

2. That fewer steamships would be required to perform the regular weekly service.

3. That the consumption of coal on each voyage would be about one third less, and moreover the coal used would be obtained almost at the pit's mouth.

4. All other expenses of the voyage would be proportionately reduced.

In view of these advantages and the yearly increasing development of trans-Atlantic passenger traffic, it does not seem an unreasonable conclusion, that once fairly established the route *via* Sydney would prove successful, and that in course of years the number of steamers would require to be multiplied so that this route would partake of the character of a Canadian Ferry. Trans-Atlantic passenger traffic increases at a rapid rate, and every new facility promotes its increase. Beginning with a weekly line, on a route which narrows the Atlantic to the shortest compass, as time goes on and further improvements in ship-building are introduced, more frequent sailings would be demanded. Firmly impressed with these views, I see nothing to prevent the new Canadian route resulting eventually in a daily ferry connecting the two continents.

Not the least important consideration in connection with the establishment of the route *via* Sydney is the bearing which it has on the oldest British colony. Sydney is not far distant from Newfoundland. The railway through that island is nearly completed and will be in operation from St. John's to Port Aux Basque by July or August next. A first-class steel ferry steamer is at present being constructed on the Clyde, to ply between Port Aux Basque and Sydney. In a few months, the railway and steam ferry will be opened for traffic between St. John's and Sydney. It is easy to be seen that the establishment of the Canadian steamship line, *via* Sydney, as proposed, would give to Newfoundland direct connection with our mail services to Quebec on the one hand and to Liverpool on the other. It would bring the colony, with the assistance of the public works established through her own enterprise, within the sphere of all our great lines of communication. The improved means of intercourse could not fail to bring about results of the first importance, equally to Newfoundland and the Dominion.

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