

Of no other company can it be said, that in fifty-three years, it has never lost the life of a passenger; that for forty-four years it has never lost a letter, and in about 8,000 trips, amid hurricanes, fogs, ice, etc., only two ships have been lost." The above record of speed and absence of accidents between New York and Liverpool are certainly without parallel in the history of navigation.

But in turning to Canada, the great difference of time in ocean travel between Quebec and Liverpool and between New York and Liverpool must strike the mind of the merest tyro in nautical matters. I do not wish to intimate that the Canadian boats are so much behind the American lines in accommodations and equipment. The Allan and Dominion companies have good, commodious boats. The difference referred to is not of comfort nor altogether of speed; but the great difference in the time occupied on the voyages. Here it must be admitted that there is a great difference between the averages and regular passages of the American boats and the averages and the difference of time occupied by ships carrying the Canadian mails. In fact it would almost appear that we had not only stood still, but when compared with the United States had gone backwards during the two or three past decades.

For this condition of things there must of course be good reasons. The subsidy system of the United States stimulates competition and increases speed. In that respect Canada is behind; but other reasons more potent must be looked for. They are to be found in the climate and geographical difficulties of the Belle Isle and St. Lawrence route—difficulties insurmountable to securing a high rate of speed.

Canada uses two—a summer and winter route. The summer route is from Liverpool to Quebec by Belle Isle, receiving the mails at Moville and landing them at Rimouski, on the St. Lawrence. The winter route is from Liverpool and Moville to Halifax, the boats usually proceeding to a second port. As most of the travel and emigration across the Atlantic are in the summer, it is the summer navigation Canadians are most interested in.

The shortest distance from Liverpool to Quebec is 2,633 knots; but the usual distance, calling at Moville, is 2,665 knots. As there are difficulties in the Belle Isle track, not experienced on any other fast line routes, the run may be divided as follows: Liverpool to