

the eastern side of the Arctic current via Merville, 1,627 knots; from the eastern side of the Arctic current to Belle Isle, 300 knots; Belle Isle to Rimouski, 581; Rimouski to Quebec, 157 knots.

The first obstruction to fast steaming is met on this route in crossing the Arctic current. On the New York route during the ice season tracks south of the ice are used. But the use of Belle Isle for a Canadian route compels the boats to cross the Atlantic in a high latitude. The fog stations near the entrance to Belle Isle report from 100 to 300 icebergs seen at one time; but not only in crossing the Arctic current but at the entrance and in the Straits, ice is found. Sometimes the icebergs are so numerous that the mail boats have to come to anchor, and at times have been delayed in Belle Isle for 24 to 30 hours.

The official reports from the fog stations for 1893 and 1894:—

June 4th	360	icebergs	seen
June 16th	163	"	"
June 20th	129	"	"
June 27th	113	"	"
June 29th	121	"	"
August	23	"	" daily
September	6	"	" daily
October	4	"	" daily
November	2	"	" daily

The Washington Atlantic Pilot Chart, July, reports the S. S. "Etolia," on her voyage through the Straits, June 27th, passed 200 icebergs. The September issue reports the Straits of Belle Isle full of icebergs early in August, especially along its southern side, and many were seen E. N. E. during the first week.

✓ The second obstacle to speed is the long run from Belle Isle to Rimouski, a distance of 581 knots.

In this whole distance the course of ships is confined between lines of rocky coasts on both sides. The currents are irregular, the waterways somewhat winding, and the channel narrow in places the nearer the approach to Quebec. The waterways from Belle Isle to Quebec are so narrow that double lanes are impossible. The danger is increased by vessels of all kinds in the coasting and foreign trade. Added to these dangers is the prevailing fog. See the fog alarm station at Cape Bauld—the eastern entrance to Belle Isle—reports for 1892-93.