

PARKS' COTTON MANUFACTURES.

COTTON WARP.

White, Blue, Red, Orange and Green, Nos. 5's to 10's. Warranted Full Length and Weight. Stronger and better in every respect than any other English and American Warp.

Beware of Imitations. None is genuine without our name on the Label.

COTTON CARPET WARPS.

Made of No. 8's Yarn 4 Ply Twisted, White, Red, Orange, Brown, Slate, Blue, Green, &c. All Fast Colours.

Beam warps for Woollen Mills.

ANY WIDTH AND NUMBER OF YARN

WARRANTED TO WEAVE WELL.

GREY COTTONS.

We would ask the attention of purchasers to the Grey Cottons we are now making. This Article is manufactured out of

AMERICAN COTTON,

Which is much superior to the material used in making English Grey Cottons.

It will be found quite as cheap, and really much better than any other Cotton in the market.

All our goods have our name upon them; and are warranted to be all that we claim for them.

They are sold by us only to the
WHOLESALE TRADE.

from whom Country Merchants can always obtain them by asking
SPECIALLY FOR THEM.

WM. PARKS & SON

New Brunswick Cotton Mills,

naturally aroused their jealousy. They were not the men to rest quietly on their oars without making an attempt to discover whether there were not hundreds and thousands of Englishmen, Irishmen, and Scotchmen who, while they were desirous to emigrate, looked with more favor on the United States than Canada. It was, therefore, against many and difficult obstacles that Messrs. Allan established a line of steamships to promote and accommodate the growing trade between Great Britain and the Dominion of Canada, and also for the purpose of carrying the mails. At this period the sailing fleet of the Allan Company numbered 15 vessels; but in the year 1853 two fine iron screw steamships were added to the fleet. These were the *Indian* and the *Canadian* of 1,500 tons register and 250 nominal horse power each. The vessels were intended to trade regularly between Liverpool and Quebec and Montreal. In the beginning of 1857, the fleet having been increased by the steamers *North American* and *Anglo-Saxon*, the Allan Company entered into arrangements with the Canadian Government for a fortnightly service of mail steamers between Liverpool and Quebec in the summer, and Portland (Maine) in the winter months; and since that date the company has carried the Canadian mails under contract with the Government of Canada. In 1859, however, the original contract was extended to a weekly instead of a fortnightly sailing, which continues up to the present day—the steamers leaving Liverpool every Thursday, calling at Moville on the following day for the supplementary British mails. In addition to this service the Allan Company a few years ago entered into a fresh contract with the Canadian Government for the carriage of the mails between Liverpool and Halifax, Nova Scotia; and St. John's, Newfoundland. In 1859 the trade between Liverpool and Canada had so far increased that the Messrs. Allan were obliged to add four new steamers to their fleet; and from that year up to the present time their line of steamships has increased until it stands now as follows:—*Sardinian*, *Circassian*, *Scandinavian*, *Moravian*, *Hibernian*, *Nova Scotian*, *Manitoban*, *Austrian*, *Phoenician*, *Aedean*, *Polynesian*, *Sarmatian*, *Prussian*, *Peruvian*, *Caspian*, *Canadian*, *Waldensian*, *Nestorian*, *Corinthian*, *St. Patrick* and *Newfoundland*, the latter being a wooden vessel of 900 tons, constructed espe-

cially for carrying the mails between Halifax and Newfoundland during three months of the year, when the ice makes the navigation between those two places both difficult and tedious for the regular mail steamers employed in the service. In connection with the construction of their steamers we may state that Messrs. Allan were the first company to adopt the spar or flush deck to their steamers, and in doing this they were opposed strongly by the Board of Trade, who would not allow them any concessions in the way of measurement for harbor dues, etc., and thus put them at the great disadvantage of placing superior ships at an extra cost upon the Transatlantic line of traffic, without the slightest recognition of the circumstances in their favor. But when the unfortunate *London* went down in the Bay of Biscay, the death-knell of the open deck system was tolled, and the Board of Trade itself was literally "pooped," and it was compelled by the inexorable logic of facts to take cognizance of the value of Messrs. Allan's improvement by making over to them the necessary concessions in the way of a reduction of measurement. Now, with but few exceptions, all the recently constructed steamers employed in the Atlantic trade have the spar deck, than which nothing conduces more to the safety and comfort of the passengers—as even in the heaviest weather, a vessel with a spar deck is, as a rule, dry. The *Hibernian*, which was constructed in 1861, was the first "covered-in" vessel of the Allan fleet. With reference to some of these vessels we may remark that the *Nova Scotian*, *Manitoban*, *Hibernian*, and one or two others are engaged in what now is a fortnightly service between Liverpool and Halifax and Baltimore, and passengers for the Western States often choose Baltimore as their route, by way of the Baltimore and Ohio Railroad.

As we before stated, it is with the Dominion of Canada that the name of the Allan Company is inseparably linked, and no notice of this company would be complete which failed to give a special prominence to the connection which Messrs. Allan have had with emigration to Canada. It is only since the period of confederation that the central and provincial Governments have been at any trouble to encourage immigration. Up to the present time the very essence of the work of promoting emigration has been carried on by Messrs.

Allan themselves, who have over 1,500 agencies established throughout Great Britain and Ireland, every one of which is a centre of information about work and living in Canada.

In a pamphlet issued by the Department of Agriculture at Ottawa, we find the following: "The commercial importance of the provinces comprising the Dominion of Canada is well established, and every effort to develop their resources and extend their trade has been attended with the most satisfactory results. The Canadian system of inland navigation is the most extensive and perfect in the world. The vast territorial extent, the mineral wealth, fertility of soil, unparalleled fisheries, and extensive forests of the combined provinces are becoming understood and valued abroad. No mountain barriers, with the exception of the Rocky Mountains on the Pacific side of the continent (and Canada possesses the most favorable passes through these), interfere to divert the currents of trade in their flow to the markets of the world. With almost boundless fields of coal in Nova Scotia on the Pacific coast, and in the North West Territory, with a climate most favorable to the development of human energy; it is impossible for the mind to assign a limit to the future growth of the Dominion of Canada. The united revenues of the Provinces exceed those of any of the third rate powers of Europe. Their railroad extent exceeds the aggregate of Russia, Denmark, Norway, Sweden, Holland, Portugal, Turkey, Switzerland, Egypt, and Brazil; whilst their length of telegraph wires exceeds the aggregate of many of the nations of Europe. This status has not been won without a struggle—not a struggle for liberty against the oppressors—but it has been the struggle in changing the wilderness into productive fields, and in procuring and maintaining free institutions and self-government. Each early pioneer of the wilderness who hewed out a home for himself and his family has transmitted the fields thus won from the unbroken forests to posterity; and it is the aggregation of these fields that forms the settlements everywhere traversing the provinces, while the slow but steady progress of changing the wilderness into smiling fields still goes on. The means of water communication which the Dominion possesses through each of the provinces, tending, as it eventually does, however remote, to the seaboard, afford a ready line of transport