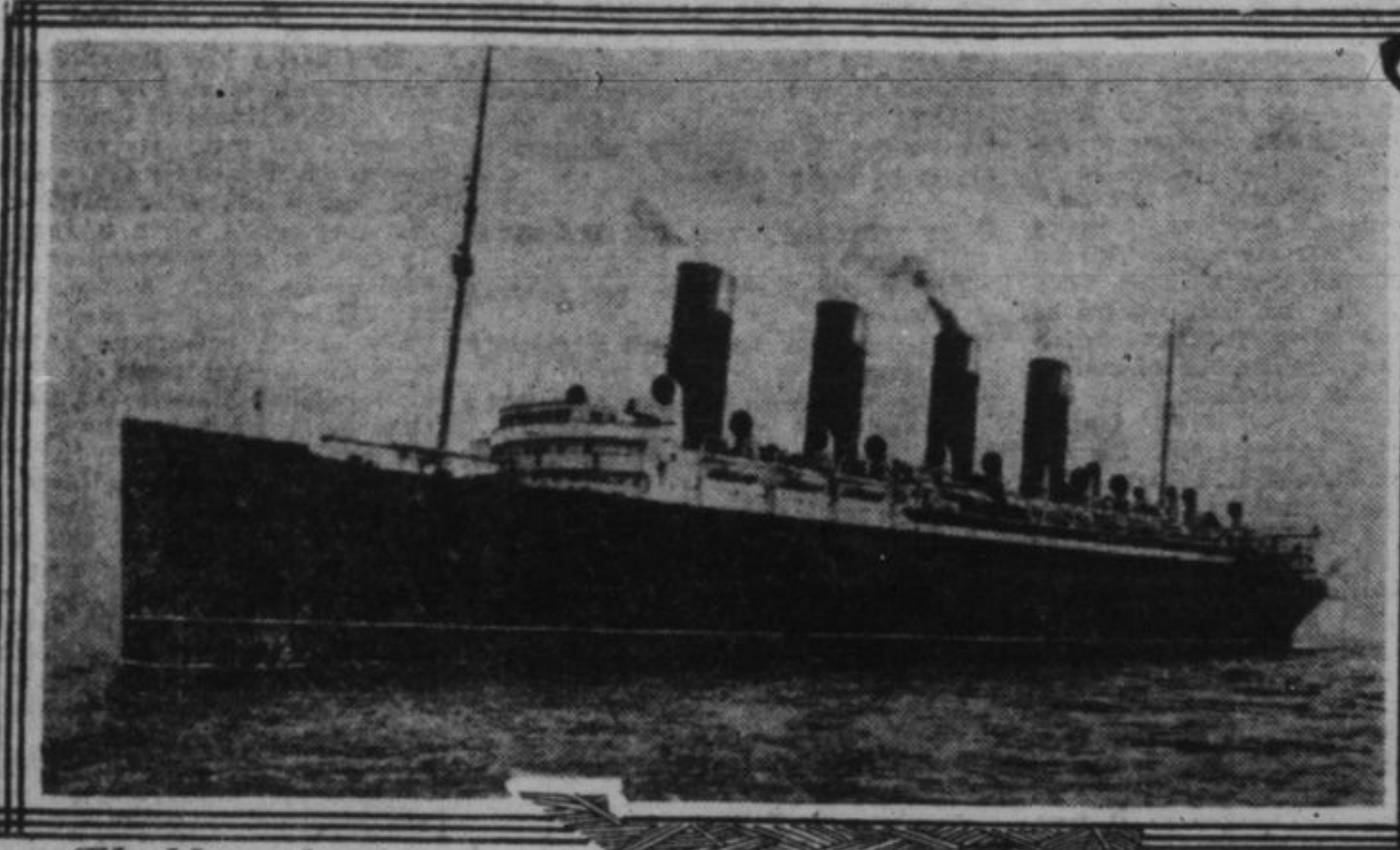
