sea water, which, owing to the leakage, it became imperative to use. Nevertheless, the leaks never took up, but got worse and worse; and when the boilers were taken to pieces, it turned out that a great number of the rivet-holes had cracks from them to the edge of the iron; and I need only refer to the report of the engineers for further information on the subject:

"We hereby certify, That the boilers and machinery have had a fair and impartial "trial, and that every thing has been done that could be to render it effective, without "success. We are also of opinion, that the engines and boilers are so defective in power, "and so bad in material and workmanship, that it would be a useless expenditure of "fuel to persevere any longer in attempting to work them."

August 26, 1829. (Signed) ALEX. BRUNTON, 1st Engineer.
ALLAN M'INNES, 2d Ditto.

GEO. M'DIARMID, WM. THOM } Witnesses.

N. B. The first engineer was a workman with Braithwaite and Co., and highly recommended, and was engaged at very high wages.

Suffice it to add, that the boilers were manufactured in the country (that is, at Birmingham), and that they were both unsound and ill-designed.

Fifthly—"The internal leakage." I can only say that the tube alluded to was never made red hot by the neglect of any one, unless it was when Mr. Braithwaite and Captain Ericsson were trying it before we sailed, nor would the effect have been as he states had that happened.

Sixthly—"Wearing of the bellows." I can only say that it was fortunate that I *had* plenty of leather for repairing them, although, being a new invention of the manufacturers, they were warranted not to want repair for six months; because, after we left the ship, the leather was wanted and made use of to make boots and shoes for the men, which indeed was the only good the bellows or the leather ever did us.