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THE LATE CAPT. W. SIMMONS

ONE OF THE OLDEST MARINERS
PASSES TO REST

He Was Seventy-Eight Years of Age
—An Incident Recalled When He
Defended the Union Jack on
Schooner Acazia.

Captain William Simmons, one of the oldest and most widely known navigators of the great lakes, passed away at the general hospital on Sunday morning in his seventy-eighth year. Following the death of his wife two years ago, he had a slight stroke but recovered. He later underwent an operation but recovered from this. Later his foot had to be amputated and good progress was being made when blood poisoning set in.

The deceased was born in Wexford, Ireland, in 1842, and came to Canada with his parents when eight years of age, living with them for some years on a farm in the township of Kingston. When a young man he took to seafaring and became the commander of steamers of the Montreal Transportation Company, the Montreal Forwarding Company and latterly his own. He was first on the schooner Jane sailing out of Kingston. He spent a season on the Despatch of Oswego commanded by Captain Jolliffe, of Wolfe Island, and sailed with Captain James Matheson of the Hamilton barque Molthier. Other Canadian boats on which he sailed, were the Jane C. Woodruff with Capt. Thomas Fleet, of Hamilton, and the Laura Carvin. He afterward served aboard a number of American vessels, including the Dashing Wave, of Ogdensburg, the schooners Mary Collins and Alfred Allen.

The first vessel he commanded as master was the W. J. Taylor a three-masted schooner which he sailed for three seasons for William Leslie, of Kingston. He then sailed the schooners Manzanilla, Singapore, Ceylon, the steambarge Jack, the Owen, the schooner, Annie Falconer which he owned, and the Tig Active.

It was while sailing the schooner Acazia about fourteen years ago that he became the centre of a "flag incident" at Charlotte, N.Y., on July 4th, when some Americans demanded that he take down the Union Jack and put up the Stars and Stripes. A crowd gathered and threatened to overrun his decks and trample under their feet the flag that "braved a thousand years the battle and the breeze." This aroused Captain Simmons' fighting spirit and he told the crowd that he would riddle them with lead if they dared to board his ship.

Captain Simmons had very few accidents in his long career as a mariner. During a fog on Lake Huron, a quarter of a century ago the Captain's steamer which he commanded had a collision with an unnamed vessel which sank and two lives were lost. His boat was saved and also his cargo. Another accident happened while sailing the schooner W. J. Taylor. It ran ashore on Manitoulin Island and the cargo was lost but the vessel got off the beach. The steambarge Owen was lost between Long Point and the Ducks, when the smokestack rolled out carrying away the steampipe.

Capt. Simmons was a man of robust health and only retired from active work three years ago. A Liberal in politics, he took an active part in elections years ago. He was a member of Cooke's Presbyterian church, Cataract Lodge, A. F. and A. M. the Order of United Workmen, and the Independent Order of Foresters. He is survived by five sons, William G., Andrew G., Charles C., Frederick, of the firm of Simmons Bros., and one daughter, Mrs. J. M. Bell, all of this city. The funeral is to take place from the residence of his son, Herbert, 141 Montreal street, on Tuesday.

KINGSTON EVENTS 25 YEARS AGO.

The "kiddies" had a great time with fireworks to-day. It is their big day of the year.

Glorious weather favored the Queen's birthday. The day was ushered in by the ringing of the city bells and the discharge of "roaring megas." The business houses and dwellings were decorated with pins and bunting, and in the evening they were illuminated with Chinese lanterns.

The railways and the steamboats brought a big crowd into the city. A military parade and a fancy carnival were special features of the day.

The success of the day's programme is a credit to C. H. Martin, secretary; W. M. Drennan, C. H. Corbett and others.

ERUDITE SHOPKEEPERS.

Not Such a Rarity as Some People Think.

Erudite shopmen are not such a rarity as a writer in the Westminster Gazette would seem to infer, judging from his delighted astonishment at encountering a second-hand shopkeeper who was also an Egyptologist. Within 100 yards of each other, two shops could be visited a few years ago, whose owners were as well informed globe-trotters and curio hunters as one would wish to find. One was a second-hand service man, musician, with a fine knowledge of old Worcester, Crown Derby, Nankin, and most of the world's china. The other was a silvermith and picker-up of second-hand clocks, cutlery, and some odd bits of jewelry, with a varied experience of the "wild West," and other foreign part knowledgeableness. Both communicative, both with musty, attractive wares, what wonder that the neighborhood should wander in and lean, chin in hand, over the counter, wasting time egregiously and unconcernedly.

