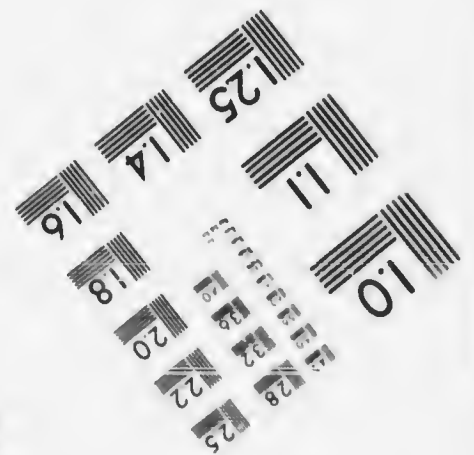
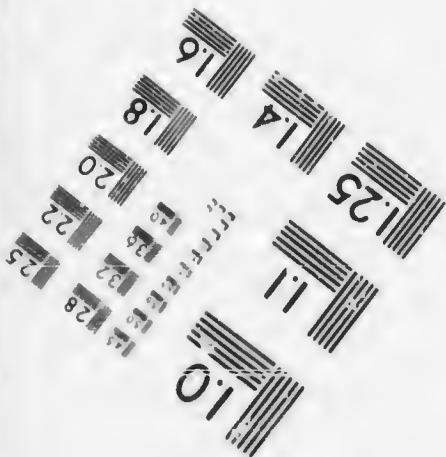
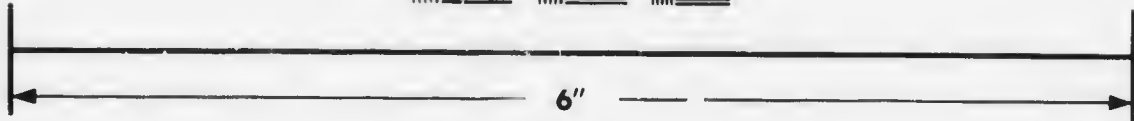
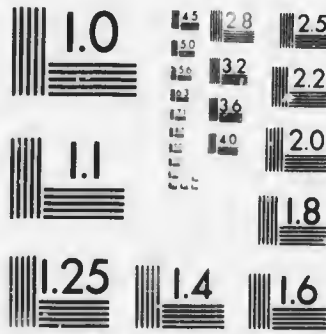


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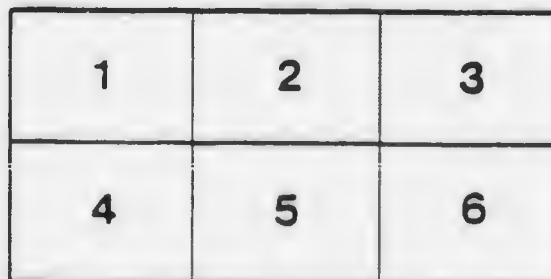
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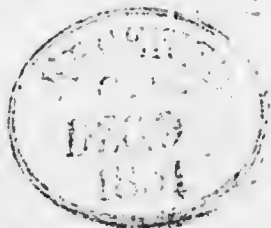
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# REPORT

OF



PROCEEDINGS IN NEWFOUNDLAND,

*WITH A VIEW TO MAKING ST. JOHN'S*

A PORT OF CALL

FOR A

TRANSATLANTIC LINE OF STEAMERS.

1851.

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Printed at the Office of the "Morning Post," St. John's, N. F.

For the Commonwealth of Library







A Meeting of the Inhabitants of St. John's, convened by requisition to the High Sheriff, was held at the Factory, on Saturday, the 20th September, to consider the necessity of adopting such measures as may lead to St. John's being made a Port of Call for a Transatlantic Line of Steamers.—The Hon. William Thomas was called to the Chair, and Ambrose Shea, Esq., M. H. A., was requested to act as Secretary.

The CHAIRMAN, on opening the Meeting, said that no one who had resided in this Colony for even a short period, could have failed to notice the disadvantages under which we labor, for want of an earlier and more regular communication with the Mother Country; but the number and respectability of the requisitionists at whose instance this meeting had been convened, gave promise of more energetic and strenuous efforts to place Newfoundland in her proper position, and to secure to her those advantages to which her extensive commerce and her geographical situation unquestionably entitle her. While Steam is doing wonders for the neighbouring Colonies, said the Chairman, we are completely passed over in the postal arrangements, and our letters are carried five hundred miles beyond us, for no other purpose than to be brought back to us again; thus travelling one thousand miles more than sufficient to reach us by a direct line. I am aware that much prejudice prevails on the other side of the Atlantic, against the establishing of St. John's as a Port of Call for Steamers on their voyage from Great Britain to North America; but if we can succeed in dispelling these prejudices, and can induce our Legislature to augment the grant to any line of transatlantic Steamers touching at this Port, we may shortly accomplish a most desirable object, and prove that this preliminary meeting, and these initiatory proceedings, have not been in vain. But, gentlemen, it will not be sufficient that we have commenced these proceedings with ardour, we must follow them up with unceasing agitation and persevering energy if we would enter-

tain a hope of ultimate success. With these few observations, I beg leave to call on Mr. Robinson, to propose the first resolution.

Mr. ROBINSON, Q. C., in moving the first resolution, spoke nearly as follows:—

I have been deputed to move the first resolution:—

*Resolved*—That the establishment of St. John's as a Port of Call for Steamers between the United Kingdom and the Continent of America, would greatly promote the commercial and general interests of this Colony.

They are not mere words of course, when I declare that I feel it an honor to be called upon first to address this great meeting; great, whether I consider the magnitude of the question involved, or the wealth, number and respectability of those present and represented at this meeting, for every Mercantile Firm in St. John's has subscribed the requisition—or the unanimity that prevails amongst all classes and denominations, lay and clerical, upon the necessity of having Direct Steam Communication between this place and the United Kingdom. Sir, I rejoice that a scheme, which for many years has interested me and engaged my sincere, though feeble advocacy, has at last attracted such general notice, that success would seem now to be not far distant. When the united voice of a whole people combines in demanding the extension of direct Steam Communication to this ancient, though neglected colony, it requires no very sanguine disposition to feel assured that the assistance of both governmental and private resources, necessary to accomplish an object thus desired, and so useful and feasible, will be accorded. Had a similar spirit of unanimity and determination been manifested before, and had such a spirit been followed up with constancy and zeal, I doubt not but that we should now be in the enjoyment of those locomotive advantages which other countries possess; however, better late than never, and if we maintain a steady perseverance in the pursuit of our present object, we surely shall succeed.

The necessity for immediate action on our part is particularly urgent, inasmuch as a general and deep interest in the subject of transatlantic Steam Navigation exists, not only in Ireland—throughout many parts of which country public meetings are being holden, and public companies being incorporated to Navigate the Western Atlantic by

Steam—but also in England and Scotland, and in America. On two former occasions, when application was made from this Colony to the British Government to cause the Atlantic Steamers to call at St. John's, we were told that the contracts had been signed, and that we were too late—it is to prevent such an answer being again given to us that I recommend immediate action, in order that the geographical and pecuniary advantages which St. John's offers, as a Port of Call, may be set before these Companies, before their plans—framed in ignorance of those advantages—shall be matured.

I am not surprised at the strong feeling which exists here in favour of the scheme now under consideration, for the dissatisfaction that prevails at the mode in which our postal communications with Great Britain are at present conducted is deep and general. The plan of carrying our passengers and letters past their destination to Halifax, five hundred and seventy miles, to be returned the same five hundred and seventy miles, is really preposterous, especially when St. John's is such an admirable and safe port; but bad as is the plan, the execution of it during the last few months has been still worse; for since May, when the Mail Steamer between St. John's and Halifax was lost, the postal communication between this port and Nova Scotia has been kept up by sailing merchantmen. It is said that the terms of their contract permit the contractors to dispense with steam in the event of casualties. Should such be the case no blame is fairly attachable to the contractors for this exercise of their discretion, but I do not think the Government that has permitted such a disregard for our conveniences are free from fault, and I hope they will afford us redress by aiding the scheme we have now in hand.

The confidence I feel that Atlantic Steamers will call here, arises from the fact that it will be for the interest of their owners that they should do so. If we prove to Capitalists that it will be to their advantage to make St. John's a Port of Call—they will come fast enough, for the prospect of profit is the strongest attraction to capital. We must address men of business in a temperate manner, setting before them figures which cannot be questioned—facts which cannot be gainsayed, and we must avoid all exaggerations, which are so well calculated to engender distrust, and defeat our object. This is not a new question with us—the feasibility

and profitableness of making St. John's a Port of Call for the Atlantic Steamers has been proved before, and adopted by the Legislature years ago. In 1845, a Select Committee of that body, of which I was the Chairman, took a good deal of evidence upon the subject, and having examined witnesses of intelligence, experience, and honor, transmitted their testimonies to the Home Government, and I now beg to refer you to some parts of that testimony.

St. John's, 15th February, 1845.

The Honourable Captain JAMES MORTON SPEARMAN, examined:—

"I am Collector of Her Majesty's Customs for the Island of Newfoundland and its Dependencies.—I took charge in January, 1833.—During the last six years there has not been a month in the year during which vessels have not arrived at and departed from this Port with cargoes. Last summer I crossed the Atlantic from Liverpool to Halifax in the *Hibernia* Steam-Ship—Captain Rynie. We were not quite ten days making the voyage; during the entire voyage the sea was perfectly calm—there was not sufficient motion in the vessel to upset a glass full of water. When we left Liverpool the Steamer was very deep in the water; during the first two days her speed did not exceed seven knots an hour. At the end of five days she went between eight and nine knots, and gradually increased her speed until she attained about eleven and a half knots, at which rate we were going when we entered Halifax. The same power of Steam was in force during the whole voyage, and the increase of speed resulted from the vessel having been lighter in the water. We passed so close to Newfoundland, that if the Steamer had been destined for St. John's, she would have reached this Port some time during the seventh day from Liverpool, as I was informed by one of the officers. My opinion is—that if the Steamer had left Liverpool with a less quantity of coals, and had come to St. John's direct,—here to have taken in the quantity of coals she omitted to have taken at Liverpool, she would have made the voyage from Liverpool to Halifax, touching at St. John's, in as short, if not a shorter time than she expended in going direct, and would also have saved a great deal of wear and tear to the engines and vessel. The Harbour of St. John's is a remarkably fine one, with deep water and easy of access; there is no rock or shoal to the Eastward of the Harbour's mouth. I have resided a short time in Halifax, and I find that St. John's is less subject to fog than Halifax."

