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REFORM IN OCEAN PASSENGER TRAVEL.

IN these days of extensive Ocean travel, the shortening of time required for the voyage between Europe and America has become a question of the highest importance. Notwithstanding the delight with which some contemplate a voyage across the Atlantic, very few would object to have its length curtailed, either on business grounds or on those of personal comfort. Passenger traffic has so largely increased of late years, that we think the time has arrived for a step onward in this department of travel: in short, that it is due to the tens of thousands who annually pass between Europe and America on business or pleasure, that earnest efforts should be made to reduce the Ocean voyage to the smallest possible space of time consistent with safety.

To accomplish this end two propositions have been made, and as they are both quite practicable, they ought to be tested. First, the nearest practicable harbours in Great Britain and America should be selected as the points of departure and arrival of our Ocean vessels; second, new and powerful

Steamships should be constructed, devoted to passenger traffic only, and possessing a greater rate of speed than those now devoted to both freight and passengers.

There can be no question of the fact that the shortest available route across the Atlantic must be found between some British and Canadian ports. This point admits of no discussion; but when we ask which Canadian port has the best claims to this distinction, a delicate question is raised, involving much difference of opinion and many conflicting interests. A committee of Parliament set itself to determine the matter last session, but its labours, although useful in eliciting information, were not sufficiently thorough to warrant a formal decision. It is to be hoped, however, that the question will not be allowed to drop, for it is one of the highest practical importance in view of the necessity of some reform in Ocean Steamship traffic in the direction we have pointed out.

A number of years ago the eminent civil engineer, Mr. Sandford Fleming, made a