

be a mistake, a National loss, as such a course would prevent the line not only winning for itself and for Canada the Atlantic record, but also the travel and traffic that accompany it; and the delays from Belle Isle or Cape Ray entrances to Rimouski will give New York what Canada must have, the Atlantic record, which means British travel and mail preference. What a day saved in the English mail train connection for North America and the Orient, by the use of an Atlantic port of call is worth to the Dominion, it will take a very clear-headed statistician to determine.

TABLE OF OCEAN LINES AND SUBSIDIES.

(Compiled from American Consular Report.)

The policy of the principal commercial nations has been to pay liberal compensation or subsidies for the carriage of the mails, and for improved speed until sufficient commerce has been developed to make the lines remunerative, when such support has been gradually withdrawn. There are exceptions, however, to the rule. The Collins Line drew from the United States Treasury \$5,000,000 in subsidies in 8 years; when the subsidy ceased the Line went out of existence.

Two methods of direct government aid are in use—first, the payment of a very liberal allowance to select steamship corporations holding more or less intimate relations with the government. And second, the promotion of the entire range of national ship-building and navigation by government assistance. The British and German systems represent the former; and the French, Italian, Austrian and Japanese, the latter, although both systems are in vogue to a more or less extent in France and Japan.

The subsidies to lines running to New York include the amounts paid by the United States: The Cunard line, 1897-8 \$172,177.24; White Star, \$53,535; North German Lloyd, \$88,029.67 Hamburg American, \$27,431.09; General Trans-Atlantic French, \$31,679.88.

The following is a statement of lines, and subsidies to steamships of 14 knot speed and over. Those marked "Subsidy" receive a sum from their respective governments, which does not depend on the amount of mail carried. Those marked "Mail" receive compensation according to the quantity of mail carried. Four of the British lines receive Admiralty subventions: