

As Chief Commissioner of Public Works I was the first to suggest the establishment of a line of steamers from the St. Lawrence by means of a subsidy to be paid by Canada alone, and the views then held will be seen from the following extract from the Public Works' Report of 1851 :—

"From extensive inquiry, we believe that a safe route exists for steamers and sailing vessels through the Straits of Belle Isle. The distance from Liverpool to Quebec, coming through these Straits, is 400 miles less than from Liverpool to New York, which, in conjunction with smooth water from the Straits to Quebec, will enable a saving to be made of fully two and a half days in the voyage, and as the English mails usually arrive in Quebec some 36 to 48 hours after their arrival in Boston, there is no good reason why the proposed line of steamers should not be able to deliver their mails in Quebec and Montreal, in less time than they are now delivered coming through American Territory, and with vessels of the same speed as those now plying to Boston and New York, why the mails from England, with railroads from Quebec to Detroit, should not only be delivered throughout Canada, in less time than at present, but that this would also be the best route for mails destined for the Eastern and Western States. To make the route, however through the Straits of Belle Isle effective, more light-houses are required. At present there is only one light from Quebec along the whole North Shore to the entrance of the Straits of Belle Isle, a distance of some 800 miles. It is therefore recommended that a light be placed on Belle Isle, one at Cape Normand, one at Forteau Bay, one on the West point of Anticosti, one on the north shore of Anticosti, and another on the Main North Shore nearly opposite.

"Authority for the erection of some of these lights would have to be obtained from the Government of Newfoundland. These, with the other lights, for which appropriations have already been made, will do much to improve the navigation of the Lower St. Lawrence, and lessen the cost of insurance on both ships and cargoes, in all of which improvements none are so much interested as the Agriculturalists of Canada."

It is unnecessary to say how fully the fine line of steamers, now in successful operation, has verified the views then entertained, and how they have advanced not merely the trade, but the honor and reputation of the Province. I was one of the promoters of the exhibition of Canadian Industry in the London Exhibition of 1851, and moved the first resolution to that effect, and suggested and actively aided Canada taking a part in the