

Canada is the only country in the world that uses an inland port for the delivery of mails, the only country which ignores the advantages of open ocean ports of call. The universal custom with fast liners is to use the first headland, or port, for the delivery of mails, etc., to railways and fast steam connections on the coast.

The Candian mail boats for Liverpool, use Moville as a port of call; and the New York boats for Liverpool use Queenstown. Both these ports are first on their respective open ocean routes. Between these ports of call and Liverpool there is no ice and few fogs, no narrow channels to prevent the boats from proceeding direct to Liverpool bar. The mails landed at Moville and Queenstown are subject to water-carriage of 57 knots from Kingstown to Holyhead. There is very little time saved in the despatch of mails to London by using these ports of call. In fact, the fast Cunarders might deliver them via Liverpool as quick, by running a little risk in speed. Still, for the safety of the ships and the possible time of the delay of mails, these ports are used. In considering what is required for Canada, Plymouth is the best port of call for us. Some twenty-eight lines arrive and call there for the landing of mails. Boats from almost every ocean and every continent for European destination land their mails at Plymouth. The same system prevails with the far East. The P. and O. boats land their mails for Bombay, Calcutta and the Pacific at Colombo.

But in Canada the first port of call for the landing of mails is Rimouski—hundreds of miles inland, through a waterway subject to more obstacles and hazards than are found on any other ocean mail route.

A glance at the North Atlantic Chart will show that a Canadian expedient route for a Fast Line between Quebec and Milford or Liverpool, can be adopted by using North Sydney or Louisburg as ports of call. This will avoid the delays to mails caused by the ice, etc., by Belle Isle, and the dangers of fast steaming in fogs on the St. Lawrence.

The distance from North Sydney to Milford Haven is 2,183 knots; to Queenstown, 2,067 knots. From Moville to Rimouski, 2,480 knots by Cape Race, but from Queenstown to New York it is 2,815 knots.

The proposed Canadian route would meet the universal de-