

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 date—the steamers leaving Liverpool every Thursday, calling at Movillo 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, Australian, Phœnician, Acadia, Polynesian, Sarmatian, Prussian, Peruvian, Caspian, Canadian, Waldensian, Nestorian, Corinthian, St. Patrick, and Newfoundland, the latter being a wooden vessel of 900 tons, constructed especially for carrying the mails between Halifax and Newfoundland during three months of the year, when the ice makes the navigation between these two places both difficult and tedious for the regular mail steamers employed in this 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 harbour dues, &c., 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 favour. 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 is now 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 have 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 immigration 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 favourable 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 favourable 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 heaved out a home for himself and his family has transmitted the fields thus won from the unbroken forest 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 for all the products of the interior, and thus will allow of intercourse and trade relations with foreign nations through ports and harbours of her own. Thus, flour manufactured in the western limits 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 coloured 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 that it is the most effectual and legitimate weapon with which labour 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 pic-

ture 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 did not gladly acknowledge himself better off than on his first arrival; and that 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 labourer who comes to the 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 sweetener 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 of being able to successfully 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 as much apart as if they were in a separate house. 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 any one 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 of 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 the immense improvements which have taken place in the Peruvian and