

"I have the logs of two steamers before me, one bound eastward, the other westward, (Captain Smith, the writer, was in charge of one of the boats), and their average day's run amounted only to 30 miles for five successive days.

"They were surrounded by icebergs in the midst of dense fog and at times could not make progress in any direction whatever, and the ships were actually stopped for five nights.

"No system has yet been devised by which a sea pervaded for hundreds of miles by icebergs can be navigated at any speed, with safety, in thick weather.

"This no doubt, is the opinion of most all experienced nautical men who are in a position to give an unbiassed view of the matter without fear or favor.

"No one will deny that it is of great importance to all concerned in North Atlantic navigation that steamers carrying a large number of passengers between American and European ports, should, if practicable, traverse the ocean upon such safe courses as will in all probability take them clear of the most dangerous localities."

James and Alexander Allan in the London Times, reviewing the Huddart contract for 20 knot guaranteed speed on the St. Lawrence route, said:

"What was the Allan History? In the earlier years of their contract, although the speed was not half that now required it had to be maintained under penalties, and in trying to fulfil its terms they lost between 1860 and 1864 six mail steamers. In 1864 when the contract was renewed, they got the following clause introduced: 'When the presence of fog or ice makes it dangerous to run the vessels at full speed, it shall be the duty of the captain either to slacken or to stop the vessel as occasion may require, and the time lost by doing so, if proved to the satisfaction of the Postmaster-General, shall be allowed to the contractor in addition to the time specified for the length of the voyage.'

"When that proviso became operative the good record of the mail service began. The immunity from disaster is due to the fact that speed is now subordinated to safety. But speed under the new contract cannot be intermitted if the steamers are to compete with Campanias and Lucanias.