The Honourable ROBERT JOB, examined:—

"I am a Merchant, carrying on trade in Newfoundland and in Liverpool. I have been engaged in the trade of this Colony upwards of thirty years. I have crossed the Atlantic Ocean between thirty and forty times. The Eastern coast of this Island, from Cape St. Francis to Cape Race, is steep and bold. There are no rocks or shoals of any description to endanger vessels making the land. The months during

which fogs prevail are usually May, June and July. These fogs are more dense over the Banks; but however thick they may be there, the atmosphere is generally speaking quite clear within a mile of the shore. I have repeatedly found the wind South at sea, with a thick fog, and as we approached the shore the wind tended more off, and the fog did not reach the land; and such is, I believe, generally found to be the case. The Harbour of St. John's is a very fine one; it is situated on the Eastern point of Newfoundland; there are no dangers to prevent access to it; its depth is sufficient for the largest ships in the Navy; there are no perceptible tides. The Light-house at present on Cape Spear, within three miles of the Harbour's mouth, is of a very superior description, I have seen its light at a distance of thirty miles. There is also a good Light-house at the mouth of the Harbour. The Northern ice generally floats past the Eastern shore of this Island during the months of February, March and April, and reaches often times to Lat. 40 degrees. It opposes as much obstruction to vessels going from England to Halifax as it does to vessels coming from England to this Port. In the month of April it is of frequent occurrence that the sea to the Eastward is clear of ice, the fields having gone by, whilst vessels at that time more to the Southward meet obstructions from it. I am of opinion that if the Cunard Steamers left Liverpool for the Port of St. John's in a lighter trim than they now do (which they could effect on account of the voyage to St. John's being shorter than to Halifax,) here to remain, say twelve hours, and replenish their stock of coals, *they would reach Halifax in a shorter time than they now expend in going direct*, besides lessening the risk and wear and tear of the vessel. There is generally a supply of coals in St. John's, and, from the depth of water alongside of the wharves, great facilities for shipping them."

Mr. JOHN COUSINS, examined:—

"I am Master Mariner. I have been engaged in the trade forty-four years. I have arrived at Newfoundland from England and Foreign Countries during each month in the year. The coast of Newfoundland, from Conception Bay to Cape Race, is a fine bold shore; there is not a rock or a shoal to take up a vessel in making land. The Harbour of St. John's is a safe and commodious one, it is as fine a Harbour as any in the Colony, the water is deep enough for a line of Battle Ship; there are no perceptible tides. The Light-house on Cape Spear affords a fine light, which can be seen upwards of twenty miles at sea; there is a good Harbour Light also.

"The Northern ice along the Eastern side of Newfoundland is generally to be found in most quantities during the months of March and April; the ice in April is softer, more honey-combed, than in March; by April the great body of field ice has generally passed to the Southward, and is found as far as the Bank, off Cape Race. I have, as Master, made several voyages to Nova Scotia; the coast is a very dangerous one from the shoals that lie off it at a considerable distance. Fogs prevail along the coast of Newfoundland and Nova Scotia chiefly during the months of May, June and July; they are thickest on the



Banks. Those that are acquainted with the navigation of Newfoundland boldly run through the fog for the land, and find the atmosphere clear within a mile or a mile and a half of this shore; and the safety and boldness of our coast permit the running-close in shore with impunity. Between St. John's and Cape Race, a distance of about fifty-five miles, there are seven Harbours into which vessels of any size could enter easily and lie safely. A straight line from Liverpool to Halifax would about cut St. John's Harbour.

"In the month of April the ice would present an equal obstruction to vessels bound from England to Halifax as to vessels coming here from Great Britain. I have often approached Newfoundland during the spring months, in clear water, by keeping to the Northward, while the coast was blockaded up to the Southward by the ice which had passed.

"From St. John's to Cape Clear is 1700 miles or thereabouts."

The Honourable CHARLES FOX BENNETT, examined:—

"I am a Merchant carrying on trade in Newfoundland and Bristol. I have been engaged in the trade of this Colony upwards of twenty-five years.

"In former years I was not in the habit of directing my own vessels to come to Newfoundland from England during the winter months, but of late years I have followed a different practice, and should not hesitate to order any vessel of mine, sailing from this port to foreign ports, as late as December or January, to return here direct. The course of trade in this Colony has occasioned the variance, and there is nothing in the climate or the coast of Newfoundland which presents obstacles to its being carried into effect.

"Within the last two weeks two vessels have arrived at this port from Europe without having seen any ice whatever."

"The months of March and April are those in which obstructions from ice most frequently occur. The same obstructions exist as strongly to a voyage from Great Britain to Nova Scotia, viz., the fields of ice which extend past the coast of Newfoundland down to Latitude 40, until they come within the influence of the Gulf of Florida stream.

"The temperature in Newfoundland is not so cold as in Nova Scotia, New Brunswick, or Canada. And the effects of frost upon the paddle wheels of a Steam-boat would not be felt more inconveniently in this Country than on those coasts.

"I have made several voyages in steam vessels as well as in sailing ships, and I have no doubt that the ice which visits these shores could be more easily avoided in the former than in the latter. The use of the Archimedean Screw would, in my judgment, be productive of great benefit in encountering and getting through ice, and would avoid much difficulty and danger that beset paddles. The ice that boats from the North is not attached to the shore, it is broken into large masses, amongst which are lakes of clear water, and through these a Steamer propelled by the Archimedean Screw would proce-

cute her voyage without much difficulty or danger. The presence of quantities of ice, though it be not compact, causes the sea to be smooth even in heavy gales, except on its Eastern edge. It is a common practice with the vessels that prosecute the Seal fishery from this Island, to avoid the violence of an Easterly gale by running into the ice.

"I have twice crossed the Atlantic Ocean in the Cunard Steamers—once in August 1841, and once in August 1844. In 1841, we were, I think, 12 days from Liverpool to Halifax, and I believe the same time last year; on both occasions we experienced after we had been out three or four days very boisterous weather, and shipped some heavy seas; on leaving Liverpool the steamer was very deep in the water, from the quantity of coal she carried; besides her hold being full, she had bags of coal heaped on deck; on her departure her speed did not much exceed seven knots per hour, but as she consumed her coals and got lighter, her speed increased, and she laboured less, until she reached her maximum speed, from eleven to twelve knots, at which rate she went on the day before her arrival at Halifax. On each occasion we passed within twenty miles of the Eastern coast of Newfoundland, and in 1844, we passed close to the fishing boats. If the steamers had left Liverpool with a less quantity of coals on board they would have made much better weather during the heavy gales they experienced, and would have reached their destination in a shorter time.

"The Eastern Coast of Newfoundland is literally free from rocks and shoals—the shore being bold and studded with good harbours. The months during which fogs are prevalent are May, June, July and August. During the thickest fogs that prevail at sea, it is generally clear within half a mile of the shore, except when the wind blows from the South, a point from which it does not frequently blow—fogs prevail as much on the coast of Nova Scotia as on that of Newfoundland, and the former coast is beset by dangers which prevent vessels running during fogs for a harbour with the same confidence that they do on this coast.

"From Cape Canso to Halifax the coast is beset by dangerous shoals and rocks, which extend from the shore a considerable distance.

"I have no doubt that if the Transatlantic Steamers were to leave Liverpool in lighter trim, and come direct to St. John's, here to replenish their stock of coal, they would accomplish their voyage from Liverpool to Halifax, touching at St. John's, in less time than they now expend in going direct to Halifax, notwithstanding the time they might remain in St. John's. I am of opinion that the number of letters that would be transmitted from and received at St. John's by the Steamers would be greatly increased."

Mr. Robinson continued.—Such, Mr. Chairman, is a sample of the evidence that has already been taken upon this important subject, and the facts stated by these witnesses might be confirmed by hundreds—in truth most people connected

with Newfoundland know them to be indisputable, and I should not have troubled this meeting with reference to them, were it not that I am desirous, through the instrumentality of the press, of conveying the information to parties who may feel an interest in steam navigation to our shores, but are ignorant of such facts—and for their sakes, and to prove that parties wholly unconnected with Newfoundland concur in the like testimony, I shall shortly refer to one more piece of testimony. It is the opinion lately given by a near relative of mine, an officer holding high rank in Her Majesty's Navy, and whose experience of Newfoundland, acquired during a somewhat lengthened service on this Station, when in command of two ships of war, entitle his disinterested evidence to much weight. I refer to a pamphlet recently published in England by Rear Admiral Robinson, and which the Admiral wrote more for the purpose of aiding the movement now taking place in Ireland, to make Galway or some other port of that country a terminus of Transatlantic Steam Communication, than with any intention of especially benefiting Newfoundland. He says "We have been told of fogs on the coast of Newfoundland, and of ice islands—what of these impediments? Just this, that these rocks of unknown position are summer visitants floating to the Southward when the Northern ice breaks up, and most abound in June when the days are longest. The fogs no doubt are objectionable during the 250 miles of the iceberg region which a steamer would have to pass through, and she would have to exercise the third of the great precautions—*lead, latitude, look-out*; but be it remembered that the fog and ice difficulties equally exist whether the course be shaped for Belle Isle, for Cape Race, or 100 miles to the Southward of Cape Race, supposing Long Island be made for." There are many able speakers to follow me, and I will not trespass upon the kind attention of this Meeting by dilating upon the advantages that direct Steam Communication would confer upon all classes in this Country, Merchant, Shipowner, Shopkeeper, Landowner, Farmer, Mechanic,—for they are all now convinced of it. Highways are to the Body-politic what veins and arteries are to the Body-corporate. And every additional facility of conveyance, by bringing products more rapidly to their destination, and enabling them the sooner to be applied to the purposes which they are intended, renders large quantities of capital



available for industrious purposes that would otherwise be locked up. But to show to foreign capitalists the safe and profitable field for investment that would be opened to them by making St. John's a Port of Call, on the outward and homeward-bound voyage of Steam Ships plying between the United Kingdom and America, I will put down a few figures, which I believe to be considerably under the true mark, and which are based chiefly upon the present traffic—observe, sir, the present traffic—not taking into account the increase of travelling and freight which increased facilities would, I suppose, occasion here, as they have done every where else.

Actual number of first Cabin Passengers per annum, between the United Kingdom and St. John's, 253, £20 each .....	£5060
Actual number of First Cabin Passengers per annum, between United States, Canada, Nova Scotia, and St. John's. 112, £6 each .....	672
Probable number of Steerage Passengers, 200, £3 each .....	600
Present Legislative Grant per annum .....	1000
Probable amount of freight of dry goods per annum, say 1500 tons, £3 per ton .....	4500
	—————£11832
Probable increase of grant from Newfoundland Legislature, per annum .....	2000
Probable grant from British Government, being only a sum equal to that now paid for carrying the Mails between Halifax and St. John's .....	4100
	—————
Making in all .....	£17932

The last item is the only one which can be deemed speculative, but I would not so far wrong the British Government—our parent Country—as to doubt its willingness to extend to Newfoundland the same patronage and support it has accorded to other Colonies, and to aid a scheme productive of such vast benefits to this Colony and serviceable to the British public. If the British Government were to grant annually £20,000 for direct Steam Communication to Newfoundland, the money would be wisely bestowed, and return a large profit, in the increase of comfort and prosperity—social and mercantile,—to the people of this Colony.

