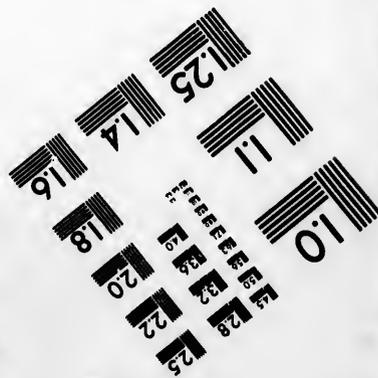
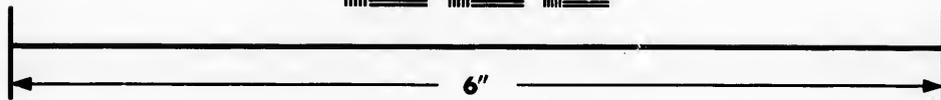
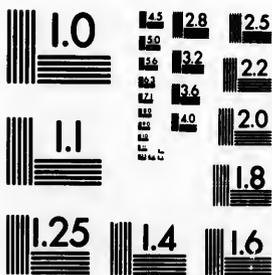


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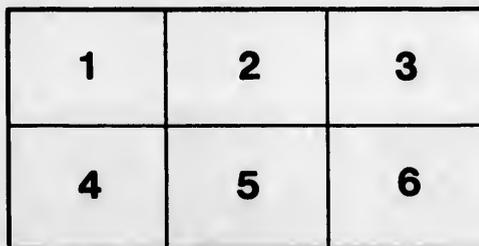
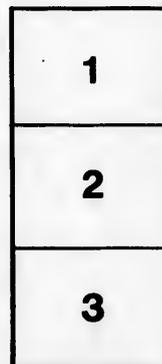
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APPENDIX G.

CERTIFIED copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 28th February, 1894.

On a memorandum, dated 20th February, 1894, from the Minister of Marine and Fisheries, submitting herewith a pamphlet prepared by Captain F. C. Wurtéle, Honorary Librarian of the Literary and Historical Society of Quebec, free of charge, in which evidence is collected establishing the fact that the "Royal William" was the first vessel to cross the Atlantic, propelled by steam, and recommending that the same be referred to the Secretary of State for publication or for such other action as may be by him deemed advisable.

The Minister also recommends that he be authorized to convey to Captain Wurtéle the thanks of the Government of Canada for his services in this matter. The Committee submit the same for your Excellency's approval.

JOHN J. MCGEE,

Clerk of the Privy Council.

The Honourable
The Secretary of State.

SS. "ROYAL WILLIAM."

THE PIONEER OF TRANSATLANTIC STEAM NAVIGATION.

To Canada and Canadians belongs the honour of inaugurating transatlantic steam navigation by building, equipping, and sending to sea the steamship "Royal William." She was built, as a steamship, in Cape Cove, under the cliffs of Cape Diamond at the city of Quebec, with whose merchants alone rests the honour of sending her on that voyage across the Atlantic Ocean, which she performed by the continuous use of her steam engines.

This honour has been disputed and the claim is made in Britain that it be awarded to the steamers "Sirius" and "Great Western", and in the United States to a vessel named the "Savannah"; to refute these claims is the *raison d'être* of this brochure.

It had evidently ever been the desire of the British Government, through its representative at Quebec, to bind more closely and firmly the Maritime Provinces and Old Canada, by easier and speedier means of inter-communication than by schooners and the land transport of the day. The initial step to that end was the passing of the Act intituled "An Act for the encouragement of the trade and intercourse between the ports of Quebec and Halifax"; next the building of the Intercolonial Railway from Quebec to Halifax in 1876, the link between Quebec and Montreal via the Grand Trunk Railway having been in operation for many years; and lastly the completion of the Canadian Pacific Railway in 1887 from Montreal to Vancouver, making one unbroken railway on Canadian soil from the Atlantic to the Pacific, thus strengthening the Confederation of 1867 and assisting to weld together into one nation the component provinces of this grand Dominion of Canada.

As the outcome of this Act and its amendments was the building of the ss. "Royal William," it will be in order to give it and also the Act of incorporation of the "Quebec and Halifax Steam Navigation Company," at length:

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ANNO QUINTO GEORGII IV., CAP. XX., 1825.

An Act for the encouragement of the trade and intercourse between the ports of Quebec and Halifax, March 22, 1825.

PREAMBLE:

Whereas it is expedient to appropriate a sum of money for the encouragement of the communication and more easy intercourse between the ports of Quebec and Halifax, and for the advancement of Navigation and the Trade between Canada and Nova Scotia, and whereas, we Your Majesty's most dutiful and loyal subjects, the Commons of Lower Canada in Provincial Parliament assembled, have in the present session freely resolved to grant for the purposes aforesaid an aid to Your Majesty: May it therefore please Your Majesty that it may be enacted, and be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Lower Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain intituled "An Act to repeal certain parts of an Act passed in the fourteenth year of His Majesty's reign, intituled 'An Act for making more effectual provision for the Government of the Province of Quebec, in North America', and to make further provision for the Government of the said province," and it is hereby enacted by the authority of the same that it shall be lawful for the Governour, Lieut-Governour, or person administering the Government of the Province for the time being, to advance and pay by a Warrant or Warrants, under his hand, out of any unappropriated monies that may come into the hands of the Receiver General of the Province for the time being, the sum of fifteen hundred pounds currency by three equal and annual payments to the first person or company that shall cause a steam vessel of not less than 500 tons burthen, to be built and regularly navigated between the ports of Quebec and Halifax, during four years, each payment to be made after the termination of the first voyage, each year, for three successive years.

II. Provided always, and be it further enacted by the authority aforesaid, that previous to the first payment, to be made under and in virtue of this Act, sufficient security shall be required and given before some one of His Majesty's Justices of the Court of King's Bench, that such Steam Vessel shall, for at least four successive years regularly ply between the ports of Quebec and Halifax, solely (accidents always excepted) entering only, if the owner or owners shall so think proper at the intermediate ports or places, which security so taken shall be transmitted to and deposited in the office of the Secretary of the Province.

III. And be it further enacted by the authority aforesaid, that the due application of the monies appropriated under this Act shall be accounted for to His Majesty, His Heirs and Successors, through the Lords Commissioners of His Majesty's Treasury for the time being, in such manner and form as His Majesty, His Heirs and Successors shall be pleased to direct.

10TH & 11TH GEO. IV., CAP. XXXII. 1830.

An Act to repeal a certain Act therein mentioned, and for the encouragement of the Trade and intercourse between the Ports of this province and Halifax, March 26, 1830.

PREAMBLE.

Whereas, it is expedient that more effectual encouragement be offered for the establishment of an easy direct intercourse by means of steam vessels, between this Province and the Province of Nova Scotia, and that a certain Act passed in the fifth year of Your Majesty's reign and intituled "An Act for the encouragement of Trade and intercourse between the ports of Quebec and Halifax" be repealed; may it, therefore, please Your Majesty that it may be enacted, and be it enacted by the

King's Most Excellent Majesty, by and with the consent and advice of the Legislative Council and Assembly in the Province of Lower Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain intituled "An Act to repeal certain parts of an Act passed in the fourteenth year of His Majesty's reign intituled 'An Act for making more effectual provision for the government of the province of Quebec, in North America,' and to make further provision for the Government of the said province;" and it is hereby enacted by the authority aforesaid that the said Act passed in the fifth year of His Majesty's reign be and the same is hereby repealed.

II. And be it further enacted by the authority aforesaid, that it shall be lawful for the Governour, Lieutenant-Governour, or person administering the Government, to issue his Warrant for the payment out of any unappropriated monies in the hands of the Receiver General of a sum not exceeding three thousand pounds currency, which sum shall be paid in the manner and under the provisions hereinafter set forth, to the person or company who shall first cause a steam vessel of not less than 500 tons burthen to be regularly navigated for four successive years (the first of which may commence in all of the month of August), between the Port of Quebec and other Ports in the River St. Lawrence and the Port of Halifax, during such part of the year as the navigation between the said ports shall remain safe and open, the dangers of navigation always excepted.

III. And be it further enacted by the authority aforesaid, that of the sum hereby appropriated, the sum of £1,250 currency shall be paid to the person or company immediately after the close of the first season during which the said vessel shall have been so navigated, a further sum of £1,000 currency immediately after the close of the second season during which such vessel shall have been so navigated, and the remaining sum of £750 currency, immediately after the close of the third season, during which such vessel shall have been so navigated.

IV. And be it further enacted by the authority aforesaid, that no such payment or advance shall be so made at the close of any season unless the said vessel and machinery shall have been insured until the close of the season then next following, in a sum not less than the said sum then to be advanced, and also any sum previously advanced.

V. And be it further enacted by the authority aforesaid, that His Majesty, His Heirs and Successors, shall have a special privilege and lien on the said vessel and the machinery therein, and on the sum which may be recovered from the insurers in case of the loss or partial loss of the said vessel, for the repayment of any sum or sums advanced and paid under the authority of this Act, if the said vessel shall not be so regularly navigated during four successive years as aforesaid, and that such privilege and lien shall date from the passing of this Act, and shall have preference over every other privilege, lien or claim whatsoever.

