

origin of the peculiarities and errors in that construction, and having disproved the statement put forth by Captain Ross, which attributes to Captain Ericsson and myself the failure of his last enterprise, I will now take a summary review of the conduct of Captain Ross, by which the reader at one glance will see the true position of the gallant Captain.

Captain Ross deceived us as to the *real object* of the machinery which he instructed us to make.

He positively ordered us to place the engines *under the water-line* to be out of the reach of shot. He told us that he wanted to try the experiment of condensing the steam in tubes, and to use the same water over and over again; for which purpose we made him a condensing apparatus (*never before tried*) according to his own directions.

We received orders to supply him with our patent steam-boiler, which, though it promised well, was never before used for any *practical purpose*.

Captain Ross refused to acquaint us with the nature of the paddles he was going to use, and thus concealed from us a material circumstance to be taken into account in proportioning the size of the cylinders, for which the only instruction given was that the engines should make from thirty-five to forty strokes per minute.

Without being at all consulted whether the introduction of cog-wheels was advisable or not, we received orders to make such wheels for communicating the power of the engines to the paddle-wheels. Determined not to call in *our* assistance to aid him in his calculations touching the proper height of the pad-