

the majority of the Cabinet would not consent to any such amount being given for such a purpose. The Governor-General, the late Earl of Elgin, warmly approved of it, and urged me to persevere,—while Sir Francis Hincks was equally emphatic in his opinion of my scheme. Subsequently, in February, 1872, I received a note from the Hon. Thomas Ryan, stating that his friend, Mr. Cunard, would, he thought, accept a bonus, or subsidy, of £10,000 stg. per annum, to place a line of steamers to the St. Lawrence. I again brought up the subject in Council, and ultimately succeeded in obtaining authority to advertise for tenders; but on the well understood condition, that no sum greater than £10,000 would be given by the Canadian Government as a subsidy. On the appearance of the advertisement, which was published in different cities of Great Britain and in Canada, numerous enquiries were at once made, asking particulars of the kind of vessels required—their tonnage, power, &c. As a sample of these letters, I give the following extracts from the present Sir Hugh Allan, dated 6th March, 1852:—

“ With reference to your advertisement, asking tenders for seven steamers, I am desirous of obtaining information from you on one or two points, which I shall be obliged if you will give me.

“ 1st. Whether there is any restrictions on the size or speed of the vessel ?

“ 2nd. Has any scale of trips been framed, or is each party to furnish the scale he proposes ?

“ 3rd. Whether the vessels will carry steerage passengers or not ?

“ My own opinion is, that the same vessel cannot carry cabin and steerage passengers, as the former will not go where the latter are in large numbers. This is seen in the New York packet ships. I think, therefore, they should only be obliged to carry chief and fore-cabin passengers.