

## THE DORCHESTER STREET CEMETERY, MONTREAL.

Our artist has, on former occasions, appealed to the eye and the intelligence of our readers on the subject of the scenes that have been of recent date enacted on the plot of ground which was *once*—and that not very long ago—a burial place for the dead, but which has now become a "bone of contention" among rival investors in real estate, cultivators of garden plots, and graders of public thoroughfares. The subject is not a pleasant one for discussion; indeed, it would seem that discussion had closed upon it, for at present there is little sign that the Corporation will take it for a public park—thereby sanctioning *desecration* over, instead of, of the remains of the dead; or that the *Fabrique* claiming, and doubtless owning, a title to the property, will desist from speculating with it to the best pecuniary advantage. The city itself seems to have become silent on the subject, accepting the matter as quite in course; and to show the peculiar influence that such scenes as are daily going on there exert on the minds of the people, we have but to quote the conversation of a couple of labourers while viewing the work. Says No. 1:

"Well! this is terrible to see the bodies of the dead treated in such a fashion!"

No. 2.—"Bah! What of it! There are no bodies there. Nothing but bones!"

Only bones! And have they not had seventeen years of rest or upwards? And if the last trump had sounded before the year of Grace 1871, would they not have had all to rise at its call? And were they not, all who had fine headstones or rich relations, removed to a more commodious resting-place? And are not the "fragments which are left" skilfully distinguished by labourers well up in the science of anatomy, and carefully, if not very reverently, tossed into a broken old chip basket, and carried hence for reinterment? And the juicy and odorous fragments of the coffins, will they not be dried in the sun and turned over—perhaps to the relations of their tenants—for firewood? This is a practical, a utilitarian age, which does not nauseate at the idea of the so-called *desecration* of what old fogies would, in the spirit of *effete* reverence, piously call "God's acre." As the city grows, the bones of the dead must make way for the tread of the living; and if some of them be carted to private gardens, and others dumped down to improve the soil and raise the grade of the northern half of Victoria Square, who should complain? The doctors have been "smelling" the soil, and they could not distinguish between the cholera and the ship fever trenches! Who then shall be afraid of a pestilence, because the half decayed bones of those whose friends thought them placed in their last resting place have had to give way to modern progress and intensely *modern* notions of "respect for the dead!" But see how we of the commercial metropolis of Canada are following strictly in the footsteps of the metropolis of the Empire! Says a letter writer in the London *Times* of a recent date:

"At the latter end of February attention was directed in the public press to the use of churchyard mould, bones, and fragments of coffins, as a new road material at Kennington. The matter excited considerable indignation at the time, and, on instituting an inquiry, it appeared that these strange substitutes for Macadam were being brought from some excavations in Trafalgar Square, where a portion of the ancient burial-ground of St. Martin-in-the-Fields (formerly used as a plague-pit) was being disturbed to make way for the new National Gallery. If I remember rightly the Secretary of State had directed that the human remains should be collected and reinterred, but it was felt to be far less trouble to all concerned to employ them for road-making, and it was found in practice that the children in the vicinity of the new roads speedily removed the bones for sale at the rag and bone shops, and the coffins for firewood. The matter after this exposure soon dropped, and it was doubtless believed that in future the unfortunate victims of the plague would find decent burial elsewhere. This, I regret to inform you, has not been the case, the fragments of their remains being at present strewn far and wide over the Kensington Gardens. The reasons which have led to this wholesale desecration may be briefly stated as follows:—We live under a "very economical Government," and, as one of its members, Mr. Ayrton, has been permitted to spoil the gardens, it was necessary to provide manure to make the green grass grow over his misdeeds. What could be better and cheaper than the bones from St. Martin's? Thus a layer of rich, black soil, teeming with human remains and bits of coffins, is being spread over the bare places and the ruins of the avenues which have been destroyed."

Upon which the *Pall Mall Gazette* remarks (of course without meaning to be sarcastic)—

"And the result will be, not only a good crop of grass, but the children of the poorer classes who may continue to collect bits of bone for the rag shop, and fragments of coffin wood for the domestic hearth, will have been redeemed a step from the profitless effeminacy of what are called "feelings." The Practical is always so ennobling, as well as so cheap!"

Have we, in Montreal, not equal reason to believe that our old foggy notions about the respect due to the dead will soon be classed among the "foolish superstitions" of the past? What would the gifted Chateaubriand have said in his "Genius of Christianity," when dwelling upon this theme, had he known—up to this date—the history of the Dorchester Street cemetery?

