

placed to meet the requirements of such a trade, and supply so great and urgent a necessity. We propose to show the general nature of the existing lines, and offer some observations on the probable future of the trade between England and the British colonies and that portion of the United States west of the city of Portland, and through which this enormous trade must, in a short time, pass.

Reference  
to Chart.

A glance at the annexed Chart will show the relative positions of the ports we have mentioned and the lines of railway in the United States diverging from Portland.

Not in-  
tending to  
compete in  
point of  
speed with  
existing  
paddle  
steamers.

It may be proper to premise that the "North Atlantic Steam Navigation Company" does not intend to compete in point of speed with the existing Paddle Steamers, but to furnish a line of first-class screw boats, performing their work rapidly and regularly, and, by the difference in their economical arrangements, and low freight and insurance, capable of carrying a class of goods and intermediate passengers, which at present are principally carried by Sailing Ships.

Proposi-  
tions on  
which the  
Company  
is based.

It is unnecessary at the present day to dilate upon the enormous amount of traffic carried on between Liverpool and the North American colonies and the United States; the only question is, how can this traffic be carried on most efficiently? and the following observations are intended to show this, and to furnish reasons in support of certain propositions which the "North Atlantic Steam Navigation Company" have adopted as the basis of their project.

These propositions are :

1. That the trade between Liverpool and the British colonies and with the United States is very great.

2. That the present fast-sailing Paddle Steamers do not take ordinary merchandize, and sailing ships cannot ensure its economical and punctual delivery.

3. That auxiliary screw steamers may be profitably employed to carry on a great portion of this trade: the screw steamers being midway between the first-class passenger steam vessels to Boston and New York, and the ordinary sailing vessels.

4. That the fast-sailing Paddle Ships now go in *sight* of St. John's, Newfoundland, but do not touch there.

5. That the great proportion of merchandize for Halifax goes