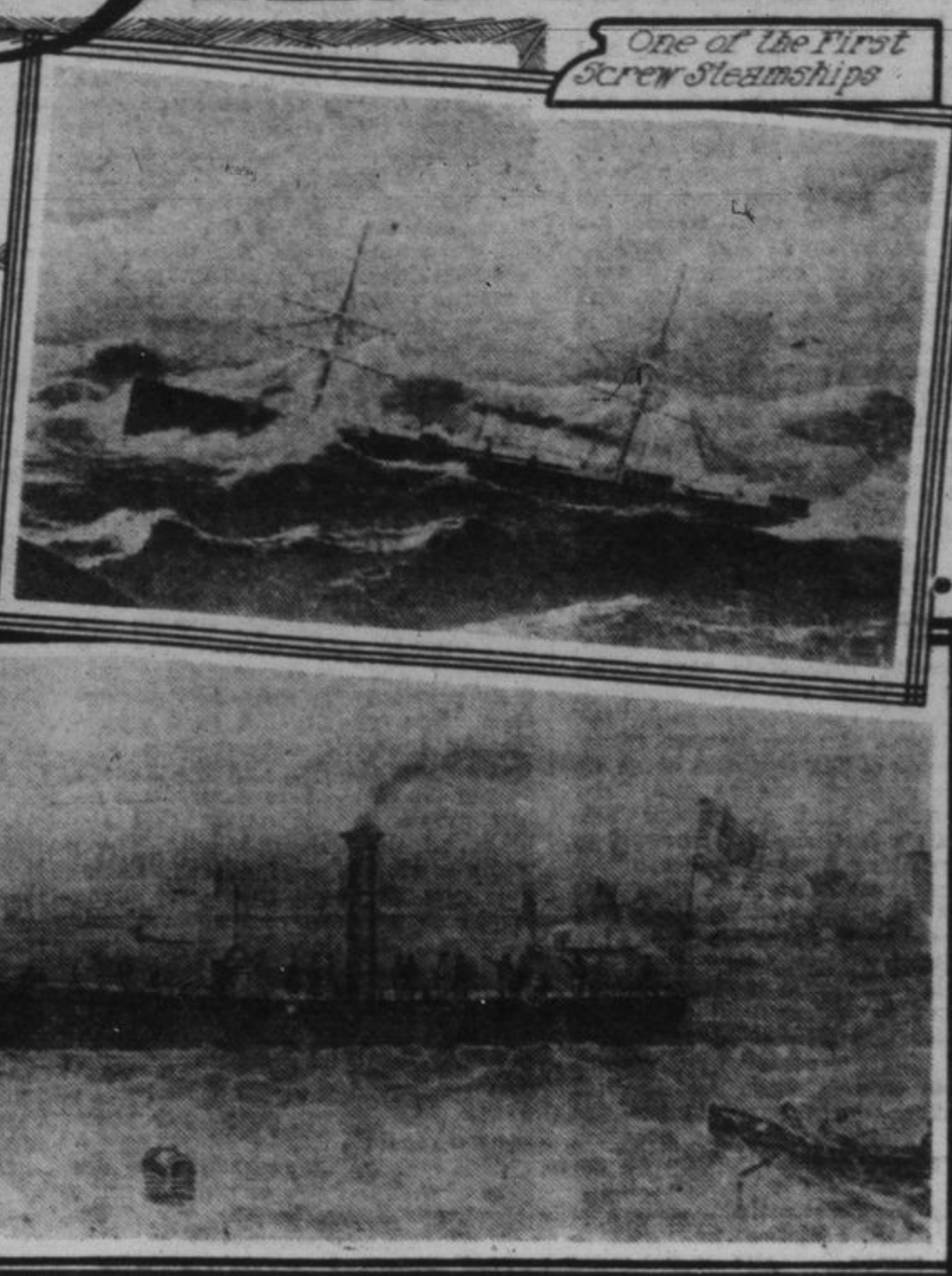


