

ter, fruit, beef, mutton, poultry, game, so that they might be placed in the British markets in perfect condition. Our geographical position would give us an immense advantage over Australasia in respect to the transit of all such products. No tropical region has to be passed through, the voyage would be comparatively short, and there would be no necessity for carrying such products at extraordinary speed; their preservation in good condition would be as easily secured in a slow as in a fast steamship, while the slow steamship would offer the advantage of admitting their conveyance at a minimum expense. We have no product which requires to be conveyed at the speed demanded by passengers. If Australia, New Zealand and Tasmania can send enormous quantities of fresh butter, mutton, beef and fruit on a six or seven weeks' voyage across the torrid zone, there should be no difficulty in sending similar products on a voyage of two weeks or less across the North Atlantic.

If the principles laid down are recognised as sound, and we consider them in connection with the fact that the conditions imposed by nature are unfavourable for rapid transit by the St. Lawrence route, we are irresistibly led to these conclusions :—

(1) That any attempt to establish on the St. Lawrence route a line of fast trans-Atlantic steamships to rival those running to and from New York would result in disappointment.

(2) That our great waterway will always be employed to the greatest advantage in conveyance of staple products and all ordinary cargo merchandise at the lowest possible rates, and that to secure low rates, it must be carried in steamships of moderate speed.

(3) That steamships suitable for the trade of the St. Lawrence in summer, would at the close of navigation find an open harbour at St. John, New Brunswick, the nearest eligible Canadian seaport for the cities on the St. Lawrence.

(4) That if we desire to establish a Canadian line of passenger steamships, equal in power and speed to any on the ocean, it will be necessary to make it an "all year round line" from one of our best Atlantic sea-ports.

(5) That there is no more eligible harbour on the western side of the Atlantic than Halifax in Nova Scotia, or on the eastern side