

others to Scottish and Welsh ports. The New York mail steamships touch at Queenstown, the Canadian mail steamers at Moville. Those of us who have travelled by the latter vessels are familiar with the detention at Moville and the loss of time to both passengers and ship. As far as can be seen, there is no sufficient reason for the delay, which in some instances is nearly half a day in the case of outgoing steamers, and any supposed advantage can be more than gained in another way without any detention. If the chart be examined it will be noticed that there is a harbour on the track of the steamers to Liverpool, named Loch Ryan, which possesses every advantage claimed for Moville without any of the drawbacks. The chief reason given for steamships calling at Moville is to accelerate the forwarding and delivery of London letters; with this object in view the mail bags are transferred from the incoming ship to the Irish railways and forwarded *via* Dublin and the Irish Channel to Holyhead, thence by the North Western Railway to London. By landing the mails at Loch Ryan in place of Moville, London letters could be delivered five hours sooner, and other advantages would be obtained. Loch Ryan is on the coast of Wigtonshire, Scotland, a well sheltered inlet from the North channel; it is about seven miles in length to the town of Stranraer, where railway connection is made with all the trunk lines of England and Scotland. The best water for large ships is found at no great distance from the entrance, where it would be quite possible to bring the trans-Atlantic steamship and railway side by side. Compared with other well-known sea-ports now used or proposed as terminal ports, there would be a reduction in the length of sea voyage in favour of Loch Ryan. The actual distance from Canada to Loch Ryan is:—

30 miles less than to	Milford Haven.
81 " "	Holyhead.
90 " "	Southampton.
125 " "	Liverpool.

Loch Ryan is in fact the nearest eligible harbour in the island of Great Britain to the American Continent, and to my mind presents great possibilities in connection with trans-Atlantic travel. The following table will show that, with a single exception, by no other port could Canadian letters be carried to and from London in less time than by way of Loch Ryan. The ex-