

Montreal, and was recently tested, but without satisfactory result. In March last we devoted some space to showing the defects of Mr. Duryea's apparatus, and in our issue of 21st April we printed an explanatory letter from that gentleman, together with some comments thereon. We then pointed out what we are told the recent test in Montreal has demonstrated: the mechanical difficulty of getting a lining to stand in such a long revolving furnace. And even when this is overcome—which it appears is not yet—the chemical difficulty must be faced.

—Now that the Grand Trunk Railway Co. has got control of the North Shore railway what is it going to do with the white elephant? Everything indicates that Montreal, not Quebec, will be the great sea port of the future. A double line between Montreal and Quebec might be a good thing; but two lines, one on each side of the St. Lawrence will not answer the purpose of a double line; two lines are much more costly to work than one and the capital account is much greater. Again we ask what is the Grand Trunk going to do with the white elephant?

—The announcement has been made, unofficially, that the new stock of the Canadian Pacific Railway Company (\$75,000,000) will be raised in foreign countries. There, if at all, it must be raised; the amount being altogether too large for Canada. The sale of the Land Grant Bonds has absorbed whatever floating capital it was possible to fix in the railway. With the valuable franchises of the company, and its large land and money grants, the stock ought to be capable of being floated.

—Not only is the crop of 1882 the largest ever before reaped in Canada, but even at current prices it will bring far more money than any previous crop. The weather is now favorable for getting the crop to market, and farmers are availing themselves of the opportunity. The returns from the agricultural wealth of the year must tend to produce more ease in financial matters.

THE LATE SIR HUGH ALLAN.

The news of Sir Hugh Allan's death in Edinburgh on Saturday last, startled commercial circles in Canada greatly. His was so large a figure in our shipping, banking and manufacturing interests, and he had for so many years been a prominent and energetic actor in a great variety of enterprises, that his sudden taking-off could not but create a profound sensation. Born at Saltcoats, Ayrshire, in 1810, Hugh Allan sailed with his father, a Clyde ship-captain, and landed at Montreal in 1826. There he took a book-keepership in the dry goods house of W. Kerr & Co., till he became of age. Then, after indulging in some foreign travel, he came back to Montreal to become clerk for James Millar & Co., shipbuilders. In 1838, Mr. Millar died and was succeeded by Edmonston, Allan & Co., in which Hugh Allan was a partner. The firm built vessels on the St. Lawrence, among the first being the *Lord Sydenham* and the *Union* for government account.

The proposal to establish a line of ocean steamers between the St. Lawrence and Britain

to carry the Canadian mails, induced the firm, in 1851, to offer to contract with the Canadian government for them. But the contract was given to McKeon & McLarty of Glasgow. This not proving satisfactory, Hugh Allan tried again, and secured the contract for the Montreal Ocean Steamship Company, more familiarly known as the Allan Line, whose first steamships, the *Indian*, *Canadian*, *North American* and *Anglo-Saxon*, began trans-Atlantic carriage in 1856, plying fortnightly to the St. Lawrence in summer, and to Portland, Maine, in winter. Being pressed to make communication more frequent, the company had four additional steamers built, and on 1st May, 1859, began a weekly service. The business of the line, whose head and front Sir Hugh was, has increased till it now numbers 22 iron steamships, whose tonnage ranges from 1,800 to 5,000 tons; and the total tonnage of their fleet, including their fast iron clipper-ships, is stated at 100,000 tons.

Mr. Allan had been a director of the Bank of Montreal, whose board he left to take the presidency of the Merchants' Bank, which he was instrumental in founding. For thirty-six years he was president of the Montreal Telegraph Company. Besides these positions he had held the presidency of the St. Lawrence & Chicago Forwarding Co.; the Richelieu & Ontario Navigation Co.; the Vale Coal & Iron Co.; the Thunder Bay Silver Mining Co.; the Canadian Rubber Co.; the Adams Tobacco Co.; the Cornwall Man'g Co.; the Montreal Cotton Co.; the Williams Sewing Machine Co.; Provincial Loan Co.; Academy of Music Co.; Montreal & North-Western Land Co.; North-Western Cattle Co.; Halifax & Cape Breton Railway Co., and the Citizens Insurance Co.—seventeen in all. He was also vice-president of the Montreal Rolling Mills Co., and a director in the Acadia Coal Co., the Stormont Cotton Co., the Canada Paper Co., the Ontario Car Co. and the Montreal Elevator Co.