But probably the man whom Borrow would have hailed as brother, and who gave the writer in the Westminster so delectable an hour, was something superior to these other two. For he was an Egyptologist, and had been called in on one occasion for expert advice by the authorities of the British Museum. In the window of his shop, where "antiques" of various kinds, so runs the Westminster's story, "from old china and glass to second-hand sewing-machines and bicycles, were exposed for sale, a pair of wooden figures, undoubtedly old and probably of Egyptian origin, caught my eye. The proprietor, seeing that I was interested, immediately my surprise, commenced, without any sort of preface, a scholarly lecture on the figures, and on Egyptology in general, which lasted, with no sort of remonstrance on my part, for the space of half-an-hour by the clock.

"This most erudite of shopkeepers also told me that he had once been called in by the authorities of the British Museum to decide upon the age of the mummies in the gallery which is, or was, a fascinating place to visit. Although I left the place feeling, not humiliated, but rather bewildered, and yet glad to know that there was even now a shop in London, there may be others for aught I know, where the proprietor is an expert authority on admittedly abstruse and disputatious subject. Borrow, I think, would have had more than half-an-hour's enjoyment out of an adventure so much after his own heart."

Earliest British Coin.

At a recent meeting of the British Numismatic Society Alfred Ancombe, F.R., Hist. S., dealt with the earliest English coin, the Golden Solidus of Scan Omodhu. The runic inscriptions on the coin were discussed and identified with the man's name Scan and the folk-name Amodhu.

Mr. Ancombe dated the coin about A. D. 460, and believed it to have been copied from a triumphal medal of Honorius, which he gave reasons for assigning to A. D. 421, says the London Times. The coin, he contended, was struck to commemorate the victory that the Alemannic Prince Scab, Duke of Chester, or Winchester, won over the Saxon invaders of Britain in the sixteenth year after that in which the comet of A. D. 442 was seen—namely, in A. D. 459. Scan was the official chief of ten provincial kings in Southern Britain. In the "Merlin" he was "Duke Ecanam." In the "Morte D'Arthur" he was called "Duke Rustace." Wolfram von Eschenbach, circa 1210, said he was slain by Orilus, Lord of Lumberland. The scribal errors in the blunders of the inscription on the coin were explained, and the folk-name Omodhu, genitive plural Amodhu, was identified with the Amothingas of "Widsith." Their homeland lay near Shrewsbury, and their town was called "Gaer Amwytting" in Welsh, to this day.

TRIBUTE TO MISSIONARY

Rev. W. T. G. Brown's Reference to Late Dr. Kilborn.

In Sydenham street Methodist church on Sunday morning, Rev. W. T. G. Brown paid his respects to the late Rev. Dr. O. L. Kilborn, who died in Toronto last week. Rev. Mr. Brown said that the work of the late Dr. Kilborn in China for those many trying years for no other reason than his love for the Chinese people. He was comforted in the fact that he lived to see his three children preparing to carry on the work which he started. Mr. Brown, speaking of the need of men for the ministry, said that it was the belief of many that the inadequate salaries paid to the ministers of to-day, and the fact that preachers were not put up on a pedestal, as it were, and worshipped as in former days, was the cause of the lack of volunteers for the service of Jesus Christ at home and abroad. Perhaps there is some truth in these statements, he remarked, but he thought as it may, if men had the proper amount of love in their heart for God and the desire to serve their fellow men as the late Dr. Kilborn had, there would not be such an overwhelming demand for men to spread the gospel as there is to-day.

A Mine Shaft.

The sinking of a mine shaft 31.5 feet in diameter is no small undertaking, and its accomplishment is considered the record for the work in such work. If one visualizes what a hole in the ground over twenty feet across means and 278 feet deep, its magnitude commences to be appreciated. The feat was accomplished in South Africa. The sinking of the shaft was accomplished in thirty-one days. The average tons of earth and rock hoisted at a blast was ninety, making 3,100 tons for thirty days of sinking, three blasts a day. The total explosives used amounted to fifteen pounds a foot sunk.

Travel Records of Londoners.

It is estimated by a statistician that the total number of passenger journeys made in London trams, omnibuses and local railways during last year was 2,900,000,000, of which the underground railways carried over which Lord Ashfield, president, carried 1,200,000,000. The estimated population of London and Greater London is 7,400,000. Taking this figure as a basis of estimation, each person travels some 300 times a year.

