ver tranquilly flowinger their corner l of the Elwood To eorge Dixon Berry Grand Island Raily hal certificates of sto eme. It is remarkal was issued to Riche the signature of Her and Edward Russ

e best part of Elwo swept into the strea little of the once pr nding. One of the m old landmarks yet ood jail, built on he emoved from the r narrow confines m as been thrust by r Robits, of Tennes twood when the He was succeede He was succeeded as by Bill Brown, an ha, who had spent see hid mines of Californ to-day, it presents to serted village. serted village.

y were in the subuf the river was chardence of life therepot of the St. Jos illway Company, with original town. remaining ho

remaining houses are an and people who distence by doing odd oss the river.

resents a weird scene. by light, except ds of arc lamps aer eph, prevalls, and only by the croak mmer and the dist winds in winter. CURE FOR LOVE ld that a great many ation confiding to th One well known

et and evangelist t to see any men the vestry unless what she wants to e day, however, w of his congregation in spite of his nouse on the pland, in spite of his namer, insisted on tears and sobs, that lessly in love with a her acquaintance, and w what would become e could be persuaded hat he should advise bicycle, and go out ry day until she was

greeable details month later, as aimed, with enthus sufficiently grate ellent advice; I had go long rides even no time to think are for him at all. please N. B., for Astute was a wind adviser. If he h eriously she ering from an instead of being from eit is only e is no cure like ruised heart.

TRAORDINARY ise of death of the Dutch paint vas at work in was a number asleep. During light shock of woke up sudden s and skulis dance test confusion. stricken and and threw him to the pavement lew days after. red in the fall shock given by hrough the cause

THE RESERVE

xplained to him

Turn Half Thei the Reserve. 23.—In pursuance ent by the nations o protect the treas everal meetings ere held to consi an informal ally confirm the are prepared to turn at least half the is understood Pre ne Gallatin Nation other officials fav d at the disposal nt. The director bonk have agree .000.

inciers say that b there would be tive measures. exchange market ports of gold are e on Saturday.

BLE CASES

Raised From Giving Up Hope. nry R. Nicholls rrh; recovered.

25c. rowe's child, ite se's ointment. H. Sutherland, bad case;

garden, nton, nills. Van Allan, ecz red. Chase's ano Bartard,

years. Well again n Simmons, itch 's Ointment. hardson, kidney One box Chase

son, crippled suffering from recovered.

ship-Peter ears; cured. Chast lattie Delaney,

subject to perl hase's Syrup of e. 25 cents. edies are sold Bates &

British Columbia.

THOMSON'S LANDING. C. T. Porter, who has bonded the Wagner group of mines, passed through

here the other day with a gang of men to work the group. The body of Wm. Breckenridge, one of the miners who was caught in a snow slide last winter, has been found. It is expected that Jake Hoar's body

Il now soon be recovered. About 15 or 20 prospectors have passed through to the Trout Lake country during the last week. There must be about 150 people working and prospecting northeast of Trout Lake, and about

50 up Fish creek. The Badshot and the Great Northern are both bringing in ore sacks in large quantities, so both must be expecting to ship in the near future.

ENGLISHMAN'S RIVER.

Englishman's River, July 20.-We are record the death of one of st and most universally liked in the settlement. That Cewas stricken with paralysis shock to everyone, and even oped against hope for his reafter a few days illness he naimo Hospital on the 15th of he brain. Many of his friends Cameron lake with Mr. Mcnot hear the sad news in present at the funeral, which on the 17th. Great and unipathy is felt for his family in and the charming young lady o have been his wife.

16th Mr. Morison and Mr. ard went up to the lake; the re Mr. Morison lost one of his orses in his ditch. This is the third rse within a short time that has lost its life in an open ditch. Mr. M. Bray was up on the 17th to

pay Jim Craig's gang. On Saturday he went on to McMillan's and thence to Love's at Qualicum.

