

while her deck supports and outside planking, fastened with copper bolts and oak tree nails was of African teak. A sheet of copper covered the whole hull, and she was copper-fastened throughout. She had two masts, one long tapering funnel, and her dimensions were as follows :

Length over-all, 103 feet ; depth, 11 feet 6 inches ; breadth inside paddle boxes, 20 feet ; outside paddle boxes, 33 feet.

This staunch little craft, destined for so notable a career, was ready for launching in the early summer of 1835, and her christening ceremony was a brilliant society event. King William, the sailor king, was there with several members of the Royal family, and it was the delicate hand of a duchess of the Blood Royal that dashed the bottle of effervescing wine over her bows as she glided down to the water. That old-fashioned crowd, congregated to witness her launching, have long since joined Death's painful army, but little did they dream, as they stood gazing on that new-born wonder, that ere that little boat's allotted span had run, and her oaken ribs lay bleaching on the shores of another hemisphere, that unnamed region of red Indians and wild bears for which she was bound, would be the home of thousands of England's hardy sons and daughters, who

"Face the world and brag.

That they were born in Canada,

Beneath the British flag,

God save the King."

After the launching was effected, the two engines were placed in position. They were of the old side-lever type, of thirty-five horsepower each, and were constructed at a cost of £4,500 by the celebrated firm of Messrs. Boulton and Watt, of which James Watt, the inventor of steam power, was a member. The cylinders had a thirty-six inch stroke, and diameter of forty-two inches, and stood vertical. Her paddle-wheels, with their eleven radial arms, five feet in width, were set very far forward, making her

appear a grotesque sight ; and it is little wonder that the Indians, when they first saw her, called her the "Black seal fire-devil."

Her crew consisted of twenty-six men, and she was well-armed with five nine-pounder guns.

On the 29th of August, 1835, under command of Capt. David Home, the "Beaver" in company with the "Columbia," a sailing vessel of 340 tons burden, built by the Hudson's Bay Co., as an escort, bid farewell to merry England, and started on her long and memorable cruise.

Although designed and constructed for the use of steam, and in every requisite a fully-equipped steamship, it appears unlikely that the "Beaver's" engines were used continually during the whole of the Atlantic passage. Still, she can undoubtedly lay claim to the distinction of being the first steamship to cross the Atlantic from East to West. The first attempts to cross the Atlantic with steam as a motive-power were made by ships sailing to the Eastward. The "Royal William, built in 1830-1, at Quebec, crossed in 1833, from Pictou to London, in the fair time of twenty-five days ; but it was not until 1838 that vessels succeeded in making, nearly if not quite, the entire westward voyage under steam.

The "Beaver's" destination was the old Hudson's Bay trading post, Fort Vancouver, on the Columbia River, opposite the site of the present city of Astoria, Oregon, U.S.A. The Atlantic Ocean was safely crossed without incident, Cape Horn passed, and Capt. Home turned his midget steamer's prow northward into the Pacific. "She was the first that ever burst into that silent sea." How the hearts of that gallant skipper and his men must have thrilled within them, as, for the first time in the history of the world, they guided their little black-hulled steamer into that strange and untried ocean. Cumberland Harbour, Island of Juan Fernandez, rendered immortal by Defoe as the scene of the adventures