

It is obvious then that there is already abundance of Passenger traffic, if the purely passenger route under discussion, possesses sufficient attractions. To settle this point the advantages and disadvantages of the route must be fairly weighed.

The obstructions offered by floating ice during several months in the year, are insuperable while they last ; during this period Halifax or some equally good port, open in winter, will be available.

The frequent transshipments from Railway to Steamship, and *vice versa*, may be considered by some an objection to the route ; for the conveyance of Freight they certainly would be objectionable, but most passengers would probably consider the transshipments, agreeable changes, as they would relieve the tedium of the journey.

With regard to the comparative safety of this route, it would seem as if the advantages were greatly in its favour. The portion of a voyage between New York and Liverpool, which seamen least fear, is that from Ireland to Newfoundland. It is well known that the most dangerous part of the whole voyage is along the American coast between New York and Cape Race, where thick fogs so frequently prevail ; this coast line is about 1,000 miles in length and it has been the scene of the larger number of the disasters which have occurred. No less than fourteen or fifteen Ocean Steamships have been lost on this portion of the Atlantic Seaboard.*

The route which favours increased security from sea-risks, and which is the shortest in point of time, must eventually become the cheapest and in consequence the most frequented. If then the route proposed across Newfoundland and Ireland avoids many of the dangers of existing routes and reduces the Ocean passage proper to 100 hours, would not the current of travel naturally seek this route in preference to others, especially when time would be saved thereby ?

If, as it has been shewn, this route would reduce the time between London and New York some three or four days, and bring Toronto one third nearer Liverpool (in time) than New York is now ; if it would give the merchant in Chicago his English letters four or five days earlier than he has ever yet received them ; if it be possible by this proposed route to lift the Mails in London and lay them down in New Orleans in less time than they have ever yet reached New York, then it surely possesses

* The following is a List of Ocean Steamships lost on the American Coast between New York and Cape Race. It may not be strictly correct, as it is compiled mainly from recollection :

The Columbia	on Seal Island, Nova Scotia.
The Humbolt	mouth of Halifax Harbour.
The City of Philadelphia	Cape Race.
The Franklin	Long Island, New York.
The Indian	near Canso, Nova Scotia.
The Argo	near Cape Race.
The Hungarian	Cape Sable, Nova Scotia.
The Connaught	Bay of Fundy.
The Caledonia	Cape Cod.
The Anglo Saxon	Cape Race.
The Norwegian	St. Paul's Island, Atlantic side.
The Bohemian	Cape Elizabeth, Portland Harbour.
The Georgia	Sable Island.
The Pactolus	Bay of Fundy.

And another on Ragged Island, Nova Scotia, the name of which is not at present remembered by the writer.