

Bangor, Me., to St. John, N. B. With increased traffic an express train traveling 35 miles per hour would reduce this time one-half, *and enable passengers to travel from New York to WHITEHAVEN—70 miles from New Glasgow—in THIRTY-SIX HOURS.* Add to this the five days consumed in the Atlantic passage, and it becomes manifest that passengers, mails and valuable freight can be carried from England to New York in SIX DAYS AND TWELVE HOURS. *This would effect a saving of twenty-five hours upon the fastest time ever made between Liverpool and New York—7 days and 13 hours by the “Britannic”—and of from thirty-six to forty-eight hours upon the average time made by the Inman, Cunard, or White Star steamers.* The results of this vast step forward can scarcely be estimated. It would, in brief, bring New York and London two days’ travel nearer together. It would, by the rapid transmission of mail matter facilitate business transactions between Europe and America to a wonderful degree. Passengers would as soon think of going from England to France by way of the Thames, as they would of going from Europe to America by any other than the WHITEHAVEN route.

The establishment of the WHITEHAVEN route would open up possibilities of commercial development too numerous to mention. Let us briefly consider some of them :

1st.—According to statistics compiled with great care by competent authorities, grain can be carried from Chicago to WHITEHAVEN, and from thence to Europe, for thirty per cent. less than *via* New York.

2d.—Cotton is shipped now from the South to New York, placed in warehouses and re-shipped to Europe. Swift sailing