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THE ALLAN LINE,
And its Value to the Dominion.

It is with infinite pleasure we reprint the following article from the *Liverpool Journal of Commerce*. It is gratifying to every Canadian (as it must be to the Messrs. Allan), to have so true an estimate put upon this most successful Canadian line by so eminent an authority:

When the history of Canada is written; when her rise, her progress, and her civilization is recorded, the name of Allan will stand out as one of the most honorable in the roll of the friends of the Dominion. From the Red River to the mouth of the St. Lawrence, from Manitoba to Maine, away along the Bay of Islands, in St. John's, Nova Scotia, New Brunswick, Baltimore, and even as far as the James River, the Allan line carries commerce in its wake. Yes, when the history of the Dominion of Canada comes to be written, it will be seen how much its magnificent position before the world has been owing to the British connection, and how entirely it has been owing to men like Sir Hugh Allan, who has passed a lifetime in the conception and prosecution of enterprises calculated to promote and develop the Canadian Confederacy. No other men have done so much for Canada as the Allans; it is to them that Quebec and Montreal may ascribe a great deal of their present commercial prosperity. The Province of Quebec has the advantages of a maritime and interior navigation unsurpassed on the continent, and possesses nearly two-thirds of the territory of the Dominion; and her progress from 1820, when Mr. Alexander Allan of Glasgow, had his fleet of sailing vessels running between the Clyde and the St. Lawrence, has expanded with the growth and development of the Montreal Ocean Steamship Company. As this is the only company whose rise is indelibly blended with that of Canada, and more especially that of the province of Quebec, it may not be out of place here to state that the port of Quebec is only 2,649 geographical miles from Liverpool by the Straights of Belle Isle, and 2,808 miles by Cape Race; whilst Boston is 2,895 miles, and New York 3,095. From the instant the waters of the St. Lawrence are breached, the dangers of navigation cease to be

as great as on the open sea, and of this navigation there are 826 miles—viz., from Belle Isle to Quebec. The great advantage of the St. Lawrence, or river route, over the rival routes of the United States, is the all-important one of shorter distance—a fact that must always have great weight in deciding emigrants to give preference to the Canadian steamers. Of this fact one may become readily convinced upon reflecting that once arrived at Quebec, the emigrant finds himself in the heart and centre of the continent, in a temperate and salubrious climate, and thence by steamboat or rail may direct his steps to whatever point of Canada he likes, or the far West thus shortening his distance, avoiding hundreds of miles of travelling, which, did he land at any of the ports in the United States, he would have to undertake to reach his destination.

As an instance of the great development of the Canadian trade, we may remark that up to the year 1840 about a dozen sailing vessels of from 400 to 500 tons register were sufficient to conduct all the trade that then existed. Now the Allan Company alone possesses 21 first-class steamers, with a gross tonnage of 56,000 tons, the bulk of which are engaged in the Canadian trade. From the year 1840 to 1850 the sailing fleet of the Allan Company was increased according to the advance of the Canadian trade, the requirements of which were attentively watched by the late Mr. Bryce Allan, Mr. Alexander Allan, Mr. Andrew Allan, and Mr. Hugh Allan (now Sir Hugh Allan). Nearly all the captains in the service have been, literally speaking, born in it, and consequently have a thorough knowledge of the trade.

Towards 1850 the various provinces now forming the Canadian Dominion awoke from a long lethargy, and no doubt inspired by what was passing in the United States, determined to enter with earnestness into the struggle for recognition as a power in the world. The leading men of Canada, the major portion of whom were Scotch either by birth or descent began to turn their minds to the opening up of the country by railways, canals, and the establishment of a more regular and rapid communication with the mother country. The enormous stream of emigration which was then flowing from the old to the new world attracted their attention, and, to some extent,

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