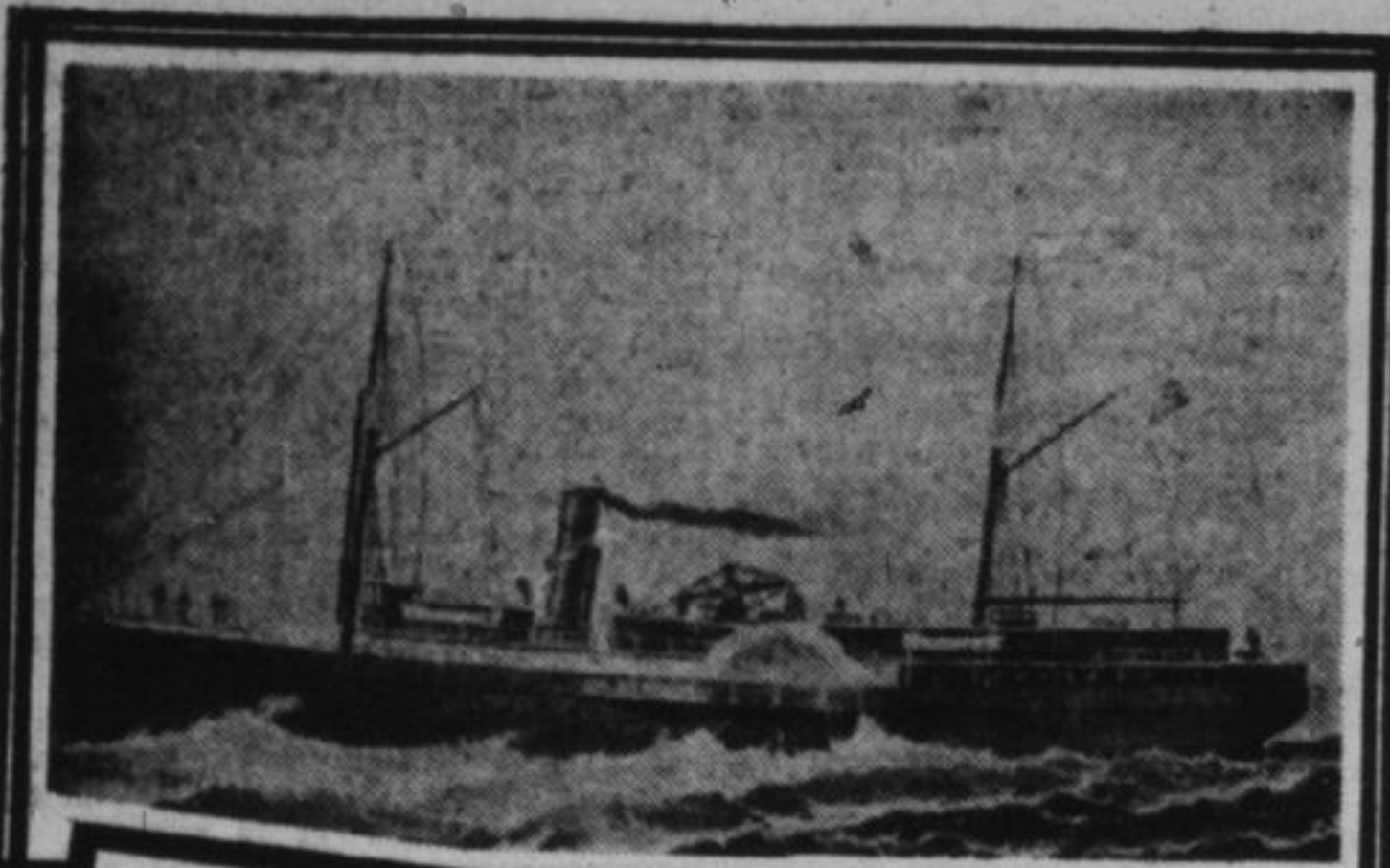
The Evolution of the STEAMSHIP



The Mauretania



The Iron Steamboat, R F Stockton (45 Days from Liverpool to New York)



Old Dominion One of the Earliest Iron Steamships



The "Wynoko" Built a Few Years After the "Savannah"

The presence in the port of New York, recently, at one and the same time, of that finest example of modern shipbuilding, the Lusitania, and the oldest American vessel afloat, the little schooner Polly, afforded an impressive illustration of the wonderful development that has occurred in naval architecture during the past century. The Polly was built in 1805, and at that period was considered quite up to date. Though only of forty-five tons register she was one of the most active and successful privateers in the war of 1812. Heavily armed and carrying a crew of eighteen men she was a formidable opponent and frequently attacked vessels several times as large as herself. During the two years of hostilities she took eleven prizes, including three or four large merchantmen. Once only was she defeated in her many fights and on that occasion she fell captive to a British frigate, greatly superior to herself in size and armaments. Before the close of the war she was recaptured by the Americans.

This little sixty-foot schooner has rounded Cape Horn six times and has twice sailed completely round the world. In the first half of the nineteenth century substantial improvement took place in the form and rig of sailing craft, both in America and Europe. It was during this period that the styles which prevail to-day were evolved. The old high poop decks and quarter galleries disappeared with the lateen and lug sail, the sharp stern was permanently abandoned and vessels became longer in proportion to beam. The schooner rig became thoroughly popularized and the fast vessels of the day were the brigs and schooners, which were made long and low in the water. The changes made in hull and rig in this stage of evolution had for their object increase of speed and ease in handling. A merchantman of these days was liable at any time to be called upon to fight or to run from an overstrung enemy. In this development America outstripped all rival nations and her vessels were the fastest and most beautiful upon the seas. This was the

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25c. a box.

gave a great impetus to the building of clippers. An immense number of persons demanded passage, and everything that they needed had to be carried from the East to the Pacific Coast. In 1850 and the years immediately following, as many as 200 keels were sometimes anchored in the Bay of San Francisco at one time, nearly all of them being American bottoms. The time usually spent in the run was 120 to 150 days, but at about this time our ship yards began to put out larger and speedier vessels.