About ten years ago the honor of Knighthood was conferred upon the deceased, who became Sir Hugh Allan of Ravensaraig, as his handsome residence is named. This honor was conferred, we are glad to believe, much more on account of his services to Canadian and British commerce than, as some have supposed, because he had entertained, splendidly, some members of the Royal Family. His character was a very marked one; vigorous in frame and resolute in disposition, he threw tremendous energy into whatever he undertook. Dogmatic where he deemed himself in the right, he was yet placable; while prompt to act, he would not close his ears to argument or advice. Rigid as a martinet in certain directions, and a stickler for economy and system in business matters, he was boldness itself in expenditure where he deemed it necessary, and was genial and even lavish in his hospitality. It was the wonder of many that he could find time for his numerous engagements in the corporations we have named above, yet he was scarcely ever late at a Board meeting, and his active mind and hardy frame seemed equal to any demand that might be made upon them. It seemed curious that, in the midst of his many cares, he could find time to lecture at a church or to give away the bride at a gathering where bride and groom belonged to the theatrical profession.

Sir Hugh Allan was a power in his day, and his ready perception and powerful influence will be missed by many whose habit it was to look for advice to his experience and practical character. He has left behind him a monument of his enterprise and public spirit in the splendid marine undertaking which bears his name; and has left his impress upon not

alone the city of Montreal but upon the St. Lawrence route and the whole commercial fabric of Canada.

Si monumentum requiris, circumspecte.

MANUFACTURER'S NOTES.

A new wineey mill is in course of construction in Brantford. The building is of white brick 150 x 50 feet and three stories, and about 300 tons of machinery will be placed in position as soon as the mill is in readiness. The latest methods of heating and lighting will be introduced, and the whole, when completed, will cost \$75,000. The Victoria foundry in the same city is getting an addition, 120x60 feet built of white brick, to the moulding shop. In connection with the addition is also a furnace room, and large cupola. The Craven Cotton Mills Company, of Brantford, (of which Mr. James Slater, of that city is managing director), has declared a dividend of ten per cent. for the last six months, which leaves a surplus of over \$13,000. The profits for six months therefore have been over 20 per cent.

Messrs. McCrae & Co. manufacturers of worsteds, in addition to various alterations and improvements of their premises during the year, have added a new building, consisting of two wings connected by a tower 24x30 feet four stories high. To the west of this tower is the new worsted mill, a building 42x78 with three floors. The basement will be used for carding, the next floor for drawing and combing, and the next for spinning. The other wing is on the east side of the tower. It is 34x80 in size and has four floors. The basement will be used for storage, the ground floor for office and examining rooms and the second and third flights for knitting, winding and scarf making. The amount of machinery to be put into the factory has necessitated the introduction of two boilers of 70 horse power and a 30 horse power engine.

Mr. James Harris of St. John N. B. is certainly one of the most enterprising men in that city. His Car Works at Portland N. B. have greatly extended during the past two years. Now the patent car wheel "Peerless" is made there and the firm holds the patent for the Dominion. In order to make this wheel absolutely perfect they have purchased from the Chilled Car Wheel Grinding Co. of Chicago, Ill., one of their grinding machines, the operation of which is to leave the wheel absolutely round and with the running surface as smooth as glass.

Mr. John D. Ronald, of Brussels, Ont., maker of steam fire engines, has taken out a fine steamer for the City of Brandon. This engine, we understand, is similar to the one sold to the authorities at Emerson and Portage La Prairie, and cost \$3,500. There are two hose reels attached to the engine, each having a capacity for 750 feet of hose.

TO CORRESPONDENTS.

"A B. C." St. Thomas, asks whether the North West Land Co. is the Duke of Manchester's company, and what made its stock run down so within the last week or two. In reply we would say that it is the company of which His Grace of Manchester is president. The reasons of the decline are probably that buyers of shares on margin have had to sell to save themselves, and that some holders of the original subscription have had to borrow to pay the calls and must now sell to make good their borrowings. Shares went from 51s. last week to 42s. on Tuesday at which rate sales were made. Those who can afford to hold are not we believe in any hurry to