

while Her Majesty's Government would be quite satisfied with vessels of equal speed to the "Teutonic" and "Majestic" any proposals for ships of less speed would not be considered.

Yesterday I met accidentally, Mr. Benham, the able and trusted representative of the Barrow Naval Construction Company, who built the steamers now running between Vancouver and China and Japan. I had previously introduced Mr. Huddart to Mr. Benham, in order that he might secure the co-operation of that firm. I told Mr. Benham confidentially that Her Majesty's Government had decided to give, if necessary, £75,000 per annum to secure the fast Atlantic service, and asked him if he would be ready to co-operate with Mr. Huddart on that basis.

Mr. Benham told me he would consult with his firm, but that he felt confident they had come to the conclusion that no subsidy would render the fast Atlantic service a complete success unless the Canadian Pacific Railway Company were identified with it in the closest and most effective manner; that were that the case, he felt sure they would be ready to join and give the heartiest possible co-operation in every way to carry out the service. Mr. Benham has gone to Barrow-in-Furness for the purpose of confidentially consulting his firm and has promised to let me know the best they can do.

While it is necessary to secure a speed quite equal to that of the "Teutonic" and "Majestic", Mr. Benham does not think it will be requisite that the vessels should have the cargo carrying capacity so great, as they would be mainly useful in carrying mails and passengers at great speed, besides having ample provision for cold-storage for fish, meat, dairy products, poultry, fruit, etc.

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