

subsidies; but the highest speed is not obtained, and the tide of travel takes other channels. No provision is made for competition, and so there has been but little life in the business. Boats are slow and the service consequently unsatisfactory.

The same policy obtains with the admiralty in England in regard to the eastern mails. The Peninsula and Oriental Company, by reason of their heavy time subsidies, have a large fleet of ships and enjoy a monopoly of the mail service for the East Indies, China and other Oriental countries. But the boats are slow and the service unsatisfactory. Were it not for the peculiar conditions which make the monopoly possible, this company would be eclipsed by some competing company as Canada is eclipsed by the United States in trans-Atlantic travel.

The London "Syren and Shipping," commenting on the subsidy arrangements with the P. and O. mail service says: "It is their yearly mail subsidy which has enabled the company to build up its present fleet to the exclusion of outsiders. If other lines could but get a share of the mail subsidy, we are certain that they would speedily provide the boats necessary to conduct the service. In the United States a very different condition of things obtains. There the faster boats of the various lines in competition are commissioned to carry mails. The benefits of their system are obvious.

The public obtains a more frequent and efficient service by the respective lines keenly competing with each other to secure the mail subsidies.

We feel convinced that had the admiralty favors been more equitably distributed, the untrammelled enterprise of the British ship owner would have ensured speedier boats, cheaper rates, and consequently a larger trade, and more content and satisfaction all round."

The American system referred to is perhaps the best in vogue in any country. The following is from the Superintendent of Mails at Washington: "The entire trans-Atlantic merchant marine is freely tendered for the conveyance of United States mails at the rates of compensation offered by this department, consequently the mails for Great Britain and the continent of Europe are despatched by every fast steamer; and when two fast steamers sail on the same day or succeeding days, the mails are invariably assigned