

NEW ADVERTISEMENTS.

Supreme Court—Extensive Auction Sale at Toronto and Fredericton. Gravel. Concrete with Readings—St. Peter's Temperance Association.

Old Newspapers for Sale—"CHRONICLE" Office. Post Office Notice—J. B. Pruneau.

Literary and Historical Society—S. Macdonald. Church Society—M. M. Fothergill.

H. B. Eddy's Matches, Wash-Boards, Pails, Tubs, &c.—F. H. Andrews & Son.

Waverley Snow-Shoe Club—George Treggett. For Sale—J. W. Reid.

Notice—Lawrence McGuire.

Christmas Cards, &c.—A. Belanger.

Annual Sale of Useful and Fancy Articles in aid of the Women's Christian Association. Dishes for 1883—Dawson & Co.

Irish Protestant Benevolent Society—Thos Davidson.

Farm for Sale or to Let—Alexander Fraser.

Tenants Wanted—T. B. Stewart.

Auction Sale of Felt Boots—A. J. Macnam & Co.

ANNUALS FOR 1882.

Boys' Own, Girls' Own, Chatterbox, &c. AN ENDLESS VARIETY OF JUVENILES, Ladies' and Gents' Dressing Cases, Work Boxes and Writing Desks, Photo and Scrap Albums, Autograph and Floral Albums, The Largest Assortment in the City of PLAIN and FINISHED.

Xmas and New Year Cards! Second Supply of Xmas Numbers of London Graphic and Illustrated London News. For Sale by

JOHN E. WALSH, BOOKSELLER & STATIONER, No. 25, St. John Street, (Next Door to the Savings Bank. December 9, 1882. F&W

QUEBEC, MONDAY, DEC. 11, 1882.

SIR HUGH ALLAN.

There was a great deal of surprise and sorrow expressed in our community on Saturday and yesterday, when it became known that Sir HUGH ALLAN had died suddenly in Edinburgh on the morning of the 9th inst. The sad intelligence was considerable of a shock to most persons, for very few had learned that the deceased gentleman had been here. Many were disposed to doubt the accuracy of the rumour at first, and all day Saturday and yesterday, fresh enquiries were made, and all seemed anxious to hear the latest particulars. Our own office as well as the office of the firm here, was literally besieged with visitors, but unfortunately extended information was not forthcoming, and beyond the mere confirmation of the melancholy tidings, little additional in the way of particulars could be given. Sir HUGH, it appears, died very suddenly in Edinburgh, the complaint which carried him off being gout of the stomach. The loss of such a man is, of course, a loss to Canada, where he had been interested for so many years in the development of large commercial enterprises on land and sea. But through his prudence and business foresight, he had his extensive operations so well disposed and in such admirable working order, that everything will go on just the same as if he were living among us, and directing them himself. To write the story of his life is simply to write the history of commerce and trade in Canada for over half a century of time. He has been intimately connected with both, and while the entire province of Quebec has largely benefited from his business tact and ability and shrewdness, the city of Montreal has, as a greater reason to bless the day that that great shipowner and capitalist crossed this ocean, and took up his residence there. Sir HUGH was a splendid example of what a sincere and energetic business man could accomplish amid difficult surroundings and against many contending odds and obstacles. He came to us a poor boy of limited education and sparse means, but by his own exertions he rapidly rose to one of the first positions attainable in his adopted land, founded a large line of ocean steamships, amassed enormous wealth, built up many enterprises of pith and moment, and won a title at the hands of his Sovereign. Sir HUGH promptly identified himself with almost every great movement likely to benefit Montreal, which has been started within the last forty years or so, and it is not too much to say that his connection with such enterprises has often assured their success. His career is full of valuable lessons, but unfortunately there are few of the young men of the present day who have pluck and perseverance to follow the leading principles of such a life of arduous labour and untiring industry. Nor can we say that quite the same facilities exist to-day which existed when the subject of these remarks came to Canada. The system of doing business has materially changed. There is keener competition now than formerly. Living is dearer and there is greater desire for luxury. In the old days a man would do many things which in the present time he would not entertain for a moment. Sir HUGH began life under the old regime, and like some other opportunist merchants, whose names will occur to our readers, he owed his success to the training learned in that rigorous school and the fidelity with which he carried out its principles. Economy, prudence and careful living formed the groundwork of that old system. Sir HUGH never lost his head, and his heaviest transactions were carried on to the last, under the old-fashioned and sterling way of doing business.

