

OUR ATLANTIC STEAMSHIP SERVICE.

II.

The article on the proposed fast steamship service between Canada and Great Britain which appeared in *QUEEN'S QUARTERLY* for October last, has led to so much comment that I am impelled to submit some further observations on the subject.

There is a common feeling that we should take every means in our power to improve the communication with the British Islands. *First*, in order that the products which we raise may be carried to their best market at the lowest cost and in the best condition. *Secondly*, that passengers and mails may be conveyed across the ocean as speedily and as safely as possible. *Thirdly* and generally, that the closest intercourse may be permanently established between Her Majesty's subjects, on both sides of the Atlantic.

In the article referred to I endeavoured to take a dispassionate view of the whole circumstances of the case, with the sincere desire to arrive at sound conclusions. Soon after the publication of the paper I left for England, and have only recently returned. Since my arrival in Canada, I have had my attention directed to extracts from the public press, in which I am charged with "casting aspersions on our noble river," with "bucking the scheme," with "want of patriotism," with "decrying the St. Lawrence" and such like offences.

In a project of this character, all sensible men must admit that the fullest investigation is desirable; that it should be examined from every side, so that no narrow or defective view be taken; and that, before the country is bound to pay an enormous subsidy, it be first established, that the expenditure has been wisely determined. Every Canadian must acknowledge the necessity of proceeding with deliberation, so that no false step shall be taken and no error committed. The question is of national importance. It is not simply a consideration, whether the establishment of heavily subsidized steamships will benefit