But, Sir, the sum of £17932 sterling affords a large margin for deductions, and would still leave a handsome encouragement to Steam Companies to make St. John's a Port of Call, which I foretell will speedily be the case, when the erroneous ideas as to our supposed physical impediments

shall be removed, and our geographical advantages shall be properly brought under their notice.

One word more, Sir,—let it not be supposed that we are wedded to any particular line of Steamers in desiring to have St. John's made a Port of Call, we shall be glad to avail ourselves of the services of any Company. We do not care very much whether England, Ireland, or Scotland, be the Eastern terminus, or British America or the United States be the Western terminus of the line. If the Steam-ships be but efficient and their calls be regular, they shall have our hearty welcome, and, what they will prize perhaps as much, our good money.

Mr. Robinson then again read the resolution.

Mr. McBRIDE, in seconding the resolution, said that after the able and explanatory speech of Mr. Robinson, but little was left for him to say. If, however, the proceedings were carried out with the spirit that animated the present Meeting, he had no doubt their object would be attained before this day twelve months.

The resolution was then put and carried unanimously.

Honourable C. F. BENNETT considered that the Meeting of this day would form a happy epoch in the annals of this Country, if carried out with that energy by which the public now seemed animated on this important question. The great advantages to the Colony had been spoken of, but this was not enough, for it was necessary to show capitalists abroad that the measure was one in which they might invest with an assurance of satisfactory results. Mr. Robinson had clearly shown this; and the view was that which it was most essential they should steadily make manifest. For his own part, after many years' experience of voyages across the Atlantic, he had not a shadow of doubt that important advantages would result to the Transatlantic Steamers from making St. John's a Port of Call. He had recently come out in the *Canada*, when they passed within view of Cape Spear Light, and had they been bound here, might have landed in six days and a half from Liverpool. But they were not confined to the consideration of the Cunard line, for it was in contemplation to start a line from the west of Ireland, which would make a day's consumption of coal difference, and would enable boats leaving there

to sail with three days' less coal than is required by the boats leaving Liverpool for Halifax—the distance from here to the latter port being two days' sail for first class Steamers, instead of delay, *time would be saved by calling here*, for the superior speed acquired by the diminution in the quantity of coal they would require, would more than compensate for the time that would be occupied in their stay here. When first the *Canada* left on the voyage he spoke of, her speed did not exceed nine to ten knots for some days, but when she approached the Banks, after the consumption of so much coal, her rate was increased to twelve and thirteen knots. By coming here a great advantage would also arise with reference to fog, this part of our coast being usually free from its visitations;—and the vessels would have the advantage of a good departure, which would aid them much in making the Nova Scotia shore where fog was so prevalent. Mr. Bennett stated that a line on the globe showed St. John's to be in the direct course of these vessels, and observed also that by adopting the Northern route the dangers which the numerous fishing vessels on the Banks during Summer and in a thick fog presented, as well as the Virgin Rocks, also very dangerous on the Southern route, would both be avoided; and after pointing out other strong reasons in favor of his case, proposed the following Resolution:—

*Resolved*,—That the geographical position of St. John's, being the most Eastern land on this side of the Atlantic, situated on a promontory, and directly in the route between the other British North American Provinces and the United Kingdom, and distant from Ireland 1065 miles only, seems obviously to point it out as a Port of Call for Atlantic Steamers; and when, in addition to its position, the harbour of St. John's possesses the advantages of being capacious, and yet landlocked—of having a depth of water and absence of tides which enable the largest ships afloat to enter and leave at all hours, and that no shoal or hidden danger exists a quarter of a mile off the land from Cape St. Francis to Cape Race,—it is manifest that the Port of St. John's presents facilities and conveniences for Steamers which cannot be surpassed in any port in the world, and which require only to be known to be duly appreciated.

The Honourable the SPEAKER, in seconding the Resolution, spoke of the gratifying spectacle the meeting presented, there being assembled men of every class and creed, and shade of opinion, manifesting the interest they took in this

highly utilitarian project. He referred to the masterly way in which the details had been presented to the meeting by Mr. Robinson, and of the credit due to that gentleman for the great interest he had taken in this movement. But he (the Speaker) did say that the question now before them was no longer a matter of taste or feeling—it had become a matter of necessity for every country that aspired to any degree of importance, to secure a place in the great progressional movements that were now taking place in every portion of the world. But it was necessary to move capitalists, and with this view, the appointment of a standing Committee was most essential, to open and follow out correspondence with every quarter from which they could hope for a favourable issue. He thought it useless to direct any attention to the old lines which had hitherto been successful. But from some of the new lines they would probably find co-operation. In Ireland the question of making some portion of that country an Atlantic Packet Station had been taken up as a national question, and Horace Greely, from New York, who attended a late meeting in Dublin, spoke of the great probability of the measure receiving assistance in America. Now, if they could attract the attention of the promoters of that undertaking, their views might probably be carried out. But they cared not from what quarter they received co-operation—England, Ireland, or Scotland—from any quarter let it come, and our purposes will be answered. It would be the duty of the Committee to remove prejudices conceived in ignorance and fostered by interested misrepresentation; to show the local advantages we can offer; to refer to the almost certainty of the increase of the Legislative grant to £3000 a-year. Their movements must be energetic—it would not do to remain in apathy while all the world around us is in motion. He trusted that the public mind would be aroused to the grievances of the present mail contract, and that they would carry their complaint to the House of Commons, where alone such jobs can be successfully denounced. He hoped too that the Local Executive would be moved by the spirit that was manifested here to-day, and that the Executive Councillors who were present would be animated by similar impulses at the Council Board. See in Nova Scotia what had been done by one man acting under the influence of a well ordered system of Government. To most men the

project had seemed Utopian, but they saw the success that had waited on Mr. Howe's efforts, which realised the splendid result of a loan of seven millions from the British Government, for a work which must ultimately raise the British Provinces to a position of greatness. He trusted that a greater spirit of utility would hereafter mark our public proceedings, and he could not but confess that the present was a most important step in the right direction.

The Resolution was then put, and unanimously agreed to.

The Honourable LAURENCE O'BRIEN, in moving the third Resolution, observed, that if the last Speaker had reason to complain of the first one in forestalling him, he (Mr. O'B.) had still greater cause to complain of the arrangement of the Committee, which, instead of keeping back the talented speakers till the last, to wind up with, had put them in the foreground, and thus completely forestalled such speakers as himself.

The hon. gentleman spoke of the many opportunities he had, of contrasting fog on the coast of Nova Scotia, and its other dangers, with the coast of Newfoundland, which latter was generally so much more clear of fog, and free from those other dangers, to which the coast of Nova Scotia is so greatly exposed.

He alluded to the misapprehensions which are entertained abroad of this Colony and all connected with it, and the prejudicial impressions which there exist, and which a closer intimacy with us would entirely dissipate. He also shewed the great loss and inconvenience arising from the present system, as well as the absurdity of passengers from England being carried five hundred miles past their homes, only to be carried five hundred miles back to them.

We had claims on the Imperial Government, and had a right to ask and to expect it to help us, for it owed us much; and while Great Britain had been most liberal to her other Colonies, we were so far from receiving any benefits at her hands, that we had only experienced injury, for she had given away our best trade, instead of extending to us her support, encouragement, and fostering care.

In conclusion, he thought that means should be adopted for the appointment and support of an Agent at Home, who would make the advocacy of the interests of this Colony his



peculiar business and his constant care, and rap at the door of the Government until he obtained for us redress.

Mr. O'Brien then proposed the following Resolution:—

*Resolved*,—That the prevalence of fog and ice, on this coast, and the consequent dangers, are much misunderstood and exaggerated abroad—fogs are known from experience not to prevail with so much density or frequency on the coast between Cape Bonavista and St. John's, as on the coast of Nova Scotia; the fog from the Banks but seldom reaching close to the shore on this part of the Island. And with regard to ice, it is only in the months of March and April (and then not invariably), that any difficulty can be apprehended in making this port.

KENNETH McLEA, Esq., in seconding this Resolution, observed, that so much had been already said upon every part of the subject which the Meeting had been called upon to discuss, that he found but little left for him to say. He could add his testimony, however, to that of others, relative to this coast being generally clear of fog, while that of Halifax was quite the contrary; he had been there several times, and only once found it clear of fog.

The Resolution was then unanimously carried.

G. T. BROOKING, Esq., rose to propose the fourth Resolution, and said, Mr. Chairman, the Resolution I have just read to the Meeting is such as I am sure will meet with a hearty reception from the present Meeting, and my only fear is that too much reliance will be placed by many on the unanimity which has so fully characterised the proceedings of to-day, and that after leaving the present Meeting many will forget that the work attending the attainment of the object we all have in view is only now beginning. There are several points embodied in the Resolution I have submitted to the Meeting, and so much has already been said on the geographical position of St. John's, the plentiful supply of coals to be had here at all times, and the cordial reception that will most certainly attend a renewed application to the Legislature for an increased grant for the promotion of Direct Steam Navigation, that I pass over these subjects, merely observing that I consider no better appropriation of public money, for a limited period, can be made than by affording assistance to some company or individual willing to undertake a Direct Steam Communication between the United

Kingdom and this Island. I do not consider that any benefit can arise to us by endeavouring to divert from their present route any contract Steam Packets; but I am of opinion that in addition to a renewed application to our Local Legislature, we should bring the subject of Direct Steam Communication under the consideration of the Imperial Government, and that we should seek to obtain from the Lords of the Admiralty a grant of money for a certain number of years; and I think we may the more confidently apply when we find that, in addition to the regular Mail conveyance by contract Steam from *Halifax to Bermuda*, an annual grant of above £2000 sterling for a period of ten years has been granted to promote Steam Communication between *New York, Bermuda and the Island of St. Thomas*. I offer these last remarks subject to correction by a gentleman present, should I have stated any thing in error. I would now proceed to offer a few remarks on the mode that I think we should adopt to secure the object we all have in view. I consider the nomination of a working committee as most essential, and that the service of an active and energetic Secretary should be engaged to follow up the matter; that a pamphlet should be prepared embodying full details of the proceedings of to-day; and that such statistics and other information should be added as might prove of service to any intending speculators, and of interest to us all. To accomplish this object, I think that with the cordial concurrence of so many members of the Council and Assembly as we find present here to-day, we may safely apply to His Honour the Administrator of the Government for a sum of £100 sterling, to defray contingent expenses. We should then proceed to lay before the public as early as possible full information, and should place ourselves in communication with such persons as are likely to advance the cause we have taken in hand, and I think we may hope that the present important year of 1851, so replete with advantages to other countries, may not pass away without our having the satisfaction of recording, that in this present year we have been enabled to secure to this old, ancient, and loyal Colony, the establishment of Direct Steam Communication with the Mother Country.

