

than Loch Ryan in Scotland ; and that between these two points will be found the shortest available route across the ocean, which can be used by fast steamships at all seasons of the year.

It is our common interest that the freest intercourse should take place between the people of Canada and our fellow-subjects in the United Kingdom. One of the best means of attaining that end, is to have fast passenger steamships, good accommodation and the lowest charges. In my view, a person in Winnipeg, Toronto or Montreal, should be able to purchase a passage ticket by the Canadian line, which would enable him to reach England, Ireland or Scotland, at any season of the year, in less time and at less cost, than by any other route. This important object can be attained by establishing a line of steamers specially designed for passengers and mails between Halifax and Loch Ryan. To secure speed, regularity, accommodation, and low charges, a subsidy would be required, and it must be generally admitted that there are few objects for which public money could be more wisely expended. It is not necessary that the steamships should be richly appointed or profusely provisioned. Everything should be done to secure safety; there should be reasonable comfort; and the passage tickets should be reduced to a uniform standard price; those who desire luxuries, should be required to pay for them, precisely as travellers on railways pay extra for Pullman or parlour cars.

The trans-Atlantic passenger and mail traffic has acquired enormous proportions, and it is increasing yearly as improved facilities are provided. Estimates by well-informed authorities, place the number of persons travelling between the two continents, so high, that if evenly distributed through the year, it would give an average of about 7000 each way weekly. The best, the safest and the swiftest steamships, invariably attract the best traffic. The steamships running from New York draw Canadian passenger traffic away from the St. Lawrence route, because these vessels are much better than our own. Scarcely a steamship leaves or arrives at that port without having many Canadian travellers, both first and second class, on board. The condition would be changed if we had a good service on the route, between Halifax and Port Ryan; and I am satisfied the passengers by this new Canadian