VI. And be it further enacted by the authority aforesaid, that such repayment (if any there be) shall be made to the Receiver General of this Province, and the sum or sums so repaid shall remain in his hands and await the disposal of the Provincial Legislature for the public uses of the Province.

VII. And be it further enacted by the authority aforesaid, that the due application of the monies appropriated by this Act shall be accounted for to His Majesty, his Heirs and Successors, through the Lords Commissioners of His Majesty's Treasury for the time being, in such manner and form as His Majesty, His Heirs and successors shall be pleased to direct.

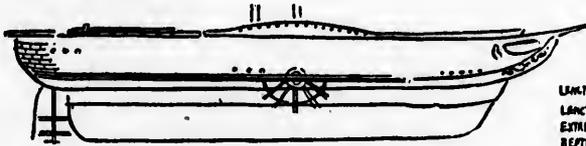
It will thus be seen that the amount, six thousand dollars, offered in 1829 by the Government to any person or company for maintaining steam communication between Quebec and Halifax was insufficient, therefore nothing was attempted. But the Government, wishing to obtain this steam service, doubled the amount in 1830 by a new Act, which had the desired effect, for in 1831 the "Quebec and Halifax Steam Navigation Company" was organized, incorporated, and active

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operations instituted. On looking through the list of shareholders of that company, (3) three names are found, "Samuel, Henry and Joseph Cunard," and from the lively interest they took in the naval success of the "Royal William," it may be justly admitted that thereby originated the idea of a line of steamers which culminated in the famous "Cunard Line."



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FIRST YEAR WILLIAM IV., CAP. XXXIII.—1831.

An Act to incorporate the Quebec and Halifax Steam Navigation Company, 31st March, 1831.

PREAMBLE:

Whereas:—

John Forsyth,
John Caldwell,
William Price,
William Pemberton,
John Saxton Campbell,
James Hamilton,
Hypolite Dubord,
Charles A. Holt,
Samuel Neilson,
Robert Shaw,
James Stanfield,
John Jones, Jr.
Alexander Simpson,
Charles Francis Roy,
Duncan McCallum,
Joseph Dyke,
John Malcolm Fraser,
John Miller,
John Lambly,
David Logan,
Robert Dalkin,
Archibald Campbell,
John McLeod,
Robert Richardson,
Joachim Mordor,

William Walker,
Jeremiah Leaycraft,
Matthew Bell,
George Pemberton,
Robert Patterson,
James Gibb,
Noah Freer,
Francis Bell,
William Lampson,
William Phillips,
William Sheppard,
Benjamin Torrance,
James Clearihue,
Joseph Stowe Shaw,
Colin McCallum,
Robert Pope Ross,
John Bell,
James McKenzie,
Alexander Morrison,
George Taylor,
John Munn,
William Henry Roy,
John Kerr,
Thomas Gibb,
James Edie,

William Finlay,
Henry Lemesurier,
George Keys,
Henry Pemberton,
Robert Shortis,
Charles Felix Aylwin,
Augustus Freer,
James Hunt,
John Leather,
John Ryan,
Thomas Tucker,
William Henderson,
Peter Patterson,
John Racey,
George Black,
John Fraser,
James Saunders,
Margaret Urquhart,
Thomas Gordon,
Allison Davie,
John Douglas,
William Carter,
Robert Denston,
Dominic Daly,
Alexander Clarke,

John Richardson,
 Adam L. McNider,
 Hector Russell,
 Charles William Grant,
 William Ritchie,
 Andrew Shaw,
 Richard Tremain,
 Alexander Morison,
 James Mitchell,
 Joseph Starr,
 James Bridge,
 Temple Lewis Piers
 George Smith,
 Alexander McDonald,
 J. Tobin,
 Edward Potter,
 Eliza Leggate,
 Adam Duchezeau,
 Conrad West,
 Richard Davis,
 John Johnson,
 Alexander Primrose,
 David Hare,
 Andrew Fraser,
 James T. Avery,
 Jonathan Tremain,
 William Mortimer,
 William M. Allen,
 Patrick Ross,
 Rufus Black,
 George Barton,
 James Wilkie,
 James Robb,
 A. P. E. Ross,
 Jasper Rouast,
 Joseph Allison,
 Philip J. Holland,
 William Macara,
 William Foster,
 James Donaldson,
 Thomas H. Peters,
 John Fraser,
 Hugh Morrell,
 Richard Blackstock,
 Robert Henderson,
 John Hawbolt,
 J. A. Johnson,
 Thomas C. Allen,
 Henry Cunard,
 Joseph Samuel,
 Caleb McCully,
 Francis Peabody,
 Francis Durette,
 John Torrance,

George Moffatt,
 John Torrance,
 Hart Logan,
 Horatio Gates,
 James Breckenridge,
 Samuel Cunard,
 Henry Prior,
 Frederick H. Clark,
 J. G. A. Creighton,
 Andrew Belcher,
 Robert Romans,
 John Alexander Barry,
 John Howe,
 James MacDonald,
 Michael Tobin,
 James H. Tidmarsh,
 William Brehm,
 Nicholas LeCain,
 John Stayner,
 James Ritchie,
 John Johnson, jr.,
 Alexander McGregor,
 Thomas Maynard,
 Peter McNab,
 Robert Dawson,
 J. Boggs,
 John Barron,
 Joseph Anston,
 James Lishman,
 Joseph Darby,
 Samuel Davis,
 Samuel Mitchell,
 James L. Stairs,
 J. Primrose,
 Allan McDonald
 George Young,
 Daniel Starr,
 Charles Keefer,
 John Romans,
 Benjamin Schneller,
 James A. Street,
 Andrew Creme,
 William Locke,
 Christopher Clarke,
 Joseph Russell,
 James Letson,
 Alexander P. Henderson,
 William Cowan, jr.,
 William Eade,
 Mary Little,
 Alexander Shirreff,
 Martin Cramey,
 James Black,

Peter McGill,
 Robert N. Harwood,
 Lewis Guky,
 Nathaniel Jones,
 William Budden,
 Richard Harvey, sr.
 John Hatchford, jr.,
 Edward Deblois,
 Thomas Grassie,
 George Rundall,
 Adam Esson,
 James Bain,
 George Russell,
 William Cariff,
 George P. Lawson,
 Alexander Keith,
 Henry Lookyer,
 George Hardley,
 Richard Marshall,
 Charles Dewolf,
 Charles Fairbanks,
 John Munro,
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 Robert Downes,
 William Black,
 George Hartshorne,
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 George Innes,
 William F. Young,
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 Francis LeCain,
 David Starr,
 Edward M. Archibald,
 James McNab,
 J. Shannon,
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 L. Yates,
 Charles Rigby,
 William Woodill,
 Alexander Rankin,
 Alexander Fraser, jr.,
 Joseph Allison,
 Joseph Cunard,
 Gilbert Henderson,
 Patrick Henderson,
 Asa Willard,
 John S. Willaston,
 George Taylor,
 Edward McQuillan,
 Daniel Keith,
 John S. Gavin Rainnie,
 Alexander Key,
 James McDonald,

By their humble petition have represented that they have become subscribers to and have associated for the purpose of establishing Steam Navigation between the Ports of Quebec and Halifax in the Province of Nova Scotia, and other places, which they conceive would not only facilitate and extend the intercourse between

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these Ports, but be conducive to the advancement of all His Majesty's Colonies in North America; and they the said subscribers are apprehensive that the said objects cannot at all or but imperfectly be attained unless they are incorporated and subjected to such rules and regulations as the nature of such an undertaking may require, and therefore have prayed that for promoting the object of such Association they, the subscribers and their assigns, may be incorporated:—Be it therefore enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Assembly of the Province of Lower Canada, constituted and assembled by virtue of and under the authority of an Act passed in the Parliament of Great Britain, intituled "An act to repeal certain parts of an Act passed in the 14th year of His Majesty's reign, intituled, 'An Act for making more effectual provision for the Government of the Province of Canada in North America,' and to make further provision for the Government of the said Province," and it is hereby enacted that the several persons hereinabove named, subscribers to the said undertaking, their several respective successors, heirs, executors, curators, administrators, assigns, shall be and are hereby ordained, constituted and declared to be one body corporate and politic by the name of the "Quebec and Halifax Steam Navigation Company," and by this name they and their successors forever hereafter have perpetual succession, and shall and may be by the same name by persons capable in the law to sue be sued, implead and be impleaded, answer and be answered, and to defend and be defended in all the Courts and places whatsoever, and of what nature and kind whatsoever; and that they and their successors may have a common Seal and may change and alter the same at their pleasure, and also that they and their successors, by the name of the "Quebec and Halifax Steam Navigation Company," shall be in law capable of purchasing, holding and conveying any real or personal estate for the use of the said Corporation. Provided such real and personal estate at any one time held by the said "Quebec and Halifax Steam Navigation Company" shall not exceed sixteen thousand pounds Currency.

