

established fact and unquestionably superior to any route in existence at the present time, consequently there should be no hesitation in deciding between the two propositions. With the construction of the Hudson Bay railway and the improvement of the St. Lawrence route Canada will have transportation facilities sufficient to take care of any increase which may come during the next hundred years in the traffic requirements of the country.

Note:--Since the above article was written it has been deemed advisable to provide a thirty foot waterway in order to accommodate the larger vessels now in the ocean service.

Article 4--THE ALL-RED LINE.

Notwithstanding the fact that there has been much written in support of, and many attempts made to boom, the All Red Line the average Canadian is not at all interested in the scheme; in fact the great majority of the people have not taken enough interest in the proposition to inform themselves with regard to it, and look upon it as one of those freak schemes which will die a natural death in the ordinary course of events.

An Old Measure In a New Dress.

The All Red Line as now proposed is really an old measure in a new form and will undoubtedly meet with the same fate as its predecessor. The idea of a fast Atlantic service for the carriage of mails is not a new one, as some eleven or twelve years ago a similar enterprise was under consideration. At that time the Dominion government entered into an agreement with Peterson, Tait & Co., by which they were to pay them an annual subsidy of a million and a quarter dollars per annum for a fast line of steamships between Canada and Great Britain, but the proposition was so vigorously assailed both by the press and by the supporters of the government in the House of Commons that it was quietly dropped out of sight and allowed to lie dormant until the present time, when it is brought forth in a new dress and with a more attractive name, with the hope that the people will be carried away with the claim that it is an imperial measure in the interests of the Empire at large and with that idea in mind give it their support. It is a vain wish on the part of the promoters, as the Canadian people are somewhat tired of projects which cannot stand upon their own merits and are not disposed to accept a proposition of the nature of the All Red Line which has nothing to recommend it but the sentimental idea that it might possibly help foster closer relations between the different portions of the British Empire, an idea which has no foundation in fact.

The consolidation of the British Empire is not dependent upon a fast mail service, although such a service under properly considered commercial conditions is desirable. The love for the motherland is inbred in the native Canadian and will not be increased or decreased through the creation of a faster mail service between the eastern and western portions of the British Empire, consequently any project of that kind must be considered as a purely commercial proposition.

Special Subsidies a Mistake.

The fact that special subsidies in favor of enterprises such as the All Red Line are a mistake was never more clearly illustrated than in connection with the proposed Peterson, Tait Co. Fast Atlantic Line, as within three years after that measure had been dropped, we had a better service between Canada and Great Britain than would have been the case had the Peterson Tait contract been carried through. The natural development of business created a