

That the said application for a charter embracing the extended objects was refused by the said Board of Trade, and such refusal was communicated by letter from James Booth, esq., the Secretary of the said Board, to Messrs. Wadeson and Malleson, the solicitors of the said provisional company, dated the 22d of February 1853, which stated that their Lordships regretted that, looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships were unable, consistently with the rules by which this department had been ordinarily guided in the like cases, to recommend that a Royal charter conferring limited liability should be granted to that company.

That on such refusal, your memorialist applied for a charter, limited to the service of the said contract; and that in answer to such application, your memorialist received a letter from the said James Booth, esq., dated the 26th of February 1853, as follows: "In reply, I am directed to remind you, that in answer to the inquiry by the late President of the Board of Trade, whether the promoters of the company would desire to accept a charter limited in the manner that you now propose, those parties, by Messrs. Wadeson and Malleson's letter of the 4th December last, stated that the objects of the company would be defeated by the limitation of its operation to the United Kingdom and the British North American colonies, and excluding the ports of the United States; and it was added, that unless the company had the power of sending their vessels to ports south of the St. Lawrence, and especially during the winter months, it would be impossible to run them to profit. Under these circumstances, it does not appear to their Lordships that they could with propriety recommend the grant of such a charter."

That on the 1st of March your memorialist addressed to the said James Booth, esq., the letter, and on the 5th of March received from him the answer.

[See *ante*, page 93 and 94, for these letters, bearing date the 1st and 5th March respectively.]

That the said application has been, as your memorialist humbly conceives and submits, dealt with, not as a matter of public and national importance, but as a mere matter of trade, and as one between competing capitalists only, and that the rule of Her Majesty's Government as to charters has, your memorialist believes and humbly submits, always been to allow such charters where they relate to matters of public and national importance.

That the great colonial and national importance of the present contract and its interest to the Canadian Government and nation is well known to your Grace, and is fully referred to in the despatch of the Right honourable Lord Elgin to the late Secretary of State for the Colonies, dated the 22d December 1852, and presented to Parliament on the 15th February 1853, and in the Enclosure numbered 1, in such despatch (see pages 5 and 31).

And therefore your memorialist humbly prays that your Grace will be pleased to give such assistance towards carrying out the objects of Her Majesty's Canadian Government as to your Grace shall seem meet.

(signed) *Robert Lamont,*
of Liverpool.

London, 11 March 1853.

EXTRACTS from the Reports on the State of Her Majesty's Colonial Possessions.

OCEAN STEAMERS.

A CONTRACT has been completed (subject to approval by Parliament) with an eminent firm in Liverpool, by which a line of powerful screw steamers of not less than 1,500 tons burthen, and capable of carrying 1,000 tons of cargo, will commence running on the opening of the navigation next spring between the ports of Liverpool and Quebec and Montreal, every fortnight during the season of navigation, and to Portland in the State of Maine, during the winter months, at a cost of 24,000 *l.* sterling per annum for 14 fortnightly trips to the St. Lawrence, and five monthly trips to Portland; or for 16,000 *l.* sterling for 12 monthly trips. The contract is to extend over a period of seven years, to commence from the starting of the first steamer from Liverpool. The cabin passage shall not exceed

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