II. And be it further enacted by the authority aforesaid, that a share in the sum of £16,000 currency subscribed or to be hereafter subscribed in the said undertaking, shall be at the rate of £25 Currency for each and every share, and such shares as aforesaid shall be and the same are hereby vested in the several persons hereinbefore named and in the several persons who shall become new subscribers to the said undertaking in manner hereafter enacted, and in the several and respective successors, heirs, executors, curators, administrators and assigns, proportionally to the sum which they and each of them now have severally and respectively subscribed, or hereafter shall severally and respectively subscribe and pay into the hands of the Treasurer of the said Company, to be appointed in the manner hereinafter directed, and such proprietors of each of such shares as aforesaid, severally and respectively, shall be entitled to receive the entire and net distribution of one proportional part or share of and in the profit and advantage that shall or may therefrom arise and accrue, and so on in proportion for any greater number of shares which such subscriber may own.

III. Each subscriber shall have one vote for each share of stock either personally or by proxy. And all questions in any public meeting shall be decided by the majority of votes, chairman to have the casting vote although he shall have voted before. Parts of shares have no vote in any form.

IV. The stockholders may raise a further sum not exceeding in the whole £16,000 for the purposes of this Act.

V. Such persons shall be considered constituent members of the said body politic and corporate by this Act.

VI. If the sum be not sufficient, the Corporation may borrow £5,000 more by mortgage on any steam vessel or steam vessels of the company.

VII. The first general meeting of Stockholders will be held in the New Exchange in Lower Town of Quebec on the third Tuesday from and after passing of this Act, at one o'clock P. M., and the like general meeting shall be held on the last Tuesday of January, in every year afterward, at one o'clock P. M.

VIII. At the first general meeting of Stockholders a Committee of nine shall be named of whom five shall form a quorum, to manage the affairs of the Company. The first Committee so chosen at the first general meeting shall remain in office until the first of February of the following year and no longer. And the Shareholders shall elect any number of members not less than three to be trustees of the property in any vessel to be owned by the Company.

IX. The said Committee of Stockholders shall be afterwards chosen at the general meetings of Stockholders, to be holden annually, as aforesaid, and shall be a Committee for the purposes, aforesaid, until the 1st day of February, of the following year, and no longer, and shall meet as often and at such place in the city of Quebec, to be by them appointed, as occasion may require. Provided always, that no member of the said Committee shall have more than one vote in the said Committee, except the chairman, who shall be chosen by themselves, and who in case of division of equal numbers shall have a casting vote, although he may have given one vote before. Provided also that such Committee shall from time to time make report of their proceedings to and be subject to the examination and control of the said general meetings of the said Stockholders, and shall pay due obedience to all such orders and directions in and about the premises as shall from time to time be made by the said Stockholders at any general meeting, such orders and directions not being contrary to the express directions or provisions of this Act, or to the laws of this Province.

X. The Committee shall be vested with power to manage, order and transact, &c., all business whatever of the Company and to appoint a Treasurer and Secretary and such other officer or officers as may be necessary, and the committee shall on the last Tuesday of January in every year, at the meeting of Shareholders, produce and give a just and true account in writing of all their transactions, receipts and payments respectively, so that the true state of the said Company and its affairs may manifestly appear, and also make and declare a dividend of the clear profit and income (all contingent costs and charges being first deducted) among all the Stockholders aforesaid.

XI to XV. Related to meetings, by-laws, transfers &c.

XVI. The stock to be considered personal property of the Stockholder.

XVII. And be it enacted by the authority aforesaid, that no Stockholder or Stockholders shall be answerable in his, her or their private or individual capacity or capacities for the debts of the said Corporation.

XVIII. The Committee may expose for sale the shares of any Stockholders that may be in default, but not until after four months after such instalment has become due.

XIX. Is a form of transfer of stock.

XX. This Act shall be deemed a Public Act.

The Quebec and Halifax Steam Navigation Company had been organized and the funds paid in prior to the Act of incorporation being passed, and the contract for building the steamship was given to John Saxton Campbell, Merchant, and George Black, Shipbuilder, Co-partners, and under the supervision of James Gondie, Marine draughtsman and foreman of the yard, her keel was laid on *Thursday, 2nd September, 1830, in their shipyard at Cape Cove, situated under the cliff where Wolfe's Monument stands on the Plains of Abraham. The work was prosecuted under Mr. Black's guidance with alacrity, throughout the winter and by April she was ready for launching.

Many vessels and steamboats had been built at Quebec ere this, but the launch of the Royal William on Wednesday, 27th April, 1831, was "par excellence" the event of the time and the relation thereof as told in the Quebec Gazette of the 28th is worth recording:—

"Lady Aylmer and His Excellency Lord Aylmer and his staff went yesterday afternoon to Munn's Cove, on the St. Lawrence, to attend the launch of the St.

*Quebec Gazette.

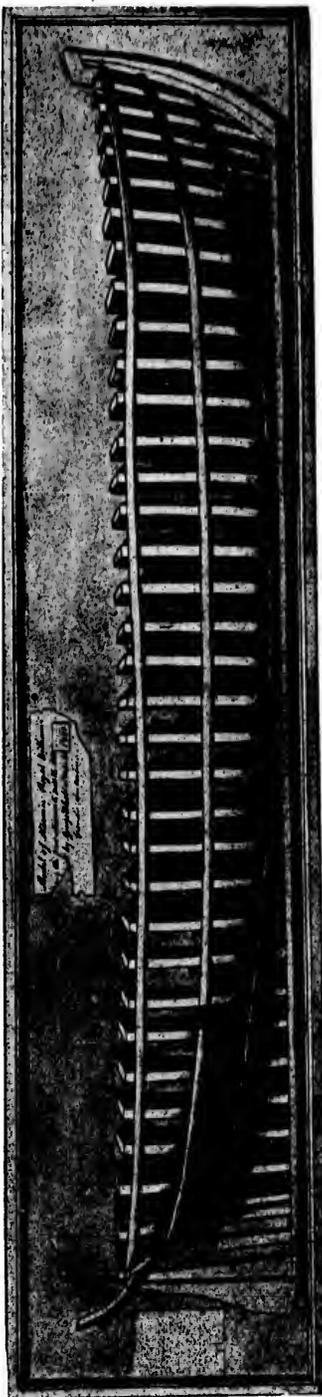
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MODEL OF STEAMSHIP ROYAL WILLIAM
The FIRST vessel to CROSS the ATLANTIC under STEAM ALONE. Built by George Black in Campbell's wharf at Wolfe Cove, QUEBEC. Launched 27th April 1831. Cost £16,000. Was towed to Montreal where her engines were put to sea. Sailed from Pictou, N.S. for Gravesend, England, 17th August, 1833. Commanded by Capt. John MacDougall. Arrived there 11th September, 1833. Sent in September 1831 to the Spanish Government and named "Reina Segrada" being the first ever steamer the Spaniards ever possessed.

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Nicholas Ferry Steamboat. His lordship performed the usual ceremonies of naming the vessel "Lady Aylmer," when she went off the stocks, from an awning decorated with flags; several thousand persons crowding the adjacent wharfs and heights. The Tow Boat Company had, in an extremely handsome manner placed the Steamer Richelieu at the service of the public, and Colonel Maitland, with his usual kindness permitted the excellent band of the 32nd regiment to attend on board. The boat was crowded and lay off the wharf in a position advantageous to witness the launch which was effected in a manner to gratify every one. The increasing spectators then set out for Mr. Campbell's shipyard where Lady Aylmer performed the ceremony at the launching of the Quebec and Halifax company's steamship "Royal William." This vessel had a magnificent appearance on the stocks, the prow, stern and quarter galleries are particularly tasteful, her actual builders' measurement is 1,370 tons, but she will not carry more, we suppose, than 4 to 500, owing to the space occupied by the engine, and her sharp build. She went off beautifully amid cheers and firing of cannon, and when she floated looked a gallant ship. Mr. Black was the contractor; she is built with the greatest fidelity and strength, the sides forming a protection to the wheels against heavy seas. We have no doubt she will prove very fast. Her cost when ready for sea will be about £16,000 and her proportions are as follows: length of keel 146 feet, breadth of beam across 44 feet, length of deck 176 feet, depth of hold 17 feet 9 inches.

"We witnessed these new strides to wealth with pride. Three of the steamers on the St. Lawrence, the John Bull, British America, and Royal William are not surpassed by any other vessel of the kind anywhere, and from the common deal seat to the elegant decorations of the cabin, and the ingenious and finished workmanship of the engines, all on board is of the manufacture of Canadian establishments. The Steamer John Bull was safely launched at Montreal on Tuesday.

"An incident occurred on board the Richelieu, Captain Morin of the Tow Boat company, while gratuitously placed at the service of the public yesterday and dispatched to the launches, which created much conversation and amusement. No wines or liquor of any kind were to be had on board of the boat, but Captain Morin invited the guests to partake gratuitously of coffee as a substitute, which they appeared to partake of with satisfaction. There is no place where the evils of intemperance are occasionally seen in a more afflicting light than in parties of pleasure on board of steam vessels, where a portion of the company is often disgusted by loud and frequently riotous indulgence.

