

consideration, and speed takes a secondary place. These principles have long been recognised on railways, and they are now beginning to be considered in steamship navigation. Rapidity of transit is not attained without enhancing the cost, and the ratio of increase is greatly enhanced as the speed is accelerated, especially at sea. There are few articles of merchandise that can profitably be transported at express passenger train rates, and few persons, when they can avoid it, desire to travel by slow freight trains.

That these principles will in the end govern in the Atlantic steamship service, there can be no doubt. Hitherto it has been the practice to combine passenger and freight traffic by the same ship, but all the circumstances point to the desirability of a change of system. The combination is not necessary for speed or the comfort of passengers, and it in no way lessens the cost of transporting merchandise. A ship constructed for the combined traffic is a compromise; as such it is either too slow for passengers, or too fast for freight, or it suffers from both objections and consequently is unprofitable and unsatisfactory. So long as passengers were content to travel at the low rate of speed suitable for freight, the combination was justifiable and ship-owners had no incentive to improvement. Travellers are no longer satisfied, and there is a pressure to have the speed increased, but to accelerate the speed and at the same time continue to carry freight with passengers would obviously be a mistake.

In the ferries between Holyhead and Dublin, between Dover and Calais, and between many other points, the traffic is properly classified. Passengers and mails are carried in one steamer,—goods and merchandise in another. The Atlantic crossing is every year partaking more and more of the character of a ferry, and the same reasons for classifying traffic as carried on in the smaller ferries apply with equal if not greater force to the ocean ferry.

It is of the first importance that we should have on the St. Lawrence route, steamships for the transportation of freight at the lowest cost. As in vessels trading with the sister colonies in the South Pacific, these steamships should be provided with the best means of carrying perishable products, such as but-