

excited some curiosity. On Oct. 10th she set sail from St. Petersburg on her homeward voyage and arrived at Savannah, Nov. 30th. There is no mention of the paddles having been used on the return voyage or indeed at any time after she left St. Petersburg. The writer in Scribner states that on the return of the "Savannah" to the United States the machinery was removed and she assumed her original character as a sailing ship. She was finally wrecked, and found a resting place on the south shore of Long Island.

It may not be out of place to allude to information independently obtained with respect to both vessels. Some of the older citizens of Toronto will remember Captain Sutherland who commanded the steamer Magnet on Lake Ontario, before he met with his sad fate at the Desjardins Canal accident in 1858. He, it was, who thirty-four years earlier assisted in preparing the "Royal William" for her long voyage to England, and actually accompanied her as second in command as far as Pictou, when she left Quebec on August 5th, 1833. Many of the particulars described by Messrs. Tully and Campbell I had from the lips of Captain Sutherland, who related them to a number of gentlemen of whom Sir George Simpson, Governor of the Hudson Bay Company was one, on a passage by water from Toronto to Kingston about the year 1850. This independent testimony fully corroborates that which has been set forth respecting the "Royal William."

I had occasion ten years ago to make enquiries with regard to the "Savannah." I addressed a citizen of Savannah whose acquaintance I had made after the war, when he visited Canada. This gentleman at my request examined all the records to be found in his native city respecting the ship "Savannah" and her means of propulsion. He wrote me at length, and described the machinery attached to her as being of a somewhat rude description; there was nothing to show, he informed me, that it had been continuously employed on the voyage. I quote part of his letter: "She resembled very much in mould an old United States frigate. The hull was surmounted with a stack and three masts—fore, main and mizen—and was provided with side wheels of a primitive pattern, left wholly exposed to view, and so arranged that they could at any time be unshipped and the vessel navigated by sails only."

Giving the "Savannah" the fullest credit for all that may be due to her, it cannot be affirmed that she crossed the Atlantic under steam, nor can it be pretended that she was the pioneer of the ocean steam-ship service of to-day, in any sense. It may with greater truth be held that the "Savannah" had a deterring influence on the further efforts of enterprising ship-builders, and that the introduction of transatlantic steam-