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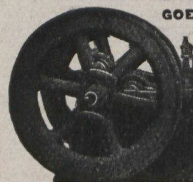
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The Canadian Horticulturist, Toronto, Ont.

sirocco fans, thus giving exporters a choice of whatever stowage is required for the particular commodity being exported.

Not only has the company been keeping pace with the necessary ship improvements, but by interesting warehousemen and others, has succeeded in the establishment of modern cold storages at the steamers' docks in Liverpool and London, so that now those who invest largely in perishable commodities, feel secure when entrusting this property to the Allan Steamship Company. To those who have been fortunate enough to visit the new cold storage warehouse at Surrey Commercial Dock, London, Eng., it is unnecessary to expatiate, but for the benefit of those who have not had an opportunity to see this warehouse, be it said that competent judges have pronounced it one of the best equipped in Europe. This last year has also seen the completion of the Imperial Cold Stores at Canada Dock, Liverpool, where similar arrangements to those prevailing at London are in existence.

When the railway refrigerator service, by which traffic is safely and quickly transported to the seaboard, is taken in conjunction with steamship arrangements both on sea and land, one feels quite safe in recommending the St. Lawrence route to all classes of shippers.

The apple season being almost at hand, a word to the exporters of this commodity seems opportune. It is most advisable that apple exporters give shipments a reasonable time to make connection with the ship. The commerce of this country has increased to such an extent as to make it almost impossible for the railroads to keep up with it, and it is only fair to them that the shipping public should render every possible assistance to the transportation companies, and, in the matter of exports, this can best be done by shipping in ample time to enable the railway company to deliver the property to the ship.

Apples are handled most carefully at the steamship shed; mattresses are used to break the fall of the barrels when being unloaded from the drays; the ship's slings are carefully utilized in lowering the barrels down into the hold. A feature introduced by the Allan Line last year has proved eminently successful and that is the building of "trunk-ways" in the holds of the ship, thus ensuring a current of air throughout, and making the use of the sirocco fans much more beneficial than if the holds were closely packed with apples.

The discharging of ships is a most important operation, especially when unloading apples. This is most carefully watched so that damages are reduced to a minimum.

The services of the Allan Line have been very much improved for the season of 1907. The new S.S. "Corsican" rounds out a Liverpool service which cannot be surpassed on the St. Lawrence route. The steamers are "Virginian," 12,000 tons; "Victorian," 12,000 tons; "Corsican," 11,000 tons; "Tunisian," 10,576 tons; two 7-day and two 8-day vessels.

The advent of the "Corsican" makes it possible to place the twin-screw S.S. "Ionian," 9,000 tons, in the Glasgow service, and when the new twin-screw S.S. "Gramplan" is placed in commission, September 21, the Glasgow service will be furnished by the "Ionian," "Gramplan," "Pretorian," "Corinthian" and "Sicilian."

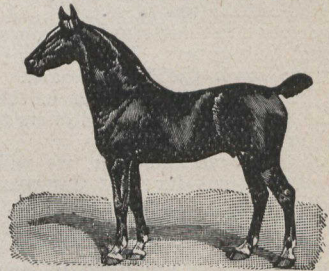
The favorite S.S. "Parisian" has been added to the London service, so that all three ports will be served with the best fleet the Allan Line has yet given to its patrons.

I do not see the advantage of an inspection station at Revelstoke. All fruit trees from the south are inspected at the coast. I find that all nursery stock from the east is free from disease.—A. Clemes, Spence's Bridge, B.C.

I have received a few copies of **THE CANADIAN HORTICULTURIST**, and think it is just the thing for fruit and flower growers.—A. E. Hennigar, Chester Basin, N.S.

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