*The new Steamship 'Royal William' proceeded to Montreal on Saturday, 30th April in tow of the 'British America' to receive her engines."

She was towed to the foot of St. Mary's Current, Montreal where she received her engines, of about 200 horse power, from Bennett and Henderson's foundry, and was ready to return to Quebec at the beginning of August.

The "Royal William" left Montreal at 2 o'clock P. M., Saturday, 13th August, and calling at Sorel and Three Rivers, arrived at Quebec about 9 P. M., Sunday 14th, having steamed the whole way down, her engines working satisfactorily, but having touched ground in getting out of the harbour of Montreal, she was placed on the gridiron for examination.

She is described in the Quebec Gazette as having three lofty masts, schooner rigged, but having three square sails on the foremast. The underdeck cabin was fitted out with taste and elegance, containing some fifty berths, besides a splendidly furnished parlour. The dining saloon occupied the round house on deck. Her register as entered at the Quebec Custom House is as follows:—

REGISTER OF "ROYAL WILLIAM".

No. 42. Port of Quebec, dated 22nd August, 1831. Name "Royal William". Burthen, 363 $\frac{3}{4}$ tons. John Jones Master. Built at this Port this present year, 1831. Which appeared by a certificate of Geo. Black, the builder, dated 15th July, last.

Name and employment of surveying office.—(Signed) C. G. Stewart. One deck; three masts; length 160 feet; breadth taken above the main wales, 44 feet; depth of hold, 17 feet 9 inches; schooner rigged, with a standing bowsprit, square sterned; carvel built; quarter badges; scroll head: admeasured aground; propelled by steam, with wheels or flyers at each side; breadth between the paddle boxes, 28 feet.

Subscribing owners.

William Finlay, William Walker and Jeremiah Leaycraft, }
of Quebec, Merchants, Trustees of the incorporated } Sixty-four shares.
"Quebec and Halifax Steam Navigation Company". }
and other owners.

Custom House, 14th June, 1832.

A true copy, Custom House, Quebec, 2nd March, 1891

(Sd.) D. D. O'MEARA,
Acting Registrar of Shipping.

She sailed for Halifax on the 24th August, with about 20 cabin passengers, viz.:—E. Bedard and lady, M. Massue and daughter, Miss Marret, Miss Kroen, Lieut. Seymour, 71st Regt., and Messrs. McDonald, Goldsworthy, Adair, Tndor, Adaras, Schneller, Pack, Lemon, Wicksteed and Parker, also 70 steerage passengers, a good freight and 120 tons of coal. The cabin fare was £6. 5s., including meals and berth. She was welcomed with great éclat at Halifax on Wednesday morning 31st August; the trip took six and a-half days, including two days' detention at Miramichi, and she arrived in Quebec on 13th September, taking nine days on the return voyage, including four days' detention at stopping places, and by fog, also experiencing heavy cross-winds coming up the river, but proved herself a good sea boat, and the engines gave satisfaction.

She left Quebec for her second trip on the 17th with a good cargo and several passengers, and, stopping both ways at Pictou and Miramichi, arrived at Quebec on 7th October, again proving her seaworthiness in a tremendous storm 50 miles east of Cape Canso, when she lost her two quarter boats through the breaking of the davits by the sheer force of the gale. On the 8th she went to Green Island and brought up the passengers and crew, some 160 persons, of the vessel "Acadia" wrecked there.

On the 18th she departed on her last trip of the season, returning on the 9th November, with ten passengers, but from stress of weather could not call at Miramichi. It was suggested that she should return during the winter and make a voyage to England or the West Indies, she being so admirably fitted for crossing the Atlantic, but as there were doubts of thus infringing the Charter and Act of incorporation, the idea was abandoned, and on the 17th she proceeded to winter quarters at Sorel, thus concluding three successful voyages in 1831.

The Company deeming it advisable to have the Act granting the subsidy altered with reference to the insurance clause, and also to have the option of making Pictou the terminus instead of Halifax, it was amended as follows:—

2ND WILLIAM IV, CAP. II, 1832.

An Act to amend a certain Act therein mentioned, relating to the encouragement of the trade and intercourse between this Province and the Province of Nova Scotia, February 25th, 1832.

PREAMBLE.

Repealing 4th Section of Act 10 and 11 George IV, Cap. 32, that is to say: "and be it further enacted by the authority aforesaid, that no such payment or advance shall be made at the close of any season unless the said vessel and machinery shall have been insured until the close of the season then next following,

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in a sum not less than the said sum then to be advanced, and also any sum previously advanced," shall be and the same is hereby repealed.

II. And be it further enacted by the authority aforesaid, that the several sums of money mentioned in and payable under the authority of the said Act, may be paid to the person or Company who shall have complied with the other provisions and requirements of the said Act, as hereby amended, although the steam vessel for which the said sums shall be claimed may, during the whole or any portion of the period of four years mentioned in the said Act, have been regularly navigated between the Port of Quebec and other Ports of the River St. Lawrence, and the Port or harbour of Pictou in the Province of Nova Scotia, instead of the Port or Harbour of Halifax aforesaid.

The spring of 1832 opened with dark and gloomy forebodings, that dread scourge, Asiatic Cholera, was rampant in Europe, and the worst fears were realized in Canada, especially at Quebec; that year over 3,000 of her inhabitants were laid low, business was at a standstill, and disaster brooded over the Quebec and Halifax Steam Navigation Company. The "Royal William" duly arrived from winter quarters, and after much delay started on the 16th June with 11 cabin and 52 steerage passengers on her first and only voyage to Halifax. Her troubles began at Miramichi, where she arrived on the 19th with six of her crew slightly ill with choleraic symptoms, and the engineer is reported to have died. On opening the Quebec letters brought ashore by the Captain, a panic seized upon the inhabitants, and the vessel was quarantined, all the steerage passengers and sick men were landed on Sheldrake Island, and a boat manned by four men armed with muskets kept guard, threatening to fire on any one attempting to get into the ship's boat, which was demanded to be given up to them, but rightly refused by Captain Nicholls. The fireman came ashore with a request to the agent, Mr. Cunard, for a supply of coal to enable her to proceed on her voyage, which the magistrates refused to permit, and seized the boat after landing the man on the island. She was released from quarantine on 12th July, and left on the 16th for Pictou, where an armed vessel prevented her entering the harbour, so she proceeded to Halifax, to be again quarantined; and, after an absence of 53 days, arrived on the 7th August at Quebec, with about a dozen cabin passengers and 27 time-expired non-commissioned officers and men of the 71st Regiment from Bermuda, going to settle in Canada. On the 15th the Committee, seeing the futility of attempting to continue the service, tied her up to Brunet's wharf, to wait until such time as the Health officers would give a clean bill of health to outward bound trade from Quebec. She was kept in readiness to proceed on her voyages until the 24th October, when she went into winter quarters at Sorel.

In order to meet expenses it is presumed, the company made a loan of £5,000 on a mortgage; the payment was pressing, and the general meeting of stockholders called on 29th January, 1833, was adjourned to 5th February. What took place is not on record, but the "Royal William" was advertised on the 11th March by L. Gagy, sheriff of Montreal, to be sold at the Church door of the parish of Sorel, on the 3rd April, 1833, by reason of a judgment obtained against the Company by Henry George Forsyth and Alexander Clark, Merchants, of Quebec, of the firm of Henry George Forsyth & Co., which advertisement was copied by the New York *Albion*, Kingston *Chronicle*, Montreal *Herald* and *Gazette*, besides the Quebec newspapers.

The sale took place and the steamer was bought by the Mortgagees for £5,000, being the only bid. As she had cost over £16,000 it was a total loss to the stockholders, but the purchasers made the following offer to them at a general meeting held on 17th April presided over by James Dean, Esq.:—

"The gentleman who in April last year advanced £5,000 on mortgage on the Royal William, and who on the 3rd instant, at sheriff's sale, became the purchasers of that vessel, are willing to transfer the purchase to the original stockholders on

their coming forward before the 1st June next and depositing in either of the two banks of this City the amount of the purchase money, say £5,000 Cy., together with such other sums as shall have been expended in the outfit of the vessel since the sale, and undertaking to pay off the debts due by the Corporation (about £1,000 more) and to run the Royal William between this port and Nova Scotia, under the Act of Incorporation, for the benefit of the original stockholders."

The meeting adjourned to 1st June for the stockholders to decide, but nothing seems to have been done and evidently a new Company was formed by six of the old stockholders, who purchased the vessel, as shown by the new register taken out in the Quebec Custom House.

REGISTER OF "ROYAL WILLIAM."

No. 13—Port of Quebec—dated 18th May, 1833.

Name: Royal William. Burthen, 363 60-94 tons.

John McDeugall, Master.

Built at this Port in the year 1831, which appeared by a former certificate of registry, No. 42, granted here the 22nd August, 1831, now delivered up and cancelled upon transfer of property.

Name and employment of Surveying Officer.—(Signed) C. Secretan, Acting.

