

589

Enclosure, No. 1.

(No. 34.—Postal.)

Government House, Newfoundland,
26 April 1858.

My Lord,

REFERRING to my Despatch of the 19th February, marked "Postal," No. 16, enclosing a copy of a letter from the Attorney General, and not having heard in reply, I have now the honour to acquaint your Lordship that the gentleman alluded to in the Attorney General's letter, Mr. Wier, left this Colony on the 15th instant by the last mail packet before I had time to apprise your Lordship that the Council had entered into an agreement with Mr. Wier to run steamers between Liverpool and Newfoundland and the United States.

2. The Council considered themselves entitled to enter into this contract and agreement in consequence of the negotiations which were entered into between Mr. Little, the Attorney General, his brother delegate, Mr. O'Brien, and Her Majesty's Government, when these gentlemen visited England last year, and when the Lords of the Treasury consented to grant 3,000 £. per annum to accomplish the object which they had in view, and one which I consider would be of vast consequence to Newfoundland, and very much promote the interests of its inhabitants.

3. I enclose two copies of the agreement, which I am assured by Mr. Little contain the same stipulations which were arranged with the proper authorities in England.

4. I considered it to be my duty to impress upon the Council the great importance of getting ships capable of performing the duties which were required in crossing and recrossing the Atlantic; you will observe that the tonnage and power of the three ships named in the agreement are as follows:—

	Register.	Horse Power.
"Robert Lowe"	1,228	180
"Tynemouth"	1,364	180
"Clarendon"	1,100	140

In the Mercantile Navy List, published by authority, I observe among the official numbers of registered vessels the three screw steam ships alluded to are respectively registered,—

	Register.	Horse Power.
"Robert Lowe"	1,049	80
"Clarendon"	802	90
"Tynemouth"	1,228	80

I am satisfied, however, that the very respectable owner of these ships would not undertake to enter into a contract for them unless they were capable of performing the duties required.

5. I may also state that I submitted the following memorandum to the Council:—

	Miles.
Distance from Liverpool to Cape Race, or say St. John's	2,003
" " St. John's to Portland	800
Outward	2,803
Homeward	2,803
	5,606

Suppose ship at 8 knots an hour, $8 \times 24 = 192$ per day, 29 days $\times 192 = 5,568$.

Here there is no allowance for stoppages at St. John's and Portland out and home, and if these are allowed, thirty-five days will be the shortest possible time the work can be done.

2.
Copy of Contract
of the North
Atlantic Royal
Mail Steamer
Navigation Com-
pany with the
Government of
Newfoundland, &c.