

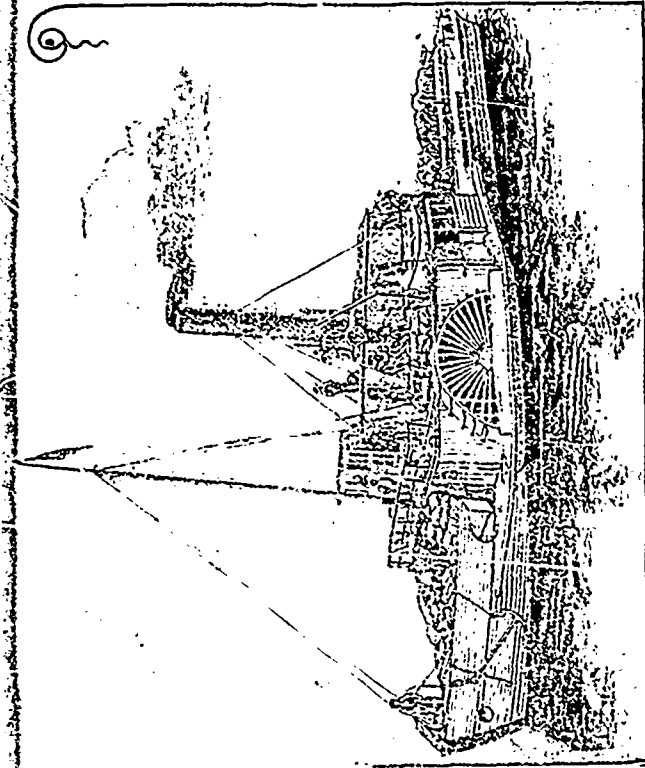
# OUR PREMIUMS.

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## History of the Celebrated Beaver.



NEARLY three-score years have passed, and a generation of men have come and gone, since the Hudson's Bay Company's steamer "Beaver" floated down the river Thames, into the English Channel, and thence out into the open, trackless sea, carrying with her the honor of being the first European steamer to sail across the Atlantic, and the pioneer on the Pacific Ocean. Titled men and women watched the progress of construction, and King William IV. is claimed to have witnessed the launch. A duchess bestowed the name she ever afterwards proudly carried. The boiler and the two side-lever engines, of 35 H. P. each, were made by the first firm that ever manufactured steam engines, namely, Boulton & Watt, of Birmingham, Eng. Their weight was about 52 tons, and cost \$20,500, or nearly ten times the weight and cost of engines of like power at the present day. The principal woods used in her construction were Live Oak and Greenheart. These were securely held in position by riveted copper bolts, and notwithstanding the fact that these woods have been subjected to the inclemency of the weather for more than half a century, they are still in a state of perfect preservation, as indicated by the various useful ornaments into which they are now being manufactured. Built and equipped at a period when the problem of steam marine navigation was about to be solved, is it any wonder that the little steamer, which

was destined to traverse the two oceans,—one of them scarcely known outside of books of travel—should be an object of deep and engrossing interest from the day that her keel was first laid until the morning that she passed out of sight, amidst the encouraging cheers of the thousands who gathered on either shore, and the answering salvos of her own guns, on a long voyage to the North Pacific Sea? A barque named the "Columbia" accompanied her as a convoy to assist in case of accident, but the "Beaver," rigged as a brig, set all canvas and ran out of sight of her "protector," reaching the Columbia River 22 days ahead. Captain Hume was in command, and one can well imagine the feeling of pride with which he bestrode the deck of his brave little steamer, which was only about 90 feet in length by 20 feet in breadth, and which had so successfully made the perilous voyage around Cape Horn. What a striking comparison between this steamer and the great ocean-racers of today, many of which are six times the length of this pioneer of by-gone days. There were 163 days occupied in making the passage from London to Astoria, Ore., where the natives were greatly astonished by the steamer's performances. She steamed up the Nisqually, then the Hudson's Bay Company's chief station on the Pacific Coast. Here Captain McNeil took command. From that period until the steamer passed into the hands of the Imperial Hydrographers, the history of the "Beaver" was that of most of the Company's trading vessels. During the California gold excitement of '49, and the Fraser River excitement of '58, many an old miner took passage on this little black steamer, which, for over 50 years, plied the wilderness of water and penetrated the numerous bays, channels and inlets between the Columbia River in Oregon and the Skeena in British Columbia. In steaming out of Burrard Inlet in the fall of 1888, the little craft ran on the rocks at high tide. Several attempts were made to float her, but without success. Early in the spring of '92 a company of San Francisco capitalists was formed for the purpose of sending this odd specimen of ancient marine architecture to the World's Fair at Chicago, but owing to her damaged condition and the expense of transportation, the scheme was abandoned. In June of the same year the heavy swell from a passing steamer caused the boiler to work loose, when, with a crash, it fell through her side, and the SS. "Beaver" was doomed never more to plough the deep. Relic-hunters from far and near then flocked to the scene of the wreck, and only a few weeks elapsed before this great nautical relic of the nineteenth century had vanished. In a few years every vestige of the SS. "Beaver" will have passed into oblivion, except, perhaps, the Souvenir Medals, which are being manufactured out of copper and bronze taken from the wreck. These, no, doubt, will exist through ages as historical relics of this progressive Steam Era.

We will furnish one of these Souvenir Medals and the B. C. Good Templar for one year, for \$1.00. We have also arranged that those who have already subscribed can secure the Medals at 75 cts. each. These medals have been Registered, Patented, and Copyrighted in Canada and the United States. As there is only a limited supply, we advise all those who want one to order at once. No order recognized unless accompanied by the money.

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