P.	R.P.M.	B.H.P.
32	950	30.40
34	900	30.60
28	1100	30.80
18	1300	23.40
16	1400	22.40
26	1200	31.20
27	1100	29.70
28	1100	30.80
32	950	30.40
34	850	28.90
28	1000	28.00
24	1200	28.80
20	1350	27.00
18	1400	25.20
18	1400	25.20
16	1500	24.00
24	1200	28.80
26	1050	27.30
24	1150	27.60
26	1100	28.60
24	1200	28.80
26	1050	27.30
28	950	26.60
26	1050	27.30
16	1450	23.20
12	1500	18.00
10	1550	15.50
20	1100	22.00
20	1100	22.00

We were all in great tribulation over the poor results obtained yesterday (March 11) which yielded a maximum of 8 H.P. for our engine. To-day's experiments however have reassured us and indicate that we may rely upon getting at least 30 B.H.P. whenthe engine is in good running order. A.G.B.

New Propeller for Cygnet II.

March 12, 1909:- The new nine-foot propeller for the Cygnet II has been completely. Mr. Bedwin reports as follows:-

> " Put 9 ft. perfect screw propeller on gear 2 to 1 on ice-boat to-day (Mar.12) with Curtiss No.3 engine. The gear seemed just right, engine turning up 1100 rpm. Propeller is 9 ft. in diameter, 19° 30' at tip (10 ft pitch) perfect screw." Wm. B.B.