Kootenay Mail. Water in the Columbia river above the rapids at Big Bend was about 18 inches higher than the 1894 mark, and has flooded out considerable territory. J. W. Haskins is working the Van couver Gold Syndicate Company's claims near French creek. They have

very good prospects of a good thing out George I. Hill, of New Brunswick, and associates, are making applications to lease about four and a half miles of ground on Carnes creek for hydraulic purposes. Mr. Hill intends to interest himself in the development of the Bend

and has good connections. The receipts of the government office at Revelstoke for the fiscal year ending June 30, 1896, amount to the solid sum of almost \$13,000. This sum was augmented by \$2000 from outside offices, showing an income of \$15,000 for the year from the north part of the district. This is a marked advance over last year cates a steady progression and

> McPherson has made a splendid the Great Northern lode, Trout is now working on the second He has about 150 tons of ore ump worth about \$100 a ton. en and O. Jacobsen have struck lear the forks of the Lardeau, iculars have not yet been ob-

has been occasioned by the findold quartz in the hill near the pout seventeen claims have been and recorded on this hill and three more in the neighborhood ross the river. Mesrs. Cowley and Newell are working on their propertythe Plutocrat-stripping the ledge, and

have considerable rock on the dump. This claim, if it proves successful, will be a bonanza to the owners, as from where they have caught the lead to the railway track is but 100 feet. They are talking of making a trial shipment immediately. About one mile and a half out on the same mountain F. S. Wolcott and others are developing their claims. the Santa Nina, Revelstoke Star and others. J. E. Long recorded his placer claim yesterday, which includes that portion of ground on which his brewery is situated. It is his intention to start work on it at once and will sink a shaft, using his own steam engines to work the water out. He has ordered a pump from the east already and means busi-

Messrs. Reighley & Frisby, who have been working on their property in the Jordan for the past two months, say that they expect to be able to show up something good in the near future. They are now down 20 feet on one claim and have a strong 6 foot lead. An appropriation of \$200 has been given them to elp make a trail, and they started yesterday to commence brushing. Their claims are but 12 miles from town or railway, and, if they turn out half as vell as they look, a promising camp will

pring up in the Jordan. A strike has been made on Sable reek by Owen Rowland. There are wo claims in the find carrying silver, er and some gold.

McLeod and Gainor have located four claims on Big creek, below Lardeau, which carry well in silver, lead and

Four claims lying between Arrowhead and Whiskey Point have been located by not carry quite as good values as it does G. Hadfield and H. Penibsett. The Properties are gold quartz.

KASLO.

The Kootenalan.

contract for the first ten miles of wagon road from Sanca to the hite Grouse mountain mines was let esterday to Mr. John R. Patton at

50 per mile. Word reached here Thursday that on Wednesday evening bush fires burned out a large section of the Idaho tramav at Three Forks. In consequence concentrator will be idle for some The mill resumed operations onlast Monday after a three months'

Thursday's train did not get in until ie o'clock yesterday morning, the debeing due to the bush fires which raging along the line between the Mile and Seventeen Mile houses. Porcupine cabins were destroyed

sterday. The Lucky Jim compressed air plant sisting of compressor, drills and a orty horse-power boiler, was delivered the K. & S. this week.

The water in Kootenay lake reached its highest mark on the 10th inst. and on the 11th began to recede, since which time it has failen nearly thirty inches. It is characteristic of Kootenay lake floods that when once the ebb sets in, the decline is very rapid, and it is expected that within ten days at the most too, is falling, and all danger of further damage to the low land property has

The future outlook of White Grouse mountain district and the embryo town of Sanca has assumed a more rosy tinted hue since active development work was commenced on the Storm King, one of the Montana company's claims. shaft is being sunk by a double shift on a 31/2 foot pay chute, which samples over \$100 per ton in gold, silver and

The company is making arrangements to begin development work on the Copper King, Silver Tip, Big Four, and Golden King-five of their fourteen lo-

cations. The final arrangements by which the Noble Five and the Deadman are to onsolidate, are now about complete, and the names of the officers and the plans of the new company will probably be made public next week.

