

The "Lucania" has made a day's run of 562 miles, equal to 23.42 knots an hour. She can be considered, on a short route, a 22-knot boat. A fair comparison of the new route, with an assumed speed of 22 knots to North Sydney. Her average in the delivery of mails between New York and London, according to the Superintendent of Foreign Mails, Washington, for thirty-four voyages, 1895-6-7, was 162 hours and 43 minutes.

The new route, therefore, would show the following gain over the fastest New York averages:

OTTAWA TO LONDON VIA NEW YORK.

Ottawa to on board ship, New York	17 hours, 00 min.
New York to London	162 hours, 43 min.

179 hours, 43 min.

Equals—7 days, 11 hours, 43 minutes.

OTTAWA TO LONDON VIA NORTH SYDNEY.

Ottawa to on board ship, North Sydney	27 hours, 15 min.
North Sydney to London	113 hours, 02 min.

140 hours, 17 min.

Equals—5 days, 20 hours, 17 minutes.

A total gain of 39 hours, 26 minutes.

Equals 1 day, 15 hours, 26 minutes, whereas the gain to the maritime provinces, the military and navy at Halifax and the West Indies would be double this time.

With improved railway time, the gain would be greater. It would be still greater if the ocean speed was based on a twenty-knot or slower service.

In no way can a saving of time be accomplished without increasing the speed of ships above the present rate, which would be an expensive experiment, or by shortening the length of the ocean voyage and substituting as much railway travel as possible. The saving of time by shortening the ocean voyage calls for the selection of an Atlantic port of call, which with a 22-knot service and fast train connection, will enable Canada to compete with the United States for the Atlantic travel, immigration and commerce.