

The following from the *Montreal Trade Bulletin* is so much to the point, we make room for it on a page usually left blank, after some copies have been printed and bound :

‘ **THAT FAST SERVICE.**—The offer to run a Canadian fast steamship service, which Mr. Mackenzie Bowell carried west in his pocket, not having materialized, the government have changed front, and have now given a contract to Mr. Huddart, who is in London making an attempt to sell it, or to form a company to carry it out. Whether any better success will attend this effort than has attended previous efforts in the same direction remains to be seen. But even if in the first instance successful, nothing but ultimate disaster can follow, seeing the scheme is as commercially impossible as the Chignecto ship railway, so often referred to in these columns. Considering the amount of substantial good that might be done to the shipping trade of the country by a judicious expenditure of \$500,000 per annum, it is lamentable to see so large an amount of good money thrown away in such a wild-cat adventure. Canadians can get a twenty-knot mail service almost every day in the week by United States, German and British steamships out of New York for nothing, and must continue to avail themselves of it to a large extent, even with a line of our own. What Canada does require is a 16 or 17 knot service by large freight carries to two or three or more British ports, and that desideratum could be obtained for the \$750,000 offered for the weekly service to one port. Canada may as well cease attempting to play frog to the United States bull, otherwise she will inevitably burst,

[St. John GLOBE, March 20.]

Mr. Huddart asks the Imperial government to contribute \$375,000 to his Atlantic and Pacific scheme. With this sum and a quarter of a million from Australia—if he can get it—and the Canadian \$750,000, Mr. Huddart has a pretty good foundation. But there appears to be a steadily growing feeling at Ottawa even among the Conservatives that the demand made upon Canada is entirely too heavy.

Parliamentary representatives, of almost every section of New Brunswick, must distinctly understand, that should they support the subsidizing of the Atlantic fast service and French lines, politically, they will have signed their own death warrants.