

and Asiatic ports. For Canada to compete with these systems, equal rail and ocean speed is required. A twenty knot service, which means about an average speed of 16 to 17 knots by Belle Isle, will leave us far behind in the race; but should a twenty knot average speed be attained, even that will not enable us to compete with 22 and 23 knots, which will soon be realized on the New York route; nor will it enable us to compete with the improved European lines by the shorter Suez route, not to mention the great Russian-Siberian railway and its connections.

The securing for Canadian industries and enterprise the markets, the potentialities for commerce with trans-Pacific communities, and also the trans-continental travel, would produce industrial expansion, allied with prosperity and national growth, surpassing all that present imagination can anticipate. In view of the struggle for these markets, delay in carrying to an early completion a system of the most improved transportation between the United Kingdom and the Orient through Canada, would be nothing short of a national calamity.

