

Huddart, the fast line contractor, of the prospects of his scheme competing with New York lines, and as to delays, if his boats would use more northerly routes than the steamers to New York take, and if the obstacles in the way of dispatch on the Canadian route could be overcome. Lord Jersey assured the conference that the subsidy paid to the New York lines for conveyance of British mails were open to Canada when her route afforded equally quick despatch. He said: "I wish to clear away a misconception in Mr. Playford's mind. The British Post Office has no preference for New York route, which it only uses because the fast steamers go there and not because it is the wish to subsidize the mail route to the United States. Sir Adolph Caron has clearly stated that at the present time Canada could not expect the British Post Office to send their letters by the existing route. But the whole question will be altered the moment a new route is made between Canada and Great Britain."

The route referred to by Lord Jersey means two requirements—the class of service Sir William Van Horne designates as "Canada's greatest need," and an ocean route such as Austin Corbin describes on page 12. The relative merits of the Canadian and New York routes for dispatch are better known in England than in Canada. The London Post Office keeps a record of the time used in the transit of American and Canadian mails, also the delays and cause of delays. These data are open to the press and are published in Parliamentary returns. The comparison of the two routes as published in the English shipping papers, shows the disadvantage, and the recent action of Lloyds', the hazard of Canada's present route.

The carrying out of the measures recommended by British statesmen and Canadian Boards of Trade, (page 33) which also includes equally important measures advocated by Admiral Sir J. Hopkins, and Sir Sandford Fleming, (page 43), would remove the barrier at Lloyds' to our Atlantic commerce, place us ahead of New York for rapid transit, and be moving along lines that would ensure Canada imperial aid and success in spite of apparent difficulties from European-American competition at New York.

Great Britain pays annually in subsidies and admiralty subventions to her merchant marine over \$5,000,000. The mail sub-