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POSTAL COMMUNICATION WITH NORTH AMERICA
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COPIES of all APPLICATIONS, REPORTS, PAPERS, and COMMUNICATIONS made to Government relating to PROPOSALS for new CONTRACTS to establish STEAM COMMUNICATION, for POSTAL PURPOSES, between *Great Britain, or Ireland, and North America*, since 1 January 1858 ; and the REPLIES thereto ; &c.

(*Mr. Monseil.*)

COPY of all CORRESPONDENCE on the subject of the intended MAIL SERVICE between *Galway and America*.

(*Mr. Horsfall.*)

Ordered, by The House of Commons, to be Printed,
15 April 1859.

[*Price 10 d.*]

230.

Under 12 oz.

579

POSTAL COMMUNICATION WITH NORTH AMERICA.
• MAIL SERVICE (GALWAY AND AMERICA).

RETURN to Two Orders of the Honourable The House of Commons,
dated 31 March and 5 April 1859;—for,

(ORDER, 31 March 1859.)

COPIES “of all APPLICATIONS, REPORTS, PAPERS, or COMMUNICATIONS made to any Department of the Government relating to PROPOSALS for new CONTRACTS to establish STEAM COMMUNICATION, for POSTAL PURPOSES, between *Great Britain*, or *Ireland*, and *North America*, since the 1st day of January 1858; and the Replies thereto :”

“And, of REPLY given by the Government, dated the 9th day of November 1858, to the Liverpool, New York, and Philadelphia Company, on the same subject.”

(Mr. Monsell.)

(ORDER, 5 April 1859.)

COPY “of all CORRESPONDENCE on the subject of the intended MAIL SERVICE between *Galway* and *America*.”

(Mr. Horsfall.)

Treasury Chambers, }
14 April 1859. }

STAFFORD H. NORTHCOTE.

Ordered, by The House of Commons, to be Printed,
15 April 1859.

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— No. 1. —

CORRESPONDENCE relative to the PROPOSED CONTRACTS with the NORTH ATLANTIC STEAM NAVIGATION COMPANY for the Conveyance of Mails between this Country and *Newfoundland*.

The Attorney General of *Newfoundland* to Mr. Wilson.

42, Upper George-street, Bryanstone-square,
27 June 1857.

Sir,

I HAVE the honour to inform you that I have received a definite offer in writing from the North Atlantic Steam Navigation Company to run suitable steamers between Liverpool and some North American port, calling at St. John's on their outward and homeward voyages, and conveying our mails fortnightly, for five years, at 13,000 *l.* a year. This sum, I may observe, I consider rather high, and I have little doubt they may be induced to take something less. They have requested a reply within a specified time, which I have asked may be extended, to enable me to ascertain what amount you are disposed to allow, on behalf of the Imperial Government, for carrying the mails direct, in addition to the annual allowance of 7,000 *l.* voted by the Local Legislature for this service.

I therefore trust you will not deem me importunate in respectfully soliciting your early attention to a matter of such importance to the commercial interests of *Newfoundland*; and I shall be happy to wait upon you, according to your polite intimation, at any time you shall have the kindness to name, for the purpose of conferring with you upon the subject.

I have, &c.

(signed) *P. F. Little,*

Attorney General of *Newfoundland*.

James Wilson, Esquire, M. P.,
&c. &c. &c.

• Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir,

Downing-street, 10 July 1857.

I AM directed by Mr. Secretary Labouchere to transmit to you the copy of a letter from Mr. P. F. Little and Mr. L. O'Brien, both members of the Executive Council of *Newfoundland*, bringing under the notice of Her Majesty's Government the claims of that island to pecuniary assistance from Great Britain towards the establishment of direct steam communication with this country.

Mr. Labouchere requests that you will represent to the Lords Commissioners of the Treasury that he regards it of great consequence to provide *Newfoundland* as soon as possible with the means of ready and convenient communication with this country; and that, reviewing all the circumstances of the case, he is disposed to recommend to the favourable consideration of their Lordships that a sum not exceeding three thousand pounds (3,000 *l.*) per annum be applied for a specified number of years to this object.

I am, &c.

(signed) *Herman Merivale.*

Sir *Charles Trevelyan*, K. C. B.,
&c. &c. &c.

Enclosure.

42, Upper George-street, Bryanstone-square,
8 July 1857.

Sir,

WE have the honour to state that it appears a renewed or modified contract was made by the Admiralty with Mr. Cunard in 1854, by which he receives 14,700 *l.* a year, until 1862, for the conveyance of mails in three screw steamers of 90-horse power each, to ply, one between Halifax, Nova Scotia, and Newfoundland, fortnightly, during eight months, and only monthly during the four other months in each year, and the other two between Halifax and the Islands of St. Thomas and Bermuda.

The English mails for Newfoundland are conveyed from Liverpool to Halifax by the British and North American Royal Mail Steamers, which frequently pass within sight of the port of St. John's, and in carrying our mails and passengers to Halifax, take them about 500 miles westward of St. John's, to be sent back the same distance, in one of those small steamers, after remaining usually three days in Halifax waiting the arrival of the American mails from Boston. A delay of about ten days is thus caused in the delivery of each English mail, either for England or the Colony, and the same delay to passengers, compared with the time which suitable steamers would take in running from Liverpool direct to St. John's, which would not be more than eight days, against 17 or 18 days for eight months, and from 17 to 30 days for the other four months in each year occupied in the transmission of the mails from Liverpool to St. John's, *via* Halifax.

The loss and inconvenience experienced by the trade of the Colony under this arrangement have formed the subject of agitation and complaint on the part of the inhabitants for several years past, and the Local Legislature in the last Session, notwithstanding the small amount of the aggregate colonial revenue, and the many urgent claims on it for local improvements, voted 7,000 *l.* a year, for five years, to induce a line of Atlantic steamers, running between England and the American Continent, to call at the port of St. John's fortnightly on their outward and homeward voyages; but that sum being insufficient to secure the calling of steamers, it was expected that the Imperial Government would grant a moderate sum, say from 3,000 *l.* to 5,000 *l.* annually, for the conveyance of mails direct between England and the Colony, particularly as direct and increased mail accommodation has become absolutely necessary to meet the growing requirements of the colonial trade. A sum of 10,000 *l.* or 12,000 *l.* would thus be made up, which would secure the calling of suitable steamers. The packet postage received by the Imperial Government on account of the Newfoundland mail service is about 2,000 *l.* a year, which would doubtless be considerably increased with the facilities of more frequent and direct communication.

The inferior character of the passenger accommodation between Halifax and Newfoundland in the small mail screw steamer employed in the service; the serious delay in the delivery and transmission of our mails; the growing importance of the colonial trade, the exports and imports of the Colony being about 3,000,000 *l.* currency a year, and its commercial relations, extending not only to many parts of Europe, but also North and South America; the demands for labour in the Colony (requiring emigration to supply it), not only for the prosecution of its extensive and valuable fisheries, but also for the cultivation of our wild lands, large quantities of which are rich and productive, as well as for the development of the mineral resources, coal, copper, and lead, with which the island abounds,—are substantial reasons, we respectfully submit, for expecting the co-operation of the parent Government in promoting an enterprise of advantage to England as well as to Newfoundland.

Besides the grant of 7,000 *l.* a year for direct steam communication, the Local Legislature have guaranteed the interest on 50,000 *l.* for 20 years at five per cent. per annum on the outlay in the construction of the electric telegraph extending from St. John's to the continent of America, and have also agreed to grant considerable tracts of land to the company projecting that enterprise, to be doubled on the completion of the sub-Atlantic cable. It cannot therefore be fairly said that they have not done all that they could be reasonably expected to do, with the limited means at their control, to encourage communication with the Colony before they determined to apply to the Imperial Government for the moderate assistance they now require to enable them to improve their postal arrangements, and avail of the advantages of direct steam communication with the mother country.

By

By Mr. Cunard's contract he is only bound to convey 20 mails yearly each way between Halifax and St. John's, and if we can arrange to obtain 20 other mails direct and transmit the same number for 10,000 *l.*, we conceive such an arrangement would serve the interest of the Colony, perhaps better upon the whole than to substitute direct fortnightly communications during the year for the present arrangement, and we therefore earnestly solicit your favourable consideration of this view of the subject, as the only one likely to lead to a satisfactory solution of the difficulties which appear to surround it.

The Right Hon. Henry Labouchere, M.P.,
&c. &c. &c.

We have, &c.
(signed) *P. F. Little.*
Lawrence O'Brien.

TREASURY MINUTE, dated 17 July 1857.

WRITE to Mr. Merivale, for the information of Mr. Secretary Labouchere, that my Lords will not object to sanction the appropriation of a sum not exceeding 3,000 *l.* a year, as a contribution towards the establishment of a direct postal communication between this country and Newfoundland, in accordance with Mr. Labouchere's recommendation, leaving the details of the arrangement for the future consideration and approval of my Lords, who have accordingly requested Mr. Little and Mr. O'Brien to call upon them for the purpose of arriving at some understanding with respect to the nature of the service which it will be expedient and practicable to establish, and the best mode of carrying it into effect.

Mr. Frederick Elliot to Sir Charles Trevelyan, K. C. B.

Sir,

Downing-street, 27 August 1857.

WITH reference to Mr. Merivale's letter of the 10th of July, and to your answer of the 20th of the same month, in which you express the concurrence of the Lords Commissioners of the Treasury in paying a contribution of three thousand pounds (3,000 *l.*), in addition to seven thousand pounds (7,000 *l.*) which has been provided by the Legislature of the Colony for establishing a direct postal communication with Newfoundland, I am directed by Mr. Secretary Labouchere to enclose, for your information, the copy of a letter from Mr. Little, the Attorney General of Newfoundland, stating that a total amount of fourteen thousand pounds (14,000 *l.*) proves to be requisite for the proposed service, and inquiring whether the Lords Commissioners of the Treasury will be willing to raise accordingly the amount given from this country from three thousand pounds (3,000 *l.*) to seven thousand pounds (7,000 *l.*).

Mr. Labouchere has already stated to their Lordships the importance that he attaches to securing this means of communication between this country and Newfoundland; but he must leave it to their Lordships to decide whether they think it proper to devote the further amount of public money now asked for, in order to obtain it.

Sir C. E. Trevelyan, K. C. B.,
&c. &c. &c.

I am, &c.
(signed) *T. Fred. Elliot.*

Enclosure.

42, Upper George-street, Bryanstone-square,
22 August 1857.

Sir,

I HAVE the honour to inform you, that owing to the recent demand for screw steamers to take troops to the East, I have been unable to make an arrangement for the direct mail service to Newfoundland for the available sum of 10,000 *l.* a year, but I can effect a contract with a reliable company, of which Mr. Crawford, M. P. for the City of London, is chairman, having four efficient steamers at present running from Southampton to New York, for the sum of 14,000 *l.* a year. I am therefore

therefore obliged to ask you to give this most serious question your best consideration, and to lend to its accomplishment the weight and influence of the department over which you so ably preside; with such influence as you can bring to our assistance with their Lordships, Her Majesty's Commissioners of the Treasury, I feel assured the necessary increase of the grant already made from 3,000 l. to 7,000 l. will be agreed to, as no doubt their Lordships will view the question as one of great commercial importance to Newfoundland, a purely commercial Colony as it is. I may add, that not only the merchants and manufacturers in England connected with the Colony take a lively interest in the speedy establishment of this direct postal communication, but likewise all classes in Newfoundland.

I have, &c.

The Right Honourable Henry Labouchere,
&c. &c. &c.

(signed) P. F. Little.

TREASURY MINUTE, dated 27 August 1857.

WRITE to Mr. Merivale, for the information of Mr. Labouchere, that my Lords, while they fully recognise the importance of the object sought by the Newfoundland Government, regret that they are unable to consent to a larger grant than that offered, especially when they bear in mind that already 4,000 l. a year is paid for this service.

The Attorney General of Newfoundland to Mr. Wilson, M. P.

42, Upper George-street, Bryanstone-square,
5 October 1857.

Sir,

PRESUMING that you will be able to effect an arrangement with Mr. Cunard for a direct Newfoundland mail service, I beg to make the following suggestions for your consideration in making the contract with him.

1. The steamers to perform the service efficiently should be at least 1,000 or 1,200 tons burthen, and about 250 or 300 tons nominal or registered horse power, with a corresponding increase in the power if the vessels should be larger; and they should be capable of performing the voyage between Newfoundland and Liverpool in ten days on an average.

2. One steamer should start from Liverpool to Boston, Portland or New York, and one thence for England monthly, and call at the port of St. John's, Newfoundland, for the conveyance and delivery of mails and passengers on their outward and homeward voyages, each remaining at St. John's say not less than six hours for that purpose. We should then have twelve mails from England and twelve from the United States yearly, which with the present communication *via* Halifax continued, as it would have to be for the conveyance of our inter-colonial and West India mails, would, I presume, satisfy the colonists, as no better arrangement can be made at present.

3. A right should be secured to the Governor of the Colony to demand the time bills, &c. from the commanders of the steamers, and to exercise the control in reference to the service, which is usually granted to the Admiral on the North American station, as stated in the present general and the Newfoundland mail contracts. Under the circumstances already mentioned by me, you will perceive the necessity of giving some local authority the power to see that the contract is faithfully performed.

4. Permission might be given to call at a port in Ireland (perhaps Cork) on the outward and homeward voyages; and if at any time it should happen, which is not very likely, that the port of St. John's should be inaccessible on account of ice, a provision similar to that in Mr. Cunard's present Newfoundland contract may be inserted, authorising him to land the mails at any southern port in Newfoundland.

These are the main points that I deem necessary to bring under your notice; the details of the contract will no doubt suggest themselves to your contract official.

I rely

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I rely on your intervention to induce Mr. Cunard to accept the terms offered, and I think he should not object to do so, looking to his position with the Government. If, however, you should fail to arrange with him, I shall leave it to you to advertise for suitable steamers to carry out the service, and you shall be advised of any steps that may be adopted by the Government of Newfoundland on the subject, while I shall be glad to learn the result of your negotiation with Mr. Cunard.

In conclusion, I beg you to accept my sincere acknowledgments for your invariable kindness to me, and for the efforts you have made to meet the views of the Government of Newfoundland on the subject of this important service.

With sentiments of esteem and regard,

James Wilson, Esq., M. P.,
Treasury.

I have, &c.
(signed) P. F. Little.

Sir,

Bush Hill, Edmonton, 19 October 1857.

In reply to your request to give you my views as to a direct communication between this country and Newfoundland.

It certainly would be a great convenience to Newfoundland, but it would cost a large sum to maintain such a communication.

The travelling portion of the inhabitants of Newfoundland are not numerous; there would not be many passengers; the light freight, such as is carried by steamers, would not amount to much; the heavy articles, such as cordage, iron, salt, &c., which form the great portion of the freight, must go by sailing ships; the postage would not amount to much; but as you appear to attach much importance to the establishment of a direct intercourse, I am willing to undertake to send a steam ship from Liverpool to St. John's and back to Liverpool once a month, carrying the mails, for the sum you have named, viz., 10,000 *l.* per annum, for the term of five years. There will be a heavy loss on this service, but I am desirous of meeting the wishes of the Government.

James Wilson, Esq., M. P., Treasury.

Your, &c.
(signed) S. Cunard.

TREASURY MINUTE, dated 22 October 1857.

TRANSMIT copy of this letter to Mr. C. Fortescue, and request that he will move Mr. Labouchere to communicate it to the Government of Newfoundland, and request that Her Majesty's Government may be informed whether for this service the sum of 7,000 *l.*, voted for a postal service, would be paid for the term specified; Her Majesty's Government, on their part, undertaking to pay 3,000 *l.*

Mr. Merivale to Sir Charles Trevelyan, K. C. B.

Sir,

Downing-street, 28 December 1857.

WITH reference to your letter of the 22d of October last, I am directed by Mr. Secretary Labouchere to transmit, for the consideration of the Lords Commissioners of the Treasury, a copy of a Despatch from the Governor of Newfoundland, accompanied by a Minute of Council, declining to accept the proposal of Mr. Cunard to establish a steam communication between Liverpool and that Colony for a sum of ten thousand pounds (10,000 *l.*) per annum, and stating the terms on which the Local Government will be prepared to enter into the contract.

Sir Charles E. Trevelyan, K. C. B.,
&c. &c. &c.

I am, &c.
(signed) Herman Merivale.

Enclosure, No. 1.

(No. 90.—Postal Arrangements.)

Government House, St. John's, Newfoundland,
11 November 1857.

Sir,

By yesterday's mail I received your Despatch, No. 25, of the 23d October, with its enclosures, containing a correspondence with your department and Mr. Little, the Attorney General of this Colony, on the subject of direct steam communication with England and Newfoundland.

2. Considering the great trouble which Her Majesty's Government seems to have taken on this subject, I considered it necessary to lose no time in apprising you of the determination which the Council have come to in regard to Mr. Cunard's proposal of a monthly communication from Liverpool to St. John's by one of his steamers.

3. You will find that I have enclosed the resolutions of the Legislature, passed about the termination of the last Session. You will find that there was no vote of the Assembly which could be construed into a positive grant, and I have no doubt that Mr. Little explained this fully to your department. The resolution was simply to grant 7,000*l.* per annum for a steam communication from Liverpool to Newfoundland, from thence to some of the British Provinces or the United States, and to touch on the homeward and outward voyages at Newfoundland. I need not say, that if this arrangement could have been accomplished, it would have been attended with the most beneficial effects to this Colony.

4. You are aware that at present we have fortnightly mail deliveries by Halifax from Liverpool, with sometimes irregularities, but on the whole well performed.

5. I cannot, therefore, understand what advantage it would be to Newfoundland to have one of Mr. Cunard's steamers going back and forth monthly, at an expense of 10,000*l.* per annum, when the Colony seems to have no security that his Halifax boats may be withdrawn, either by his giving up that contract, or for other reasons.

6. I believe there is no man that would better perform any contract that he enters into than Mr. Cunard. It was my intention to have forwarded by this mail a detail, if you chose to give it to him, of the passengers, goods, &c., &c., brought to St. John's by the ships belonging to the North Atlantic Company, the "Circassian" and "Khersonese;" but I am informed that I cannot get these documents before the departure of the next mail, when they shall be forwarded to you.

7. I have now only to conclude by stating my own opinion that Mr. Cunard's proposition will not be entertained. I think the people of Newfoundland are deeply indebted to the Colonial Department for the trouble which they have taken on this subject, and I trust that in future the Governor of this Colony shall be instructed to give to Her Majesty's Government such information as he may consider necessary to evince the feelings of both branches of the Legislature, irrespective of the opinions of delegates sent home, who can only represent the feelings of one party composing the majority in either branch of the Legislature.

I have, &c.

(signed) *A. Bannerman*,
Governor.The Right Honourable Henry Labouchere, M.P.,
Principal Secretary of State for the Colonies.

Enclosure, No. 2.

Council Chamber, St. John's,
11 November 1857.

At a Council held this day,—Present, His Excellency the Governor, the Honourable the Attorney General, the Honourable the Colonial Secretary, the Honourable the President, the Honourable the Receiver General, the Honourable the Surveyor General, the Honourable James J Rogerson. His Excellency the Governor having submitted for the consideration of the Executive Council a proposal from Mr. Cunard to Mr. Wilson, Secretary of the Treasury, to run a steamship from Liverpool to St. John's and back to Liverpool once a month, conveying the mails, for the sum of 10,000*l.* a year for the term of five years, it is the opinion of the Council that the proposal cannot be accepted, unless it be altered

so as to secure at least two suitable steamers, to be placed on the route from Liverpool to New York, Boston, or Portland, and call at St. John's at least 12 times each way, on the outward and homeward voyages, for the conveyance and delivery of mails and passengers, in conformity with the terms of the annexed resolution, adopted by the local Legislature on the 16th March last. The Government are constrained by the terms of this resolution, not less than by a regard to the interests of the Colony, in view of its growing commercial relations with the United States, to sanction the appropriation of 7,000 *l.* a year voted for this service for the term of five years, only upon the distinct understanding that the conditions mentioned therein shall be embodied in any contract which may be made for the performance of the service. If St. John's were made the terminus on this side of the Atlantic, the Colony would lose at least one-third of the advantages contemplated by the Legislature, and likely to result from the carrying out of the project according to their resolution; while, on the other hand, by making St. John's a port of call for a suitable monthly line of steamers to run between Liverpool and one of the United States ports named, the undertaking would prove much more lucrative to the contractor than if St. John's were made the terminus. In making any contract for this service, the Council would respectfully desire his Excellency to call the particular attention of Her Majesty's Government to this and the other points stated in a letter from Mr. Attorney General Little to Mr. Wilson, dated the 5th October 1857.

(True copy.)
(signed) *J. Kent.*

RESOLUTION adopted by the House of Assembly on the subject of direct Trans-Atlantic Steam Communication between Great Britain and St. John's.

Resolved,—"That it being the anxious desire of this House to secure for the Colony the benefit of direct steam communication with the United Kingdom, British America, and the United States, it is the opinion of this House that the executive Government be authorised to conclude arrangements with such persons or company as shall engage to run two or more steamers of sufficient capacity and power, fortnightly or monthly as may be agreed upon, between some port in the neighbouring Colonies or the United States, and the United Kingdom, calling at St. John's on each outward and homeward voyage, for a period, as may be agreed on, not exceeding five years, and to complete such arrangements as will give a guarantee to the Colony that the contract will be efficiently performed, and that the sum to be expended shall not exceed a sum between five and about seven thousand pounds annually."

Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir,

Downing-street, 22 March 1858.

WITH reference to my letter of the 28th December last, relative to the establishment of a direct steam communication between England and Newfoundland, I am directed by Lord Stanley to transmit to you the copy of a Despatch with an enclosure from the Governor of that Colony on the subject, and to state that his Lordship would be glad to be informed whether any negotiation with Mr. Cunard is going on in this matter; and if not, whether there is any probability that the Lords Commissioners of the Treasury will sanction arrangements with other parties which shall effect the object sought for by the Colony.

I am, &c.

Sir C. E. Trevelyan, K. C. B.
&c. &c. &c.

(signed) *Herman Merivale.*

Enclosure, No. 1.

(No. 16.—Postal.)

Newfoundland, Government House, St. John's,
19 February 1858.

Sir,

REFERRING to your Despatch, 23 October last, enclosing correspondence with Mr. Little, Attorney General of this Colony, relative to a direct communication by steam from England to St. John's, I replied in mine of the 11th November, that

the grant of 7,000*l.* per annum for five years embraced a proviso that the steamer was to call at some port in the United States on the outward and homeward passage.

2. Not having had the honour to hear from you again on that subject, I take the liberty of enclosing copy of a letter which I received from the Attorney General last night. As former correspondence alluded to some prospect of an arrangement being made with Mr. Cunard to perform the required service, it will be desirable to know if the negotiation with that gentleman is at an end, and whether the Attorney General's correspondent's statement is correct, that if the Newfoundland Government entered into a contract with him, it would be sanctioned by the Imperial Government?

Right Hon. H. Labouchere, M.P.,
&c. &c. &c.

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

Enclosure, No. 2.

My dear Sir Alexander,

St. John's, 18 February 1858.

I HAVE received a letter from Mr. Wier, of Liverpool, by the present mail, intimating his intention to come to St. John's by 1st March, with the view of closing a contract with the local Government for direct steam communication between this Colony, the United Kingdom, and the United States, monthly, for 10,000 *l.* a year. He states that Mr. Lindsay, M.P., is the owner of the steamers intended for this service, and that Mr. Wilson, Secretary of the Treasury, intimated to him (Mr. Wier), upon applying to him for information, that if the Government of Newfoundland should conclude a contract with him on the subject, he had no doubt it would be sanctioned by the Imperial Government. I infer from this statement that Mr. Cunard has not made any arrangement with Mr. Wilson for this service. Permit me to suggest the propriety of your ascertaining, if any, and what contract has been concluded by Mr. Wilson.

His Excellency Sir A. Bannerman.

Yours, &c.
(signed) *P. F. Little*.

TREASURY MINUTE, dated 18 May 1858.

WRITE to Mr. Merivale for the information of Lord Stanley, that the negotiations which have been entered into with Mr. Cunard for the performance of a direct mail service between this country and Newfoundland, have not been brought to a satisfactory conclusion, and that my Lords are prepared to consider any proposal made by the Colonial Government for effecting this object on the terms set forth in the letter addressed by the late Board of Treasury to Mr. Merivale on 20 July 1857.

Mr. *Merivale* to Sir *Charles Trevelyan*, K.C.B.

Sir,

Downing-street, 31 May 1858.

WITH reference to your letter of the 19th instant I am directed by Lord Stanley to transmit, for the consideration of the Lords Commissioners of the Treasury, a copy of a Despatch from the Governor of Newfoundland, enclosing copy of an agreement made between the Local Government and the North Atlantic Royal Mail Steam Navigation Company, for the establishment of a direct postal communication between Liverpool and Newfoundland and Newfoundland and the United States.

I am to add that Lord Stanley would be glad to be enabled to convey to Sir A. Bannerman the decision of Her Majesty's Government with regard to this agreement by an early opportunity.

Sir C. E. Trevelyan, K.C.B.,
&c. &c. &c.

I am, &c.
(signed) *Herman Merivale*.

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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*l.* 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

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

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
	<hr/> 5,606 <hr/>

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

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.

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,

machinery, engines, anchors, sails, cordage, fire-hearths, masts, yards, cables; a sufficient number of efficient boats, fire-pumps, and all other proper and requisite means of extinguishing fire; lightning conductors, charts, chronometers, proper nautical instruments, and all other furniture and apparel; and whatsoever else may be requisite and necessary for equipping the said vessels and rendering them constantly efficient for the said service, in conformity with the regulations of the Board of Trade, made and provided for the government of steam vessels.

3. That one of such steam vessels, equipped and manned as aforesaid, shall leave Liverpool for Saint John's, Newfoundland, and Saint John's for Portland, Boston or New York, and one other of such steam vessels shall leave Portland, Boston or New York, for Saint John's, and Saint John's for Liverpool, with Her Majesty's mails on board to and from Newfoundland and Liverpool, at least once in each fourth week in the year, commencing about the twentieth day of July next, on such days as shall be agreed upon between the contractors and the Post-master General or his officers, or the Government of Newfoundland, during each and every fourth week, for the first year, from the commencement of the service about the said twentieth day of July next, except in the month of August following, when there shall be two trips each way in the said month;—and one of such vessels shall leave Liverpool, and another Portland, Boston or New York, for St. John's, Portland, Boston or New York, and Liverpool, respectively, not less than once in every fourth week in each succeeding year, and in every year, during the continuance of this contract, with two additional voyages each way in the months of August, in the year one thousand eight hundred and fifty-nine, and April in the year one thousand eight hundred and sixty; and three additional voyages in each of the three following years, from the month of July, in the year one thousand eight hundred and sixty, inclusive, during the months of July, August, and April, in each of the said years; the said vessels performing at least fourteen voyages each way, outward and homeward, in the first year, from July next inclusive; fifteen voyages each way in the second year; and sixteen voyages, each way, in each of the three following years: and shall, on each voyage outward and homeward, proceed to St. John's, (with permission to touch at a port in Ireland and Halifax, Nova Scotia, as hereinafter stated,) and deliver the said mails at the post office to the post masters, or other persons duly appointed to receive the same, and remain there a reasonable time for the receipt of mails.

4. That such vessels after remaining a reasonable time at St. John's, shall depart thence for Liverpool or Portland, Boston, or New York, respectively, to complete the voyage, (having permission to touch at Ireland, as hereafter mentioned,) with Her Majesty's mails on board, and there deliver the same to the postmasters, or other persons duly appointed to receive them. The Governor of Newfoundland to have the right to order any such vessel, by a notice to the agent of the company, on her arrival, to remain in the port of St. John's aforesaid, for six hours on any voyage, for the receipt or conveyance of mails or Government Despatches.

