

I have the honour to enclose, as well as a copy of additional questions put by me, with Mr. Lynch's answers, giving, I think, all the information it is in that gentleman's power to impart.

Mr. Lynch, who is a very intelligent person, informs me that he was employed as a clerk, under the Board of Works in Ireland; that at the spring assizes for Clare, in 1847, he was complimented by Baron Richards, and the grand jury, for resisting and prosecuting to conviction some persons who attempted to murder and rob him of public money on the high road, and that he received a letter of thanks from the Treasury for his conduct on that occasion. I think every dependence may be placed on his statements, as he is most careful not to exaggerate, and is prepared to affirm, if necessary, all his answers. He is quite conversant with ships, having been brought up at seaports, besides having been four years at sea.

Mr. Lynch is evidently of opinion that, without in any way risking the safety of the "Renovation," they might have stood much nearer to the iceberg, so as to have ascertained the character of the vessels, and that this ought to have been done; but he is naturally and properly most careful to avoid imputing a dereliction of duty or want of humanity to the master of the "Renovation," of whose moral and physical courage he has a high opinion, but whose energies were prostrated by severe illness, and whose mind he states was afterwards much preyed on by the occurrence. He does not think the cook of the "Renovation" was on deck at all while the vessels were in sight, but he would not positively affirm it. He is quite certain about the boats, as their absence struck him at the time, and he looked for them most carefully. He is positive the one vessel had no topmasts up; they were not even housed.

Mr. Lynch states that, with the exception of the second mate and his brother, who deserted on their arrival at Quebec, the officers and crew of the "Renovation" were on good terms.

The extraordinary apathy in this case is much to be deplored and wondered at. From what Mr. Lynch tells me, it would seem that even on board the "Renovation," after it was settled that her course was not to be altered, little interest was shown by any person but himself; although he modestly explained it to me, by saying "he had more leisure, having nothing else to do." He seems to have watched them most carefully, as he described to me how one was shut in and lost to sight before the other; and I am most strongly impressed with the idea that Mr. Lynch is reluctant to say how "urgent he was to attempt to board;" and it seems most extraordinary how the master should have refused to take any steps without having been on deck at all, or consulted any of the mates, and Mr. Lynch certainly appears to have been the only person who showed the slightest chivalrous feeling on the occasion.

I must beg their Lordships to excuse this letter if it is not as clear and explanatory as it should be; but as I know that as much information as possible will be acceptable, and as the English mail will close within an hour after my arrival at Kingston, I have written this on board the passage steamer, with great vibration and very noisy passengers, in preference to delaying till next mail.

I have, &c.

(signed) *Fred. C. Herbert,*
Lieutenant and Commander,
and Senior Officer.

The Secretary of the Admiralty,
&c. &c. &c.

P. S.—Mr. Lynch's opinion has never altered as to what the vessels were, and their Lordships will see by his answers the data whence he draws his conclusions.

Enclosure in No. 43.

ADDITIONAL QUESTIONS put to Mr. Lynch by Lieutenant Frederick C. Herbert, commanding Her Majesty's Steam Vessel "Mohawk," Lakes of Canada, at Prescott, 14 May 1852.

How long were you looking at the vessels?

They were in view fairly, quite half an hour, and I had a spy-glass two-thirds of the time.

Note.—Mr. Lynch says the berg and vessels were in sight for a much longer period; but by "fairly in view," he means to say the time they were under actual observation.