

numerable bergs were met with east of the Grand Banks, and for 80 miles south of Cape Race."

Steamer
struck an ice-
berg.

In one of our letters we mentioned that this season one of our steamers struck an iceberg at $3\frac{1}{2}$ knots speed, destroying her bows. What would have happened had the speed been greater? An Atlantic greyhound this season is reported to have, in a fog, run down a barque, herself receiving no harm—the barque, and all on board, disappearing. Had it been a berg, the case would have been reversed.

Fog signals—
a word for
Admiral Hop-
kins.

Then as to fog and the fog signals, on which some stress is deservedly set, the Department warns navigators in these words:—"It cannot be too emphatically impressed upon them that a sound signal is under no circumstances so reliable as a light, for the best sound signals will give varying results under varying conditions of atmosphere."

Turning to Mr. Smith, whom we hold in the highest esteem, and from whose Department the book from which we have been quoting issues.

Mr. Smith's
repudiation
reviewed.

His letter is dated from the Craven Hotel, and reminds us of the story of Galileo when abjuring before the Inquisition his belief in the earth's motion, muttering "But it still goes round." He notices that Captain Wakeham repudiated certain statements, and he "generally endorses the terms of his contradiction." We have shown that the statements contradicted were never made. He proceeds that he believes the scheme of running fast steamers is quite feasible, but he adds—and it is here that his fairness comes prominently out—that "the navigation of fast steamers would naturally require the observance of the same precautions as in the case of slower, and the faster need go no faster than prudence would warrant in thick weather." In an earlier letter we gave an illustration from this year's experience of a fast boat, because of fog, only going 190 miles one day and 71 the next; she was in company with one of our slowest boats for five days, unable, owing to the fog, to utilize her speed.

We also mentioned how we had to stipulate in a mail contract that we were to be free to slacken speed or stop for fog and ice and thus lengthen our passages without penalty, but were obliged to yield up half our subsidy for the concession.