

April 14, 1836, the *Beaver* the with her companion, the *Columbia*, arrived at the old Historic Hudson's Bay Fort Astoria at the mouth of the Columbia River, Oregon, (228 days, or 32 weeks 4 days from London) and from thence proceeded some 115 miles up the river to Fort Vancouver, then the Hudson's Bay Company's headquarters on the North Pacific Coast. Here a warm reception was accorded her. The Governor of the then North-west coast affairs, John McLoughlin, the Hudson's Bay Company's Chief Factor, D. Finlayson, James Douglas and several others who composed the little band of whites then living in these lonely regions, gave her, her captain and crew, an ovation, whilst the Indians gazed in wild wonderment upon the "fire spitting devil of the deep." Cannons roared and festivities became the order of the day. Captain and crew were the heroes of the hour.

For years the historic old craft under the command of Captain W. H. McNeil, who succeeded Captain Home in the spring of 1836, shortly after her arrival at Fort Vancouver, performed the mission of peace, conveying good cheer and supplies to the distant Hudson's Bay posts along the far-stretching British Columbia coast, Vancouver Island, and the innumerable islands adjacent, coming back laden with valuable furs and peltries gathered from the various posts.

In October 1874, the Company sold the *Beaver* to Messrs. Stafford, Saunders, Morton & Co. of Victoria for \$17,500, who used her as general freight and tow-boat, in which capacity she remained until her last fatal voyage in July 1888, with the exception that for a short time she was chartered by the Imperial Government for soundings, and the preparation of hydrographic charts of the North Pacific coast.

About 10 o'clock Thursday night, July 16, 1888, the poor old *Beaver*, in steaming out of Burrard's Inlet—now Vancouver Harbour—with a cargo of provisions for a logging camp on Thurlow Island, ran on the rocks at Observation Point and was totally wrecked, and there she remained, with head calmly resting on a barnacle-covered boulder, an object of intense interest to all who saw her, till June 26, 1892, when from the swell of the side-wheel steamer *Yosemite* her boiler sprung loose, and with a crash fell overboard into the channel, carrying with it a large portion of the hull.

This was the death blow to the famous old craft, and hundreds of citizens of the now flourishing city of Vancouver, made pilgrimages to the spot and secured portions of her, which have since been made into artistic souvenirs.

By a strange coincidence, just 100 years before (June 1792) the celebrated explorer, Captain George Vancouver, R. N. passed the same spot in the ship *Discoverer*. Captain Vancouver afterwards named the harbor "Burrard Inlet" in honor of Sir Henry Burrard, R. N.

Such is the eventful and striking record of one of the most historic steam vessels of this age of steam—the Nineteenth Century.

The *Royal William*, the first steamer to cross the Atlantic, was built at Quebec by Messrs. Campbell & Black in 1830-1. She was designed by Mr. Goldie, a native of Quebec, who was born in 1809 and died in 1892. The *Royal William* was launched in the spring of 1831 with more than ordinary ceremony. The Governor General, Lord Aylmer, and staff being present. Lady Aylmer performed the christening ceremony.

Immediately thereafter she was towed to Montreal, where she received her engines, and subsequently made her first voyage to Quebec, Halifax and Boston, being the first British steamer to arrive at the latter port.

In the list of owners appear the names of three brothers Joseph, Henry and Samuel Cunard, of Halifax, whose name—Cunard—is forever associated with phenomenal success in ocean steam navigation. August 5th 1833 she left Quebec for London, thus preceding the *Beaver's* departure by nearly two years.

Ten days after her arrival in London the *Royal William* was chartered by the Portuguese Government as a troop ship, and in 1834 she was sold to the Spanish Government, which converted her into a war steamer under the name of *Isabel Segunda* to operate against the forces of Don Carlos. She thus became the first war steamer in history, and was the first steam man-of-war to fire hostile shot.

After an eventful service of several years she was sent to Bordeaux, and being deemed no longer sea-worthy, she remained a hulk in that harbour until she was finally broken up; but her engines, being in serviceable condition, were transferred to a new vessel, a second *Isabel Segunda* to form a part of the Spanish navy.

A tablet on the walls of the Parliament Buildings, Ottawa, perpetuates the name of the *Royal William* and her history.

Such is the history of the first steam vessel that crossed the Atlantic.

English Societies.

Englishmen in Canada are well represented in national and benevolent work by the two well known societies—St. George's Society and the Sons of England.

The St. George's Society has been established in large centres of population for the past 60 years, and during that time has done a noble work of charity, also created much national enthusiasm among Englishmen. It has kept alive a feeling of national inspiration which its members are proud to share and is an incentive in keeping them in touch with the motherland. The annual festive gathering in honor of the Patron Saint, when, on the 23rd of April, all drink to—St. George and Merrie England—is a day honored the world over by Englishmen. There is hardly a town of importance that has not its active St. George's Society which carries with it a weight and importance as a national factor in the community.

From the St. George's Society, it might safely be said, sprang that great instigator of British sentiment in Canada—the Sons of England. The members of the Society can be found in nearly every town and village in the Dominion, with the exception of some parts of Quebec. Its rapid growth has been a marvel to other nationalities, and it equals if not surpasses the work of any existing society to-day. Outside of the work of a benevolent nature it is building up within the borders of Canada a strong Imperial sentiment—one which politicians cannot ignore—and which is respected and felt throughout the Dominion. What the Sons of England have lacked in the past has been resolute leaders.

This lack is now mitigated, for already a visible difference is noticed. May the abilities of these men be used to advantage in propagating the principles which are held so dear to Englishmen, and by their efforts may the advantages of the society be brought to the notice of all resident Englishmen in the Dominion.

We were particularly struck with the importance of the timely remarks made by the Supreme President at London, Ontario, some two months ago when in speaking before a large social gathering he emphasized the fact that the Sons of England was a "National Society."

We agree; and in this the essential point was reached. If we are not national, may it be asked what?