

imposed by nature are unfavorable for rapid transit by the St. Lawrence route and any attempt to establish on this route a line of fast transatlantic steamships to rival those running to and from New York would result in disappointment. In the event of a fast ocean service being established, it should not be for cargo merchandise but almost exclusively for passengers and mails. It should avoid the Straits of Belle Isle, and speed should not be maintained in the river St. Lawrence owing to the tremendous risks to which the ships and their passengers would so seriously and frequently be exposed in the Belle Isle route."

His idea is "to have the fastest ocean ships on the shortest ocean passage." He shows that "North Sydney is the nearest eligible Canadian port to Europe and has many advantages. Among others it is the eastern terminus of the Inetrcolonial railway and a commanding point for Newfoundland. The fast mail boats after landing mail, etc., could proceed to Quebec and Montreal, or between Sydney and Montreal commodious light draft vessels of great speed could ply regularly during the summer months to convey passengers who prefer water to railway, such steamers as those magnificent Clyde steamers the 'Iona' and 'Columbia,' so familiar to tourists in the United Kingdom." His views will be made clear by reference to the sketches on page 23.

IMPROVED CANADIAN ATLANTIC TRACKS.

The question of safe tracks for rapid ocean transit has received more than usual attention during the past year. The sinking of the French liner "Bourgogne" and the loss of over 550 lives, provoked discussion as to the hazards of sea journeying, on both sides of the Atlantic. Captain W. H. Smith, R. N. R., contributed valuable suggestions on improved routes during the discussion. In regard to the difficulties experienced on the Canadian route, he said:

"The great Arctic current flowing from Davis Straits and Baffins Bay, fed by innumerable tributary streams, bears upon its bosom hundreds of miles of field ice, and a large number of icebergs, which fill the sea off the coast of Labrador and Newfoundland on their progress southward until the Newfoundland Bank is reached,