

with his staff, the military authorities and the band of the 32nd Regiment. The event was further honored by the presence of Lady Aylmer who in the customary manner gave the vessel the name of the "Royal William" after King William IV., then on the throne.

4. The ship was towed to Montreal to receive her machinery,\* and on being fitted for sea, her first voyage was to Halifax. Before setting out for England, she traded between Quebec, Halifax and Boston. She was the first British Steamer to arrive at the latter port.

5. In the list of owners appear the names of the three brothers Joseph, Henry, and Samuel Cunard of Halifax.

6. Her dimensions were length 160 feet; hold 17 feet 9 inches; breadth outside 44 feet; breadth between paddle boxes 28 feet; she had three masts schooner rigged; builder's measurement 1,370 tons; with accommodation for 60 passengers.

7. She left Quebec for London August 5th 1833, called at Pictou, Nova Scotia, to receive coal and overhaul machinery. She re-started from Pictou, August 18th, with seven passengers, 254 chaldrons of coal and a light cargo. She encountered a terrific gale on the banks of Newfoundland which disabled one of her engines. The passage from Pictou to London occupied 25 days.

8. Ten days after her arrival in London she was chartered by the Portuguese government to enter the service of Dom Pedro as a troop ship.

9. In 1834 she was sold to the Spanish government, was converted into a war steamer, and under the new name, of "Isabel Secunda," was employed against Don Carlos. A letter from the well known Alexander Somerville, who, as he tells us, joined the British Legion and became a colour-sergeant, appeared in the *Toronto Globe*, May 15th, 1876. This letter describes an incident which came under his own observation, May 5th, 1836, off St. Sebastian, Bay of Biscay. Mr. Somerville remarks, that the Canadian built ship "Isabel Secunda," (originally the "Royal William,") "was the earliest steamer of war in the history of nations to deliver a hostile shot."

10. After an eventful service for some years she was sent to Bordeaux for repairs, when her timbers were found to be somewhat decayed;

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\* I am informed on excellent authority, that the engine, boiler and machinery were furnished by the Montreal works, known as St. Mary's foundry, Charles m. Grant, Baron de Longueuil, proprietor. The signature of the Baron, Charles Wm. Grant, is attached to the original list of shareholders of the incorporated steamship company, and it is stated by his descendants that he sunk of his private means in all about \$40,000, in the venture of the "Royal William." S. F.