

introduction of a superior class of vessels known as the American Liners; these fine ships made an average homeward passage of 24 days, and an average outward passage of 36 days.

The year 1838 saw the beginning of a New Era in transatlantic communications. Two Steam vessels crossed from shore to shore; one, "The Sirius" left Cork on April 4th, another "The Great Western" left Bristol on April 8th, and they both arrived at New York on the same day, the 23rd of April; the average speed of the former was 161 miles per day, that of the latter 208 miles per day. *

"The Great Western" continued to run from 1838 to 1844, making in all 84 passages; she ran the outward trip in an average time of 15½ days, and the homeward trip in an average time of 13½ days.

The Cunard Line commenced running in July 1840, with three steamers, "The Britannia," "The Acadia," and "The Caledonia," under a contract with the British Government to make monthly passages.

In 1846, under a new contract, the Cunard Company undertook to despatch a Mail Steamer once a fortnight from Liverpool to Halifax and Boston, and another Mail Steamer once a fortnight from Liverpool to New York. This service has been maintained with amazing regularity and increasing efficiency to the present day.

These were the pioneers of a system of Ocean Steam Navigation which has already done so much to increase the intercourse between the two Continents. By reducing the length and uncertainty of the voyage as well as the inconveniences, in many cases the miseries, which passengers had previously to endure, a vast deal of good has been accomplished.

The number and tonnage of Steamships engaged in carrying passengers and goods between the British Islands and North America has of late years increased with wonderful rapidity. In 1864 no less than *ten regular lines* of Ocean Steamers were employed in running either to New York or to Ports north of that City in the United States or in Canada. Of these ten lines, two were weekly and eight fortnightly, equivalent in all to six weekly lines; so that there were on an average six Steamships leaving each side weekly, or nearly one every day.

The total number of Passengers carried by these various Steam lines during the past year was 135,317, and by far the largest number travelled during the Summer months.

It would not take a very large proportion of Passengers crossing in any one year to give employment to a *daily line of Steamers* on the short Ocean Passage route from St. John to Valentia or to Galway. A total number of 40,000 each way would give 200 passengers each trip, for seven months in the year.

* These are not claimed to be the very first Steamships that crossed the Atlantic, as, in 1833, five years earlier, a Canadian vessel "The Royal William" of 180 horse power and 100 tons burthen, sailed from Quebec to Pictou, N. S., and thence to London.