

Glasgow service required five vessels, one less than London, by reason of the shorter voyage. These were the steamships Samartian, Pomeranian, Buenos Ayrean, Norwegian and Sardinian. Only one of these vessels has a refrigerator, the steamship Sardinian.

In the opinion of the Minister of Agriculture, Glasgow did not require more than a fortnightly service for perishables, which was given by the Allan and Donaldson lines jointly.

Their regular weekly service to Liverpool was maintained throughout the season with five boats, viz., steamships Numidian, Parisian, Carthaginian, State of California and Laurentian, besides which they had, during the past two months, a mid-week Liverpool service performed by the SS. Livonian, Peruvian, Roumanian and Buenos Ayrean, the last named vessel having been replaced on the Glasgow service by the steamship Peruvian. The St. Lawrence fleet of the Allan line thus numbered 20 vessels all told.

In common with other experienced steamship managers, H. & A. Allan believe in regular sailings. A weekly service to a west coast port like Avonmouth, Liverpool or Glasgow, requires five vessels for its regular performance. The Dominion and Beaver lines having only four vessels, each had to omit a sailing on every fifth week. A five weeks' round has the compensation that it gives a reasonable time at each end of the voyage for discharging and loading. The fast boats of the Cunard and White Star lines make four week rounds, but they carry very little, if any, cargo. It will probably be the same with the Canadian fast line if established. By stopping at Quebec and carrying no cargo the service may be performed by the four vessels contracted for, but not otherwise.

The same Allan line ships that performed the regular summer service to Liverpool are employed on the winter service between Liverpool and Portland, Me. The steamships Parisian and Laurentian have sailed from Portland and will be followed by the steamships Numidian, Carthaginian and Mongolian. They are also to have a fortnightly service to Glasgow via Portland, and to London via St. John.

The Dominion Line, although not having such a strong fleet running to Liverpool as in former years, has had a prosperous