

The "Savannah" engine was taken out and sold and she ran between New York and Savannah as a sailing packet, until she ran ashore on Long Island, in 1822. A vessel which can only steam in smooth water is no steamship at all, and thus the "Savannah" has no claim whatever to be called the Pioneer of Transatlantic Steam Navigation.

The report mentions a steamship "Curacao" in 1828, but no proof is given of what she was, where she went after leaving Antwerp and in what manner her supposed voyage was performed, and she is classed with the "Savannah" a failure—therefore her claim may be dismissed.

The "Sirius" and the "Great Western" appeared on the horizon five years after the "Royal William" and therefore have no claims whatever. I mention these because people in Britain have through ignorance advanced claims in the premises on their behalf.

This document has been prepared for Sir Charles Hibbert Tupper, K. C. M. G., Minister of Marine, being a request by the Nova Scotia Historical Society for information respecting the "Royal William" and her career.

F. C. WURTELE,

Honorary Librarian Literary and Historical Society of Quebec.

Quebec, 10th February, 1894.

LIST OF AUTHORITIES CONSULTED:

Handbook of Dates, F. A. McCord.
 Statutes of Quebec.
 Quebec Gazette.
 Records of Custom House, Quebec.
 do do Pictou, N.S.
 Archives of Literary and Historical Society of Quebec.
 Transactions do do do
 Registrar of Mount Hermon Cemetery.
 Robert Christie's History of Canada.
 Lemoine's "Quebec, past and present."
 Toronto Globe.
 Halifax Herald.
 Spanish Consulate at Quebec.
 Report of United States' National Museum, 1891.
 Log of "Savannah" in Report of U. S. N. Museum.

In connection with the foregoing, the following additional matter, which is self-explanatory, will be found of interest:

Editorial notice of "Royal William" in *Colonial Patriot*, published at Pictou, 13th August, 1833.

"The 'Royal William' is here on her way to London, whence she is not likely to return. We sincerely lament that she is not to continue in the service of these Provinces, and her departure ought to be considered as a great calamity. When the idea of connecting Quebec and this Province by steam was first started, we hailed the opening prosperity with a very long article, pointing out the advantages which would ensue; and though our predictions have not been realized, we have never seen cause to change our opinion. We do not despair of seeing before long a cheaper boat, of more manageable dimensions, running between this and Quebec, leaving the dangerous navigation between this and Halifax out of the route. We take this opportunity of congratulating our friends in Britain, with whom we used to anticipate happy meetings when the Atlantic should be navigated by steam, upon the present attempt to the accomplishment of our wishes. We have no doubt she will have a safe and speedy voyage."

The same paper, of the 20th of the same month, has the following among the shipping news:—