

demand for a better class of vessels for the Atlantic service, and instead of having one fast line, we had several of the existing steamship companies striving to outdo each other in providing faster and better vessels for the service, and, as stated, in a very short time a better class of ships were plying between Canada and Great Britain than would have been the case under the Peterson Tait contract.

Hudson Bay Route Will Give Faster Service.

It would be manifestly absurd to subsidize a fast service between Great Britain and the Canadian seaboard in view of the proposed opening of the Hudson Bay route, with its shorter mileage. A fleet of ordinary steamships plying between Britain and Hudson Bay would make better time for the carriage of mails to and from the Pacific coast than would be possible with a fleet of fast steamships between Britain and the Canadian seaboard, and with fast steamers running to Hudson Bay the proposed All Red Line would be beaten out of sight in the matter of time. This fact alone should be sufficient to convince the government that it is not in the interests of the Canadian people to incur a heavy expenditure such as that involved in the formation of a fast mail service on the Atlantic.

Improved facilities for handling the traffic of the country is of much greater importance to Canada than a fast service for the carriage of the mails, and any expenditures incurred should be in the direction of giving increased accommodation for the produce of the country. The proposed All Red Line would be purely a passenger service, as the necessity for maintaining a high rate of speed would make it impossible to carry a heavy freight tonnage. The main objection to the All Red Line is the fact that as compared with the Hudson Bay route it would be at a decided disadvantage, and Canada has enough burdens to bear without adding to them with projects which would be of no service whatever to the country.