One deck and round house; 3 masts, length 160 feet; breadth taken above the main walos 44 feet; height between decks, or depth in hold, 17 feet, 9 inches. Schooner rigged, with a standing bowsprit; square stemmed, carvel built, quarter badges, scroll head; admeasurement afloat; propelled by steam, with wheel or flyers on each side.

SUBSCRIBING OWNERS.

James A. Forsyth, of Quebec, merchant,	ten shares.
Jeremiah Leaycroft,	do	do	do
Henry Lemesurier,	do	do	do

OTHER OWNERS.

Matthew Bell, of Quebec, merchant,	fourteen shares.
Noah Freer,	do	do
Henry John Caldwell,	do	do

De Novo.—London, 22nd November, 1833.

A true copy.

CUSTOMS HOUSE, QUEBEC, 2nd March, 1891.

(Signed) D. D. O'MEARA,
Acting Registrar of Shipping.

PORT OF QUEBEC, Customs.

V. R.

Canada, Quebec.

On leaving Sorel she went to Montreal and arrived at Quebec on 8th May and was used for pleasure excursions to Grosse Isle, and towed vessels until 18th May, when she was advertised to sail for Boston touching at Gaspé, Pictou and Halifax on 4th June.

She arrived on 17th at Boston and being the first British Steamer to come there was enthusiastically received; on passing Fort Independence she fired a salute to the American flag, which was acknowledged from the ramparts of the fort by the band playing "God Save the King". She left Boston for Halifax on the 26th and arrived at Quebec on 14th July with 47 cabin, 82 steerage passengers and 26 soldiers.

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The six above mentioned Quebec merchants now decided to send the "Royal William" to England for sale, and advertised her for the 1st August. Cabin passage to London £20 exclusive of wines. She left for Pictou on the 5th with four cabin passengers, Mr. Clark of Upper Canada, Rev. Mr. Sweeny and daughter, of Jamaica and Mr. Caszier. The following memorandum appears on the records of the Quebec Custom House:—

"1844. The steamship "Royal William"; McDougall, Master, cleared on Saturday, 3rd August for London 1833 and sailed for London at 5 o'clock a. m., Monday, 5th August, 1833. The Royal William arrived at Gravesend, 25 days passage from Pictou, N. S.

(Signed) J. W. DUNSCOMB,
Collector of Customs, Port of Quebec.

5th February, 1872.

She arrived at Pictou on the 8th August and left for London on the 18th having been detained by some slight repairs, coaling and awaiting the Prince Edward Island passengers. The following declaration has been made by the Collector of Customs of Pictou which speaks for itself.

"I, Daniel McDonald of Pictou, in the said Province of Nova Scotia, aged 56 years, do solemnly declare that I am the Collector of Customs for the port of Pictou, N. S. In the book of records of exports of the said Port, wherein I find the following particulars which I now give *literatim et verbatim*:—

"Date of clearance, 17th August, 1833. Royal William 363 tons, 36 men; John McDougall, Master; bound to London, B. (British); cargo, 254 chaldrons of coals, a box of stuffed birds, and six spars, produce of this Province, (N.S.), one box and one trunk, household furniture and a harp, all British, and seven passengers. And I make this solemn declaration, conscientiously believing the same to be true and by virtue of the act respecting extra judicial oaths.

(Signed) DANIEL McDONALD.

"The said solemn declaration was taken before the undersigned by the said Daniel McDonald at Pictou, this 25th day of March, 1891."

In the Archives of the Literary and Historical Society of Quebec.

(Signed) ANGUS McDONALD,
J. P.

"The Bark "Rokeby," arrived at Quebec 24th September and reported meeting the Royal William on 27th August in latitude 47° 55', longitude 45° 30' sails set and steam up, 9 days out, wind W. S. W."—*Quebec Gazette*.

"Arrived at Gravesend on 12th September in 25 days from Pictou, was sold for £10,000 to carry troops for the Pedroites to Portugal."—*Quebec Gazette*.

London, 14th Sept.—"Steamer 'Royal William' arrived here some days since from Pictou in 19 days, out of which she had two days detention to make some alteration in machinery. The whole distance was performed by steam with most perfect success with Pictou coal."—*Quebec Gazette*.

The above certificates and paragraphs from the press of the day establish the fact that the steamship "Royal William" left Quebec for England on the 5th of August, 1833, arrived at Pictou, N. S., on the 8th, sailed thence for London on the 18th, steamed the whole way across the Atlantic and duly arrived at her destination. Her log book is not extant, but the following letter, from her master, Capt. McDougall, to his friend Mr William King, of Quebec, now in the possession of J. M. Le Moine, Esq., and published in Transaction No. 13, sessions 1877 and 1878 of the Literary and Historical Society of Quebec is a short detail of her voyage and corroborative and incontrovertible evidence of what has been set forth.

LONDON, November 16th 1833.

MY DEAR WILLIE,

"You will, I am certain, think me very neglectful in not giving you an earlier account of our proceedings with the "Royal William." We left Pictou on the 18th August, after having waited several days for some passengers who were expected from Prince Edward Island, and for whom we had laid in a stock. We were very deeply laden with coal, deeper in fact than I would ever attempt crossing the Atlantic with her again. However, we got on the Grand Bank of Newfoundland where we experienced a gale of wind which rather alarmed my engineer; he wished very much to go into Newfoundland. We had previously lost the head of foremast, and one of the engines had become useless from the beginning of the gale; with the other we could do nothing, and the engineer reported the vessel to be sinking. Things looked rather awkward, however, we managed to get the vessel clear of water, and ran by one engine after the gale ten days. After that, we got on very well, and put into Cowes to clear the boilers, a job which generally occupied them from 24 hours to 26 every fourth day. However, we managed to paint her outside there; the inside we had previously done, which enabled us to go up to London in fine style. Ten days after her arrival she was sold, and has since been thoroughly repaired and coppered; her model is considered to be superior to any of their steamers here. I should not be surprised to hear that George Black had got orders to build some more like her. She was sold for £10,000, which I believe has all been paid. I am now employed by her owners at £30 per month, and I shall sail in a few days for Lisbon."

My dear Willie, believe me to be,
ever sincerely yours,

(Signed) JOHN McDUGALL.

To MR. WILLIAM KING,
Quebec.

In the history of Lower Canada by Robert Christie, published in Quebec 1854, on page 362 of Vol. V., will be found a letter from Capt. McDougall to Mr. Christie claiming the "Royal William" to have been the first steamship that crossed the Atlantic Ocean by steam power alone.

It is an extremely interesting letter and graphically relates her subsequent career. St. Foy, where it is written, is a parish adjacent to Quebec. Captain McDougall died the following year, 1854, on the 6th December, aged 57 years, and lies buried in grave 531 at Mount Hermon Cemetery, Quebec.

"SAINT FOY, 10th August, 1853.

"ROBERT CHRISTIE, Esq., M. P. P.

"DEAR SIR,—* I lately found some papers connected with the "Royal William" steamer which brought to my recollection my promise to furnish you with a brief sketch of her history, while I was attached to her, from the 19th April, 1833, to the 1st January, 1838.

"I took charge of her at Sorel, after she was sold by sheriff's sale, from Captain Nicholas, and was employed during the month of May towing vessels from Grosse Ile', and afterwards made a voyage to Gaspé, Pictou, Halifax, and Boston in the United States, being the first British steamer that entered that port. On my return to Quebec the owners decided on sending her to London to be sold, and I left for London via Pictou on the 5th August, and was detained at Pictou until the 18th repairing the engines and boilers and receiving coals.

"I then started for London and was about twenty days on the passage, having run six or seven days with the larboard engine, in consequence of the starboard engine being disabled, and was detained at different times, about a week, laying to

*Christie's History of Canada.

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repairing the boilers which had become very leaky. About the latter end of September the "Royal William" was sold by Messrs. Geo. Wilds & Co. (the agents to whom she was consigned) to Mr. Jos. Sirres, the shipowner of Radcliffe, through Messrs. Wilcox and Anderson, for £10,000 sterling, and chartered to the Portuguese Government to take out troops for Don Pedro's service, and on my arrival in Lisbon offered to them for sale as a vessel of war, but rejected by their admiral, Count Cape St. Vincent, the present Admiral Sir Charles Napier. I then returned to London with invalids and disabled soldiers from Don Pedro's service, and laid her up off Deptford victualling office. In July I received orders to fit her out to run between Oporto and Lisbon, and made one trip between these ports and a trip to Cadiz for specie for the Portuguese Government; and on my return to Lisbon I received orders to dispose of her to the Spanish Government, through the Spanish ambassador at Lisbon, Don Evanston Castor da Perez, which was completed on the 10th September, 1834, and her name was changed to "Isabel Segunda," being the first steamer the Spaniards ever possessed, and Commodore Henry hoisted his broad pennant on board as commodore of the first class and commander-in-chief of the British Auxiliary Steam Squadron, to be employed on the north coast of Spain against Don Carlos. I joined the Spanish Service under him with the rank and pay of a Commander, but with a special agreement by which I was guaranteed £600 sterling per annum, and under a contract to supply the squadron with provisions from Lisbon. We proceeded to the north coast of Spain, and about the latter part of 1834 returned to Gravesend for the purpose of delivering her up to the British Government to be converted into a war steamer at their dockyard, and the crew and officers were transferred to "The Royal Tar," chartered and armed as a war steamer, with 6 long 32-pounders, and named the "Regina Gobernadoza," the name intended for city of Edinburgh Steamer, which was chartered and then fitted up as a war steamer, to form part of the squadron; when completed she relieved the "Royal Tar," and took her name.