## OUR CANADIAN PORTRAIT GALLERY.

## No. 71.—HUGH ALLAN, ESQ.

The progress of most of our commercial men is identified with the general progress of the country. They have grown with its growth, strengthened with its strength. As the petty village changes to the thriving town, the small shopkeeper becomes an extensive general dealer. As the town blossoms out to the dimensions of a city, the dealer expands to the extended breadth, height and depth (of pocket) of a wholesale merchant. This is no strange sight in Canada. Both East and West are innumerable examples to be found. It is, however, but seldom that men who themselves contribute to the progress of the country shoot so far ahead of the ratio of that progress in their individual success as to completely distance it, as has been done by Mr. Hugh Allan. The men who have grown with the country and the town too, are to be counted by the thousand in almost every walk of life; but the few who have utterly left it behind them despite its rapid advancement can barely be numbered by tens. The compensation to the country consists in this, that the success of such men contributes not only to its substantial progress, but to its character for energy, wealth and enterprise among other nations. Already it is beginning to be spoken of abroad that a Canadian shipping firm is among the largest in the world, and from this point the inquiry is naturally carried to a general survey of the extent of Canada's mercantile marine, and the astounding discovery is made that she ranks fourth among the nations, the empire of which she is a dependency being the first! How much of this extraordinarily sudden progress is due to the energy of Mr. Allan and those associated with him will be better seen when we come to speak of the Montreal Ocean Steamship Company.

Hugh Allan was born at Salcoats, Ayrshire, Scotland, on the 29th Sept., 1810. His father was a shipmaster, who had traded for thirty years between the Clyde and Montreal. The associations surrounding Hugh's early life were, therefore, such as would naturally attract him to the sea, and to Canada as a field with or from which to trade. His father's views concurring with his own as to his career in life, he was entered as a clerk in a shipping office in Greenock, in order that he might become familiar with the mercantile management of the shipping business. Becoming familiar with this in the course of a year, he left the shipping office, and went to sea with his father for the purpose of acquiring a practical knowledge of navigation. He also applied himself to the study of naval architecture, and familiarised himself as much as possible with ship building. With a view to master thoroughly the character and requirements of the Canadian trade in which his father had been so long engaged, and to gain a general knowledge of commerce, Hugh Allan came to Montreal and filled an engagement in the dry goods establishment of Messrs. William Kerr & Co. After this he travelled for a time in the United States, and when in his twentieth year returned to his native land. During this varied, and at that period necessarily not unadventurous career, Mr. Allan doubtless laid the foundation of that extraordinary superstructure of practical business knowledge which in later years he displayed in the development of the great undertakings at the head of which he now stands.

After spending a year in Scotland he returned to Montreal, which he had decided to make his home, and entered as a clerk in the service of the firm of Messrs. James Millar & Co., ship-builders, shippers and commission merchants. He had under this firm ample scope for the display of his previously acquired knowledge, and so well did he make use of it that after four years the firm admitted him as a partner. In the year 1838, Mr. Millar having died, the business was continued under the style of Edmonstone & Allan, which firm, through various mutations of title and vastly increased business relations, is still continued, mainly in the hands of the Allan brothers, of whom it may be here mentioned that Hugh is the senior. During the rebellion of 1837-38 Mr. Allan turned out as a volunteer, in which service he held the rank of captain.

To follow Mr. Allan's history further in those particulars which distinguish it from those of other commercial men of high standing, would only be to write the history of the "Allan line" of steamships, which we briefly notice elsewhere. It may be mentioned, however, that he was one of the first promoters of the Montreal Telegraph Company, a most useful and also a most successful institution, of which he has been for many years President. He is also an original shareholder in the Atlantic Telegraph Co., at the Board of which he has for some years held a seat. Besides these Telegraphic enterprises with which he is connected, we understand that he is largely interested in that most powerful of American Telegraph Companies, the Western Union. As to the local enterprises and Canadian Companies with which he has been associated, their name is legion. Among those of which he either is now or has been President may be mentioned, the Canadian Navigation Co., whose splendid steamships run through from the East to Hamilton during the season of navigation; the Merchants' Bank of Canada; the Lake Memphremagog Navigation Co.; the Mulgrave Gold Mining Co.; Montreal Warehousing Co.; Vermont and Canada Marble Co., &c., &c. These associations, though imperfectly enumerated, stamp the estimation in which the business capacities of Mr. Allan are held by the people of

Montreal. In social life it is scarcely necessary to remark that he holds an equally high place. In Prince Arthur's recollections of his visit to Canada, Mr. Allan's magnificent summer villa on the shores of Lake Memphremagog will be perhaps the spot whose remembrance will revive the sweetest memories of this country. Scenery unsurpassed; society most agreeable: everything in fact that even Prince could desire who wished to enjoy the beauties of nature blended with social comforts was there. Mr. Hugh Allan is described by an American writer as "unostentatious in manner, a worthy citizen, a public benefactor, and a staunch friend." These are high compliments, but, so far as we know, they are well deserved. We may add that, notwithstanding his age, now verging on 62, Mr. Allan is still hale and hearty, and as his countrymen would say, "livin' an' life-thinkin'!"