J. M. McPhee and Alex. Cummings, who in May bonded of J. E. Bigham the Right Bower and Moonstone, near Lardo, for \$3000, are in town taking a rest after two months hard work on the above claims They are enthusiastic over the prospect and will make the second payment on the property on the 1st of August. The lead on the Right Bower, where they have run about 30 feet of tunnel, is from four to five feet in width, and shows plainly for about one thousand feet. Picked samples, assayed for gold, went from \$7 to \$37, and the galena gives 142 ounces silver and 62 per cent. lead. A fair average will probably be about 60 ounces of silver and 60 per cent. lead.

ROSSLAND.

Rossland Miner. On Tuesday a meeting of the minority stockholders in the Homestake company was held in the office of Cyrus Happy in Spokane, at which D. M. Linnard was present. 'The meeting was called by a circular which recited the fact that as each shareholder had doubtless received a notice from the secretary of the company at Vancouver assessing them 51/2 cents a share it was desirable that the minority stock owners should refuse to pay the 51/2 cents assessment levied by the management of the company but instead to pay a voluntary assessment to take legal proceedings to being taken up by D. C. Corbin, by protect their interests in the courts of this province. This decision of the Spokane stockholders, who represent and Iron Mask mines now only about one-fifth of the capital stock, was based on a clause in the transfer of the property from the old Homestake company to the Linnard syndicate by which the latter bound itable to lift the bond to pay the purchase price of the property in full. The bond

falls due on August 1. The View deserves to take place right along beside the City of Spokane and Monte Cristo in the way of a fine showing of ore. The tunnel is now in about 30 feet and the last shots put in revealed about three feet of clean solid copper ore, as handsome as a man ever laid eyes upon. It is a chalcopyrite, running from 15 to 20 per cent, copper and

tons a day to the Trail smelter. This is taken from the big stope which has been opened in the drift run some time ago to the south from the shaft The ore is of the best grade ever found in the Crown Point and since stoping has commenced has widened out to eight

It is now apparent beyond any reason able doubt that a strike of very great importance has been made in the City of Spokane, under bond to the Lillooet Fraser River & Cariboo Gold Fields, Limited, of London. Up to Wednesday last 90 feet of tunnel had been run and the ore body penetrated far enough to leave no reasonable doubt of its large extent and permanence. Just how wide it is is not yet known, but crosscutting is now being done to determine this. The showing in the face of the tunnel is truly magnificent; no finer was ever seen in the camp. But the best feature about the strike is the good quality of the ore. The ore is very much like that

taken from the Le Roi. A strike is reported on the Coxey, a claim lying near the California on the west side of Red Mountain.

The Nevada tunnel is in solid ore and so is that of the High Ore, just across the gulch. The ore is identical in appearance with that of the Jumbo. The Nest Egg shaft now has three feet of clear ore. The showing is the

best ever had by the Nest Egg. The big strike on the City of Spokane has given renewed confidence in the camp. The ore on the surface ran very low in gold, from a trace up to \$4, with a slight percentage in copper. Now, at a depth of 40 feet from the surface it runs as high as \$60.

Two and a half feet of fair grade ore can now be seen in the 30-foot shaft on the Tuesday-Climax, which lies 1200 feet west of the Homestake, on the same On the surface the ore body vein. was only about 18 inches wide and did

Morte Cristo hill is more than holding its own as a scene of successful mining activity. One of the handsomest showings ever seen in the camp is now revealed in the upper tunnel of the Monte Cristo mine. Two tunnels are now being run and one shaft is being sunk on the main vein. The C. & C. shaft is still in solid ore of a paying quality with no hanging wall in sight. The shaft is of double compartment size and will give an abundance of room when the mine is in full working condition. The Georgia lower tunnel, a few hundred feet east of the C. & C. shaft, is now in 75 feet and ought soon to cut the cross ledge encountered at the mouth of the upper tunnel. Stringers of ore are now being encountered in the face of the tunnel and a strike may be looked for any day. The Evening Star tunnel is being pushed with much vigor and fine progress is being made, owing to the soft character of the rock. Some very good ore has been taken from the new shaft and this is being sorted for ship ment. A carload or two is now on the dump. Some of this ore runs \$50 in

gold and one assay reached \$400. The Silverine, on the north side of Mon'e Cristo hill, has 25 or 30 inches of good shipping ore and is in a most promising

