

## 22 PAPERS RELATING TO THE LONDON, LIVERPOOL, AND

ocean steam companies, unless their liability is limited, or a prospect of a return is insured, on the capital invested from Government contracts.

That your memorialists have heard that the London, Liverpool, and North American Screw Steam Ship Company propose to establish a line of steam vessels between Liverpool, Newfoundland, and Canada, and have petitioned Her Majesty to grant them a Royal charter of incorporation, and that their petition has been referred to your Lordships.

That your memorialists believe the interests of those two important colonies would be materially promoted by the grant of such charter of incorporation.

Your memorialists therefore pray that your Lordships will be pleased to recommend that such charter may be granted accordingly.

(signed)

J. and W. Stewart.  
James Hunter & Co.  
Archd. Sword.  
H. Dempster.  
Hugh Ritchie.  
Thomas Kincaid.  
Fish, Brown, & Co.  
John Erskine.  
John Miller & Co.  
McArthur & Binnie.  
D. & G. Brynner.  
Dond. McLarty & Co.  
William Clark.  
Kerrs & McBride.

Foulds & Bone.  
Williamson & Glasford, solicitors.  
Macpherson & Co.  
Alexander Anderson.  
William Alexander Campbell.  
John H. Carmichael.  
Robt. Dunlop.  
Colin McMillan.  
John Clark & Son.  
Robert Fullarton.  
Robert Blair.  
John Stewart.  
Duncan Hoyle.

Greenock, 20 November 1852.

[A similar answer to the preceding ones returned.]

## — No. 22. —

To the Lords Committee of Her Majesty's most Honourable Privy Council  
for Trade and Plantations.

The Memorial of the undersigned Merchants and others of *Manchester*, interested  
in the Trade between this Country and Canada and Newfoundland,

Showeth,

THAT communication by steam has of late years been opened between England and almost every part of the world, including the United States, which are immediately contiguous to the colonies with which your memorialists are connected.

That such communication has not yet been extended to either Canada or Newfoundland, and that the interest of those colonies, and of your memorialists, are seriously injured by having to depend entirely on the slow and uncertain voyages of sailing ships, while the neighbouring States enjoy the advantage of receiving their supplies from Europe with rapidity and regularity by steam vessels.

That many of your memorialists' correspondents, resident in Canada, have recently gone to the United States to purchase goods, which they formerly imported from England, to the manifest disadvantage of the trade of this country.

That attempts have been made to establish a direct steam communication between this country and Canada without success, and your memorialists are of opinion that such a communication will not be established unless by a chartered company, on account of the large amount of capital required for the purpose, and the reluctance of parties to become shareholders in ocean steam companies, unless their liability is limited, or a prospect of a return is insured on the capital invested from Government contracts.

That