

Why Anglo-Saxon?

Quite recently at the hands of an esteemed correspondent, the writer has received a prospectus of a new Order of a Benefit Society, called "The Anglo-Saxon Knights of the World."

It is not now the present purpose to dilate upon the Aims and Objects of this Association, but merely to refer to it as one of those straws which the adage claims, point out the direction of the wind. The centre from which the new order takes its rise is Pittsburg, Pa., in the United States.

That the two great streams of British progress which for over a century now have been run in a direction, at times utterly divergent, and again in threatening proximity to each other, should apparently be about to once more unite together is a matter for mutual congratulation, and one which every well-wisher of mankind may well pray to see accomplished; the great objection to the description of either of the nationalities concerned being the calling of them the Anglo-Saxon race.

Why Anglo-Saxon? As a generic term the word may do as well as any, and it may be claimed,—"In what does the name matter, we all know what is meant by Anglo-Saxon, it has been used for years." Just so, but there is another name known even ages before a Saxon had put foot on the British Isles. That name is Briton. The Briton in his armour of tempered steel had become prominent in gladiatorial contests. It is usually accepted that the ancient Briton proper, was a Celt, that we yet find his descendants in the mountains of Wales, the Highlands of Scotland, and almost universally in Ireland. It is well understood that the ancient Britons were a mixed race, that a Teutonic immigration on a large scale was countenanced and encouraged by the authorities, after the withdrawal of the Romans, while at the same time the Scandinavian element under the generic name of Danes, were continually making descents, and planting thriving colonies on the coasts, for the most part the Eastern shores of England and Scotland.

The English language is of itself more assimilative to Danish and Low Dutch, than to Teutonic German. Why, then, shall we call ourselves and submit to be called Anglo-Saxons, otherwise English-Germans.

Britons should surely be the name, it is the oldest of all, it does justice to all alike. Anglo-Saxon is an insult to the Celt. Let us of the British race whether originating in the old world or the new, ever remember that many of the brightest leaders in arts of both war and peace, are true Britons of undoubted Celtic origin.

To many perhaps, the general usage for the last fifty years has made the Anglo-Saxon name so familiar they wonder anyone should make any serious effort to correct it, but in an endeavour to draw together our somewhat divided family once more, to live in peace and harmony together, even small matters which may prove sources of petty irritation should be if possible eliminated.

The speaking of the United Kingdom as England in a generic sense is irritating to the Scotchmen, a thoughtful Englishman will, from politeness, if from no other cause avoid doing so when talking to his northern neighbor, and make use of the word Britain.

Now by gradually dropping the term Anglo-Saxon when the British race is referred to, and adopting the term Briton to be applied generally to all subjects, everywhere, could offend no one and would do tardy justice long delayed, to the Celtic portion of the community.

THOS. C. ANDREWS.

Steamer "Beaver."

The Hudson's Bay Company's old Pioneer of the Pacific.

Paper read by Vice President T. G. Mason at the monthly meeting of St. George's Society, Toronto, on June 2nd.

Thinking that anything pertaining to the early history and development of "this Canada of ours" will prove of interest to every member of this, the St. George's Society, whose love for the land of their adoption is scarcely second to that of love of Fatherland, I cheerfully respond to your request to lay before the Society a brief history of the brave little steamer *Beaver*, which had the distinctive honor of being the first steam vessel to plow the waters of the great Pacific Ocean and the second steamer to cross the Atlantic.

I may be permitted also to state that many of the facts have been culled from an interesting little book, published by Mr. Charles W. McCain, Vancouver in 1894, which gives very minute, and deeply interesting descriptions of the historic old craft, and also of the officers who manned her.

Thinking it appropriate that a brief account of the very first steamer to cross the Atlantic, would also prove of interest to English Canadians, I subjoin an outline of the history of the *Royal William*, built in Quebec in 1830-1, four years prior to the advent of the *Beaver*, a vessel possessing a most romantic, and interesting history, to all Canadians.

The *Beaver* was built at Blackwall, London, England, May 1835.

Wrecked on Observatory Point, at the entrance to Burrard's inlet (Vancouver Harbor) about 10 o'clock on the night of July 26, 1889.

The *Beaver* had the proud distinction of being the second steam vessel to cross the Atlantic Ocean, the first to round Cape Horn, and the first to plow the broad waters of the Pacific Ocean.

She was built specially for the Hudson's Bay Company's Pacific service by Messrs. Green, Nigram & Greens, Blackwall, London, May 1835. Boulton & Watt, the first manufacturers of Steam Engines (Watt being the celebrated inventor,) supplied the engine and boiler at a cost of £4,500 sterling, being nearly ten times the cost of similar power at the present day (July 1899.)

Her dimensions were, Length over all 101 feet, Breadth inside of paddle boxes 20 feet. Outside measurement 33 feet, Depth 11 1-2 feet.

Her register was 109 tons. She was armed with five nine pounder guns, and carried a crew of 26 men.

On her trial trip she attained a speed 9.4 miles per hour which was then considered quite remarkable.

King William IV, and several members of the royal family, attended the launching of the *Beaver* a Royal Duchess performing the christening ceremony, amid the acclaim and cheers of thousands of spectators.

August 29, 1835, she, under the command of Captain David Home (to whom belongs the distinction of being the first captain to round Cape Horn in a steam vessel), amid the cheers of crowds of well-wishers, and the boom of artillery, left London in company with her escort, the sailing ship *Columbia*, Captain Darby, Commander. After entering the Pacific Ocean she reached the island of Juan Fernandez (Robinson Crusoe's Island) December 17, 1835, 110 days or nearly 16 weeks from her departure from London.