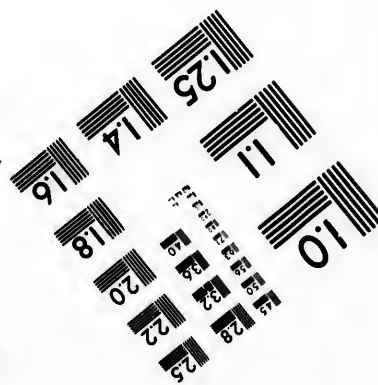
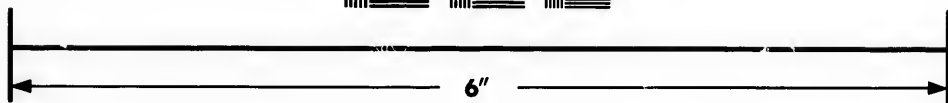
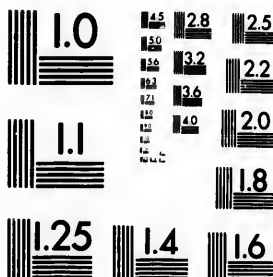


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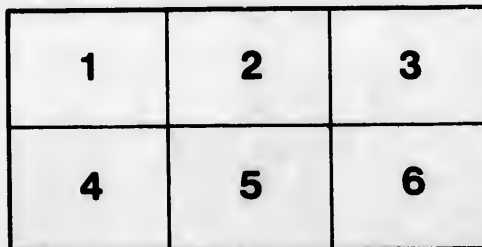
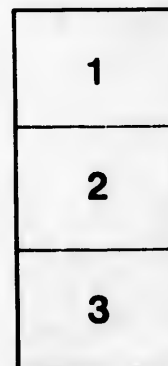
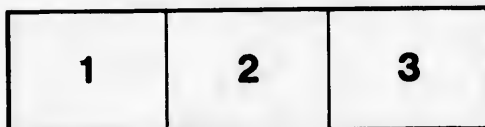
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**LONDON, LIVERPOOL, AND NORTH AMERICAN SCREW  
STEAM SHIP COMPANY.**

RETURN to an Address of the Honourable The House of Commons,  
dated 27 May 1853;—for,

COPIES of all PETITIONS to and ORDERS of HER MAJESTY in COUNCIL; of all MEMORIALS presented to the President of the Board of Trade; of all CORRESPONDENCE addressed to the President and to the Secretary of Board of Trade; and of STATEMENTS submitted with such Correspondence, or the Abstracts of such Statements, and of all Correspondence addressed by the Board of Trade to various Persons in relation to an Application made, on behalf of the Promoters and the Provisional Committee of the LONDON, LIVERPOOL, and NORTH AMERICAN SCREW STEAM SHIP COMPANY, between the Month of September 1852 and the Month of April 1853, for the Grant of a Royal Charter of Incorporation to the said Company.

Board of Trade, Whitehall, }  
7 June 1853.

EDGAR A. BOWRING,  
Registrar.

(Sir Herbert Maddock.)

Ordered, by The House of Commons, to be Printed,  
8 July 1853.

PAPERS relating to the LONDON, LIVERPOOL, and NORTH AMERICAN SCREW  
STEAM SHIP COMPANY.

— No. 1. —

At the Court at Windsor, the 16th day of October 1852.

Present,—The Queen's most Excellent Majesty in Council.

UPON reading, this day, at the Board, the humble petition of Peter Rolt, of Clement's-lane, Lombard-street, in the city of London, merchant, and others, praying the grant of a charter of incorporation to "The London, Liverpool, and North American Screw Steam Ship Company," it is ordered by Her Majesty in Council, that the said petition (copy whereof is hereunto annexed), together with a draft of the charter prayed for, be and they are hereby referred to the Right honourable the Lords of the Committee of Council appointed for the consideration of all matters relating to Trade and Foreign Plantations, to consider the same, and report their opinion thereupon to Her Majesty, at this Board.

(signed) *Wm. L. Bathurst.*

Enclosure in No. 1.

To Her most Excellent Majesty the Queen in Council.

