

be looked for early in May on the approach to Cabot Strait, and in some years in the Gulf. In June very little field ice remains, but during this month icebergs begin to appear off Newfoundland in numbers, rendering it necessary for ships to proceed with caution in foggy weather. In the Gulf, as elsewhere, southerly winds invariably bring up fog, and ships for Quebec require to observe caution and reduce their speed according to the density of the fog.

The reasons given for reducing the speed of steamships on the Belle-Isle route apply to the Cabot Strait route, although in a less degree, as there is on the latter route more sea-room on much of the distance, but the length of the voyage from Quebec to the United Kingdom by way of Cabot Strait is considerably lengthened.

It will be obvious that the two routes from the St. Lawrence to Europe are closed for half the year ; and that when they are open, the navigation for more than one-third the distance from Montreal to Great Britain is frequently unfavorable to rapid steaming. On some portions of the distance, great speed if attempted would be a perilous proceeding.

The act confederating British North America extended Canada to the sea and created a new Dominion, with physical as well as political features entirely different from the old Province. The St. Lawrence was the only highway to old Canada, but on the day that the Confederation act became law, provision was made for creating new highways from open harbours on the Atlantic coast line. We cannot easily estimate the importance of these ocean harbours. Their value is priceless, providing as they do, the means of communicating by steamship with all parts of the world at all seasons of the year. What would Russia exchange to-day for a harbour like Halifax in any part of Europe ? Would not the Czar risk a great war and expend millions to possess a port on the Atlantic coast, equal to any one of our Canadian harbours ?

St. Andrew's, St. John, Halifax, Louisburg and Sydney are the best known harbours on our seaboard. They are each connected by railway with nearly all the Provinces of the Dominion. Sydney and Louisburg are the nearest ports to Europe, but both are open to objection as terminal points for trans-Atlantic steam-