Mr. Brooking then proposed the following Resolution:—  
*Resolved*,—That in addition to the Geographical position and natural advantages of the port of St. John's; the plentiful and cheap

supply of coal which can always be had here; the freight and passengers that would offer to and from this Island; the aid which the Legislature would afford to any Company or Individual to establish Direct Steam Communication between it and the United Kingdom, or to include it in any more extended route, present many and important inducements to Proprietors of Steam Ships, to make St. John's a Port of Call.

JAMES S. CLIFT, Esq., said, it was with great pleasure that he seconded the Resolution, and the clear and satisfactory manner in which the speakers who preceded him had shewn the great advantages to all from the proposed undertaking, induced the hope that their efforts would not be relaxed until success triumphantly crowned them, and this Country should be raised from that obscurity in which she so long and so unfairly had been kept.

The Resolution was then unanimously passed.

The Honourable E. M. ARCHIBALD, Her Majesty's Attorney General, in proposing the next Resolution, said,—Mr. Chairman, the Resolution which I have been requested to propose, and which I have much pleasure in offering for the adoption of this meeting; is one which, while it announces a self-evident proposition, embodies at the same time one of the most important—if not the most important consideration, in the project of Direct Steam Communication with the Mother Country and with the leading Commercial Cities on the continent of America. It is as follows. [Here he read the Resolution.] Of the vast importance of the geographical position of the Island which we inhabit, a glance at the chart of the Atlantic ocean must be sufficient to convince any reasonable man. Nature has conferred upon Newfoundland, in this respect, advantages which, if rightly improved, must be followed by results which the most sagacious and far-seeing among us can hardly foretell or conceive. The numerous and obvious advantages of our position in reference to steam navigation alone, have been already forcibly and eloquently described by those who have preceded me. Nothing is left for me to say on that subject, and little, indeed, on the kindred subject of the resolution which I hold in my hand. But, sir, while the establishment of a line of Electric Telegraph across this Island, to be connected with the main land of America, will be attended with benefits, social, political, and commercial, as well to ourselves as to mankind at large, it re-



quires but little reasoning to shew that its establishment must, at the same time, of necessity, have a powerful re-action upon Direct Steam Communication with Europe and the neighbouring Continent; that, in fact, with the accomplishment of either of these projects, the other must follow and flourish as a matter of course. I have heard some few, but they were, I am happy to say, very few persons, who have ridiculed the project of Telegraphic Communication with the neighbouring continent. Now if ever there was one act or proceeding of our Legislature, and I am proud to say it was an unanimous one, by which we have commanded the respect of people abroad, it was that by which we held out facilities for the formation of a line of Electric Telegraph to Cape Ray. The liberal encouragement which we gave it, proclaimed to all the rest of the world, as was just now said, that we were honest in our estimate of its importance, and sincere in our belief of its practicability. Observe how this act of ours is noticed elsewhere. At New York as well as at Liverpool—at Cork and at Boston, it is characterized as a most public spirited enterprize—nay, more—it is pronounced a grand desideratum in the communication of intelligence between the Old and New World, and eager eyes are elsewhere looking forward with the deepest interest to its success. Aye, and chimerical as it may appear to some, yet with a firm faith in the progressiveness of science to furnish some practicable means of communicating by a submarine line with the continent,—and with the confidence which I have in the intelligence, and persevering industry of the gentleman who is conducting the preliminary survey, I have not the slightest doubt it will be successfully established. If, Mr. Chairman, our sagacious republican neighbours are quietly extending a line of telegraph for some four thousand miles through deserts and wildernesses, over the snowy summits of the rocky mountains, and among tribes of the rudest savages, in order that the dwellers on the respective shores of the Atlantic and Pacific Oceans may hold immediate communication with each other, is the building of a line of some few hundred miles through our own colony, to be ultimately connected with the main land, too grand or too arduous an undertaking? But how will this, it may be said, promote Direct Steam Communication with Europe and America? I answer, in two ways—first, as regards ourselves, it will de-

velop and greatly extend our commercial resources, and, consequently, make our Island, from its merely increased mercantile importance, the resort of steamers, and a new centre of steam navigation traffic; and, secondly, it must make Newfoundland the medium, as is declared in this Resolution, by which the most rapid intelligence will be transmitted between Europe and America—not the rare and occasional medium of transmission, but the great Common Highway of intelligence between the two continents. And, first, as to its beneficial influence on ourselves: looking at the grand staple of our trade, is it not manifest that while reports of the state of the respective markets of Jamaica, Havana and Porto Rico, are communicated to Halifax and Montreal within the short space of six days, and next year will be communicated in even less time, we who are kept a fortnight, or three weeks, it may be longer, in ignorance of this important intelligence, must compete at a vast disadvantage with our rivals in the same trade? Will not our placing ourselves upon an equality with the continental provinces, in point of intelligence from the West India Markets, give us, in turn, a preponderating advantage over our neighbours? But, Sir, wherever telegraphic communication has been established in the Western World, its beneficial influence upon commerce has been incalculable. There are now leading from New York to other commercial emporiums some eight or ten lines of telegraph in constant operation. I have been informed, on what I believe to be reliable authority, that the trade between the two towns of Halifax and St. John, N. B., has been doubled since the opening of telegraphic communication between them, mainly if not entirely owing to that cause,—and no wonder, for by this magnetic agency dealers in the larger commodities common to the trade of both places may command, as customers, the inhabitants of both at the same. A sale, for instance, of West India or Foreign European produce, advertised this morning in Halifax to take place in the course of the day, on any of the public wharves there, is communicated to parties in New Brunswick dealing in the merchandize in question, and in return, instructions to buy at prices governed by a knowledge of the state of the New Brunswick market, are instantaneously transmitted, even while the Auctioneer, it may be, is pausing for a bid, and the whole lot, con-

sequently, may be knocked down to a bryer three hundred miles away. It would occupy too much time to offer illustrations, which may be easily imagined, and of which I have just given you a homely one, of the inestimable advantages of telegraphic communication to commercial men in this Hemisphere; to dispense with it where once established, would be to revert to a state of partial barbarism. I will mention but one other instance which lately came under my own knowledge. A merchant in Halifax, at whose table I was sitting a few days ago, told me he had, an hour before he sent off a telegraphic message to Porto Rico, in consequence of recent intelligence, to countermand the lading of his ship with sugars, as I understood, at prices named and advised when the vessel had sailed some three weeks previously. Upon enquiring how long the message would be in reaching his correspondent, and what would be the cost of it; he replied, that his message was *then* in New York, in time for the Steamer of the same afternoon for Havana, and would reach Ponce in less than seven days—that it might cost him some three dollars, but would in all probability save him £300! But, Mr. Chairman, the formation of a line of telegraphic communication with Quebec will be attended with equal if not greater commercial advantages to us, than those which will result from the like communication with the West Indian or even the South American markets. The fertile regions of Canada, and the Far West of America, are rapidly becoming the cheap food-producing countries of the world. A commerce is springing up on the shores of her vast inland seas, the future extent of which no man living can estimate. Of these regions the St. Lawrence has been destined by nature as the grand outlet; placed, therefore, as Newfoundland is, across the very mouth of this great highway of trade, and yet standing almost midway between Europe and America, the establishment of the telegraph and its necessary consequence of Steam Communication with Canada, must lead to a great and growing trade with the interior of the continent. I look forward, Sir, to the time not far distant when Newfoundland will become one of the great entrepôts of the commerce of Canada—when the screw propellers and large trading schooners of the lakes will voyage out thus far on the great ocean, freighted with the bulky agricultural produce of the interior, and will take back in exchange not only

three hundred fish and oil and herrings, for which there will be a vastly  
 extended demand, but the products of the tropics and other  
 foreign climes; and when our own shipping will largely par-  
 ticipate in the same traffic. I anticipate the period when capa-  
 cious warehouses will be constructed in St. John's and Trepa-  
 sey for the accommodation of this traffic, and when we shall  
 become one of the great winter storehouses of Canadian pro-  
 duce; for when the telegraph shall be in operation from  
 Toronto and Montreal, upon any sudden fluctuation of prices  
 in Europe, of which we shall receive and transmit the earliest  
 intelligence, mark the superiority of the advantages of our  
 position over those of the more westerly ports of Boston,  
 of Portland and of Halifax, both in point of economy and  
 despatch, in the transshipment of cargoes to any particular  
 place on the other side of the Atlantic. But, secondly, con-  
 sider the influence upon Direct Steam Navigation to and  
 from this port which will be produced by the making New-  
 foundland, as is stated in this resolution, the medium of the  
 most rapid transmission of intelligence, which will be a  
 necessary result of the formation of the electric telegraph.—  
 At the present day one common pulse beats in the commer-  
 cial world of Great Britain and of the United States; and in  
 this respect the Atlantic no more separates them, than the  
 Thames separates London from Southwark. It is not so  
 much by the rapid conveyance of the products of nature and  
 art, nor indeed of passengers, as by the speedy transmission  
 of political and commercial news, that the importance of  
 steam Navigation on the Atlantic is now estimated. The  
 press of Boston and New York alone pay several thousands  
 of pounds yearly for the transmission of European intelli-  
 gence to and from Halifax, only a day and a half in advance  
 of the Steamer. This is from no idle curiosity, but from the  
 substantial advantages derived from the intelligence to those  
 who seek it. But the time is fast approaching when the  
 saving of one hour in the transmission of intelligence will be  
 no less importance; and inhabiting as we do the extreme  
 western prominence of America, we may by the telegraph  
 forward to all parts of the Continent, European news four or  
 five days in advance of the arrival of Steamers at New York.  
 With the successful accomplishment of this undertaking,  
 we can hardly doubt that a fleet Steamer will be stationed  
 at our harbour, ready for sea at the shortest notice; for

upon the occurrence of any highly important political or commercial event at Toronto or at Washington, at New Orleans, or St. Francisco, be it even at Mexico or Valparaiso, it will be but to telegraph it on to this point, from whence, within an hour's time, the intelligence will be in the course of transmission to the nearest port in Europe. Let us look back barely thirteen years to the first trembling experiment of navigating a Steam-ship across the Western Ocean, and contrast with it the numbers of powerful and stately ships now rapidly making the transit in constant succession;—much as we admire these noble productions of art, they will, with the never-ceasing improvements in naval architecture, and with the progress of science, be in turn vastly surpassed by those which are yet to follow them. When our telegraph is fairly established, not one of these Steamers can well afford to pass us without communicating, if it be practicable; since, if she does not, intelligence by a Steamer leaving Europe three or four days later, and transmitted by our telegraph, will anticipate the news by the earlier ship. We shall, in effect, hold out a magnetic attraction which will inevitably draw them to our shores.—I have thus, Mr. Chairman, briefly stated how, in my judgment, the telegraph and Direct Steam Communication will naturally act and re-act upon each other. One word about the fogs on our shores; no one present, perhaps, has had better opportunities than myself of comparing the relative merits or demerits in this respect of Halifax and of this port—and I can confidently state that the approach to St. John's is by no means so much impeded by fog as the port of Halifax; and yet we hear nothing of the bugbear of fogs at the latter place. Our prospects of success in inducing Steamers to call here will, in the first instance, be more likely to be realized by an application to some of the new Atlantic Steam Navigation Companies now springing into existence. If a line to Canada be established, it will call here almost as a matter of course, and to secure so desirable an object, we shall act wisely in offering increased pecuniary encouragement. It would, indeed, be politic as well as profitable for our merchants to take stock, if the opportunity be offered, in any line touching here—and, doubtless, the Imperial Government would add a handsome bounty for the conveying of a Direct Monthly Mail. With these observations, sir, I beg to propose the Resolution—



*Resolved*,—That the establishment of the line of Electric Telegraph now in progress to connect St. John's with the continent of America, will make this port the medium by which the most rapid transmission of intelligence can be effected between both sides of the Atlantic.