THE humble PETITION of *Peter Rolt*, of Clement's-lane, Lombard-street, in the City of London, Merchant; *Robert Carter*, of Leadenhall, in the City of London, Merchant; *James Warwick Woolridge*, of Fenchurch-street, in the City of London, Shipowner; *Robert Gillespie*, the younger, of Billiter-court, in the said City of London, Merchant; and *Thomas Holdsworth Brooking*, of New Broad-street, in the said City of London, Merchant;

Sheweth,

THAT an extended commercial intercourse by means of direct steam communication between the ports of London, Liverpool, and the other ports of Great Britain and Ireland, and the ports of St. John, in Newfoundland, Quebec and Montreal, in Canada, and the ports of British North America, and the port of New York, and other ports of the United States of America, would greatly promote the trading and manufacturing interests of this kingdom and its North American colonies, and open important intercolonial communications between those ports, and in connexion with the interior navigation and trade of Canada; but such intercourse has hitherto been restricted through the want of regular and frequent means of conveyance of passengers, emigrants, specie, and merchandise between this kingdom and the countries and places hereinbefore referred to.

That it is most expedient that the increased facilities of communication thus needed should be furnished through the medium of merchants, and other persons of capital, by the establishment of a regular succession of screw steam vessels, to be specially employed in such conveyance as aforesaid.

That Your Majesty's petitioners, and others of Your Majesty's subjects, have united together for the conveyance of passengers, emigrants, specie, merchandise, and other articles to and from the ports of the United Kingdom and British North America, and the United States of America, and for that purpose to establish a regular supply of screw steam vessels; and they propose to raise by subscription a capital of 600,000 *l.* sterling for carrying on the said undertaking.

Your petitioners, on behalf of themselves and the other subscribers towards the capital or joint stock hereinbefore mentioned, therefore most humbly pray that Your Majesty will be most graciously pleased to grant to them, together with such other persons and bodies politic or corporate as shall hereafter become subscribers towards, or proprietors of the capital or joint stock hereinbefore mentioned, Your Majesty's Royal letters of incorporation for the purposes aforesaid, under such provisions, restrictions, and regulations as to Your Majesty may seem meet.

And your petitioners, as in duty bound, shall ever pray, &amp;c.

(signed)

Peter Rolt.  
R. Carter.  
J. W. Woolridge.  
Robt. Gillespie, Jun.  
Thos. H. Brooking.

## — No. 2. —

Unto the Honourable the Lords Commissioners of the Board of Trade.

The humble Memorial of the Chamber of Commerce of *Greenock*, incorporated by Royal Charter,

Showeth,

THAT your memorialists are informed that application has been made to your Honourable Board for the incorporation, by Royal charter, of a company proposing to build screw steamers to trade between Great Britain and the United States and Canada, with a clause limiting the liability of the partners to the amount of stock subscribed by them.

That the rule of unlimited responsibility on the part of those concerned in trading companies has hitherto been uniformly acted upon in Great Britain, and your memorialists entertain great doubts, on general principles, of the expediency of altering this rule; and they respectfully suggest that the subject would require to be much more carefully considered than it has been before a limitation of responsibility be conceded. If any change is to be made, however, the benefit should be thrown open to all, for it appears to be perfectly clear that to grant such a privilege to one particular company, while all others are excluded from it, would confer an unfair and highly impolitic advantage on the favoured incorporation.

The memorialists beg further to draw attention to the fact that the line of communication which the proposed new company intends to adopt has already been opened by private enterprise, so that there is no reason, from the novelty or hazard of the undertaking, for making the proposed company an exception to all rule.

Your memorialists therefore submit to your Honourable Board that the request of the proposed company referred to should, in the meantime at least, be refused.

(signed) *Robert Macfie*,  
Chairman. (i.s.)

## — No. 3. —

Sir,

Board of Trade, 26 October 1852.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of the memorial of the Chamber of Commerce of *Greenock* against the grant of a charter of incorporation, with limited liability, to a company proposing to build screw steamers, to trade between Great Britain and the United States and Canada, and to say that the memorial will receive the careful consideration of their Lordships.