5. That such vessels shall have liberty to touch on their voyages to and from St. John's at such one port in Ireland and Nova Scotia, as shall be selected by the contractors; but that the said vessels shall not at any time remain longer than twenty-four hours at any such port; and that the contractors shall and will carry and convey in such vessels all such mails to and from such ports in Ireland and Nova Scotia, to and from Newfoundland, and such ports, as may be required from time to time, or shall be put on board by the proper Post-office authorities.

6. That every vessel which may be employed in the performance of this contract shall at all times, unless prevented by storm, tempest, or some other unavoidable casualty, be ready to receive the mails at all the respective ports or places as hereinbefore mentioned, or hereafter to be defined as hereinbefore mentioned.

7. That if at any time or times it shall happen that the port of St. John's, Newfoundland, shall be found to be inaccessible on account of ice, then in such case Her Majesty's mails shall, by and at the expense of the Government, be landed and received from on board at such port on the south-west coast of the said island as may be accessible, and shall also, at their expense, be by them conveyed to St. John's by land.

8. That a time bill shall be kept by the commander of every vessel employed for the time being in the performance of the said service, in such form as the said Governor and Council of Newfoundland shall at any time or from time to time direct: and that there shall be accurately noted by such commander on such bills, the time of every arrival and departure of the vessel, and the same shall be signed by the said commander, and one copy thereof shall be transmitted to the Secretary of the General Post Office, London, and another to the Colonial Secretary of the Government of Newfoundland, by the first post after each return of each of the said vessels to Portland, Boston, or New York, and Liverpool, during the continuance of this contract; the charge and custody of Her Majesty's mails shall be committed to the commander or commanders of all or any of the vessels to be employed in the performance of this contract, and such commander or commanders shall, without any additional charge, take due care thereof, and be responsible for the same, and shall make the usual declarations required, or which may hereafter from time to time, or at any time, be required by Her Majesty's Postmaster General in such or similar cases; and such commander or commanders having the charge of such mails shall, immediately on the arrival at any of the said ports and places, of any vessel so conveying the said mails, himself deliver, or cause to be delivered by an officer of the ship Her Majesty's mails into the hands of the Postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said Postmaster General shall direct and authorise to receive the same; a receipt in such case being always, by such commander or commanders, given and taken for the said mails.

9. That if any vessel having Her Majesty's mails on board shall delay starting from Liverpool, Portland, Boston, or New York, or such port of call as may be determined on in Ireland or Nova Scotia respectively, or when put back into port after starting, shall not proceed on her voyage twelve hours after the proper and appointed time, weather permitting, then in each and every such case the contractors shall and will pay unto Her Majesty, her heirs and successors, the sum of twelve pounds; and also the further sum of twenty pounds for every successive period of twelve hours which shall elapse until such vessel shall proceed on her voyage in the performance of this contract, unless prevented by stress of weather: Provided always, that the amount of penalty under this clause shall not exceed the sum of fifty pounds on any one voyage.

10. That every vessel employed in the performance of this contract shall, as soon as the said mails are on board, proceed without delay to sea, weather permitting, and shall not touch at any intermediate port between Liverpool, Saint John's, and Portland, Boston, or New York, excepting one of the ports of Ireland, and Nova Scotia, as before mentioned, unless compelled to do so by stress of weather or other unavoidable circumstance, without the express authority, in writing, of the Governor of Newfoundland, or the authorised agent or officer of the Government; and that Her Majesty's mails shall be delivered on their arrival at the said respective ports without loss of time.

11. That the vessels hereinbefore-mentioned, and such others as may be employed by the contractors for the service hereby agreed by them to be performed, while so employed, and any other of their vessels touching at Saint John's on their voyage to any port in North America, shall be exempt from the operation of the Passenger Act, as fully, and to all intents and purposes, as any other mail contract steamers.

12. That all and every the sums of money hereby stipulated to be paid by the contractors unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages; and should the same, or any of them, become payable and not be discharged forthwith, on the application of the said Governor and Council, or their agents, each and every of such sums of money may be deducted and retained by the said Governor out of the monies payable to the contractors, their executors or administrators, under this contract or any other contract, or the payment thereof enforced with full costs of suit, at the discretion of the said Governor and Council.

13. And the said Colonial Secretary in consideration of the premises and of the contractors, and their officers, servants, and agents, at all times during the continuance

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continuance of this contract strictly and punctually performing the services hereinbefore contracted to be performed, and the covenants and agreements hereby entered into by them the contractors, doth, for and on behalf of Her Majesty, her heirs and successors, agree with the contractors that the Receiver General of Newfoundland, on behalf of Her Majesty, will pay or cause to be paid to the contractors by good bills of exchange on London at sixty days sight, payable at par in London, a sum after the rate of 10,000 £ sterling money of Great Britain per annum, 7,000 £ whereof is to be contributed by the Colony, and 3,000 £ by the British Treasury, according to the Treasury Minute dated 12th July 1857, for the whole of the services hereby contracted to be performed, by quarterly payments, and with a proportionate part of the said sum should this contract terminate on any other day than a day of quarterly payment; the first quarterly payment to become due at the termination of three calendar months from the commencement of the said service: Provided always, that the said Government of Newfoundland shall also from time to time and at all times, remit all port dues on the steamers of the said Company calling at St. John's including pilotage thereon, and to pay to such person in St. John's as shall agree to provide suitable wharfage for the said Company's steamers on the north side of the harbour of St. John's, the sum of two hundred and fifty pounds sterling yearly, payable quarterly, during the said period of five years; and which shall be in lieu of wharfage on goods landed from or taken on board said vessels there.

14. That the service under this contract shall commence, as well as the stipend aforesaid, about the twentieth day of July next, or at such date before then as the contractors shall commence the same, which date they shall specify in a month's notice to be given by them to the Postmaster General or the Governor of Newfoundland, in the meantime, expressing their readiness to commence the service at such specified time, and shall continue for three or five years from the day on which the service shall commence, to be determined by either party on twelve months' notice at the former period of three years.

15. And it is also agreed that the notices or directions which the Governor of Newfoundland, or the Colonial Secretary, officers, or other persons, are hereby authorised and empowered to give to the contractors, their officers, servants or agents, may, at the option of the Governor, or the Colonial Secretary, officers, agents, or other persons, be either delivered to the master or commander, or other officer, agent or servant of the contractors in the charge or management of any vessel to be or while employed in the performance of this contract, or be left at the last known place of business or abode, at St. John's, Portland, Boston, New York, or in England, of the contractors, or be left for the contractors with their agent, Mr. A. M. Wier, at number 15, Brunswick-street, in Liverpool, England, or with any other agent in London, of whom notice shall be given by the contractors to the said Governor, and any notices or directions so given or left shall be as binding on the contractors as if duly served upon or left with him or them.

16. And it is further covenanted and agreed, by and between the said parties hereto, that the rates of passage, provision, and fare, to be paid by third-class passengers from England to Newfoundland, shall be 15 per cent. less than the Company shall charge for such passengers to Portland, and that other rates of passage and freight shall be duly notified to the Governor of the said Island by the Company.

17. That the said Government of Newfoundland (without binding itself legally to increase the subsidy,) shall nevertheless be considered as bound to use their influence to obtain an additional subsidy, so soon as the contract for the existing intercolonial service expires.

18. And it is also agreed, that if any additional steamers besides those required for the foregoing service, shall be placed on the line from Liverpool to St. John's, they may proceed thence to any other port in North America than those specified.

19. Unless this contract and every matter and thing herein contained, shall be confirmed and ratified by Mr. William S. Lindsay, a party to this contract, by the first day of June next ensuing, the same, and everything herein contained, shall be then null and void.

20. And it is understood between the said parties hereto, that the Imperial Government shall approve of this contract.

21. And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisions, clauses, articles and agreements hereinbefore contained, which on the part and on behalf of the contractors, are or ought to be observed, performed, fulfilled or kept, the said North Atlantic Steam Navigation Company do hereby bind themselves and each other, unto our Sovereign Lady the Queen, in the sum of two thousand five hundred pounds of lawful British money, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated or ascertained damages, agreed upon between the said John Kent and the said North Atlantic Steam Navigation Company (over and above any other sum or sums, if any, which may be payable) in case of the failure of the said North Atlantic Steam Navigation Company in the due execution of this contract, or any part thereof: Provided further, that the Governor of Newfoundland shall have the right to determine this contract, on six months' notice, for any breach of this contract on the part of the contractors. And the contractors shall also have the right to determine this contract upon giving twelve months' notice to the Government of Newfoundland, to expire on any thirty-first day of December in any year within the period aforesaid, whether any breach shall have been committed or not; but any such determination shall not otherwise affect the rights of the respective parties thereunder nor thereto in any way.

In witness whereof the said parties to these presents have herewith set their hands and seals on the day and year first within written at St. John's, Newfoundland.

For the Government of Newfoundland.

(signed) *John Kent*, Colonial Secretary. (L. S.)
A. M. Wier, (L. S.)
 for self, W. S. Lindsay, and others of the
 North Atlantic Company.

Signed, sealed, and delivered in the presence of

(signed) *Jos. J. Little*.

TREASURY MINUTE, dated 5 June 1858.

TRANSMIT the enclosed papers to the Admiralty, and state that before sanctioning the completion of the contract between the Colony of Newfoundland and the North Atlantic Royal Mail Company, my Lords desire the opinion of the Lords Commissioners as to the likelihood of the service being efficiently performed by the adoption of the proposed arrangement. My Lords would especially direct the attention of the Lords Commissioners to the omission of any clause in the contract which would give to the Colonial authorities, or to the Board of Admiralty in this country, the power of submitting to a proper test, and approving or disapproving of the vessels to be employed under the contract, and also to the insertion, by name, of certain vessels which have not been subjected to any such survey.

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir,

Admiralty, 18 June 1858.

I HAVE received and laid before My Lords Commissioners of the Admiralty your letter of the 5th instant, transmitting a copy of the proposed contract of the North Atlantic Steam Navigation Company with the Government of Newfoundland; to run steamers between Liverpool and that Colony, and thence to the United States; and in reply to the inquiry whether, in the opinion of the Admiralty, there is a likelihood of the postal service being efficiently performed by the adoption of the arrangement

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arrangement provided by the articles of agreement, I am commanded to request you will state to the Lords Commissioners of Her Majesty's Treasury, that the Surveyor of the Navy is of opinion, that it cannot be expected that vessels such as those proposed, with their small power, could efficiently perform the service in question, the passage between England and Newfoundland requiring powerful ships to ensure regularity in the transmission of the mails.

It may be proper to add, that the vessels named in the draft contract were employed in the mail service between this country and the Cape of Good Hope, under the contract with Mr. Dundas.

To the Secretary to the Treasury,
&c. &c. &c.

I am, &c.
(signed) *H. Corry.*

TREASURY MINUTE, dated 24 June 1858.

TRANSMIT copy of this letter to Mr. Merivale, for the information of Sir E. Lytton, with reference to his letter of 31st ultimo, and state, that My Lords cannot feel justified in adopting an arrangement the success of which appears so uncertain; and they regret, therefore, that they are unable to sanction any contributions from Imperial funds in aid of the postal service, as projected to be undertaken by the North Atlantic Royal Mail Steam Navigation Company.

Add, in explanation of the concluding paragraph of Mr. Corry's letter, that the mail service between this country and the Cape of Good Hope, while performed by the vessels named in the present draft contract, and which are now proposed for the Newfoundland service, was conducted with such irregularity, that the late Board of Treasury were compelled to put an end to the contract after it had been in operation for a year. Add, that should the Colony desire it, My Lords will, upon receiving an intimation to that effect, take steps for procuring an efficient service, if such can be effected, upon the terms proposed to be given to the North Atlantic Company. Return the contract.

Sir *E. B. Lytton* to the Governor of *Newfoundland*.

(No. 9).

Sir,

Downing-street, 2 July 1858.

I HAVE to acknowledge the receipt of your Despatch, No. 34, of the 26th of April, enclosing a copy of an agreement between the Government of Newfoundland and the North Atlantic Royal Mail Steam Navigation Company, for the establishment of a direct postal communication between Liverpool and Newfoundland and the United States. I transmit for your information a copy of a letter with enclosure from the Lords Commissioners of the Treasury, expressing their Lordships' regret that they are unable, for the reasons therein stated, to sanction any contributions from Imperial funds in aid of the postal service, as projected to be undertaken by this Company.

You will, however, notice that if it should be desired, the Lords Commissioners of the Treasury will, on receiving an intimation to that effect, take steps for procuring an efficient mail service, if such can be obtained, upon the terms proposed to be given to the North Atlantic.

Sir A. Bannerman, &c. &c. &c.

I have, &c.
(signed) *E. B. Lytton.*

Mr. *Merivale* to Sir *Charles Trevelyan*, K. C. B.

Sir,

Downing-street, 30 July 1858.

WITH reference to previous correspondence, I am directed by the Secretary of State to transmit to you, for the information of the Lords Commissioners of the Treasury, the copy of a Despatch, and of its enclosure, from the Governor of Newfoundland,

Newfoundland, on the subject of the proposed contract for direct steam communication between Liverpool and St. John's, in that island.

Sir C. F. Trevelyan, K. C. B.,
&c. &c. &c.

I am, &c.
(signed) H. Merivale.

Enclosure No. 1.

Government House, Newfoundland,
23 June 1858.

(No. 5. —Postal.)

My Lord,

Your Lordship will see, from the enclosed note of mine, addressed to the Colonial Secretary, that Mr. Wier, who was here some time ago, and entered into a contract for direct steam communication, asserts that the printed agreement entered into with the Executive Council here, forwarded by me in Despatch No. 34, of 26th April, had miscarried, although its receipt was acknowledged by your Lordship on the 18th of May.

2. I have, therefore, only to refer your Lordship to the enclosed, and am very happy that the agreement entered into by the Governor's advisers was made subject to the approval of Her Majesty's Government.

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

The Right Honourable Lord Stanley,
Principal Secretary of State for the Colonies,
&c. &c. &c.

Enclosure No. 2.

THE Governor, on his return home from a drive in the country, yesterday evening, found the enclosed letter, addressed to Mr. Kent by Mr. Wier.

The printed contract, which Mr. Wier believes has miscarried, was forwarded by the Governor in his Despatch, No. 34, of the 26th April; it reached England on the 16th May; the receipt of it is acknowledged by the Colonial Minister in a Despatch dated the 18th, which was delivered at Government House on the 7th of June.

The Governor observes that Mr. Lindsay objects to the clause in the contract which stipulates that his ships "must be capable of performing the voyage from Liverpool to St. John's in 12 days."

Now 12 days multiplied by 24 hours, equal to 288, at seven miles an hour, is 2,016, almost exactly the distance from Liverpool to Cape Race.

But Mr. Lindsay has overlooked, that in a former sentence of the contract it is stated that his ships "will steam and sail from 7 to 15 knots per hour," the maximum rate thus being 15 miles per hour, which the ships ought to be capable of performing; but certainly not expected to perform on each and every voyage.

Mr. Little assured the Governor that the contract was a copy, in all its essentials, of what had been agreed to by the authorities in London.

The Governor is very glad that it is subject to the approbation of Her Majesty's Government, and when its "merits are entered into," and the much exaggerated tonnage and power of the ships, as stated in the contract, are discovered, the Governor is greatly mistaken if the whole will not be found a delusion, and there terminate; but he thinks the Colonial Secretary ought to be authorised to acquaint Mr. Weir, by the mail, that as the contract was subject to the approval of Her Majesty's Government, the Council would not take the responsibility upon them of altering any of its clauses.

The Colonial Secretary will please show this letter to his colleagues, in order, if they approve, he may write to Mr. Weir by to-morrow's mail.

Government House, Newfoundland,
22 June 1858.

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Mr. Merivale to Sir Charles Trevelyan, K.C.B.

Sir, Downing-street, 7 September 1858.

With reference to my letter of the 30th July, I am directed by the Secretary of State to transmit to you for consideration of the Lords Commissioners of the Treasury the copy of a Despatch, and of its enclosures, from the Governor of Newfoundland, on the subject of direct steam postal communication between this country and Newfoundland.

No. 70, 3 August 1858.

Sir C. E. Trevelyan, K.C.B.,
&c. &c. &c.

I am, &c.
(signed) H. Merivale.

Enclosure No. 1.

(No. 70.—Postal.)

Government House, Newfoundland,
3 August 1858.

Sir,

In reference to your Despatch, No. 9, of the 2d of July, enclosing one from the Treasury, addressed to Mr. Merivale, and the other from the Secretary of the Admiralty, addressed to the Secretary of the Treasury, relative to the agreement entered into by this Government and the North Atlantic Steam Company for the direct transmission of the mails to St. John's, I have now the honour to state that I laid these Despatches before the Executive Council, and I enclose a certified copy of the Minute which they passed on that occasion.

25 June 1858.
18 June 1858.

2. I am very happy that the agreement alluded to was subject to the approbation of Her Majesty's Government, and I shall feel greatly obliged if the Secretary to the Admiralty would be so kind as to direct that the registered tonnage and horse-power of the three ships named in the agreement shall be forwarded to me, as they have been still represented of larger tonnage and power than I believe them to be.

"Robert Lowe."
"Clarendon."
"Tynemouth."

3. By yesterday's mail the Colonial Secretary received a letter from Messrs. Bake, Adam & Co., London, agents to Mr. John Orrell Lever, of Manchester, proprietors of the Galway line of steamers to America, touching at Halifax. I beg leave to enclose a copy of that letter, and the writers have been referred to Her Majesty's Government.

The Right Honourable
Sir E. B. Lytton, Bart.,
&c. &c. &c.

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

Enclosure No. 2.

30 July 1858.

At a Council held this day,—Present, His Excellency the Governor, the Honourable the Colonial Secretary, the Honourable the President, the Honourable the Receiver General, the Honourable James J. Rogerson, the Honourable Edward Dalton Shea, the Honourable Attorney General.

The Governor laid before the Council a Despatch which he had received by the last mail from the Colonial Minister, on the subject of direct steam postal communication between Liverpool, Newfoundland, and the United States.

That Despatch contained two enclosures, one from the Lords of the Treasury, addressed to Mr. Merivale, stating that "my Lords cannot feel justified in adopting an arrangement the success of which appears so uncertain; and they regret, therefore, that they are unable to sanction any contribution from Imperial funds in aid of the postal service as projected to be undertaken by the North Atlantic Royal Mail Steam Navigation Company." But their Lordships further state that they "will, upon receiving an intimation that the Colony desire it, take steps for procuring an efficient service, if such can be effected upon the terms proposed to be given to the North Atlantic Company."

The second Despatch is from Mr. Corry, the Secretary of the Admiralty, who states that "vessels such as those proposed, with their small power, could not efficiently perform service in question, and that the passage between England

and Newfoundland required powerful ships to ensure regularity in the transmission of the mails."

The Council having taken these Despatches into consideration rejoice to find that Her Majesty's Government offer their services to take steps for accomplishing the object which the Newfoundland Government have had in view, namely, a direct steam postal communication with the mother country, as projected to be undertaken in the late agreement with the North Atlantic Royal Mail Company, and the Council request the Governor to return their sincere thanks to Her Majesty's Government for this offer of their services.

The Council entirely concur with the views taken by the Secretary of the Admiralty, that "the passage between England and Newfoundland required powerful ships to ensure regularity in the transmission of the mails," and if the registered tonnage and power of the three ships named in the contract have been found to be of smaller power than required, the Council beg to assure Her Majesty's Government that the gentleman who acted on behalf of the North Atlantic Company represented them to be of the exact power and tonnage as was stated in the agreement.

A communication has been received from the same party, by the last mail, proposing that the time for entering into a contract may be extended to early next year, but the Council have determined that the agreement shall be considered at an end, and that any further applications made to the Government here on this subject shall be referred to Her Majesty's Government.

The Council have to request that the Governor will direct the attention of the Colonial Minister to the very great importance which the people of Newfoundland attach to direct steam communication, and I hope that no slight impediment will stand in the way of Her Majesty's Government in accomplishing the object, the Governor being well aware that there is a very considerable falling off in the revenue this year, and the Council fear that the funds of the Colony would not justify a larger contribution than the sum already agreed to by resolution, say 7,000 *l.* per annum for five years.

It was at first the intention of the Council to have appointed agents to act in concert with Her Majesty's Government in effecting arrangements with some of the steam companies; but from the generous proposition of Her Majesty's Government in Secretary the Right Honourable Sir Edward Bulwer Lytton's Despatch on this subject, the Council feel confidence that this step is unnecessary, and that Her Majesty's Government will carry out the object in a manner entirely satisfactory to the Colony. Should Her Majesty's Government, however, require any information or aid to facilitate any regulations which may be entered into, the Council think it right to submit herewith the names of the following gentlemen, all of whom are more or less connected with Newfoundland, and in whom the Council have confidence.

John Shea, Cork.
Charles Bowering, } *Liverpool.*
Thomas H. Ridley, }
Thomas Holdsworth Brooking, } *London.*
Thomas Row, }

The Council have only further to state, that they will feel obliged to be furnished with a copy of any agreement which Her Majesty's Government may determine upon before it is finally arranged.

A correct copy from the Minutes of Executive Council.

(signed) *J. Kent.*

Enclosure No. 3.

Dear Sir,

London, 16 July 1858.

WE are requested by Mr. John Orrell Lever, of Manchester, the proprietor of the Galway line of steamers to America, to address you a few lines upon the subject of establishing a line of boats from Galway to a port in the United States, calling at St. John's, in connexion with the present line, which we are happy to

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to say is fast progressing, and promises to be one of the most important enterprises of the day.

Mr. Lever understands that the recent negotiation with a London firm has dropped, and in a short interview with the Right Rev. John J. Mullock, who has strongly impressed upon him the importance and advantage of possessing the St. John's contract, he expressed his willingness to enter into negotiation for the same. With this view we have to invite a communication from your good self upon the subject, and should be glad to know the advantages you would be disposed to offer, the services you would require rendered, the class of boats you deem best suited for the station, and other particulars upon which a preliminary arrangement could be negotiated. Mr. Lever is in a position to carry out a transaction of this nature in its integrity, under substantial guarantee; and his position with the Galway line and its ramifications gives him advantages for this purpose possessed by few others.

You will have observed from our papers that Mr. Lever has three fine boats on the American station; the one that is advertised to sail on the 27th instant will we confidently expect solve the problem as to which is the shortest Atlantic passage.

We address you these lines on Mr. Lever's behalf as his London agents, at the suggestion of the Right Rev. Mr. Mullock, and if there is any party in England empowered to conduct a negotiation in your behalf we shall be glad of an introduction to him per return.

We are, &c.
(signed) *Bake, Adam & Co.*

John Kent, Esq.,
Colonial Secretary, St. John's, Newfoundland.

TREASURY MINUTE, dated 14 September 1858.

TRANSMIT Mr. Merivale's letter, with its enclosures, to the Admiralty, with 5,452,* also 11,368 † (of 1857), and the contract of 15 April 1858.

State that the Board of Treasury will be quite willing to co-operate, on the footing of the Treasury Minute of 17 July 1857, in obtaining for the Colony of Newfoundland the advantages of a direct postal communication with this country; but my Lords would not feel justified at present in contributing a larger sum than the 3,000*l.* offered by that minute.

It can, therefore, only be assumed that a subsidy of 10,000*l.* a year is available for a direct service to Newfoundland as proposed, with an extension to Portland, Boston, or New York, as contemplated in the articles of agreement of 15 April 1858, herewith sent.

It would appear to my Lords that a more certain and satisfactory mode of postal communication with this country might be an arrangement either with the Canadian packets, or with the line between Liverpool and Halifax, or as referred to in Mr. Little's letter to Mr. Labouchere of 8th July (11,368).

But inasmuch as the Colony seems to attach great importance to a direct line, it perhaps only remains for Her Majesty's Government to assist the Colony in procuring the best service that can be obtained for the subsidy offered, either by advertising for tenders, or by communicating with Mr. Lever or Mr. Cunard upon the subject.

My Lords request to be favoured with the views of the Lords Commissioners of the Admiralty on the subject, and also whether any mode suggests itself by which the objects of the Colony could be combined or made auxiliary to the proposed postal communication *viâ* Halifax to Colon.

* 5,452. Mr. Merivale's letter to Sir Charles Trevelyan, dated 22 March 1858, *vide* page 9.
† 11,368. Mr. Merivale's letter to Sir Charles Trevelyan, dated 10 July 1857, *vide* page 3.

— No. 2. —

CORRESPONDENCE relative to PROPOSED CONTRACTS with the ATLANTIC STEAM NAVIGATION COMPANY, for the Conveyance of Mails between *Galway and Newfoundland.*

The Marquis of *Clanricarde* and others to the Lords of the Treasury and Postmaster General.

London, 21 May 1858.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury and the Right Honourable Lord *Colchester*, Postmaster General.

WE, the undersigned, being fully impressed with the great national importance of the establishment of a direct and more speedy steam communication across the Atlantic, and understanding that it is in contemplation to establish a line of steamers between Galway and New York, to commence in June next, and that that undertaking would be much facilitated by your Lordship's directing an additional mail-bag, either for Ireland, or a general mail-bag for the United States, to be conveyed by this line, beg your Lordship's favourable consideration of the matter, and acceding to our solicitation.

(signed) *Clanricarde*
(and others).

Mr. *Leathley* and other Members of Lloyd's to the Lords of the Treasury and Postmaster General.

Lloyd's, 21 May 1858.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury and the Right Honourable Lord *Colchester*, Postmaster General.

WE, the undersigned, Members of Lloyd's, understanding that it is in contemplation to establish a line of steam vessels between Galway and New York, are of opinion that such line of steamers would be a great boon to the commercial community, and being informed that the enterprise would be materially promoted by your Lordship's directing an additional mail-bag to be transmitted by the proposed route, beg your Lordship's favourable consideration of the memorial presented by the deputation and promoters of the Atlantic Steam Navigation Company.

We have, &c.
(signed) *C. Leathley*
(and others).

The Assistant Secretary to the Post Office to Mr. *Hamilton.*

Sir,

General Post Office, 28 May 1858.

IN the absence of the Postmaster-General, I have the honour to return the accompanying memorials, referred to this department on the 27th instant, and to acquaint you, for the information of the Lords Commissioners of the Treasury, that it will doubtless afford some accommodation to the public if a ship letter mail be made up and forwarded to the United States by any steam vessel which may be despatched from Galway to New York; and if the owners of the proposed line of steamers will communicate to this office the date upon which it is intended to despatch the first vessel, and the name of such vessel, notice will be given in the usual manner that a mail will be made up.

The United States post-office will also be requested to transmit a mail to Galway, on the return of the steam vessel to that port.

G. A. Hamilton, Esq.
Treasury.

I am, &c.
(signed) *F. Hill.*

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Mr. Gregory, M. P., to Mr. Hamilton.

19, Grosvenor-street West,
31 May 1858.

My dear Hamilton,

THE proprietors of the steam-ship "Indian Empire" propose to start from Galway to America any day, from the 15th to the 21st June, which may be most convenient to the Post-office. Will you permit me, therefore, to request of you to submit the matter to the Postmaster General, and to obtain his decision as to the day on which it would be most convenient for the vessel to start, in order that her owners may forthwith advertise the day of her departure.

G. A. Hamilton, Esq., M. P.

I remain, &c.
(signed) W. H. Gregory.

The Postmaster General to the Lords of the Treasury.

My Lords,

General Post Office, 3 June 1858.

I HAVE the honour to return the enclosed letter, referred to me on the 2d inst., and to inform your Lordships that, as the proprietors of the "Indian Empire," the first vessel to be despatched from Galway to New York, express their readiness to sail on any day between the 15th and the 21st June, which may be most convenient to the Post-office, I am of opinion that the 18th June may advantageously be fixed for the despatch of this vessel, the departure taking place as early as possible after the arrival at Galway of the express mail leaving London at 5 p.m. on Thursday the 17th June.

I propose to give notice to this effect at once, with reference to the posting of letters for transmission by the "Indian Empire."

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) Colchester.

