

every day in the year. It was moreover affirmed in the discussion that "a 26-knot speed is not beyond the scope of advancing improvements."

As the narrowest part of the Atlantic extends from Great Britain to Newfoundland, the distance could be traversed by a 26-knot ship in 63 hours. Even a 22-knot ship (and this rate is about the present limit) could perform this part of the voyage in 75 hours. Thus it appears that enormous as has been the steamship development in the past, practical men do not consider it has reached its final stage. The ratio of increase may in future be diminished, but with all the evidence of progress before us, is it unreasonable to expect that a few years hence (assuming Newfoundland within the Canadian confederation) improved steam-ships will bring the shores of the Dominion within less than three days from the shores of the Mother Country, and that the passage will be made with the regularity of a daily ferry?

As Canada has acted a primary part in inaugurating the ocean steam service as it now exists, and which is so full of promise for the future, it appears to me becoming that we should cherish the memory of her sons, who, by their energy, skill and enterprise prominently aided in its development. Of those whose lives were closely identified with its first inception, the last survivor, Mr. James Goudie, lately died, and his death suggests that before the year comes to a close, steps should be taken to pay honor to the men who built and sent to sea the first regular steam-ship "to battle with the billows of the Atlantic." Is it not our duty to remember gratefully our fellow-country-men, who had the courage to undertake, and who successfully accomplished an enterprise, great in its conception and yet immeasurably greater in its consequences? It is no mere figure of speech to claim that these early efforts to which I will now allude, in no small degree assisted in inaugurating a system of inter-communication by sea, which has revolutionized commerce, and advanced the cause of civilization in the four quarters of the globe.

A paper was read last year before the Literary and Historical Society of Quebec by one of the Vice-Presidents, Mr. Archibald Campbell, on the passage made by the steamship "Royal William," nearly 60 years ago. Mr. Campbell enters into full particulars of the event, furnishes a diagram of the vessel together with letters from various individuals, comprising the ship architect, the builder, the captain and others in support of the claim that the first ocean steamship was built in Canada. Among other authorities, he refers to Mr. Kivas Tully, who, he states, "delivered a most valuable lecture in Toronto thereon before the Canadian Institute in 1877." Mr. Tully's paper cannot be found, but with the aid of the Assistant Secretary of the Institute, who has examined the