The Trail creek narrow gauge road is unable to get up to the War Engle dump, owing to the fact that the Cen Buchanan's mill and a part of the lower | tre Star mine wants to use the only railway vards will be dry. Kaslo river, available ground upon which a track could be laid. The War Eagle compan is now sending it ore over to the Le Roi dump in wagons and there loading it on the cars of the Columbia & West

The machinery for the Monte Cristo is all at Northport and will be at the nine in a few days. Two shafts are being sunk on the En-

erprise on different veins. Both are

showing up exceptionally well. . The Red Mountain is looking exceptionally well. The tunnel, which is be ing driven at the rate of about two and a half feet a day, is now in over 70 feet and the whole face is ore, a rich mixture of iron and copper pyrites.

The boilers for the O. K. are now in place and the compressor and the new stamp mill will be on the ground in a few days. The plant, when completed, will be one of the best in the camp. There is enough reserve ore on hand to keep the mill running for many months. The smelter returns on one car load of Mayflower ore, shipped some time ago, went \$56 per ton gold and silver. The owners of the property were very well pleased with this, but will ship no more ore for the present. Nothing but development work will be done for the present and what ore is taken out in

this way will be stored on the ground. The Miner announced several weeks ago that a large smelting plant was to be built somewhere on the Columbia river, above Trail. This statement can now be repeated with absolute contidence. The plant will have a capacity of 2,500 tons and will be much the largest in the northwest. It will compete for Trail creek and all other ores of this worderful Kootenay and will of course be operated in conjunction with the Canadian Pacific railroad. There is to be immediately a great increase in the capacity of both the Trail and Nelson smelters. Both have ordered water jacket, or plast furnaces, of 250 tons capacity each; that for the Trail smelter is expected to arrive in a short time, while the one for the Nelson smelter will not arrive for several weeks. In the meantime the Crown Point has contracted with the Trail smelter for the get together and decide on a line of active attention its entire output, which tion. They decided at this meeting to will average at least a carload a day from new on, The War Eagle company has also entered into a contract conditional on the bond or the property not which the Heinze smelter is assured of

and Iron Mask mines. J. B. McArthur returned from a brie visit to the Slocan country on Monday. He says that during the month of June the Slocan Star produced 1,145 tous of concentrates worth \$65,000 at an exself in the event of the mine not being pense of \$8,000. The capacity of the mill is to be doubled forthwith, and in the meantime the present rate of production will be maintained, which means that the mine will pay \$1,000,000 in dividends in the next twelve months. The Washingtor mill is turning out seventeen tons of concentrates per day from the cld dumps of the mine. These concentrates net over \$90 per ton. He states that the ground sluicing of the Wonderful mine has enabled the company to Revelstoke considerable exRevelstoke considerable exThe Crown Point is now shipping 12

The Crown Point is now shipping 12

Spokane weighed over 3,000 pounds. It ship several carloads a week from float is quite a novel sight to see hydrauli placer ground worked for galena.

> NELSON. Nelson Tribune.

The Whitewater, in the Slocan, will begin regular shipments so soon as the wagon road connecting the mine with the Kaslo & Slocan railway is complet-

Robert Shiell, Wiliam Matheson and Henry Cody have bonded the Charleston mineral claim, located in Whitewater basin, to John E. Mitchell, representing Winnipeg parties. The figure was not made public.

It is announced that W. A. Potter has bonded the mineral claim Mountain Goat, adjoining the Texas, in the dry ore belt, from Messrs, Garland, Mathws, Papworth and Anderson. The terms of the bond have not yet been

made public. S. M. Wharton, owner of the Apache claim recently bonded by the Horne-Payne syndicate and subsequently iumped on a technicality, announces his determination to fight the jumpers to the end. The contention of the jumpers is that stake No. 2 was not put in. Wharton states that he can bring witnesses to swear that they saw the stake.

TARGETS FOR HEAVY GUNS.

