

With the one exception of London, it is nearer to all the large towns of the kingdom ; whilst Welsh coal is naturally far cheaper at Milford than Southampton, and can be cheapened. Milford is also a port that can be entered at any time, except in dense fog, and, should it become an important place, a proper system of buoyage would make it practicable in the thickest weather. Southampton cannot claim a similar advantage at equal risk.

Once a steamer is past the Smalls she is out of all traffic, and the risk of collision is gone ; but a vessel running up Channel for Southampton has that danger present with her the whole way up. The sea route to Milford is 180 miles shorter than to Liverpool, and 200 miles shorter than to Southampton. Here at once is a gain of at least ten hours, and Milford claims a gain over Queenstown—for the delivery of the English mails—of at least five hours. When one comes to think of it, it seems rather strange that with Milford in existence we should for so many years have been content to use Queenstown as a final port of departure for the Atlantic mails. Using Milford we should gain in time—should be able to post letters some five hours later in London—whilst passengers would be spared the cross Channel journey and the Irish railway trip from Dublin to Queenstown.

It would appear then that if the G.W. Railway is sufficiently wide awake, Milford has a very good chance. It *can* be made the future Atlantic express port, but this depends upon the adoption of an advanced and liberal policy. If this be so, is there not a good opening for far-seeing business men? The Canadian Pacific Railway have their own steamers connecting their railway system with the "far" East, which through them has become "near." Could not the Great Western Railway and the Milford Docks Company join forces, take up the contract in connection with their own undertakings, and make a really good thing of it? To dispassionate outsiders it would appear feasible ; in fact, one scarcely sees why the "Canadian Pacific," with their own steamers connecting on the Pacific sea-board, should not start an Atlantic Line also. They would then be in a strong position to compete with such big lines as the P. and O. for the Indian and China passenger traffic, and would probably progress until passengers could start westward and, with only one transshipment and without a single cab-fare, "put a girdle round the earth."