

As a port of departure westward, Milford may, possibly, not appear so superior; for this purpose Plymouth might perhaps compete, or even Southampton. That is also a matter for consideration, in which perhaps the Postmaster-General will have his say. But if quick delivery is to be aimed at, and the port chosen by which the *quickest* delivery can be accomplished, the matter is already settled—Milford is the place beyond doubt. If, again, passengers are considered, it may be taken for granted that if a port can tempt Atlantic express steamers to call and can provide a wharf where the steamer lies alongside, and where the main line railway carriages run right up alongside of her, *that* will tempt passengers more than anything else. If offered the choice (all other things being equal) between such an arrangement and the procedure at Liverpool, who would hesitate? The arrival at Lime Street by a train badly timed, the rush for baggage, the fight for a cab, resulting in getting a damp, mouldy-smelling hack, the muddy drive to the landing stage, the walk down to the tender, the miserable journey into mid-stream. Do we not all know what a delightful experience this is on a cold, rainy day? and would we not all rather get into a comfortable carriage at London, Birmingham or Leeds knowing that we need not move until we alighted under cover at the wharf where our Atlantic express was waiting to receive us? With such arrangements as these we could start on our trip in the worst day that ever blew out of the heavens without wanting even an umbrella! The luxurious traveller of these days appreciates such comforts, and if he can find a port which offers them, will use it if the steamers sailing from thence are as good as elsewhere.

Milford, being able to offer all these advantages, will be a hard enemy to fight if she fights her own battle judiciously, and is wide enough awake to see that she offers other and necessary temptations also; amongst which are better lighting and buoyage of her harbour and approaches, cheaper coal, and good express through rail communication with all our large towns. To become the future Atlantic port of departure for the Canadian express is worth bidding high for.

One other question remains—How does the matter look from a nautical point of view?

As we are dealing with the Atlantic express this is also a momentous question.