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The Volunteer Review,

AND

MILITARY AND NAVAL GAZETTE

"Unbribed, unbought, our swords we draw,
To guard the Monarch, fence the Law."

OTTAWA, TUESDAY, MAY 18, 1875.

TO CORRESPONDENTS.—Letters addressed to either the Editor or Publisher as well as Communications intended for publication, must, invariably, be pre-paid. Correspondents will also bear in mind that one end of the envelope should be left open, and at the corner the words "Printer's Copy" written and a two or five cent stamp (according to the weight of the communication) placed thereon will pay the postage.

LIEUT. J. B. VINTER, of Victoria, and Captain H. V. EDMONDS, of New Westminster, are our authorized Agents for British Columbia.

We republished the following valuable article from the *Dorset Free Press* (England) of 29th January, entitled, "The Allan Line and Emigration to Canada and the United States"—as a notice of which every Canadian might feel proud. The great services which Sir HUGH ALLAN has rendered to Canada are well known and fully appreciated by the people—they have been worthily recognised by our Sovereign, and we coincide with our contemporary as to the place the name will occupy in the history of our country. But we view the services rendered quite as much in the light of the future as of the past or present. The ALLANs have rendered services to the Empire as well as to Canada—those twenty one powerful steamers with 56,000 tons, are equal to the same number of first rate line of battle ships, and in the event of war, or rather in the revolution which must be effected in the organisation and working of the merchant service of the Empire, they would add very materially to the actual fighting strength of the British Navy by simply arming them with such heavy artillery as they could carry without detriment to the commercial capacity. The discipline

of those vessels is better than that of the British Navy—officers and men not inferior—and nothing is wanting but training in artillery practice to make them as formidable war vessels as any afloat. As speed is an essential feature in modern Naval warfare, the vessels that can manage to make eleven miles per hour as the ordinary run across the Atlantic, and if necessary, can increase that to fifteen, are as a class, A. 1. in the Naval resources of Great Britain.

In addition, the same firm of Merchant Princes have a squadron of thirteen sailing vessels of an aggregate tonnage of 13,789 tons which of themselves would form no despicable force if Great Britain will do what we suppose must be the eventual solution of the problems affecting her Mercantile Marine, and her Naval Supremacy—that is, make the Mercantile Navy provide its own defensive power—restore it to its true place as the Reserve of the Royal Navy, or more properly its complement, and discard the delusion as well as humbug of "peaceable commercial enterprise." The conservation of the commercial relations of Great Britain now costs over ten million pounds sterling per annum; if involved in a war, which is imminent, the commerce of the country would be totally unprotected, as the whole of the fighting power now possessed should be concentrated for the defence of the British Isles, and even JOHN BRIGHT would hold up both hands to prevent a repetition of the *Alabama* episode. Had the United States armed its merchant fleet it would not have lost its carrying trade:

THE ALLAN LINE AND EMIGRATION TO CANADA AND THE UNITED STATES.

When the history of Canada is written; when her rise, her progress, and her civilisation is recorded, the name of Allan will stand out as one of the most honourable 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 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 Straits 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 breasted, the dangers of navigation cease to be as great as on the open sea, and of this navigation there is 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 which must always have great weight in deciding emigrants to give a 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 or 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 this 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. James 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, naturally aroused their jealousy. They were not the men to rest quietly on their oars without making an attempt to discover whether there were not hundreds and thousands of Englishmen, Irishmen, and Scotchmen who, while they were desirous to emigrate, looked with more favour on the United States than Canada. It was, therefore, against many and difficult obstacles that Messrs. Allan established a line of steamships to promote and accommodate the growing trade between Great Britain and the Dominion of Canada, and also for the purpose of carrying the mails. At this period the sailing fleet of the Allan Company numbered 15 vessels; but in the year 1853 two fine iron screw steamships were added to the fleet. These were the *Indian* and the *Canadian*, of 1,500 tons register and 250 nominal horse power each. These vessels were intended to trade regularly between Liverpool and Quebec and Montreal. In the beginning of 1857, the fleet having been increased by the