James McPhail, 12th line of Ramsay, in poor health for some time, passed away on Sunday at the age of sixty-six years.

A handkerchief was originally a kerchief—"coytrechet" or head covering. The "hand" was added when it began to be carried in the hand. The most expensive and the scarcest precious stone nowadays is the emerald. One was sold recently for about \$2,500 a carat.

\$5.50

Men's Brown Bluchers

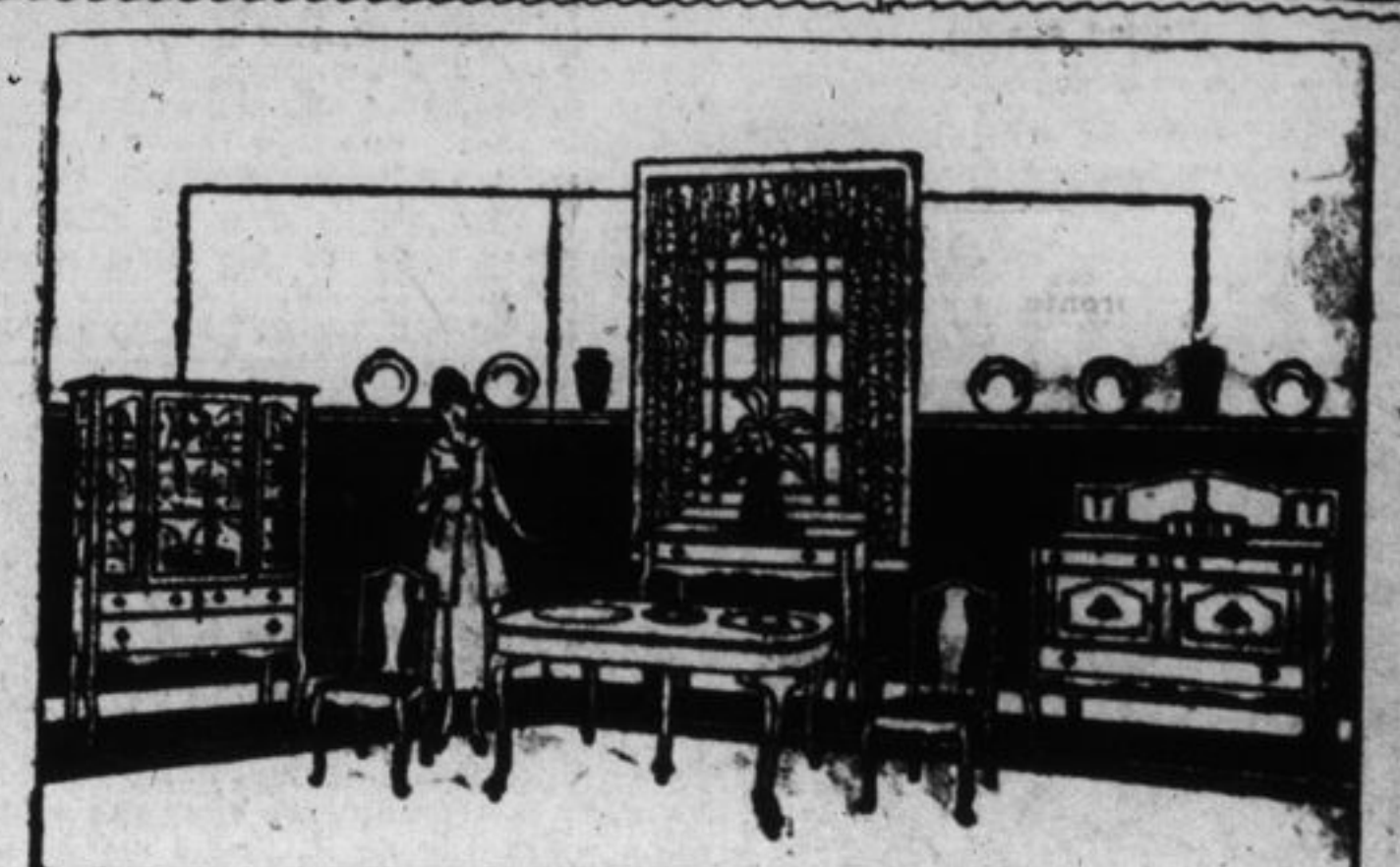
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