

SIX

THE STAR ST. JOHN N. B., WEDNESDAY, JANUARY 6 1909

THE CENTENARY OF STEAM
NAVIGATION ON ST. LAWRENCEHon. John Molson Started the First Steam Line in
the British Empire.

In this year of grace, 1909, occurs one of the most important centennials in the history of Canada. It is the year in which comes the one hundredth anniversary of steam navigation in British America. Incidentally it is also the centennial of the first steamer ever built and completed in the world outside of Great Britain. It is true that Fulton built and launched the Clermont on the Hudson in 1807, and that she began to make regular trips in 1808, but the engines and boilers for the pioneer steamer of the United States were made by the Boulton and Watt firm in England. The Accommodation, built by the first Hon. John Molson, was constructed and launched in Montreal, and her engines and boilers were made in the oldest works at Three Rivers. Thus to Canada belongs the honor of having put afloat the first steamer built and completed in the world outside of Great Britain.

William Symington, in the Old Country, succeeded in applying an engine to a boat so that he obtained a speed of five miles an hour. In 1788, and the following year reached the "tremendous" speed of seven miles an hour. These craft, while demonstrating the possibilities of the steamboat, were not very serviceable, and in 1807 he built the first practical steamer, the Charlotte Dundas. He put her on the Forth and Clyde canal in Scotland. The first trial trip was made by the stern wheel of this steamer, which actually made a speed of six miles an hour. It was feared, however, that the craft would prove injurious to the canal banks, so she was laid up. Robert Fulton, the American inventor and engineer, had been experimenting on the same lines without much success. He had spent some years in Paris inventing and trying to perfect a submarine boat for use in time of war to discharge bombs at an enemy's shipping, but France, Great Britain and the United States all declined to use his invention, regarding it as impracticable. When his experiments in steamboat

construction proved unsatisfactory he went to Great Britain (he had returned to the United States from France at this time), and saw Symington. The British engineer "freed up" the Charlotte Dundas and gave the American engineer the credit of his life. Fulton was also permitted to make notes during the voyage. Symington being apparently content with being protected in Great Britain, and indifferent as to what use was made of his invention in North America, Fulton ordered engines and boilers from Boulton and Watt, and returning home constructed the Clermont, which he successfully operated on the Hudson in 1807.

LAUNCH OF THE ACCOMMODATION.

Hon. John Molson, as soon as Fulton's boat proved a success, determined to introduce steam upon the route between Montreal and Quebec. He had a small experimental boat built in Montreal. It was called the Accommodation, and was only of about 40 tons, with 75 feet keel and 85 feet length of deck. This engine and boiler, as has been said before, were made at the ancient works at Three Rivers. The first steamer was finished during the summer of 1809, and on November 1, 1809, for Quebec. She reached her destination at 8 a. m. on Saturday, November 4, having been at anchor during the trip for thirty hours. Her running time with the current was thirty-six hours, and her average speed under five miles an hour. It is claimed, however, that she made the run to Three Rivers in twenty-four hours. The steamer had been built for twenty passengers at that time, but only ten could be induced to run the risk of taking the first voyage to Quebec by steam. The fare to Quebec was eight dollars, and that from Quebec to Montreal was five dollars. There is no very complete description

of her engines and boilers, but she was propelled by open, double-spoked perpendicular paddle wheels, without any circular band or rim.

A WEEK'S TRIP FROM QUEBEC TO MONTREAL

The first trip back to Montreal occupied a week or more. This steamer marked the beginning of the steam navigation in Canada, and steamers have continuously plied on this route ever since. Previous to this passengers between Montreal and Quebec usually went by canoes over the river. Mr. Molson's adventure was a serious loss, but he was not the kind of man to be deterred from carrying out an undertaking because of a little thing like that. He kept on the route and in 1811 went to England, ordered an engine of the then most improved type from Messrs. Boulton and Watt, and on his return had the steamer Swiftsure built and equipped with the English engine. This steamer started running in 1812. It will be noted that Canada had a regular passenger steamer line in operation three years before Great Britain had the Comet, which ran on the Clyde, not being put on the route until 1812.

Hon. John Molson, the first Canadian pioneer steamboat man, was born in England in 1764, and came to Montreal when only eighteen years of age, when this city had but a few thousand population. He mortgaged his paternal estates in Lincolnshire and obtained money to start the brewing business here. Before success came he had to sell out everything he possessed in the way of property to invest in what looked to others a hopeless enterprise. Eventually he succeeded, and laid the foundation for the family fortune, established the steamboat line, became president of the Bank of Montreal in 1826 and held the position until his death at the age of 72 years in 1836. He was also for some years a member of the Executive Council of Lower Canada.

