

Seventh—"The cylinders were not of a sufficient size." On this subject I have only to remind Mr. Braithwaite, that he forgot to deduct the loss of power by the engines having the immense bellows to blow, which was at least equal to one-fourth.

Eighth—"Want of speed in the ship." The Victory, as I have already proved, did not draw three feet more than she should have done; the increase of seven inches was occasioned by the additional weight of the machinery; and the ship having been *actually* impelled both by the former and latter engine so fast, proves that the vessel was not impeded, nor was the power of the engine absorbed by the deep immersion of the paddle-wheels, nor by the confined construction of the paddle-boxes, which were the same as when the ship was built; but the failure in speed afterwards was entirely owing to the leaky state of the boilers, and their ill-contrived plans, or deviations from the original plan.

Mr. Braithwaite represents that the expedition lately under my direction has failed; of this the public will judge; but I submit that my humble endeavours, through the intervention of Divine Providence, have been crowned with complete success. I have indeed said that, had the machinery been good I should have advanced to a position that would have been fatal to us all. And when I call to my recollection that Mr. Braithwaite wickedly permitted me and my devoted companions to proceed on such a voyage of peril, with the *baleful* assurance that "the machinery was good, and that the boiler would 'take up,' and propel the ship five miles an hour," when he must have been aware that the whole was an *utter failure*, I am justified in exclaiming, Wonderful are the ways of DIVINE GOODNESS, who can turn such cold-hearted misdoings to his own merciful and benign purposes!

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