

relatively Canada leads. But on the Atlantic the situation is not promising. Scores of European subsidized steamships traverse the Atlantic, performing the United States mail service and carrying trade, and attracting to the American seaboard western products that should be handled at Canadian ports. Six express lines, (only one American) provide a daily ocean ferry between New York and European ports, patronized by their flags and receiving state aid from their respective governments to the extent of \$4,000,000 annually. These long-established European lines have been going on increasing in size, speed, and cost, in numbers and competition, so that only a company in a position to control traffic and utilize every coign of advantage, colonial, imperial, foreign and geographical, the situation affords, can make the Canadian fast line a success.

Under the heading of "subsidies," the Canadian blue books show \$200,000 in round numbers paid annually to trans-atlantic boats. The service was characterized as useless by the Post Master General and Lord Jersey, at the 1894 Colonial Conference at Ottawa, and it has not improved since. The course pursued by Canada, in continuing to subsidize boats of 9 and 10 knot speed is a matter of amazement in Great Britain and other progressive States. Pending the much-needed fast service, the recommendation of the Montreal Board of Trade would improve the Atlantic mail service. By resolution, the board strongly opposes the renewal of the English mail contract on the old system, and urges that no subsidy be paid to a weekly service without a guaranteed speed of 16 knots; failing to obtain that speed, "the adoption of the poundage basis upon which the Canadian mails via New York are carried." This means the frequent despatch of English mails by the fastest boats of respective lines sailing from Canadian ports. American system is given on pages 8 and 9.

But the adoption of the American postal system to "foreign steamship lines" will not meet the requirements of the country. Our trans-atlantic and prospective Asiatic trade is passing more and more into the hands of foreigners. Canada must determine whether she will continue to cling to conditions which no longer fit the time, and thus stagnate, or whether she will vigorously