

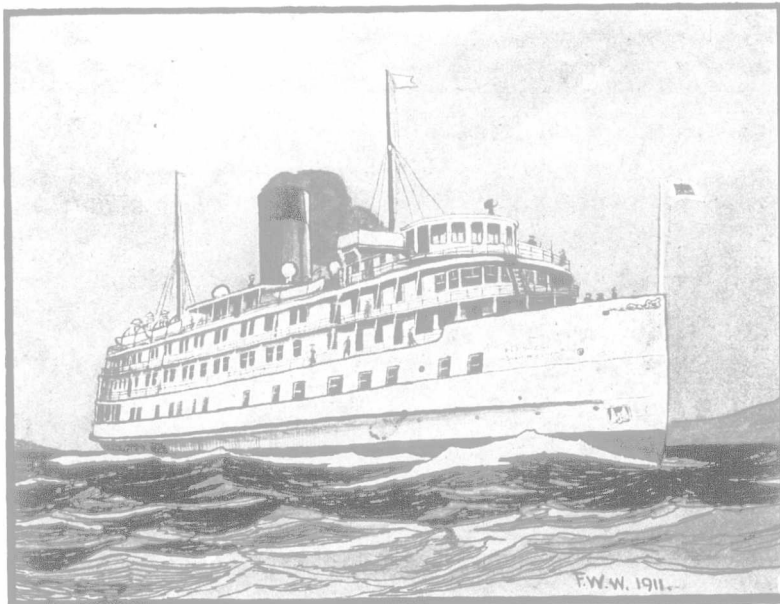
the difficulty in procuring reliable data regarding the old time ship construction at the New Brunswick port, it is a hard matter to give more definite information upon the number of the vessels built there. The same applies to Quebec where a great many large barques and ships were constructed—the Yarmouth owned ship "Dunsyre" of 1,083 tons, and the barque "Oriental" of 1,056 tons, were built there—but the records are meagre and much of the information on the subject is lost or remains but a vague memory in the minds of persons who lived in those days.

In ship construction in Europe, oak, teak, and similar hardwoods, were regarded as the only proper materials to be used. In Canada, hardwood was used principally for ribs, stanchions and framing, but the greater part of the vessel was built of soft wood—pine, spruce, etc. By using soft wood, the vessels could be built cheaper and more rapidly, and though conservative Britishers sneered at the Bluenose soft wood ships and condemned them as being unseaworthy and prone to leak, yet they served their purposes

and Canada, with her wooden ships, went down in the general decline.

The Present.

It is interesting to note that Canada has taken quite an important part in the development of the means of propulsion which helped primarily in driving the white sailed clippers from the seas, and incidentally, her own old time merchant marine. The "Accommodation" built by Molson at Montreal in 1809, was the first passenger steamer to ply upon British Colonial waters, and ran between Montreal and Quebec. The first steam vessel to make a transatlantic passage was also built and owned by Canadians. The "Royal William," as she was called, was built at Cap Blanc, Quebec, by George Black and J. S. Campbell for the Quebec and Halifax service of a Quebec company. She was built of wood on a clean lined semi-clipper model, 176 feet overall, keel 146 feet, breadth of beam inside paddleboxes 29 feet 4 inches, breadth outside paddleboxes 43 feet 10 inches, depth of hold 17 feet 9 inches. Her measurement tonnage was



The new R. and O. steamer Saguenay.

just as good as if they had been constructed throughout of oak. True, they would not last as long and required overhauling often, but with rapid changes in design and rig, the Canadian owners, having made the cost of the vessel out of her first two or three year's voyaging, were quite content to keep pace with the times and sell or break up their out-of-date ships and build others. Not so with the British and European shipowners. Their oak built African traders, Australiamen, East and West Indiamen, and Atlantic packets plied their various trades for many years until their slowness and antiquated designs caused them to be relegated to other spheres by the competition of the smarter American and Canadian craft. Then came Great Britain's awakening, and instead of using wood for building sailing ships, they used iron, and evolved a type of iron clipper ship which ousted the wooden sailing vessel from the most lucrative trades. But when iron came in, the death knell of the windjammer was being sounded with the advent of steam. Steam and iron drove the last nail in the coffin of the wind propelled freighters,

830 tons. On April 29th, 1831, she was launched and christened after the King, by the wife of the then Governor-General, Lord Aylmer. She was towed to Montreal, where her engines were installed by Bennet and Henderson, and in the fall of the year made one or two trips to Halifax. Although she had auxiliary sails to assist her engines in favoring winds. The "Royal William" was propelled by steam alone.

When in Halifax she came under the attention of Samuel Cunard, founder of the Cunard Line, and he became very much interested in her, and ultimately became a director in the company which owned the vessel. It is said that it was through his connection with this little steamer that the mighty fleet which bears his name was formed.

In 1832, trade being very poor in Canada, it was thought advisable to send the "Royal William" across the Atlantic to be sold, and on August 4th, 1833, she left Quebec for London, under the command of Captain McDougall. After coaling at Pictou, N.S., she arrived at Gravesend on September 11th; coaling again at