

Merchants' Bank, of which he was President at the time of his death. He was likewise president of the Montreal Telegraph Co., of the Citizens Insurance Co., Halifax and Cape Breton Railway and Coal Co., Thunder Bay Silver Mining Co., The Canadian Rubber Co., Cornwall Manufacturing Co., Montreal Cotton Co., Williams' Manufacturing Co., Adams Tobacco Co., St. Lawrence and Chicago Forwarding Co., Montreal and Western Land Co., North-Western Cattle Co., The Academy of Music Co. He was a director in the Acadia Coal Co., Stormont Cotton Co., Montreal Rolling Mills Co., Canada Paper Co. He had been until recently President of the Richelieu and Ontario Navigation Co. The great services rendered by Mr. Allan to Canadian and British commerce by the establishment of the line of ocean steamers, were recognized by Her Majesty, who, in 1871, conferred on him the honor of knighthood.

Sir Hugh Allan, as is well known, was at one time disposed to take a large interest in the construction of our great railroad to the Pacific. He had been strongly urged to do so by the only promoters that had then appeared to take an interest in that work, and who were connected with the Northern Pacific road. It was Sir Hugh's opinion that the wisest course for Canada to follow would be to utilize the American line from the Sault Ste. Marie, and then to extend the Northern Pacific by way of Winnipeg to the ocean on Canadian territory, leaving the completion of both roads to be determined on in the future. At that time the funds of the Northern Pacific were exhausted and that company would have been glad to have formed an alliance with the Canadian Pacific on terms that, in Sir Hugh Allan's opinion, would have been beneficial to the latter. The violent opposition made to the connection with the American railway, joined to the regular opposition to the Government, was so far successful as to compel the breaking off of the connection with the Northern Pacific Company; and although a company was organized to construct the road by Canadians it was found impossible to obtain the required capital. Sir Hugh Allan took a view of the subject that was well deserving of more careful consideration than it received.

Sir Hugh Allan married in 1844 Matilda daughter of Mr. John Smith, who was extensively engaged in business in Montreal as a wholesale grocer, and by that lady had thirteen children, nine daughters and four sons. Four daughters and one son are married, and two of the sons are engaged in their father's business. Lady

Allan died about twelve months ago. In several of the city churches the death of Sir Hugh Allan was referred to, and at the City Council a resolution was adopted expressing deep sorrow at the news of the sudden death of our esteemed and universally respected fellow-citizen, Sir Hugh Allan, and offering sincere and heartfelt condolence to the family. The Corporation has given expression to the universal sentiment of the citizens of Montreal.

#### THE FRENCH TREATY.

It appears that Sir Alexander Galt is making another effort to induce the French Government to treat Canada with common justice. It has long been the opinion of the most enlightened statesmen in England that commercial treaties are a mistake. Whatever inducement there may be for Great Britain to enter into such arrangements, there can be no doubt that in the case of countries that, like Canada, have adopted a protective policy, there can be no possible object in entering into commercial treaties. We hold that France is bound in honor to admit Canadian exports on the same terms as the most favored nations, as we have always admitted French exports into Canada. France has claimed, and it is much to be regretted that Sir Leonard Tilley has evinced a disposition to yield to its demand, that we should purchase the reasonable claim that we make, by reducing our duties on French exports. It is to the principle of this demand that we have on more than one occasion recorded our protest. We have it in our power to enforce justice from France and from any other country with which we trade. We want nothing but to be treated like other nations, and we ought at once to adopt a policy that should be uniformly followed, and which should be to impose a differential duty on the exports of every country that refuses to admit our exports on the footing of the most favored nation. So long as France persists in subjecting Canada to higher rates of duty than those imposed on other nations, it is the height of absurdity to subsidize steamers to encourage trade. The practical effect of our efforts to establish steam communication has been to encourage the French Government to believe that it can extort from Canada whatever concessions it pleases to demand. Of course we have nothing but rumor to rely on as to recent negotiations, but it has been said that Mr. Chapleau has been endeavoring to prevail on the French Government to meet Canada in a more liberal spirit. Our conviction is that the result of our diplomacy

will be that France will compel us to purchase on most disadvantageous terms a right that we could easily have enforced by displaying a little vigor.

#### RAILWAY MONOPOLY.

We learn, and we must confess with much surprise, from the *Winnipeg Times* that the people of Ontario have "for nearly thirty years been groaning under a remorseless railroad monopoly." They are for six months of the year "at the mercy" of the Grand Trunk, a foreign corporation owned by the English capitalists, "who do not scruple to exact the uttermost farthing from the settler and merchant." One would really imagine on reading the *Winnipeg Times* that the English shareholders in the Grand Trunk had been receiving enormous dividends during the thirty years that have elapsed since their investments were made. It is notorious that the very contrary is the fact, and that the railroad earnings have never been sufficient to yield dividends on the ordinary stock. A more suicidal policy than that adopted by the Manitoba press can hardly be imagined. It is clearly the interest of the settlers in the North-West that every possible encouragement should be given to the introduction of English capital, and yet the popular demand is that investments should be unremunerative. Competition with its necessary consequence, the cutting of rates and running at a loss, is the general cry, and it is much to be feared will produce the result that may be expected, viz., a refusal on the part of capitalists to invest in Canadian public works. It would really be amusing to read the denunciations of the Grand Trunk Company by the *Winnipeg Times* were it not that they are calculated to do injury to the country. Mr. Hickson is the "arch destroyer," and by the aid of certain "co-conspirators" has actually obtained the control of the Toronto, Grey and Bruce railroad, and "is reaching out his arms like a devil fish to seize the Northern railway." Does the *Times* understand that the shareholders in the Northern are not getting a cent of dividend and not likely to get one under its present management? If it be true that there is a prospect of the Grand Trunk obtaining that road, it may be hoped that it will be on terms that will enable the shareholders to get something. It was at one time imagined that the object of granting municipal bonuses to aid in the construction of new lines was to give the towns and counties interested the benefit of a railroad, but it is now argued that there was a further object, viz., to secure competi-