Targets at the new range, Shoeburyness, are not so much marks as specimens of armor plates and other protections. Some of these are built up with a strength which to the unitiated appears to be proof against any attack. Here, for instance, we find a steel plate of eighteen inches in thickness, and behind this six inches of iron, the whole backed up by huge balks of timber. But, notwithstanding its depth, the en ormous mass has been deuted and crack ed, and in places pierced, When we look at the plates which are not quite so thick we see that the shells have formed what are pretty and regular pattterns, for small triangles of metal have been splintered off and turned back, so that the aperature is decorated with a circle of leaves, and resembles a rose with the circle cut out. Where the shell has en tered the plate before it bursts, the pattern remains very perfect, but when it explodes as it touches the surface some the encircling leaves are entirely cut off. One target is pointed oupt to which represents the iron casing of the vulnerable portions of a torpedo boat, consist ing of engine room, boilers and coal bunkers. These compartments have been riddled again and again. Even a service rifle bullet can penetrate one side, and a shell of the smallest size will go through both for torpedo boats are not very heavily built.-Chambers' Jour-

ROYAL Baking Powder has been awarded highest honors at every world's fair where exhibited.

Canada's Connection With Origin and Progress of Steamship Traffic

An Interesting Review of its Development by Mr. Sandford Fleeming.

At the monthly general meeting of the Royal Colonial Institute, London, June 9, 1896, Sandford Fleming, C.M. G. read a paper on "Canada and Ocean Highways." The Marquis of Lorne, a vice-president of the Institute, presided, and in introducing Mr. Fleming said: "We are fortunate in having Mr. Sandford Fleming, who has just arrived in this country, and whose name is a household word in the Dominion, to address us this evening. The Royal Colonial Institute is being favored with another prosperous year and continues to command the confidence of our colonial friends and supporters. We have added to the roll no less than 176 new Fellows. as against 119 during the corresponding period of 1895. Mr. Fleming is by no means a stranger to these rooms and these audiences: You are aware that he may be called the pioneer of trunk railway construction in Canada, for he was the chief constructor of the Intercolonial railway. It is not only as a great railway constructor that he is distinguished, but as a man of science. It is to him we owe the meridionial division of time.'

Sir Donald A. Smith, high commissioner for Canada, in a discussion which followed the reading of the paper said: "The name of Mr. Fleming is one known in many circles in Canada. It is, wherever known, respected as that of a man who has done great and good work, not alone for Canada, but for the Empire as a whole. It was under his direction that the Intercolonial railway, the first effort to connect the different provinces of Canada was constructed. So also with regard to the road going further into the interior and across the Pacific. Mr. Fleming was the pioneer in this work, in all the preliminary surveys, and under his care a very considerable portion of the line was built." After a few introductory remarks Mr. Fleming proceeded to say: "Allow me, in the first place, to direct your attention to the map of the world on the wall. It will be apparent to you that the Dominion, as a member of the Empire, occupies a singularly central geographical position. To the west we see the Britsh possessions in Asia and Australasia; to the east those in Europe and Africa. Two great oceans, the Pacific on the one side and the Atlantic on the other, provide the means of direct communication by steamship between Canada and every point where the British flag flies on these oceans. Coal. an indispensable adjunct to steam navigation, it not wanting; nature has furnished a bountiful supply for the marine of the future of both oceans; it is found in inexhaustible deposits on the eastern and western sea-boards of Canada.

From these facts, and a knowledge of the many and varied resources of the Dominion, from an intimate acquaintance with its people, I feel warranted in

