

The sea-going qualities of this fine vessel have been fully tested during her initial trip, and she has answered expectations. She encountered fresh gales in the Straits of Gibraltar, and again in the Gulf of Lyons, and a strong gale between the Straits of Messina and Crete, and yet arrived "on time" almost to the minute at every one of the ports. The run across the Indian Ocean was even more successful, for though detained nearly a day by the blocking of the Suez Canal by a French transport (an ominous reminder of the dangers of this route in time of war), she arrived at Colombo with praiseworthy punctuality, after a continuous open sea passage of 3,400 miles.

The steamship "Empress of Japan," the second of the three steamers built for the Vancouver-China route, left Liverpool on the 11th April, and the "Empress of China" will follow June 15th. When the three vessels are on the Pacific they will establish an important link in the girdle of British steamers to run around the world.

FAST ATLANTIC SERVICE.—The possibility of a five days' service between England and America has received considerable attention of late. The Cunard Line has contracted for two steamships of 14,000 tons each, designed to cross the ocean in five days, and the Immans have also perfected plans for the construction of similar vessels, to be built at the Cramp yards in Wilmington. A direct line from New York to Milford Haven, Wales, is expected to result in the saving of something over a day in arriving at London. With fast trains the run thence to London can be made in even quicker time than between Liverpool and London.

From New York to Queenstown in five days means 560 miles a day, 23½ miles an hour, averaged from beginning to end of trip. The greatest run ever reached during an even 24 hours was just under 500 miles, or less than 21 knots an hour, and during that memorable performance, the "City of Paris" was maintained at but little under her maximum of 20,000, or nearly 10,000 upon each screw. If the judgment of one of the most experienced and philosophic engineers on the Atlantic is correct, the "Etruria," whose engines have developed nearly 15,000, is already driven by as much power as can well be applied to a single shaft. But by increasing the horse power upon each shaft of the "City of Paris" to this theoretical maximum, or giving her 30,000 in all, would