, in the end, of reduced rates for his package freight, his cheese, butter, bacon, eggs, fruit and the like. One of the Granges in Western