

Office of the Quebec Board of Trade,  
Quebec, 20th October, 1898.

The Quebec Board of Trade would again respectfully place on record its opinion that any permanent arrangement for the Atlantic mail service should be based upon the speed of the fastest steamers carrying the mails to New York. In no other way can Canada benefit by the immense advantages for future development which the saving of nearly 500 miles in distance should give to the St. Lawrence as compared with the New York route. In this connection it may not be inopportune to point out that three fast steamers could maintain a weekly service between Quebec and Liverpool, whereas the negotiations would have been unsuccessful were they based upon the contractors being obliged to furnish four such steamers, etc.

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Office of Montreal Board of Trade, Nov. 14th, 1898.

Resolved—"That the Council is unanimous in approving the principle of a handsome subsidy being paid to secure a quick and regular mail service between Canada and Great Britain, but it is strongly opposed to the renewal of the mail contract upon the old terms, and it would therefore urge instead that a good subsidy should be paid for a weekly service of steamers with a guaranteed speed of sixteen knots, the contract to provide that the full amount of the subsidy shall not be paid when such speed is not maintained throughout the trip, unless reasonable cause for the delay be shown.

"That the Council would further suggest that as there are not available here at the present time sufficient sixteen knot steamers to perform a weekly mail service, the arrangement for the trans-Atlantic mail service shall, pending that much needed consummation, be on the poundage basis upon which the Canadian mails via New York are now carried."

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North Sydney, C. B., Nov. 22, 1898.

"Recognizing the importance to Canada of modern ocean transportation, the Council would respectfully urge upon the attention of the Government the necessity of an Atlantic Mail Ser-