ean voyage was made to that portion of | into the water in a few minutes in English seaport. The vessel was a stating that the fuel burned was wood small eraft, the Matthew, of Bristol, The recent publication, by the Smithson of this John Cabot and his three sons-Louis, Sebastian and Sancia-a patent own expense, to discover any new lands monarch, and to take them in possesswith 300 men was fitted out the following year. The second patent was granted to John Cabot alone. There is nothing to guide us as to the position he assumed on the voyage. The credit of the voyage was afterwards claimed by his son Sebastian, who returned in com mand. It is supposed that John Cabot may have died at sea, as nothing is known of his services on this second voyage. What is of importance to Canada is the first voyage of John Cabot in 1497. Some writers on this subject have tuildings at Ottawa. It was unveiled attributed to him the discovery of Newfoundland on his first voyage; modern inquiry rejects this view, and there is a sensus of all who have diligently examined this subject that the landfall of John Cabot of June 24, 1897, was on the most eastern point of Cape Breton, now part of the province of Nova Scotia, in the Dominion of Canada. On the second voyage of the Cabots in 1498, with which the name of Sebastian, the captain, is generally identified, the accepted opinion is that he struck land at Labrador, and descended the coast southerly as far as Cape Hatteras. We claim that Cabot's voyage of 1497

takes precedence of every recorded voynorthern hemispher, and that the frail craft the "Matthew," with a crew of eighteen Bristol sailors, may be viewed the forerunner, the primitive embryo of the magnificent fleets of ships that now traverse the ocean with so much regularity between the old and the new

Among the navigators who succeeded Cabot we are told that Cortes Real discovered the Gulf of St. Lawrence. But probably that honor belonds to Deny's of Honfleur, who in 1606 made a map of these waters. We have also a record of discoveries by Verrazzanno and membered in Canada, made his first regular trip in 1537, his last in 1543. This French navigator ascended the St. Lawrence and established the claim to the Cunard fleet. the discovery of Canada, as it was long Independently of the proceedings of

afterwards known, and from which the Sir Samuel Cunard and

Dominion took its name. In 1583 Sir Humphrey Gilbert crossed the ocean to Newfoundland, of which he took formal possession in the name of Queen Elizabeth. One of his three small vessels foundered near Cape Brening chartered by this comapny. These ton not many leagues from the landfall of Cabot, when the commander and all

hands perished.
Champlain, the founder of the city of Quebec, made eleven voyages between 1603 and 1633. This date may be described as the approximate period when the voyage across the Atlantic had become an ordinary matter.

The first colony of Englishmen landed in New England November 1620. From that date to the end of the seventeenth century the trade of the colonies steadily increased, and many ships were engaged in the transatiantic service. The English ships at the beginning of the eighteenth century, according to a statistical return, numbered 1,358; compared with modern vessels they were of small size, the largest did not exceed

England and Scotland united to form Great Britain in 1707, and the union gave an immense impulse to commercia. As time advanced, the size and accommodation of the ships were increased. The cighteenth century was remarkable for British maritime expeditions, and the development of the colonies and shipping. The ocean was traversed by flects of sailing ships to the second quarter of the nineteenth century, when a new power was brought into use. which completely revolutionised the means of crossing the Atlantic and navigating every ocean.

Early this century some progress had been made in applying steam to navigution, but it was chiefly confined rivers, estuaries and inland waters. It was through the enterprise of Canadian merchants that the ocean was first crossed by steam power. The first ocean-going steam vessel was constructed at the city of Quebec. It was built by a joint stock company, the designer being Mr. James Goudie, a native of the city, of Scottish descent, who died only four years ago. The vessel was launened in the spring of 1831, with more than ordinary ceremony, in the presence of the governor-general (Lord Aylmer) and a large concourse of citizens, the pane the the 32nd regiment being also pres ent. The vessel was named the Royal William, after William IV., then on the throne. Her dimensions were 146 feet keel, 176 feet over all; beam 27 feet 4 inches; width over paddle-boxes 43 feet 10 inches, between paddle-boxes 28 feet; depth of hold 17 feet 9 inches: draught 14 feet. She had three masts. schooner rigged; measurement 1,310 tons, and accommodation for sixty passengers. She was towed to Montreal to receive her machinery, and made several trial voyages to Halifax and Bostou. She left Quebec for London on August 5, 1833, called at Pictou, Nova Scotia. to receive coal, resumed her voyage on August 18, and arrived with her passengers and cargo safely at Gravesend on the Thames, in twenty-five days. On the banks of Newfoundland she encountered terrible gales, through which one of her engines was disabled. This steamship afterwards passed into the service of the Spanish government, and was renamed the Isabelta Secunda.

