

cultured manners as an attentive waiter in a restaurant. We must try to be attractive. It is not simply a question of obtaining a pretty veneer, but no matter how good the inside of us may be we must not be repulsive on the outside; we must know how to act, how to talk, and we must have something to say. The age of rudeness in speech and conduct is past. Genius can always be appreciated, no

matter if the man possessing it is unattractive; but there is very little genius, and the idea of our schools and our homes I imagine should be that the commonplace person should be made as good and genuine and as attractive as possible, and the hope of accomplishing this must be based on home training more than on school teachers. — “*Don*” in *Saturday Night*.

GEOGRAPHY.

THE FIRST TRANS-ATLANTIC STEAMSHIP.—At the meeting of the Canadian Institute of the 17th December last a short paper on ocean steam navigation was read by me, in which I proved by incontrovertible evidence that the first ship to cross the Atlantic under steam was constructed in Quebec by Canadian owners. Since that date two articles on the subject have been published in the United States which appear to me especially to call for notice.

First in *The Popular Science Monthly*, of the City of New York, for January (page 424), second in *The Illustrated World's Fair* for February (page 447), published by authority in connection with the Columbian Exposition at Chicago. In both publications the memorable voyage of the Canadian steamship “Royal William” is entirely ignored, and the claim is again advanced that the first vessel propelled by steam across the Atlantic was the “Savannah,” built in the United States.

Having learned from *The Popular Science Monthly* that the “Log of the ‘Savannah’” was to be found in the publications of the Smithsonian Institution at Washington, on application for it I have obtained a copy through the courtesy of the Secretary.

The report on the “Log of the ‘Savannah’” is by J. Elfreth Watkins,

Curator of the Section of Transportation and Engineering. It commences as follows:—“The first voyages of a steamship across the Atlantic were made in 1819, by the ‘Savannah’ an American vessel carrying the American flag, and manned by an American crew. It seems eminently proper to preserve an authentic record of the events connected therewith in our national archives, particularly since the original log-book of these voyages is in the collection of the United States National Museum.”

I have examined Mr. Watkins’ report with care, and I find myself in no way called upon to modify the opinions expressed by me in the paper read before the Canadian Institute. The log contains no single fact to place the “Savannah” in a better light in the history of steam navigation than I have felt it my duty to assign to it. So far as the log furnishes information it confirms the view I had formed that the “Savannah” was practically a sailing ship.

During most of the period of the voyage from Savannah to Liverpool she was propelled by wind and not by steam; on her homeward voyage steam was not employed. I correctly stated in my paper that a contrivance set in motion by steam had been used for giving motion to the ship in smooth water when the wind failed.