CANADA AND STEAM NAVIGATION.

The British Colonies, which now constitute the Dominion of Canada, not only had a passenger steamboat line in operation before the Mother Country, but sent the first steamship across the Atlantic, established the first transatlantic line (the Cunard line of Halifax, N. S.) and the second (the Allan line of Montreal). The screw propeller is usually attributed to Ericsson, but it has been established that a man named Nehemiah Patch, who lived at Yarmouth, N. S., and died in obscurity, invented it and had it in use, driven by hand power, as an auxiliary to sails, on a schooner which he was beginning to build at Yarmouth and St. John, N. B. Many people

saw the models he made showing the development in shape which his experiments convinced him were necessary, and his final propeller was practically the same in shape as that used in the present day. A dishonest American, however, associated with Patch and took his invention away to the United States, which was the last ever heard of it so far as Patch was concerned, though several Americans afterwards experimented with the screw before steam navigation.

Some years later, the adaptation of the screw propeller to steam navigation, by Ericsson, was announced. Then Patch's neighbors recognized it as his old propeller. He died unknown and unhonored. Years afterwards the facts were ascertained and published in a statement in the Scientific American. Whether Patch's invention leaked through United States sources to Ericsson, or whether the great engineer and inventor had developed the same idea from his personal experiments it is hard to say. It was after Ericsson had gone to the United States to live and after Patch was dead, it is said, that the Swedish engineer's propeller was applied to steamers.

RUDE YOUNG MAN HAD
FRIGHTENED AWAY ALL
MEDIUM'S BEST SPOOKS

TORONTO, Jan. 5.—Dr. Angus, a spiritualist from the United States, was asked in the Labor Temple last night to give some readings. He replied that as he was not familiar with the laws of Canada with regard to the operations of spiritualists and clairvoyants he did not care to be made an example of after being assured by an elderly lady, however, that there was nothing to prevent him giving spirit messages, he complied with their wishes.

Closing his eyes he proceeded: "One, two, three, four, the influence to hand from the front row who has only been in the faith a short time, is advising the latter of the conditions surrounding her. It seems that the sister has uttered: 'Peace be with you in your hour of trouble.' I think her name is Elizabeth."

PREDICTED 'QUAKE
TWO YEARS AGO

Benjamin R. Southworth, of Brooklyn, Foresaw Calatrophe in Calabria and Sicily.

NEW YORK, Jan. 5.—As long ago as April 12, 1906, Benjamin R. Southworth, clerk of the Bureau of Navy and Docks in the New York Navy Yard, predicted the earthquake which has just devastated Sicily and Calabria. This prediction was published in the Brooklyn newspapers of that date. Mr. Southworth was born in the island of Malta, which lies southwest of Sicily. He is the son of Benjamin Southworth a Royal Engineer of the English army, who made an exhaustive study of volcanic conditions of the Indian peninsula and archipelago.

Through this means and through a wide experience in seventeen years' life in Malta and in late trips to Sicily and Italy the son gained the knowledge upon which he based his predictions, which was made immediately following an eruption of Vesuvius. "Within two years," said Mr. Southworth at that time, "Sicily and Calabria will be visited by an earthquake of volcanic origin which I am inclined to believe will cause a loss of life that will make the destruction caused by former disturbances look insignificant. I believe that the loss of lives will reach into the hundreds of thousands." Reasons given by Mr. Southworth for his predictions at that time were identical in many particulars to those given by Camille Flammarion, astronomer and scientist. Mr. Southworth like M. Flammarion, believes that the three great volcanoes—Aetna, Vesuvius and Stromboli—are connected in some manner that they can produce concerted action, and that these volcanoes comprised the agency which was responsible for this latest catastrophe. The period of comparative calm which has characterized these volcanoes for some time was to Mr. Southworth prophetic of a great outbreak to come. Unless the forces working beneath the section

If the youth was in the hall he did not disclose his identity. At this juncture Dr. Angus announced that he would make no further demonstrations of infusing the forces they approached but were somewhat blurred. He explained that this was due to the presence of an impatient young man who had raised a disturbance in the hall earlier in the evening.

of which these volcanoes were the three corners should find a normal passage through the mouth of these craters a wide subterranean disturbance would surely follow. Picturing out the periods of time which had elapsed between volcanic eruptions and earthquakes in the history of Italy and Sicily since the disturbance of Calabria, Mr. Southworth had arrived at the conclusion that the pent up forces would produce either a tremendous volcanic outbreak or a tremendous earthquake within two years following the date upon which he made the prediction.

