

sidies to the New York lines exceed \$600,000; to the West Indies, \$448,000; and South America \$250,000; to Newfoundland, \$10,000; and to the Asiatic and Pacific lines the amount is over \$2,300,000.

These subsidized lines are the feeders to Great Britain's foreign commerce, as are also the subsidized lines of all maritime nations shown in the table of ocean services annexed.

The extent of the commercial interests of Canada in Pacific and on the Atlantic, are not to be measured by a nominal subsidy. We must elect whether we will provide the measures for industrial growth or remain relatively stationary. There is a possibility of aid by joining subsidies with Great Britain, or speaking broadly Great Britain and Pacific communities co-operating with Canada in the establishment of a through line that, while serving imperial interests, would also develop Canada and thus strengthen the Empire.

Note: The press reports as to the withdrawal of British subsidies to New York mail boats, only refer to Admiralty subventions, £15,000 to the Cunard line, and £14,661 to the White Star, and not to the postal subsidy of £107,694 paid these lines for the New York mail service.

SIR SANDFORD FLEMING ON THE CANADIAN SERVICE.

Sir Sandford Fleming, one of the most eminent authorities on transportation, has made Canada's needs a study, and has given the conclusion reached in three articles in *Queen Quarterly* in which he points out that "while cheap transportation is the great problem for Canada there is another only second to it, and that is rapid transit; but they are two very different things and all attempts to combine them must in the end fail. Cheap transportation will not be obtained by greatly increasing the running expenses and the consumption of coal of ocean ships and by running them at high speed in dangerous navigation." He points out that "the St. Lawrence is the proper and the natural route for the transportation of the staple products of the country and for all heavy merchandise, but it should be carried in cargo steamships of moderate speed at minimum cost." He says "the conditions