The speed of clippers was remarkable. Six miles an hour was, and is, a good average rate of speed for long voyages, and nine miles an hour is excellent time for a fully laden vessel. Cargo steamers of to-day do little as a general thing. Clippers ran across the Atlantic at an average speed of nine miles an hour, spurring up to thirteen with a good wind, and on voyages that gave them the advantage of the trade winds they ran for weeks in succession at an average of from twelve to fifteen miles an hour. To sail 300 miles a day was not exceptional. The Red Jacket made 325 miles a day for a week; the Flying Cloud once sailed 127 miles in twenty-four hours, and the "Sovereign of the Seas," whilst on a voyage only Hawaii to New York, lasting only eighty-two days, made 437 miles in twenty-four hours, the fastest time ever made by any sailing ship or steamer previous to 1887.

After 1837 there ceased to be a necessity for great speed and size. Two many ships had been built and a reaction set in. Furthermore, the steamship was beginning to come into her own. Just previous to this year, the ill-fated Great Republic was launched. She was 334 feet in length, 53 feet beam and 38 feet depth. She had accommodations for a crew of 100, state rooms for passengers, a large saloon and sumptuous fittings. She was a three-decker with four masts,

but before she started on her maiden voyage fire destroyed her upper works, and when repaired the upper deck was removed and the masts reduced by one.

Although experiments in steam navigation date back to the middle of the sixteenth century, the practical fruition of the idea was only attained nearly 300 years later in America. In 1787 John Fitch propelled the Perseverance by steam upon the Delaware at the rate of three miles an hour. Disheartened by failure to secure support for the promotion of his invention, Fitch committed suicide two years later. It remained for Fulton to overcome the obstacles under which his predecessor succumbed. His first successful trial was upon the Seine; but it did not elicit from the French the encouragement which the inventor had been led to expect. He transferred the scene of his operations to his native country and in 1807 the Clarendon, a steamboat of his construction, made the trip from New York to Albany. This event marked the beginning of successful steam navigation. A great number of steamboats were launched in different parts of the world in the years immediately following.

The first steamboat to cross the Atlantic was the Savannah, which made the voyage in 1819, but as it depended largely upon its sails, the cause of steam navigation was not greatly advanced by its exploit. It was not until twenty years later that a vessel, relying entirely upon its boilers, crossed from England to America. But the struggle between steam and sail continued until after the middle of the last century and was only terminated in favor of the former by the introduction of triple-expansion engines, the adoption of the screw and the substitution of iron for wood in the hulls.

The rivalry between Great Britain



AN EXTRA WARM MOTOR COAT.

No coat can really be too warm for winter motor wear. The bleak winds have a way of piercing through the stoutest fabrics and reaching to the marrow of one's bones. A fur coat lined with leather is really the best protection from Jack Frost. Next to that one of the English worsteds, interlined with flannel, is the best choice. This warm tweed coat is on new lines, and has a jaunty and youthful smartness, in addition to its comfortable qualities. The model is rather straight and narrow, in accordance with this year's modes, and the trimming of stitched straps, fastened down with metal buttons, is most effective. The irregularly shaped cape is also new and interesting.

and America in steam navigation was very keen and for years the latter nation held the ascendancy. In the early fifties the Collins line, of New York, built four fine ships which wrested the supremacy of Atlantic from the Cunard line. The initial trip of the first of these vessels, the Arctic, created as much of a sensation as the first voyage of the Lusitania. The Collins liner left New York on her maiden run March 20th, 1852, carrying what was then the unusually large number of forty-five passengers. Once fairly out to sea all sail was set, and with paddles revolving at full speed, "the most magnificent vessel afloat" started on a staggering course across the Atlantic. She rolled fearfully and the passengers declared that a gale blew throughout the voyage, but, on the evidence of the log, it was never more than a stiff breeze, and that either dead-

stern or on the starboard beam, so that the high run of 308 miles was not much to boast of. The "Sovereign of the Seas" or the "Red Jacket" would have made equal headway under similar conditions.