In every community there are men who will remind the reader of Sir HUGH ALLAN in some way. These are the men who develop the industries and resources of the place in which they live. They embark in gigantic enterprises, take stock in rising concerns, invest themselves in the railways, shipping ventures, grain elevators, &c., are large employers of labour, and contribute in many ways to the prosperity and progress of the country. Only a few, comparatively, have had the capacity and opportunity to do as much as Sir HUGH, and no more enduring monument to his memory is needed, than the results of his life-work, which reveal so splendidly the indomitable push and spirit of the man. It was on the 29th of September, 1810, that he first saw the light, at Saltcoats, a seaport on the Firth of Clyde, in Ayrshire-Scotland. His father was the late Capt. ALEXANDER ALLAN, a shipmaster of large experience in the trade between the Clyde and the St. Lawrence. HUGH was his second son, and was destined for the seafaring calling, but his tastes being different, he entered the counting house of Messrs. ALLAN, KERR & Co., shippers, of Greenock, at the early age of thirteen. He remained there for about a year, when he came to the aid of his father, he emigrated to Canada, sailing in the ship *Favourite*, on the 12th of April, 1826. He reached Montreal on the 21st of May. The great city had then no wharves, and the bank shelved down from Commissioners' street to the river. In those days the ships, in coming to the river, had to let go an anchor, and the means of unloading were slow and had to be procured over a gangway, the horses and carts, meanwhile, standing in the water. Young ALLAN was not long idle. He very soon obtained a situation in the dry goods establishment of Messrs. WILLIAM KERR & Co., and spent three years therein in the capacity of accountant, but neither the remuneration allowed nor the business itself proving sufficiently satisfactory, he retired from his post in 1829, and made a tour through Upper Canada. He then returned to Greenock with his father, and spent the winter in that place and in Manchester and London. On the 9th of April, 1830, he again sailed for America, embarking in the "Canada," then owned by his father. On arriving in this country he was met in one of the streets of Montreal by the late JAMES MILLER, who was extensively engaged in the shipping business, and offered a situation in his office. He at once accepted, was treated with every kindness by Mr. MILLER, and five years later became junior partner in his work with energy and zeal, and it was not long before he rose to a high place in the estimation of all having business to transact with the firm. In 1837, on the breaking out of the Canadian rebellion, he joined the 5th Battalion as a volunteer, and speedily rose to the rank of a Captain. In the next year, Mr. MILLER died, and the firm-name was changed to that of EDMONSTON & ALLAN. This was the foundation of the present prosperous and energetic house of HUGH & ANDREW ALLAN. The history of that extensive firm is well known. In 1851 it began to build iron screw steamships, the first of which being the "Canadian," which made her first trip in 1853. During the following summer the mail service, which continues to this day, was begun. Messrs. ALLAN were the first to employ the spar or flush deck, which they continued to use, despite the earnest protest of the Board of Trade. The wreck of the a.s. "City of London," which went down in the Bay of Biscay, changed the views of that body, and the long delayed concessions in measurement for harbour dues, were granted. The ALLAN's fleet of steamers ranks as one of the first in the world, and new ships and late improvements are being constantly added to it. The steamers belonging to this line have on several occasions been employed by the British Government in time of war to transport duty. Thus in the days of the Crimean "Indian" and the "Canadian" carried troops from Portsmouth and Marseilles to the Levant. In 1874 the "Sarmatian" and the "Manitoba" were employed to convey soldiers and supplies to the west coast of Africa, to take part in the Ashante expedition.

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SPECIAL FROM MONTREAL.

MONTREAL, Dec. 9.—No particulars have been received about Sir Hugh Allan's death other than that he died suddenly in Edinburgh this morning. He had been sailing for some little time past and put off his sailing by the "Favourite" on that account. His death was entirely unexpected, and a great loss to the city to-day. There are no particulars as to the cause of death, but it is supposed to have arisen from heart disease. He was born in Ayrshire, Scotland, in 1810, and came here in 1826. Although probably the richest man in the Dominion, he never took any rest from labor, unless in crossing the Atlantic, which he prized much. The settlements with which he was connected have draped their fronts with mourning. It is probable his remains will be accorded a public funeral.

The local Judges and the Bar held a joint meeting to-day to take steps for promoting legal reform in this Province. An unknown man was taken with convulsions to-day on the street. On being sent to the hospital he died there. Elizabeth Warren, the American girl who robbed her master of \$3,000, was sentenced to three years in the penitentiary, and her partner, Clapton, to five years, in the same prison.

Hon. Mr. Chapleau and two of his Montreal friends narrowly escaped being killed in New York by the horses running away. They all received some bruises in jumping out, but they are not considered serious.

The Commissioners for investigating the local School Board commenced their labors to-day. Only preliminary work was done. The stock market was easy to-day.

LIVER, KIDNEY AND BRIGHT'S DISEASE.

A medicine that destroys the germ or cause of Bright's Disease, Diabetes, Kidney and Liver Complaints, and has power to root them out of the system, is above all prices. Such a medicine is HON. BILLY, and positive proof of this can be found by a trial, or by asking your neighbors, who have been cured by it.

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