*Robert Macfie, Esq.*  
Chamber of Commerce, *Greenock*.

I am, &c.  
(signed) *James Booth*.

## — No. 4. —

Sir,

Shipowners' Association,  
Liverpool, 5 October 1852.

As chairman of the Liverpool Shipowners' Association, I have been requested by the committee to transmit to you the enclosed copy of certain resolutions passed by them this day, respecting the granting of charters, with limited liability, to joint-stock companies owning ships.

These resolutions have originated from a strong conviction in the minds of the committee, participated in, they believe, by the general body of shipowners, that the granting of these charters confers an unfair advantage in favour of joint-stock companies (owners of steam ships) in that competition which is considered essential to the extension of public accommodation, and which is now increasing in an extraordinary degree the means of transit to various parts of the world.

The committee therefore would respectfully solicit from the Board of Trade their favourable consideration of the resolutions now submitted to them.

I have, &c.  
(signed) *Robert Rankin*,  
Chairman.

The Right Hon. J. W. Henley, M.P.,  
President of the Board of Trade, London.

265  
4 PAPERS RELATING TO THE LONDON, LIVERPOOL, AND

Enclosure in No. 4.

At a Meeting of the Committee of the Liverpool Shipowners' Association, held the 5th day of October 1852, convened to consider "The impropriety of the Board of Trade granting Charters of limited responsibility to Joint-stock Companies;"

Present, *Robert Rankin, Esq.*, in the Chair, &c. &c. &c.

THE course adopted by joint-stock companies for steam navigation in obtaining charters, with limited liability, and the effects of such charters on companies and persons not enjoying such limited liability, were considered.

*Resolved*,—That as regards shipping, this committee is opposed to the Board of Trade granting charters, which limit the liability of joint-stock companies, and is of opinion that all joint-stock companies, engaged in the ownership and navigation of ships, should carry on such business under the same liabilities as private individuals, owners of ships, are now subject to by common law, or Act of Parliament.

That a copy of the foregoing resolution be transmitted to the Board of Trade, with a request that they will pause before granting further charters, or enabling existing companies so chartered to increase their capital.

Extracted from the proceedings,  
(signed) *Robert Rankin, Chairman.*

[Memorials and letters to a similar effect against the grant of such charters in general, without any specific allusion to the company which forms the object of the present return, were also received from—

The Shipowners' Society of Sunderland.  
Shipowners, Ship-builders, and Merchants in Dumbarton.  
The Chamber of Commerce and Manufactures of Edinburgh.  
The Chamber of Commerce and Manufactures of Leith.  
The Chamber of Commerce and Manufactures of Dundee.  
Merchants and Shipowners of Dundee.  
The Chamber of Commerce and Shipping at Hull.  
Shipowners' Association of Glasgow.  
Merchants and Shipowners of Aberdeen.  
Mr. Cunard; Messrs. Brownlow, Pearson, & Co. of Hull; Mr. Thomas Thompson of Hull.]

— No. 5. —

Shipowners' Association, Liverpool,  
23 October 1852.

Sir,

As chairman of the Liverpool Shipowners' Association, I have been requested to call the attention of the Board of Trade to the enclosed notice of application for a charter of incorporation for the proposed London, Liverpool, and North American Screw Steam Ship Company, and I am informed that the promoters will seek for a charter, with limited liability.

The association having communicated to the Board of Trade their objections against such charters, by certain resolutions passed at a meeting, on the 5th instant, I will only now, on behalf of the association, venture to express a hope that a charter, with limited liability, will not be conceded on the above application.

I have, &c.  
(signed) *Robert Rankin, Chairman.*

The Right Honourable J. W. Henley, M. P.,  
President of the Board of Trade, London.

Enclosure in No. 5.

NOTICE is hereby given, that an application has been made by or on behalf of the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered), formed for the purpose of conveying passengers, emigrants, specie, and merchandise in screw steam ships, to and from the port of London, the port of Liverpool, and other port or ports of the United Kingdom of Great Britain and Ireland, and the ports of St. John's, Newfoundland, Quebec and Montreal, in Canada, and other ports of British North America, and the port of New York, and other ports of the United States of America, to grant to such company

company a charter of incorporation under the provisions of the Act of 1st Victoria, cap. 73 intituled, "An Act for better enabling Her Majesty to confer certain Powers on Trading and other Companies," and that such application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations. Dated this 21st day of October, 1852.

