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for all the products of the interior, and thus will allow of intercourse and trade relations with foreign nations through ports and harbors of our own. Thus, flour manufactured in the western districts of Ontario, the mineral products of Lake Superior, the peltries of the north-west, and the timber of Upper Ottawa, can find their way to Quebec, and thence to Europe."

This is no brilliantly colored statement; there is not a word in the above which has not foundation on fact, and which cannot be borne out by hundreds of thousands. The Earl of Dufferin, the present Governor-General of Canada, recently, in speaking of the emigration to the province of Ontario, said that "he believed emigration was a benefit to those that go, and to those that remain, at the same time it is the most effectual and legitimate weapon with which labor can contend with capital. "Of course," said the noble lord, "it is not desirable that I should take the responsibility of saying anything which would expose me hereafter to the reproach of having drawn a false picture or given delusive information in regard to the prospects and opportunities afforded by Canada to the intending settler. The subject is a serious one—so much depends upon the individual training, capacity, health, conduct and antecedents of each emigrant, that no one without an intimate and special knowledge of the subject would be justified in authoritatively enlarging upon it; but this, at all events, I may say, wherever I have gone I have found numberless persons who came to Canada without anything and have since risen to competence and wealth; that I have met no one who not gladly acknowledge himself better off than on his first arrival; and amongst thousands of persons with whom I have been brought into contact, no matter what their race or nationality, none ever seemed to regret that they had come here. Probably the agricultural laborer who come to this country from Norfolk and Dorsetshire will have to work a great deal harder than he ever worked in his life before; but if his work is harder, he will find a sweeter to his toil of which he could never have dreamt in the old country, namely the prospect of independence, of a roof over his head for which he shall pay no rent, and of ripening cornfields round his homestead which own no master but himself. Let a man be sober,

healthy and industrious: let him come out at a proper time of the year, let him be content with small beginnings, and not afraid of hard work, and I can scarcely conceive how he should fail in his career."

These are certainly encouraging words and coming from such an authority, cannot fail to further the tide of emigration to Canada, and call forth the utmost resources of Messrs. Allan's fleet of steamers. Our readers will no doubt remember the discussion which took place a few years ago concerning the steerage passage accommodation, and it was then that the Allan Company were in the proud position to vindicate their right to be considered as the leaders in the arrangements for the comfort of steerage passengers, as they have been in regard to spar decks and other matters of vital importance. It was then found that they alone of all the lines carried stewardesses for female steerage passengers, and also that they alone insisted upon an absolute and complete separation of the sexes, married as well as single. The Allan Company have separate compartments for the females, and, from personal experience, the isolation is so complete that it is impossible for any infraction of decorum to take place. Indeed the women are are much apart as if they were in separate houses. Nothing that money can procure has been neglected to make the steamers of the Allan fleet unexceptionable as passenger vessels, as they combine the most commodious accommodation with every modern appliance to ensure speed combined with safety. All the Allan steamers have been constructed with an exclusive regard to the elements of strength and solidity, but that these are not inconsistent with extreme beauty of model will be admitted by anyone who has examined the *Circassian*, *Sarmatian*, and *Polynesian*. These steamers are not classed at Lloyd's, nor with the Liverpool underwriters, the company having their own standards of strength, equipment, &c. which, however, are very much in excess of the requirements Lloyd's.

It may not be out of place to call attention to some recent and very important alterations which Messrs. Allan have effected in several of their steamships, but more particularly to immense improvements which have taken place in the *Peruvian* and *Moravian*. Several months since these two vessels were placed in the hands of Messrs. Laird Brothers of Birkenhead

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