"The 'Isabel Segunda' when completed at Sheerness dock yard took out General Alava, the Spanish Ambassador, and General Evans and the most of his staff officers to Saint Andero and afterwards to San Sebastian, having hoisted the Commodore's 'broad pennant' again at Saint Andero, and was afterwards employed in cruising between that port and Fuesti Arabia, and acting in concert with the 'Legion' against Don Carlos, until the time of their service expired in 1837. She was then sent to Portsmouth, with a part of those discharged from the service, and from thence she was taken to London and detained in the City Canal by Commodore Henry until the claims of the officers and crew on the Spanish Government were settled, which was ultimately accomplished by bills, and the officers and crew discharged from the Spanish Service about the latter end of 1837, and the 'Isabel Segunda' delivered up to the Spanish Ambassador, and after having her engines repaired returned to Spain and was soon afterwards sent to Bordeaux, in Franco, to have the hull repaired. But on being surveyed it was found that the timbers were so much decayed that it was decided to build a new vessel to receive the engines, which was built there and called by the same name, and now forms one of the Royal Steam Navy of Spain, while her predecessor was converted into a hulk at Bordeaux.

"She is justly entitled to be considered the *first steamer that crossed the Atlantic by steam having steamed the whole way across*, while the 'Savannah,' American steamship which crossed in 1822 to Liverpool and Petersburg sailed the most part of the way going and returning.

I remain, dear sir,
 Your most obedient,

JOHN McDOUGALL."

One more interesting episode in the career of the "Royal William" is taken from a letter by Mr. A. Somerville, of Toronto, to the *Toronto Globe* of 15th May, 1876, where he relates:—"This vessel earned one other distinction than that of steaming across the Atlantic prior to any other steamship. The 'Isabel Segunda' (the new

name of the 'Royal William' was the earliest steamer of war in the history of nations to deliver a hostile shot. It was on the 5th of May 1836, in the Bay of San Sebastian, during the action on land then in progress between the British Legion under General Sir De Lacy Evans and the Carlists entrenched behind a series of field works. The first shot from the ship dislodged some Carlist sharpshooters who were picking off rank and file and officers of the Eighth Scottish Highlanders, in the Grenadier Company of which I was a Colour Sergeant, &c., &c., &c."

Through the kindness of Ovide Frechette, Esq., Consul for Spain at Quebec, an interesting document was obtained from the Minister of Marine at Madrid in reference to the career of the Isabel Segunda, *nee* Royal William, and also of the fate of the vessel into which her engines were transferred, of which the following is a translation from the Quebec Consulate:—

"CONSELADO DE ESPANA,
en Quebec.

MINISTRY OF STATE No. 49.

"His Excellency the Minister of Marine by Royal order of 28th July last, says to this Ministry what follows: Received in this Ministry the Royal order No. 93 of 21st March from your Ministry, transmitting the despatch No. 9 bearing the date of 28th February last, from the Spanish Consul at Quebec, asking information about the first steamer that crossed the Atlantic and which he supposed to be one that our Government bought and used as a man-of-war under the name of 'Isabella 2nd,' I have the honour to inform Your Excellency that effectively the vessel to which refers your communication is the one our Government purchased in September, 1834, and was used in the service as a coast-guard in the Cantarabic Sea, and was afterwards transferred to the Mediterranean for the same purpose and there remained till 1840, when it was withdrawn from the service on account of its bad condition.

"Her machinery was utilized for another man-of-war, which was built at Bordeaux, and to said vessel was also given the name of 'Isabella 2nd' and it was afterwards changed for that of 'Saint Isabella.'

"In January, 1860, the vessel was wrecked on the coast of Algeria during a most terrific storm. In 1850 was built in England by order of our Government and under the superintendence of Don Pablo Llanes, Brigadier of the navy, a paddle steamer of 500 horse power, and was called 'Isabella 2nd.'

"By Royal order, transmitted by His Excellency the Minister of State, I inform you of the above facts in answer to your despatch No. 9 of 28 February last.

"May God spare you many years,

"Madrid, 13th August, 1891,

"The Under Secretary,

(Sgd.) "RAFAEL FERRAZ."

"To the Consul of Spain at Quebec." *

Thus closed the memorable career of the "Royal William," built at Quebec, as a steamship the first to cross the Atlantic by continuous steam power, and the first war steamer to go into action and fire hostile shot at the Carlists in Spain; her hulk rotted in the harbour of Bordeaux, France, and her engines lie at the bottom of the Mediterranean Sea off the coast of Algeria.

As further evidence of the building of the "Royal William," it will be important to record an interesting letter† from the late James Gondie, jr., Marine Architect

* Original in the Spanish Consulate, and translation in the archives of the Literary and Historical Society at Quebec.

† Originals in archives of the Literary and Historical Society of Quebec.

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of George Black's ship-yard, written to Archibald Campbell, Esq., now president of the Literary and Historical Society of Quebec, and its authentication by W. H. Baldwin, Esq. Mr. Gondie was then hale and hearty, but died on the 8th May, 1892, at his residence in Illinois, U.S.

NORTH EVANSTON, COOK COUNTY, ILL.,
February 17th, 1891.

ARCHIBALD CAMPBELL, Esq.

DEAR SIR:—"It is with great pleasure I take my pen in hand, though in my 82nd year of age, to acknowledge the receipt of your kind letter, under date 14th inst. and contents noted. I shall give you the facts as they occur to me as briefly as I can, of which I am in possession as the superintendent duly appointed by the stockholders to superintend, in all its details, the building of a steamship, afterwards named the 'Royal William.' In the fall of 1830 I was duly engaged, and the keel of the 'Royal William' was laid in the yard of Mr. George Black, Shipbuilder, in connection with Mr. John Saxton Campbell as partner. Mr. Campbell was a merchant and shipowner of high standing and capitalist at Quebec, and brother to the late Archibald Campbell, in his life Notary Public.

"As I had the drawing of the form of the ship, at that time a novelty in construction, it devolved upon me to lay off and expand the draft to its full dimensions on the floor of the loft, where I made several alterations in the lines as improvements. Mr. Black though the builder and contractor, was in duty bound to follow my instructions, as I understood it. The steamship being duly commenced the work progressed rapidly and in May following was duly launched, and before a large concourse of people was christened the 'Royal William' in honour of the reigning King. She was then taken to Montreal to have her engines, when I continued to superintend the finishing of her cabins and deck work. When completed she had her trial trip, which proved quite satisfactory. Being late in the season before being completed she only made a few trips to Halifax.

"The next year was 1832, the cholera made its appearance and she was destined to lose money; in 1833, in August, it was decided to send her to London for sale, where she arrived after a passage of 25 days, under command of Captain John McDougall, who gave a very flattering account of her good qualities, she was put up for sale and sold to the Spanish Government, retaining Captain McDougall as Commander, remaining in charge for several years, coming back to Quebec with high honours from the Spanish Government. She was the first steamship to fire a gun in action, which is something of an honour to Quebec.

"Now as to her being the first steamship to cross the Atlantic, there can be no doubt, as she was built expressly for a sea-going steamship. I had not the slightest idea of her failure to reach London as a sea-going steamer. Right here let me tell you, though I was only 21 years old, I was full master of my business, as Mr. Simmons said when he spoke to me about going out. I asked him the question:—Do you think me capable? I am so young. 'James, if I did not think you capable I would not recommend you.' That was enough for an ambitious youth, as I was. I had been at the actual building as assistant foreman to William Simmons, of Greenock, Scotland, with whom I served my apprenticeship, on four such vessels as the 'Royal William,' to cross the Irish Channel, where no rougher sea can be, having made the trip to Belfast in one of them myself. I was also foreman apprentice, in my last year, in building a steam yacht of the same strength as the 'Royal William,' of 400 tons, but much sharper, for Don Pedro. I merely mention these facts to show I was duly qualified. It was during that time I was spoken to by Mr. Simmons to engage to go to Quebec to superintend the building of the 'Royal William.'

"I shall now explain why I think the 'Royal William' is entitled to the credit of having been the first steamship to cross the Atlantic, is because the Savannah ship (American) was a full rigged packet ship, built for a sailing ship, but by some ambitious desire of the owner, he conceived the idea in 1819, fourteen years prior to

the 'Royal William' to fit up a small steam engine on the deck of that ship, and had it so constructed that small wheels were put on the shaft, which in stormy weather could be easily unshipped and hoisted on deck to be used only in fine weather; thus he was only experimenting on the adaptation of steam for propelling on the ocean. He seems to have got sick of the experiment, for on the return of the ship the engine was taken off and laid aside to let the 'Royal William' fourteen years afterwards, and the Canadian Public show to your Yankee cousins how steam could be adapted to ocean navigation.

