

# THE DAILY BRITISH WHIG.

71ST YEAR.

KINGSTON, ONTARIO, SATURDAY, APRIL 16, 1904.

NO. 90.

**ROYAL YEAST CAKES**  
MOST PERFECT MADE.  
SOLD AND USED EVERYWHERE.  
E. W. GILLETT COMPANY  
TORONTO, ONT.

**Started New Hair**  
Hon. John H. Gardner, member Wyoming State Legislature from Bush, Creek Co., in letter dated February 20, 1899, to the  
**7 Sutherland Sisters**  
"According to agreement made in Salt Lake City, if your preparations proved a benefit to my bald head, I will send you a testimonial. There is a fine growth of new hair started. Am not troubled any more with dandruff and that annoying itching of the scalp. I had tried everything I could hear of before I saw you, but received no benefit. You can see this if you wish. Please send me half-dozen bottles."  
We have thousands of testimonials equally as strong. All hair and scalp troubles readily succumb to these meritorious preparations.  
Sold by dealers everywhere  
**Seven Sutherland Sisters**  
256 Yonge St., Toronto  
J. H. Sully, Foreign Manager.

**We Don't Think We Could Hurt**  
Anyone's feelings with such prices as we are selling Boys' Boots, regular \$1.50, for **\$1.25.**

**H. Jennings, King St.**  
**EXECUTORS' NOTICE TO CREDITORS**  
In the matter of the Estate of Alexander H. Seale, late of the Township of Pittsburgh, in the County of Frontenac, Yeoman, deceased.  
NOTICE is hereby given, pursuant to R. S. O. Chapter 129, Section 38 and amending acts, that all persons having any claim against the estate of the said Alexander H. Seale, deceased, who died on or about the 26th day of February, 1904, are required to send by post prepaid, or deliver to William M. Bailie, of the City of Kingston, Chief of the Police, one of the executors of the last Will and Testament of the said deceased on their names, addresses and descriptions, and a full statement of particulars of their claim or claims and the nature of the security, (if any) held by them, duly certified.  
And that after the said day the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall have notice.  
Dated this Sixth day of April, 1904.  
JOHN SEALE,  
WILLIAM M. BAILIE,  
Executors of the said Alexander H. Seale.

**Crawford & Walsh**  
Corner Princess and Bagot Streets.  
**Leading Tailors.**  
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## NAVIGATION

