

less than the shortest of 246 passages, if not the *very shortest* passage on record. These advantages alone are sufficient to attract the attention of business men, but the great recommendation of the Newfoundland route to most travellers, would be the shortening of the Ocean passage proper, from 264 hours (the average by the Cunard line) to 100 hours.

The above comparison has been made because the greatest number, and perhaps the best, Ocean Steamship Lines run to New York. A similar comparison with the Boston, Portland, and Quebec lines would show a result still more in favour of the Newfoundland route.

The following table, giving the time required between London and various points in North America, will show at a glance the great advantage which would accrue to the people of both hemispheres by the establishment of the *short Ocean passage Route*. By this table it will be seen that the Mails from London, could not only be carried to all parts of the British Provinces, and to all points in the Northern States, in a marvelously short space of time by the route herein projected, but that it is quite possible to deliver them on the shores of the Gulph of Mexico in *nine days*,—less time, in fact, than the shortest passages of the Cunard or of any other Steamers between Liverpool and New York.

Time required to carry the Mails by the Proposed Short Ocean Passage, and by the Intercolonial Railway from Shippigan.

From London to St. Johns, N. F.....	4 days	20 hours.
“ “ Shippigan.....	5 “	20 “
“ “ Halifax.....	6 “	5 “
“ “ St. John, N. B.....	6 “	4 “
“ “ Quebec.....	6 “	10 “
“ “ Montreal.....	6 “	16 “
“ “ Toronto.....	7 “	2 “
“ “ Buffalo.....	7 “	6 “
“ “ Detroit.....	7 “	8 “
“ “ Chicago.....	7 “	20 “
“ “ Albany.....	7 “	0 “
“ “ New York.....	7 “	3 “
“ “ Boston.....	6 “	19 “
“ “ Portland.....	6 “	15 “
“ “ New Orleans.....	9 “	0 “

Having shown that by shortening the ocean passage across the Atlantic to a *minimum*, the time of transit between the great centres of business in Europe and America can be very greatly reduced; so much so indeed that a reasonable hope may be entertained that the entire Mail matter passing between the two Continents, may eventually be attracted to the new route, it may be well now to enquire what proportion of Passengers may be expected to travel over it.

Before 1838 the only mode of crossing the Atlantic was by sailing ships: the passage commonly occupied from six to ten weeks, until the