

etc., he grew discontented, for the ambition which was afterwards to make him so prominent began to stir in his veins. He visited Scotland again, where he made only a short stay, returning to Montreal. He met in the street on his return, Mr. James Miller, who was then connected with an extensive shipping business. He gave Allan a situation in his office, and the lad accepted the position with much glee. For this firm he made several large wheat purchases, and conducted other important transactions. His judgment was seen to be so good, and his capacity for business so unusual, that after the lapse of five years, he was admitted as a junior member of the firm. With his partners he soon won golden opinions. He was not alone a sound-headed business man, but he was in reality a brilliant one. When the rebellion broke out in 1837 he joined the Fifth Battalion as a volunteer, but speedily rose to the rank of Captain. After the death of Mr. Miller, in 1838, the firm became known as Edmonston & Allan. The firm now began to make enormous strides forward, and in 1853 it commenced the construction of iron screw steamships. The *Canadian* was the first vessel built, and she made her first voyage in 1855, carrying mails and passengers the following summer. Thereafter the mail service continued by the ships of the firm down to this day. It has been very justly remarked that the history of this firm from the launching of their first steamer, almost down to the present, is the history of Canadian maritime commerce. It may be said that, during the progress of the Crimean war, two of the Company's steamers, the *Indian* and the *Canadian*, were employed by Great Britain and France as transport ships between Portsmouth and Marseilles to the Levant. In 1874 the *Sarmatian* and the *Manitoban* were chosen for a like service between England and the west coast of Africa. But Sir Hugh Allan's energies were not confined alone to steamboats, and the operations of the house bearing his name; he was among speculators of every grade, a prince as among mercantile men. Strange to say he had no taste for politics, though with politics he was much mixed up. "His politics," Goldwin Smith once said, "were the politics of steamboats and railways." He was a director of the Montreal Telegraph Company, the Montreal Warehousing Company, the Merchants' Bank of Canada, the Mulgrave Gold Mining Company, and of the celebrated Pacific Railway. His connection with this enterprise has become historic. In order that

his influence in the company might be predominant, he supplied Sir John A. Macdonald's ministry, on the eve of a general election, with large sums of money, which money was put to the laudable use of buying votes, and otherwise seducing the constituencies. But before Parliament ratified the contract information leaked out respecting the loans by Sir Hugh Allan, the Ministry were arraigned, charged with corruption, and fell before the onslaught. Sir Hugh had a princely residence at Ravenscraig, in Montreal, and a summer villa at Belmere, on the shores of Lake Memphremagog. For his eminent services to Canadian commerce he was knighted in 1871, as Sir Hugh Allan, of Ravenscraig. He married, on the 13th of September, 1844, Matilda, second daughter of Mr. John Smith, dry goods merchant of Montreal, by whom he had a family of nine daughters and four sons. He died while on a visit to Britain, in Edinburgh, on the 9th of December, 1882, and his remains were interred in Mount Royal Cemetery at Montreal. Perhaps there is no other man known in history to whom Canada owes more of the prosperity that has fallen to her share than to Sir Hugh Allan.

Bethune, the Rev. Charles Jas. Stewart, M.A., D.C.L., the distinguished subject of this sketch, was born at West Flamboro', Ontario, on August 11th, 1838. He is the third son of the Right Rev. Alexander Neil Bethune, second Bishop of Toronto, and Jane Eliza, eldest daughter of the late Hon. James Crooks. The Bethune family trace its lineage very far back in Scottish and French historical records. The first of the name who left Normandy for the British Isles came to Scotland in the reign of Malcolm the Third, a contemporary of William the Conqueror, in the eleventh century. Many men famous in Scotch history belonged to the family, among whom may be mentioned Cardinal Beaton (the name is frequently spelled and pronounced in this way), one of Mary Queen of Scots "Four Marys," the Archbishop Bethune of Glasgow, etc. The first of the family to come to Canada was the Rev. John Bethune, chaplain to a Highland regiment, who settled with his comrades in the County of Glengarry, Ontario, towards the end of the last century. He was the father of the late Bishop of Toronto and Dean Bethune of Montreal, and grandfather of the subject of our sketch. Young Bethune was educated at private schools at Cobourg and Upper Canada College. After leaving the latter institution