

Unfortunately some due to,
 ges for injury sustained,
 of some proprietors of
 ilers, in consequence of
 ency of our plan." In
 opinion before we sailed,
 had hopes, if the boilers
 of three miles per hour.
 If are charged with gross
 public, that at the time
 not appear for *six weeks*,
 l. Does Mr. Braithwaite
 his passing *three* "whole
 anxiety and trouble which
 engine occasioned; not to
 occasioned by his having
 the Victory was ready for
 to have been completed a

main shaft." This I have
 ly to reiterate, that when
 eels were completely dis-
 urse stopped, although the
 e way on our passage to
 a letter from Mr. Braith-
 ng informed by me of the

I regret the accident, and
 ded with spare keys; but
 most impossible they should
 , and request you will make
 them. Hoping to have a
 c." The fact is, that the
 inspecting engineer from
 lock.

of the boiler." The leakage
 the Messrs. Braithwaite and
 that it took the whole of the
 with *distilled*, but with *sea*

water, which, owing to the leakage, it became imperative to use.
 Nevertheless, the leaks never took up, but got worse and worse;
 and when the boilers were taken to pieces, it turned out that a great
 number of the rivet-holes had cracks from them to the edge of the
 iron; and I need only refer to the report of the engineers for further
 information on the subject:

"We hereby certify, That the boilers and machinery have had a
 "fair and impartial trial, and that every thing has been done that
 "could be to render it effective, without success. We are also of
 "opinion, that the engines and boilers are so defective in power,
 "and so bad in material and workmanship, that it would be a
 "useless expenditure of fuel to persevere any longer in attempting
 "to work them."

August 26, 1829. (Signed) ALEX. BRUNTON, 1st Engineer.

ALLAN M'INNES, 2nd Ditto.

GEO. M'DIARMID } Witnesses.
 WM. THOM }

N.B.—The first engineer was a workman with Braithwaite and
 Co., and highly recommended, and was engaged at very high wages.

Suffice it to add, that the boilers were manufactured in the
 country (that is, at Birmingham), and that they were both unsound
 and ill-designed.

Fifthly—"The internal leakage." I can only say that the tube
 alluded to was never made red hot by the neglect of any one,
 unless it was when Mr. Braithwaite and Captain Ericsson were
 trying it before we sailed, nor would the effect have been as he
 states had that happened.

Sixthly—"Wearing of the bellows." I can only say that it was
 fortunate that I *had* plenty of leather for repairing them, although,
 being a new invention of the manufacturers, they were warranted
 not to want repair for six months; because, after we left the ship,
 the leather was wanted and made use of to make boots and shoes
 for the men, which indeed was the only good the bellows or the
 leather ever did us.

Seventh—"The cylinders were not of a sufficient size." On this
 subject I have only to remind Mr. Braithwaite, that he forgot to
 deduct the loss of power by the engines having the immense bellows
 to blow, which was at least equal to one-fourth.

Eighth—"Want of speed in the ship." The Victory, as I have