TREASURY MINUTE, dated 4 June 1858.

WRITE to Mr. Gregory, M. P., that my Lords have ascertained from the Postmaster General that the 18th instant would be a convenient date for the despatch of the "Indian Empire," and that it would be expedient that arrangements should be made for the departure of the vessel as early as possible after the arrival at Galway of the express mail leaving London at 5 p.m. on Thursday the 17th June. Add, that in anticipation of this arrangement being carried into effect, the necessary notice will be at once issued by the Postmaster General.

Mr. Weir to Mr. Hamilton.

Atlantic Steam Navigation Company,
40, Cannon-street, E. C.

Sir,

7 October 1858.

A LETTER having been received from the Colonial Secretary of Newfoundland, dated 3d August last, stating that the Government of that Colony had accepted the offer made them by the Imperial Government to provide a direct postal service between the United Kingdom and Newfoundland:

By desire of the directors of the Atlantic Steam Navigation Company; I have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that a powerful line of steam ships having been established by this company between Galway and America, the directors propose to contract with Her Majesty's Government, and the Colonial Government of Newfoundland, for the conveyance of mails between the United Kingdom and St. John's for a subsidy of not less than 1,000*l.* per voyage; which service the steam ships of this company are capable of performing in five days, or on an average of six days throughout the year.

The Right Honourable Lord Viscount Bury, M. P., being about to proceed in the steam ship "Pacific," on the 12th instant, for the purpose of entering into contracts for postal subsidies with the British North American colonies, the

directors will esteem it a particular favour if the decision of the Lords Commissioners of Her Majesty's Treasury, respecting the subsidy for Newfoundland, can be communicated to them before Lord Bury's departure.

G. A. Hamilton, Esq., M.P.,
Secretary of Her Majesty's Treasury,
Whitehall.

I have, &c.
(signed) A. M. Wier,
General Manager.

TREASURY MINUTE, dated 7 October 1858.

WRITE to Lord Carnarvon that in consequence of the letter from the Colonial Office of September 7th,* enclosing minutes of the Council of Newfoundland of 30th July last, my Lords have made inquiries as to the possibility of obtaining a service as proposed by the North Atlantic Royal Mail Steam Navigation Company on 15 April last, for a subsidy of 10,000 *l.*, and that my Lords have some reason to suppose that Mr. Cunard would undertake the service on these terms.

State that a deputation has waited upon the Secretary of the Treasury offering an improved service from Galway to Newfoundland, and have presented a tender (of which enclose copy), that Lord Bury is about to proceed to St. John's on Tuesday next to negotiate for such improved service with the Colony, and that the deputation have requested to know whether, in the event of the Colony being willing to offer a larger contribution for such improved service, the Imperial Government would extend their contribution beyond the 3,000 *l.* offered by the late Board of Treasury in their minute of 17th July 1857.

The late Board of Treasury declined making any advance beyond the sum of 3,000 *l.*; nevertheless, my Lords being desirous of meeting what may be the views and wishes of the Colony, and being duly sensible of the great advantage of expediting the communication with Newfoundland and the North American Colonies generally, are disposed to authorise an advance on the Imperial contribution from 3,000 *l.* to 4,000 *l.*, or 4,500 *l.* as a maximum, if Sir E. Bulwer Lytton shall be of opinion that such advance will be expedient, and provided an advance at least equal to that of the Imperial Government beyond the 7,000 *l.* now offered by the Colony shall be made from the colonial resources, and that the service shall be in other respects, excepting as regards the port of embarkation, as complete as that proposed upon the former occasion.

My Lords are desirous however to have it understood that it will be for the Colony to determine whether it will be for their interest to enter into the proposed arrangement with the company represented by Lord Bury, or to throw the service open to public competition, or to deal with the present contractor, Mr. Cunard, subject of course to the eventual approval of Her Majesty's Government, and my Lords suggest to Sir E. B. Lytton whether it may not be desirable, in authorising the advance to the extent of 1,000 *l.*, or 1,500 *l.* a year beyond the 3,000 *l.*, to leave it to the Governor of Newfoundland to prescribe such conditions, in connexion with such advance on the part of the Imperial Government, as Sir E. B. Lytton or the Governor of Newfoundland may deem advisable.

Sir E. B. Lytton to the Governor of Newfoundland.

Sir,

Downing-street, 9 October 1858.

I TRANSMIT to you copy of a letter, with its enclosure, received from the Lords Commissioners of the Treasury, on the subject of the projected postal communication between this country and Newfoundland.

This Despatch will be delivered to you by Lord Bury, who is about to visit the colony in connexion (as I understand) with the proposed service from Galway. But you will observe that their Lordships leave to the colony the question between this proposal and the others specified in their letter; and Sir E. B. Lytton concurs with their Lordships in doing so.

(signed) Herman Merivale,
(in the absence of Sir E. B. Lytton.)

Governor Sir A. Bannerman.

* Vide page 19.

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Mr. Weir to Mr. Hamilton:

Sir, 10 November 1858.

I HAVE the honour to forward you herewith a conditional contract entered into by the Newfoundland Government with this company for a subsidy for a mail service between this country and Newfoundland, and thence to the United States of America.

This contract is the result of the negotiations which have lately existed between this company and Her Majesty's Government, and is conditional with being confirmed by the Imperial Government.

I am therefore desired by the Board of Directors to solicit the favour of your attention to this contract, and to request a confirmation of the same.

Should any further explanation be required, the directors will have pleasure in waiting on you for that purpose.

G. A. Hamilton, Esq., M. P.,
&c. &c. &c.
Treasury.

I have, &c.
(signed) A. M. Wier,
General Manager.

TREASURY MINUTE, dated 13 November 1858.

ACKNOWLEDGE receipt; state that my Lords are unable to take into their formal consideration the contract entered into by the Newfoundland Government with the Atlantic Royal Mail Steam Navigation Company until they shall have received an official communication upon the subject from the Colonial Office, with the remarks of the Secretary of State.

Add, that immediately upon receiving such communication, my Lords will give their consideration to the subject.

Mr. T. Frederick Elliot to Sir Charles Trevelyan, K. C. B.

Sir, Downing-street, 27 November 1858.

WITH reference to your letter of the 7th October I am directed by Secretary Sir E. B. Lytton to transmit to you, for the consideration of the Lords Commissioners of the Treasury, the copy of a Despatch from the Governor of Newfoundland on the subject of direct steam communication with the Colony, and enclosing a copy of an agreement entered into with the Atlantic Royal Mail Steam Navigation Company for conveying the mails between Galway and St. John's, and between Newfoundland and Portland, Boston, or New York.

Sir C. E. Trevelyan, K. C. B.
&c. &c. &c.

I am, &c.
(signed) T. F. Elliot.

Enclosure No. 1.

Sir A. Bannerman to Sir E. B. Lytton.

(No. 88, Postal Direct Steam.)

Government House, Newfoundland,
27 October 1858.

Sir,

I HAVE the honour to acquaint you that the steam ship "Pacific," from Galway, arrived here on the morning of the 21st, and that Lord Bury delivered me your Despatch of the 9th October, with an enclosure from the Treasury Department, addressed to Lord Carnarvon, on the subject of direct steam communication from Newfoundland.

2. I observe that the Treasury had some reason to suppose that Mr. Cunard would undertake the service for 10,000 £, but that a deputation had waited upon the Board offering an improved service from Galway to this Colony, and that the deputation had requested to be informed "whether in the event of the Colony being willing to offer a larger contribution for such improved service, the Imperial Government would extend their contribution beyond the 3,000 £ offered by the late Board?"

3. I am gratified to see that the Lords of the Treasury, being desirous of meeting what may be the views and wishes of the Colony, were disposed to

authorise an advance on the Imperial contribution of 1,500 *l.* provided an advance at least equal to that of the Imperial Government shall be made from the colonial resources, and that the service shall be in other respects, except as regards the port of embarkation, as complete as that proposed upon the former occasion: the Treasury, however, leaving it for the Colony to determine to enter into the proposed arrangement with the Galway Company, or to throw the service open to public competition, or to deal with the present contractor, Mr. Cunard.

4. I lost no time in placing Lord Bury in communication with the executive Council, leaving them to discuss the question, having your Despatches in their possession, and an opportunity of hearing Lord Bury's explanations. The result of the interview was a unanimous resolution that the arrangement proposed by the Galway Company should be entered into, the Council recommending to the Governor, on his own responsibility, to sanction the additional subsidy of 1,500 *l.* by the Colony, to be confirmed by the Legislature when it meets; and I hope to forward by this mail a printed copy of the agreement, which is subject to the approval of Her Majesty's Government, and I hope will be confirmed.

5. I have only to add that, as Governor of the Colony, I am duly sensible of the trouble which the Imperial Government has taken in accomplishing an object so long sought for by the community here, and that the Lords of the Treasury so readily attended to the suggestion offered to them by the Galway Company, namely, to an increase of the grant, on the Colony being willing to offer also an additional contribution.

6. Lord Bury left St. John's on the evening of the 22d for New York, in the "Pacific," which ship, I believe, is to touch at St. John's on her return to England.

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

P.S.—Since writing the above the agreement has been printed, and I now beg to enclose you two certified copies of it.

Enclosure No. 2.

ARTICLES of AGREEMENT made this 22d day of October, A. D. 1858, between the Atlantic Royal Mail Steam Navigation Company (Limited), hereinafter designated the Contractors, of the one part, and the Honourable *John Kent*, Her Majesty's Colonial Secretary for the Island of *Newfoundland*, 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 of Her Majesty's Postmaster General, be required to be conveyed, as hereinafter stated, between Galway, Ireland, and St. John's, Newfoundland, and between Newfoundland and Portland, Boston, New York, or either of them, in a sufficient number of suitable, first-class, good, substantial, and efficient steam vessels, of sufficient capacity and power to perform the voyage between Galway and Newfoundland, and between Newfoundland and Galway, in seven days during the summer months, and eight days during the winter months; the words "summer months" to be considered to mean the months of April, May, June, July, August, September and October, and that the length of the voyage shall be computed on an average of all the voyages actually performed during each year.

2. That the contractors shall and will, at all times and at their own costs, provide and keep seaworthy, and in complete repair, during the continuance of this contract, a sufficient number of steam-vessels of the power aforesaid, and adequately provide and furnish all and every of the said vessels while employed in

in the performance of this contract, with all necessary and proper tackle, stores, oil, tallow, fuel, provisions, machinery, engines, anchors, sails, cordage, fire hearths, masts, yards, cables, a sufficient number of efficient boats, fire pumps, and all other proper and requisite means of extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and all other furniture and apparel, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the said service, in conformity with the regulations of the Board of Trade made and provided for the government of steam-vessels.

3. That one of such steam-vessels, equipped and manned as aforesaid, shall leave Galway for St. John's, Newfoundland, and St. John's for Portland, Boston or New York, and one other of such steam-vessels shall leave Portland, Boston, or New York for St. John's, and St. John's for Galway, with Her Majesty's mails on board, at least once in each fourth week in the year, commencing on such days in the month of January in the year 1859, during each and every fourth week from the commencement of the service, as shall be agreed upon between the contractors and the Postmaster General, or his officers, or the Governor of Newfoundland, and one such vessel shall leave Galway, and another Portland, Boston, or New York for St. John's, Portland, Boston, or New York, and Galway respectively, not less than once in every fourth week in each succeeding year, and in every year during the continuance of this contract, and shall, on each voyage outward and homeward, proceed to St. John's and deliver the said mails at the post-office, to the postmasters or other persons duly appointed to receive the same, and remain there a reasonable time for the receipt of mails, and that the said vessels shall have permission in all cases to touch at Halifax, Nova Scotia, besides the said other ports of call, at the discretion of the said contractors, and that in case the said vessels shall touch at Halifax, they shall convey between that place and St. John's, and deliver at both places, all such mails as shall be put on board for that purpose.

4. That such vessels, after remaining a reasonable time at St. John's, shall depart thence for Galway or Portland, Boston or New York respectively, to complete the voyage, with Her Majesty's mails on board, and there deliver the same to the postmaster or other persons duly appointed to receive them; and that the Governor of Newfoundland shall have the right to order any of such vessels, by a notice to the agent of the company, on her arrival, to remain in the port of St. John's for six hours on any voyage, for the receipt or conveyance of mails or Government despatches.

5. That any vessel which may be employed in the performance of this contract shall, at all times, unless prevented by storm, tempest, or some other unavoidable casualty, be ready to receive the mails at all the respective ports or places as hereinbefore mentioned or hereafter to be defined as hereinbefore provided.

6. That if at any time or times it shall happen that the port of St. John's, Newfoundland, shall be found inaccessible on account of ice, then, in such case, Her Majesty's mails shall, by and at the expense of the Government, be landed and received from on board at such port on the south-west coast of the said island as may be accessible, and shall also, at their expense, be by them conveyed to St. John's by land.

7. That a time-bill shall be kept by the commander of every vessel employed for the time being in the performance of the said service in such form as the said Governor and Council of Newfoundland shall at any time, or from time to time direct, and that there shall be accurately noted by the said commander, on such bill, the time of every arrival and departure of the vessel, and the same shall be signed by the said commander, and one copy thereof shall be transmitted to the Secretary of the General Post-office, London, and another to the Colonial Secretary of the Government of Newfoundland by the first post after each return of each of the said vessels to Portland, Boston, or New York and Galway. During the continuance of this contract, the charge and custody of Her Majesty's mails shall be committed to the commander or commanders of all or any of the vessels to be employed in the performance of this contract; and such commander or commanders shall, without any additional charge, take due care thereof, and be responsible for the same, and shall make the usual declarations required, or which may hereafter, from time to time, or at any time, be required by Her Majesty's Postmaster-General; in such or similar

cases, and such commander or commanders having the charge of such mails, shall, immediately on the arrival at any of the said ports and places of any vessel so conveying the said mails, himself deliver, or cause to be delivered by an officer of the ship, Her Majesty's mails into the hands of the Postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said Postmaster-General shall direct and authorise to receive the same, a receipt, in such case, being always, by such commander or commanders, given and taken for the said mails.

8. That if any vessel having Her Majesty's mails on board, shall delay starting from Galway, Portland, Boston, or New York, or when put back into port after starting, shall not proceed on her voyage 12 hours after the proper and appointed time, weather permitting, then in each and every such case, the contractors shall and will pay unto Her Majesty, Her Heirs and Successors, the sum of 12 *l.*; also the further sum of 20 *l.* for every successive period of 12 hours, which shall elapse until such vessel shall proceed on her voyage, in the performance of this contract, unless prevented by stress of weather; provided always that the amount of penalty under this clause shall not exceed the sum of 50 *l.* on any one voyage.

9. That every vessel employed in the performance of this contract shall, as soon as the said mails are on board, proceed without delay to sea, weather permitting, and shall not touch at any intermediate port between Galway, St. John's, and Portland, Boston, and New York, excepting at Halifax, as before-mentioned, unless compelled to do so by stress of weather or other unavoidable circumstance, without the express authority, in writing, of the Governor of Newfoundland, or the authorised agent or officer of the Government; and that Her Majesty's mails shall be delivered on their arrival at the said respective ports, without loss of time.

10. That such vessels as may be employed by the contractors for the service hereby agreed by them to be performed, while so employed, and any other of their vessels touching at St. John's on their voyage to any port in North America, shall be exempt from the operation of the Passenger Act, as fully and to all intents and purposes as any other mail contract steamers.

11. That all and every the sums of money hereby stipulated to be paid by the contractors unto Her Majesty, Her Heirs and Successors, shall be considered as stipulated or ascertained damages, and should the same or any of them become payable and not be discharged forthwith, on the application of the said Governor and Council, or their agents, each and every of such sums of money may be deducted and retained by the said Governor out of the monies payable to the contractors, their executors or administrators, under this contract or any other contract, or the payment thereof enforced with full costs of suit, at the discretion of the said Governor in Council.

12. In consideration of the premises, and of the contractors and their officers, servants and agents, at all times during the continuance of this contract, strictly and punctually performing the services hereinbefore contracted to be performed, and the covenants and agreements hereby entered into by the said contractors, he, the said John Kent, as such Colonial Secretary, for and on behalf of Her Majesty, Her Heirs and Successors, doth agree with the said contractors that the Receiver General of Newfoundland, on behalf of Her Majesty and Her Successors, will pay or cause to be paid to the said contractors, by good bills of exchange on London, at 60 days' sight, payable at par in London, a sum after the rate of 13,000 *l.* sterling money of Great Britain per annum, 8,500 *l.* whereof are to be contributed by the said colony of Newfoundland, and the remaining 4,500 *l.* by the British Treasury, according to the Treasury Minute, dated the 7th day of October, in the year 1858, for the whole of the services hereby contracted to be performed, by quarterly payments, and with a proportionate part of the said sum, should this contract terminate on any other day than a day of quarterly payment, the first quarterly payment to become due at the termination of three calendar months from the commencement of the said service: Provided always that the said Government of Newfoundland shall also, from time to time, and at all times, remit all port dues on the steamers of the said Company, calling at St. John's, including pilotage thereon, and to pay to such person in St. John's as shall agree to provide suitable wharfage for the said Company's steamers on the north side of the harbour of St. John's, the sum of

250 *l.* sterling yearly, payable quarterly, during the continuance of this contract, and which shall be in lieu of wharfage on goods landed from or taken on board said vessels at that port or harbour. It is, however, provided that the contractors shall be paid at their option, either by bills at 60 days' sight, or at the days of payment hereinbefore mentioned, at St. John's, Newfoundland, in sovereigns, or, if the Newfoundland Government should prefer it, in Newfoundland currency, equal to sovereigns, should payment in sovereigns be required.

13. That the service under this contract shall commence, as well as the stipend aforesaid, in the month of January in the year 1859, and shall continue in force for the period of one year certain.

14. And it is also agreed between the said parties, that (excepting any notice of determination of this contract as hereinafter provided for), all other notices or directions which the Governor of Newfoundland or the Colonial Secretary, officers or other persons are hereby authorised and empowered to give to the contractors, their officers, servants, or agents, may, at the option of the Governor or the Colonial Secretary, officers, agents, or other persons, be either delivered to the master or commander or other officer, agent, or servant of the contractors, in the charge or management of any vessel to be or while employed in the performance of this contract, or be left at the last known place of business or abode at St. John's, Portland, Boston, New York, England, or Ireland, of the contractors, and any notices or directions so given or left, shall be as binding on the contractors as if duly served upon or left with him or them.

15. That a suitable steam-boat shall run, at the expense of the said contractors, between the ports of Liverpool, in England, and Galway, in Ireland, in connexion with the said line, at such times as may be considered most convenient for the completion of the communication by steam between the said island of Newfoundland and Liverpool, and the safe conveyance of passengers and freight by that means during the existence of this contract.

16. That in consideration of the said Atlantic Royal Mail Steam Navigation Company (Limited), having entered into this contract for one year only, the said John Kent, as such Colonial Secretary, on behalf of the said Government of Newfoundland, doth hereby agree and covenant with the said Company, that the said Government shall use its best endeavours to obtain the sanction of the Legislature of the said colony of Newfoundland and the Imperial Government to a continuance of the same said subsidy of the said sum of 13,000 *l.*, payable in manner aforesaid, and that in case such sanction shall be obtained, then the said parties hereto mutually covenant with each other that this contract, after the expiration of the said period of one year, shall be extended and continued in force for a further period of four years certain, during which extended period this agreement shall remain in force.

17. And it is understood between the said parties hereto, that the Imperial Government shall approve of this contract.

18. And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisions, clauses, and articles hereinbefore contained, which on the part and behalf of the contractors are, or ought to be observed, performed, fulfilled, or kept, the said Atlantic Royal Mail Steam Navigation Company (Limited), and the members thereof, do hereby bind themselves, and each other, unto our Sovereign Lady the Queen, in the sum of 2,500 *l.* of lawful British money to be paid to our said Lady the Queen, Her Heirs and Successors, by way of stipulated or ascertained damages, agreed upon between the said John Kent on behalf of the said Government, and the said Atlantic Royal Mail Steam Navigation Company (Limited), (over and above any other sum or sums of money, if any, which may be payable), in case of the failure of the said Company in the due execution of this contract, or in any part thereof: Provided further that the Governor of Newfoundland shall have the right and power to determine this contract, on giving six months' notice in writing for any breach hereof on the part of the said contractors.

In witness whereof the said Atlantic Royal Mail Steam Navigation Company (Limited), hath, by its lawfully appointed attorney or agent, the Right Honourable William Couetts Keppel, commonly called Viscount Bury, Member of the Imperial Parliament, set its seal and signature, and the said John Kent, for and on behalf of Her Majesty Queen Victoria, Her Heirs and Successors, hath here-

unto set his hand and seal on the day and year first within written at St. John's, in the said Island of Newfoundland.

The Atlantic Royal Mail Steam Navigation Company, by their Attorney,

(signed) *Bury.*

(signed) *John Kent,*

Colonial Secretary of Newfoundland, on behalf of Her Majesty.

Signed, sealed, and delivered in presence of (the alterations as initialed by us being previously made).

(signed) *Hugh W. Hoyles.*

(signed) *John Little.*

(Certified a true copy.)

John Kent.

TREASURY MINUTE, dated 1 December 1858.

WRITE to Mr. Elliot that my Lords, referring to their minute of 7th October are pleased to sanction the payment for one year of the sum of 4,500 *l.* in aid of the sum of 8,500 *l.*, agreed to be contributed by the Colony of Newfoundland to the Atlantic Royal Mail Steam Navigation Company, according to the articles of agreement signed by the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland, on the 22d October last, and for the services therein set forth.

Send copy of the letter of the Atlantic Royal Mail Steam Navigation Company, and of minute thereon, also of the letter of Mr. Elliot, dated 27th ultimo, with its enclosures, to the Postmaster General, for his Lordship's information, also to the Lords' Commissioners of the Admiralty, and state that my Lords have approved of the contract for the period of one year, and request that they may be favoured with their Lordships' observations, upon the details of the contract, with a view to any alterations which may be necessary being inserted, in the event of its being renewed at the expiration of that time.

Request the contracts may be returned, and send copy of this minute to the Secretary of the Atlantic Royal Mail Steam Navigation Company.

Sir *E. B. Lytton* to the Governor of *Newfoundland*.

(No. 34.)

Sir,

Downing-street, 17 December 1858.

I HAVE to acknowledge the receipt of your Despatch, No. 88, of the 27th of October last, transmitting a copy of the agreement entered into with the Atlantic Royal Mail Steam Navigation Company for the conveyance of the mails between Galway and Newfoundland. I communicated your Despatch to the Lords Commissioners of the Treasury, and I forward to you herewith a copy of a letter which I have received from their Lordships, conveying their sanction to the payment for one year of the sum of 4,500 *l.*, as the contribution of the Imperial Government for this service, in addition to the sum of 8,500 *l.* to be contributed by Newfoundland.

It affords me much satisfaction to be able to announce to you the completion of an arrangement which appears to meet the wishes of the community of Newfoundland, and which will, no doubt, be productive of substantial benefits to the province.

I have, &c.

(signed) *H. Merivale,*

(in the absence of Sir *E. B. Lytton*.)

The Secretary to the Admiralty to the Secretary to the Treasury.

Sir,

Admiralty, 15 December 1858.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 2d instant, transmitting a draft of the contract entered into by the Government of Newfoundland with the Atlantic Royal Mail Steam Navigation Company, for the conveyance of Mails between Galway and St. John's, Portland,

Contract returned.

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Portland, Boston, or New York, once each way every fourth week, for the sum of 13,000 *l.* a year; and with reference to your intimation that the Lords Commissioners of Her Majesty's Treasury have approved of the contract for a period of one year, but wish to be furnished with any observations on the details thereof, with a view to alterations being made in the event of a continuation of the contract beyond its present term, I am commanded by my Lords to request you will state that no limitation is specified as to the minimum size and power of the vessels to be employed, whilst the time engaged for the performance of the voyage between Galway and Newfoundland, viz. seven days during the summer months, and eight days during the winter, is to be computed on an average of all the voyages performed during the year. No power is taken, therefore, to debar the employment of an inefficient packet, during the period of the present contract; and if the contract extended beyond one year, the superior speed of one vessel might compensate for the deficiency of speed of one or more.

No power of survey by professional officers appear to be taken by the contract, whilst a Clause, No. 10, is inserted to exempt the vessels from the operation of the Passenger Act.

As these vessels are, it is understood, employed in the conveyance of large numbers of passengers, it appears to my Lords very necessary that their efficiency in all respects should be duly certified by the officers of the Board of Trade, in accordance with the Act of Parliament; and that no exemption should be allowed on the score of the vessels being employed in the conveyance of mails, inasmuch as they are not subject to survey by the professional officers of the Admiralty.

No time is stated for the voyages between St. John's, Portland, Boston, or New York; and no time table is appended to the contract. These omissions, and several minor alterations might, in the opinion of my Lords, be beneficially considered, in the event of a renewal of the contract

The Secretary to the Treasury.

I am, &c.
(signed) *H. Corry.*

TREASURY MINUTE, dated 18 December 1858.

WRITE to Mr. Elliot in reference to his letter of 27th November. Transmit copy of letter from the Lords Commissioners of the Admiralty. Request Her Majesty's Secretary Sir E. B. Lytton will forward it for the information of the Governor of Newfoundland, and state that my Lords request that it may be distinctly understood, that before the question of any extension of the contract can be entertained, the terms of it must be submitted for approval to the Board of Treasury.

Sir *E. B. Lytton* to the Governor of Newfoundland.
(No. 39.)

Sir,

Downing-street, 24 December 1858.

WITH reference to the previous correspondence relative to the contract between the Government of Newfoundland and the Atlantic Royal Mail Steam Navigation Company, for the conveyance of mails between Galway and St. John's, I transmit for your information the copy of a letter which has been addressed to the Secretary of the Treasury by direction of the Lords Commissioners of the Admiralty respecting the terms of the contract.

It will, of course, be understood that before the question of any extension of the present contract can be entertained, it must be submitted for the approval of Her Majesty's Government.

I am, &c.
(signed) *E. B. Lytton.*

The Postmaster-General to the Lords of the Treasury.

My Lords,

General Post Office, 21 December 1858.

I HAVE the honour to return the accompanying papers, referred to me by your Lordships on the 1st instant, with a copy of a contract concluded between the Atlantic Royal Steam Navigation Company and the Government of Newfoundland for the conveyance of mails.

In compliance with your Lordships' request, I beg to offer a few observations with respect to the details of this contract.

1. The first clause provides that the mails shall be conveyed by steam vessels of sufficient capacity and power to perform the voyage between Galway and Newfoundland in seven days, during the summer, and eight days during the winter; but there is no undertaking that the service shall be performed within the time stated, and no penalties are provided in case the time be exceeded.

2. The contractors are to have permission to touch at Halifax, Nova Scotia. If this provision means that, in one voyage the vessel may call at Halifax, and that, in the next, it may proceed to the United States, without calling, such an arrangement is an inconvenient one, as it will leave the public in doubt whether they may post letters for Nova Scotia for conveyance by these vessels.

3. In clause 8 there is a provision that if a vessel, when put back after starting, shall not proceed on her voyage twelve hours after the proper and appointed time, a penalty shall be incurred. Some alteration in the wording of this stipulation seems necessary, as there is no appointed time for a vessel to sail which has been driven back by stress of weather, or by an accident.

With respect, too, to the penalty alluded to, it appears to me quite insufficient to secure regularity.

4. The 10th clause contains a stipulation to which, I apprehend, your Lordships will not agree. It provides that not only the packets to be employed under this contract, but also all other vessels belonging to the contractors which may touch at St. John's on their voyage to any port in North America, shall be exempted from the operation of the Passenger Act. Such an exemption would certainly be considered objectionable by the Colonial Land and Emigration Commissioners.

5. The arrangement under which a branch steamer is to be run between Liverpool and Galway in connexion with these packets, however convenient for passengers and goods, would be of no advantage for postal purposes.