Mr. Southworth now predicts that the next disturbance will probably be an eruption of Aetna, which has been suddenly holding itself in check for years. Sicily and Calabria, Mr. Southworth says are rotten with the ravages of volcanoes and earthquakes. The ground upon which the cities stand are honeycombed, but that even small disturbances produce terrible results, opening up great subterranean caverns which swallow up thousands of people.

What do we live for if not to make life less difficult to each other?—George Elliot.

Was Troubled With
Weak Back For Years.

Could Not Perform Household Duties. Doctors Attended Without Avail.

Mrs. Arch. Schanz, Black Point, N.B., writes: "For years I was troubled with weak back. Sometimes I have lain in bed for days, being scarcely able to turn myself, and I have also been a great sufferer while trying to perform my household duties. I had doctors attending me with out avail and tried liniments and plasters, but nothing seemed to do me any good. I was about to give up in despair when my husband induced me to try Doan's Kidney Pills, and after using two boxes I am now well and able to do my work. I am positive Doan's Kidney Pills are all that you claim for them, and I would advise all relief, without any after ill effects. A medicine that will absolutely cure Backache and all forms of Kidney and Bladder Disease."

A medicine that strengthens the kidneys so that they are enabled to extract the poisons from the blood and prevent the chief cause of Rheumatism. Price 50 cents per box, or 3 for \$1.25, at dealers or The T. Milburn Co., Limited, Toronto, Ont.

In ordering specify "Doan's."

DUTY STILL RESTS
ON THE CHURCH

Archbishop of Canterbury on Religious Education.

LONDON, Jan. 5.—The Archbishop of Canterbury's New Year's message to the clergy and laity of his diocese says that since the State has taken over the duty of relieving the very poor the Church must yield place, "but similarly, though in a less degree, the State has accepted and discharged, be it well or ill, the obvious task of giving elementary education in things secular to little children, whose training was in the old days left, so far as the State was concerned, to the benevolence of the Christian Church, but here because education is an old Christian land like ours involves as sheer necessity the duty of bringing to the knowledge of children the message of their heavenly Father's love, the Christian Church, as such cannot possibly step aside.

A special obligation rests upon the historic Church of England to readjust itself to the new conditions and without diminishing by the weight of a single ounce the trust involved in the injunction, "feed my lambs" to make the right discharge of that trust correspond with the conditions not of a generation ago, but of today."

KIPLING STORY DRAMATIZED

LONDON, Jan. 5.—Hay Cameron, the pioneer in children's plays in England, who induced the late Saville Clark to dramatize "Alice in Wonderland," has just revealed that fact that he has had a children's play by Kipling in his possession since 1901, but has been unable to find a manager sanguine enough to undertake its production. All recognize the beauty of the story, but fear that the difficulties of production were insurmountable.

The play is a dramatization of "The Jungle Book," with twelve new additional lyrics. Every manager who saw the play, says Mr. Cameron, admitted its poetic beauty, it is his best vein. It lends itself to gorgeous scenery and splendid effects. With Coquelin about to put into active rehearsal the "Jungle Book," in which every character is a bird or a beast, and with the example of what difficulties can be overcome on the modern stage by the "great Pan" triumph, it is strange no manager will venture to attack "The Jungle Book."

The Greatest Sale
of Men's and Boys' Clothing and Furnishings in
Twenty Years

This great sale starts Saturday, with the largest display of goods ever seen in a Special Sale in these parts. This sale is being held in commemoration of our Twentieth Birthday, and which we celebrate with great pride. From a small beginning we have built up the largest clothing business in Eastern Canada. Our methods need no introduction; they are too well known to all. Selling under others, cheerfully refunding money when purchases are not satisfactory, and giving good service and good attention, have brought about our great success. The values during this sale will be so extraordinary that many customers will readily recognize that such a sale would not be possible except on rare occasions—in fact, no such sale has ever been known.