ROBERT H. JOB, Esq., after the able speech of the Attorney General, felt how unnecessary it would be for him to occupy the time of the Meeting. There could be no second opinion as to the great results of the telegraph across this Island connecting us with the Continent, and the ability and energy of the gentleman engaged in the survey, gave them the best assurance that the work would be brought to a successful completion.

The Resolution then passed.

ROBERT PROWSE, Esq., in rising to propose the next Resolution, referred to the interest the public took in the question on which they were assembled, as evidenced by the respectability of the Meeting. The feeling that was evinced showed they were in earnest, and that they had taken the matter up with a determination to leave no means untried by which they might arrive at a successful result. He had listened, as he was sure they all had, to the interesting and beautiful remarks of the Hon. the Attorney General, in which the probable results of the Cape Ray Telegraph were illustrated with masterly skill. The hon. gentleman had put the question of the Telegraph in a light that must awaken the serious attention of commercial men to the advantages it will offer to the Trade of both sides of the Atlantic. The resolution he was about to propose went to pray the Imperial Government for a grant in aid of our present endeavours; but was not the measure in reality of more consequence to the Trade of the United Kingdom, as leading to the establishment of that which will be the shortest route across the Atlantic for the transmission of intelligence? We have had (said Mr. P.) much cause of complaint from the neglect of the Imperial Government, and the manner in which our fishing rights have been given away to Foreigners, and the claim we now prefer is made with a good grace, and I cannot believe in the possibility of its refusal.

Mr. Prowse then moved the following Resolution:—

*Resolved*,—That a memorial be forthwith prepared, and forwarded to the Right Hon. the Secretary of State for the Colonies, praying

that Her Majesty's Government will grant a sum in aid of the project of making St. John's a Port of Call for a Transatlantic Line of Steamers.

P. F. LITTLE, Esq., M. H. A., in seconding the Resolution, said—It must be highly gratifying to every person having the welfare of this Island at heart, to perceive that public attention has been fully aroused to the importance of this subject, and that prompt and energetic measures will be taken to secure for Newfoundland a participation in the benefits of Direct Steam Communication with the United Kingdom and the great Continent of America. Were it not for a singular fatuity heretofore attending the vital interests of this Colony, it should, ere this, have enjoyed this powerful agency of social, physical, and commercial progress. It is useless, however, to repine at the past, though from it we may learn a salutary lesson of reliance on our own exertions and resources. The British Government may aid us in this enterprize, and thus at length extend to us a share of that parental succor and regard which we have a right to expect. This is essentially a commercial country, possessing all the elements of future greatness. It requires the strong arm of a fostering government to protect its rights, and more capital and enterprize to develop its vast resources, which are at present unknown abroad, and therefore unappreciated. If the Americans knew as much of the value of this Country as they seem to know of *Cuba*, we should probably hear the alarm of threatened invasion sounded, the moment the slightest difference should occur between the Imperial Government and the neighbouring Republic. Lashed on the one side by the Atlantic Ocean, whose waves roll within sight of our doors, on another by the Gulf of St. Lawrence, with shores of unequalled boldness, and an unusual depth of water to their verge—abounding with noble harbours of easy access, and safe anchorage for the largest ships; this Island shall nevertheless be distanced in the race of improvement, if we fail to avail ourselves of steam power in turning its superior capabilities to advantage. If we hope to prosper we must extend our commercial relations into the heart of the neighbouring continent; nor should we rest satisfied until the woodman, who is reclaiming verdant and prolific fields from the wilderness along the great Canadian lakes, and the farmers along the great valleys of the St. Lawrence and the Mississippi, shall become fami-

for with the products and history of our Ocean Island, and thus stimulate a desire for mutual intercourse and trade between them and our hardy and enterprising population. It is thus that the millions who live by the sweat of their brow in different climes contribute to the mutual happiness of each other, and I trust the day is not far distant when reciprocal free trade shall be established between all these colonies and the United States. This step will prove an introduction to that desirable end. I presume, therefore, that no argument is necessary to shew that this project would be highly *advantageous* to this country; that it is *practicable* is equally clear; that it will be *profitable* to those who may embark in the speculation. I shall demonstrate by a reference to facts and figures: and it will then only remain for us to attract foreign capitalists to the undertaking, and success must crown our efforts. The present mode of conveyance for passengers from this Island to the United Kingdom and the United States is by sailing vessels, and we are now even without a Steam Packet between this port and Halifax. I shall not dwell on the loss of time—so important to business men—the hardships and inconveniences that passengers have thus suffered. They deter many from going on a voyage. But even under such disadvantages, I find by the Customs' Returns

THE NUMBER OF CABIN PASSENGERS IN 1840 AND 1850

From the United Kingdom direct to this port, was.....	102	73
To the United Kingdom direct.....	53	105
To and from the United Kingdom, <i>via</i> Halifax.....	61	50
	<hr/>	<hr/>
	216	223
	<hr/>	<hr/>
Making an average of .....	222	
To the United States direct .....	25	71
From the United States direct .....	7	21
To and from the United States, <i>via</i> Halifax.....	100	100
	<hr/>	<hr/>
	132	192
	<hr/>	<hr/>
Making an average of .....	162	
Now if we allow the moderate rate £20 sterling for each		
of the 222 passengers to and from the United Kingdom,		
that will produce .....	£4,440	0 0
At £1 25 each for the 162 to and from the United States		
will yield .....	810	0 0
	<hr/>	<hr/>
	£5,250	0 0



	Brought forward	£5,250	0	0
Probable increase of Passengers by substituting steam for sailing vessels—say at least fifty per cent . . . . .	}	2,625	0	0
To which add the probable local Legislative grant . . . . .		2,500	0	0
Freight, at least £2000, or . . . . .		2,500	0	0
Making with a degree of certainty the sum of . . . . .		£12,875	0	0

And if an Imperial Grant can be had to the extent of £3000, we shall have a grand total of £15,875 sterling for this service, exclusive of the amount to be derived from steerage passengers, which would be considerable. I know that I have rather underrated the number of cabin passengers for those two years, but it is better to err on the safe side than attempt to mislead by making exaggerated statements that might not be borne out by the facts. The number to and from the United States increased last year by the running of one regular trader, a small sailing vessel, from this port to Boston; and that increase is only an indication of a desire, I might say a necessity, for a far more extensive intercourse, which would be realised by Steam Communication to an extent of at least fifty per cent. above the estimate for the past. Judging from the business steamers have always created for themselves, wherever they have been regularly plying, and the growing character of our trade, our annual imports being about £850,000, and our exports about £1,000,000—our enterprising population being about 120,000—our annual revenue over £65,000; and the amount of British manufactured goods annually imported being about £270,000; I am confident the amount which I have named both for freight and passengers is indeed moderate. In 1821 the first steamer plied between England and Ireland. Now employment is given between these two Countries to about 500 steamers. Every navigable lake and river in the United States, of any note, is in constant agitation with freighted steamers; 500, it is said, ply on the Mississippi, and the capital invested in them amounts to about four millions of dollars. The Cunard steam-ships have paid at Boston, since they have been running, ten years, duties upon imported goods amounting to \$7,965,149. The tables show that on the commencement of the New York lines, the amount of import duties fell off nearly one-half, but on the third succeeding year they again increased to an amount exceeding that of any previous year. In 1850, the duties were over

one million and a quarter. The number of passengers inward, in the first five years, was 7,598, or an annual average of 1,491. The number outward averaged about 10 per cent. less than the above. As to the Legislative grant, judging from the spirit displayed in voting £1000 a-year for three years, upon the petition which I have the honor of presenting, towards the end of last session I am pretty sure there will be as little difficulty in securing the sum I have named in the estimate. Let us now confidently appeal to the British Government for assistance, and we shall be gratified to receive the sum I have stated as an instalment of the large debt which the greatest commercial nation in the world owes to one of its most valuable offspring. If it has, at the cost of some millions of pounds, enabled the Canadians to navigate 1,600 miles into the interior of their fine country; if it has tendered a loan of seven millions to complete a railway from the Atlantic to Quebec; if it has vastly expanded the commerce of the United States by the handsome bounty allowed to the Cunard line of Steamers; if it has not even forgotten the West India Islands, besides all it has done in the East, surely it will not, it cannot, overlook the claims of this, its nearest, most ancient and faithful American dependency.

The Resolution on being put was passed with acclamation.

NICHOLAS STARR, Esq., in proposing the next Resolution, said—the gentleman who had just sat down very properly remarked that before any capitalists would be induced to embark their capital in any new steam undertaking, it must be shown to them that there would not only be a chance, but every reasonable probability, that it would pay them a good interest for their outlay. The resolution just adopted by this meeting was for the purpose of asking the British Government to assist us with a grant of money to carry out the object of the meeting, and the resolution he had now the honor to propose, was one, that if agreed to, would enable us to go to the Home Government with more confidence and more hope of success, when they find that we are ready and willing to put our shoulders to the wheel, and before asking aid from them, to show that we are resolved to do as much as our means will permit of, to further so desirable an undertaking. For this purpose our Legislature in their last