*Wadson and Malleon,*  
Solicitors for the London, Liverpool, and North American  
Screw Steam Ship Company, 11, Austin-friars, London.

[A similar answer to that sent to Greenock (No. 3) was returned to this letter on 26th October.]

— No. 6 —

Sir, Glasgow, 4 November 1852.

On behalf of ourselves and other shipowners in the city, we have the honour to transmit a memorial from the shipowners of Glasgow to the Board of Trade, praying their Lordships to refuse the applications of certain companies for charters limiting the responsibility of the partners to the amount of stock held by them; and we may mention that the accompanying memorial is subscribed by every shipowner of importance in this city.

We are, &c.  
(signed) *Pollok, Gilmour, & Co.*

To the Right Hon. J. W. Henley,  
President of the Board of Trade, London.

Enclosure in No. 6.

UNTO the Honourable the Lords Commissioners of the Board of Trade.

The humble Memorial of the undersigned Shipowners of *Glasgow*,

Showeth,

THAT your memorialists are informed that applications have been made, or are about to be made, to your Honourable Board for the incorporation by Royal charter of certain companies proposing to trade between Great Britain and other places, one of these to the United States and Canada, and another to certain ports in the Mediterranean, with clauses limiting the liability of the partners to the amount of stock subscribed by them.

That the great body of British shipowners carry on their operations without any other protection than is afforded by the common law of the land, and are each liable in their transactions to the full extent of their means; and your memorialists deprecate very strongly any departure from this rule.

Your memorialists beg further to draw attention to the injustice of extending to a few companies privileges not enjoyed by others in the same trade. The whole property of the shareholders of existing companies, and of the individual shipowners of Great Britain, is subject to the ordinary risks of commerce, and to all the effect of competition. But it is proposed to exempt the shareholders of these new joint-stock companies from this responsibility, and to admit them who run little or no risk to a contest with those who risk everything, and who have already, by private enterprise, carried out efficiently undertakings of immense magnitude.

Your memorialists therefore submit to your Honourable Board that the request of the proposed companies referred to should be refused.

(signed)

William Brown & Co.  
MacCallum & Graham.  
A. Galbraith & Co.  
John Mitchell.  
Pollok, Gilmour, & Co.  
George Gillespie.  
James Ewing & Co.  
A. G. Ridston & Co.  
William & Co.  
William Connol & Co.  
Geo. Smith & Sons.  
Potter, Wilson, & Co.

Thos. Cameron & Co.  
Matt. Langlands.  
David Hitcheson & Co.  
Jas. and Alex. Allan.  
Alex. Laird & Sons.  
Patrick Henderson & Co.  
Peter Thomson Aikman.  
William Ridston & Sons.  
Lewis Potter & Co.  
Stirling, Gordon, & Co.  
G. & J. Burns.

[A similar answer to that sent to Greenock was returned to this letter on 26th October.]

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

— No. 7. —

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

The Memorial of the undersigned, interested in Steam Vessels sailing from the Port of *Liverpool*,

Showeth,

THAT your memorialists view with well-founded alarm the frequent attempts of various parties to obtain charters of limited responsibility, where no peculiarity exists in the applicants' objects or means of trade, entitling them to ask for privileges and advantages which are by law denied to private trading companies and individuals.

That one of these applications is now before your Lordships, from a company calling itself the "London, Liverpool, and North American Screw Steam Ship Company," and your memorialists humbly submit to your Lordships that the granting of the peculiar privileges and facilities asked for, would create a monopoly in its favour, and subject to ruin the legitimate trader not so protected, and crush competition.

Your memorialists therefore humbly pray your Lordships that this, and all similar applications from steam-ship companies or individuals for charters of limited responsibility, may be refused.

