

The following is the S. S. Labrador's time, from the Post Office Department, Ottawa:—

Passages from Liverpool and Rimouski:—

Yera.	Trips.	Fastest Trips, hours.	Slowest Trips hours.
1895	4	177.15	195
1896	6	186	200
1897	4	183	219

The difference between the fastest passage of the "Labrador" in 1895 and the slowest in 1897, is 41 hours and 45 minutes. The "Syren and Shipping," London, reports the "Labrador's" eastward passage, August, 1897, as follows: The Dominion Liner "Labrador," from Montreal to Liverpool, suffered a lengthy detention through the inconsiderateness of Canadian fog and ice. One day she steamed 89 knots and another 145, instead of the average of 320 knots. The smartest passage the "Labrador" has made homeward is six days and twenty hours, that is from Rimouski to Londonderry. The whole voyage occupied eight days, nine hours. The actual detention due to fog and ice was thirty-seven hours and forty minutes.

But the S. S. "Scotsman" (Dominion), had the greatest detention on the St. Lawrence route. During four trips, 1896, she made a comparatively good average of 199 hours and 38 minutes; but in one trip in 1897, she took 319 hours, a difference between her average time in 1896 and one trip of 1897, of 119 hours and 22 minutes. The Allan and Dominion Steamship Companies are not responsible for those delays. They are attributable to the climatic and geographical difficulties of the Belle Isle and St. Lawrence route.

This view is sustained by Henry Fry, of Quebec, one of the best informed and highest authorities on the St. Lawrence route, a friend and promoter in his time of Quebec's interests. In the History of North Atlantic Steam Navigation (1896), commenting on the losses sustained by the Allans, he says: "But the history of this company for the first ten years of its existence was a very remarkable and sad one. There was no lack of skill or experience on the part of the owners or captains, and no serious defects in the ships. Yet they lost eight ships in eight years, besides minor accidents, and what was far worse, the loss of life was very