If You Want to Get Good Clothes and Save Money--This is Your Opportunity

Men's Overcoats, Ulsters
and Reefers

REGULAR \$5.00 OVERCOATS	REDUCED TO \$3.85
REGULAR \$6.00 OVERCOATS	REDUCED TO \$4.50
REGULAR \$10.00 OVERCOATS	REDUCED TO \$7.25
REGULAR \$12.00 OVERCOATS	REDUCED TO \$8.65
REGULAR \$15.00 OVERCOATS	REDUCED TO \$10.90
REGULAR \$20.00 OVERCOATS	REDUCED TO \$13.90
REGULAR \$25.00 OVERCOATS	REDUCED TO \$16.90
REGULAR \$30.00 OVERCOATS	REDUCED TO \$19.90
REGULAR \$35.00 OVERCOATS	REDUCED TO \$22.90
REGULAR \$40.00 OVERCOATS	REDUCED TO \$25.90
REGULAR \$45.00 OVERCOATS	REDUCED TO \$28.90
REGULAR \$50.00 OVERCOATS	REDUCED TO \$31.90
REGULAR \$55.00 OVERCOATS	REDUCED TO \$34.90
REGULAR \$60.00 OVERCOATS	REDUCED TO \$37.90
REGULAR \$65.00 OVERCOATS	REDUCED TO \$40.90
REGULAR \$70.00 OVERCOATS	REDUCED TO \$43.90
REGULAR \$75.00 OVERCOATS	REDUCED TO \$46.90
REGULAR \$80.00 OVERCOATS	REDUCED TO \$49.90
REGULAR \$85.00 OVERCOATS	REDUCED TO \$52.90
REGULAR \$90.00 OVERCOATS	REDUCED TO \$55.90
REGULAR \$95.00 OVERCOATS	REDUCED TO \$58.90
REGULAR \$100.00 OVERCOATS	REDUCED TO \$61.90

Some Extra Special Bargains in Men's Overcoats

REGULAR \$10.00, \$12.00 Coats marked at Half Price.

MEN'S SUITS

MEN'S \$5.00 TWEED SUITS	REDUCED TO \$4.00
MEN'S \$10.00 TWEED SUITS	REDUCED TO \$7.50
MEN'S \$15.00 TWEED SUITS	REDUCED TO \$11.00
MEN'S \$20.00 TWEED SUITS	REDUCED TO \$14.50
MEN'S \$25.00 TWEED SUITS	REDUCED TO \$18.00
MEN'S \$30.00 TWEED SUITS	REDUCED TO \$21.50
MEN'S \$35.00 TWEED SUITS	REDUCED TO \$25.00
MEN'S \$40.00 TWEED SUITS	REDUCED TO \$28.50
MEN'S \$45.00 TWEED SUITS	REDUCED TO \$32.00
MEN'S \$50.00 TWEED SUITS	REDUCED TO \$35.50
MEN'S \$55.00 TWEED SUITS	REDUCED TO \$39.00
MEN'S \$60.00 TWEED SUITS	REDUCED TO \$42.50
MEN'S \$65.00 TWEED SUITS	REDUCED TO \$46.00
MEN'S \$70.00 TWEED SUITS	REDUCED TO \$49.50
MEN'S \$75.00 TWEED SUITS	REDUCED TO \$53.00
MEN'S \$80.00 TWEED SUITS	REDUCED TO \$56.50
MEN'S \$85.00 TWEED SUITS	REDUCED TO \$60.00
MEN'S \$90.00 TWEED SUITS	REDUCED TO \$63.50
MEN'S \$95.00 TWEED SUITS	REDUCED TO \$67.00
MEN'S \$100.00 TWEED SUITS	REDUCED TO \$70.50

ALL OUR STOCK OF MEN'S RAIN COATS REDUCED.

SOME WATERPROOF COATS AT HALF PRICE—BARGAINS.

SPECIAL PRICES ON ALL TRUNKS.

SPECIAL PRICES ON OVERALLS AND JUMPERS.

ODD VESTS AND COATS GREATLY REDUCED.

NEGLIGEE SHIRTS

HARD AND SOFT BOSOM SHIRTS. The greater part of the stock in new Spring Goods just opened. Regular \$5.00. Regular \$10.00 to \$15.00. Regular \$17.50 to \$20.00. Regular \$22.50 to \$25.00. Regular \$27.50 to \$30.00. Regular \$32.50 to \$35.00. Regular \$37.50 to \$40.00. Regular \$42.50 to \$45.00. Regular \$47.50 to \$50.00. Regular \$52.50 to \$55.00. Regular \$57.50 to \$60.00. Regular \$62.50 to \$65.00. Regular \$67.50 to \$70.00. Regular \$72.50 to \$75.00. Regular \$77.50 to \$80.00. Regular \$82.50 to \$85.00. Regular \$87.50 to \$90.00. Regular \$92.50 to \$95.00. Regular \$97.50 to \$100.00. Regular \$102.50 to \$105.00. Regular \$107.50 to \$110.00. Regular \$112.50 to \$115.00. Regular \$117.50 to \$120.00. Regular \$122.50 to \$125.00. Regular \$127.50 to \$130.00. Regular \$132.50 to \$135.00. Regular \$137.50 to \$140.00. Regular \$142.50 to \$145.00. Regular \$147.50 to \$150.00. Regular \$152.50 to \$155.00. Regular \$157.50 to \$160.00. 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