

at must fully establish
be the effect. The
oses," took place long
n consequence of my
ication on the subject,
object, which it really
e to know what the
anything about it. The
the desire of Sir Felix
boilers had been made
rkmanlike manner," it
ice they were wanted;
e boilers was actually
, is sufficient to prove

I must disclose a fact,
dit on the individual, if
e agreed, in the presence
contract should be drawn
o be furnished by Mr.
On the following day,
s discovered by me that
sketch, had left out the
a, Mr. Braithwaite said,
again on that account, as
ut of our manufactory."
insist on it. In vain did
opper boilers came on, but
ne country." At last two
nd when I complained of
ply was "They were not
copper stipulated in the
discovery, but could only
e unworthy manufacturer.
far advanced to have new
ne iron material was good.
hwaite is under a mistake
l steam-vessel, and wished
n, &c. The contract with
left London to look for a

steam-vessel to fit *his*, not *my* construction of machinery. The contract was signed on the 9th of October, and it was not until the 2nd of November, 1828, that I returned to London, having purchased the Victory at Liverpool fourteen days before, and fitted her there with Mr. Robertson's paddles, in order to try their efficacy. The old engines being removed, Messrs. Braithwaite and Ericsson came on board on the 18th current, and inspected the Victory, when they highly approved of her, having found in her engine-room more space than was required for their machinery; and although the exact construction of the paddle-wheels was not told to them, because the ingenious inventor had not then secured his patent, it was fully explained that they were to be hoisted out of the water at pleasure, to which they made no objection. I must now declare, that neither the unwarrantable alterations in the boilers, engines, condensing apparatus, or any part of the machinery, were ever done at my request, and that every assertion made by Mr. Braithwaite to that effect is incorrect. With regard to the coupling keys, Mr. Braithwaite must be labouring under a want of recollection, when he says that their breakage was insignificant; for when that happened, the engine and paddle-shafts were completely unconnected, and consequently useless; but I am ready to admit that the engine might have worked if it had no paddle-wheel to turn, which was actually the case whenever the key broke. The next pages are chiefly occupied by a laboured but erroneous disquisition on the paddle-wheels, by which he makes his last struggle, in an attempt to show that it was owing to those that the failure took place. It is, fortunately, quite unnecessary for me to follow Mr. Braithwaite through his tedious categories, although they could all be refuted, in order to convince the public of the consummate folly and fallacy of his assertions; for I have only to state the undeniable fact, that the paddle-wheels on Mr. Robertson's plan were immersed within one foot of the axis, on the voyage from Liverpool to London, and did actually impel the Victory at the rate of eight to nine miles per hour, when she had a common single engine of only thirty horse power. For the express purpose of trying whether paddles on that construction would impel the vessel when deeply immersed, she was loaded and brought down in the water by putting an extra quantity of coals on her deck, after her hold was full, when the axis of the paddle-wheels was within less than one foot of the water; that the vessel was then made fast to the quay at Liverpool,