

Now the *only* two dangers Atlantic liners have to encounter when in the vicinity of our coasts, are collision and stranding.

With regard to the first of these, the risk on a run from the S.W. point of Ireland to Milford is very considerably less than in a run from that point to either Liverpool, Bristol, or Southampton; and with this further advantage that, when nearing the port, the risk is reduced to a minimum; whereas, in the cases of Southampton and Bristol, the risk increases as the ports are approached. In the case of Milford, an approaching steamer would, for *half-an-hour* before coming in with the Smalls, cross the up and down traffic of the Irish Channel. In the case of Bristol, vessels would also cross this, and would then have the up and down traffic from Cardiff, Barry, Swansea, Newport, and the other Bristol Channel ports to guard against. Whilst the Southampton steamer would, besides crossing the Irish Channel traffic like the other two, have the large and dangerous English Channel traffic, and the many fishing fleets to keep clear of. Liverpool is, of course, in a similar position. In the matter of freedom from risk of collision, there the Milford track is at a great advantage.

And now as to stranding. As in an express service the risk of collision is greater, so also with stranding. It may be assumed that, with the smart and careful navigation exercised on board such vessels as we are considering, a run of 100 miles can be made with great accuracy. Now as with Liverpool, so with Milford; the Irish land would be made first. The distance from the Tuskar to the Smalls is only short, and in the thickest weather a smartly navigated steamer would not, at the end of that run, be more than two miles out of her course, probably less. If this be so, the Smalls would be easily picked up, and from these to Milford Heads the way is clear. We have already said that a better and more frequent sounding fog-signal should be placed on the Smalls; as a suggestion, an explosive signal fired from the lighthouse might supplement the one fired from the high elevation. A steamer can safely approach the rock within half a mile; in fact, the Smalls stand to Milford as the Eddystone does to Plymouth—a beacon of nature's providing to guide vessels in.

Have any of the other ports such an easy approach? Certainly not. And in fog it will be dangerously reckless to attempt to approach Southampton at anything like the speed at which