

The regularity in the delivery of mails between London and New York by the principal liners is remarkable. The following tables from the Superintendent of Foreign Mails, Washington, shew the closeness of time made.

Time occupied between London and New York via Queenstown by the S. S. "Campania" and "Teutonic":—

Years.	Ships.	No. Trips.	Avg'e Time. hours.	Quickest Time. hours.
1895—	Campania	9	162.5	157.4
1896—	Campania	12	163.9	158.1
1897—	Campania	12	163.7	156.9
1895—	Teutonic	12	174.8	168.4
1896—	Teutonic	12	175.8	170.4
1897—	Teutonic	12	176.4	170.3

The "Campania," on the Queenstown route during three years of 33 trips, shows a difference in average of one hour and thirty minutes, and only one hour and twelve minutes between the quickest passages. The "Teutonic," one hour and fifty-six minutes in averages, and two hours difference in quickest passages.

In seven trips westward, the "Campania" during the last six months of 1897, shews a difference of time between the fastest and slowest passages of twelve hours and forty-two minutes; and for six trips eastward, the difference was eleven hours and nine minutes. With the S. S. "Teutonic," in seven trips westward, the difference was eleven hours; and for seven trips eastward, five hours and five minutes.

The closeness in averages, the slight difference of time between the quickest passages, and the comparatively small difference between the fastest and slowest trips, shew to advantage the merits of the "Lane Routes" used by the New York liners. But perhaps the absence of accidents shewn by Henry Fry, of Quebec, in his history of the North Atlantic Steam Navigation, best illustrates the advantage of expedient tracks south of the ice, and the wisdom of double tracks or "Lane Routes." He says: "The history of this company (Cunards) has been dwelt upon at length, because it was not only one of the pioneers in Atlantic steam navigation, but because its history is absolutely without parallel in the history of the world.