



ISTORY, in its many forms and phases, abounds with innumerable records of notable ships and their achievements in peace or war, but of the thousand and one narratives that have been handed down to us, we doubt if there is one which is more interesting, especially to the dwellers on the shores of the broad Pacific, than the story of the little old side-wheel steamer "Beaver," of gallant memory, to which belongs the proud honor of being the first steam-propelled vessel to ply on the waters of the Pacific Ocean.

Many long years have come and gone since that little ship, after months of sailing to the south, put her helm over, doubled the Horn, and steamed northward into the Pacific; and if we would visit the "Beaver" ere she had yet left her cradle, we must return to those good old days in the early part of the past century, when William IV. was King of England, and steam, as a power, was yet in its infancy.

Built by Messrs. Green, Wigrams and Green, of Blackwall on the Thames, to the order of that historical corporation the "Governor

and Company of gentlemen adventurers trading into Hudson's Bay" (now known as the Hudson's Bay Co.), whose charter, it will be remembered, was granted them by King Charlie in 1670, and whose coat-of-arms heads this article, the "Beaver" was the embodiment of good material and honest workmanship. Her owners, then a very powerful factor in the land, whose trading posts had already extended to those shores in the "wild and woolly West" beyond the Rockies, were cognisant of the arduous duties that would be required of her, and had decided to have a vessel of the most modern type and the best material, and no expense was to be spared to effect this object. The greatest care was taken that her construction should be of the best, and she was to be equipped with the new power, steam. Amply were they recompensed for their trouble and care, and she has ever remained a tribute to those days of "quality, but not quantity."

Her keel was of greenheart, 12 by 12 square, her sister keelsons, lying parallel, were also of greenheart, and across these were laid the large timbers which formed the bed of her engines. British oak was the material of her stem and stern posts,