session voted £1000 per annum for three years,—but Mr. Robinson, in his address, had named £3000 as a sum which should endeavour to obtain, and that suggestion was responded to by the Hon. the Speaker, and the Members of the Legislature present, in such a manner, that there could be no doubt, but on a petition emanating from this meeting, that sum for an extended period will be unanimously and cheerfully voted. A liberal expenditure of money is in many cases the wisest economy, and such, he conceived, would be the case in this instance, as it may the sooner lead to our obtaining Direct Steam Communication with Great Britain, so very desirable for the interests of the Colony. See the position in which we are now placed! Yesterday only our Mail probably left Halifax, and cannot be expected here for some days. The news she will bring us has by this time been carried all over Canada and the United States. Situated as we are, on an Island about one thousand seven hundred miles from the Mother Country, yet the nearest steam route, and the only one by which our letters are carried, is via Halifax and Sydney, a distance of two thousand seven hundred miles—a short way truly to reach Newfoundland! It would be better for us, as far as regards Postal arrangements, to be in the backwoods of Canada, than in this Colony, though we are nearly midway between Liverpool and New York. Look again, sir, at the disadvantages in which Merchants are here placed, compared with those in Halifax. A Merchant in England wishing to enter into a speculation either here or in Nova Scotia, addresses a letter to a party here, and another to his correspondent at Halifax. Before the letter for this leaves Halifax, an answer from his Nova Scotian correspondent is on its way to England, and by the time or very soon after we receive his letter, he has his answer from the other party, and a period of nearly three weeks must elapse before he receives ours,—what chance have we, then, against the Halifax merchant? None. And this is a position we ought not to be placed in. The other Colonists and strangers must have wondered at the apathy we have hitherto manifested in the matter, to see our letters and passengers carried by our doors five hundred miles to be brought back again after a delay of ten days, with scarcely a remonstrance being made; it would appear as if we were only now being aroused to a sense of our rights, and what the interest of

trade demands. He could not doubt but our application  
 will be successful, and if the present movement be fol-  
 lowed up with energy by the people, the Legislature and the  
 Government, it must in a short time give us Direct Steam  
 Communication, and place us on an equal footing with the  
 other Colonies; and that in a time when a Mail can be con-  
 veyed to the East Indies in twenty-eight or thirty days, it  
 shall no longer have to be said that it will take twenty days  
 to bring it to Newfoundland. His resolution had also a re-  
 ference to the line of Electric Telegraph now under survey  
 between this and Cape Ray. The hon. the Attorney Gen-  
 eral had ably referred to the advantages which must accrue  
 to this Colony on the completion of that line, which will not  
 only bring us within a few hours' communication of Nova  
 Scotia, Canada and the United States, but within a few days'  
 communication with the West Indies, the advantages of  
 which were so forcibly pointed out by that gentleman, in the  
 circumstance which took place in Halifax, by the communi-  
 cation via Telegraph and Steamer to Porto Rico in about  
 seven days, by which a Merchant was enabled to save some  
 hundreds of pounds. The large quantities of Sugar and  
 Molasses brought into this market, a great part of which is  
 purchased and sent to Canada, and the increasing trade be-  
 tween the two Colonies, will point out the great advantage  
 that would be derived to both, if by Telegraphic Communi-  
 cation, information of the state of the two markets were  
 rapidly conveyed, and thus afford facilities for trade not now  
 enjoyed. If this Telegraphic Communication be once pro-  
 jected, and of this being done he had but little doubt, they  
 would have no need to seek out a Company to Establish  
 Direct Steam Communication, for the Steamers must then  
 come here if they desire to transmit the latest intelligence.  
 We should then be really, what now we are geographically,  
 the nearest point of communication between Europe and  
 America.

Mr. Stabb then proposed the following resolution:—

*Resolved*,—That a petition be presented to the Legislature at its next  
 Session, praying that Body to increase the Public Grant of £1000  
 a-year it has already made in furtherance of the object of making  
 St. John's a Port of Call for Transatlantic Steamers, and to pro-  
 mote as far as possible the completion of the line of Electric Tele-  
 graph, now in process of exploration between St. John's and the  
 Continent of America.

J. J. ROGERSON, Esq., in seconding the Resolution, urged the importance of the measure in an earnest and emphatic manner,—spoke of the increase of capital, it would, in various ways, bring to the country,—of the addition to the population—and the employment it would give to a portion of our shipping during the hitherto idle season, in the conveying of coal; and urged the many advantages certain to result from it, as strong inducements for the utmost efforts being made to accomplish the desired object.

The resolution was then put and carried.

A. MILROY, Esq., in proposing the last Resolution, remarked, that the great question, for the consideration of which the present meeting had been called, having been tested, and unanimously and warmly supported, it fell to his lot to bring before the meeting the practical part of the business, in proposing a working Committee, and he felt assured that the parties he proposed would meet the approval of all persons present.

Mr. Milroy then proposed the following resolution:—

*Resolved*,—That a Committee be appointed for the purpose of preparing and forwarding the memorial to the Secretary of State, and the petition to the Legislature already referred to—of corresponding and co-operating with any individual or company who may be connected with Steam Communication between the United Kingdom and America, and who may be favourable to the views of this meeting, and generally to promote the objects of the foregoing resolutions; and that the following gentlemen do constitute such committee, with power to add to their numbers:—

Hon. W. Thomas, Hon. C. F. Bennett, Hon. W. B. Row, Hon. E. M. Archibald, Hon. Surveyor General, Hon. L. O'Brien, Hon. the Speaker.—Messrs. H. W. Hoyles, P. F. Little, A. Shea, R. J. Parsons, R. Carter, P. McBride, James J. Grieve, K. McLea, B. Robinson, A. Milroy, Patrick Tasker, James Rogerson, E. Harvey, W. H. Mare, David Steele, R. Prowse, Nicholas Stabb, G. T. Brook- ing, R. H. Job, James S. Clift, Thomas Row, H. Winton, Edward Morris, John O'Mara. Any three to be a quorum for the transaction of business.

E. HARVEY, Esq., seconded the Resolution, which was carried.

J. J. GRIEVE, Esq., said he would beg permission to say a few words before this Meeting separated. Not having taken a prominent part in the proceedings of the day, from the position in which he stood to the Contractors of the Mail

Service between this port and Halifax, N. S., he considered it due to so influential a Meeting, and also to himself, to state unequivocally, that he was not only favourable to the object in view, but he would do all in his power to assist in carrying it out. (Hear, hear.) Reference had been made to the Mail contract between this port and Halifax; they counted on such animadversions, but so long as they were made in a fair spirit, the Contractors cannot complain; the unfortunate loss of the "Falcon," was beyond their controul, she would however soon be replaced by a superior ship, and the service carried out in an efficient manner. (Hear.) He had again to express his concurrence in the desirableness of Direct Steam with the Mother Country.

The SPEAKER considered the Meeting should be much obliged to Mr. Grieve for his candid and honorable expression of opinion, and he was quite sure if Direct Steam were established to-morrow, it would not at all interfere with existing interests.

WILLIAM THOMAS,  
*Chairman.*  
AMBROSE SHEA,  
*Secretary.*

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# APPENDIX.

## ADDRESS

FROM THE COMMITTEE FOR PROMOTING THE ESTABLISHMENT OF STEAM NAVIGATION DIRECT BETWEEN THE UNITED KINGDOM, THIS COLONY, AND THE CONTINENT OF AMERICA, TO THE SECRETARY OF STATE FOR THE COLONIES.

*To the Right Honourable Earl GREY,  
Her Majesty's Principal Secretary of  
State for the Colonies.*

MAY IT PLEASE YOUR LORDSHIP—

At an Aggregate meeting of the Inhabitants of St. John's, convened by the High Sheriff on public requisition, and held on the 20th inst., the following Resolution was unanimously passed:—

*Resolved*,—That a memorial be forthwith prepared, and forwarded to the Right Hon. the Secretary of State for the Colonies, praying that Her Majesty's Government will grant a sum in aid of the project of making St. John's a Port of Call for a Transatlantic Line of Steamers.

For the purpose of carrying into effect generally the objects of that Meeting, and more particularly the said Resolution, a General Committee was formed, and we, as the officers of that Committee, and on behalf of the Inhabitants so assembled, humbly beg permission to submit for Your Lordship's consideration the following facts in support of our prayer.

The Colony of Newfoundland, though one of the most ancient dependencies of the British Crown, distant from Great Britain but six hundred leagues, and lying in the very route between the New and Old Worlds, is subjected to greater pri-

tions and disadvantages in respect of its Postal arrangements, than almost any of Her Majesty's possessions in any part of the world.

The Royal Mail Steam Ships to America, which receive from the British Government £145,000 per annum, every week pass by our port, and often times in sight of it, but do not touch at this Colony to land letters or passengers, although such call would be productive of but little, if any, delay or inconvenience; but such letters and passengers are carried five hundred and seventy miles beyond their destination, to be returned the same distance, and at present, in merchant sailing vessels.

While our Parent State and our Western neighbours are intersecting their respective countries with railroads, and multiplying their steamboats, and deem the expenditure of millions to save time an act of national economy, and while Her Majesty's Government, influenced by the same spirit of the age, are wisely appropriating tens of thousands in carrying the comforts and conveniences of Steam Communication to the smallest and most recently acquired dependencies of Great Britain, this old and valuable Colony, which ought, from its geographical position, and commercial and social relations, to be considered and treated rather as a county of Great Britain, has been so overlooked, that no assistance from the British Government has been given to establish Direct Steam Communication between it and the Parent State.

It is true that the Imperial Government pays £4000 a-year for the conveyance of the mails by steam from Nova Scotia to Newfoundland, but such a line, however valuable, can never be a substitute for Steam Communication direct between this country and the United Kingdom, where so much of the capital engaged in the trade is centred, and with which our commercial and social relations are so closely interwoven.

When the present contract for carrying the mail between Halifax and St. John's was taken, it was generally understood that Steam was to be continuously employed in the service, and that a spare steamer was to be always in reserve to meet any unforeseen casualty. In May last the Mail Steamer was lost; there was no reserve boat to take her place; and since



The serious evils to which the trade of this colony is subjected by the want of Steam Communication with Great Britain and America, and the unequal competition to which it is exposed in Foreign Markets, may be estimated by Your Lordship from the fact that our intelligence of the state of the markets in Europe, in the West Indies, in South and North America, is always many days, and occasionally in winter, many weeks, behind that of our western neighbours, who are our active competitors; and in truth, the pressure on our trade is sufficiently heavy without having this serious lack of information superadded. Our resources have already been severely impaired by the rights over our land and waters which have been conceded to the French and Americans by the Imperial Government—concessions which have not only deprived Her Majesty's subjects of the use of the most valuable portion of our fishing grounds, but have created rivals in our own trade, thereby depreciating the value of that portion of our shores which remained exempt from foreign intrusion, and have accumulated difficulties on our commerce well nigh overwhelming, and which require all the fostering aid of the Government to counterpoise.

We cannot suggest any measure at present so well calculated to counteract these advantages—to promote the happiness and prosperity of the people of this colony—to increase the imports of manufactured goods from Great Britain—and to attract to our healthy and essentially British colony some of the redundant population of the mother country, as the establishment of Steam Communication direct between Newfoundland and the United Kingdom.

Nor are there any physical difficulties in the way of this project, for the port of St. John's is excellent; it is landlocked and yet easy of access; it is not beset by any dangers, and it has a depth of water sufficient for the largest ships at all hours. The eastern coast of the island is bold, and may be approached with safety; along its whole extent, viz., from Cape St. Francis to Cape Race—there does not exist even one shoal or sunken danger.—There is less fog on this side of our island than on the coast of Nova Scotia, and oftentimes when the atmosphere is thick on the Banks of Newfoundland, the coast is free from fog.