Having made these observations, I have only to request that your Lordships will inform me whether you have any intention of withdrawing the branch packet by which the Newfoundland mails are at present conveyed to and from Halifax, under contract with Mr. Cunard, or whether this packet from Galway is to be in addition to the existing means of communication with Newfoundland.

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) Colchester.

The Postmaster-General to the Lords of the Treasury.

My Lords

General Post Office, 3 January 1859.

WITH reference to clause 3 of the contract concluded between the Government of Newfoundland and the Atlantic Royal Mail Steam Navigation Company (Limited), for the conveyance of mails, in which it is provided that one of the Company's vessels shall leave Galway for St. John's, Newfoundland, once in each fourth week in the year 1859, commencing in the month of January, on such days as shall be agreed upon with Her Majesty's Postmaster-General, I beg leave to transmit to your Lordships, for communication, through the Colonial Office, to the Government of Newfoundland, copies of the correspondence which has taken place between the manager of the Company in London and this department, respecting the arrangements under which the mails to be conveyed, *via* Galway, shall be made up in the United Kingdom during the present year. I also enclose two copies of the notice which has been issued on the subject

The Lords Commissioners of
the Treasury.

I have, &c.
(signed) Colchester.

Enclosure No. 1.

The Atlantic Royal Mail Steam Navigation Company (Limited).

40, Cannon-street, London, E.C.

28 December 1858.

Sir,

As the postal contract with this Company for conveying the mails from Galway to Newfoundland comes into operation in January, I have the honour to request you will be so good as to inform me on what day it will be convenient for the Post-office Department to dispatch mail-bags for Newfoundland under the above contract.

The steam-ship "Circassian" is appointed to sail from Galway on Thursday the 6th January, and if it will not be inconvenient to your department to permit the bags to be dispatched, in this instance, on the day named, and which has been extensively advertised, the future departure of the steam-ships of the Galway line can be fixed by Saturday, if agreeable to the arrangements of Her Majesty's Post-office Department.

Rowland Hill, Esq., Secretary,
General Post-office.

I have, &c.
(signed) A. M. Weir.

Enclosure No. 2.

(No. 1143—I.)

Sir,

General Post-office, 29 December 1858.

In reply to your letter of the 28th instant, I am directed by the Postmaster-General to inform you that, as the mails for Newfoundland, forwarded *via* Halifax, are closed in London on Friday evening, and the public have become accustomed to the practice, it appears to his Lordship that the mails to be forwarded direct from Galway should also be made up at this office on Friday evening, that the mails should be forwarded to Dublin by the ordinary night-mail, and that the packets should sail as soon as possible after their arrival at Galway.

This is the arrangement which will be the most convenient to the public and the Post-office.

With regard to the particular Friday to be fixed for the dispatch of the mails, *via* Galway, I am to state that mails for Newfoundland, *via* Halifax, will be made up in London—

Friday	-	January	14	Friday	-	July	1
"	-	February	11	"	-	July	29
"	-	March	11	"	-	August	26
"	-	April	8	"	-	September	23
"	-	May	6	"	-	October	21
"	-	June	3	"	-	November	18

And it seems to the Postmaster-General desirable that the mails *via* Galway should be made up one week in advance of those dates.

The departure of the "Circassian" can doubtless be deferred to suit this arrangement, as there would be much difficulty in circulating a notice throughout the post-offices in the United Kingdom in time for the mails to reach Galway by the 6th January.

The Postmaster-General desires me to add that he has purposely confined himself to naming the days for the mails to be made up in London.

If the Atlantic Royal Mail Company follow the course which they have adopted on former occasions, by providing a special train to convey the bags as promptly as possible from Dublin to Galway, the packet can easily sail from Galway on the Saturday; but if this train be not provided, the mails must remain at Dublin until the departure of the night-mail, and the packet will not be able to sail until the following morning.

His Lordship will be glad of an immediate reply, stating that the Company concur in these suggestions.

A. M. Weir, Esq.,
Atlantic Royal Mail Steam Navigation Company
(Limited), 40, Cannon-street, E. C.

I am, &c.
(signed) F. Hill.

Enclosure No. 3.

The Atlantic Royal Mail Steam Navigation Company (Limited).

Sir, 40, Cannon-street, E. C., 29 December 1858.

In acknowledging the receipt of your communication of this day's date, (No. 1143—L), I have the honour to acquaint you that the directors of the Atlantic Royal Mail Steam Navigation Company entirely concur in the arrangements proposed by his Lordship the Postmaster-General, respecting the days appointed for the transmission of the Newfoundland mails, *via* Galway, and they have issued instructions accordingly that the sailing of the "Circassian" be postponed till Saturday the 8th January next, on which day a special train will be in readiness at the Broadstone Station, Dublin, to convey the bags to Galway, in the event of their not being in time for the usual mail train at 10 30 a.m.

I am requested to state that the directors will feel obliged if his Lordship the Postmaster-General will have the goodness to authorise the usual notification to be issued, of the date on which the mail-bags will be dispatched by the "Circassian."

Rowland Hill, Esq., Secretary,
General Post Office.

I have, &c.
(signed) *A. M. Veir.*

Enclosure No. 4.

MAILS for Newfoundland.

THE Government of Newfoundland having entered into a contract with the Atlantic Royal Mail Steam Navigation Company, for the conveyance of mails once a month by steam vessels proceeding direct from Galway to St. John's, mails for Newfoundland (including those to be conveyed by the present route *via* Halifax), will be made up at this office on the evening of the following days during the present year; viz.

Friday	-	-	<i>January</i>	7	Friday	-	-	July	15
"	-	-	<i>January</i>	14	"	-	-	<i>July</i>	22
"	-	-	<i>February</i>	4	"	-	-	July	29
"	-	-	<i>February</i>	11	"	-	-	August	12
"	-	-	<i>March</i>	4	"	-	-	<i>August</i>	19
"	-	-	<i>March</i>	11	"	-	-	August	26
"	-	-	<i>April</i>	1	"	-	-	September	9
"	-	-	<i>April</i>	8	"	-	-	<i>September</i>	16
"	-	-	<i>April</i>	22	"	-	-	September	23
"	-	-	<i>April</i>	29	"	-	-	October	7
"	-	-	<i>May</i>	6	"	-	-	<i>October</i>	14
"	-	-	<i>May</i>	20	"	-	-	October	21
"	-	-	<i>May</i>	27	"	-	-	November	4
"	-	-	<i>June</i>	3	"	-	-	<i>November</i>	11
"	-	-	<i>June</i>	17	"	-	-	November	18
"	-	-	<i>June</i>	24	"	-	-	December	2
"	-	-	<i>July</i>	1	"	-	-	<i>December</i>	9

On the days printed in *Italics* the mails will be forwarded by way of Galway, from which port the packets will sail on the afternoon of the days following.

On the other days mentioned, the mails will be dispatched, *via* Liverpool and Halifax, as heretofore.

By command of the Postmaster-General,

Rowland Hill, Secretary.

General Post Office, 1 January 1859.

The Postmaster-General to the Lords of the Treasury.

My Lords,

General Post Office, 7 January 1859.

I HAVE the honour to inform you that I have received a report from the solicitor of this department, by which it appears that, in consequence of the contract which the Atlantic Royal Mail Steam Navigation Company have entered into with the Government of Newfoundland, for the conveyance of mails to St. John's, ship-letter bags for the United States cannot be sent from Galway by any of the vessels to be employed in this contract.

Mr. Peacock

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Mr. Peacock is of opinion that such vessels will be in law packet-boats, and that all letters forwarded by them will be legally chargeable with the packet rate of postage.

As I have little doubt that the public in this country will desire occasionally to send letters to the United States by these packets, I propose to write to the Postmaster General at Washington, and to inquire whether he has any objection to Dublin and Galway being constituted offices of exchange, under the postal convention between the two countries, provided an arrangement be made with the Steam Packet Company for the conveyance of the mails; and I request that your Lordships will authorise me to communicate with the Company, and, if they are willing, to enter into a contract with them for the conveyance of mails between Galway and the United States, containing such letters as are specially addressed to be forwarded *via* Galway, in consideration of the sea postage, at present at the rate of 8 *d.* per half-ounce letter, being paid to them.

I have, &c.
(signed) Colchester.

The Lords Commissioners of the Treasury.

The Postmaster-General to the Lords of the Treasury.

My Lords, General Post Office, 10 January 1859.

I HAVE the honour to lay before you the copy of a letter addressed to this Department by the manager of the Atlantic Royal Mail Steam Navigation Company, in which he requests that the Company may be furnished with a certificate of exemption from the operations of the Passengers' Act for the steam-ship "Circassian," about to take the Newfoundland mails from Galway.

The interval between the receipt of this letter and the date fixed for the departure of the "Circassian" was so short, that it was quite impossible for me to communicate with your Lordships respecting the difficulty I experience in complying with this request, and to obtain your reply, before the sailing of the vessel, and I directed the Company, therefore, to be informed that the certificate could not be furnished until I had received the instructions of your Lordships, and that I could only suggest that, for this voyage at least, the vessel should undergo the prescribed survey of the officers of the Emigration Board, and that the ordinary certificate should be obtained.

In bringing this question under the consideration of your Lordships, I beg leave to observe that serious doubts have arisen in my mind whether these vessels come in any way within the spirit of the exemption authorised by the Act referred to.

It appears to me that, in giving to the Postmaster General a permissive right to exempt, by his certificate, mail packets from the operation of the Passengers' Act, the Legislature had in view vessels carrying mails under a contract with the Admiralty, and subject, therefore, to a strict survey by Admiralty officers, before being allowed to be employed in the conveyance of mails.

Such mail packets, it is important to bear in mind, carry very few emigrants, and those only of the better class, whilst I am disposed to believe that the passengers by the vessels of the Atlantic Royal Mail Steam Navigation Company are almost entirely composed of the poorest description of emigrants, for whose protection mainly the Passengers' Act was doubtless intended.

There is again another point which appears to me to require consideration before this request for exemption be complied with.

The contract with the Atlantic Royal Mail Steam Navigation Company extends only to the conveyance of mails to Newfoundland; but the passengers will, no doubt, be chiefly for the United States; seeing, therefore, that most vessels bound for the United States carefully avoid Newfoundland on account of the dangerous nature of the coast, it seems more than usually necessary that the vessels which are to make St. John's a port of call should undergo a strict examination by officers of some department of the Government.

I have thought it right to submit these observations to your Lordships, and I shall be glad to be informed of the course to be pursued before the time arrives for the departure of another packet from Galway, which is fixed to take place on the 5th February next.

I have, &c.
(signed) Colchester.

The Lords Commissioners of the Treasury.

Enclosure.

Atlantic Royal Mail Steam Navigation Company,
40, Cannon-street, 6 January 1859.

Sir,

I HAVE the honour to request you will be pleased to sign the accompanying certificate of exemption for the steam-ship "Circassian," about to take the Newfoundland mails from Galway on the 8th instant.

Secretary, General Post Office,
London.

I have, &c.
(signed) *A. M. Wier.*

SCHEDULE A.

FORM of CERTIFICATE exempting a Mail Steamer from the Provisions of the British Passengers' Act, 1855.

[*N.B.*—This certificate must be produced, on demand, to the emigration officer or his assistant, or, if there be no such officer, to the chief officer of Customs at the port of clearance or port of departure, by the master of any steam-vessel claiming exemption from the Passengers' Act, otherwise the exemption will not be allowed.]

THIS is to certify that the steam-vessel "Circassian," of 1,537 tons registered tonnage, belonging to the port of Liverpool, is duly authorised to carry mails under a contract with the Government of Newfoundland, between Galway and St. John's, Newfoundland, and is, therefore, exempt from the operations of the "Passengers' Act, 1855," from the date hereof to the 8th day of January 1860.

Given under my hand at _____, this _____ day of January 1859.

TREASURY MINUTE, dated 17 January 1859.

WRITE to the Emigration Commissioners, and request them to favour my Lords with their opinion as to the course which it would be advisable to pursue under the following circumstances:

A contract has recently been concluded between the Governor of Newfoundland and the Atlantic Royal Mail Steam Navigation Company (of which enclose copy) for the conveyance of mails between this country and Newfoundland; the subsidy payable to the company for the performance of the service being contributed in unequal proportions by Her Majesty's Government and the Colony.

The agreement, which is limited in the first instance to the period of one year, and which has been ratified by the Imperial Government, contains a clause (No. 10) exempting the vessels of the company from the operation of the Passenger Act, thus treating them as if they were vessels under contract with and liable to inspection by the Admiralty.

The necessity, however, of exercising some check over the company, in respect to ensuring the seaworthiness of the vessels, and their general fitness for the service, is especially important, from the fact represented to their Lordships, that large numbers of emigrants may be conveyed in these ships to North America, rendering it incumbent on the Government to use every endeavour to obviate the risk which would be incurred by allowing the vessels to put to sea without a preliminary examination.

The question has been brought under the consideration of this Board by the Postmaster General (of whose letter, with enclosure, transmit copy), upon the occasion of the first voyage performed by the company under their contract, and although in that instance my Lords presume that the suggestion of Lord Colchester was acted upon, and the usual survey made by the officers of the Emigration Board, it is important that no time should be lost in settling the course to be followed with respect to all subsequent voyages.

Add, that Mr. Lever and Mr. Roebuck have intimated to their Lordships, on behalf of the company, their readiness to enter into any reasonable arrangement for carrying out the wishes of the Treasury, and my Lords are of opinion that it would be desirable for the Commissioners of Emigration to place themselves in communication with the company, for the purpose of coming to a distinct understanding as to the mode in which the examination of the vessels is to take place,

in the event of the company consenting that it shall be made under the directions of the Commissioners, it being a matter of much importance to the company that their vessels should not be delayed by such examination.

Request that the copy of the contract may be returned.

Mr. T. W. C. Murdoch to Mr. Hamilton.

Sir,

Emigration Office, 27 January 1859.

I HAVE to acknowledge your letter of 20th instant, enclosing the copy of a contract made between the Atlantic Steam Navigation Company and the Government of Newfoundland, and ratified by Her Majesty's Government, by which it is provided, among other things, that the vessels of the company shall be entitled to the exemption from the operation of the Passengers' Act, 1855, granted under certain circumstances to vessels carrying mails. You also enclose a letter from the Postmaster General, pointing out some differences between the vessels of this company and ordinary mail steamers; and you desire us to communicate with the company, in order to make such arrangements as, while they will relieve the company's vessels from the risk of being delayed at the moment of departure, will yet provide protection for the emigrants who may be conveyed in them.

2. In obedience to these instructions, I have had a personal conference with the secretary of the company, and the letter, of which a copy is enclosed, has been addressed to him, pointing out the conditions which it appears to us most essential to enforce, and the mode in which it is proposed to enforce them. We have restricted these conditions to what we consider indispensable, and what the company ought not, we think, to hesitate to accept. I enclose the draft of a bond to be executed by the company, if the Lords of the Treasury should approve it, to carry this arrangement into effect.

3. It will not escape notice that the material difference between this mode of proceeding, and that prescribed by the Passengers' Act for passenger ships is, that if the emigration officer should discover anything objectionable or incomplete in a passenger ship, he can compel its alteration and correction by detaining the ship. In the company's ships he will be able only to report the circumstances, and the ship may proceed to sea, notwithstanding his objection. This, however is inevitable under the circumstances. The only reliance will be that the company will be extremely unwilling to have their bond put in suit, and will, therefore, observe carefully the prescribed conditions.

4. I return, as desired, the articles of agreement between the company and the Government of Newfoundland.

5. To prevent the possibility of future misapprehension, I think it right to point out that the exemption granted to the company relates only to their vessels, and that they and their agents will remain liable, as all other persons are, to the provisions of the Act, in regard to passage brokers and contract tickets for other than their cabin passengers.

I have, &c.

(signed) T. W. C. Murdoch.

G. A. Hamilton, Esq.
&c. &c. &c.

Enclosure 1.

Government Emigration Board,
25 January 1859.

Sir,

WITH reference to your interview, yesterday, with the Chairman of this Board, I am directed by the Emigration Commissioners to state to you the regulations which they should propose, in obedience to the instructions of the Lords of the Treasury, to establish for carrying out on board the ships of the Atlantic Steam Navigation Company the more essential provisions of the Passengers' Act of 1855, for the protection of the poorer class of passengers.

The first point to be looked to is the seaworthiness of the vessel. In ordinary passenger ships, this is provided for by a survey previously to the commencement of each voyage. As, however, the company's steamers, like all other steamers carrying passengers, will be subject to the half-yearly survey of the Board of Trade, the Emigration Commissioners will not think it necessary to insist on any further survey, except in the case of subsequent injury to the vessel from bad weather or accident. They propose, therefore, to stipulate that

Enclosure 2.

the master of any vessel which has received any injury from bad weather or accident since the last survey of the Board of Trade surveyor, shall be bound to give notice thereof to the emigration officer, and to afford the same facilities for her survey as are required by the Passengers' Act in the case of ordinary passenger ships. In other cases, the emigration officer will be directed to accept the exhibition of the certificate of the Board of Trade surveyor, if dated within six months.

Second, it will be necessary that the part of the ship in which "passengers" are to be carried should be properly lighted, ventilated, and fitted, and that proper separation should be made between the married and single, and between single men and women. In regard to ventilation, which the Passengers' Act leaves in great measure to the discretion of the emigration officer, there will probably be no difficulty. The ventilation once approved, will require little or no subsequent alteration. On the other points, the Emigration Commissioners propose to follow the rules laid down in the 21st, 22d, and 26th sections of the Passengers' Act.

The number of passengers to be carried in proportion to space must be governed by the rules prescribed by the Passengers' Act. The principal section relating to this point is the 14th. The Commissioners propose to follow that question, so far as it is applicable to the company's ships.

In respect to the provisions and water for the supply of the passengers, the Commissioners are of opinion that they ought to be surveyed by the emigration officer, in the same manner as the provisions and water of ordinary passenger ships, and issued to the passengers in the same proportions. But they do not propose that the company's ships should be compelled to carry the quantities prescribed by the 30th and 35th sections. The company will, of course, be sensible of the necessity of providing an ample margin of provisions and water for any possible accident on the voyage.

Lastly, it will be stipulated that the company's ships shall carry a duly qualified medical man. As those ships will, however, not be under the Passengers' Act, their officers must be selected in accordance with the "Medical Act" of last September (21 & 22 Vict. cap. 90), not according to the provisions of the Passengers' Act.

I am to point out that the Commissioners have here used the word passenger in the sense given to it by the 3d section of the Passengers' Act.

To ensure the enforcement of the regulations which may be agreed upon, the Commissioners propose to take a bond from the Company in (say) 1,000 l., binding them to observe the preceding conditions. The emigration officer would be directed to ascertain whether they are observed or not. If not observed, he would have no authority to delay the ships sailing, as would be done with passenger ships, but he would report the fact to the Commissioners, who would then decide whether it would be necessary to put the bond in suit. The penalty to be inflicted by means of the bond would, of course, depend on the circumstances of each case.

I have, &c.
(signed) *S. Walcott*,
Secretary.

A. Boate, Esq.
&c. &c.

Enclosure 2.

KNOW all men by these presents, that we, A. B., of _____, C. D., of _____ and E. F., of _____, are held and firmly bound unto our Sovereign Lady, Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, in the sum of one thousand pounds of good and lawful money of Great Britain, to be paid to our said Lady the Queen, Her heirs and successors, to which payment well and truly to be made, we bind ourselves and every of us, jointly and severally, for and in the whole, our heirs, executors, and administrators, and every of them, firmly by these presents. Sealed with our seals. Dated this _____ day of _____ one thousand eight hundred and fifty-nine.

Whereas by an agreement made the twenty-second day of October, one thousand eight hundred and fifty-eight, between the Atlantic Royal Mail Steam Navigation Company (Limited) of the one part, and the Honourable John Kent, Her Majesty's Colonial Secretary for the Island of Newfoundland; and on behalf of Her

Majesty

Majesty, Her heirs and successors, of the other part, for the carriage of Her Majesty's mails to and fro between Galway and Newfoundland and certain ports in the United States of North America, it was, amongst other things, stipulated that such vessels as might be employed by the said company for the said service, while so employed, and any other of their vessels touching at St. John's, Newfoundland, on their voyage to any part of North America, shall be exempt from the operation of the British "Passengers' Act, 1855," as fully and effectually to all intents and purposes as any other mail contract steamers:

And whereas the said company propose to carry in their vessels, besides the said mails and first-class cabin passengers, other passengers, whereby their vessels will become subject to the operation of the said Passengers' Act, unless they obtain from the Postmaster General of the United Kingdom a certificate of exemption under the fourth section of the said Act:

And whereas it hath been agreed that such certificate of exemption shall be given by the said Postmaster General to the said company, upon their executing to Her said Majesty a bond, conditioned, as hereinafter mentioned, for providing for the security, welfare, and comfort of the passengers who may be carried in such vessels:

Now the condition of this obligation is such, that if any of the vessels of the said company, employed in the service aforesaid, shall clear out or proceed to sea, having on board more than thirty "statute adult passengers," as defined in the third section of the said Passengers' Act; and if, in that case, the said company, their officers and servants, shall well and truly observe and fulfil each and all of the regulations and conditions hereinafter set forth, then this obligation to be void, otherwise to remain in full force.

REGULATIONS AND CONDITIONS ABOVE REFERRED TO.

1. No such vessel of the said company shall carry under the poop, or in the roundhouse or deckhouse, or on the deck next below the upper or weather deck, a greater number of "statute adult passengers" than in the proportion of one to every fifteen clear superficial feet of deck allotted to their use, inclusive of hospital room; nor on any lower deck a greater number of such passengers than in the proportion of one to every eighteen clear superficial feet of deck allotted to their use, exclusive of hospital room; nor, in any case, a greater number of such passengers in the whole than in the proportion of one to every five superficial feet clear for exercise on the upper or weather deck, or on the poop, or (if properly fitted with a railing or guard, to the satisfaction of the emigration officer at the port of clearance) on any roundhouse or deckhouse.

2. The master of every such vessel shall produce to the emigration officer at the port of clearance the certificate of the last survey made by the surveyor of the Board of Trade; and whenever any such vessel shall have met with any injury by stress of weather, accident, or otherwise, after such last survey, she shall, before the embarkation of cargo or passengers, be surveyed at the expense of the company, under the direction of the said emigration officer, and shall not carry passengers, unless he shall certify that she is, in his opinion, seaworthy and fit for her intended voyage.

3. In any such vessel, the height between any two decks—on the lower of which passengers may be lodged—shall not be less than six feet, nor shall there be more than two tiers of berths on any one deck, nor a less interval than two feet six inches between each tier of berths, nor shall the berths be less than six feet in length by eighteen inches in width for each "statute adult passenger."

4. All the male passengers (other than cabin passengers) of the age of 14 years and upwards, who shall not occupy berths with their wives, shall, to the satisfaction of the emigration officer at the port of clearance, be berthed in the fore part of the ship, in a compartment divided off from the space appropriated to the other passengers by a substantial and well-secured bulkhead, without opening into, or communication with, any adjoining passenger berth, or in separate rooms, if the ship be fitted with enclosed berths; and not more than one passenger, unless husband and wife, or females, or children under 12 years of age, shall be placed in or occupy the same berth.

5. In every such vessel adequate provision for affording light and ventilation to the passenger decks shall be made to the satisfaction of the said emigration officer,

and the passengers shall have the unimpeded use of the whole of each hatchway situated over the space appropriated to their use, which hatchway shall be protected against the ingress of wet, in such manner as shall be satisfactory to the said emigration officer.

6. In every such vessel there shall be issued to each statute adult passenger, throughout the whole voyage, including the time of detention at any place before the termination thereof, at least three quarts of pure and sweet water per day, exclusive of the quantity required for cooking, and an allowance of sweet and wholesome provisions of good quality, in a cooked state, and of the kinds, and not less in quantities than is prescribed in the 35th section of the said Passengers' Act, or in any scale which may be issued by the Emigration Commissioners in conformity with that Act.

7. No such vessel shall clear out or proceed to sea until all the water, provisions, and stores intended for use during the voyage, whether for the passengers or crew, shall have been surveyed by the said emigration officer, or under his directions (at the expense of the said company), and approved by him as good and wholesome in quality, sweet and sound in condition, and sufficient in quantity for the voyage; nor until all such water, provisions, and stores shall have been properly stowed away to the satisfaction of such emigration officer.

8. No such vessel shall clear out or proceed to sea, unless there shall be on board a supply of medicines, medical comforts, disinfectants, instruments, and other things necessary for the treatment of diseases and accidents at sea (with printed or written directions for use), good in quality and sufficient in quantity in the judgment of the said emigration officer, for the probable exigencies of the voyage; nor if the number of persons on board (including cabin passengers, officers, and crew), exceeds 300, unless there shall be carried a duly qualified medical practitioner.

Signed, sealed, and delivered by the above bounden A. B., C. D., and E. F., in the presence of	A. B.	(seal.)
	C. D.	(seal.)
	E. F.	(seal.)

TREASURY MINUTE, dated 2 February 1859.

WRITE to the Commissioners of Emigration that my Lords quite approve of their suggestions, and request that they will have the bond prepared in the form which they propose; and that my Lords may be informed when the same has been duly executed.

The Emigration Commissioners to Mr. *Hamilton*.

Sir,

Emigration Office, 15 March 1859.

WITH reference to the correspondence on the subject of the exemption from the Passengers' Act of the vessels of the Atlantic Steam Navigation Company, we beg to state, for the information of the Lords Commissioners of the Treasury, that immediately on receiving your letter of 8th ultimo, we applied to the secretary of the company for the names of the directors, in order that their Lordships might be able to select the persons to be made obligors of the bond to be taken from the company. Having received no answer to this communication, we applied to the company again on the 24th ultimo, and have been informed in reply that the directors are in correspondence with the Treasury on the subject. We feel it our duty to report what has passed, to explain the delay in the execution of the bond prepared by direction of their Lordships, and approved by them.

G. A. Hamilton, Esq.,
&c. &c. &c.

We have, &c.
(signed) T. W. C. Murdoch.
Frederic Rogers.

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— No. 3 —

CORRESPONDENCE between the LIVERPOOL, NEW YORK, and PHILADELPHIA STEAM SHIP COMPANY and the POST-OFFICE, and TREASURY, relative to the offer of that Company to Contract for the Conveyance of Mails between this Country and the *United States*.

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 1 March 1858.

Sir,

SEEING in the "Daily Packet List" the announcement that the United States mail-steamers (Collins' line) between Liverpool and New York have ceased running, thereby breaking up the semi-weekly mail communication between England and America, I beg again to bring the Company's claims forward, and to ask that the vessels composing the line may be accepted as mail steamers, for the departures hitherto taken by the Collins' mail line.

This Company, established in 1850, have maintained (except during the war with Russia) a constant communication between England and America, though they have never received any Government support whatever, whereby they have been placed at great disadvantage with those lines that have been subsidised.

This Company having on other occasions pointed to the great regularity and speed they have maintained, do not further allude to it now than to say that their vessels' passages average under the present mail contract time, which they are prepared to show.

This Company was the first in the kingdom to give the poor passenger the great boon of carriage by steam, which is now so largely availed of, several mail lines now following in the course pointed out by our unaided enterprise.

I beg to enclose the notice of our vessels' departures, and asking your favourable consideration of our request.

I have, &c.
(signed) *William Inman*, Agent.

I beg to add that this Company are willing to undertake the mail service as above stated for the amount of postage received.

(signed) *William Inman*.

To the Secretary, General Post-office,
London.

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 10 April 1858.

Sir,

ON the 1st March I had the honour to address you on the subject of establishing the steamers of this Company as mail packets between Liverpool and New York for the amount of postage alone.

Not having yet received any reply to that communication, and pending any decision that may be come to, I beg now to apply to know whether the steamer "Kangaroo," to sail on the 14th instant from this port, is to have the mails for the ocean postage to New York.

The "Kangaroo" brought the United States mails of the 20th March, and delivered them at the Post-office in Liverpool in 12 days and 9 hours from the time of embarkation, and in London in less than 13 days, (see *Daily Packet List*, 3d April.)

