

usual. After landing the mails the ship could proceed at greater leisure, which means greater safety to life and property.

For the purpose of determining the relative merits of the New York routes with the proposed route it is necessary to adopt a standard of ocean speed. The fastest steaming yet made by Atlantic liners has been done by the North German Lloyd's "Kaiser Wilhelm der Grosse." Her average run from New York to Southampton was 22.35 knots, but for computation we will adopt the French standard of 22 knots, which will soon be the speed of the French line to New York. This standard assumes, for the purpose of comparison, that steamers plying between British and North American ports during corresponding periods of the year, shall use tracks permitting the assumed standard speed. It is only necessary to compare the distance and time on the New York-Southampton route, with the proposed Canadian route having an Atlantic port of call.

Routes.	Distance. Knots.	Time. Hrs.
New York to Southampton	3,128	142.11
New York to Queenstown	2,815	127.37
North Sydney to Queenstown	2,067	93.57

The despatch of mails and passengers from North Sydney westward is simply a question of railway speed. Fast transit can be much cheaper and safer over-land than through fogs on the ocean. The short ocean voyage of less than four days would make the Canadian route and line popular, and would attract both American and European travel. ✓

The gain in time in the transit of mails between Ottawa and London, G. B., by North Sydney over New York will show to advantage the favourable geographical position of the Dominion. We will base the comparison on the actual time occupied by the "Lucania" on her fast trip of five days, seven hours and 22 minutes.