

and also to open the Victoria Bridge, at Montreal, in 1860, "the most gigantic work of modern days," as it was styled.

Her Majesty having assented, deputed her eldest son, then 19 years of age, to represent her and fulfil the duties, —incumbent on this auspicious event—to take place in August of the following year. Suitable preparations were accordingly made in England to convey Royal Edward to the land of the West.

On the 10th July, 1860, the Prince, after receiving on board ship, off Davenport, a royal salute from the English fleet, composed of the following ships: the *Edgar*, *Trafalgar*, *Algiers*, *Mars*, *Diadem*, *Mersey*, *Royal Albert*, *Donegal*, *Aboukir*, *Conqueror*, and *Centurion*, bid adieu to the white cliffs of old England for his grand tour in Canada, and in the United States of America.

His squadron and attendants were as follows: the *Hero*, 91 guns, Commander Seymour; the *Ariadne*, 26 guns, Capt. Vansittart; the *Flying Fish*, 6 guns, screw steam sloop, Commander Hope.

In the *Hero*, there were in attendance on the Prince of Wales, the Duke of Newcastle, the Earl of St. Germans, the Hon. R. Bruce, Major Teasdale, Captain Grey, Dr. Ackland and G. D. Engleheart, Private Secretary to the Duke of Newcastle.

Before landing on our shores, it may not be amiss to note one or two incidents attending the sailing up of the St. Lawrence of the squadron, were it only to show how shoals, and varying currents occasionally beset and perplex even experienced mariners. Five days before reaching Quebec, the flagship *Hero* ran aground on a sand bank in Gaspé Bay, though then under the guidance of a very able navigator, Commander Orlebar, who, under Admiral Bayfield, had surveyed, and mapped the Gulf and River St. Lawrence.