

In 1855, the British Government being very much in need of vessels for the transport of troops and ammunitions of war to the Crimea, these steamers were, with the consent of the Canadian Government (which consent was obtained by Mr. Bellhouse, the agent of the line at Montreal) chartered for that purpose, and no steamer came to the port. The Company were moreover not satisfied with their experiment, nor the Government with the manner in which the mail service was conducted; some of the steamers having had, in 1854, to run into Halifax, and one into Portland. Indeed, their vessels were not, either as regards size or speed, suitable for the navigation of the St. Lawrence. The Company did indeed build new and more powerful boats to be put on the route; but considering £19,000 stg. not a sufficient subsidy, demanded an increase, which the Government declined to give. Mr. Bellhouse strongly advised the Company to run the new vessels for at least one year at the old rate, but a gentleman who was sent out from England to co-operate with him was of a different opinion, and without consulting the shareholders signed away the charter, and thus terminated the existence of the Canadian Steam Navigation Company.

Thereupon the well-known firm of Messrs. Edmonstone, Allan & Co., (now Messrs. H. & A. Allan, of Montreal, Messrs. Allan, Rae & Co., of Quebec, with branch firms in Liverpool, Glasgow, and London,) tendered for and obtained the Government contract for carrying the mails at first fortnightly, and afterwards weekly. Their steamers commenced their regular trips in 1856, the following vessels being placed on the route: the "North-American," "Canadian," "Indian," and "Anglo-Saxon." The first vessel, the "North-American" arrived in Montreal on the 9th May, and they made 13 vo ages during the season to Montreal and to Queb c., Besides these, two small steamers arrived in Montreal from London, consigned to Messrs. Buchanan, Harris & Co., the "Chester," of 441 tons, and the "Black Prince," 404 tons. We give a summary of the season's tonnage—

13 vessels from Liverpool, -	tons 14,856
2 " London, -	" 845
—	—
15 trips, -	tons 15,701

The mail steamers placed on the route in 1857 were the "North-American," which arrived in Montreal on the 5th May; the "Canadian," "Indian," and "Anglo-Saxon." There were only three voyages made to Montreal this season, one in May, one in June, and one in November, the other eleven being made to Quebec, on account of the Company being short of vessels, the "Canadian" having been lost on her first voyage.\* Besides the mail line, the following steamers arrived: the "Clyde," 776 tons, from Glasgow; the "United Service," 316 tons, and the "Elizabeth Jane," 700 tons, both from London, and all consigned to Messrs. H. Routh & Co. This gives for 1857—

3 vessels from Liverpool, -	tons 3,483
2 " London, -	" 1,016
1 " Glasgow, -	" 776
—	—
6 vessels, -	tons 5,275

1858.—The mail line in this year comprised the "Anglo-Saxon," which arrived on the 5th May, the "North-American," "Indian," "Nova-Scotian," and "North Briton." They made their fortnightly trips with great regularity. Besides them only one other steamer visited the port, viz., the "Lady Eglinton, which made two trips from Galway, consigned to H. Chapman & Co. Thus we have—

14 vessels from Liverpool, -	tons 18,610
2 " Galway, -	" 454
—	—
16 vessels, -	tons 19,064

In 1859, a new contract—still in existence—was made with Government by the Messrs. Allan, and the mails were carried weekly between Liverpool and Montreal. The vessels employed were the "North Briton," which arrived 3rd May, the "Anglo-Saxon," "Nova Scotian," "North American," "Hungarian," and "Indian." They made twenty-eight passages between the ports during the season.

In this year a Company was organized in Glasgow, and a line of steamers was placed on the route between that port and Montreal. It was styled the "Anchor Line," and continued to run for six

\* This was the first of a sad series of losses which took place during the seven succeeding years, and involved the destruction of nine splendid vessels and such a lamentable loss of life that for a considerable time public confidence was shaken in the line, and it has only been completely restored by the brilliant success of later years. The Editor has been informed that these sad losses so dispirited the owners of the line, that had it not been for the perseverance and pluck of Mr. Hugh Allan of Montreal, the enterprise would have been abandoned. It is now clear that these losses proceeded from nothing but ignorance of the proper method of navigation of the St. Lawrence river and gulf by steam vessels. The magnetic deviations, the eccentric currents, are only two of the incidents which experience has now taught the navigators of the line to understand. It is perhaps noteworthy that however frequent the disasters were, no two happened from the same cause; a danger once understood has always been thenceforward avoided. These sad accidents were fully commented on at their occurrence, and after giving the names of the wrecked vessels we shall dismiss this painful part of our history. They were the "Canadian, (No. 1)" the "Canadian, (No. 2)" the "Indian," the "North Briton," the "Hungarian," the "Anglo-Saxon," the "Bohemian," the "Norwegian," and the "Jura."