

a vessel so constructed, is that a passage may be calculated on to a degree of certainty in point of time, which cannot be the case with any vessel propelled by sails only. The steamboat receives her impeller from an open double-spoked, perpendicular wheel, on each side, without any circular band or rim. To the end of each double spoke is fixed a square board, which enters the water, and by the rotary motion of the wheel acts like a paddle. The wheels are put and kept in motion by steam, operating within the vessel. A mast is to be fixed in her for the purpose of using a sail when the wind is favourable, which will occasionally accelerate her headway."

These extremely interesting details obviously written by an eye witness describe the second steamboat which ever made regular trips in American waters, or in any part of the world for trade purposes. That she proved successful as a commercial venture may be judged from the fact that within a few years after she commenced running Mr. Molson added two other steam-boats the "Swiftsure" and the "Malsham" of increased dimensions. The former vessel was 130 feet in length of keel and 140 feet on deck with a width of 24 feet. On her trial trip, in 1813, the "Swiftsure" made the passage from Montreal to Quebec in 22½ hours notwithstanding that the wind blew strong ahead the whole distance. She beat the fastest sailing packet on the line 14 hours in a race of 36 hours. The "Malsham" was built in Montreal in 1814, and was registered at the Custom House, Quebec, May 4th, 1815. In the registry she is described as a "steam vessel worked by steam, with wheels or flyers at each side."

The successful application of steam to the propulsion of vessels being established, it soon spread to other countries. As far as I have been able to investigate the matter, regular steam boats were seen for the first time in the following order: on the Hudson, in 1807; on the St. Lawrence, in 1809; on the Clyde, in 1812; on the Severn, in 1813; on the Mississippi, in 1814; on the Humber, in 1814; it was 1815 before the first steamboat, a small vessel named the "Marjorie," appeared on the Thames; the same year witnessed the "Frontenac" plying on Lake Ontario. The latter steamboat was built by the enterprise of the late Senator John Hamilton of Kingston, at a cost of £20,000.

The third vessel on the list, that launched on the Clyde, in 1812, was named the "Comet." She was built by Henry Bell. Her length was 40 feet with 10½ feet beam; her draught of water 4 feet; her speed under favorable conditions was four miles an hour. She continued to ply between Glasgow and Greenock a distance of about 20 miles, for some years. The "Comet" greatly improved appears to have been transferred to the River Forth where she did her work more efficiently; she ran for a