

towards the final goal. Have we then a port which enjoys these advantages and is also in a suitable position? In answer to this momentous question, Milford will occur to everyone.

Of all the competing ports, there is only one which is *always accessible, and where a large Atlantic Liner may steam up to her pier, and let her passengers walk on shore into a railway carriage.* That one port is Milford. Will Atlantic expresses ever be enticed to use that port? We think that, in time, they will have to; and that, if the Canadian Government chose that port of departure, and were able—as is claimed for Milford—to save 24 to 36 hours between London and Chicago, they would at once command the cream of the traffic.

A deputation lately waited upon Sir Charles Tupper, to urge the claims of Milford. The High Commissioner expressed himself as greatly struck by the arguments presented to him, and the chief objection occurring to him seemed to be that, as these Canadian steamers are to go on to a French port, Milford would be out of the route. Let us consider this point. Queenstown *has* been the mail port hitherto; let us suppose this place were chosen instead of Milford. After the mails and passengers were landed the steamer bound on for France would be further away from the Longships (the English Channel entrance point) than if at Milford. The full gain in time that Queenstown could claim over Milford would be about three hours; and this, after the mails and passengers were discharged, would mean nothing at all. Besides, it appears necessary that the vessels should call at an English port on their way to France on account of present existing Customs' arrangements between the two countries. This being so, suppose that Southampton were chosen, it would no doubt be favourable to the delivery of ordinary goods, but at the expense of a loss in time of at least eight hours in landing of mails and passengers, not taking any note of the extra risk of running at express speed up the English Channel to that port, which is a matter for serious consideration, especially as of the two channels, English and Irish, the English is decidedly the worse for fog.

But, supposing Milford were chosen, there are some matters requiring attention.

First, the Smalls Light must be improved, and, if possible, a more powerful and *frequent* fog-signal placed there, which should be sounded whenever the horizon contracts to one mile. Coal must be cheapened at Milford f.o.b., and the run by rail to London and our other large towns must be materially