

Thus the distances to Sydney by these respective lines are:—

	Miles.
A. By Central America . . .	from 12,491 to 13,920
B. By the Cape of Good Hope . . ,	12,634 to 14,655
C. By the Indian Route . . .	11,727 to 13,425

It is scarcely necessary to observe that, where two figures are given by one route, the longer possesses advantages over the shorter one in many material respects, or that, on the other hand, there are serious drawbacks to the adoption of the lines of shorter geographical distance; so that these latter difficulties might very probably lead to the selection of one of the longer lines for that of steam communication with Sydney. This point is important in the comparison of distances. The preference is awarded by the Committee of the House of Commons to the route by the Cape of Good Hope, by which the distance varies from 12,634 miles to 14,655 miles.

By the route proposed through British America, the distance to Sydney would be 11,600 miles. The capital of Australia is, however, the most favourable point in the Pacific for the first three lines, and that which places the distance superiority of the British American route in the least advantageous view.

To New Zealand the distances are respectively:—

	Miles.
By Central America . . .	from 11,336 to 12,765
By the Cape of Good Hope . . ,	13,789 to 15,810
By the Indian Route . . .	12,882 to 14,580
By the proposed route through British America	11,058

To Hong-Kong the respective distances are—

By Central America . . .	from 13,720 to 15,760
By the Cape of Good Hope . . ,	13,330 to 14,530
By the Indian Route . . .	15,590
By the proposed route through British America	10,490

To Shanghai and to Japan the comparison is yet more in favour of the route through British America by 400 and 1400 miles respectively.

The comparison may be carried through for every port on the Pacific, but the difference is sufficiently apparent from the more important examples given.

The times to Sydney, named in the tenders, are—

By Central America . . .	from 63 to 65 days.
By Cape of Good Hope . . .	70 to 80 ,,
By the Indian Route . . .	62 to 66 ,,

By the proposed route through British America the time would be 44 days, at the rates of 10½ knots by water, and 40 miles the hour by land—or, 52 days at the rates of 8½ knots by water, and 20 miles the hour by land.

These rates, chosen in order to embrace both the paddle-wheel and screw-steamers, are below that of steamers actually plying to North America. The rates per railway are less than those of express and ordinary railway travelling respectively. In both cases two days are allowed for coaling in the Pacific.

Of course the saving of time to New Zealand, China, Hong-Kong, or Shanghai, and to Japan, &c., would be greater in the same proportion in which it has been shown that the proposed communication through British America affords a shorter route to those places.

The third point is the superior position of the British American route, with regard to the trade winds and great circle sailing.

The Indian route, being exclusively a line for the carriage of the mails, and for a limited number of wealthy passengers, does not enter into competition under this head.

The Central American routes, too, whether by Panama, Nicaragua, or Tehuantepec, are anything but favourably situated with regard to winds or currents. The following expressive language has been applied to them:—

“There could be little difference between them: it is a long, bad sea-voyage from them to anywhere, and a still longer one from anywhere to them.”