## No. 72.—ANDREW ALLAN, ESQ.

Andrew Allan, brother to Hugh, and the third of the four sons of the late Capt. Alexander Allan of Salcoats, Ayrshire, was born on the 1st December, 1822, and is consequently now in his forty-ninth year. On the completion of his education he came to Montreal and entered into business in the firm with which his elder brother was connected, and has continued throughout to be an energetic and industrious supporter of all the commercial enterprises in which Mr. Hugh Allan has been engaged, as well as a partner in their fortunes. At present, because of delicate health, he has taken a few months of holiday to revisit his native land, as well as other places of interest in the old world. He is expected to return and resume his duties in connection with the business of the firm—to which we may remark that both his and his brother's attention are very constantly devoted. His many friends earnestly hope that his present trip may fully restore his health.

## MONTREAL OCEAN STEAMSHIP COMPANY.

Within the past forty years immense progress has been made in the improvement of the navigation of the St. Lawrence. In 1831 Lake St. Peter was but eleven feet deep at low water. After ten years' discussion—that is in 1841—the Board of Works commenced operations to improve the channel, and carried them on with occasional interruptions for some twelve or fifteen years, until a depth of eighteen feet at low water was reached, which, we believe, is about the present capacity of the channel, though subsequent dredgings may have slightly improved it. This increase in the navigable capacity of the river up to Montreal created a demand for a superior class of vessels, and the Canadian Government entered into contract in 1852 with a firm mainly composed of Liverpool and Glasgow shippers, by which a subsidy was to have been paid to them for a fortnightly mail by steamship from Liverpool. The service was but imperfectly rendered, and the contract was terminated some eighteen months after its commencement, the ships of the company finding more profitable employment in the transport service of the British Government, then entering upon the Crimean war. Before this date Messrs. Allan, of this city, in conjunction with their brothers in Glasgow, and Mr. Bryce Allan of Liverpool, had contracted for the construction of two steamships on the Clyde for employment in the Canadian trade. The first of these vessels, the "Canadian," made her first trip to Canada in the fall of 1854, and during the following winter traded between New York and British ports. The following spring, the "Canadian" and the other vessel, then just finished—the "Indian"—were chartered by the British Government for the same urgent Crimean transport service, in which they continued until the close of the Russian war, doubtless to the no small profit of their owners. Meantime two other steamships were constructed by the Messrs. Allan, and they entered into contract with the Canadian Government for a fortnightly mail service during summer between Montreal and Liverpool, and once a month during winter from Portland. This was the fair and full beginning of the now well-known "Allan line," commencing in the spring of 1855. Three years later, a new contract was made whereby the service was changed into a weekly one, both summer and winter. That contract expired by efflux of time, but was renewed not long ago for another term of years. During these years the Messrs. Allan kept adding steamer after steamer to their splendid fleet. Though they met with many melancholy and—as they were and are their own insurers—most costly disasters, they persevered unremittingly until at length the early difficulties have not only disappeared, but are almost forgotten.

In 1860 the firm started a line of trading steamers between Montreal and the Clyde, and this has prospered like the other. It has now become a regular weekly line, doing a heavy and no doubt a profitable business.

Space will not permit us to enumerate the "Allan fleet" in detail, but we may state that it consists of twenty-two steamers having a total tonnage of 53,000, and thirty-five sailing vessels estimated at about 26,000 tons; or a grand total of 79,000 tons afloat. Other vessels of improved build and greater capacity are also about being constructed. During the past season the Allan steamers made seventy-two voyages between Great Britain and Canada, and their sailing craft thirty-three, on the same route. These vessels brought 2,234 cabin, and 24,285 steerage passengers, and 122,861 tons of freight. They took from Canada 1,823 cabin, and 2,164 steerage passengers, besides cargo equivalent to 1,650,975 barrels flour. The management of such an immense business requires not only great care at the head office, but the most exact discipline and the most complete appointments throughout all departments. To meet these requirements the Messrs. Allan have the most ample arrangements. A fleet of tug-steamers and lighters for river service; outfitting and repairing establishments at Liverpool, &c. Their employees number about five thousand men, so that on the ordinary computation their business may be said to give direct support to 25,000 human beings. This is exclusive of the large bodies of workmen almost constantly employed in the construction of their new vessels, the parties engaged in furnishing supplies, &c. These facts speak more eloquently than words of the vast importance to Canada of the enterprise, energy and business talent of the proprietors of the "Allan line."