Those who are interested in diverting the course of steamers from St. John's to other ports dwell much upon the

presence of ice on this coast. It is true that drift ice does frequent our shores in more or less quantities, and at varied intervals, during two or three months of the year, but the impediments it offers to navigation are magnified by ignorance and prejudice. The official return from the Custom House of St. John's, a copy of which we take the liberty to append hereto, proves that for a series of years vessels have regularly entered and cleared at this port during every month of that period.

Your Lordship is aware of the great value of a good landfall to the navigator. None can be found better for the Transatlantic Steamers than St. John's; they usually make for the land between this port and Cape Race, and their call at St. John's would detract nothing from their safety and but little from their dispatch.

We have no doubt that in time direct Steam Communication between St. John's and the United Kingdom will not only be self-supporting but remunerative. But like all similar undertakings, it will, in its infancy, require extraneous assistance. Our Local Government, aware of its importance, will aid the scheme to the extent of its means, but these means are inadequate for the many wants of the country. Our Legislature has lately passed an act affording attractive encouragement to the erection of an Electric Telegraph across the island of Newfoundland, to connect it with the western world, and a survey of the work is already in progress. They have also appropriated £1000 a year towards the encouragement of this steam enterprise—still we need the patronage and support of our Parent Government, and for an object so important to the colony, and to the British public, we feel assured we shall not apply in vain, but shall receive the like measure of Imperial favor that other British colonies enjoy.

We have made inquiry respecting the amount that would be required for the attainment of our object, but have not had the means of doing so fully, and have accordingly empowered several gentlemen connected with the trade of this Colony, and residing in the United Kingdom, to act as committees in co-operation with us, and to convey to Your Lordship every information on the subject that Your Lordship may require.

We therefore pray that Your Lordship will be pleased to procure from Her Majesty's Government a grant of such sum

as may be sufficient to induce a line of Steamers to call at this port on their voyages between the United Kingdom and Canada, or the United States.

We have the honor to be,  
Your Lordship's most obedient servants,

WILLIAM THOMAS,  
*Chairman,*

BRYAN ROBINSON,  
*Vice-Chairman.*

AMBROSE SHEA,  
*Secretary.*

VESSELS ENTERED INWARDS AT ST. JOHN'S.

	1848	1849	1850
January.....	35	31	21
February.....	16	14	26
March.....	9	19	18
April.....	35	64	27
May.....	102	7	118
June.....	70	65	86
July.....	98	84	81
August.....	102	115	138
September.....	116	105	115
October.....	85	102	82
November.....	81	83	72
December.....	28	40	41
	<u>777</u>	<u>805</u>	<u>823</u>

VESSELS CLEARED OUTWARDS FROM ST. JOHN'S.

	1848	1849	1850
January.....	28	31	28
February.....	12	14	20
March.....	11	11	11
April.....	25	32	23
May.....	94	71	61
June.....	97	89	122
July.....	66	61	73
August.....	70	75	71
September.....	122	138	159
October.....	78	101	95
November.....	69	72	61
December.....	45	44	42
	<u>717</u>	<u>739</u>	<u>769</u>

## CORRESPONDENCE

WITH THE LOCAL GOVERNMENT WITH REFERENCE  
TO THE FOREGOING MEMORIAL.

St. John's, Oct. 8, 1851.

SIR,—

We have the honor to enclose a memorial to the Right Hon. Earl Grey, praying for the support of Her Majesty's Government to the establishment and maintenance of Direct Steam Communication between this port and the United Kingdom, and to request that His Honor the Administrator of the Government will be pleased to transmit it by the first opportunity.

The success of every application from a Colony to the Parent Government is mainly dependent on the report made upon it by the Local Executive, and as the object of our memorial is one which has been adopted unanimously at a large public Meeting, and carries with it the desire of the Country at large, and as its success would confer great public benefit, we trust that in forwarding this memorial, His Honor will accompany it with such observations as will best secure for it the favourable consideration of the Secretary of State.

We have the honor to be,

Sir,

Your very obedient servants,

WILLIAM THOMAS,

*Chairman.*

AMBROSE SHEA,

*Secretary.*

CH. AYRE, Esq.,  
Acting Secretary. }  
}

## REPLY.

Secretary's Office,  
10th October, 1851.

GENTLEMEN,—

I have received and laid before the Administrator of the Government your letter of the 9th inst., requesting that His Honor will forward, by the first opportunity, the memorial therewith enclosed;—and in reply, I am directed to acquaint you that His Honor has had much pleasure in transmitting to the Right Honorable the Secretary of State, this memorial, with an earnest recommendation of its prayer, for His Lordship's most favourable consideration.

I have the honor to be,  
Gentlemen,

Your most obedient servant,

CHRISTOPHER AYRE,  
*Acting Secretary.*

The Hon. W. THOMAS,  
and  
AMBROSE SHEA, Esq. }

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 ADDRESS

FROM THE HOUSE OF ASSEMBLY TO HER MOST  
GRACIOUS MAJESTY, RESPECTING THE ELECTRIC  
TELEGRAPH AND TRANS-ATLANTIC STEAM NA-  
VIGATION.

MAY IT PLEASE YOUR MAJESTY—

We, your Majesty's loyal subjects, the Commons of Newfoundland, beg leave to approach your Majesty with the most profound respect for your Majesty's person and Government.

We beg leave to bring under the notice of your Majesty's Government, a subject of great moment to the commercial interests, not only of this Colony, but to those of the United Kingdom—for in times like the present, when the most extensive means are being availed of to facilitate the transmission of intelligence, any project by which this object may be

promoted, cannot fail to command the attention of those whose interests may fall within the scope of its operation.

Since the opening of the great enterprise of Steam Navigation across the Atlantic, the advantages of making St. John's the first Western and last Eastern Port of Call, have been repeatedly brought under the notice of your Majesty's Government; and the claims of this old and loyal Colony to participate in the benefits of Steam Communication, were urged with becoming force. The first of these circumstances was doubtless overborne by the interests identified with the contracts for this service, to which ports of call between England and the United States were manifestly distasteful; and as respects the advantages to the Colony, and its title to regard, we fear such claims alone are not held in sufficient esteem to produce the results which to our minds they appear to justify.

The subject, however, is now about to present itself in another light, in which the position of this Island, as a place of call, will offer advantages in a national point of view, the unrivalled nature of which, on this side of the Atlantic, cannot be a subject of doubt or controversy. The Legislature, in its present Session, has passed a bill, granting a sum for the survey of the line of Country from St. John's to Cape Ray, and also incorporating a Company to establish a telegraphic communication along this line, with a view to its ultimate connection with the line of telegraph now running through Nova Scotia, and which it is intended shall extend to Cape North in the Island of Cape Breton—from this point to St. Paul's—thence to Cape Ray, a submarine line will be required to make the communication perfect with the whole Western Continent; and even should the experiment of submerged lines prove unsuccessful, the short distance between Cape Ray and Cape North—(about fifty miles)—will be crossed, either by a small steamer, or by such other better means as may be most advisable. From the liberal contributions offered by the Legislature, and the command the proprietors of this line would possess over the intelligence of the whole Western Continent, we have no room for doubt that the requisite amount of stock will be promptly taken, and that the work will be in progress within the period of a few months.

We have no reason to regard the successful accomplishment of the Telegraph as in any degree problematical; and when



once carried out—with a telegraphic communication running through to the head of the United States, Canada, New Brunswick, Nova Scotia, and Cape Breton, even though for a time it may be broken at the Gulf of St. Lawrence, by a delay of from two to four hours—we shall have, in view of the speedy intercourse between Europe and America, a place on this side of the Atlantic, in which, from our geographical position, we can never have a rival. When the proposed Telegraph is in operation, it will be the medium by which the most rapid transmission of intelligence can be effected between Europe and America. The port of St. John's is five hundred miles East of Halifax, which, at the lowest estimate, is two and a half days' sail for first class steamers—the actual distance between the two ports being five hundred and eighty miles. A most erroneous impression prevails abroad respecting the fogs of the Newfoundland Banks, which are supposed to envelop our coast during the greater part of the year. This Island is less affected by these influences than is Nova Scotia, and on the Eastern coast, from St. John's to the Straits of Belle Isle, the prevalence of fog is so light as to form but a small item in the hazards of navigation. Our coast is bold—free from rocks or shoals—we have some of the finest Light-houses in the world—and, excepting occasionally in the months of February and March, when in severe seasons the ice is on the coast, the Harbour of St. John's is always easy of access; and even in those months, the Harbour of Trepassay, about eighty miles South of St. John's, may be always reached—a circumstance which has led to the intention of carrying the Telegraphic Communication from St. John's to that place. The ebb and flow of the tide is trifling, and vessels of any size will lie afloat at our wharves. The Royal Mail Steamers to Halifax always endeavour to make the coast about thirty miles to the Southward of St. John's, and the port is therefore in the direct route of these ships.

The Legislature has also granted a sum of £1000 a year for three years, with a remission of the duty on the coals they may require here, to any Company who will make this a Port of Call for their steamers between the United Kingdom and the United States; provided they call once a month on their voyage each way.

Coals can be had on as good terms as in Halifax, and the

increased comfort and speed of ships making this a Port of Call, arising from the smaller supply of coals they will then require, is of that class of superior desiderata always highly regarded in the economy of Steam Navigation.

Feeling a deep interest in the advancement of national greatness and British enterprise, as well as in our own welfare; all of which objects are involved in the matters herein set forth, we humbly submit the premises for the consideration of Your Majesty's Government, trusting the great benefits shown by these facts to result from making St. John's a Port of Call for the Trans-Atlantic Steamers, may be duly and practically appreciated.

JOHN KENT,  
*Speaker.*

## IMPORTS INTO THE ISLAND OF NEWFOUNDLAND

*In the Years 1848, 1849, and 1850; together with an Account of Ships Entered Inwards.*

Years	Estimated Value in Pounds Sterling.										Ships Inwards.												
	From Great Britain			British Colonies.			United States of America.		Foreign States.		Total.		Great Britain.		British Colonies.		United States.		Foreign States.		Total.		
	£	£	£	£	£	£	£	£	£	£	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1848	276769	2496	127060	7512	229279	126512	769628	189	27952	462	41899	157	19848	293	35456	1101	125155	7722					
1849	278732	6003	94835	12239	233852	144529	770190	205	30230	437	38313	151	19796	356	43982	1149	132321	8070					
1850	359372	15293	179237	7288	153510	152116	867316	196	26346	551	50558	150	15622	343	43602	1226	138628	8278					

N. B.—All Imports are Valued according to the Invoice cost of the Goods, and exclusive of Freight, &c.

## EXPORTS FROM THE ISLAND OF NEWFOUNDLAND

*In the Years 1848, 1849, and 1850; together with an Account of Ships Cleared Outwards.*

Years	<i>Estimated Value in Pounds Sterling.</i>						<i>Ships Outwards.</i>										
	To Great Britain.		British Colonies.			United States of America.		Foreign States.		Total.		Total.					
			West Indies.	North America.	Miscellaneous.									No.	Tons.	No.	Tons.
	£	£	£	£	£	£	£	£	No.	Tons.	No.	Tons.	No.	Tons.	Men		
1848	339647	55611	42281	8596	16268	375148	837581										
1849	281964	58782	49139	9791	20839	456032	876567			39	4563	295	38051	1040	121375	7787	
1850	381543	63722	80002	17107	20933	410163	975770			40	3770	327	41085	1077	127074	7912	

Exclusive of Labrador Trade, of which no account is given here.