A claim has been made on the part of the United States that the Savannah, built at New York, and launched August 22, 1818, was the first ocean steamship. Investigation has established that the vessel in question was a sailing expressing the belief that Canada is de- ship, to which was added shifting padstined to play an important part in the dle-wheels capable of being driven by an engine placed on deck. The pad-In June, 1897, four centuries will have dle-wheels were so contrived that they elapsed since the first recorded Europ- could be folded up on deck and lowered the Dominion of Canada. Although the calm weather, and again folded on deck commander of the vessel was born in when the wind rose; or when the sea Venice the crew was English, and the was rough. The vessel had no capacity voyage was undertaken with the pri- for carrying coal; indeed, it is doubtful vate resources of the merchants of an whether coal was used, one authority with a crew of 18 men. The command- | ian Institute of Washington, of the log er, John Cabot, had established himself of this vessel on her trip to Europe, has and family in England. On the petition | completely swept away the claim that this ship was propelled by steam across the Atlantic. The record states that on was granted by Henry VII., dated the whole voyage, which extended over March 5, 1496, empowering them and 29 days 11 hours, steam was used in those associated with them, at their the aggregate three days eight hours only. That is to say, she was for 627 not hitherto claimed by any Christion hours propelled by wind alone, on a voyage of 707 hours, the make-shift ion for England. Cabot sailed from pacdle-wheels being all this time folded Bristol the following spring. On his on deck! The Savannah did not carry voyage he returned to England with a a single passenger. On her return voyreport of his discovery. As an outcome age to America she was propelled of this voyage a flotilla of four ships, whelly by wind. On her arrival the steam-engine and the primitive paddles were entirely removed, and the vesser resumed her character as a sailing shir. There can be no question that the Royal William, of Quebec, was the first town steamship to carry passengers; indeed, the first ocean steamship constructed. The fact is so well establis 1ed, that the Dominion parliament ordered a memorial plate, recording the

event, to be placed in the cerridor leading to the library of the parliament thy His Excellency the Earl of Aberdeen, in the presence of the delegates present at the colonial conference held at Ottawa on June 28, 1894. The incription testifies that the first vessel to oss the Atlantic by steam power was wholly constructed in Canada and navigated to England in 1833, thus placing or indisputable record that the Koyai William was the pioneer of those William mighty steamers which furnish the navel strength of every nation, and, as mes sengers of peace and commerce, traverse every ocean.

This vessel may be regarded as the direct forerunner of the celebrated Cunage between the two continents in the ard, of Halifax, Nova Scotia, and his two brothers. Sir Samuel, a Canadian werchant, born in Halifax, was a man of much originality of character. He rapidly seized the situation; it became plain to him that the era of sailing vessels was passing away, to be succeeded by steamships. Acting upon this theory, after much labor and negotiation, he, associated with Mr. George Burns, of Glasgow, and Mr. David Melver, of Liverpool, succeeded in obtaining from the British government a contract for carrying the mails across the Atlantic. In 1838 four steamships-the Britannia, the Acadia, the Caledonia, and Columothers. Jacques Cartier, so well re- bia-certainly four significant nameswere placed under construction. On their completion they formed the first of the splendid vessels that constitute

the British and American Navigation Company was form two were the first steamships to cross the Atlantic after the Royal William. The Sirius left London on April 4, 1838 the Great Western started from Bristol four days later. Both arrived at New York on St. George's Day, April 23. While the honor of building the first

steamship in Europe expressly intended for transatlantic voyages and the first actually to cross the ocean from east to west, unquestionaly belongs to Bristol, equally the honor of building the first steamer to cross from west to east belongs to Quebec. he Royal William made the first pasasge five years earlier than the Great Western. She never returned to Canada. Having been sold to the Spanish government she took part in the Carlist war, then in progress, and was the first steamship from which was fired a hostile shot. Her history is fully recorded in Canadian parliamentary documents. While we have thus placed on record the claims of the oldest city of the Dominion, at the same time we yield all honor to Bristol. To that historic city a double debt is due. Near the end of the fifteenth century Bristol fitted out the little craft which bore the discoverers of the western continent across the main; in the seventeenth century Bristol took an active part in the early at tempts to colonise the new world; in the nineteenth century Bristol con structed the first steamship to cross the ocean from the shores of England.