"Mr. Campbell, trusting this sketch of mine about the 'Royal William,' and 'Savannah' may be sufficiently authentic, I shall conclude, trusting you may be as I am, in perfect good health, and that you may live for many years to come to enjoy the world as best we can. Gen. Sherman said, before dying. 'It was natural to die as it was to be born.'

I remain very respectfully yours,

(Sd.) JAMES GONDIE, Serrr."

The working model of the "Royal William" has an honoured resting place in the Library of the Literary and Historical Society of Quebec. How it got there is authenticated by the following declaration* of W. H. Baldwin, Esq., one of Quebec's oldest shipbuilders, who also verifies the signature of the late James Gondie. This model was sent, at the request of the committee of the Royal Naval Exhibition, to that exhibition held in London in 1891, and numbered model 4736, where it attracted considerable attention, and the Society received from the Committee a handsome diploma which also graces the walls of their Library.

The importance of this model was recognized by the Dominion Government by ordering a *fac-simile* of it to be made, and sending it to the Columbian Exhibition or World's Fair, at Chicago, in 1893. It is doubtless now to be seen in the Department of Agriculture at Ottawa.

"CANADA,
PROVINCE OF QUEBEC, }
District of Quebec. }

"I, William Henry Baldwin, of the city of Quebec, Shipbuilder, aged sixty-five years, do solemnly declare that in the year one thousand eight hundred and forty-six, I took from Mr. George Black possession of Mr. George Black's ship-building establishment at Cape Cove, situate immediately under where Wolfe's monument stands on the Plains of Abraham. In the moulding loft there were numbers of models, and amongst the rest that of the steamer "Royal William." The name was on her model, and Mr. George Black, who was then alive, proudly showed it to me as being the model of the first steamship that crossed the ocean propelled by the motive power of steam. Subsequently Mr. Henry Dinning became my partner in the business of ship-building, and he presented the model of the said ship "Royal William" to the Literary and Historical Society of Quebec, where it now is. I had it in my possession for a short time within the last six weeks, and gave it back to the Society.

"Mr. James Gondie, after the transfer of the said ship-yard to me, was my draughtsman and ship architect. I know his handwriting and believe that the letter now shown to me, addressed to Archibald Campbell, Esq., from North Evanston, Illinois, and of date February 17th, 1891, as written on the said letter, is written by him, and the signature, 'James Gondie, sen.,' at the foot thereof, is in his handwriting. From all I know and heard Mr. George Black mention on the subject, I believe Mr. Gondie's statement contained in the said letter to be correct and every way worthy of belief, and I do solemnly declare and make this solemn de-

* Original in the archives of the Literary and Historical Society of Quebec.

claration conscientiously believing the same to be true and by virtue of the Act respecting extra judicial oaths.

(Sgd.) "WM. H. BALDWIN,
"Ship-builder, Quebec."

"The said solemn declaration was taken before the undersigned by the said William Henry Baldwin, at the Court-House, in the city of Quebec, this twenty-sixth day of February, 1891.

{ L. S. } (Sgd.) "FISSET, BURROUGHS & CAMPBELL,
"Prothonotary of the Superior Court
for the District of Quebec."

"I, Archibald Campbell, of Thornhill, in the parish of St. Colomb, de Sillery, one of the joint Prothonotaries of the Superior Court of the Province of Quebec for the district of Quebec, do solemnly declare that, on or about the fourteenth day of February last past, I wrote a letter to James Gondie, ship-builder, asking for information respecting the steamship 'Royal William'; and on about the twenty-third day of the same month and year I received an answer thereto, the letter hereto attached, and at the foot thereof for identification I have written the following in red ink: 'This is the letter I refer to in the annexed solemn declaration taken by me this twenty-first day of March, 1891.'

(Signed) "ARCHIBALD CAMPBELL."

"And I do further solemnly declare that I showed the said letter to William Henry Baldwin, of Quebec, ship-builder, on the twenty-sixth day of February last past, and that the same is the one referred to in his solemn declaration taken at Quebec, before Fisset, Burroughs & Campbell, P. S. C., on the day and year last mentioned.

"And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the 'Act respecting extra judicial oaths.'

(Sgd.) "ARCHD. CAMPBELL."

*"The said solemn declaration was taken before the undersigned by the said Archibald Campbell, at Quebec, this twenty-first day of March, 1891.

(Signed) "A. B. ROUTHIER,
"Judge Superior Court."

"I, Joseph Wilson Henry, of the city of Quebec, founder, aged 76 years, do solemnly declare that in the year 1831 I was present at the launch of the steamship 'Royal William' in the cove generally known as Cape Cove, owned at the time by Mr. John Saxton Campbell, merchant, who, with Mr. George Black, built the said steamship for a company, to trade between Quebec and Halifax. The launching was a great event in Quebec and attracted an enormous concourse of people; the regiments stationed in the city provided the bands; the shipping in port lent their bunting, and Lady Aylmer, the wife of the Governor General, honoured the scene with her presence and christened the vessel after the reigning sovereign, William the Fourth.

"I knew perfectly well Mr. James Gondie; he was the son of that Mr. Gondie, ship architect, who constructed the navy on the Upper Canada lakes in the war of 1812, and was born in Quebec; but, about the age of 15 years, left to study his

*Original in the archives of the Literary and Historical Society of Quebec.

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) "FISSET, 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. Dontner, 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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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 nobly 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.

as a sailing packet between New York and Havre, France. The keel was built in 1818, and the vessel was launched August 22nd of the same year." She was purchased by a Savannah shipping firm and equipped with one engine of 90 horse power and side paddle wheels of peculiar construction, consisting of "eight radial arms, held in place by one flange and were arranged to close together like a fan. They were furnished with a series of joints so that they could be detached from the shaft and taken in on deck when storm or other circumstances required it." The vessel carried seventy-five tons of coal and twenty-five cords of wood. The total cost was about \$50,000 including engine and rigging." In addition to the engine the vessel carried the same complement of spars and sails as a sailing ship of that period, with the exception of royal masts and royals."

Her first trip was made from New York to Savannah, Georgia, leaving the former port on 28th March, 1819, and "by examining the log book of the Savannah it will be noticed steam was seldom used except in *calm weather*, or when it was desired to show the power of the engine of the vessel." On the 3rd of April, the weather being calm and pleasant," the log states, "at 3 P. M., stowed the wheels and started the wheels, furled all sail." But the run under steam was of short duration, "as the fore and aft sails were unfurled at 5 o'clock the next morning, and the crew at 8 A. M. folded up the wheels and stowed the wheels." During the whole voyage from New York to Savannah, we find that the engine was running:—

March 29th.....	½ hours.
From April 2nd 3 P. M., to April 3rd 8 A. M.....	17 "
From April 3rd 6 P. M., to April 4th 8 A. M.	14 "
From April 5th 10 P. M., to April 6th 4 A. M	10 "
	41½ hours.

The vessel came to anchor at 4 A. M., April 6th, 8 days, 15 hours (207 hours) from Sandy Hook Light."

The "Savannah" left Savannah for Liverpool under steam on 22nd May, 1819, and arrived "with all sails set to the best advantage at 2 P. M., Sunday, 20th June, in the River Mersey and" "hove to off the bar for the tide to rise," "and at 5 p. m. shipped the wheels, furled the sails and running to the River Mersey at 6 p. m. came to anchor off Liverpool with the small bower anchor," "twenty-nine days, eleven hours from Savannah, during which time the vessel had run under steam eighty hours."

"The following table shows the number of hours the engine was at work during the voyage from Savannah to Liverpool:—"

Got steam up.	Shut steam off.	Hours.
May 30th, 8 A. M.	May 30th, 6 P. M.	10 hours.
June 1st, 8 A. M.	June 2nd, 2 A. M.	18 "
June 6th, 8 A. M.	June 6th, 12 P. M.	16 "
June 9th, 8 A. M.	June 9th, 12 P. M.	4 "
June 11th, 10 A. M.	June 11th, 12 P. M.	14 "
June 16th, 8 P. M.	June 17th, 2 P. M.	18 "
		80 hours.

From Liverpool to St. Petersburg the engine was used somewhat more continuously.

"The homeward voyage to Savannah was a stormy one; heavy winds, rough sea, gales and storms being almost daily noted in the log" The engine was not used during any part of the return trip until the 30th of November (the fortieth day after leaving Avendale, Norway) when Captain Rogers "took on a pilot inside the bar," and "10 A. M. anchored in the Savannah River and furled sails on the flood tide, got under way with steam and went up and anchored off the town." Thus showing that Captain Rogers always took good care to get up steam just outside the ports he visited, the rebuy appearing to have steamed all the voyage.

The "Savannah" engine was taken out and sold and she ran between New York and Savannah as a sailing packet, until she ran ashore on Long Island, in 1822. A vessel which can only steam in smooth water is no steamship at all, and thus the "Savannah" has no claim whatever to be called the Pioneer of Transatlantic Steam Navigation.

The report mentions a steamship "Curagoa" in 1828, but no proof is given of what she was, where she went after leaving Antwerp and in what manner her supposed voyage was performed, and she is classed with the "Savannah" a failure—therefore her claim may be dismissed.

