

have to be accurately ascertained and carefully weighed.

In contrasting the two ports as regards *time*, the difference will not be found very material. For this purpose, let us suppose a passenger starting from London, *via* Valentia, for New York City, and let us further suppose that he performed the sea voyage at the rate of fourteen miles per hour, and travelled by rail at thirty miles; the number of hours he would require to travel by each route would be as follows:—

HOURS VIA LOUISBOURG.

From London to Valentia.....	16
Valentia to Louisbourg, 2,100 miles.....	143
Louisbourg to New York, 1,107 miles.....	37

Total number of hours..... 196

HOURS VIA SHIPPEGAN.

From London to Valentia.....	16
Valentia to Shippegan, 2,100 miles.....	150
Shippegan to New York, 906 miles.....	31

Total number of hours..... 197

To passengers to and from New York and other eastern cities, it would, therefore, matter little whether Louisbourg or Shippegan were the place of embarkation, as there is only one hour's difference in point of time. For Quebec, Montreal, and all places west, however, the latter port would be preferable, for calculation shows that it is fully six hours nearer Quebec, and all places west, than its Cape Breton rival.

In endeavouring to establish the shortest route to Europe, every hour which can be gained is, of course, an advantage. If ever the project is earnestly grappled with, the wiser course will probably be found to be, to use Shippegan as the summer, and the port of Louisbourg or Whitehaven—as investigation may settle their respective merits—as the winter place of departure and arrival.

There can be no doubt whatever that the selection of either of these ports as the starting-point in Canada, the formation of a

line of powerful Ocean Steamships, fitted up specially and solely for passengers—sailing direct to the nearest port in England—and first-class Railway connections on each side, would materially decrease the length of the Ocean voyage, and the time required for the round trip.

The harbour of Milford Haven has been strongly urged as the starting-point in England. It is only distant five hours by rail from London, and is 120 miles nearer either Louisbourg or Shippegan than Liverpool. The distance from Milford Haven to the former place is barely 2,200 miles, and, to use the words of the Parliamentary report, "it is obvious that if an average speed of 14 miles per hour can be attained, the entire distance might be traversed without transshipment in 157 hours, or a little over six and a half days all told, the distance from the same point to Shippegan being about six hours longer. Should it be found possible to attain the higher rate of speed of 16 miles per hour, the distance could be traversed in about 138 hours, or 5¾ days, without transshipment."

Much prejudice has existed in the public mind against swift-running Ocean steamships since the failure of the American Collins line, nearly twenty years ago. But it is a point well worthy of consideration whether the loss of Ocean steamers does not largely arise from overloading them with freight. Mr. Plimsoll has abundantly proven in England how the greed of the owners of vessels frequently induces them to risk human life by overloading; and it is notorious, as close observers who have frequently crossed the Atlantic well know, that Atlantic shipowners are not conspicuous as being exceptions to the rule. We would be sorry to believe that engineering and nautical skill has yet reached its utmost limits, and that neither now nor at any future time will it be possible to produce vessels, fitted up solely for passenger traffic, capable of running 16, 18 or even 20 miles an hour, as safely as the