

season, both in the freight and passenger business. The Dominion Company's officials state that the reason that only four large steamers have been on this route is through the inactivity of the Government. For some time past the Liberal Government has been asking for a 20 knot service. The steamers that would perform such a service would be small carriers, and so not filling the requirements of the country from a freight and commercial point of view. The subsidy that was offered did not warrant such an expenditure and it was therefore, deemed wiser to delay matters, and so see if some improvement could not be arrived at to promote greater speed in the large carriers, thus combining speed with carrying power. Consequently, the Dominion Line delayed adding to its fleet for this year, but they are now building steamers which they consider suitable as large carriers and passenger accommodation for a considerable number of cabin, intermediate and steerage passengers. The speed of these steamers will be considerably better than any of the steamers now on the route, but they will not meet the Government's requirements of 20 knots.

Messrs. The Robert Reford Company, Ltd., report a better year than the last, they having had to their consignment 94 steamers, an increase over the previous year of 26. They have found great difficulty, though, in finding west-bound cargoes, as imports have not improved, and many of their vessels had to find their way to the westward in ballast. They have had a large increase in exports of grain, lumber and other cargo, but their large fleet have been much hampered owing to the lack of sufficient wharf accommodation, they having frequently, when five or six vessels have been in port together, to send some of them to Windmill Point and Hochelaga, in addition to their regular wharf accommodation. This, at times, has caused most serious delay to their vessels, especially those with green and dried fruits, in the spring and fall of the year. The Harbor Commissioners should arrange to make some provision for these extensive cargoes.

The Donaldson Line this year added the fine steamship *Kastalia* to their already large fleet. This vessel was fitted with cold storage, under Canadian Government, for the carriage of fruit, butter and other products, which worked most success-