### On Lake Ontario in the Days of Long Ago--Some Old Time Vessels.

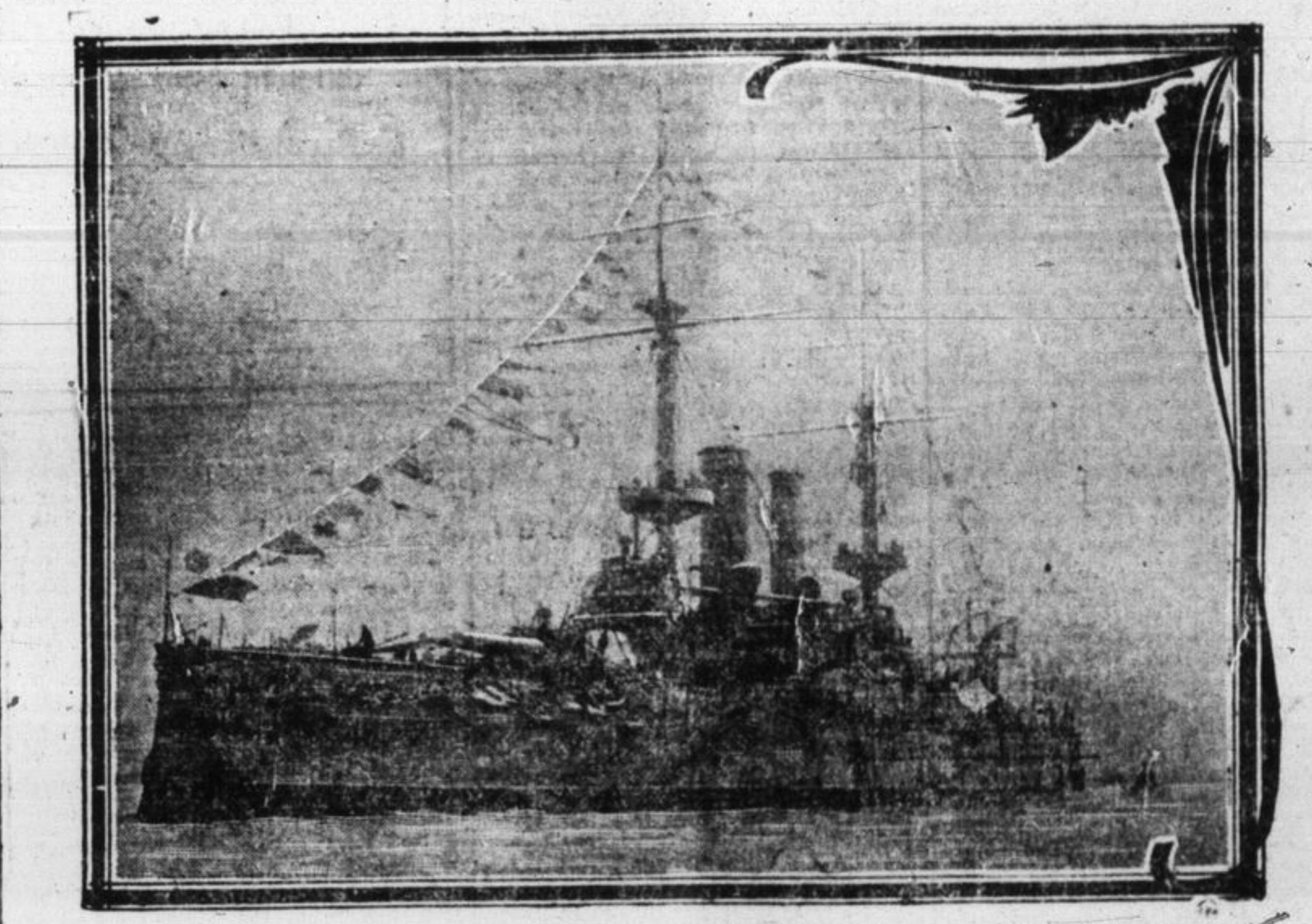
Hamilton Spectator.

It is when one withdraws himself from the cares of the present to gaze reflectively into the buried past that the changes wrought by Father Time are most vividly apparent. Men come and men go, yet the sun never experiences the same conditions at 63, farther. The change may be much or little, but it is a law of nature, as unchangeable as those of the Medes and Persians, that everything must progress or degenerate, that nothing may remain stationary.

There are few instances of evolution more striking than that offered by the decline of the marine of Lake Ontario and the vast changes in the marine of the other lakes composing the greatest waterway in the world. This change, complete as it is, was never planned by Providence without some ulterior purpose. With the development of Canada's great railway systems, enabling us to be independent in the matter of this purpose has been accomplished, or nearly so. Before the railway era the commerce of Canada was dependent upon the great lakes, which thus have contributed materially to the rapid advancement of Canadian trade and the development of Canada's resources. By the exchange of the new conditions for the old we have gained much. We have lost the romance which associates itself with the carrying of freight or salt water; we have lost the picturesque quality of a harbor dotted with vessels that swing lazily at their anchors; of the docks that swarmed with bronzed and blackened sailors busily intent upon collecting a few shillings on shore, or occupied in preparing to again battle with the waves; of the merry bustle consequent upon the constant coming and going of vessels—but we gain infinitely in material things, in the substitution of the railway for the old schooner and steamer. Modern business knows no sentiment, and any means of facilitating trade is eagerly adopted. It is not alone the decadence of the old Lake Ontario marine but the old conditions which supported that marine are gone. The lumber trade, once one of the main supports of the schooner, has dwindled down, the coal trade has been diverted to the railways, except for a comparatively small portion which still goes by water. The grain trade, in which so many of the old vessels were engaged, has also been diverted to the railways, and, with the exception of one, there is little left for vessels to carry. Time was when the freight rate on grain from Kingston was 28c. per bushel, now the railways are paid 21c. to 4c. And yet, with the growth of the capacity of vessels, a rate of 5c. would carry for today a steamer can carry in one cargo what it would take one of the old schooners about eight trips to transport. This also has been a powerful influence in decreasing the number of vessels in the freight traffic of the lakes. There is at the present moment building in Loraine, Ohio, a monster vessel with a capacity of 10,000 tons, but this is much too large a vessel to pass any canal, and it will be confined to Lake Erie and the ports around the southern shore of the lake. The Strathcona, engaged in carrying ore from Lake Superior for the blast furnace, carried 3,000 tons. No comment upon the increasing capacity of the vessels is necessary when it is said that a good load for an old-time bark was 500 tons. So much for the size of the vessels which now engage in the trade. The growth has