The "Arctic" is thus described by a journalist who made this first voyage in her: "Never did three float upon the ocean a more magnificent palace than that which now bears us. Our ship is 280 feet in length. The promenade deck, as we now sail, is as high above water as the foremast of an ordinary two-storey house. The dining room is a large, airy, beautiful room, 62 feet long and 30 feet wide, where 200 guests can dine comfortably. The parlor is embellished in the very highest style of art. There are nine cooks on board whose united wages amount to \$4,000 a year. The ship's crew consists of 135 men. There are four boilers, each heated by eight furnaces, and unitedly these consume 50 tons of coal a day. The two engines are of 1,000 horse-power, and the weight of these enormous machines is 800 tons. Fifty-two men are constantly employed in their service. The ship carries about 3,000 tons."

The Arctic left New York at noon of Saturday, March 20th, and anchored in the Mersey at seven o'clock of the evening of March 31st, making what was for that time a remarkably speedy trip.

The Collins line boat marked a great advance in steam navigation, but how great a development has been made since can be judged with the aid of a few facts and figures relating to the Lusitania and the sister ship, Mauritania, which is built on practically the same specifications.

Both in Same Boat.

The new cook, who had come into the household during the holidays, asked her mistress:

"When has your son? I not seeing him 'round no more."

"My son?" replied the mistress, proudly. "Oh, he has gone back to Yale. He could only get away long enough to stay until New Year's day, you see. I miss him dreadfully, though."

"Yes, I knowing youst how you feel. My broder, he has in jail six times since Thanksgiving."

Ever Notice It.

You know, Miss Hobbie, that yawning is caused by a deficiency in the air supply of the lungs," said the tire-some young man, setting himself back on the sofa.

"Well, it does seem strange," was the young lady's reply, between yawns, "that there always seems to be a deficiency in the air supply to my lungs when you are here, and at this time of night."

Senator Casgrain may be appointed lieutenant-governor of Quebec.

SCOTT'S EMULSION



is the best source of body-warmth. It's the match that starts the regular fuel burning.

Just a little improves the appetite; a little more warms, builds up and strengthens the whole body.

Thousands and thousands of little babies, boys and girls, men and women, are taking it to keep out the cold, to keep up the body-warmth and to keep the doors closed against Grippe, Pneumonia, Rheumatism and Consumption.

It contains no alcohol, no drug or other harmful ingredient; it is known the world over by the mark of quality—The Fisherman.

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BLACK KNIGHT STOVE POLISH

"Black Knight" Stove Polish gives the shine that lasts.

Just a small dab spreads over a big surface. Just a few light rubs with cloth or brush brings a shine you can see your face in—and the shine lasts for days—fresh, bright, brilliantly black.

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A big can, 25c.—at dealers or sent postpaid on receipt of price.

THE F. F. DALLEY CO. LIMITED, HAMILTON, Ont. Makers of the famous "2 in 1" Shoe Polish.

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"BEAVER FLOUR"

makes ideal bread and pastry, because it is a perfect blend of Manitoba Spring wheat and Ontario Fall wheat. You don't need to keep two kinds of flour for bread and pastry. Beaver Flour makes bread—a pure, white, nourishing, light loaf that "stands up" in the oven, and pastry that is crisp and appetizing. It is more economical than other flours, and appeals to all thinking women.

Order it to-day from your grocer.

DEALERS—Write for prices on all flours. (Canadian Grocers and Retailers.)

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"Sunkists" are California's Choicest Oranges

On the breakfast table—in the sick room—for making salads, puddings and other desserts—for a bite between meals, in the lunch box, there is no fruit equal to the famous California "Sunkist" Orange. Being tree-ripened, sound-picked, packed and shipped with the utmost skill and care, it is the most healthful and luscious of all fruits.

Sunkist Oranges are thin-skinned—fiberless—seedless. They fairly melt in the mouth. There is so little waste in serving and eating them that they are truly the cheapest orange you can buy. Every Sunkist Orange comes in a Sunkist Wrapper. Thousands of families will have none but Sunkist Oranges. After you have tried them, you will see why you. Please make the trial today. Your dealer sells them. You can buy Sunkist Oranges by the box and half box. And don't forget to save the "Sunkist" Wrappers.

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Save 25 Sunkist Orange Wrappers and send them to us with 10c to pay charges, packing, etc., and we will present you with a genuine Rogers Orange Spoon of beautiful design and highest quality. Begin collecting your wrappers today. If you desire more than one, send 25 Sunkist Wrappers for the first one, and 10 for each additional one.

In sending, please send with wrapper less than 25c. on unopened orange. We prefer postal notes, money orders, express orders or bank drafts. We will be glad to send you a free list of reputable grocers. The famous "Sunkist" and "Red Bull" Wrappers for grocers. Address: CALIFORNIA FRUIT GROWERS' EXCHANGE, 165 King St., East, TORONTO, ONT.