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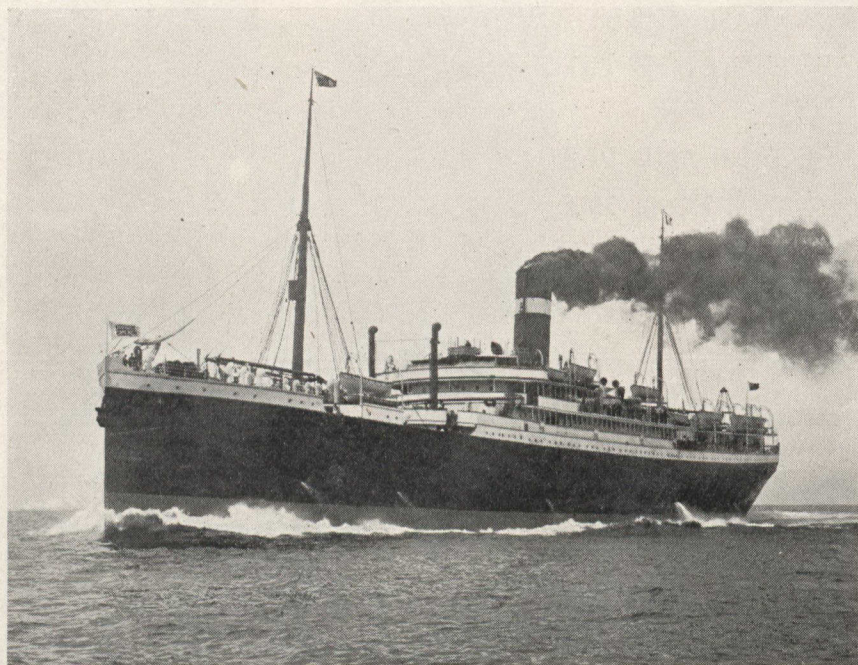
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Canada and Glasgow

The Development of the Steamboat Service

WHEN Canadians think of steamers trading between this country and Great Britain they invariably think of Liverpool as the British terminus. Occasionally London is spoken of, as some of our steamers sometimes go there. It is rather remarkable to note that a very considerable trade is now being carried on between Glasgow and the Canadian ports. This trade has existed for many years in a more or less undeveloped state but during 1907 it had very considerable development. In fact, about 17,000 passengers were carried last year between Canada and Glasgow. This year the Allan Line, which controls this business, will have two new steamers in this trade in addition to the two that have been on the route for some time. The Allan Line apparently find Scotland has a very close connection with Canada and that the development of the business between Scotland and the Canadian ports does not affect the traffic between Liverpool and this country.



The Grampian

Photograph copyright by MacLure, Macdonald & Co., Glasgow

It would have been interesting to know just what classes of articles are exchanged by Canada and Scotland as well as the class of passengers who travel to and fro. However, it is not the purpose of this article to discuss this particular phase of the subject. It is sufficient for our purposes to know that the trade is there.

These two new steamers are the *Grampian* and the *Hesperian* and both have been built specially for this trade, the *Grampian* now being in service and the *Hesperian* being almost ready for her first trip. Each boat has a twin screw with triple expansion engines, a gross tonnage of about 10,000 tons. Each is built on the cellular double-bottom system and especially strengthened for the North Atlantic trade. The *Grampian* is 500 feet in length with a breadth of 60 feet and makes a voyage between Quebec and Glasgow in seven days.

The passenger accommodation is in keeping, in style and comfort, with the advance by which the North Atlantic passenger trade is now distinguished. Her tween decks are lofty, and her staterooms large and tastefully furnished. She has accommodation for 200 first-class and 350

second-class passengers, and provision is made for 1,400 third-class, who will be carried in four-berth rooms. For the passengers in each class large and well-appointed dining saloons, music rooms, libraries, lounges, smoke rooms, and covered-in recreation spaces have been provided. The first and second-class public rooms are very tastefully panelled in white enamel, in fumed oak, mahogany and other hard woods, and those of the third-class are finished in polished pitch pine.

The steamer is lighted throughout by electricity, and to ensure its unbroken maintenance, the supply plant is duplicated. In addition to natural ventilation, the tween decks and third class spaces are heated and ventilated on the thermotank system, which supplies cool air in summer and hot air in winter.

There are separate galleys amidships and at each end for passengers and crew, and they, together with the pantries, are fitted with the special outfit supplied by Messrs. Wilson, of Liverpool.

The *Grampian's* deadweight capacity will be about 9,000 tons, and her internal cubic space will greatly exceed this figure. To facilitate the storage of cargo, the pillaring of the holds is of the new tubular form,

widely spaced, and her numerous steam winches and other appliances are of the most complete design for the rapid loading and discharging of cargo. Large chambers, nine in number, with a capacity of 23,000 cubic feet, are being fitted up for cold storage of cargo and ship's provisions, cooled by Messrs. J. & E. Hall's Co. refrigerating machinery.

The steamer is designed to maintain at sea a speed which will enable her to make the passage from Glasgow, via Moville, to Quebec in less than seven days, a material advance in speed on the steamers hitherto engaged in the Glasgow-Canadian service. Her ample boiler power is fitted with Howden's system of forced draft, and her engine room has a very complete installation of auxiliary machinery.

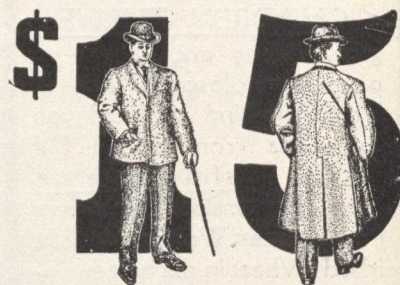
The *Hesperian* will be a sister ship and these two ships will be assisted by the twin-screw *Ionian* and the single-screw *Pretorian*, which are also on this route. These services will be opened on the 25th of April by the *Hesperian*, and from Montreal on the 9th of May. The Allan Company are to be congratulated on this last development in the Canadian steamship business.

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