The "Sirius" and the "Great Western" appeared on the horizon five years after the "Royal William" and therefore have no claims whatever. I mention these because people in Britain have through ignorance advanced claims in the premises on their behalf.

This document has been prepared for Sir Charles Hibbert Tupper, K. C. M. G., Minister of Marine, being a request by the Nova Scotia Historical Society for information respecting the "Royal William" and her career.

F. C. WURTELE,

Honorary Librarian Literary and Historical Society of Quebec.

Quebec, 10th February, 1894.

LIST OF AUTHORITIES CONSULTED:

Handbook of Dates, F. A. McCord.
 Statutes of Quebec.
 Quebec Gazette.
 Records of Custom House, Quebec.
 do do Pictou, N.S.
 Archives of Literary and Historical Society of Quebec.
 Transactions do do do
 Registrar of Mount Hermon Cemetery.
 Robert Christie's History of Canada.
 Lemoine's "Quebec, past and present."
 Toronto Globe.
 Halifax Herald.
 Spanish Consulate at Quebec.
 Report of United States' National Museum, 1891.
 Log of "Savannah" in Report of U. S. N. Museum.

In connection with the foregoing, the following additional matter, which is self-explanatory, will be found of interest:

Editorial notice of "Royal William" in *Colonial Patriot*, published at Pictou, 13th August, 1833.

"The 'Royal William' is here on her way to London, whence she is not likely to return. We sincerely lament that she is not to continue in the service of these Provinces, and her departure ought to be considered as a great calamity. When the idea of connecting Quebec and this Province by steam was first started, we hailed the opening prosperity with a very long article, pointing out the advantages which would ensue; and though our predictions have not been realized, we have never seen cause to change our opinion. We do not despair of seeing before long a cheaper boat, of more manageable dimensions, running between this and Quebec, leaving the dangerous navigation between this and Halifax out of the route. We take this opportunity of congratulating our friends in Britain, with whom we used to anticipate happy meetings when the Atlantic should be navigated by steam, upon the present attempt to the accomplishment of our wishes. We have no doubt she will have a safe and speedy voyage."

The same paper, of the 20th of the same month, has the following among the shipping news:—

"Cleared 17th, 'Royal William,' McDougall, London, coal, natural curiosities,* and spurs by W. Mortimer.

"Passengers in the 'Royal William': Rev. Mr. Sweeney and daughter, Dr. Law, Messrs. Causyer and Clark, and several in the steerage."

The story of the "Royal William" may fittingly conclude with an account of the final act of placing in its permanent position the memorial tablet, prepared by direction of the Hon. J. A. Ouimet, the Minister of Public Works.

[See page 19, Proceedings of Colonial Conference].

At the conclusion of the ceremonies opening the Colonial Conference on the 28th June, 1894, His Excellency the Earl of Aberdeen, Governor General, announced to the delegates and others assembled in the senate chamber, that he had received the following letter from the Clerk of the House of Commons, after the reading of which His Excellency announced that he would have much pleasure in placing the brass tablet in the place selected for it, and he wanted the gentlemen specially named in the letter and others to accompany him and assist by their presence at the place designated.

TO HIS EXCELLENCY THE GOVERNOR GENERAL:

MY LORD,—The two Houses of the Canadian Parliament have ordered that a brass tablet should be placed in the wall of the corridor leading to the Library of the Parliament, with a suitable inscription "commemorating the departure of the 'Royal William' from the port of Quebec in 1833—the first vessel to cross the ocean wholly by means of steam."

Your Excellency is already familiar with the leading circumstances connected with this interesting historical fact. The brass plate ordered by Parliament is now ready to be put in place, and it is felt that no more fitting time could be chosen than at the close of the opening meeting of the Colonial Conference.

On behalf of the Royal Society and Associated Societies, who were the first to move in doing honour to the builders and navigators of the "Royal William" I express the hope that Your Excellency will be pleased to place the commemoration plate in its permanent position. If it is agreeable to Your Excellency I inclose the list of gentlemen who, it is thought desirable, should witness the proceedings.

1.—The Delegates to the Conference. 2.—The Speakers of the Senate and Commons. 3.—Cabinet Ministers. 4.—Mr. Gustavus Wicksteed, who saw the "Royal William" launched 63 years ago and took passage on her trial trip. 5.—Mr. Horace Wicksteed, who boarded the "Royal William" on her arrival in England and dined with the captain. 6.—Representatives of the Royal Society and Associated Societies.

I have the honour to be,
Your Excellency's most faithful servant,

J. G. BOURINOT.

His Excellency then proceeded to the corridor leading to the Library of Parliament, when in pursuance to the Order of Parliament, the memorial brass representing the steamship "Royal William" was placed in the position it now occupies. This formal act of His Excellency most fittingly associated the gathering of Delegates from the British possessions in all quarters of the Globe with the Canadian ship "Royal William" the pioneer of those vast systems of ocean steam navigation which had rendered the Conference possible. The Delegates present were the following:—

The Right Honourable the Earl of Jersey, P. C., G. C. M. G., representing the Government of Her Majesty.

*Dr. George Patterson, of New Glasgow, N. S., in a letter to Dr. Sandford Fleming, C. M. G., under date of 15th November, 1894, says that the "natural curiosities" above indicated "were a collection, particularly of birds, made by the late Dr. McCulloch and family, which was sent to London for sale." This gentleman adds that there are some particulars given of the "Royal William" in his "History of the County of Pictou," (p. 394).

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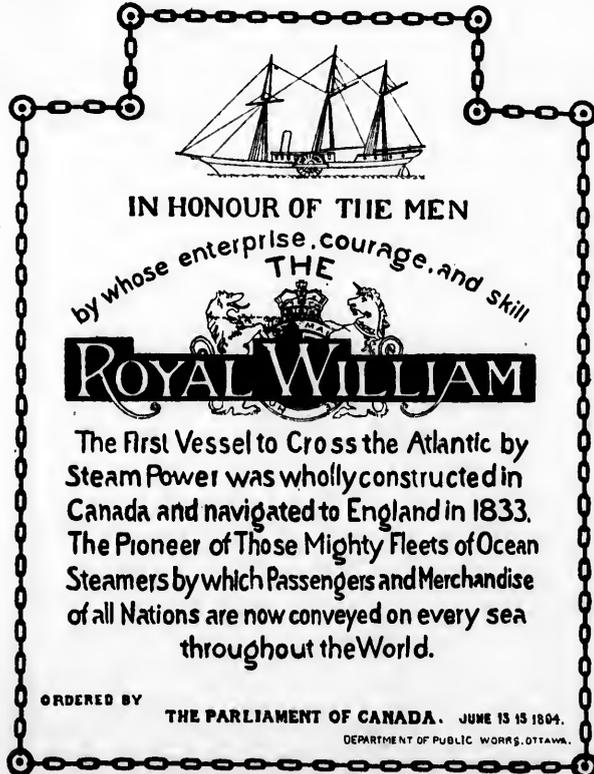
*The Hon. Mackenzie Bowell, P. C., the Hon. Sir Adolphe P. Caron, P. C., K. C. M. G., the Hon. George E. Foster, P. C., LL. D., Mr. Sandford Fleming, C. M. G., L.L.D., representing the Government of the Dominion of Canada.

The Hon. F. B. Suttor, M.L.A., representing the Government of New South Wales.
The Hon. Nicholas Fitzgerald, M.L.C., representing the Government of Tasmania.
The Hon. Sir Henry de Villiers, K. C. M. G., Sir Charles Mills, K. C. M. G., C. B., the Hon. J. H. Hofmeyr; representing the Government of the Cape of Good Hope,
The Hon. Thomas Playford, representing the Government of South Australia.
Mr. Alfred Lee Smith, representing the Government of New Zealand.
Sir Henry Wrixon, K. C. M. G., Q. C., the Hon. N. Fitzgerald, M. L. C., the Hon. Simon Fraser, M. L. C., representing the Government of Victoria.

The Hon. A. J. Thynne, M. L. C. (member of the Executive council), Hon. Wm. Forrest, M. L. C., representing the Government of Queensland.

This act of His Excellency was witnessed also by the members of the Canadian Government, the Speakers of both Houses of the Dominion Parliament and by members of each House, by officers and members of the Royal Society of Canada on behalf of the Canadian Institute, the Literary and Historical Society of Quebec, the Nova Scotia Historical Society and other associated societies and by citizens of Ottawa generally: among others by two gentlemen who were contemporaries of the events relating to the memorable voyage of the vessel in 1833 viz. Mr. Gustavus W. Wicksteed, Q. C., who was present at the launching of the ship, and was on board of her as a passenger previous to her voyage across the Atlantic; and his brother, Major Horace A. Wicksteed, who visited the steamer on her arrival in the River Thames after her passage across the ocean.

*Now Sir Mackenzie Bowell, K. C. M. G.



ORDERED BY

THE PARLIAMENT OF CANADA. JUNE 15 1864.

DEPARTMENT OF PUBLIC WORKS, OTTAWA.

FAÇSIMILE OF THE MEMORIAL BRASS.

