

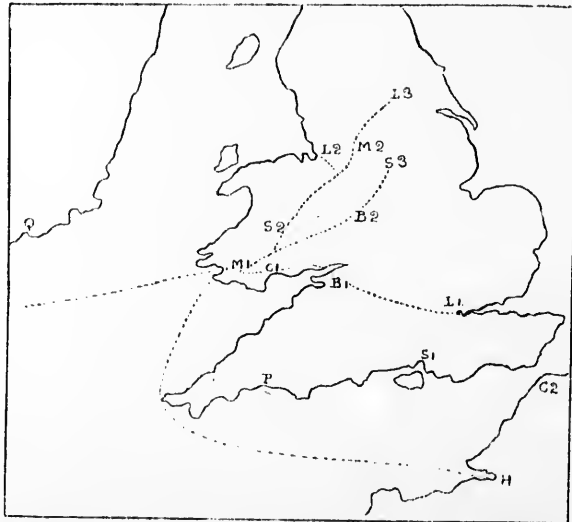
quicken. If it is to be made a port of discharge, railway rates to London must be made equal in some way so as to compete with Southampton.

But it is probable that the powerful claims of Milford are in the direction of mails and passengers. The Atlantic express of the future will not trouble herself about ordinary freight, and Milford's claims as an ordinary port of discharge will depend on the cheapness of distribution. It is scarcely too much to say that were Milford now in possession of a large over-sea trade and every facility for quick despatch, its position would be unassailable and unquestionable; and even now, considering our great towns as a whole, it would appear that for a *general* distributing centre, Milford is in a remarkably good place. A glance at the accompanying sketch railway map shows at a glance its infinite superiority in this particular to Southampton:—

MILFORD'S POSITION WITH REGARD TO THE RAILWAY SYSTEM OF THE KINGDOM.

Milford 277 from London.

„ 210 „ Manchester.
„ 247 „ Leeds.



M 1. Milford.
M 2. Manchester.

L 1. London.
L 2. Liverpool.
L 3. Leeds.

B 1. Bristol.
B 2. Birmingham.

C 1. Cardiff.
C 2. Calais.
H. Havre.

S 1. Southampton.
S 2. Shrewsbury.
S 3. Sheffield.

P. Plymouth.
Q. Queenstown.