

ance company, Toronto, who was in Quebec when the "Royal William" sailed; J. C. Dentner, Welland, who was second engineer on board under Captain McDougall and Mr. J. W. Lawrence of Oswego, who has taken much trouble to elicit several of the facts in order to satisfy himself as to the correctness of the statements, and in a letter dated Oswego, 17th April, 1876, he in conclusion states: Most unquestionably the old Lower Province can claim the credit of having both built, equipped and successfully put to sea the first working steamer to cross the western ocean and open up this great trade. The only vessel which can dispute the priority as pioneer steamship for transatlantic navigation is the "Savannah" and this vessel has for years been considered the first steamship to cross the Atlantic. As I have full statements with regard to this vessel, the claim can easily be investigated, and the result will prove that the "Savannah" was not a steamboat in the strict sense, such as the "Royal William," but a sailing vessel fitted with movable paddle wheels driven by steam."

This great Canadian honour and the claims of the "Royal William" have been ably taken up by Dr. Sandford Fleming, C.M.G., in a paper read before the Canadian Institute at Toronto, when the following resolution was passed and copies sent to all the Historical Societies of Canada, and duly brought to the notice of the Government at last session of Parliament.

Resolved:—"That the subject of the Pioneer Ocean Steamship having been brought to the consideration of the Canadian Institute at its meeting held in Toronto on Saturday, December 17th, 1892:—It is resolved that suitable measures be taken to establish a memorial tablet in honour of the men associated with the building and sending to sea of the 'Royal William,' and that the members for the city of Toronto be requested to obtain permission for the tablet to be placed in a fit position in the Parliament buildings at Ottawa, and that it be remitted to the council to invite the co-operation of societies or individuals, and to take such other means as may be needful to carry out in the best manner the spirit of the resolution."

The matter did not rest there for in July 1893 Dr. Fleming read an able paper on the subject of this resolution before the Nova Scotia Historical Society at Halifax, and one of the speakers, Dr. Mackay, suggested that an historical sketch of the "Royal William's" career might well be placed in our school reading books. It was moved by F. Blake Crofton, Esq., and seconded by Dr. DeWolf, and unanimously adopted that:—"This society respectfully second the recommendation of the Canadian Institute that the Government of Canada should adopt some means of communicating the fact that the first vessel propelled by steam through the entire voyage across the Atlantic was the 'Royal William' built at Quebec and owned in Canada, and which made the pioneer voyage from Pictou to London in 1833. And further resolved, that this society suggests the expediency of having the evidence proving the pioneer ocean steamship to have been a Canadian vessel properly collated, and published in pamphlet form under the auspices of the Government."

"And further resolved, that the Members of Parliament and Senators from Halifax and Pictou, be requested to present these recommendations to the Dominion authorities".

Having thus related the career of the "Royal William" and given the authorities, proofs, and affidavits that she was built at Quebec, sent on her voyage to London, in 1833, by six of Quebec's merchants, and that she was the veritable pioneer steamship of transatlantic steam navigation, I will now briefly glance at the pseudo claims to that honour made on behalf of other vessels and show the untenability of their position and that none of them have either right or title to the name of pioneer steamship of transatlantic steam navigation. In the report of the United States National Museum for the year ending 30th June, 1890, published at Washington in 1891, will be found the history and "Log" of the vessel "Savannah,"* which on analysis proves that she has no right or title to that honour. Page 617 of the Report states:—

"The 'Savannah' was a full-rigged ship of 350 tons burthen and was built at Corlear's Hook, New York, by Francis Fickett. At first she was intended to be used

*The Chief Claimant.