The "Kangaroo," on the 14th instant, sails on the Collins' United States mail-day, on which day there is no departure for America except this vessel.

Complaints are repeatedly made to us by people who post their letters specially directed for this Company's vessels of their letters being kept back and not sent forward as directed, and as our steamers always deliver their letters in advance of the following mail steamers, this detention is, in some instances, very injurious and detrimental to the public.

To the Secretary, General Post-office,
London.

I have, &c.
(signed) *William Inman.*

Mr. *Inman* to the Secretary to the Post-office.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 13 April 1858.

Sir,

REFERRING to my letter of the 1st March and the 10th instant, I beg to draw your attention to the delivery of letters by the first steamer this Company dispatched on the Collins' mail day to New York, after our application to you of 1st March.

The steamer "City of Baltimore," of our line, sailed shortly after noon of the 17th March, and was followed on the morning of the 20th March (11 a.m.) by the steamer "Persia," celebrated for being the fastest steamer in the kingdom.

The steamer "City of Baltimore" delivered her letters in New York on 30th March, and gave the mercantile community there the power of reply per "Arabia," which arrived here on the 11th instant.

The "Persia" arrived the 31st March (early) at New York too late for reply per "Arabia," and no further mail steamer is due before the 15th instant at Southampton and the 16th inst. here.

You will thus see that those letters which were kept back from the "City of Baltimore," and sent per "Persia," place the writers of them at a disadvantage of four or five days in the receipt of their replies, a matter of great importance to the mercantile community.

To the Secretary, General Post-office,
London.

I have, &c.
(signed) *William Inman,*
Agent.

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir,

General Post-office 14 April 1858.

IN reply to your letter of the 10th instant. I am directed by the Postmaster-General to inform you that the reason why he has been unable to take into consideration the offer of the Liverpool, New York, and Philadelphia Steam Ship Company, made in your letter of the 1st March last, to enter into a contract with this Department for the conveyance of mails between this country and America is, that his Lordship is in communication with the Postmaster-General of the United States relative to the withdrawal of the United States Contract Packets until recently employed in conveying mails once a fortnight between Liverpool and New York, and I am to state that, until it can be ascertained whether this withdrawal is temporary or permanent, his Lordship cannot come to any decision on the Company's offer.

The Postmaster-General has, however, given directions for a ship letter mail to be made up for conveyance by the "Kangaroo," to sail from Liverpool this day, and I am to add that inquiry will be made with respect to your complaint of letters specially directed to be transmitted by the vessels of the Liverpool, New York, and Philadelphia Steam Ship Company having been kept back for conveyance by other vessels.

W. Inman, Esq., Liverpool, New York, and
Philadelphia Steam Ship Company.

I am, &c.
(signed) *F. Hill.*

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The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir,

General Post-office, 19 April 1858.

With reference to the last paragraph of your letter, dated the 10th instant, relative to complaints being repeatedly made to the Liverpool, New York, and Philadelphia Steam Ship Company that letters specially directed by one of the Company's vessels are kept back and not forwarded by such vessel, I have to acquaint you that I have been in communication with the postmaster of Liverpool on this subject, and he assures me that all letters specially addressed to be sent by one of the vessels in question are forwarded accordingly, if properly prepaid and posted, or received at his office in time to be so sent, and that they are not detained there as stated.

I request you will be good enough to furnish any evidence you can produce in support of your assertion.

W. Inman, Esq., Liverpool, New York, and
Philadelphia Steam Ship Company,
Liverpool.

I am, &c.
(signed) *F. Hill*.

Mr. *Inman* to the Secretary to the Post-Office.

Liverpool, New York, and Philadelphia Steam
Ship Company.

Sir,

Liverpool, 20 April 1858.

I HAVE the honour to acknowledge the receipt of your letter of 19th instant (No. 9339) with reference to complaints of letters being repeatedly kept back from the steamers of our line, though specially directed to go by them.

I did not mean to state that "prepaid" letters were detained, our great ground of complaint being that letters are detained because not prepaid.

Our line is looked upon by many of the mercantile community as one by which they have the facility of writing as if they were mail steamers, and in consequence of this they cannot understand why letters must be prepaid by one line of steamers, while this is not required by another line of steamers, and the fact of making people prepay the letters which they are not likely to get repaid by the party whom they address is a great bar to correspondence.

I have been informed by our shippers that they receive complaints that letters specially directed by our vessels have been delivered so late by following mail steamers in America, that they have only received their invoices (of goods on board our vessels) after those goods have been landed and deposited in the New York Custom House for the want of particulars which those letters contained.

To show that my assertion (for which I am asked for particulars) is correct, I enclose a voucher for 5*l.* 8*s.* paid by me on the 28th January 1857, to have letters sent forward by the "City of Baltimore," which were specially directed but not prepaid, which, at 8*d.* each letter, shows 151 letters which would have been kept back but for my doing so, and on that occasion the following mail steamer did not deliver her mails in New York till four days after our steamer.

I enclose a further voucher of 10th February 1858 for 1*l.* 10*s.* for postage on letters similarly situated by our steamer, "City of Washington," showing, at 6*d.* each letter, a number of 60 letters, and the following mail steamer, on this occasion did not deliver her letters until five days after the "City of Washington" (at New York).

We paid these amounts to test the complaints made to us, coming both from London and Sheffield, and I believe I am correct in stating that the above number of letters were the Liverpool letters only, and would not include letters detained for want of payment at other post-offices.

The fact of such a number of letters being unpaid shows how the post-office regulations are unknown, and at the same time shows how much inconvenience must have been caused on the other sailings of our steamers where we did not go to the same expense to secure the letters going by our own steamers.

If the Postmaster-General or you will grant me an interview I should gladly avail myself of the opportunity of further explaining this, as also on the subject of the letter of 14th April (No. 318—I).

To the Secretary, General Post-office,
London.

I have, &c.
(signed) *William Inman*.

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir,

General Post-Office, 27 April 1858.

I HAVE laid before the Postmaster-General your letter of the 20th instant, and I am directed to inform you, in reply, that the regulation of compulsory pre-payment is applicable to all letters forwarded between this country and the United States, excepting those which are conveyed by the British and United States Contract Packets, and that no arrangements exist between this department and the United States Post-Office, by which the payment of postage upon ship letters in either direction, could be left optional with the sender.

I am to add, referring to my letter of the 14th instant, that his Lordship does not at present see any advantage that could result from the interview which you propose.

W. Inman, Esq., Liverpool.

I am, &c.
(signed) *F. Hill*.

Mr. *Inman* to the Secretary to the Post-Office.

Liverpool, New York, and Philadelphia
Steam Ship Company,

Sir,

Liverpool 27 April 1858.

REFERRING to my last letter, of 20th instant, and your letter of 19th instant, (No. 9399) in which you asked me to point out cases of letters being kept back from our steamers, &c., I beg to enclose a letter received this morning from Messrs. Pussi and Lubin, of London, (with whom I have never had any communication whatever before this) enclosing me letters to put into our own ship's bag, as they say "the Post-Office authorities in all probability would detain it for the royal mail steamer, which we almost invariably find the case."

While noticing this, I would wish to draw your attention to the second sailing of our steamers since they took the Collins' mail days; the British mail leaving Liverpool on the 27th March, delivered the mails, *via* Boston, at New York, on 12th April.

Our steamer "City of Washington" leaving 31st March, delivered them at New York, 13th April, and answers were received to her letters on the 24th instant, the mail following her not having arrived out at the time when those answers left.

This, of course, does not bear on the case of our steamer "City of Baltimore" leaving to-morrow with the United States Mails, as letters will not require pre-payment, and I merely mention it in reference to our case already before you.

To the Secretary,
General Post-Office, London.

And remain, &c.
(signed) *William Inman*.

(Enclosure.)

Sir,

London 26 April 1858.

WE will trouble you to put the enclosed in the letter bag of the City of Baltimore. If we post it here, the Post-Office authorities, in all probability, would detain it for the royal mail steamer, which we almost invariably find the case.

W. Inman, Esq., Liverpool.

Yours &c.
(signed) *Pussi & Lubin*.

The Assistant Secretary to the Post-Office to Mr. *Inman*.

Sir,

General Post Office, 29 April 1858.

I BEG to acknowledge the receipt of your further letter of the 27th instant, on the subject of letters intended to be forwarded to America by the vessels of the Liverpool, New York, and Philadelphia Steam Ship Company.

W. Inman, Esq.,
Liverpool, New York, and Philadelphia
Steam Ship Company, Liverpool.

I am, &c.
(signed) *F. Hill*.

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Mr. *Inman* to Mr. *Hamilton*.

Liverpool, New York, and Philadelphia
Steam Ship Company,

Liverpool, 15 October 1858.

Sir,

THE attention of this company has been called to an interview stated to have taken place between a deputation of the "Atlantic Royal Mail Steam Navigation Company" and yourself, at which the Court Circular in the "Times" states that "The deputation was very favourably received. Mr. Hamilton stated that the Government viewed with considerable interest the new line of steamers between Galway and the British North American Colonies established by Mr. Lever, and the importance they attached to being able to communicate between London and Washington in six days."

I have to state that no proof has ever been shown that such communication has ever been made by the Lever line of steamers, the whole of whose passages have averaged upwards of 14 days outwards and about 13 days homewards, between Galway and the United States, while the existing lines, both of mail steamers and unsubsidised ones, has been from Liverpool and Southampton, sailing at the same time, 12 days outwards and 11 days homewards.

I have, on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, to protest firmly, yet respectfully, against any mail grant to the company in question; inasmuch as the company which I represent have been established eight years, were the first in the kingdom to carry the emigrant by steam, and have more than once offered to carry Her Majesty's mails free, and for ocean postage, which has been refused; and this company, in default of getting a mail (even free) from the British Government, are now occasionally carrying the United States mails.

This company have further to draw your attention to the great injustice the Government is inflicting on private companies in allowing the company in question so to mislead the public by calling their vessels "Royal Mail Steamers" (to corroborate which I enclose their advertisement), while the Post Office Packet List calls them private ships.

If any mail grant is to be given between Galway and any other port, I beg to submit it ought to be put up to public competition.

To G. A. Hamilton, Esq.,
Secretary to the Treasury, London.

I remain, &c.
(signed) *William Inman*,
Agent.

Mr. *Inman* to the Lords Commissioners of the Treasury.

Liverpool, New York, and Philadelphia
Steam Ship Company,

Liverpool, 25 October 1858.

My Lords,

PUBLICITY has been given in the newspapers to a correspondence which has taken place between Mr. Lever and Mr. George A. Hamilton, Secretary to the Treasury, in which the latter gentleman states that an extension has been made to the existing mail contract with Mr. Cunard, and states at the same time that tenders are in contemplation for other services.

I have now the honour to address your Lordships on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company.

This company is possessed of a fleet of large ocean-going steam-ships, measuring, by Custom House measure, 11,131 tons, which cost them upwards of three hundred thousand pounds (300,000 L.), and is held by them free of debts.

This company established themselves in the year 1850, and they can refer to Parliamentary papers to show that it was partly owing to their experience that so many screw steamers were found to transport troops during the Russian war.

Though this company have been established now upwards of eight years, and were the first company in the kingdom to carry out ocean screw-steaming with success, and also the first company in the kingdom to carry the poor passenger over the ocean by steam, they have never yet received a single penny from the Government for postal services, though postal contracts have been made use of by others to endeavour to drive them off the ocean.

Though this company have never received such assistance which would have enabled them to have brought screw-steaming to a much greater state of perfection than has yet been done, they have nevertheless obtained an average time across the Atlantic under the Royal Mail Contract time, and they can produce proof to show that they maintain a very fair average with any steam line in existence.

This company have more than once offered to carry Her Majesty's mails free, and also for the ocean postage, and a proposition has now been for months before the Postmaster General (unanswered) to this effect.

This offer was for the service between Liverpool and New York on the days vacated by the United States mail steamers (Collins' Line), and failing any answer from the Postmaster General, this company is at present carrying the United States mails for the ocean postage; but though this service of British steamers for the United States Government is unparalleled in the history of this country, no security can be felt that this will continue, for the last Act of Congress provided that whenever an American steamer was sailing within three days of a British one, the American should always have the mails, with a larger allowance.

This company make this statement, and trust that your Lordships will take their case into consideration, and will see that in any extension of postal service this company have a prior claim to any other steam company, and they trust they will be allowed to tender accordingly.

The Government is not entirely without record of this company's vessels, the steamer "Kangaroo" having been in the transport service, and the "City of Manchester" having lately performed transport service to the Cape of Good Hope with great speed and despatch.

The mails delivered this morning from New York bring one, among several instances, of the relative merits of this company's vessels.

The paddle steamer "Indian Empire," which sailed from Galway on the 28th September, was entering New York on the 14th instant:

Passage from Galway, 2,731 knots - - - - 16 days.

This company's screw steamer "City of Baltimore," which left Liverpool 29th September, arrived in New York on the 12th instant:

Passage from Liverpool, 3,013 knots - - - - 13 days.

The United States paddle mail steamer "North Star," which left Cowes 29th September, was entering New York 14th instant:

Passage from Cowes, 3,020 knots - - - - 15 days.

The Cunard Royal Mail steamer "Canada," which left Liverpool 25th September, arrived at Boston 8th October:

Passage from Liverpool, 2,850 knots - - - - 13 days.

I have, &c.

To the Right Honourable (signed) *William Inman*, Agent.
The Lords of Her Majesty's Treasury,
London.

Sir *Charles Trevelyan* K. C. B. to Mr. *Inman*.

Sir,

Treasury Chambers, 9 November 1858.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to inform you, in reply to the letter addressed by you to this Board on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, that when a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions.

I am, &c.

W. Inman, Esq.,
1 & 13, Tower Buildings, Liverpool.

(signed) *C. E. Trevelyan*.

Mr. *Horsfall*, M. P., to the Lords Commissioners of the Treasury.

6, Clifford-street, Bond-street, London,
24 February 1859.

My Lords,

Will you allow me to ask your consideration of the enclosed note, which I have received to-day, and which seems to require an early communication.

The Lords Commissioners
of Her Majesty's Treasury.

I have, &c.
(signed) *Thomas B. Horsfall*.

Enclosure.

Liverpool, New York, and Philadelphia Steam Ship Company,
Liverpool, 23 February 1859.

Dear Sir,

We have viewed with very great alarm to-day the report (in the "Times" and "Morning Herald" of this date) of the reply of the Earl of Derby, about a postal contract with the Galway line of steamers to North America, the "Times" adding in another part that that subsidy may amount to 3,000 £. per voyage, a sum quite overpowering to those companies who possess no mail contracts; and as this company last year had the largest passenger (and I believe I may add goods) traffic of any existing Transatlantic company, we look on it as an act of gross injustice that a new company, who have followed in the steps we led nearly nine years ago, should be allowed so quietly to step in, by the assistance of a subsidy, to take our traffic from us. We are more surprised because on a late application which you were good enough to attend to for us, the Lords of the Treasury replied to us on 9th November 1858: "When a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions." On this reply we were satisfied; but it would be perfectly feasible for our boats, if a mail grant were given, to call at Cork for mails, which port is very little further than Galway, or to compete for the Galway mails if so large an amount is to be given for them.

I now write, therefore, to state thus much to you, and to ask, should you see that our claim is well founded, what course would be the best to adopt to obtain a fair hearing; *i. e.*, whether we could proceed by petition to the House of Commons, or by petition or memorial to the Treasury; and whether, if you recommend any such course, you would kindly take charge of the case in the House. I enclose you slips from the "New York Herald," showing our passengers in 1857 and 1858 to have been 22,500 or 11,250 a-year, showing I think very plainly, that it is a matter of no small importance to the town of Liverpool, where these passengers spend their money in transit.

Thomas B. Horsfall, Esq., M. P.

I remain, &c.
(signed) *William Inman*.

NUMBER OF PASSENGERS.

The following Table shows the number of Passengers which have crossed the Atlantic during the past year in the different lines of steamers, both eastward and westward :

	EASTWARD.	WESTWARD.	TOTAL.
Collins' Line - - - - -	702	814	1,516
Cunard Line - - - - -	2,844	2,690	5,534
Cunard Line (Boston Branch) - - - - -	1,727	2,214	3,941
Bremen Line - - - - -	438	570	1,008
Bremen Line (Ericsson) - - - - -	123	271	394
Havre Line (Fulton and Arago) - - - - -	1,465	1,787	3,252
Glasgow Line - - - - -	2,046	3,137	5,183
Another Glasgow Line - - - - -	32	102	134
Hamburg Line - - - - -	1,450	3,692	5,142
Liverpool Screw Line - - - - -	4,515	7,409	11,924
Antwerp Line - - - - -	573	2,408	2,981
Vanderbilt's Havre and Bremen Lines - - - - -	2,194	2,669	4,863
Bremen Line (steamer Hansa) - - - - -	93	505	598
Bremen, London and New York Lines - - - - -	1,569	4,207	5,776
Liverpool and Portland (estimated) - - - - -	400	2,100	2,500
TOTAL 1857 - - - - -	20,171	34,575	54,746
TOTAL 1856 - - - - -	12,756	17,403	30,159
INCREASE 1857 - - - - -	7,415	17,172	24,587

PASSENGERS BY THE STEAMERS.

The number of Passengers who have crossed the Atlantic within the past year, both eastward and westward, is as follows :

	EASTWARD.	WESTWARD.	TOTAL.
Collins' Line - - - - -	105	52	157
Cunard Line (New York) - - - - -	2,779	2,570	5,349
Cunard Line (Boston Branch) - - - - -	1,767	2,009	3,776
Liverpool and New York Screw Line - - - - -	5,128	5,448	10,576
Southampton and Havre (Vanderbilt's) - - - - -	1,493	1,332	2,825
Havre Line (Fulton and Arago) - - - - -	1,826	1,878	3,704
Vanderbilt's Line - - - - -	2,146	1,843	3,989
Glasgow Line - - - - -	2,012	1,772	3,784
Hamburg Line - - - - -	3,472	5,782	9,254
Bremen Line - - - - -	702	963	1,665
*Galway Line - - - - -	1,361	2,040	3,401
Portland and Liverpool Line - - - - -	392	759	1,151
Transient Steamers - - - - -	201	187	388
TOTAL 1858 - - - - -	23,384	26,635	50,019
TOTAL 1857 - - - - -	20,171	34,575	54,746
INCREASE 1858 - - - - -	3,213	7,940	4,727

* From the 18th of June until the end of the year.

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Mr. Hamilton to Mr. Horsfall, M. P.

Sir,

Treasury Chambers, 2 April 1859.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury the communication from the Liverpool, New York, and Philadelphia Steam Ship Company, forwarded by you to this Board on the 24th February, complaining of the subsidy granted to the Galway line of packets, and I am desired by my Lords to acquaint you in reply, that my Lords admit the expediency, as a general rule, of inviting tenders by public competition, where new postal services are about to be established, under circumstances to which the principle of competition is properly applicable, but the case referred to in your letter is quite exceptional.

Two regular weekly services between England and America had been long established, and were conducted with punctuality. A large portion of the letters, probably more than one-third, were from and to Ireland, and since the vast emigration during the last ten years from that country to the continent of America, the importance of a direct postal communication from Ireland has become apparent, and the claim of the people of Ireland for an acceleration of the service seems reasonable.

Moreover, the successful establishment of such a line would be of great advantage to the whole of the United Kingdom, by expediting considerably the communication with the continent of North America.

My Lords are not aware that any efforts were made to meet these requirements until the establishment of the service between Galway and Newfoundland, during the last year.

The Port of Galway was chosen by the parties establishing that service, and the Colony of Newfoundland readily contributed a considerable subsidy, in addition to a small one offered by Her Majesty's Government for this purpose.

It was suggested by Her Majesty's Government to the Governor of Newfoundland, whether it might not be advisable to invite tenders for that service by public advertisement, but the Colonial Government preferred accepting the offer which the parties above-mentioned made to them, and a service was established accordingly, between Ireland, Newfoundland, and the United States.

These parties having thus established the line between Ireland and America, proposed to Her Majesty's Government an extension of the same service, by a fortnightly line of steamers between Galway and the United States, communicating in six days through St. John's, Newfoundland, or Halifax, by telegraph.

This proposition was supported not only by strong representations from nearly every commercial or municipal body in Ireland, but by memorials from numerous towns and commercial bodies in this country.

My Lords, after much deliberation, have deemed it expedient, upon certain conditions, to give their sanction to the proposal of the Atlantic Steam Company.

They cannot regard it simply as a postal question. It comprises considerations of a more extended character, and the circumstances were such as to preclude, without injustice to the parties who had already acquired the Galway route, and with whom the proposition for extending it originated, the adoption of the system of inviting tenders by public advertisement in this case.

T. B. Horsfall, Esq., M.P.,
6, Clifford-street,
Bond-street.

I am, &c.
(signed) Geo. A. Hamilton.

— No. 4. —

CORRESPONDENCE relative to the PROPOSED CONTRACTS with the ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY, for the Conveyance of Mails to the *United States* and *British North America* *viâ Galway*.

The Directors of the Atlantic Royal Mail Steam Navigation Company to the Lords Commissioners of Her Majesty's Treasury, tendering for the Conveyance of Mails to the *United States* and *British North America*, *viâ Galway*.

40, Cannon-street, London,
18 January 1859.

My Lords,

WE, the Directors of the Atlantic Royal Mail Steam Navigation Company, have now the honour to make the following tender to convey mails between this country and America:—

We beg respectfully to inform your Lordships that we have completed the contracts for the building of five steamships, which will be possessed of all the advantages and improvements that modern science can confer. Such vessels are to be 2,359 builder's tonnage; and are guaranteed, by contract, to run 20 miles an hour in smooth water.

The route that we propose to follow is well known to your Lordships to be the most direct between this country and North America, and offers the advantages of travelling a part of the journey by railroad, which necessarily lessens the time of transit, and effects a saving of about 420 miles in the sea voyage.

The harbour of Galway can be entered at all hours, so that no delay will arise from the state of the tide.

The time thus saved will, we consider, be four clear days in the out and home trip, and the public will also secure the advantage of an additional period of eight days for sending correspondence by the return mail.

We, therefore, propose to contract to carry the mails from Galway to Portland, Boston, or New York, *viâ* St. John's, Newfoundland, or otherwise, for the sum of 3,000 *l.* per voyage, such voyage being the passage out and home.

These voyages to be, at the outset, fortnightly or weekly, as the Government may require. The contract to be for seven years. The Company will undertake to provide every accommodation for those who are to take charge of and sort the mails.

We propose to contract with the Government for the conveyance of troops to and between any of the ports at which our vessels touch, at 50 per cent. less than the existing rates recently adopted by the Government.

We will also undertake to convey telegraphic messages from the United Kingdom to British North America and the United States in six days, casualties excepted. It is quite needless to expatiate on the great advantages thus obtained by both the Government and the public.

We beg to submit that there would be in the harbour of Galway one or two large and powerful steamers always at the command of Government within an hour's reach of Athlone, one of the chief military stations in Ireland.

The Directors call the attention of your Lordships to the fact that the contract which has just been concluded by the Government with the North-Western Railway Company, for a postal service between London and Kingstown in eleven hours, twice a day each way, will, when the contract comes into operation, accelerate the transmission of the mails through the Galway route, and will thus enable the Company to place the mails on board their vessels in the harbour of Galway (being nearly 400 miles nearer America than Liverpool), in 15 hours after leaving London.

As some evidence of the desire of the public for the establishment of this line, we have the honour to refer to the memorials from the principal towns and commercial bodies in the United Kingdom in favour of the same.

The Board have given their anxious consideration to the subject of the subsidy they should ask for this service, being desirous of performing such service on terms which might be considered acceptable to the Government; but it is proper to add that these terms would not be remunerative if the Company did not possess other advantages.

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With regard to the transmission of Her Majesty's mails between Galway and Vancouver's Island, the Directors have to state that they are now anxiously occupied in negotiations upon the subject; and they will very shortly be prepared to make a tender to the Government after the completion of this contract for the conveyance of the Columbian mails on such reasonable terms as the Directors feel assured the Government will approve, and by a route which will direct the tide of emigration through the British North American possessions.

It must be borne in mind that the service proposed is one of a character superior to any other worked under existing contracts; and the Board have every assurance that the public would approve of an immediate and liberal consideration by the Government of their tender.

We have, &c.
 (signed) *Harvey Lewis,*
 Chairman.

The Right Honourable and Honourable the
 Lords Commissioners of
 Her Majesty's Treasury, Whitehall.

GALWAY LINE.

THE establishment of a first class packet station for Europe and America on the west coast of Ireland, is imperatively demanded in the interests of the Government and of the people, as the means of securing the shortest sea-passage between the two hemispheres, and effecting a great saving in the cost of transport.

The social and commercial intercourse between this country and America presents every year a wonderful increase, and the intense interest lately manifested by all classes of the community in the endeavour to bind together the two continents by the electric cable, affords a fresh proof of the urgent desire which exists for greater rapidity in the postal service.

The port of Galway possesses unrivalled natural advantages as the western packet station for the rapid transmission of mails and passengers from Great Britain to the United States and British North America, being 360 miles nearer to America than Liverpool. It is accessible for vessels of the largest class at all times of the tide.

Galway has direct railway and steam communication with London *via* Holyhead and Dublin, the passage of the channel occupying only four hours. This Company has exclusive privileges for the conveyance of passengers and freight over the railway from Dublin to Galway, at exceptionally low rates for a long period.

Galway has a telegraphic communication with all parts of Europe; it has three iron foundries where steam machinery can be repaired; its warehouses are capable of being made the American graindepôt of the United Kingdom; and its hotel accommodation is excellent.

By adopting the Galway route the Governments of England and America, and the commercial and manufacturing communities of the two countries, will effect a saving of from 24 to 48 hours in each passage. The dangers of the channel navigation will be avoided, in which more than 1,000 lives and over 500 ships are lost annually. The saving in insurance premiums on ships and cargoes, in the wear and tear of machinery, and in the diminished consumption of coal, tallow, engine-stores, and provisions, will enable this Company to make such a reduction of fares and freights as will prove a great public benefit, and command an increasing and profitable traffic.

The importance of this route is highly appreciated by the Governments on both sides of the Atlantic; and the peculiar advantages which it presents will undoubtedly secure the transmission of the mails, not only to the United States and British North America, but through the Hudson's Bay Territory to Vancouver's Island, and the Gold Regions on the Pacific.

These vessels have made the passage from shore to shore in less than six days, thus enabling a message to pass from London to Washington in six days.

A practical demonstration having thus been given of the superior advantages and economy of this route, and the public having called for a much larger development of the undertaking, the Atlantic Royal Mail Steam Navigation Company,

Limited, has been formed upon a basis which entitles it to the support of the public as a national and commercial enterprise of the first rank.

Important arrangements have also been made for the convenience of travellers with the Grand Trunk Railway of Canada, and with nearly all the Railway Companies in Europe and the United States, comprising altogether 2,167 railway and steam packet stations, for booking passengers through the whole extent of the lines.

The rapidity with which communications have been made by the steamships of this Company between Europe and America, has led the Directors to take into consideration the propriety of making such arrangements with the Electric Telegraph Companies of the two Continents as will secure to the commercial communities the advantage of at least five days' later information than by any other existing route.

A connexion has also been formed between this line and the American Express Company at New York, by which the greatest facilities will be secured for booking passengers, and sending specie, gold dust, and valuable packages between Europe and all parts of America and Canada, as well as California and British Columbia.

TREASURY MINUTE, dated 23 January 1859.

REFER to Postmaster General, and request his Lordship's opinion as early as possible.

The Postmaster General to the Lords of the Treasury.

My Lords,

General Post Office, 12 February 1859.

