

ship service was actually retarded by the ill-success of the attempt of 1819. The mode of propulsion employed at intervals on the eastward voyage of the "Savannah" was abandoned and she returned to America under sail. Its partial use on the first voyage stimulated no effort to alter or improve the makeshift machinery used, or to introduce something more perfect and more permanent on ships subsequently constructed. It set in motion no attempt to send to sea a second "Savannah" to cross the Atlantic by steam power. The only other example on record of a vessel similar to the "Savannah" is the "Enterprise," a ship which made a voyage in 1825 to India assisted by steam. Like the "Savannah" she depended on her sails, using steam at intervals when there was no wind. This adventure, like that of the "Savannah," was entirely barren of any beneficial results. Attention continued to be directed to the improvement of ordinary sailing ships, and as a consequence there came into existence a magnificent class of vessels known as "clippers," propelled only by wind and sail. It was not uncommon for ships of this class to cross the Atlantic in half the time occupied by the "Savannah." If we except the "Royal William" in 1833, there is no record of any ship, propelled in whole or in part by steam, having made the passage between any British port and any American port for nearly twenty years after the performance of the "Savannah."

The "Royal William" exercised an influence of a directly opposite character. One result was to make clear that the transatlantic vessel of the future was to be a steam-ship. Sir Samuel Cunard with his two brothers were, as shareholders in the Quebec and Halifax Steam Navigation Company, part owners of the "Royal William." Cunard was a man of great business ability, rare shrewdness, and with much originality of character. The success which attended the experiment led him to foresee the possibility, nay the certainty of future triumphs. It became evident to his mind that sailing ships as mail packets were doomed. He at once grasped the situation, and determined the course which he subsequently pursued. His effort was to obtain a contract with the British Government for carrying the mails, and after constant perseverance and great delay, he finally succeeded in 1838. The service agreed upon was fortnightly in the first place, and afterwards weekly. The "Britannia," the "Acadia," the "Caledonia" and the "Columbia," were at once placed under construction, and these four vessels formed the beginning of the magnificent fleet of steamships which ever since have borne the honoured name of Cunard.

Quite distinct from the action of Mr. Cunard, and while his negotiations were in progress, the British and American Steam Navigation Company