(signed) William Wilson & Son, for Liverpool and Rotterdam, Liverpool and Lisbon, and Liverpool and Cork Steam Lines.  
 Vinnia, Innis, & Chapple, Liverpool and Mediterranean, and Liverpool and Portugal.  
 John Pribby, Sons, & Co., Liverpool and Mediterranean.  
 James Moss, Liverpool, Sicily, and Egypt.  
 Newall, Burt, & Co., Liverpool, West Indies, and Mexico.  
 Henry Dixon, & Co., Liverpool and Levant.  
 William McElroy, for the Drogheda Steam Packet Company.  
 Francis Robinson, for Liverpool and Belfast, and Liverpool and Waterford.  
 Richard Armour, for the Dublin and Liverpool Steam Packet Company.  
 Henry Hatton, for Carlisle Steam Company.  
 Patterson, Dunn, & Co., for the North-West of Ireland Steam Packet Company.  
 Wm. Pirrie & Co., for the Ulster Canal Carrying Steam Packet Company.  
 FitzSimons, Applebee, & Co., for the Bristol Channel and Wexford Steam Packet Companies.  
 Geo. Couthern & Cross, Liverpool and Mediterranean.  
 James Metge, Agent for Dundalk Steam Ship Company.  
 Langtrys & Co., per H. Fulton, for the Liverpool and Belfast Steamer.  
 Price & Case, Liverpool and Bangor Steamers.  
 F. Martin, Burns, & Co., per R. Fowler, for the Liverpool and Sligo steamers.  
 Lamport & Holt, Liverpool and Egypt.  
 Tho. Orford, Isle of Man Steam Packet Company.  
 A. Laurie, Agent for the Galloway Steam Navigation Companies.

[A similar answer to the preceding one returned.]

— No. 8. —

Burlington Hotel, Cork-street,

4 November 1852.

Sir,

With reference to an application now before the Board of Trade for a charter, with limited liability, from parties proposing to form a company to trade with screw steam ships between England and North America, I beg respectfully to state, that this is a trade well understood; that there is no want of means or capital to prosecute it, in the usual mercantile course, in which the parties owning the ships are liable for all debts contracted.

I annex a list of screw steam ships that have been engaged in this trade, and it is well known that my partners and I have for the last 15 months been building screw steam ships for this trade, four of which are now nearly ready for sea, and two others are in progress. We shall commence running on the 8th of next month, and shall continue to depart at regular periods during the year.

If the trade should justify the employment of a greater number of ships, there are plenty of mercantile houses in this country ready to embark their capital in it without an Act of Incorporation to protect them. It does not appear to me to be justice to those who have embarked their capital in a legitimate trade, in the usual course of business, and in the prosecution of which they may have paid dearly for experience, to set up a company, with limited responsibility, the subscriptions to which may be confined to 50 *l.* or 100 *l.* (I believe this company propose the shares to be as low as 20 *l.*). These companies are frequently got up by persons who know nothing about the business; the parties subscribing merely do so to oblige friends who wish to get the management; it is of very little consequence to them; they can only lose 50 *l.* or 100 *l.* If debts are incurred, the public are the sufferers.

It is well known that two companies engaged in steam ships, in the trade between England and America, lost upwards of 300,000 *l.* in a very short period; the unfortunate owners had to bear the whole loss. If they had been under a charter, with limited liability, the public would have lost the money. The Board of Trade may be considered to be the guardians of the public, and not of individuals desirous of engaging in operations in which they are willing to risk only 50 *l.* or 100 *l.*, but which by joint contributions may effect the ruin of the fair trader, who had embarked 50,000 *l.* or 100,000 *l.* in an undertaking of the same kind.

An Act of this description can only be justified where a new trade is to be developed, or where the capital required is more than mercantile houses can furnish. Neither of these reasons exist in this case.

It has been urged as a reason for granting this charter, that the Government give me a subsidy, and that this company is to be got up to oppose me; but that is no just reason.

