

profession of ship-bullder at Greenock, Scotland. On his return to Quebec, I think it was previous to the laying of the keel of the 'Royal William,' in the fall of 1830, he was employed in the shipbuilding yard of Messrs. Campbell & Black; and, from all I heard and saw, he draughted the lines of the said steamship. After her launch she was towed to Montreal, where engines were put into her. The following year she traded between Quebec and Halifax; but it being the dreadful year of the first cholera, business was nearly at a standstill, consequently the 'Royal William' did not prove a paying concern to the stockholders. During that year I made several castings for said steamship's engines. The following year she left this port under steam for the port of London; and, regarding her as the first steamship that attempted the dangers of the ocean voyage, like all Quebecers, I took a great interest in everything connected with it, and greedily perused the accounts of her voyage across the Atlantic Ocean, which appeared in the papers several months after her departure. In these accounts it was stated that the voyage from Quebec to London was made the whole way under steam; that as the Pictou coal was considered unequalled for steamboats, she put into the port of Pictou to obtain her supply for the voyage; and, after having secured what she required, proceeded to the port of London, where I understood she arrived safely.

"And I make this solemn declaration, conscientiously believing the same to be true, and by virtue of the Act passed in the 37th year of Her Majesty's reign, intituled 'An Act for the suppression of voluntary and extra judicial oaths.'

(Signed) "J. W. HENRY."

"The solemn declaration was taken before the undersigned by the said Joseph Wilson Henry, at the city of Quebec, this 26th day of February, 1891.

(Signed) "FISKE, BURROUGHS & CAMPBELL,
"Prothonotary of the Superior
Court for the District of Quebec."

On page 266 of "Quebec Past and Present" by J. M. Lemoine, Esq., there is a note which seems to be an extract from a letter of the second engineer of the "Royal William" and reads thus:—

"W. Stevenson, Esq., was the agent for this vessel (at Quebec). She was towed to Montreal to receive the machinery and engines made by Bennet and Henderson, St. Mary's foundry. Whilst in Halifax the "Royal William" was repeatedly visited by Sir Samuel Cunard, who lost no opportunity to enquire every particular regarding her speed, sea qualities, consumption of fuel, carefully noting down all the information obtained, which, (says J. G. Dentner, second engineer on board) doubtless enabled him to establish the magnificent fleet of ocean steamships that still bear his name."

The claims of the "Royal William" to be the inaugurator of trans-Atlantic steam navigation have been recognized by prominent men and brought before the public at different times ere this, and it will not be out of place to again quote from that admirable paper read by Archibald Campbell, Esq., before the Literary and Historical Society of Quebec on the 31st March, 1891, and published in their Transaction No. 20 as follows: "Mr. Gondie, in his letter, agrees with Captain McDougall that the Royal William is justly entitled to be considered the first steamer that crossed the Atlantic by steam, as does also Mr. Kivas Tully, C. E., of Toronto, who delivered a most valuable lecture in Toronto, thereon, before the Canadian Institute in 1877, a printed synopsis of which he most obligingly sent me on my writing to him last month the conclusions of which I shall read: 'The facts are fully borne out by published letters from Mr. McDonald, Longacre, London; Mr. Stephenson, president of the Literary and Historical society, Quebec; Mr. Serpell, Burford; Mr. Duncombe, Collector of Customs Quebec; Mr. Johnston, Superintendent of Quebec Exchange; Mr. French, Ottawa; Mr. D. McPherson, Manitoba; Mr. F. H. Heward, Royal Insur-

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