

the globe. Halifax is many miles north of New York, and Quebec still further. A ship, therefore, sailing from Liverpool to Quebec or Halifax moves along a smaller circle than when sailing to New York. As both of the Canadian ports are also east of New York, you can now understand why Halifax has an advantage of 345 miles, and Quebec of 332 miles, over New York in the length of the passage between them and Liverpool. This is almost as far as a good steamship can go in a day. Canadian ports, therefore, give a route between Europe and America considerably shorter than harbours further south.

The St. Lawrence.

Our vessel is to go by the shorter voyage to Halifax, as we wish to cross Canada from East to West. The traveller, however, who in summer goes by the more northern passage finds it the grandest and most impressive of all the approaches to the American continent. As he enters the Straits of Belleisle, he can reflect that from this point to the head of **Lake Superior**, at the heart of the continent, **2,384** miles distant, is an unbroken system of navigation by gulf, river, lake, or canal.

Passing through the narrow passage which separates the rock-bound coasts of Labrador from those of Newfoundland, he finds himself in the Gulf of St. Lawrence, the land-locked sea which is the chief centre of Canada's vast fishing industries. Sailing westward past the large island of **Anticosti**, he enters the mouth of the **St. Lawrence**, one of the greatest rivers of the world—the