

also attract passengers from other vessels of less speed, running to and from New York. Do we not see in this circumstance an explanation for the disproportionately small number of passengers travelling by way of the St. Lawrence? Does it not make it apparent that a greatly improved service such as I have outlined would tend to make the Canadian route preferred by every class of passengers? If by way of a Canadian port we bring Montreal 36 hours nearer London than by way of New York, if we reduce the ocean voyage between the Dominion and a port in the heart of the British Isles to four days, would we not in effect place ourselves much nearer the mother country than ever before? Would we not open a new and wider door for a stream of welcome immigrants?

There are grounds for the belief that an improved railway service, such as we find elsewhere, would enable New York passengers to participate in the advantages of the Canadian short ocean passage by way of Sydney. No doubt the long land journey from New York to Sydney would be objected to by a large number, but after all the distance is much the same as that between Chicago and New York, a journey with ease performed daily by hundreds. It is not unreasonable to think that the land journey from New York to Sydney would not deter those from undertaking it who desire to travel by the steamships which would most speedily make the ocean voyage. The number of trans-Atlantic passengers of all classes, to and from New York gives a weekly average throughout the year of 6,777 westbound, and 3,888 eastbound. It may be assumed that a moderate percentage of these passengers, if the railway service was brought up to a good standard, would prefer the Sydney route, and it would require but a small percentage of the whole number to fill up one weekly steamer.

It always exacts time to establish a new route unless there be much to recommend it. In this case the geographical features of the Dominion in relation to Europe extend to the proposed new Canadian route advantages, which give it an exceedingly commanding position. Compared with the New York route it may claim as follows:

1. That the ocean passage would be nearly two days shorter.