

Mr. Smith wisely declines to offer any remarks on Mr. Huddart's scheme from a commercial standpoint. This, he says, "is a question for capitalists, merchants, and shippers, on which Mr. Huddart can enlighten them." Mr. Smith, no doubt, knows the commercial disadvantages of a costly service and difficult navigation, and the consequences attendant on change of terminus in winter, and has probably heard that, since this correspondence opened, one of the great passenger services of Canada has had to go into liquidation, and another to change its management. Mr. Henry Fry, Lloyd's agent at Quebec for many years, formerly the head of the United Boards of Trade in Canada, and who is recognised as of the highest authority on navigation, published last month an elaborate statement on the character of the St. Lawrence navigation and route, endorsing and elaborating all the views we have given. His letter is too long to quote, but it is at your call.

On the commercial aspect of the scheme.

Mr. Fry's letter.

A word in conclusion. Our part in the correspondence has been to justify our abstention from this scheme. We have been obliged to maintain that the speed, which is an essential factor, though only one, to its commercial success, is incompatible with safety, but we have no desire to cry down the character of the St. Lawrence navigation, while obliged to admit that it is not on a par for safety with that of New York. We have ourselves demonstrated that with due precaution, and steamers being always slowed or stopped when ice, fogs, or snowstorms prevail, it is fairly safe, and that the climatic disadvantages of the route can be overcome by the "subordination of speed to safety." But we have not stopped at the mere arguing against this scheme. We have presented to the Government strong reasons for their preferring, for the sake of Canada, a system of service that will at once secure the highest rapidity of voyage that the nature of the navigation admits of, combined with other classes of service that will give the greatest facility for the transport of Canadian produce. We have shown that in this lies the true solution of their beneficent purposes, leaving them, so far as we are concerned, free to choose their own instruments for its attainment.

Our object in the correspondence not to decry the navigation.

Have given a suggestion to Government.

We are, yours truly,

JAMES & ALEX. ALLAN.

25 Bothwell Street, Glasgow, 15th Nov., 1894.