N. B.—All Exports are Valued exclusive of any Freight, or other charges whatsoever.

## RETURN

*Of the Number, Tonnage, and Crews of Ships that have Entered and Cleared at the Port of St. JOHN'S, NEWFOUNDLAND, in the Years 1848, 1849 and 1850.*

## ENTERED—1848.

	Ships	Tons	Men
Great Britain and Ireland ... ..	126	19296	1122
Spain ... ..	55	7929	480
Portugal ... ..	46	6765	417
Germany ... ..	27	4437	236
Denmark ... ..	8	1159	57
British North American Colonies... ..	344	33628	2196
West Indies ... ..	37	4584	250
United States ... ..	120	15310	762
Guernsey... ..	1	165	8
Italy... ..	1	106	9
Sicily ... ..	2	143	8
St. Pierre... ..	2	145	23
	<u>769</u>	<u>93,667</u>	<u>5568</u>

## ENTERED—1849.

	Ships	Tons	Men
Great Britain and Ireland ... ..	148	22230	1225
Spain ... ..	74	10184	604
Portugal ... ..	67	8359	516
Germany ... ..	26	4579	234
Denmark... ..	9	1663	91
British North American Colonies... ..	301	26384	1772
West Indies ... ..	56	6751	438
United States ... ..	124	16309	831
Guernsey... ..	4	356	23
Italy ... ..	1	155	10
Sicily ... ..	2	193	10
Brazil ... ..	3	618	34
Madeira ... ..	1	105	5
	<u>813</u>	<u>97,916</u>	<u>5793</u>

## ENTERED—1850.

	Ships	Tons	Men
Great Britain and Ireland ... ..	131	20281	1121
Spain ... ..	65	8317	521
Portugal ... ..	46	5333	330
Germany... ..	25	4108	211
Denmark... ..	5	803	41
British North American Colonie ... ..	380	36552	2192
West Indies ... ..	90	12323	764
United States ... ..	104	12978	629
Guernsey... ..	3	221	14
Sardinia ... ..	10	1310	81
Brazil ... ..	3	657	36
	<u>862</u>	<u>103,588</u>	<u>5940</u>

## CLEARED—1848.

	Ships	Tons	Men
To Great Britain and Ireland...	33	12296	751
" Spain ... ..	34	4179	333
" Portugal. ... ..	51	6669	435
" Italy ... ..	33	4634	306
" Ionian Islands ... ..	3	311	18
" Sicily ... ..	1	118	7
" Madeira ... ..	1	105	5
" France ... ..	1	90	8
" St. Pierre ... ..	2	143	11
" British North American Colonies	293	43101	2702
" West Indies... ..	58	7854	491
" United States ... ..	19	2284	133
" Brazil ... ..	34	6652	363
	<u>718</u>	<u>88,436</u>	<u>5563</u>

## CLEARED—1849.

	Ships	Tons	Men
To Great Britain and Ireland...	69	9105	528
" Portugal ... ..	68	8747	553
" Spain ... ..	50	6445	478
" Italy ... ..	44	5600	370
" British North American Colonies	361	37601	2327
" West Indies... ..	67	9102	557
" United States ... ..	30	3383	196
" Brazil ... ..	44	3976	484
" Ionian Islands ... ..	4	316	19
" Malta ... ..	1	72	5
" France... ..	3	299	25
" Madeira ... ..	1	105	5
	<u>742</u>	<u>89751</u>	<u>5547</u>

## CLEARED—1850.

	Ships	Tons	Men
To Great Britain and Ireland...	80	11410	637
" Portugal ... ..	31	3750	235
" Spain ... ..	64	7814	588
" Italy ... ..	45	6238	386
" Sicily ... ..	3	480	25
" Madeira... ..	2	221	14
" France ... ..	1	89	7
" St. Pierre ... ..	1	95	5
" Ionian Islands ... ..	1	104	6
" British North American Colonies	389	43218	2063
" West Indies... ..	78	10462	632
" United States ... ..	31	2971	194
" Brazil ... ..	42	8139	445
	<u>768</u>	<u>95091</u>	<u>5237</u>



TONNAGE OF NEWFOUNDLAND.

	Vessels.	Tons.
Tonnage Registered in the Custom House Books of St. John's	970	59508
Tonnage Registered in the United Kingdom, but employed in this Trade, Owners having Establishments on the Island	163	15844
Small Craft employed in the Cod Fishery, from five to twenty tons each	9989	—

REMARKS ON LIGHT HOUSES ON THE EASTERN COAST OF NEWFOUNDLAND, &c.

At Cape Bonavista there is a powerful revolving Light, which revolves every 2 minutes, red and white alternately—Elevation 150 feet from the Sea; and seen at a distance of 30 Miles. Its Long. 52.59 W., Lat. 48.42 N.

At Cape Spear, a distance from Cape Bonavista of 73 Miles, there is a powerful revolving Light, showing a brilliant flash at intervals of 1 minute—Elevation of 275 feet from the Sea—seen in all directions seaward at a distance of 30 Miles; its Long. 52.33 W., Lat. 47.31.

At Cape Race is fixed a Beacon Tower, in Long. 52.59 W., Lat. 46.40—distance from Cape Spear 56 Miles. This Beacon is of hexagonal shape, and is painted in vertical stripes of red and white alternately. It has a Skeleton Ball at the top, painted red. Its height is 65 feet, and standing on ground 140 feet above the water, the top of the Tower is 205 feet above the Sea level.

At Cape Pine, distant from Cape Race 32 Miles, is a powerful revolving Flash Light three times a minute; its elevation from the Sea 302 feet, and can be seen all parts seaward a distance of 30 Miles; Long. 53.30 W., Lat. 46.17 N.

In addition to these Lights there is a good fixed Light at the entrance of the Harbor of Saint John's, on the Southern Head, in Long. 52.38.37 W., Lat. 47.31.35; in addition to which is a heavy 18-Pounder Fog Gun, which, in foggy weather, is fired by day every half hour, thus enabling vessels at all times to run for the Narrows, the water being deep and the Shore bold.

The Eastern Coast of Newfoundland is thus well lighted, affording every facility to approach the coast by night and navigate its shores, the greatest distance between any two Lights being 88 miles—and as each light can be seen 30 miles in clear weather, there would be only 28 miles to run without seeing a light.

There is also a fixed Light at St. Peter's, on Gallantry Head, Cape Noir, at an elevation of 210 feet from the sea, in Long. 56.15 W., Lat. 46.46, on the South-West Coast of Newfoundland.

In Conception Bay, at the entrance to Harbor Grace, is also a powerful fixed Light, at an elevation of 210 feet. This light can be seen by vessels crossing the mouth of the Bay, and in clear weather at the same time as the Cape Spear Light.

## PORT CHARGES.

*Rates of Pilotage, S. John's, Newfoundland.*

Vessels under	from	80	to	130	80 Tons.	£	s.
"	"	80	to	130	"	2	0
"	"	130	"	180	"	2	10
"	"	180	"	230	"	3	0
"	"	230	"	300	"	3	5
"	"	300	and upwards			3	10
						4	0

Light Dues, 6d. a Ton once a year.

Cost of Coals per Chaldron at Sydney, C. B.	0	18	0
Duty	0	1	6
Freight	0	10	0

Per Chaldron  
Deduct 1-6th to make it a Ton . . . . . 1 9 6  
0 4 11

Cost per Ton currency delivered at St. John's . . . . .	1	4	7
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Weight about 24 cwt. to the Chaldron.

Cost of Coals at Picton, N. S.	0	16	0
Duty	0	1	6
Freight	0	10	0

Per Chaldron  
Deduct 1-6th to make it a Ton . . . . . 1 7 6  
0 4 7

Cost per Ton delivered at St. John's . . . . .	1	2	11
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A little lighter than Sydney Coal.

Cost of Coals from the Collieries of Troon and Ardrossan, in Scotland, per Ton . . . . .	0	5	6
Duty	0	1	0
Freight	0	10	0

Exchange, 20 per cent. . . . . 0 16 6  
0 3 2½

Cost per Ton currency . . . . .	0	19	9½
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ESTIMATE OF REVENUE TO BE DERIVED BY A  
SEAMER CALLING AT ST. JOHN'S.

CABIN PASSENGERS.

<p>£ s. d.</p> <p>2 0 0</p> <p>2 10 0</p> <p>3 0 0</p> <p>3 5 0</p> <p>3 10 0</p> <p>4 0 0</p> <hr/> <p>0 18 0</p> <p>0 1 6</p> <p>0 10 0</p> <hr/> <p>1 9 6</p> <p>0 4 11</p> <hr/> <p>1 4 7</p> <hr/> <p>0 16 0</p> <p>0 1 6</p> <p>0 10 0</p> <hr/> <p>1 7 6</p> <p>0 4 7</p> <hr/> <p>2 11</p> <hr/> <p>5 6</p> <p>1 0</p> <p>10 6</p> <hr/> <p>16 6</p> <p>3 3</p> <hr/> <p>19 9</p>	<p>From the United Kingdom direct .. 1848 .. 1849 .. 1850</p> <p>To Ditto Ditto .. .. 84 .. 102 .. 73</p> <p>From Ditto <i>via</i> Halifax .. .. 169 .. 53 .. 105</p> <p>To Ditto Ditto .. .. 45 .. 49 .. 52</p> <p>To Ditto Ditto .. .. 34 .. 26 .. 28</p> <hr/> <p>272 .. 230 .. 258</p> <p>Making an average of 253 at £20 each.. £5060</p> <p>From the United States and Canada.. 27 .. 48 .. 66</p> <p>To Ditto Ditto di- rect and <i>via</i> Halifax .. .. 52 .. 66 .. 98</p> <hr/> <p>59 .. 114 .. 164</p> <p>Making an average of 112 at £6 each .. 672</p> <hr/> <p>Probable increase by the substitution of direct Steam for direct and indirect sailing vessels, say 50 per cent. .. .. 2866</p> <p>Storage Passengers, not included in the above statement, say 200 at £3.. .. .. .. 600</p> <hr/> <p>£9193</p> <p>Freight, say .. .. .. .. £2500</p> <p>Legislative Grant .. .. .. .. 2500</p> <hr/> <p>5000</p> <hr/> <p>£14193</p> <hr/>
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