

the carriage of mails and passengers, which made short voyages with regularity and despatch.

The practicability of crossing the Atlantic in a vessel propelled by steam was first tested in America in 1819 by the *Savannah*, of 315 tons burden, which made the voyage from Savannah to Liverpool in the month of May in twenty-six days. It was estimated on starting that the *Savannah* would make the voyage in fifteen days, but, running short of coal, she had to depend in a great measure upon her sails, which of course caused some delay. 'Several days before her arrival, the *Kite*, a revenue cutter on the Cork station, chased the *Savannah* a whole day, going ten knots, supposing her to be a ship on fire, when at length, perceiving the *Kite* in chase, she stopped her engine until the latter came up.' (*Scots Magazine*, July 1819.)

The *Savannah's* voyage having shown that a steamer of her size could not make a quicker passage than an ordinary sailing vessel, the subject of trans-Atlantic steam navigation was dropped for some time, but again revived in 1833, when an enterprising ship-builder of Quebec constructed a steamer, called the *Royal William*, of 500 tons burden and 180 horsepower, which made a voyage across the Atlantic in seventeen days. The following extract from the *Annual Register* for 1833 contains details of the voyage and its