

last year, and that will, indeed, be a great factor in supplying food for the Mother Country. It was through the enterprise of Canadian merchants, we are told, that the ocean was first crossed by steam power. Passing on to 1838, we find that the "Great Western" and "Sirius" went to Quebec. I remember very well that year, and the rush made to the post-office to get the first letters brought out by those vessels, as I happened to be there myself at the time. We pass on to the Cunard steamers of 1840, and to the Allan steamers by the St. Lawrence somewhat later. It is a matter of some little pride to remember that the Allan Line was really the first to give comforts to passengers in crossing the Atlantic, beyond what they had by remaining down in the cabin. It was they who first gave covered decks. They met with some little opposition with regard to that, and incurred some loss, because by the regulations of the Board of Trade, these decks counted against them as to tonnage. Unfortunately, the "Parisian" of some fifteen years ago is perhaps at the present day the best, or one of the best of the steamers on the St. Lawrence route, and we in Canada certainly look forward with very great desire to a fast line of steamboats to Halifax, and Quebec, and Montreal. That, as has been said, we hope to see accomplished very soon, as I believe the tenders are to go in to-morrow. By means of this service we shall be able to send passengers to Chicago and to the great north-west of America. It is not, I would remind you, simply a scattered population you will find there. You will find cities in Minnesota which have some three or four hundred thousand people where, twenty-five years ago, there were not twenty or thirty thousand. This I say, not to show that that country has greater advantages than Canada, but to show that there is every prospect of success for these Atlantic steamers. You will have really a continuous route across the Atlantic, to the north-west of America under the auspices of British subjects. These steamers will also have another advantage, for I have observed in crossing the Atlantic (as I have done very often indeed, some 100 times or more—as well by the St. Lawrence as by New York), I have observed, I say, that a great many people meet together on board. There are hundreds on every ship during the summer months, and the acquaintance they make with each other under these circumstances has, I think, a most excellent influence. It is when we do not know each other, when we look upon other people as being so very different from ourselves, that suspicion and distrust arise; but when we are thrown together, as when crossing the Atlantic, and learn to know each other, and to see that our