

the following extracts will show. In the preface to this work is the following passage :

■ In the third chapter of the second part will be found a review of the progress of steam navigation from its first establishment in 1812 to the present day. This chapter also contains the refutation of those absurd reports which have been generally circulated, imputing to the author opinions as to the impossibility of the Atlantic voyage, which are precisely the reverse of those he really expressed.

At page 295 of above work is a report of Dr. Lardner's speech from the "Times" of August 27, showing the falsehood of the report that he pronounced the project impracticable. The meeting (British Association) took place on the 25th at Bristol, and the report appeared in the "Times" of August 27, 1836. From that report I extract the following :

. . . He was aware that since the question had arisen, it had been stated that his own opinion was averse to it. *This statement was totally wrong, etc. . . .*

After some observations from Messrs Brunell and Field, Dr. Lardner in reply said :

that he *considered the voyage practicable*, but wished to point out that which would remove the possibility of a doubt, because if the first attempt failed it would cast a damp upon the enterprise and prevent a repetition of the attempt. What he did affirm and maintain in 1836-37 was that the long sea voyages by steam which were contemplated could not be maintained with the regularity and certainty which are indispensable to commercial success by any revenue which could be expected from traffic alone ; and that, without a Government subsidy of a considerable amount, such lines of steamers, although they might be started, could not be permanently maintained.

Nevertheless, the charge has been brought up again and again, and has been reproduced in public places for no other conceivable motive than perhaps to point an imaginary moral or adorn a sensational statement.

COL. J. HARRIS :—In the few remarks I propose to make I shall confine myself to the excellent paper. I observe that Mr. Fleming states that before the advent of the Cunard Line of steamers in 1840, there were some American liners. I am a living witness to the fact, for I have dined on board one of these sailing packets—there were only four—which went from St. Catherine's Docks to New York, and carried about thirty passengers each once a month. When we see the mighty strides in the matter of steam