

"When the warmth of summer brings down Arctic ice into the ocean track the New York steamer can with little increase of mileage choose a southern route and career at speed through fog, fearless of ice or land, until she reaches off her port. But how can a vessel that must enter the St. Lawrence do this, where the gateways are near Cape Ray or the Straits of Belle Isle? It is impossible; and how can she safely go 20 knots through fog when within land-bounded waters? If it be contended that navigation is now made safer than formerly, we answer it is mainly due to increased watchfulness, for no beacons or lights can turn aside the dangers of ice and of fogs in land-locked seas."

The discussion and suggestions by navigators led to a general conference of the principal fast line managers during the autumn in London, to consider improved Atlantic tracks. The meeting came to the conclusion that express tracks should be clear of ice. It was thought that July 15th was too early to change to the northern lane. That route then was by no means entirely clear of icebergs; accordingly it was agreed to make the date August 15th instead of July 15th. More southerly winter tracks by two points were adopted, and all agreed to follow the lane routes; an important decision, as the "go-which-way-you-like" plan was without doubt largely responsible for the numbers of collisions and accidents that have occurred. Since 1876 the lanes used by the New York fast liners have been improved from time to time, so that the difference of time in the annual averages is now down to 60 minutes, and in some years less.

The time occupied in the delivery of mails between London and New York via Queenstown by the S. S. "Campania" in the years 1895-8 is as follows:

Years	Ships.	No. Trips.	Avg. T. Q.	Time.
1895—Campania	..	9	162.5	157.4
1896—Campania		12	163.9	158.1
1897—Campania		12	163.7	156.9
1898—Campania		12	163.5	157.3

The close averages, the maximum of speed maintained in fogs, and the absence of accidents, shew the wisdom and advantages of improved routes. Compared with the difference of average by the S. S. "Parisian" of 19 hours, and over 100 hours between the