IN accordance with your Lordships' request, I have carefully considered the enclosed tender of the Atlantic Royal Mail Steam Navigation Company for the conveyance of mails to the United States and British North America, and have to report as follows :

For the reasons given in the Duke of Argyll's letter of the 14th November 1857* (in which I generally concur), and for those stated in my own letter of the 4th of June last,* I am of opinion that it is not expedient to enter into any contract for the service in question, which would bind the Government, for a number of years, to a heavy annual payment; and that the objections to this course are now greatly increased by the circumstance, that, owing to the renewal of Mr. Cunard's contract, the Government is already pledged to a payment for this service, much exceeding the whole amount of sea postage.

I am fully alive to the importance of improving, to the greatest possible extent, the postal communication between this country and North America; and, therefore, if, by the adoption of shorter routes, or swifter ships, or more frequent packets, the course of post can be materially lessened, I shall raise no objection, but, on the contrary, shall give the arrangement my cordial support, even though by the withdrawal of part of the mail from Mr. Cunard's packets, the cost of his service be virtually increased. But I think the only way in which this object can be safely and effectually attained, will be by so arranging that the amount of remuneration to the contractors shall depend wholly on their success; and I see no other means of securing this than by providing that the payment shall vary according to the number of letters which the contractors may carry, or, in other words, according to the amount of sea postage.

If your Lordships should agree in this general view, and the consent of the United States Post Office can be obtained to making Galway or Dublin an office of exchange, I would suggest that inquiry be made of the Atlantic Royal Mail Navigation Company, whether, with the expectation of receiving as their remuneration, the sea postage of the letters which they may convey, they would be prepared to take part of a contract for the conveyance (under sufficient penalties to prevent irregularities) of a third weekly mail to the United States and British North America, on the understanding that the contract time for the voyage shall be such as to afford the public a clear and undoubted benefit as compared with the present arrangements.

* These letters relate to the extension of the "Cunard" Contract, and will be found in the Appendix.

Should such a plan be entertained, half of the contract might, I think, with propriety, be offered to the Liverpool, New York and Philadelphia Steam Ship Company, who for several years have had a line of steam-ships running once a fortnight with, I believe, creditable speed and regularity, to the United States, and who more than once have expressed their willingness to enter into a regular engagement for the conveyance of letters for the sea postage.

Objections to the levying of penalties for irregularities may be raised, on the ground that Mr. Cunard is not subject to such penalties; at least for excess of time on the voyage, since for delay in starting he is liable to a penalty.

But on this point I would remark, that Mr. Cunard has a long established character for efficiency and punctuality (the time actually taken by his packets being generally less than the contract time) which no new company can possibly possess, and which even the Liverpool, New York and Philadelphia Steamship Company does not enjoy in the same degree as Mr. Cunard.

Moreover, I cannot but regard the omission of a complete penalty clause in Mr. Cunard's contract as a defect; seeing that by a change of circumstances, the performance of his service may, before the expiration of his contract, greatly deteriorate.

The Directors of the Atlantic Royal Mail Steam Navigation Company state that they have contracted for the building of certain vessels, which are "to run 20 miles an hour in smooth water;" but I need scarcely remark that such a statement affords no guarantee whatever for the conveyance within a certain number of days of mails across the Atlantic.

It should be observed, also, that the offer of this Company to carry messages, to be forwarded, I presume, by the Electric Telegraph from Newfoundland, would cease to be of any value if a submarine wire should safely be laid down the whole way.

With respect, moreover, to any arrangement of the Company for touching at Newfoundland, I have great doubts whether, as regards the mails for the United States and Canada (forming the great bulk of the whole) the arrangement, in a nautical point of view, is judicious; owing to the risk and delay caused by the heavy fogs which prevail off Newfoundland.

Again, as relates to any immediate gain of time of which either the Atlantic Royal Mail Steam Navigation Company or the Liverpool, New York and Philadelphia Steamship Company may, under existing arrangements, offer a fair prospect, such gain would be always liable to be surpassed by improvements made by other companies. Indeed if the expectations which many persons entertain of the rapid sailing of the Great Eastern be realised, and this ship should ply between England and North America, or other ships equal to her should be built and placed on the same station, scarcely a letter would eventually be carried either by the Atlantic Royal Mail Steam Navigation Company, the Liverpool, New York and Philadelphia Steamship Company, or even by Mr. Cunard.

Under these circumstances, it seems to me very desirable that, in the important mail service between this country and North America, a service for which, owing to the vast mercantile traffic between the two countries, private competition, irrespective of Government support, affords unusual facilities, Government should not fetter itself by further engagements, unless of the self regulating and elastic kind I have described; but should, as far as possible, be free to avail itself of every improvement which may take place in the means of swift and punctual transit.

I have, &c.

The Lords Commissioners of the Treasury.

(signed) Colchester.

TREASURY MINUTE, dated 22 February 1859.

WRITE to the Atlantic Royal Mail Steam Navigation Company, that my Lords will be prepared to enter into a contract with them for the conveyance of the mails once in every fortnight, to and from Galway and New York and Galway and Boston, alternately, at a rate not exceeding 3,000*l.* for each voyage out and home: subject, first, to the pecuniary means of the Company being established to the satisfaction of their Lordships; and, secondly, to such arrangements as to time,

and as to the build and description of the vessels to be employed; and also to such conditions and penalties for ensuring the punctual and efficient performance of the service as are usually inserted in similar contracts, or may be thought necessary by Her Majesty's Government.

Write to the Postmaster General, that, after mature consideration, my Lords have decided to accept the offer of this Company, subject to the conditions before stated.

Request that in the meantime the Postmaster General will report to my Lords his opinion with respect to the terms which it will be advisable to require, with a view to the harmonious working of the new contract with the service now performed by other parties, and also to the general interests of the public service.

Secretary to the Atlantic Royal Mail Steam Navigation Company to Mr. *Hamilton*.

Atlantic Royal Mail Steam Navigation Company, Limited.
40, Cannon-street, E.C.

Sir,

London, 24 February 1859.

I AM instructed by the Directors to acknowledge the receipt of your communication of the 22d instant, No. 2,558, in reference to the tender by this Company for a postal service between Galway and American ports; and I have the honour to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the Directors accept the contract on the terms proposed in your communication, and they will be prepared to satisfy their Lordships on all the requirements contained therein.

I have, &c.
(signed) *A. Boate*, Secretary.

G. A. Hamilton, Esq.,
Treasury, Whitehall.

The Postmaster-General to the Lords Commissioners of the Treasury.

My Lords,

General Post Office, 7 March 1859.

I HAVE the honour to acknowledge the receipt of your Lordships' letter of the 23d ultimo, stating, with reference to former correspondence on the subject, that, after mature consideration, you have decided to accept the offer of the Atlantic Royal Mail Steam Navigation Company for the conveyance of mails once in every fortnight between Galway and New York, and between Galway and Boston, alternately, at a rate not exceeding 3,000*l.* for each voyage out and home; subject,—

First, to the pecuniary means of the Company being established to the satisfaction of your Lordships; and,

Secondly, to such arrangements as to time, and as to the build and description of the vessels to be employed, and also to such conditions and penalties for insuring the punctual and efficient performance of the service, as are usually inserted in similar contracts, or as may be thought necessary by Her Majesty's Government.

Your Lordships, in communicating the above decision, have been pleased to ask my opinion as to the terms which it will be advisable to require, both with a view to the harmonious working of the new contract with the service now performed by other lines, and also to the general interests of the public service, and I beg leave, therefore, to report as follows:—

It will be necessary, as a preliminary measure, to obtain the consent of the United States Post Office to an exchange of mails between the post offices of Dublin and Galway on the side of the United Kingdom, and New York and Boston on the side of the United States. To this end I addressed a letter to the Postmaster General of the United States early in January last, proposing such an exchange of mails, and I now await his reply. Should any objection be made by the

the United States Post Office to this arrangement, there will be no other means of overcoming the difficulty but that of giving notice to the Government of the United States to terminate the existing postal convention. This convention cannot be annulled by either of the two Governments except after a year's notice given to the other Government, and, consequently, the time of commencement of the new service should be fixed sufficiently distant to allow of this country giving notice (if necessary) to terminate the present postal convention; on the understanding, however, that, by mutual consent, the time may be anticipated, if meanwhile the required consent of the United States Post Office should be obtained.

The next question which occurs to me, is whether the packets of the Atlantic Royal Mail Company are to continue to call at St. John's, Newfoundland, or whether the Newfoundland service is to be an independent service, and to be paid for separately, supposing the existing contract to be renewed.

As to the time to be allowed for the voyage, the Company undertake to save four clear days on the out and home trip; and I recommend, therefore, that the Galway packets be allowed forty-eight hours less than the average time occupied by Mr. Cunard's packets, counting in each case from and to London.

This average, calculated from the sailing returns of the last year, is as follows:—

OUTWARD VOYAGE.

	Days.	Hours.
London to Boston:		
Six summer months - - -	13	4
Six winter months - - -	14	20
London to New York:		
Six summer months - - -	12	10
Six winter months - - -	14	8

HOMEWARD VOYAGE.

	Days.	Hours.
Boston to London:		
Six summer months - - -	11	12
Six winter months - - -	12	10
New York to London:		
Six summer months - - -	11	7
Six winter months - - -	11	18

The length of each voyage has been computed according to Greenwich time, the difference of time between Liverpool and America not being deducted.

The penalties should, I think, be not less than 100 £. for each complete period of twelve hours for excess of time occupied in the voyage, up to the fourth day inclusive; and for a greater delay than four days the whole amount of the subsidy for the trip, viz. 1,500 £., should be forfeited, as in the case of such delay, the mails forwarded by the subsequent packet will, in all probability, be delivered first, rendering the additional packet communication valueless.

The penalties for failing to have a vessel ready for sea at the appointed time should be 500 £. for the first twelve hours, and 500 £. for every successive period of twelve hours, as in Mr. Cunard's contract.

On the other hand, I recommend that a premium of 50*l.* be given to the contractors for every twelve hours in which the service may be performed within the stipulated time.

As to the sailing arrangements, as there is already a regular weekly service by British packets under the contract with Mr. Cunard, and a weekly service, also by packets under engagement with the United States Post Office, the additional service will give two British packets and one United States packet in one week; and in order to counterbalance this, as well as to afford three regular services in each week, I propose to invite the United States Post Office to set up an additional fortnightly service, so as to make two United States' packets, and one British packet, in the alternate week. If the United States Post Office cannot arrange for an additional packet once a fortnight, this department will, no doubt, be able to supply a second packet in each alternate week on reasonable terms. Indeed, as I have already informed your Lordships, an offer has recently been made by the Liverpool, New York, and Philadelphia Steamship Company, to enter into an engagement for the conveyance of mails for the sea postage.

I think it should further be stipulated that this office shall not be required to provide special trains for the conveyance of the mails between London and Galway. It is understood that the Atlantic Royal Mail Company at present provide a special train for the conveyance of the mails and passengers from Dublin to Galway, and of course they will be at liberty to continue this arrangement should they think proper; but it should be distinctly understood that no such service will be paid for by Her Majesty's Government.

The Lords Commissioners,
&c. &c. &c.
The Treasury, s.w.

I have, &c.
(signed) *Colchester.*

TREASURY MINUTE, dated 15 March 1859.

SIR STAFFORD NORTHCOTE and Mr. Hamilton state to the Board, that since the date of their Lordships' Minute on the subject of the tender of the Atlantic Royal Mail Steam Navigation Company for the conveyance of the mails between Galway and North America, they have been in communication with the promoters of that Company, and have agreed upon the following terms as the basis of the contract to be entered into between Her Majesty's Government and the Company, subject to the approval of their Lordships.

1. As regards the time of the service.—The service will be divided into a winter and a summer service.

The winter service to include the months of November, December, January, February, and March. The remaining seven months to constitute the summer service.

For the winter service, the maximum time to be allowed will be as follows, viz.: From Galway to Boston, days, hours; from Boston to Galway, days, hours. From Galway to New York, days, hours; from New York to Galway, days, hours.

For the summer service.—From Galway to Boston, days, hours; from Boston to Galway, days, hours. From Galway to New York, days, hours; from New York to Galway, days, hours.

The blanks to be filled up by taking as a basis the average time occupied in the transmission by the Cunard steamers of mails from London to America, deducting therefrom the number of hours spent in transmitting the mails from London to Liverpool and placing them on board the steamers, and deducting an additional 24 hours.

The Company at all times to deliver telegraphic messages either at St. John's, Newfoundland, or at Halifax, N.S., within six days.

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2. As regards penalties.—In addition to the usual penalties with regard to the other conditions of the contract, a penalty of 5 *l.* to be abated from the amount of the subsidy in respect of each voyage for every hour's delay beyond the times specified for the first 24 hours, and a penalty of 10 *l.* for every succeeding hour after the first 24 hours; such penalty, however, in no case to exceed the full amount of such subsidy, and to be remitted in the case of accidents beyond control.

3. Speed and build of ships.—The entire plan of the vessels, with the proper specifications as to engines, &c., to be submitted for the approval of the Admiralty, before the building shall be commenced, and the Admiralty to take what steps they think fit to satisfy themselves of the fitness of the vessels, in every respect, for the service which they are to undertake before the commencement of the same.

4. The days and hours of departure to be fixed with the sanction of the Postmaster General, and to be altered from time to time, on due notice being given by the Postmaster General or the Lords of the Treasury.

5. The vessels to call at St. John's, Newfoundland, both on the outward and homeward voyage, whenever possible; but when, from circumstances which shall appear to the Admiralty agent to justify it, the vessels shall be prevented making St. John's, then they shall call at the port of Halifax, N. S.

6. The service to commence in the month of June 1860, or earlier, if the Company be prepared.

7. The service to be a fortnightly one, alternately, with Boston and New York.

8. The payment to be 1,500 *l.* for each voyage.

9. The duration of the contract to be seven years.

WRITE to the Admiralty that my Lords have determined to enter into a contract with the Atlantic Royal Steam Navigation Company for the performance of a fortnightly mail service between Galway and Boston, and Galway and New York alternately, on the terms before stated; and they request the Lords Commissioners of the Admiralty will take the necessary steps for the preparation of a contract accordingly. State that it is my Lords' intention that all the other conditions should be introduced into the present contract which are usually inserted in similar contracts prepared by the Admiralty for postal services, as well as the other propositions contained in the tender of 18 January (of which send a copy) 1480, and that my Lords have desired the projectors of the Company to place themselves in communication with the Admiralty.

Inform the Directors of the Royal Atlantic Steam Navigation Company of the directions which my Lords have given; also acquaint the Postmaster General.

Observe, that as the service will not commence till June 1860, there will be ample time for any arrangements which may be necessary as regards the exchange of mails with the United States.

State that my Lords approve of his Lordship's proposal with reference to an additional fortnightly service, so as to make the whole services harmonise together; but reserve the mode of arranging it for future consideration.

Messrs. *Vallance & Vallance* to Mr. *Hamilton*.

20, Essex-street, Strand, London,
22 March 1859.

Sir,

WE are desired by the Directors of the Atlantic Royal Mail Steam Navigation Company to acknowledge your letter of the 15th, enclosing a copy of a letter addressed by you to the Secretary of the Admiralty, containing the terms of the contract for the postal service between Galway and New York.

There are one or two conditions connected with the contract to which we have to call your attention.

Clause 1 regulates the service between Galway and Boston and Galway and New York, and as the calculation is based upon the average voyage of Cunard's line, it is quite impossible that this Company can undertake the condition contained in Clause No. 5, that the Company's vessels shall call at St. John's, Newfoundland, both on the outward and homeward voyages.

The object of calling at St. John's is, doubtless, the importance attached to the delivery of telegraphic messages. Still, having regard to the penalties provided by Clause No. 2, you will readily see that it would be inconsistent that the Company should be subject to penalties of so onerous a character for the non-performance of voyages which are calculated upon a direct route between Galway and Boston, or Galway and New York, and yet be compelled to deviate so far from the course as to call at St. John's.

The Directors are fully impressed with the importance of the communication with St. John's, and they do not desire to shrink from their determination to perform the voyage between Galway and St. John's within six days.

We suggest, therefore, that when the vessels are required to go to St. John's, one day's time should be added to the time mentioned for the voyages direct to New York and Boston.

My Lords will observe that these suggestions will not in any manner relieve the Company from the obligation of fulfilling all that has been represented, and they will insure to the public the commercial facilities which have been considered of so much importance.

It will probably be in your recollection that when the discussion arose as to the time of the several voyages, no calculation was made as to the time which would be occupied in going into St. John's, as we were all assuming a direct voyage from Galway to New York or to Boston.

Geo. A. Hamilton, Esq., M. P.,
Treasury.

We have, &c.
(signed) Vallance & Vallance.

TREASURY MINUTE, dated 26 March 1859.

WRITE to Messrs. Vallance that a communication with New York, *via* St. John's, Newfoundland, or otherwise by telegraph, in six days, was a part of the original proposition made by the Atlantic Royal Mail Steam Company, and formed one of the grounds upon which Her Majesty's Government considered themselves warranted in granting the subsidy for the service.

My Lords, therefore, cannot in any way dispense with that condition.

My Lords having already made allowance for the delay which, under ordinary circumstances, may be occasioned by the deviation from the direct course to New York, in order to admit of the vessels calling at St. John's or Halifax, cannot sanction any further modification of the time within which the service is to be performed.

But inasmuch as there may be difficulties and additional delays in the large steamers actually calling, in the sense of going into port, at St. John's or Halifax, my Lords will not object to any arrangement of which the Lords Commissioners of the Admiralty may approve, by which the communication with either of those places within six days, and the landing of passengers can be secured, without obliging the postal steamers of the Company to incur the delay and difficulty of going into the ports of St. John's or Halifax.

Write to Secretary of Admiralty.

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THE ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY
(LIMITED).

RESOLUTIONS and Memorials of Chambers of Commerce, and others, in favour of
the Galway Steam-ship Line.

BELFAST.

RESOLUTIONS of the Chamber of Commerce of *Belfast*.

At a Special Meeting of the Belfast Chamber of Commerce, held on Thursday, 9th December 1858, to consider what support the Chamber should give to the establishment of a Packet Station between Ireland and America, Thos. M'Clure, Esq., J. P., President of the Chamber, in the Chair, the following resolutions were passed unanimously:

Moved by Jonathan Richardson, Esq., M. P., seconded by James Barnett, Esq., J. P., and resolved—

I. "That, in the opinion of this meeting the Trans-atlantic Steam Packet Station at Galway should receive the support of the people of this country."

Moved by James Hamilton, Esq., seconded by Robert Workman, Esq., and resolved—

II. "That, having regard to the numerous advantages presented by the Galway Station, and to secure to this country the benefit of her western position, we conceive it to be the duty of the Government, upon Imperial as well as Irish grounds, to make available for the public postal service the line of steamships now established between Galway and America, and also that the claim of that Company to participate in the postal subsidies should be substantially recognised by the Government."

Moved by Joseph J. Murphy, Esq., seconded by Wm. John Young, Esq., and resolved—

III. "That we recommend to the consideration of the various municipal and commercial bodies throughout Ireland the opinions and views of this meeting, in the hope that they will assist to realise objects so important to the mercantile prosperity of Ireland, and the interests of the whole of Europe."

DUBLIN.

RESOLUTIONS of the Chamber of Commerce and Citizens of *Dublin*.

A MEETING of the nobility, bankers, merchants, and citizens of Dublin, convened by the Right Hon. the Lord Mayor, in pursuance of a requisition presented to him, was held at the Mansion-house yesterday.

The Right Hon. the Lord Mayor in the chair.

At the request of the Lord Mayor, Sir James Power, and John Jameson, and Jonathan Pim, Esquires, acted as secretaries to the meeting.

The following resolutions were unanimously adopted:

Proposed by Francis Codd, Esq., T. C., representing the Chamber of Commerce of Dublin, seconded by John Vance, Esq., M. P.:

That the commercial, social, and political interests of the United Kingdom demand the most extended facilities for frequent, punctual, and rapid postal and passenger communication between this kingdom and America.

Proposed by Lord Talbot de Malahide; seconded by Benjamin Lee Guinness, Esq., D. L.:

That the geographical position of Ireland obviously suggests that a port on her western boundary shall be selected as the point of departure most convenient, not only for the mails and passengers of Great Britain and Ireland, but also for those of the greater portion of the European continent.

Proposed by Edward Grogan, Esq., M. P.; seconded by John Ennis, Esq., M. P.:

That the recent establishment of a line of steamers between Galway and America, and their successful voyages, demonstrate the capacity of that line to give effect to the public requirements, and entitle it to the most favourable consideration of the Government, with a view to the adoption of such immediate measures as will secure to the public the advantages of the short and rapid route which it presents for postal communication with America.

Proposed by the Hon. George Hancock, J. P.; seconded by the Lord Mayor elect:

That a committee be appointed to wait on his Excellency the Lord Lieutenant, to request his Excellency's valuable assistance in favour of the objects of this meeting, and to beg that his Excellency will be good enough to transmit a copy of the above resolutions to the Prime Minister.

Proposed by William Cogan, Esq., M. P.; seconded by William Long, Esq., J. P.:

That the Right Hon. the Lord Mayor be requested as chairman of this meeting, to transmit copies of these resolutions to the peers connected with Ireland, and to the Irish representatives, and to request their co-operation in giving them effect.

Proposed by Francis William Brady, Esq.; seconded by James Haughton, Esq.:

That a committee be appointed to promote the objects of the meeting, and to communicate with the municipal, commercial, and other public bodies as to the best means of giving them effect.

Proposed by Henry Grattan, Esq., J. P.; seconded by Peter Aungier, Esq., J. P.:

That the warmest thanks of this meeting be given to John Orrell Lever, Esq., for his noble and spirited conduct in establishing the Galway line of steam communication with America.

(signed) *John Campbell*, Lord Mayor.
James Power, Bart. } Secretaries.
John Jameson,
Jonathan Pim,

Lord Talbot de Malahide having been called to the chair, it was moved by John Hatchell, Esq., M. P.; seconded by Joseph Hone, jun., Esq.:

That the thanks of the meeting are due, and be hereby given to the Right Hon. the Lord Mayor for his dignified conduct in the chair, and for having convened this meeting.

(signed) *Talbot de Malahide*, Chairman.
James Power, Bart. } Secretaries.
John Jameson,
Jonathan Pim,

EDINBURGH.

RESOLUTIONS of the Chamber of Commerce of *Edinburgh*.

PRELIMINARY MEETING.

"THAT it is of the utmost importance to the commercial, manufacturing, and social interests of the United Kingdom that the postal communications thereof, to and from the British North American Colonies and the United States of America, should be transmitted by the most direct route, in order to ensure the most rapid postal intercourse.

"That the harbour of Galway being about 360 miles nearer to the coast of North America than the harbour of Liverpool, and the Atlantic Royal Mail Steam Navigation Company having established a line of steamships from the port of Galway to the British North American possessions and United States of America, deserves

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deserves and ought to be employed by Government for the conveyance of the mails on the usual terms.

“That memorials to the Lords of the Treasury and to the Postmaster General be presented by this Chamber in favour of the said line.”

MEETING ON REPORT OF COMMITTEE.

“(1.) That in the opinion of the Chamber it is of importance that the postal communication with British America and the United States should be carried on by the shortest and speediest route; (2.) That first-class steamers, not inferior to the Cunard line of packets, sailing between Galway and North America, would effect that object; and (3.) That the Chamber resolve to memorialise the Lords of the Treasury and the Postmaster General to employ such steamers at fair and reasonable terms.

Unto the Right Honourable Lord Colchester, Postmaster General.

The Memorial of the Chamber of Commerce and manufacturers of the City of Edinburgh, incorporated by Royal Charter

Showeth,

THAT in the opinion of this Chamber it is of great importance that the postal communication with British America and the United States should be carried on by the shortest and quickest route.

That if first class steamers, not inferior to the Cunard liners, be placed and maintained between Galway and North America, these would, in the opinion of the Chamber, effect this object, and should be employed in the conveyance of the mails, or a portion of these on fair and reasonable terms.

May it therefore please the Right Honourable the Postmaster General to give such effect to the aforesaid representations as in his wisdom may appear conducive to the prosperity of the trade and commerce of the country.

Signed in name and by appointment of the Chamber, and seal affixed this thirty-first day of January eighteen hundred and fifty-nine.

(L. S.)

(signed) *Hugh Rose,*
Deputy Chairman.

A similar memorial was addressed to the Lords Commissioners of Her Majesty's Treasury.

WORCESTER.

RESOLUTIONS of the Chamber of Commerce of Worcester.

At a meeting of the Board of Directors of the Worcester Chamber of Commerce, held at the Guildhall, Worcester, this morning (E. Evans, Esq., Banker, President, in the Chair), the following resolution was proposed by W. H. Kerr, Esq. (Royal Porcelain Works), seconded by J. W. Isaac, Esq. (Banker), and unanimously passed:—“That the Lords of the Treasury be memorialised to take into immediate consideration the propriety of including the Lever line, *via* Galway, in the future arrangements for postal service between the United States and British America, on that Company undertaking to effect an average saving of two days in carrying the mails to and fro, between Great Britain and America.

4 January 1859.

Mr. *Osman Ricardo*, M.P. to the Lords Commissioners of the Treasury.

My Lords,

71 Eaton-place, S. W., 12 February 1859.

I HAVE been requested by the President, &c. &c. of the Worcester Chamber of Commerce to forward the enclosed memorial to you, begging you to give it a favourable consideration.

The Lords Commissioners of
Her Majesty's Treasury.

I am, &c.
(signed) *Osman Ricardo*.

Enclosure No. 1.

To the Lords Commissioners of Her Majesty's Treasury.

The Memorial of the President, Vice President, and Directors of the *Worcester* Chamber of Commerce.

Humbly sheweth,

THAT the attention of your memorialists has been called to a company which has been recently formed for the establishment of a more speedy communication between this Kingdom and the United States, *viâ* Galway, Newfoundland, and New York, known as the "Lever Line."

That the following are the principal arguments which recommend the Lever line to favourable notice. A speed of 40 miles an hour can be easily attained by land, while the average speed by sea is only about 15 miles. In communication with America, it is obvious that the choice of the most westerly port of the United Kingdom for embarkation, and the most easterly of America for debarkation by shortening the sea passage, will considerably shorten the time of the whole transit. The distance between Liverpool and New York is 3,100 miles. The distance between Galway and St. John's, Newfoundland, the route of the Lever line is 1,661 miles. The Lever Company are building new and powerful vessels, calculated to attain, in favourable weather, a speed of 20 miles an hour, and they purpose to effect an average saving of and least two days in the passage on and after June next, and eventually when the railway communication is complete, to bring London and New York within seven days. That to the increased facilities of communication may in a great measure be attributed the increase of our annual exports during the last ten years from about 10,000,000 *l.* to about 19,000,000 *l.* per annum.

That Galway may be reached from Paris in 27 hours, and that when this speedy communication with the United States becomes known, it may reasonably be expected that a large amount of continental traffic will be attracted through this kingdom instead of starting from Havre and other French ports, and that such communication with foreign traders and others must have a favourable influence on the trade and commerce of the United Kingdom. And by the beneficial effect the new line will have on the commercial and social conditions of the Irish, it may assist materially in the restoration and maintenance of order and prosperity in that island.

That for the above reasons your memorialists humbly submit that the new enterprise is deserving of the encouragement and support of Her Majesty's Government, and especially in respect to the postal communication with America.

Your memorialists therefore humbly pray your Lordships to take into immediate consideration the propriety of including the "Lever Line," *viâ* Galway, in the future arrangement for postal service between the United Kingdom and the United States and British America, on that company undertaking to effect an average saving of two days in carrying the mails to and fro between Great Britain and America.

Signed by order of the Board of Directors.

Edward Evans,
President.

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MEMORIAL of the Inhabitants of the City of *Dublin* and its County.

To the Lords Commissioners of Her Majesty's Treasury.

