

6. I considered it to be my duty to point out this, but I beg to assure your Lordship that nothing will afford me greater satisfaction than to see the wishes of the people of Newfoundland carried into effect by their soon getting direct steam navigation from England to St. John's and the United States.

7. Your Lordship will observe that the contract and agreements entered into are subject to the approval of the Imperial Government.

I have, &c.
(signed) *A. Bannerman*, Governor.

The Right Hon. Lord Stanley.

Enclosure, No. 2.

LIVERPOOL and NEWFOUNDLAND, and NEWFOUNDLAND and UNITED STATES,
Mail Contract.

ARTICLES OF AGREEMENT made this fifteenth day of April, Anno Domini One thousand eight hundred and Fifty-eight, between the North Atlantic Royal Mail Steam Navigation Company, hereinafter designated the contractors, of the one part, and the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland, for and on behalf of Her Majesty, her heirs and successors, of the other part; as follows:

1. In consideration of the payment hereinafter stipulated to be made to the contractors, the contractors hereby covenant, promise and agree, to and with the said John Kent, that they shall and will, during the continuance of this contract, diligently, faithfully, and to the satisfaction of the Governor and Executive Council of Newfoundland, for the time being, and with all possible speed, convey Her Majesty's mails, (in which designation all Despatches and bags of letters are agreed to be comprehended,) which shall at any time or times, and from time to time, by the said Governor and Council, or Her Majesty's Postmaster General, be required to be conveyed, as hereinafter stated, between Liverpool, England, and Saint John's, Newfoundland, and between Newfoundland and Portland, Boston or New York, in a sufficient number of suitable first-class, good, substantial, and efficient screw steam vessels, and the first of which steam vessels shall be the "Robert Lowe," or other suitable steamer, of twelve hundred and twenty-eight tons register, and one hundred and eighty horse power, admiralty, and three hundred and fifty indicated horse power,—the length two hundred and fifty-three feet over all; breadth, thirty-five feet and an half foot; depth, eighteen feet seven inches; and will steam and sail from seven to fifteen knots per hour—the "Tynemouth," of thirteen hundred and sixty-four tons register; one hundred and eighty horse power, admiralty; length, two hundred and fifty feet over all; breadth, thirty-three feet and an half foot; depth, eighteen feet and six inches—the "Clarendon," eleven hundred tons register, and one hundred and forty horse power, admiralty; length, two hundred and fifteen feet over all; thirty feet and an half foot breadth, and twenty feet three inches deep—the two latter steam vessels are also three hundred and fifty indicated horse power, and will steam and sail about the same as the "Robert Lowe:" or a sufficient number of other suitable, good, substantial and efficient steam vessels; each and any vessels to be engaged under this contract being of not less register tonnage than the said specified vessels, and being supplied and furnished with a screw propeller, and with first-class engines of not less than one hundred and eighty horse power, admiralty, and three hundred and fifty effective horse power; and any vessels employed under this contract must be capable of performing the voyage from Liverpool to Saint John's in twelve days.

2. That the contractors shall and will at all times, at their own cost, provide and keep sea-worthy, and in complete repair, from about the twentieth day of July next, and during the continuance of this contract, a sufficient number of such steam vessels of the size and power aforesaid, and adequately provide and furnish all and every of the said vessels, while employed in the performance of this contract, with all necessary and proper tackle, stores, oil, tallow, fuel, provisions, machinery,