

route, would not be confined to our own people; large numbers would be attracted to it, by the reduction in the sea voyage from 3004 to 2340 nautical miles, and a corresponding reduction in the time at sea.

In general passenger traffic, minor circumstances, considered by all but railway managers as of no great moment, often turn the scale in favor of a newly established route. The shortening of the sea voyage by 664 miles would, with a 20-knot ship, give 33 hours less at sea, itself an important consideration to not a few, to whom sea travel is a continuous time of suffering. It is quite true that Loch Ryan is further than Liverpool is from London, the great objective point of most travellers. But London can be reached by way of Loch Ryan sooner than by way of Liverpool. Moreover, London is not the only point of attraction; there are historic places in all parts of the United Kingdom of deep interest to very many from the United States, as well as from Canada. Loch Ryan is centrally situated; it is connected with Ireland by the shortest steam ferry; it is in close proximity to the English lake district; it is within the sphere of scenes made memorable by deeds of valour, and by the literary works of gifted men. Loch Ryan is on the margin of the land of Burns, of Scott and Carlyle, to which travellers make their pilgrimages in increasing numbers year by year. Then the fact, that Loch Ryan is already connected with the great railway systems of the three Kingdoms, will give it more than ordinary importance as a terminal port for trans-Atlantic steamships. The principal railway companies will each be interested in a proposal, which, if realized, would considerably augment their traffic; and it need scarcely be remarked that if it benefited the railways, reciprocal traffic advantage would be conferred on the steamships.

The St. Lawrence is of the highest value to Canada as a great national highway for the transportation of merchandise of all kinds, and it would be a wise policy to develop it as a freight route to the fullest extent. Investigation has satisfied me, however, that it would, be unwise to incur a large expenditure in attempting to establish a fast passenger steamship service by this route. I have formed this view, I confess, with great unwillingness, and only from the conviction that such an attempt