THE memorial of the undersigned, showeth,—That the commercial, social, and political interests of the United Kingdom demand the most extended facilities for frequent, punctual and rapid communication between this country and America. That the geographical position of Ireland, obviously suggests that a port on her western boundary should be selected as the point of departure most convenient, not only for the mails and passengers of Great Britain and Ireland, but also for those of the greater portion of the European continent. That the recent establishment of a line of steamers between Galway and America, and their successful voyages, demonstrate the capacity of that line to give effect to the public requirements, and entitle it to the most favourable consideration of the Government, with a view to the adoption of such immediate measures as will secure to the public the advantages of the short and rapid route which it presents for postal communication with America. Your memorialists, therefore, most humbly pray that your lordships will be pleased to take this important subject into your early consideration, with a view to make such arrangements as will give the people of the United Kingdom the advantages to be derived from having their correspondence transmitted by the short route now established between the west coast of Ireland and America.

And your memorialists will ever pray.

MEMORIAL from the CATHOLIC HIERARCHY of *Ireland*.

To the Lords Commissioners of Her Majesty's Treasury.

THE memorial of the undersigned archbishop, parish priests, and curates, showeth:—That memorialists have observed, with profound satisfaction, the establishment of a line of steam packets between the port of Galway and the eastern ports of America, which offers a safe, a decent, and rapid passage across the Atlantic to the poor and humble of our flocks, who, forced to abandon all hope of bettering their condition at home, by the want of adequate security for the fruits of their toil, seek a field for their labour and industry in America, and emigrate thither expecting to obtain, by their exertions, a happy and secure home for themselves, their wives, and children. Your memorialists, in referring to the enormous emigration of the Irish people that has taken place within the last ten years, need not now dwell on the scenes of cruelty at home by which it has been stimulated, deemed it more suitable in this memorial to remind your lordships of the sufferings and privations which these enterprising emigrants encounter during the terrible ordeal of a passage (often of from forty to sixty days) across the Atlantic in an overcrowded and ill-ventilated ship. The records of the New York Emigration Society show that in many seasons the mortality on board some of these emigrant ships has almost equalled that of the mid-passage of a slaver—that on arrival at the American port a nearly equal number to that which died had to be taken to hospital, and that of those who left the hospital with life many have been permanently disabled, and, from being hardy labourers, became burdens on the charity of the public for the remnant of their miserable days. But, worse still, your memorialists show that the overcrowding of these emigrant ships, the indecent mingling of the young and old of both sexes, and the too free communication between the sailors and the poorer emigrants, so often permitted in sailing ships during the long period occupied in the passage, necessarily exert a most disastrous influence on the morals of young females. Hundreds of young women who left their native villages in Ireland pure and spotless, and ignorant of even the existence of vice, have fallen under this terrible system, and landed on the shores of America only to become outcasts of society and a disgrace to their name and nation. It has been ascertained from the lips of these poor victims themselves, and from other sources, that it is not until the third or fourth week of the

voyage that the evil influences to which your memorialists advert begin to produce their pernicious fruits. Memorialists further show that in many cases, the male relatives of a family, acting as pioneer emigrants, after a few years' successful toil in America, send for their female relatives—sisters and daughters—who, under the present system of emigration, have to travel to Liverpool, where, unprotected, unfriended, and ignorant of the snares that surround them, they are often robbed of their very clothes, and worse, entrapped into crime, while waiting to embark in the emigrant ship. Some of these poor victims, when awakened to a sense of their shame, forfeit their passages, abandon themselves to their fate, and are never heard of more till, in the last dark hour, when the shadow of death shuts out shame, their sad story becomes revealed. Memorialists show that the short passage, the high discipline, and the good arrangements which prevail on board the Galway steam packets have excited the highest hopes that an end may be put to the miseries endured by, and the demoralisation too often effected among the poorer of the Irish emigrants; and memorialists therefore, feel that it is their duty as the appointed guardians of the morals of their people, first to advocate their cause at home, by invoking legislative protection from the manifold cruelties heaped on them of late, and then to use all the influence in their power to support and sustain an enterprise certain to be followed by such beneficent results. Memorialists show that the geographical position of the port of Galway eminently fits it for the Trans-atlantic postal service of this kingdom; that more than one-third of the letters that pass between America and the British Empire are letters to and from Ireland; that such Irish correspondence can be transmitted by the Galway line in three-fourths of the time occupied at present in the transit, and that even British letters can be transmitted in one-sixth less time than at present. Your memorialists, therefore, pray that, in consideration of the great advantages which the Irish emigrant population, whether forced or voluntary, will derive from the permanent establishment of the Galway steam line, and of the social and commercial benefits which must necessarily follow from the increase of postal facilities which the establishment of this line offers, your Lordships will give to the Galway steam packet line a portion of the Trans-atlantic postal business of the country, and thus give to the public, of the empire generally, and of this kingdom in particular, the advantages of having their letters to and from America, conveyed by the shortest, most certain, and most rapid route. And, &c., &c.

John, Archbishop of Tuam, &c., &c.

(Followed by ninety-seven Signatures.)

GALWAY LINE.

THE ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY (LIMITED).

COPIES of MEMORIALS presented to the Right Honourable the Lords Commissioners of Her Majesty's Treasury, from the several Corporations, Towns, Commissioners, Merchants, Bankers, &c., &c., hereafter mentioned.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

The MEMORIAL of the undersigned Merchants, Bankers, and others,

Showeth,

THAT it is of paramount importance to the commercial community of this country that additional and more rapid means be afforded for postal, telegraphic, and other communication between this country and the continent of America.

That the undersigned view, with much satisfaction, the establishment of the Atlantic Royal Mail Steam Navigation Company, by which increased postal and other facilities are afforded to the commercial community with the British American Colonies and the United States, and the encouragement hitherto given by Her Majesty's Government to that Company.

Your

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Your Memorialists submit, that the port of Galway, from the natural and other advantages which it possesses, offers unrivalled opportunities for extending such means of communication.

Your Memorialists therefore most humbly pray that Her Majesty's Government will be pleased to extend to the above-named Company such aid as will secure to the public the advantages contemplated by the Company.

And your Memorialists will ever pray.

December 1858.

LONDON.

FROM the Merchants, Bankers, and others, of London.

(signed)	<i>N. M. Rothschild & Sons</i>	- -	London.
	<i>George Peabody & Co.</i>	- -	"
	<i>Masterman, Peters & Co.</i>	- -	"
	<i>Heywood & Co.</i>	- -	"
	<i>W. B. Hyde</i>	- -	Secretary to the National Bank.
	<i>John Chapman & Co.</i>	- -	Shipowners and Merchants, 2, Leadenhall-street, London.
	<i>Samuel Beale</i>	- -	M.P. London, Member for Derby, and Chairman Midland Railway Company.
	<i>H. J. Hall</i>	- -	London.
	<i>Wm. Cory & Son</i>	- -	"
	<i>P. Y. French</i>	- -	Lieut.-Col., 8, Duke-street, London, S.W.
	<i>C. H. Kennedy</i>	- -	10, Liverpool-place.
	<i>Henry Haymen</i>	- -	Clarendon-place, Kensington.
	<i>John Foley</i>	- -	10, Liverpool-street, London, E.C.
	<i>W. Marsh</i>	- -	63, Cheapside, E.C.
	<i>Thos. W. Collingwood</i>	- -	41, Tredegar-square.
	<i>Chas. Comyn</i>	- -	23, New Millman-street.
	<i>W. Gordon Smith</i>	- -	Catford Bridge, Lewisham, Kent.
	<i>Alexander H. Sibley</i>	- -	9, Took's-court, Castle-st. Holborn, E.C.
	<i>Thos. App</i>	- -	10, Liverpool-street, City, E.C.
	<i>H. Adamson</i>	- -	1, Cromwell Cottages, Clapham.
	<i>Robt. F. Fairlie</i>	- -	23, Thornhill-square, Islington.
	<i>Samuel Morley</i>	- -	Wood-street, Cheapside.
	<i>Leone Levi</i>	- -	Agent for the Chambers of Commerce.
	<i>John James Hawkins</i>	- -	15, Frederick-street, Barnsbury-park.
	<i>John Davis</i>	- -	Priory-place, Priory-road, S.
	<i>Wm. Gill</i>	- -	42, Thornhill-square, Islington.
	<i>G. Collier</i>	- -	32, Noel-street, Islington.
	<i>Wm. Liversidge</i>	- -	3, City-road Gardens.
	<i>Robt. Haviside</i>	- -	69, Cornhill.
	<i>Tristram Kennedy</i>	- -	Henrietta-street, Dublin.
	<i>Edward C. Whitehurst</i>	- -	Solicitor, 6, Guildhall Chambers.
	<i>James Blyth</i>	- -	6, Guildhall Chambers.
	<i>Wm. Campbell Russell</i>	- -	"
	<i>Gerald FitzGerald</i>	- -	77, Cambridge-terrace.
	<i>Osborne & Son</i>	- -	Corn Factors, 5, New London-street.
	<i>King, Melvil, & Co.</i>	- -	Corn Factors, 28, Fenchurch-street.
	<i>Horne & Watney</i>	- -	Corn Factors, 17, Mark-lane.
	<i>Coventry, Sheppard & Co.</i>	- -	Corn Factors, Whitehart-ct. Lombard-st.
	<i>T. H. King & Son</i>	- -	30, Mark-lane.
	<i>W. Muggeridge</i>	- -	St. Andrew's-hill.
	<i>Clark, Ansted & Co.</i>	- -	39, Mincing-lane.

FROM the Underwriters of Lloyds.

(sign)	<i>Charles Holmwood</i>	- -	Underwriter, Lloyds.
	<i>William Harding</i>	- -	Underwriter, "
	<i>E. Jenkins</i>	- -	Underwriter, "
	<i>A. N. Young</i>	- -	Underwriter, "
	<i>William Elliott</i>	- -	Underwriter, "

LLOYDS—continued.

(signed)	<i>Leonard C. Wakefield</i>	- - -	Underwriter, Lloyds.
	<i>Marnaduke H. Brooking</i>	- - -	Underwriter, "
	<i>Richard Buck & Co.</i>	- - -	Merchants, "
	<i>Richard Harris</i>	- - -	Merchant, "
	<i>Thomas Bright</i>	- - -	Underwriter, "
	<i>John Butterworth</i>	- - -	Underwriter, "
	<i>D. Duarte</i>	- - -	Underwriter, "
	<i>Haskell Smith</i>	- - -	Underwriter, "
	<i>J. L. McFarquhar</i>	- - -	Underwriter, "
	<i>Charles Ellis</i>	- - -	Underwriter, "
	<i>John William Janson</i>	- - -	Underwriter, "
	<i>Arthur E. Secretan</i>	- - -	Underwriter, "
	<i>Henry Manley</i>	- - -	Underwriter, "
	<i>S. J. Da Costa</i>	- - -	Underwriter, "
	<i>Arthur Finch</i>	- - -	Underwriter, "
	<i>Nicholas Bradford</i>	- - -	Underwriter, "
	<i>Charles Sleaf</i>	- - -	Underwriter, "
	<i>George Peurce</i>	- - -	Underwriter, "
	<i>John P. Eliot</i>	- - -	Underwriter, "
	<i>Edward Bagehot</i>	- - -	Underwriter, "
	<i>Walter Bagehot</i>	- - -	Underwriter, "
	<i>W. H. Thompson</i>	- - -	Underwriter, "
	<i>Frederick Cossack</i>	- - -	Underwriter, "
	<i>Michael Wills</i>	- - -	Underwriter, "
	<i>John S. Burrows</i>	- - -	Underwriter, "
	<i>George H. Flood</i>	- - -	Underwriter, "
	<i>R. Leigh Holland</i>	- - -	Underwriter, "
	<i>John P. Tate</i>	- - -	Lloyds, Ship Broker.
	<i>Samuel Bickley</i>	- - -	Lloyds, Insurance Agent.
	<i>Robert S. Burges</i>	- - -	Lloyds, Underwriter.
	<i>A. Schlemmer</i>	- - -	Lloyds, "
	<i>M. Schunck</i>	- - -	Lloyds, "
	<i>J. Souchay</i>	- - -	Lloyds, "
	<i>J. Logan Stansfell</i>	- - -	Lloyds, Insurance Agent.
	<i>P. W. Nicholls</i>	- - -	Jersey Merchant.
	<i>James L. Wylie</i>	- - -	Lloyds, Underwriter.
	<i>Henry J. P. Dumas</i>	- - -	Lloyds, "
	<i>C. Leathley</i>	- - -	Lloyds, "
	<i>Charles A. Hardman</i>	- - -	Lloyds, Insurance Broker.
	<i>Thomas D. Hopper</i>	- - -	Lloyds, Underwriter.
	<i>William Addison</i>	- - -	Lloyds, "
	<i>W. Addison, Jun.</i>	- - -	Lloyds, "
	<i>John Slade</i>	- - -	Lloyds, "
	<i>F. W. Bernard</i>	- - -	Lloyds, "
	<i>Francis A. Sadler</i>	- - -	Lloyds, "
	<i>L. B. Burnand</i>	- - -	Lloyds, "
	<i>T. Row</i>	- - -	Lloyds, "
	<i>Charles Gilpin</i>	- - -	Lloyds, "
	<i>John Knowles</i>	- - -	Lloyds, "
	<i>Joseph Cooper</i>	- - -	Lloyds, "
	<i>Thomas Box</i>	- - -	Lloyds, "
	<i>Newton Scott</i>	- - -	Lloyds, "
	<i>Alfred Aubert</i>	- - -	Lloyds, "
	<i>John Bell</i>	- - -	Lloyds, "
	<i>William Thompson</i>	- - -	Lloyds, "
	<i>R. Stuart Lane</i>	- - -	Lloyds, "
	<i>H. A. Hankey</i>	- - -	Lloyds, "
	<i>J. A. Hankey</i>	- - -	Lloyds, "
	<i>Robert Oliverson</i>	- - -	Lloyds, "
	<i>G. D. Tyser</i>	- - -	Lloyds, "
	<i>James Gray</i>	- - -	Lloyds, "
	<i>William Elmslie, Jun.</i>	- - -	Lloyds, "
	<i>William T. Tatlock</i>	- - -	Lloyds, "
	<i>Alfred D. Hooper</i>	- - -	Lloyds, "
	<i>J. Reynolds</i>	- - -	Lloyds, "
	<i>Thomas B. Cousens</i>	- - -	Lloyds, "
	<i>M. Rodocunuchi</i>	- - -	Lloyds, "
	<i>P. Hava</i>	- - -	Lloyds, "
	<i>John Fleming</i>	- - -	Lloyds, "
	<i>Joseph Spence</i>	- - -	Lloyds, "
	<i>Robert Fleming</i>	- - -	Lloyds, "
	<i>Burges & Stock</i>	- - -	Lloyds, "

MANCHESTER.

FROM the Merchants, Bankers, and others, of *Manchester*.

(signed)

<i>Kershaw, Leese & Co.</i>	- - -	Merchants.
<i>Daniel Lee & Co.</i>	- - -	Manchester.
<i>Callandar, Son, & Doryshin</i>	- - -	Merchants.
<i>Potters & Norris</i>	- - -	Merchants.
<i>Samuel Fletcher, Son, & Co.</i>	- - -	Merchants.
<i>J. P. & E. Westhead & Co.</i>	- - -	Merchants.
<i>Christopher Wood</i>	- - -	Merchant.
<i>S. & J. Watts & Co.</i>	- - -	Merchants.
<i>Roberts, Taylor, & Newton</i>	- - -	Merchants.
<i>James Brown, Son, & Co.</i>	- - -	Merchants.
<i>Symonds, Cunliffe & Co.</i>	- - -	Merchants.
<i>Thomas Wardley & Brothers</i>	- - -	Merchants.
<i>Banun & Wilson</i>	- - -	Merchants.
<i>Greenhalgh & Rumney</i>	- - -	Merchants.
<i>Absulom Watkins & Son</i>	- - -	Merchants.
<i>G. & R. Holt</i>	- - -	Merchants.
<i>J. Woodhouse & Co.</i>	- - -	Merchants.
<i>Finnis, Norris, & Turner</i>	- - -	Merchants.
<i>Littlewood, Wilson, & Co.</i>	- - -	Merchants.
<i>McHiren, Stenhouse & Co.</i>	- - -	Merchants.
<i>Copesuth & Co.—Per</i>	pro. S.	
<i>Brookfield</i>	- - -	Merchants.
<i>J. & N. Phillips & Co.</i>	- - -	Merchants.
<i>W. G. Cooper</i>	- - -	Merchant.
<i>William Cliff</i>	- - -	Merchant.
<i>James Taylor</i>	- - -	Merchant.
<i>Sampson Sampson</i>	- - -	Merchant.
<i>John Leigh & Brother</i>	- - -	Merchants.
<i>L. Sampson</i>	- - -	Merchant.
<i>William Harding & Son</i>	- - -	Merchants.
<i>William Neill</i>	- - -	Merchant.
<i>Richard Haworth & Co.</i>	- - -	Merchants.
<i>John Kinnear & Co.</i>	- - -	Merchants.
<i>Charles Webb</i>	- - -	Merchant.
<i>Jones & Parry</i>	- - -	Merchants.
<i>Reuben Levy</i>	- - -	Merchant.
<i>James Jeffries & Watson</i>	- - -	Merchants.
<i>Thomas Brown & Sons</i>	- - -	Manufacturers.
<i>William Heap</i>	- - -	Merchant.
<i>James Collinge</i>	- - -	Maker-up and Packer.
<i>Bryce, Smith, & Co.</i>	- - -	Merchant.
<i>Sussner & Yates</i>	- - -	Merchant.
<i>Per pro. J. & N. Philips & Co.—</i>		
<i>H. Philips</i>	- - -	Merchant.
<i>Lance & Chadwick</i>	- - -	Makers-up and Packers.
<i>Isaac Thorp & Sons</i>	- - -	Merchants.
<i>Jonathan Gill & Brothers</i>	- - -	Merchants.
<i>Atkinson, Gould, & Co.</i>	- - -	Merchants.
<i>Grundy, Midwood, & Co.</i>	- - -	Merchants.
<i>Porteus & Paul</i>	- - -	Merchants.
<i>Thomas Carr & Co.</i>	- - -	Merchants.
<i>Dalton Brothers</i>	- - -	Calico Printers.
<i>Per pro. James Patterson—David</i>		
<i>Canyhny</i>	- - -	Manufacturers.
<i>William Massey</i>	- - -	Merchant.
<i>Ralph Hales</i>	- - -	Merchant.
<i>H. Broughton</i>	- - -	Merchant.
<i>P. Bleackley</i>	- - -	Merchant.
<i>J. H. Foshoohe</i>	- - -	Merchant.
<i>R. Marshall</i>	- - -	Merchant.
<i>Gouldsbrough & Son</i>	- - -	Merchant.
<i>Barbour & Sons</i>	- - -	Merchant.
<i>Berry & Lomas</i>	- - -	Merchants.
<i>John Welch</i>	- - -	Merchant.
<i>E. Butterworth & Sons</i>	- - -	Merchants.
<i>Bayley & Craven</i>	- - -	Merchants.
<i>Thomas Wright</i>	- - -	Merchant.
<i>S. W. Graves</i>	- - -	Merchant.
<i>James Farrer & Brothers</i>	- - -	Merchants.
<i>Charles Hicksnole</i>	- - -	Merchant.

MANCHESTER—continued.

(signed)	<i>James Murray</i>	-	-	-	Merchant.
	<i>Matthew Kean</i>	-	-	-	Merchant.
	<i>John Percival</i>	-	-	-	Merchant.
	<i>James Clegg & Co.</i>	-	-	-	Merchants.
	<i>John Wood</i>	-	-	-	Merchant.
	<i>T. Shepherd</i>	-	-	-	Merchant.
	<i>Thomas Cramisson</i>	-	-	-	Merchant.
	<i>Charles W. Wilding</i>	-	-	-	Merchant.
	<i>Samuel Shirley & Co.</i>	-	-	-	Merchants.
	<i>William Richardson & Sons</i>	-	-	-	Merchants.
	<i>Richard Anderton</i>	-	-	-	Merchant.
	<i>George Macbeth & Co.</i>	-	-	-	Merchants.
	<i>S. Lang</i>	-	-	-	Merchant.
	<i>John Fletcher & Co.</i>	-	-	-	Corn Merchants.
	<i>Abraham Wolfenden</i>	-	-	-	Corn Merchant.
	<i>Robert Bazendale</i>	-	-	-	Corn Merchant.
	<i>John Thompson</i>	-	-	-	Corn Merchant.
	<i>Owen & Marriott</i>	-	-	-	Corn Merchants.
	<i>John G. Travis</i>	-	-	-	Corn Merchant.
	<i>William Lees</i>	-	-	-	Iron Merchant.
	<i>R. & J. B. Thomas</i>	-	-	-	Corn Merchants.
	<i>Stephenson & Gladen</i>	-	-	-	Corn Merchants.
	<i>J. W. Owen</i>	-	-	-	Corn Merchant.
	<i>Lewis Morgan</i>	-	-	-	Corn Factor.
	<i>J. Aspinall Turner</i>	-	-	-	Manchester.
	<i>Thomas Bazley</i>	-	-	-	M.P., Manchester.
	<i>Loyd Entwisle & Co.</i>	-	-	-	Manchester.
	<i>Cunliffe, Brooks, & Co.</i>	-	-	-	Manchester.
	<i>Benjamin Heywood & Co.</i>	-	-	-	Manchester.

BIRMINGHAM.

FROM the Merchants, Bankers, and others, of *Birmingham*.

(signed)	<i>John Ratcliff</i>	-	-	-	Mayor of Birmingham.
	<i>Thomas Short, Jun.</i>	-	-	-	East India Merchant.
	<i>G. V. Blunt</i>	-	-	-	American Merchant, Birmingham.
	<i>John B. Meson, M. D.</i>	-	-	-	Justice of the Peace.
	<i>E. T. Moore & Co.</i>	-	-	-	General Merchants.
	<i>Charles Haschurtz</i>	-	-	-	General Merchant.
	<i>D. S. Hasluck</i>	-	-	-	American Merchant.
	<i>J. B. Perry & Co.</i>	-	-	-	South American Merchants.
	<i>John Benson & Co.</i>	-	-	-	General Merchants.
	<i>Lindner & Co.</i>	-	-	-	Merchants.
	<i>P. H. Muntz</i>	-	-	-	Merchant.
	<i>Theophilus Richards & Co.</i>	-	-	-	Merchants.
	<i>William Elliott & Sons</i>	-	-	-	Merchants.
	<i>Elkington, Mason & Co.</i>	-	-	-	Manufacturers.
	<i>Francis Watkins</i>	-	-	-	American Manufacturer.
	<i>B. Parariso</i>	-	-	-	Merchant, Birmingham.
	<i>M. Myers & Son</i>	-	-	-	Manufacturers.
	<i>William and Andrew Smith</i>	-	-	-	Manufacturers.
	<i>B. L. Joseph</i>	-	-	-	Merchant.
	<i>Russell & Veitch</i>	-	-	-	Merchants.
	<i>John Lord & Son</i>	-	-	-	General Merchants.
	<i>Attwoods, Spooner, & Co.</i>	-	-	-	Bankers.
	<i>George Edmonds</i>	-	-	-	Clerk of the Peace for the Borough of Birmingham.
	<i>Thomas Pemberton & Sons</i>	-	-	-	Manufacturers.
	<i>H. Marston</i>	-	-	-	Great Charles-street.
	<i>Tyndall, Son, & Johnson</i>	-	-	-	Solicitors.
	<i>H. Wm. Tyndall</i>	-	-	-	Extraordinary Commissioner of Chancery, Ireland.
	<i>William Sands Cox</i>	-	-	-	Justice of the Peace and Deputy Lieutenant.
	<i>W. John Beale</i>	-	-	-	Solicitor.
	<i>Ingleby, Wragge, & Evans</i>	-	-	-	Solicitors.
	<i>Fredric Ewen</i>	-	-	-	Guildford House.
	<i>Charles W. Elkington</i>	-	-	-	High Bailiff, County Court.
	<i>Charlton, Brothers, & Jackson</i>	-	-	-	Merchants.
	<i>John Johnstone Twentymen</i>	-	-	-	Southwick.
	<i>J. T. Ledson</i>	-	-	-	Deputy Lieut. and J.P.
	<i>Thomas Broorde</i>	-	-	-	Glass Manufacturer.

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BIRMINGHAM—continued.

(signed)	<i>James T. Chance</i>	- - - -	Deputy Lieut. and J. P., Staffordshire.
	<i>Charles Shaw</i>	- - - -	Merchant and J. P.
	<i>William Lucy</i>	- - - -	Corn Merchant and J. P.
	<i>Thomas Phillips</i>	- - - -	J. P.
	<i>Thomas Astbury</i>	- - - -	Smethwick Foundry.
	<i>Edward Page</i>	- - - -	Iron Master, Smethwick.
	<i>H. & J. McClelland</i>	- - - -	Merchants.
	<i>John B. Payer</i>	- - - -	Hop Merchant.
	<i>Fry & Son</i>	- - - -	Merchants.
	<i>Charles Clurke</i>	- - - -	Iron Founder, Smethwick.
	<i>J. T. Horton</i>	- - - -	Edgbaston.
	<i>Isaac Lea</i>	- - - -	Gentleman.
	<i>Edward Benbridge</i>	- - - -	Merchant.
	<i>Moillist & Sons</i>	- - - -	Bankers.
	<i>Kettle & Daniell</i>	- - - -	Accountants.
	<i>J. Percivall</i>	- - - -	Accountant.
	<i>F. & C. Oster</i>	- - - -	Glass Manufacturers.
	<i>Cartwright, Hirons & Woodward</i>	- - - -	Electro Plate Manufacturers.
	<i>Smith, Kemp & Wright</i>	- - - -	Manufacturers and Merchants.
	<i>George Carter & Co.</i>	- - - -	Merchants.
	Per pro. <i>C. Lambert—G. H. H.</i>	- - - -	Copper Merchants, Great Charles-street.
	<i>Thomas Adams</i>	- - - -	Timber Merchant.
	<i>H. H. Holden</i>	- - - -	Manufacturer.
	<i>R. H. Taylor</i>	- - - -	Manufacturer.
	<i>Leonard Bower</i>	- - - -	Manufacturer.
	<i>R. H. Phillips</i>	- - - -	Atlas Foundry.
	Per pro. <i>Tupper & Co.—Robert King,</i>	- - - -	Galvanized Iron Works, Berkley-street.
	Per pro. <i>J. E. Hodgkins—F. E. B.</i>	- - - -	Suffolk Works, Berkley-street.
	<i>Robert Wright.</i>	- - - -	Town Councillor.
	<i>G. R. Collis</i>	- - - -	Merchant and Russian Consul, &c.
	<i>T. S. P. Hodgson</i>	- - - -	Ex-Mayor of Birmingham.
	<i>William Souther</i>	- - - -	Town Councillor.
	<i>John Skirrow Wright</i>	- - - -	Member of the Council, Chamber of Commerce.
	<i>James Taylor</i>	- - - -	Town Councillor.
	<i>George & T. R. Graham</i>	- - - -	Merchants.
	<i>Stock, Brothers, & Taylor</i>	- - - -	Merchants.
	<i>Nutter, Brothers, & Clark</i>	- - - -	Tea Merchants.
	<i>Wright, Wain, & Peyton</i>	- - - -	Midland Counties Herald.
	<i>G. Z. Muntz</i>	- - - -	Birmingham.
	<i>Wood & Allcock</i>	- - - -	Manufacturers, Smethwick.
	<i>Crawley & Parsons</i>	- - - -	Metal Merchants.
	<i>R. Sanders</i>	- - - -	Agent.
	<i>William Farratt & Co.</i>	- - - -	Merchants.
	<i>Stephen Barker</i>	- - - -	Merchant.
	<i>David Fuge</i>	- - - -	Per pro. Islington Gas Company Limited.
	<i>Phipson & Warden</i>	- - - -	Manufacturers.
	<i>Gray & Bailey</i>	- - - -	Manufacturers.
	<i>Thomas Bolton & Sons</i>	- - - -	Metal Merchants.
	Per pro. <i>Weiss Brothers—N. Zimmermann.</i>	- - - -	Merchants.
	<i>Westley Richards & Sons</i>	- - - -	Gun Manufacturers.
	<i>A Everitt & Sons</i>	- - - -	Merchants and Manufacturers.
	<i>S. Guhey</i>	- - - -	Civil Engineer.
	<i>James Thornton & Sons</i>	- - - -	Merchants.
	<i>Henry Edmunds</i>	- - - -	Bank Manager.
	<i>Birmingham, Cutnail & Co.</i>	- - - -	
	<i>William Millnered & Sons</i>	- - - -	Gun Barrel Makers.
	<i>Peyton & Peyton</i>	- - - -	Bordesley Works.
	<i>William J. Scott</i>	- - - -	Share Broker.
	<i>W. & A. F. Morgan</i>	- - - -	Solicitors, Waterloo-street.
	<i>Mapplebeck & Lowe</i>	- - - -	Merchants.
	<i>Joseph Warden & Son</i>	- - - -	Iron Merchants.
	<i>Joseph Warden</i>	- - - -	Merchant.
	<i>G. Wells Ingram</i>	- - - -	Manufacturer.
	<i>C. S. & J. Daniell</i>	- - - -	Manufacturers.
	<i>G. Bradburn</i>	- - - -	Manufacturer.
	<i>Edwin Aldridge</i>	- - - -	Manufacturer.
	<i>Charles & James Shaw</i>	- - - -	Merchants.
	<i>J. B. Perry & Co.</i>	- - - -	Merchants.
	<i>Thompson & Co.</i>	- - - -	Merchants.
	<i>J. W. & John Cardie</i>	- - - -	Merchants.
	<i>Henry Ewell</i>	- - - -	American Merchant.
	<i>John Poncia & Son</i>	- - - -	Merchants, Birmingham.

