

grasp the changed condition of development, and thus become prosperous and great.

The Quebec Board of Trade, in an official letter dated February 4th, 1899, to the Right Hon. Sir Wilfrid Laurier, remarks:

"They respectfully beg leave, sir, to here textually quote the statements made by Sir William Van Horne: 'I am sure that there is no economic heresy in the doctrine that the trade of the country should be carried by that country's own land and water routes. . . . Looking at Canada all over it seems to me that she, of all countries, ought to keep her carrying trade in her own hands if she can. For a like reason she ought to keep her seaboard provinces in closer touch with the rest of the country, by establishing a winter port there. Were I a Canadian Minister, I would not vote a dollar to Canadian fast Atlantic service except on condition that it filled the end here outlined. In my judgment the Canadian Pacific Railway is the only agency that can establish and successfully operate a steamship line capable of doing this, simply because it alone has the machinery to work with—a trans-continental route all the way from Vancouver and Winnipeg to Montreal and St. John, affording unequalled facilities for feeding Canadian ocean steamships, and for carrying the cargo from the place of origin to Europe at low cost. . . . I would provide Canada with a better ocean service than exists anywhere else in the world. . . . They would be the fastest and most sumptuous and the most comfortable vessels afloat. . . . I would make the line on the Atlantic so splendid that it would be talked of the world over. This would give Canada a most magnificent advertisement. For such a service, the country could afford to pay a million dollars.

"If it is intended by the Dominion Government to place this country in a position to successfully compete with American lines, if this country of ours wants to make the very best out of its superior geographical position, and become the main highway between the European and Asiatic continents, it may become imperative on their part to grant a subsidy as above referred to, viz: \$1,000,000."

This service, which includes modern freight carriers, would benefit the country in two respects. First in its carrying trade