been necessary, not on account of an increasing business, but cheapening freight rates had to be equalized by a corresponding increase in the freight-carrying power of the vessels. But the limit of size for inter-lake trade has been reached, unless some more millions of money are spent in enlarging the canals. This decline to a few vast floating storehouses is the natural result of conditions which the progress of the nineteenth and twentieth centuries entails. There are not a few of us who would like to retrace our steps to again hear the tinkling of cogwheels and the rattling of sails, but it is only in dreams that we may live in the days of old. Forty years ago! The words bring much to the mind of the old captain, who, having been more fortunate than some of his old fellow-captains in surviving the storms, is now spending the remainder of his life in quietness and peace.

**In The Sixties.**  
Along in the sixties the marine of Hamilton was at its zenith, as was that of the lake in general, in which Hamilton met and Hamilton boats bore no inconspicuous part. Hamilton was then the wholesale centre of Western Ontario. The Great Western railway was in its infancy and the docks and grain elevator near, where Magee & Walton's ice house, now stand



**BATTLE-SHIP FUGI.**  
The Fugi is another one of the remarkable battle-ships of the Japanese navy. She is 874 feet in length, of over 12,000 tons displacement, and capable of a speed of nearly 22 miles an hour. She has four 12-inch guns and carries 600 officers and men.

were scenes of bustle and activity. The waterfront was broken by wharves, the location of which may yet be found by long rows of spiles which have risen above the water. These wharves have been burnt at some time during the intervening years and were never rebuilt, as the ever lessening trade caused them to be seldom in use, except by boys armed with fishlines.

Among these wharves was the old immigrant wharf, where accommodations were provided for the immigrants who came on the boats from Montreal. The immigrants went inland on the Great Western and the Hamilton people were often not sorry to see them go, as there was sometimes danger of catching some virulent disease from intermingling with them. But along in the sixties all of the old wharves were lined with vessels—Morton's, MacKay's, McMillan's, and the other wharves now non-existent. It was also at this period that the Desjardins canal was in use, but few of the lake-going vessels ever ventured up, as all the trade could be done by scows and barges. There were four vessels which belonged to Dundas in the sixties and seventies—the Great Western, The Marco Polo, the Lochiel and the Sunshine, and each of these was forced to strike her top mast in passing the bridge, now replaced by the high-level bridge.

The Lochiel, which belonged to Mr. Coleman of Dundas, was lost thirty-five years ago, under the command of Capt. Hill. The Great Western is yet in commission under the name of the Burton, belonging to Kingston, and is a coal collier running to and from Oswego. In a great storm in the fall of 1871, the Great Western was blown ashore at Oakville, and was dismantled. Three other schooners were also blown ashore that stormy night at Oakville, and the Great Western is the only one which is now in existence. The cargo was coal, which was taken off and brought to Hamilton, being deposited on Zealand's wharf. The other vessels were the O. U. Brainerd and the Gem-American boats—and the Antelope. The O. U. Brainerd went ashore about ten years later not far from the scene of her former disaster and was totally wrecked. The An-

telope belonged to the late Edward Browne, of this city.

**Some Old Boat Owners.**  
Of the old Hamilton boats there are few in existence. There is some mystery surrounding the end of some, but others are known to repose in certain places in the great lakes. The late Edward Browne, Thomas Rae, Capt. Zealand and Aeneas MacKay were all noted boat owners and there were many other Hamilton people who were enthusiastically interested in the shipping of these W. W. Grant was one. Mr. Grant was a sail-maker and kept his sail factory on Bay street north, not far from where Robert Soper carries on business at the present time. The Union was a boat which Mr. Grant fitted out, as she was one of the many which were built in Hamilton. Mr. Grant was part owner of the Union. After carrying lumber and miscellaneous cargo for a number of years the Union took a cargo of staves over to England and never came back. When last heard of she was trading in the waters of the South American continent. This is but one of the many instances where boats which were well known around the great lake ports have dropped in oblivion and are but a faded memory. The Northman was another Hamilton boat which plied in and around the ports of the great lakes in the sixties. She was owned by the late Archibald Robertson, father of Robertson Bros., the present boat-building firm. The late Mr. Robertson was a famous builder in his day and many splendid vessels, both schooner and steamer (and to the credit of his skill the end of the Northman is definitely known, for she foundered off Port Credit in a tremendous gale, and all her crew were drowned. A Frenchman was her captain at that time and was reinstated with by some of the docks and grain elevator near, where Magee & Walton's ice house, now stand