The success of the Cunard Line needs n, comment. For many years this line carried the mails between Liverpool. Halifax, and Boston; subsequently the steamers extended their voyages to New York, to which port they still run. The development of the Cunard Line has been a continued success since its first inception to the present day. Of what other company engaged in the movement of human beings by sea or land can it be said that in fifty-six years it has, under Divine Providence, never lost the life of a passenger? A compartson between the Britannia, the first Cunard ship launched in 1840, with the Luacnia, launched in 1893 (the last addition to the fleet), indicates a marvel lous advance—the result of gradual in:provement in construction year by year. The Britannia was a paddle-wheel steamship constructed of wood. The Lucania is a double-screw steamship constructed of steel.

Length of Britannia 207 feet, tonnage 1,139, horse-power 740, speed per hour (knots) 81/2; length of Lucania 620 feet. tonnage 12,950; horse-power 30,000 speed per hour (knots) 211/2.

The Britannia was designed to accommodate ninety passengers; the Lucania to accommodate 600 first-class, 400 second-class, and 700 to 1,000 third-

class passengers. Before the establishment of the Cun ard Line the transatlantic passenger and mail traffic had been carried by sailing packets, the fastest sailing ships in the world; but they were driven out of the field by the new means of transport. Practically the Cunard Company had no competitor for the first nine years. The Collins Line, heavily subsidised by the United States government commenced operations in 1849, the Inman Line in 1851. The former met with serious disasters, and collapsed in 1858. The latter has been successful, and under another name is still actively employed. The White Star Line did not enter into the transatlantic steamship trade up til 1870. In that year, their first steam:ship, the Oceanic, was launched. She was speedily followed by other ships, in all of which many improvements were introduced conducive to the comfort of the passengers. The Britannic and Germanic were added in 1874-75; both ships soon became great favorites with the Atlantic travelers. The Tentenic was launched in 1889, and the Majestic in 1890, both superb vessels, and it may be affirmed that the enterprise of the White Star company, and the skill and foresight exercised in every department of their service, have done much to bring the comfort, speed, and safety of ocean travelling up to the high stand-

dard it has now reached I have merely referred to a few of the leading lines of ocean steamers plying regularly across the Atlantic. By the statistical returns there are no less than thirty three regular lines in the trans-atlantic made, comprising 100 rteamships, ranging from 2,000 to 16. from ten to twenty-two knots an hour. 900 gross tornage, and varying in speed

from ten to twenty-two knots an hour. Thirteen years were allowed to elapse ifter the sailing of the first Cunard snip pefore efforts were made to create an inependent line for the St. Lawrence. In 1851 the Canadian government called for tenders for the establishment of a line of screw steamers, the feasibility of the propeller being then fully established. The contract was given to a Glasgow firm, but as it failed to give satisfaction, the Canadian executive again threw the contract open to competition. The firm of Mr. (afterwards Sir Hugh) Allan had two vessels, the Canadian and the Indian, which had been engaged in the service of the Britsih government in the Crimean war. The contract war awarded to him. Two additional vessels, the North American and Angio-Saxon, were immediately placed under construction. With these four ves-is the line went into operation in 1856, to be supplemented as time advanced by the large fleet of ships of which it is to-May composed.

These are certainly not the days of chivalry and romance; of long-haired poets and clinging females. The tendency is toward the practical, and even the inventions nowadays are toward the inventions nowadays are mostly objects of utility, something which saves time and gives comfort and ease. We are quick to appreciate and use anything which increases our comfort, especially if it be in the way of clothing. Let anybody once realize the magnificent healthful warmth which Fibre Chamois will add to his clothing and he will certainly be provided with this inexpensive equipment against all freaks of the weather. This interlining is made from pure spruce fibre and is a complete non-conductor of both heat and cold so that the layer of it through clothing, keeps out the fiercest winds and preserves the natural heat of the