

chariness of some companies with regard to furnishing the time occupied during voyages, sufficient information has been obtained from the highest authorities, to show the degree of merit of the well-known American and Canadian mail routes.

AMERICAN ROUTES.

The routes used by the principal fast Atlantic liners to the United States are on tracks between Sandy Hook, Fastnet, Ireland and Bishop's Rock, Scilly Island, for Queenstown, Liverpool and Southampton respectively. After long experience and careful consideration, the fast line companies adopted expedient routes between those points known as "Lieutenant Maury's Lane Routes."

During the ice period southern lanes are used to take the vessel clear of icebergs; and during the summer, lanes on the Great Circle track are followed. In order to prevent collisions during fog and darkness, double tracks, upwards of sixty miles apart are used. The southern track in going east and the northern in coming west are followed. The Admiralty Hydrographic Office, London, and the Hydrographic Office at Washington, indicate the "Lane routes" on Atlantic charts; and in addition, pilot charts showing the lane tracks are distributed monthly, warning shipping to avoid the lanes of fast liners. As a result of expedient routes, Hydrographic Bulletins, Charts, etc., and the marvellous development in size and speed of steamships, ocean travel has become a safe luxury and a pleasure. The voyage of the New York liners can be more accurately timed than the run of a railway train across the continent. Of course there is more or less risk in ocean and all travel; but, considering the fleet of trans-Atlantic liners running to New York, numbering thirty, if not more, using two hundred and forty ships, besides tramps, sailing ships and the trans-Atlantic tonnage, trading at American ports, it is remarkable how few accidents occur through collisions, notwithstanding the high speed of the fast liners even in fogs and in the worst weather. It is evident by the published logs of the mail boats, that the "Rule of the Road" requiring moderate speed in fogs, is not observed. Speed on those lanes is apparently limited only by the horse-power and the progress of human invention and improved models.