

of many of its terrors. Rich upholstering, improved heating apparatus, choice viands, sparkling wines, punctual attendance, and many other agencies, have made atonement, in a large degree, for the sacrifice of home comforts, which a trip to Europe and back, or *vice versa*, involves. As a natural consequence, passenger traffic has increased enormously. Thousands of people now make ocean trips, who, a dozen years ago, would have shrunk with terror from the attempt. Every summer a steady and ever-growing stream of wealthy and cultivated people pours down to the steamship wharves, and diffuses itself throughout the countries of the Old World. The number of visitors from Europe to America is increasing very rapidly. It is one of the usages of fashionable life to-day in America to make summer trips to Europe. Before many years are over it will be equally fashionable in the Old World to make a summer trip through the United States and Canada.

In view of these facts the still further shortening of the ocean passage becomes every day more imperative and important. Although immense progress has been made, a great deal still remains to be done. The length of the ocean passage has been greatly diminished, it is true, but the attendant dangers have on the other hand *increased* rather than *decreased*. The extraordinary length of the steamers has weakened the power of resistance of the hulls in case of collision, and the remarkable degree of speed attained renders navigation in foggy weather, *along the coast*, more dangerous than it ever was before. In the way of speed, very little improvement can be expected hereafter. It is a fact pretty clear to all observers, that the highest degree of speed, *consistent with safety*, has been very nearly, if not quite, attained. On rivers, with smooth water, steamships often travel