

slowest and the smartest passage, (p. 17) this confirms the statements made and shews that Canada is more in need of improved summer tracks than the New York transatlantic liners are.

The British-European firm who have co-operated in the policy of improving their fast line tracks deserve the heartiest congratulations of the Atlantic travelling public, and shipping.

May it not be hoped that Canada will so see her needs as to adopt improved lanes, or use the American fast line tracks to the meridian of the St. Lawrence? Per sketch opposite page 13 and description pages 21-23.

Nautical men have laid down Canadian summer fast line track for use as the season advances: From North Sydney to lat. 46.10N; Long. 51 W., 15 miles south of the Virgin Rocks, distance 370 miles, and from position 15 miles south of Virgin Rocks to Fastnet on the circle track 1642 miles.

But of course tracks for continuous high speed in fogs, to compete with the fastest New York liners for the dispatch of British American mails, through Canada to the United States, the fast line tracks to the meridian of the St. Lawrence would be the safest route.

The desired Atlantic record, however, a prize that National steamship lines are after, which means so much in their success, can only be made by similar freedom in the use of Atlantic ports of call on this side to that which prevails on the European side. The Kaiser Wilhelm's 1898 splendid Atlantic mail average, 158.8, compared with the next best, that of the *Lucania*, 161.8 hours, would have been impossible had the German Government made it imperative on the Bremen liner to use an up-channel or North Sea point as first port of call. The German-New York-Hamburg-Bremen boats are free to use Plymouth, Southampton or any Atlantic port for despatch. On this side, Montreal and Quebec are similarly situated, and the desired prize can only be secured by following European precedent in leaving the port of call open for despatch and record making. For the Government, in the face of New York competition, to tie up the Montreal Quebec fast service to an up-channel St. Lawrence port of call and thus prevent the use of ports experience shews necessary for despatch, will