

Moravian. Several months since these two vessels were placed in the hands of Messrs. Laird Brothers, of Birkenhead, for the purpose of being newly engined and enlarged. These alterations have now been completed; and when we state that the improvements cost nearly £100,000 in each vessel, our readers can form some idea of the nature of the work accomplished by Messrs. Laird. The Moravian and Peruvian as they now stand are two of the finest and best equipped steamships, in every respect, that cross the Atlantic.

We may state here that during the Crimean war two of Messrs. Allan's steamers, viz., the Indian and Canadian, were employed in the transport service, in conveying British troops from Portsmouth and French troops from Marseilles; whilst last year the Sarmatian and the Manitoban were employed in a similar service in connection with the Ashantee campaign.

The company have now in course of completion in the yard of Messrs. Robert Steele and Co., of Greenock, the Sardinian, the largest vessel of their fleet. She is 4,200 burthen, 675 nominal horse power, and will be commanded by Captain J. E. Dutton; and it is intended to place her on the route some time next month. It may not be out of place here to remark that the passage from Liverpool, Glasgow, Londonderry, or Queenstown—the steamers going to Halifax and Baltimore calling at Queenstown on the outward and homeward voyages—by the Allan mail line occupies only about ten days on the average, though the Polynesian on her maiden voyage from Moville to Quebec made the run in 7 days 13 hours and 55 minutes. It appears that all passengers not having sufficient means of their own to carry them to their destination from Quebec are forwarded free by the Canadian Government to those places where immediate employment can be found. Notwithstanding that there has been a considerable falling off in the total emigration from Great Britain and the Continent of Europe during the past year, it is remarkable that so far as Canada is concerned she has not been affected to any extent by the causes which checked emigration to other countries, inasmuch as all who have emigrated to the Dominion during 1874 have succeeded beyond their expectations. During the past year the vessels of the Allan Company have been remarkably free from diseases of a contagious character, not a single death having to be recorded; in fact the most perfect satisfaction appears to have been given to all the passengers who have crossed the Atlantic in vessels belonging to this company. The Government of Canada, in its report in connection with the various emigration agencies for the last two or three years, speaks in the highest possible terms of the value of Messrs. Allan's work in this respect, and alludes in the most eulogistic manner to the obligations the Canadian Emigration Commissioners in this country and Ireland were under to the company.

The following is a list of the steamers belonging to the Montreal Ocean Steamship Company:—

Ships.	Tons.	Ships.	Tons.
Sardinian	4200	Sarmatian	3647
Circassian	3212	Prussian	2794
Scandinavian	2340	Peruvian	3270
Moravian	3400	Caspian	2728
Hibernian	2752	Canadian	2401
Nova-Scotian	3505	Waldensian	2456
Manitoban	2395	Nestorian	2486
Austrian	2458	Corinthian	1517
Phoenixian	2356	St. Patrick	1500
Acadian	1500	Newfoundland	900
Polynesian	3985		

The following is a list of the Allan line of iron sailing ships:—

Ships.	Net Register Tonnage.
Streatham	1704
Scuttlabone	1363
Ravensraig	1229
City of Montreal	1187
Pomona	1097
Chippewa	1096
Eumanides	1095
Cairngorm	1016
Abeona	980
Glenbervie	790
Gleniffer	790
Medora	781
Cherokee	652
Total	13,789

Making a total tonnage of somewhere about 70,000 tons.

The above vessels are for the most part engaged in trading between the Mersey and the St. Lawrence, and between Glasgow and Quebec and Montreal. At periods when the Canadian freight market is dull some of these vessels are despatched to other ports. During the eight months when the navigation is open these vessels make regularly three voyages, but in 1871 the Gleniffer made four voyages during the eight months. The shortest passage made by this vessel, which possesses great sailing powers, was in 15 days from Quebec to Greenock.—*Shipping and Commercial Express.*

Broad Arrow, of 6th February, has an article on the "The Military Aspect of the Channel Tunnel," which will be found in another page. Our readers are aware that a project having the approval of the Great European Engineers for constructing a tunnel under the British Channel from somewhere near Dover on the English, to some point near Calais on the French coast. It would appear that the only difficulty in the way, would be the question of cost, and the only unsolved problem that of utility.

As far as the latter is concerned, it would no doubt, facilitate commercial transport and relations; but there is a question as to whether the general travelling public would, for a generation at least, train themselves to the novel sensation of travelling under water for some thirty miles without the risks of an aqueous eruption, or other no less dangerous accidents. This phase of the case has been put in commenting on the scheme by the *Colonies*, and it is that comments itself to our readers.

"The case is doubtless very different with Tunnels through Mountains, or even under Rivers—most people have no idea that Oceanic power is irresistible, and any one standing on the pier at Dover during a lively Nor'-Wester will realise to a considerable extent what the popular idea would be—still the horrors of the passage may in some measure neutralise the terrors of risk, the danger being drowned in a tide like a pure deluge, and it is certain the business portion of the community will take all risks; therefore, those that assume it to be a paying concern either directly or indirectly may not be far out. In dealing with its military aspects we cannot accept the view *Broad Arrow* has

taken, or look on it as a danger at all in case of war—it is only like a bridge in being the trap for the invader as it must be a comparatively easy matter to close it up or flood it—neither of which operations are possible with the generality of bridges.

Even if it was a danger the spirit of Commerce would compel the British Government to ignore it, as has been done in our own case by the change of railway gauges, so that in the event of war we have by this mechanical operation weakened our own power by what would be equivalent to us as 100,000 soldiers, and adding to our possible adversary's means of offence in a much more than corresponding ratio—a dozen tunnels under the "silver streak" would not place Great Britain in a tithe of the danger this simple operation has exposed her principal dependency to.

DOMINION OF CANADA.



MILITIA GENERAL ORDERS.

HEAD QUARTERS.

OTTAWA, 14th May, 1875.

GENERAL ORDERS (11).

No. 1.

MILITIA STAFF.

Lieutenant Colonel Charles King, Brigade Major 3rd Brigade Division, Province of Quebec, is hereby permitted to retire retaining his rank of Lieutenant Colonel.

Major the Honorable Matthew Aylmer, Brigade Major 2nd Brigade Division, Province of Quebec, will take over the duties of 3rd Brigade Division in addition to the 2nd Brigade Division, until further orders.

Major De la Cherois T. Irwin, Assistant Inspector of Artillery and Warlike Stores, and Commandant of "A" Battery, School of Gunnery, to have the rank of Lieutenant Colonel in the Militia.

ACTIVE MILITIA.

PROVINCE OF ONTARIO.

Toronto Field Battery of Artillery.

1st Lieutenant Charles Wright, G. S., is hereby permitted to retire retaining rank.

Napanee Battery of Garrison Artillery.

To be 2nd Lieutenant:

Sergeant Benjamin Seymour Abrams, G. S., vice Henry promoted.

13th Battalion of Infantry.

To be Ensign, provisionally:

Sergeant Angus Peter Spohn, vice Murphy, promoted.