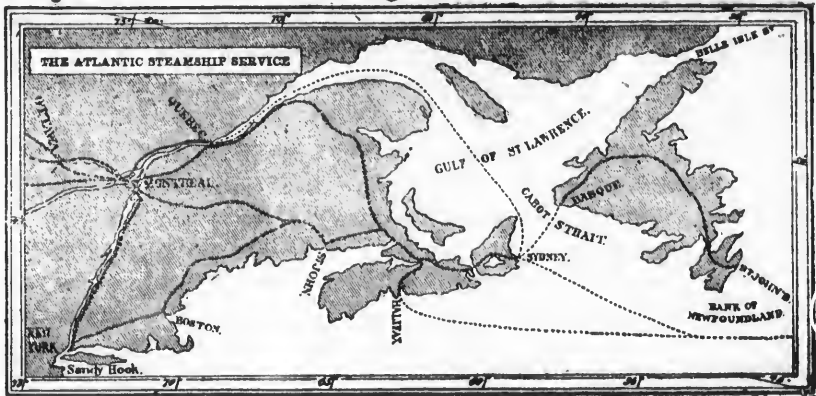


mand, not only as an expedient route, affording the highest possible ocean speed, and quickest delivery of mails; but also the shortest sea passage. In regard to speed and safety it possesses all the advantages of the New York route. The same lane routes on which the fast and regular passages between New York and Liverpool are made could be used by Canadian lines to the meridian of Cape Race.



From the point of divergence, from the established lanes to North Sydney the distance is short, the course direct, and through absolutely unobstructed waters. As a Canadian port of call, North Sydney possesses many advantages. It is one of the finest harbors in the world, and possesses an unlimited supply of excellent coal. It is in the centre of the Cape Breton coal fields. It is the nearest first-class port to Europe, and is on the best track between Liverpool and Quebec, and easily accessible at all times during the St. Lawrence navigation. It is the eastern terminus of the Intercolonial Railway, and possesses in the highest degree all the advantages of a port of arrival and departure. Arctic ice is never found on the Cape Breton coast. After the light gulf ice passes out in the early spring, the coast is entirely free for the remainder of the year. Newfoundland turns the Arctic ice away from Cape Breton, and the Reid mail boats running between North Sydney and Newfoundland in 1898 made semi-weekly trips throughout the entire winter. The use of an Atlantic port of call would be simply for the despatch of mails, the boats proceeding to Quebec and Montreal, as