

Triumph of St. Lawrence Route

Its Advantages as Brought Out in Recent Discussion on Ocean Travel

By NORMAN PATTERSON

STRANGELY enough the recent discussion as to the best route from Europe to America has shown the superior advantages of the St. Lawrence route. The route taken by vessels between New York and British ports carries them through the most dangerous part of the ocean, so far as ice-bergs are concerned. Consequently after the loss of the *Titanic* the route was moved farther south. On April 16th these routes were changed to the extent of 60 or 70 miles in a southerly direction, and on April 19th another 100 miles south. These new routes will prevail from January 15th to August 14th, when the northern routes are again resumed.

These changes have been made because the ice-bergs seem to congregate in the district which lies from 100 to 400 miles straight south of Newfoundland. There they move slowly, at a rate of from 15 to 20 miles a day. Besides, they are melting then from the heat of the opposing Gulf Stream and thus become most dangerous, according to Admiral Peary. He says "the most dangerous ice menace to a steamer is the last remaining fragment of a berg, usually a mass of translucent ice, hard as rock, almost entirely submerged, absorbing the colour of the surrounding water, and almost invisible, even in broad daylight, until close aboard."

Here, then, is where the St. Lawrence route comes in. It is a northerly road just as fully supplied with ice-bergs—but not rotten, concealed ice-bergs. Here they stand up boldly from the water, in their primal stature and rugged, snowy outline. They are easily seen and easily avoided. They are so cold that they affect the air, and are quickly detected even in a fog. Hence one seldom or never hears of a boat on the St. Lawrence route hitting an ice-berg, or even running into an ice-field. No boat on the Canadian route is likely to meet with such an accident as that which sent the *Titanic* to the bottom.

Besides being safer from ice-bergs, the Canadian route has an additional advantage because one-third of it lies in the St. Lawrence. It is nearly one thousand miles from Montreal to Belle Isle, where the land-locked portion of the journey ends. This has scenic and other advantages, in addition to being free of ice-bergs and ice-fields, which are carried outside of Newfoundland by the Labrador current. From Belle Isle to Liverpool or Bristol is done in three and a half days by the faster ships, whereas the New York ships are about double that period on the open sea.

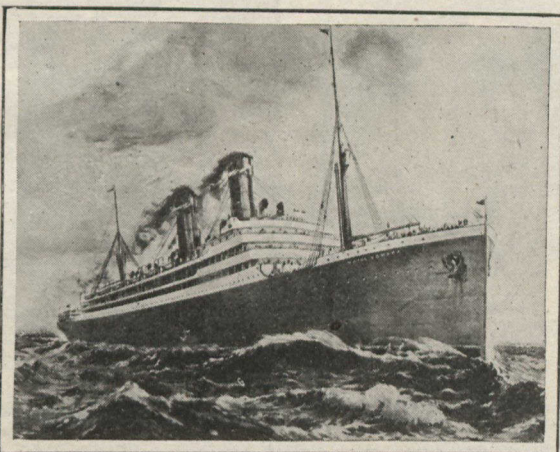
Nearly all the larger passenger vessels plying between Canadian ports and Great Britain are Canadian-

owned and Canadian-managed. The Canadian Pacific and Canadian Northern vessels operate in connection with these two great transcontinental railways. The Allan liners are partly Canadian and

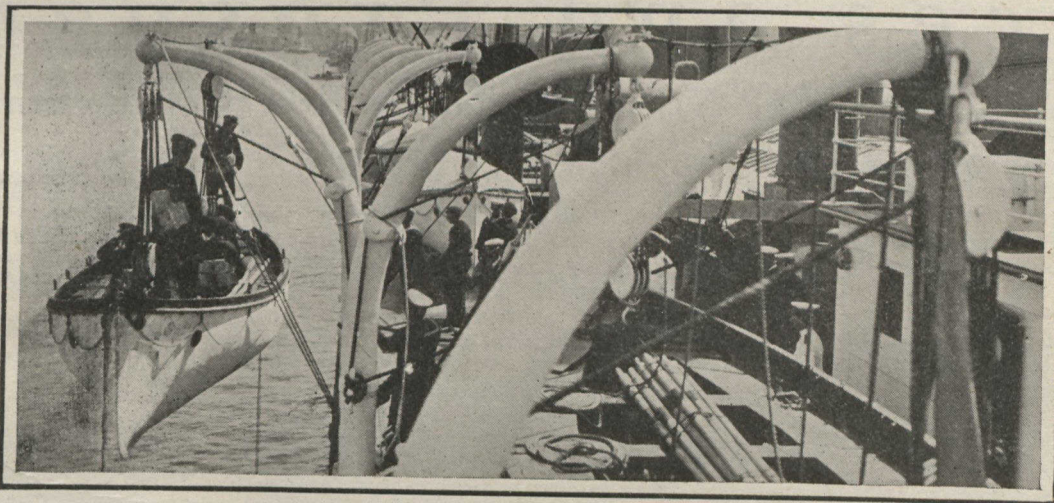
partly British in ownership and management. The Dominion-White Star is the same. And Canada is proud of the achievements of her citizens in opening up and developing the Canadian route and making it so popular with the travelling public.

This was not accomplished without much effort. The New York route is older and was well-established. The new route had to win its way slowly. The Allans, the Elder-Dempsters, the Dominion and the Donaldsons did much, and the Canadian Government was active in light-houses, buoys and charting. Then came the C. P. R. steamers and the day was won. Then naturally followed the Canadian Northern and the White Star. All these lines have made safety their first desideratum. One shocking accident would have killed the route, so intense was the opposition in the eighties and early nineties. The boats were kept well equipped for every emergency and well supplied with life-boats, submarine telephones, searchlights and wireless in due course. Their very existence depended on the excellence of their defensive forces. "Safety First" was the motto in every officer's cabin.

There is no doubt that safety is the greatest advertisement any transportation company can have. Too often this fact has been overlooked by American corporations.



One of the Numerous Luxurious Passenger Vessels Now Using the Canadian Route. (Royal George.)



Launching a Life-boat—With Canadian Vessels Weekly Life-boat Drill is a Part of the Regular Programme. The Crew is Mustered to Stations, Boats are Manned, Lowered, and Rowed Around the Ship.



Fire Drill, With Blankets and Buckets, is Part of a Steward's Training on a Canadian Atlantic Liner. This Picture Was Taken on One of the C.P.R. Empresses.

While the *Titanic's* crew were lacking in life-boat drill and disciplinary training, the Canadian boats have paid great attention to these points. Both on the ocean and in harbour, life-boat drill has been strictly and systematically attended to. It was regarded as part of the price of victory.

Furthermore, the Canadian boats seem to have developed a high class service. Some of our Canadian lines declare that their boats are manned by more experienced men than can be found on any other British passenger route. The Canadian managers seem to have gone in for permanency of service among officers, engineers, stewards and seamen. This, again, was probably part of the price of victory. Experienced crews were thought to add to the margin of safety and to be a good insurance against panic in case of accident.

After all, Canadians are pretty thorough. Perhaps not so thorough on the whole as the British or Germans, but still ranking high. The Canadian is less ambitious than the American and more ambitious than the Britisher. Being fairly thorough, moderately ambitious, and having the American faculty for discarding old methods once the case is proven against them, Canadians have done well in all lines of transportation work, whether it be steam railways or steamships.