

landing of the British mails, but there is no good reason why outgoing ships should call there. The winter service would materially assist Halifax, provided passengers could be induced to go there in some considerable number every week, not from Eastern Canada merely, but from Toronto, Winnipeg and the Western States. To afford them a direct route and provide one for incoming passengers, it would be necessary to give the Canadian Pacific access to Halifax over the Intercolonial. It cannot be sound policy to continue the Intercolonial's monopoly of Halifax, which is leaving that port to isolation and decay. These persons are also of opinion that the Canadian Government should form a Company out of the Canadian Pacific Atlantic Steamship Company and the Allans, with Government representation on the Board, rather than encourage the establishment of a new competitive line. It would not be fair, they say, to start such a line with the assistance of British and Canadian subsidies for the purpose of invading the business of the existing lines, and it would not be wise to do so, inasmuch as the Canadian Pacific could afford to keep its ships on the Atlantic under conditions that would bankrupt a new concern heavily burdened with capital and interest charges, and with no railway behind it, depending for freight and passengers merely on the Intercolonial and the Grand Trunk Pacific, the latter under bonds to the Grand Trunk proper to ship from Portland. To attempt to operate an All-Red route without securing the hearty co-operation of the Canadian Pacific would, in fact, be absurd.

Let us see what 20-knot ships, the present *Empresses* being 18-knot ships, would do for mails and passengers. To begin with, they would reduce the time of the voyage from Liverpool to Quebec by about 14 hours, with a corresponding reduction of that to Halifax. At present, the *Lusitania* leaves Liverpool on Saturday and lands her mails at New York on the night of Thursday—Friday following. The *Maure-*