

ers. Sydney is liable in the early spring months to be blocked with drift ice. Louisburg has a limited capacity for large vessels, and its entrance is somewhat exposed. Moreover, both ports are situated on the island of Cape Breton, separated from the mainland by the Gut of Canso. To cross the Gut a ferry involving more or less inconvenience would be necessary.

Halifax comes next in order. This is the most easterly available harbour in Canada, indeed on the Continent. Nautical men are united in the opinion that Halifax is "one of the best in the world," and that it is "easier of access and egress than any other large harbour on the coast." From this harbour steamships of any class may leave, at any condition of the tide, to cross the ocean every day of the year. Fogs are not unknown on the coast and are frequent at some seasons. Fog is a difficulty experienced by navigators along the whole of the North American coast; it is a common accompaniment of southerly winds. The approaches to Halifax are however of such a character that the largest steamships can gain access to or egress from the port with greater ease than at New York or Boston. With additional automatic buoys, electric lights and signals, the approach to the harbour of Halifax can be still farther improved. Unlike New York the entrance channel is not tortuous and winding, and the passage across the bar does not depend on the condition of the tide. indeed, at Halifax there is no bar to obstruct the entrance. Ships of any size can enter or depart at any hour by day or night.

The direct course to Great Britain passes Cape Race. This course would be followed by steamships for eight months in the year, but in the spring months, when navigation on the banks of Newfoundland is more or less impeded by ice, it would be best to follow the southerly course, taken by the New York steamers, until the banks are passed. The deflection would somewhat lengthen the voyage and make the passage about half a day longer, but it would obviate danger and all possible delays.

A question has from time to time been raised in the United Kingdom as to the most eligible port in the British islands for the arrival and departure of trans-Atlantic steamers. The question is not without importance, and it should be considered not in the interest of localities but in the general interest. Many steamships now make Liverpool the terminal port, some go to Southampton,