

Although the Committee of Trade commenced their labours in this modest way their influence was soon felt. The first step was taken in the long series narrated in the following pages. Forthwith the river channel was carefully surveyed, and estimates were obtained for removing the obstructions ; so that, in 1826, Mr. (afterwards Hon.) James Leslie, one of their number, from his place in the legislature presented a petition praying for aid in undertaking to deepen the channel to sixteen feet. In 1830 the Act constituting the Harbour Board was passed and another member of the committee, the Hon. George Moffatt, was the first chairman. Capt. Piper, R. E., was also appointed on the Board and, after his designs, the present handsome stone quay was built and the muddy river bank covered in. In 1831 the town was incorporated and was made a port of entry. In 1831 the Royal William was towed up from Quebec in order to receive her engines at Montreal and complete her cabin fittings. She made a voyage to Halifax and Boston, and was the first ocean steamship to enter the latter port. The Cunards of Halifax were concerned in the company which owned her, and, in 1833, she made a voyage from Quebec to London, which was the first voyage under steam across the Atlantic. This vessel was the pioneer of ocean steamship navigation and the question of establishing a regular line was before the Committee when it was merged into the Board of Trade. The population of the city in 1831 was only 27,297, and the time for a line of steamships would not come for many years.

In 1832 and 1834 two visitations of cholera destroyed trade, and in 1837 and 1838 came the

Cholera and
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