

vantage will also be best promoted by the same ship carrying her cargo up the river to the farthest possible point without breaking bulk,—a point which I believe to be Montreal, 355 miles above Rimouski and 140 miles nearer the interior lakes than any ocean port on the continent.

In giving, therefore, an account of the origin of these ocean mail steamers to the St. Lawrence, and in urging a policy which will render them more powerful in developing the advantages possessed by the Dominion as a mail route between Europe and this Continent, I am only acting on the idea of the beneficial influence that will result from making the steamers as perfect as possible, so as to compete with our neighbours in the United States for the trade of the interior—a trade already so enormous in amount, that every possible effort on the part of the Canadian people should be made to secure it. The stake we are striving for is of immense magnitude. Partially peopled and partially cultivated as the great North-west States yet are, joined with the great North-West of Canada and its vast rivers, the trade of this great region is already, and must become, immense. Its annual surplus of products is being constantly exchanged, either in England or in foreign markets, for such commodities as its increasing millions may want. The conveyance of its produce to the sea-board, and the transport into the interior from the coast of such articles as it receives for consumption in exchange for them,—constitutes what is called the carrying trade of the North-West. It