ward Browne belonged to the Victor, the Rathford, the China, and the Elk. These vessels were in the lumber trade of Lake Ontario and were typical of the lumber schooner. The lumber was loaded on through a big lumber port-hole in the stern, and a pair of horses on deck worked the capstan used in pulling the lumber aboard. These are but a few of the better known old boats owned by Hamilton men, and which played such an important part in the lake trade. Of the other boats there were the Hercules and the Orion, owned by Captain Zealand. The Aigle de Mer, owned by Samuel Nesbitt, and the Magnet, owned and commanded by Capt. John Malcolmson, were well known in all lake ports. The Hannah Butler, owned by John Proctor, the Emblem, the Iris and the Undine were all Hamilton boats. The Garibaldi and the Persia are others whose names live in the memory of navigators. The precise dates of the time when these vessels were in active life, so to speak, are somewhat obscure, as their captains are now gone to their reward, and their fellow-captains unable to remember the dates with any degree of certainty. H. W. Grant, the sailmaker, who has been mentioned before in these reminiscences, was the owner of the Lily. The old propeller Asia, another familiar hulk, toppled over in the Georgian bay from being top-heavy. She was one of a quartet of propellers whose names were those of continents—the Asia, Africa, Europe and America. But these are boats of a later date than some of those we earlier mentioned. Among other contemporaries of the old schooners were the Sweepstakes, which was the sole survivor of eight vessels moored together in the great Chicago fire, and which was lost in the Georgian Bay; the Asof, the Alpha, the D. MacInnes, the Cambria, which was lost in Lake Erie, the Oakley Lass, the Jessie Scarth, which was named after a young lady, a relative of the late Dr. Hamilton; the Rapid, lost in Lake Erie with all hands about 1867, the old Agnes Hope

stern, and said he could at least make Toronto point and so he left. Nothing more was heard of the Northman except from some people who stood on the shore that awful morning and saw the stranger founder. From the description given by those who were on the shore it was clear that the crew which had met with a watery grave was that of the Northman. Some of the crew were Hamilton sailors and their loss caused much heart-burning in this good city.

The Ice-Bird belonged to Rae and she also was lost with all hands near Port Dalhousie. She was engaged in the grain trade between Chicago and Kingston, and sank on coming out of the Welland canal. From what cause will never be definitely known as there was only a moderate sea running not enough of itself to injure the boat. Bug is suspected that she collided with an Oswego vessel, as that boat disappeared at the same time and was known to be somewhere in the vicinity of Port Dalhousie.

Of the boats which belonged to the late Thomas Rae there were the Fleamouth, the Jane C. Woodruff, the Maitly, the St. Woodruff and the New Dominion, all of which were in the grain trade. Capt. William Platt one time partner in the firm of Platt & Bradley, big lumber merchants, and who is now dead, was the captain of the Jane C. Woodruff. To the late Ed-

**\$100 Reward, \$100**  
The readers of this paper will be pleased to learn that there is at least one decided disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is a medical discovery, Catarrh being a constitutional disease, requires a constitutional cure. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have no objection to its use by those who have never one Hundred Dollars for any cure that it is to give. Send for list of testimonials.  
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Sold by all Druggists, 75c.  
Take Hall's Family Pills for constipation.

**Are you trying to make bricks without straw? Build up your body with food that nourishes but a part of its elements?**

A building is built of individual stones or bricks, but mortar or cement is a very necessary part of the building to hold the stones and bricks together. Just imagine what would happen to a building if the contractor, thinking to improve its looks, left out the mortar and cement. This is what the miller does when he makes white flour—he leaves out very essential elements in the building of the human body, for the sake of making his product please the eye. The golden outer coating of the wheat would spoil the spotless whiteness of the flour, so they throw it out and with it the nitrates and phosphates which build muscle and brain, and leave practically nothing but the fat- and heat-producing starch.

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