

the contract but could not fulfil the conditions that the passage was not to exceed 14 days, their vessels taking fully 20 days. They had, therefore, to abandon the contract, when the Messrs. Allan undertook the work, but the employment offered by the Crimean war, which, during the first years required many transport and store ships, proved too strong a temptation, the rates of freight offered for all available steam ships being too high to be resisted. It is generally believed and asserted as a fact that the first propositions to have mail steamers to the St. Lawrence were made in 1851 or 1852, but this is not correct, as on the 15th of February, 1825, a memorial was sent on behalf of the Knight of Kerry to Mr. Wilmot Horton, under Secretary of State for the Colonies, proposing that a steam service should be organized, as the letter transmitting the memorial says, "between Great Britain and Ireland and His Majesty's Dominions in North America." The subject being one of interest, the memorial is given in full, although it is of some length.

TO THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL, THE HUMBLE PETITION OF THE
SEVERAL PERSONS WHOSE NAMES ARE HEREUNTO SUBSCRIBED

SHEWETH:

That in the opinion of your petitioners the establishment of a line of packets or passage vessels to be propelled by steam from Great Britain to Nova Scotia, Canada, and the United States, would be attended with great national advantage to the United Kingdom generally, and might particularly be rendered productive of important benefit to the South of Ireland and His Majesty's Colonies in North America.

That your petitioners have bestowed very serious attention upon the investigation of this subject, and after having had recourse to the evidence of the numerous instances of successful navigation by *steam*, as well as to the testimony of the best practical engineers in Great Britain, they have perfectly satisfied themselves of the practicability, the convenience and the security thereof, as it regards the public, and if the undertaking shall happily obtain the countenance and support of Your Majesty's government, your petitioners hope to be enabled to render it advantageous to these of Your Majesty's subjects who shall take an interest therein.

That in carrying such a project into effect the plan which appears to your petitioners the most eligible is to establish the principal station at the harbour of Valentia (the most south-western part of Ireland) and at the port of Halifax, in Nova Scotia. In traversing the Atlantic ocean between these two principal stations, *two* steam vessels would, in the commencement of the adventure, be dispatched twice in the month, in company together, for the sake of mutual safety. At Halifax they would separate, the one continuing her course to New York, whilst the other would proceed through the Gut of Canso, and the Gulph and River St. Lawrence to Quebec and on their return from these points respectively, both vessels would again rendezvous at Halifax, and after embarking fuel for the voyage across the Atlantic, would depart together for Valentia, from which point they would again diverge, *one* vessel proceeding to Bristol, the *other*, or a smaller vessel in connection with the line, might be employed in extending the communication to the River Clyde and the west coast of Scotland. Thus the voyage from the *Southern* parts of the United Kingdom would commence at Bristol from the *Northern* parts at Glasgow or Greenock, and these being central points, every part of the country would have easy access to the benefits of the proposed communication.

The proposed establishment would be three vessels of 1,000 tons each and three vessels of 600 tons each to pass and repass every fortnight.

In the event of success being obtained, the establishment would be doubled and a weekly passage effected.