

the Straits of Belle Isle, he found it very difficult to locate the fog whistle. Very frequently his officers and look-out all differed as to the direction of the whistle, which effect he thought was caused by the rising ground in the rear.

On March 30th, I interviewed Captain Evans, of the Royal Mail boat "Lake Winnipeg." In speaking of fast pilot boats as a means of rapid transit on the St. Lawrence, he replied, "That pilot boat story is a fairy tale. No thinking person would suggest such a thing." And as to the question of differences in averages and speed between the New York and St. Lawrence routes he said: "It was remarkable the high speed and regular averages made on the New York route." As to the St. Lawrence and Belle Isle, the trouble in regard to speed was the ice until after mid-summer, and again the long tract of coasting water on the route. Good speed could be made in fine, clear weather to a certain point, but he considered the St. Lawrence route very uncertain for high speed boats. He said further that in thick and foggy weather they would have to feel their way by soundings, or jeopardize life and property."

The experience of the Allans in accidents and loss of life when heavy penalties were imposed by the Canadian Government for delaying the mails; the refusal of English capitalists and companies to undertake the running of a guaranteed high speed line on the St. Lawrence, from 1887 to 1894; the failure of the Hud-darts from 1894 to 1896; the refusal of the Allans in 1896 to close such a contract; and now the failure of the Petersens to raise a company for a guaranteed speed of 20 knots, 1896 to 1898, should open the eyes of Canadians to the difficulties of the route and lead to a thorough consideration of the matter. ✓

If Canada is to have a 20-knot service, not a 20-knot speed, ice, land-bound waters and fogs permitting, a route must be adopted, avoiding ice, coupled with an Atlantic port of call to obviate the necessity of trying to steam up the St. Lawrence at high speed in fogs.

In the past the whole trouble which has caused such a loss to Canada in travel, commerce, and national development, has resulted from the use of an ocean ice track and an inland port of call.