

Australia, or contrariwise, by the existing All-Red line, and none would go if the speed of the vessels on the Atlantic and Pacific were increased to 25 knots, the rail haul through the Dominion with the transshipments at Quebec and Vancouver absolutely forbidding it. It is possible that a few more European and Australian passengers might be secured for the Anglo-Canadian route to Australia by faster ships, but to what extent would that recoup the Canadian taxpayer for his outlay? Our trade with Australia is small, and likely to diminish from the operation of the new Australian tariff, nor is it possible to conceive how we could foster it in any appreciable degree by contributing to the enormous cost of putting *Lusitanias* and *Mauretanius* on the Pacific virtually for the carriage of passengers alone. The all-sea routes from England handle all the English freight to and from Australia and would continue to do so; whilst our slender freight is transported by the Canadian-Australian steamers, owned in New Zealand, with fair despatch and at reasonable rates. Canada grants a trip subsidy averaging about \$180,000 a year to this line, and it might pay us, and the Imperial Government as well, to furnish an additional sum to enable it to put new vessels, say of 18 knots, on the route. With such vessels, the journey from England through Canada to Australia could be made in less than 30 days. By its new contract, the Peninsular and Oriental Navigation Company is bound to make the journey from Brindisi to Adelaide by way of the Suez Canal in 29 days. England is interested in the Vancouver route to Australia because of her commerce with the South Sea Islands, where Germany is becoming a keen competitor. Her freight would not go by it, but her exporters or their agents might travel by it since it is a pretty direct route to that archipelago, the ships stopping at Honolulu and Fiji, the latter a British Crown Colony. The Oceanic Steamship Company, which for many years ran vessels from San Fran-