BIRMINGHAM—continued.

(signed)	<i>Robert Fletcher</i>	- - -	Merchant, Birmingham.
	<i>Tonulla Brothers</i>	- - -	Merchants.
	<i>James & Sons</i>	- - -	Manufacturers.
	<i>John C. Onions</i>	- - -	Manufacturer.
	<i>J. Marshall & Son</i>	- - -	Iron Founders.
	<i>Thomas Cox</i>	- - -	Manufacturer.
	<i>T. F. Griffiths & Co.</i>	- - -	Manufacturers.
	<i>Geo. T. Youks</i>	- - -	Manufacturer.
	<i>Atkins & Sons</i>	- - -	Manufacturers.
	<i>Sannton & Hutton</i>	- - -	Manufacturers.
	<i>H. J. Harcourt & Co.</i>	- - -	Brass Founders.
	<i>H. A. Holden</i>	- - -	Manufacturer.
	<i>Joseph Lane & Son</i>	- - -	Manufacturers.
	<i>Thomas Wharton & Son</i>	- - -	Manufacturers.
	<i>B. Parariver</i>	- - -	Merchant.
	<i>Geo. Smart</i>	- - -	Merchant.
	<i>Neil & Jouks</i>	- - -	Manufacturers.
	<i>William Hopkins & Son</i>	- - -	Manufacturers.
	<i>William Roberts</i>	- - -	Merchant.
	<i>Thomas Whitfield & Co.</i>	- - -	Manufacturers.
	<i>John Mitchell</i>	- - -	Manufacturer.
	<i>Thomas Pope & Co.</i>	- - -	Manufacturers.
	<i>Loach & Clarke</i>	- - -	Brass Founders.
	<i>Crawley & Parsons</i>	- - -	Merchants.
	<i>Geo. Carter & Co.</i>	- - -	Merchants.
	<i>Tims, Smith & Sons</i>	- - -	Manufacturers.
	<i>Thomas Lowe</i>	- - -	Manufacturer.
	<i>Samuel Whitfield & Son</i>	- - -	Manufacturers.
	<i>Wills Brothers</i>	- - -	Manufacturers.
	<i>W. Chavasse & Co.</i>	- - -	Iron Merchants.
	<i>James Boyce & Son</i>	- - -	Brass Founders.
	<i>Isaac Hinn</i>	- - -	Manufacturer.
	<i>John Whitehouse & Sons</i>	- - -	Brass Founders.
	<i>Reuben Wigley & Son</i>	- - -	Manufacturers.
	<i>John & William Hawkes</i>	- - -	Merchants.
	<i>George Gorton</i>	- - -	Manufacturer.
	<i>Edward Newton</i>	- - -	Brass Founders.
	<i>J. H. Hopkins & Son</i>	- - -	Manufacturers.
	<i>John Mardman & Co.</i>	- - -	Manufacturers.
	<i>Phipson & Warden</i>	- - -	Manufacturers.
	<i>Gray, Bailey & Bartlett</i>	- - -	
	<i>Per pro. Tupper & Co.—Robert King</i>	- - -	Iron Merchants.
	<i>J. T. Empson</i>	- - -	Manufacturer.
	<i>B. A. Perera</i>	- - -	Merchant.
	<i>Lindner & Co.</i>	- - -	Merchants.
	<i>William Rock & Co.</i>	- - -	Merchants.
	<i>Henry Ravine</i>	- - -	
	<i>Charles Rowley & Co.</i>	- - -	Manufacturers.
	<i>Ren & Webb</i>	- - -	Manufacturers.
	<i>J. Rabone & Son</i>	- - -	Manufacturers.
	<i>Joseph & Edward Ratcliff</i>	- - -	Manufacturers.
	<i>Betts & Sons</i>	- - -	Gold and Silver Refiners.
	<i>Russell & Vatch</i>	- - -	Merchants.
	<i>Charles Reeves</i>	- - -	Manufacturer.
	<i>John Ruben</i>	- - -	Birmingham.
	<i>Mc Callum & Hodson</i>	- - -	Manufacturers.
	<i>Edward Barker & Son</i>	- - -	
	<i>Langton, Scott, & Edelh</i>	- - -	Wholesale Druggists.
	<i>John W. Lloyd</i>	- - -	Manufacturer.
	<i>Martineau & Smith</i>	- - -	Manufacturers.
	<i>Geo. A. Everitt</i>	- - -	Belgian Consul.
	<i>J. E. Clift</i>	- - -	Engineer.
	<i>W. R. Illworth</i>	- - -	Gentleman.

BOLTON.

FROM the Merchants, Bankers, and others, of *Bolton*.(signed) *W. Gray*, M.P. for *Bolton*.

(And others.)

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DUKINFIELD.

FROM the Merchants, Bankers, and others, of *Dukinfield*.

(signed) *Rev. W. H. White*, Curate of St. John's, Dukinfield.
(And others.)

HULL.

FROM the Merchants, Bankers, and others, of *Hull*.

(signed) *Martin Samuelson*, Mayor of Hull.
(And others.)

HYDE.

FROM the Merchants, Bankers, and others, of *Hyde*.

(signed) *John Sidebotham*, Cotton Manufacturer.
(And others.)

LEEDS.

FROM the Merchants, Bankers, and others, of *Leeds*.

(signed) *S. Fairbairn*, Engineer.
(And others.)

LIVERPOOL.

FROM the Merchants, Bankers, and others, of *Liverpool*.

(signed) *R. Crosbie*, Broker, Liverpool.
(And others.)

MONKWEARMOUTH.

FROM the Merchants, Bankers, and others, of *Monkwearmouth*.

(signed) *Mm. Givens*, Agent, Monkwearmouth Shore.
(And others.)

NEWCASTLE-UPON-TYNE.

FROM the Merchants, Bankers and others, of *Newcastle-upon-Tyne*.

(signed) *Joseph Laycock*, Mayor of Newcastle-on-Tyne.
(And others.)

NORTH SHIELDS.

FROM the Merchants, Bankers, and others, of *North Shields*.

(signed) *John L. Taylor*, Shipowner.
(And others.)

SHEFFIELD.

FROM the Merchants, Bankers, and others, of *Sheffield*.

(signed) *Charles Atkinson*, Mayor of Sheffield.
(And others.)

STALEYBRIDGE.

FROM the Merchants, Bankers, and others, of *Staleybridge*.

(signed) *John E. Leeson*, Incumbent of St. George's, Staleybridge.
(And others.)

CORRESPONDENCE, &c. RELATING TO

STOCKPORT.

FROM the Merchants, Bankers and others, of *Stockport*.

(signed) *William Williamson*, Mayor of Stockport.

(And others.)

WOLVERHAMPTON.

FROM the Merchants, Bankers, and others, of *Wolverhampton*.

(signed) *William Lees & Sons*, Merchants.

(And others.)

ARMAGH.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Armagh*.

(signed) *John G. Winder, J. P.*, Chairman of Town Commissioners.

(And others.)

ATHLONE.

FROM the Merchants, Bankers, Town Commissioners, and others, of *Athlone*.

(signed) *P. Rourke*, Chairman Town Commissioners, J. P.

(And others.)

BALLINA.

FROM the Corporation of *Ballina*.

(signed) *Edmund Hanley*, Banker, and Chairman Town Commissioners,
Ballina.

(And others.)

BALLINASLOE.

FROM the Corporation of *Ballinasloe*.

(signed) *Francis O'Flaherty*, Chairman Town Commissioners, Ballinasloe.

(And others.)

BALLYMENA.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Ballymena*.

(signed) *Andrew T. Dickey*, Merchant, Chairman of Commissioners,
Ballymena.

(And others.)

BALLYMONEY.

FROM the Merchants, Bankers, and others of *Ballymoney*.

(signed) *M. W. Mos. Lalham, F. R. C. S. J. and C.*, Ballymoney.

(And others.)

BELFAST.

FROM the Merchants, Bankers, and others, of *Belfast*.

(signed) *Richard Davison*, M. P. for Belfast.

(And others.)

BOYLE.

FROM the Merchants, Bankers, and others, of *Boyle*.

(signed) *Robt. E. King, J. P., D. L.*, Rockingham.

(And others.)

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CARLOW.

FROM the Commissioners of the Borough of *Carlow*.

(signed) *Robert Ferrell*, Chairman, Gentleman.
(And others.)

CLONMEL.

FROM the Town Council of *Clonmel*.

(signed) *William Louis Hackett*, T. C., Mayor Elect of Clonmel.
(And others.)

COLERAINE.

FROM the Town Commissioners of *Coleraine*.

(signed) *John Boyd*, M. P., and J. P., Coleraine.
(And others.)

COOKSTOWN.

FROM the Merchants, Bankers, and others of *Cookstown*.

(signed) *Andrew Sloan & Co.*, Fire Brick and Tile Manufacturers,
Coal Island.
(And others.)

COOTEHILL.

FROM the Merchants, Bankers, and others, of *Cootehill*.

(signed) *H. Clements*, Ashfield Lodge, Cootehill.
(And others.)

DROGHEDA.

FROM the Mayor, Aldermen, and Burgesses of *Drogheda*.

(signed) *Patrick Ternan*, Junior, Mayor.

DUBLIN.

FROM the Corporation of the City of *Dublin*.

(signed) *John Campbell*, Lord Mayor of Dublin.
(And others.)

FROM the Chamber of Commerce, *Dublin*.

(signed) *George Roe*, J. P., D. L., Nutley.
(And others.)

FROM the Merchants, Bankers, and others of the City of *Dublin*.

(signed) *William Dargan*, Mountanville.
(And others.)

DUNDALK.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Dundalk*.

(signed) *Augustus G. Jocelyn*, Mayor,
Harbour and Town Commissioner, J. P. Dundalk.
(And others.)

CORRESPONDENCE, &c. RELATING TO

DUNGANNON.

FROM the Town Commissioners, and others, of *Dungannon*.

(signed) *Robert Black*, Dungannon, Town Commissioner.
(And others.)

DUNGIVEN.

FROM the Merchants, Bankers, and others, of *Dungiven*.

(signed) *John Colthurst*, J. P. Boveva Glebe, Dungiven.
(And others.)

ELPHIN.

FROM the Merchants, Bankers, and others, of *Elphin*.

(signed) *O. D. T. Grace*, M. P., D. L., J. P., Mantua.
(And others.)

ENNIS, COUNTY CLARE.

FROM the Town Commissioners of *Ennis, County Clare*.

(signed) *Marcus Talbot*, Chairman Ennis Town Commissioners.
(And others.)

ENNISKILLEN.

FROM the Town Commissioners, Merchants, Bankers, and others, of *Enniskillen*.

(signed) *David Wilkin*, Chairman of Town Commissioners.
(And others.)

FRENCHPARK.

FROM the Merchants, Bankers, and others, of *Frenchpark*.

(signed) *D. Twyne*, Frenchpark.
(And others.)

GALWAY.

FROM the Corporation of *Galway*.

(signed) *Peter Daly*, P. P. V. G., T. C., H. C., Chairman.
(And others.)

GARVAGH (IRELAND).

FROM the Merchants, Bankers, and others, of *Garvagh (Ireland)*.

(signed) *J. R. Garvagh*, Garvagh.
(And others.)

KILKENNY.

FROM the Town Commissioners of *Kilkenny*.

(signed) *Patrick Moran*, Mayor of Kilkenny.
(And others.)

KILREA.

FROM the Merchants, Bankers, and others, of *Kilrea*.

(signed) *John H. Miller*, Rector of Tamblaght O'Crilly.
(And others.)

LISBURN.

From the Town Commissioners of *Lisburn*.

(signed) *Geo. Stephenson*, Solicitor, Lisburn,
and Chairman Town Commissioners.
(And others.)

LONDONDERRY.

From the Corporation of *Londonderry*.

(signed) *Alexander Curry*, Mayor of Derry.
(And others.)

LONGFORD.

(signed) *Earl of Granard*, K. P., Castle Forbes, County Longford.
(And others.)

MAGHERA.

From the Merchants, Bankers, and others, of *Maghera*.

(signed) *G. Beresford Knox*, J. P. for County Londonderry, Maghera.
(And others.)

MAGHERAFELT.

From the Merchants, Bankers, and others, of *Magherafelt*.

(signed) *A. Spotiswood*, J. P., Land Agent, Millbrook.
(And others.)

NEW ROSS, WEXFORD.

From the Merchants, Bankers, and Town Commissioners of *New Ross, Wexford*.

(signed) *William Jeffares*, J. P., Chairman of Town Commissioners.
(And others.)

NEWRY.

From the Corporation and Town Commissioners of *Newry*.

(signed) *D. C. Brady*, J. P., Newry.
(And others.)

PORTADOWN.

From the Merchants, Bankers, and others, of *Portadown*.

(signed) *W. J. Paul*, Portadown.
(And others.)

PORTARLINGTON.

From the Corporation of *Portarlington*.

(signed) *Thomas Des Vocux*, J. P., Portarlington.
(And others.)

PORTGLENONE.

From the Merchants, Bankers, and others, of *Portglenone*.

(signed) *Julius Casement*, J. P., Portglenone.
(And others.)

CORRESPONDENCE, &c. RELATING TO

SLIGO.

FROM the Corporation of *Sligo*.(signed) *John McGowan*, Mayor of Sligo.

(And others.)

STRABANE, &c.

FROM the Merchants and others of *Strabane*, &c.(signed) *Saml. Donnell*, Strabane.

(And others.)

TUAM.

FROM the Merchants, Bankers, and others, of *Tuam*.(signed) *Denis Kirwan*, D. L., J. P., Castle Hacket, Tuam.

(And others.)

WATERFORD.

FROM the Mayor and Town Council of *Waterford*.(signed) *John Everard Feehan*, Mayor of Waterford.

(And others.)

WESTPORT.

FROM the Town Commissioners of the *Port of Westport*.(signed) *J. T. Browne* (Lord), M.P. for Mayo.

(And others.)

WEXFORD.

FROM the Corporation of *Wexford*.(signed) *John E. Hadden*, Alderman, Mayor of Wexford.

(And others.)

 A P P E N D I X.

The Postmaster General to the Lords of the Treasury.

My Lords,

General Post Office, 14 November 1857.

THE request of Mr. Cunard for an extension of five years beyond the term of his present contract is one which raises the whole question referred by your Lordships, in 1853, to the consideration of a Committee which was presided over by my predecessor, Lord Canning, and which reported most fully and ably upon the subject. In the principles laid down in that report I entirely concur, and they suggest, in my opinion, the gravest doubt whether the application of Mr. Cunard ought to be complied with.

One main principle laid down by the Committee is, that Parliamentary grants may be requisite in "establishing new lines of communication or introducing new methods of conveyance," "but that this having been once done, and sufficient time having been allowed for the experiment, the further continuance of the service, unless required for political reasons of adequate importance, should be made to depend upon the extent to which the parties interested avail themselves of it, and upon its tendency to become self-supporting."

The Committee proceed to instance this very contract as a case in point: "The heavy expense and serious risk of loss attending the introduction of ocean steamers might probably have prevented the experiment being tried." "Now, however, that success has been attained, it becomes important to consider whether the lines which have been opened cannot be made self-supporting; that is to say, whether they cannot be so carried on as to produce

produce a postal revenue sufficient to cover the expense involved in their maintenance." And, again, in a subsequent paragraph, the Committee observe, with reference to the same point: "We see no sufficient reason for continually renewing such contracts for periods equally long, after the object has been once attained. A Company which has received a liberal subsidy for 10 or 12 of the first years of its existence, ought to provide, by the establishment of a sinking fund, for the maintenance of its fleet of vessels, and may be fairly expected, after having been compensated for the original hazard, to continue the service by fresh contracts entered into either from year to year, or for a period not exceeding three years." The existing contract with Mr. Cunard does not expire until 1862.

It appears, then, that Mr. Cunard has still remaining of his present contract a term longer than the maximum period for which, in the opinion of the Committee, any new contract should be made.

I would also direct your Lordships' attention to another point of importance arising out of the application of the principles laid down by the Committee to this particular case. One ground on which large Government subsidies are defended in certain cases is, that the conditions of the service require a class of vessel which would not be required for ordinary traffic: "The vessels now under contract with the Government are, however, for the most part, required to maintain high rates of speed. The contractors are also subject to a variety of conditions designed partly to secure the efficiency of the postal service, and partly to render their vessels available for other national purposes wholly unconnected with that service. In return, they are in the receipt of subsidies largely in excess of the amount of revenue derived from the mails they carry." And again, "It must be borne in mind, that the expensive vessels built for the conveyance of the mails at a high rate of speed are not in demand for the purposes of ordinary traffic, and cannot, therefore, be withdrawn and applied to another service at short notice." But this is a condition which no longer applies to the American line of packets. So far from the requirements of the contract exceeding those which arise out of the ordinary traffic, the demands of that traffic are such as to justify and secure the establishment of vessels far more powerful than those contemplated by the Government. The superiority of his vessels to those stipulated for in the contract is referred to by Mr. Cunard himself, and is a fact which clearly indicates that the ordinary traffic now thoroughly established is such as to leave far behind the mere requirements of the contract, and, consequently, that no excess of subsidy can be defended on the ground referred to by the Committee.

I would submit, therefore, to your Lordships that, on the contrary, the present is a case such as that specifically mentioned in another paragraph of the same Report, viz., a case in which frequent and rapid communication already exists, and where, consequently, "it is not necessary for the Government to subsidise the contractors by contributing a considerable portion of their receipts, since it may fairly expect to get the service done for a payment which will cover the freight of the mail bags." In such cases, the Committee emphatically observe that, "Public competition for the conveyance of the mails can hardly be too frequently or too openly invited."

I need hardly remind your Lordships that the requirements of the traffic to America are now such as to lead to entirely new projects of navigation; and it seems more than probable, in the course of a very few years, under no other stimulus than that of ordinary commercial enterprise, the ocean will be traversed by vessels of extraordinary speed and power. Under such circumstances, it seems to me inexpedient that the Government should be bound for a long period to pay a large sum to vessels which may soon be outstripped by others.

Should a much greater speed be attained, the demand of the public for the employment of superior ships for postal purposes, even if not anticipated by Government, would probably become irresistible; indeed, as every person is at liberty to direct his letters to be sent by what ship he pleases, the postal revenue which may be considered applicable towards defraying the packet service, would, under such circumstances, be greatly diminished, even if the inferior packets were continued.

This latter consideration, the dependence of the postal revenue derived from any particular packets on the character of those packets for speed and regularity, affords additional weight to an opinion of the Committee, stated at page 7, viz., that "in some cases the conveyance of the mails might be advantageously provided for by a payment bearing a certain proportion to the estimated amount of the postage received, or based upon the actual weight of the bags carried."

Such an arrangement would, I think, do much more to secure improvements, from time to time, in the sea service than the ordinary stipulation, that the contractors shall make such alterations in the construction and machinery of their vessels "as the advanced state of science may suggest," and as the Admiralty may direct.

Even, therefore, where the postage received may be insufficient to defray the whole cost of the service, as is the case in this instance (though Mr. Cunard seems to suppose otherwise), I would strongly recommend that the payment be based on the amount of postage, by making it equal to the postage and a certain fraction of the postage in addition; or, if requisite, even to a multiple of the postage. Such a mode of payment would have the additional advantage of rendering simple any negotiation with a Colony (as with Canada, for example, in this instance), for the payment of its share of the cost.

The Committee recommend that, in any new contract, all provisions which do not directly bear upon the efficiency of the postal service, such as requiring that the vessels shall be so constructed as to serve, to some extent, for men-of-war, and that troops and stores shall be conveyed

conveyed at less than the ordinary charge, should be abandoned, and in this recommendation I entirely concur.

Another recommendation of the Committee, in which also I concur, is, that a scale of penalties should be laid down for delay in sailing, or for over-time in the voyage, and that these penalties should be rigidly enforced; a provision which would be doubly important if the payment for the service were to be a fixed sum, instead of depending on the amount of postage.

In every new, or renewed contract, it is important that provision should be made for sorting letters on board, or (when it is not deemed necessary for this, or for any other purpose, to send a Government officer,) to require that the contractors shall be responsible, through their captain, for the safe custody of the mail bags, and for their proper exchange at the various ports of call.

Having made these remarks on the general subject of contract packets, I abstain from offering any detailed observations upon Mr. Cunard's contract, until I learn from your Lordships whether you determine to renew that contract, or to allow the present term to expire, and then to throw the service open to general competition.

I have, &c.
(signed) *Argyll.*

The Postmaster General to the Lords of the Treasury.

My Lords,

General Post Office, 4 June 1858.

WITH reference to Sir Charles Trevelyan's letter of the 22d ultimo, I have the honour to state, that I concur with my predecessor in the expediency, under ordinary circumstances, of making any subsidy which may be granted for a packet service, bear a proportion to the amount of postage received.

Should your Lordships be indisposed, in the case of Mr. Cunard's contract, to make the whole subsidy depend upon the amount of sea postage, the principle might still be adopted in part, by paying over to Mr. Cunard a portion of this postage, say one-half, and a fixed sum in addition; or by giving him the whole sea postage and a smaller fixed sum.

The estimated amount of sea postage last year obtained by the service in question was about 120,000 *l.*; and, if this be taken as an average, one-half the sea postage, together with a fixed yearly sum of 110,000 *l.*, or the whole sea postage, together with a yearly fixed sum of 50,000 *l.*, would place Mr. Cunard in nearly the same position as at present, provided that no reduction be made in the rates of postage (unless compensated by an increase in the number of letters); that, upon the whole, the speed and regularity of Mr. Cunard's ships, as compared with other ships, continue about the same; and that no material change take place in the relative numbers of fast sailing vessels starting on fixed days.

As regards the rate of postage, your Lordships are aware that an offer has been made to the Post Office of the United States to reduce the rate between the two countries from 1 *s.* the half-ounce letter to 6 *d.*; and, if this offer should be accepted, the immediate effect would no doubt be a large falling off in the amount of postage.

Judging by experience, however, in other similar reductions, it may be assumed that much of the decrease would soon be made good by an augmentation of the number of letters; and if to this increase a further addition be made for the general tendency to a larger correspondence between this country and the United States and British North America, I think it probable that, so far as the matter depends on the rates of postage, the estimate of 120,000 *l.* may prove a fair average of the amount of sea postage in each year of the contract, and that the actual amount will be as likely to exceed that sum as to fall short of it.

With regard to the number of rival packets, it is impossible to speak with any degree of certainty.

We know that there will soon be more Canadian packets on the line, but what course may be adopted by the Government of the United States, I cannot foretell. The Collins' line of steamers has been discontinued, and the United States Post Office is at present sending mails apparently under a series of special contracts, each for a single trip; but it may be presumed that this arrangement is only temporary.

Such uncertainties as these form one great objection to contracts for long periods.

On the general subject of remuneration it may be remarked, that the present payment to Mr. Cunard is at a higher rate than for any other service, being equal to 11 *s.* 4½ *d.* per mile; while the payment for the West Indian service is 10 *s.* 10½ *d.* per mile, that for the East Indian service, 6 *s.* 2 *d.*, and that for the Brazilian, 3 *s.* 10½ *d.*

It should also be stated that the Liverpool, New York, and Philadelphia Steam Ship Company, whose vessels, according to the register kept at Lloyd's, make their voyages at a speed not much inferior to Mr. Cunard's (although the Company, having had no subsidy from Government, have been subject to no penalties for delay), lately offered, on the discontinuance of the Collins' steamers, to carry our mails to and from New York for the amount of postage, by which was understood the amount of sea postage.

As no official information had been received from the United States of the withdrawal of their packets, or of their general intentions on the subject, it was not at that time thought courteous towards the United States Post Office to accept this offer; but since then the United States Post Office has itself, on several occasions, sent mails (which it claims to be considered

considered packet mails) by this Company's vessels, and it is probable that the payment to the Company is even less, indeed much less, than the whole sea postage.

If I am right in this conjecture, and the course adopted by the United States Post Office should continue, the United States will have at least a large portion of their sea service performed at a much less cost than ourselves; since, at the present rate of payment, Mr. Cunard's service, instead of yielding to us a profit, is attended with an annual loss to the British Government of about 53,000 *l*.

In any contract which may be entered into with Mr. Cunard, it would of course be necessary to guard against the Postmaster General being debarred from sending letters, newspapers, &c., by other ships than his, or (with the consent of your Lordships) from altering the rates of postage.

In order to prevent contention, moreover, the decision as to what part of the postage ought fairly to be regarded as sea postage, should be left to the Postmaster General; although, for Mr. Cunard's security, should he desire it, there would be no objection to stipulating that in the two great classes of letters, viz., those which pass direct between this country and the United States, or between this country and British North America, two-thirds of the whole postage should, as at present, be considered as sea postage.

With respect to the safe custody of the mails, I am, after full consideration, satisfied that the present provision in Mr. Cunard's contract, that the commander of every vessel shall take due care of any of Her Majesty's mails which may be entrusted to him, is sufficient. Under this provision, the mails have for some years been placed in the sole charge of the captains of Mr. Cunard's packets, and the result has been very satisfactory.

As the provision forms part of the contract, its habitual or gross neglect would be a breach of covenant endangering the continuance of the whole contract.

As the present contract directs that accommodation shall be provided in the packets for "an officer in Her Majesty's navy, or any other person to be appointed by the said Commissioners, and also a servant of the said officer or other person as aforesaid, if required," it seems scarcely necessary to make any arrangement for the personal accommodation and board of the Post-office clerk and sorter, who would probably be sent in lieu of the naval officer and servant; although, to prevent misconception, it may be well to insert a few words with express reference to this object.

In addition a small room for sorting the mails will be necessary; and I would suggest that it be stipulated that, when required, such room shall be provided to the satisfaction of the Postmaster General; the fittings, however, to be furnished at the cost of the Department.

It would, I think, be convenient if the two existing contracts with Messrs. Cunard, Burns, & M'lvor for the service in question, were to merge into the new contract, so as to have only one document; but it should at all events be provided that I should have the power speedily to introduce the sorting of letters on board Mr. Cunard's packets.

When the draft contract with Messrs. Cunard, Burns, & M'lvor has been prepared, I request that I may have an opportunity of examining it.

I have, &c.
(signed) Colchester.