The Government give me a subsidy for performing a particular service, the plan of which was originated by me, and which has been of great benefit to the Government and to the country at large. Our ships have to depart with the mails at a fixed day and hour, and for a specific port, whether there are passengers or not. These ships, costing 80,000 *l.* or 100,000 *l.* each, with a crew of upwards of 100 men, have frequently crossed the Atlantic with 10 or 12 passengers; they have never failed to depart at the prescribed time, winter or summer; the mails have been regularly conveyed, and the postage received by Government is more than the subsidy paid to us by the Government. The postal communication between Europe and America has been maintained in the most regular manner by this line for upwards of 12 years, without loss to the country; all other lines are maintained at a heavy expense to the Government. The mails cannot be sent by private ships, as their departures are irregular, depending entirely on freight and passengers; the days of departure are constantly postponed.

The American Government having doubled the subsidy to their mail steam ships, we have been compelled to reduce our passage and freight to one-half of the former rates, besides being obliged to build larger and more expensive ships to compete with the American mail steam ships. These are considerations that entitle us to the protection of the Government, instead of their granting privileges to others to injure us.

We have no charter to protect us, we are merely a co-partnership, and are not only liable for the amount we may respectively hold in the concern, but to the full amount of our means, jointly and severally.

But the trade carried on with North America by screw steam ships has no reference to the mail service. The ships in that trade are owned by different mercantile houses (of which our house is one) having no connexion with each other; the parties furnish their own capital, and each partner is liable for the whole amount of debt. It is not fair or just to these parties to grant a charter of this description.

I observed a notice in the papers, a short time since, that a firm owning one screw steam ship had applied to the Board of Trade for a charter. If the business in which this ship is employed should prove to be profitable it may not be necessary to extend the company; but if the charter is granted, the firm would have the power of disposing of shares, and in the event of loss, the public would have to bear it. I do not impute any wrongdoing to the firm alluded to, for I know nothing about them. The Canadian Government have lately given a subsidy to a party to run screw steam ships between this country and Canada, and Portland, in the United States. The Portland Railroad Company have also agreed to aid this line. I have been long aware that as soon as the Portland Railroad should be completed that we should lose the freight that we were in the habit of carrying to Boston and New York for Canada, and unless we put steamers on the line to Portland (which we could not do with the mail steamers) this traffic would fall into the hands of an American and English company. This was one of our reasons for building the screw steamers. These parties should have no exclusive privilege over me and others, who are risking our whole means, and I hope and trust that so great an injury will not be perpetrated upon the legitimate trade of the country. The establishment of this subsidised Canadian and Portland Company will be very injurious to us, but I do not complain of that; persons embarking in any trade must expect opposition; I only ask that they should not have exclusive privileges granted to them.

Such charters would be very convenient to some projectors: if they make money, they divide it among themselves; if they lose money, the public have the benefit of the loss. Companies have before now been known to make dividends out of capital, where no profits had ever existed; original proprietors and managers have been known to retire from a losing concern before the public were aware of the state of affairs.

The Right Honourable J. W. Henley.

I am, &c.  
(signed) S. Cunard.

Enclosure in No. 8.

SCREW STEAM SHIPS that have been and are employed in the Trade between Great Britain and North America.

	Tons.	
City of Glasgow - - -	- 1,610	} Now running between Liverpool and Philadelphia.
City of Manchester - - -	- 2,125	
Glasgow - - - - -	- 2,120	Glasgow and New York.
Sarah Sands - - - - -	- 2,000	{ Liverpool and New York; now gone to Australia.
Great Britain - - - - -	- 3,500	
City of Pittsburgh - - -	- 1,875	{ American screw ships between different ports in the United States and Liverpool; have all been withdrawn except the South Carolina.
S. S. Lewis - - - - -	- 1,103	
Pioneer - - - - -	- 2,500	
South Carolina - - - -	- 1,600	

Andes, Alps, Etna, Jura, Taurus, and Teneriffe, all first-class screw steam ships, four of which are now nearly ready for sea, to be employed between Liverpool and different ports in North America, commencing the 8th of next month; owned by Cunard & Co.

4 November 1852.

(signed) S. Cunard.

— No. 9. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the Members of the Shipowners' Society of *South Shields*, in the County of Durham,

Humbly sheweth,

THAT your memorialists observe that an application for a charter of incorporation under the provisions of the Act of 1 Vict. c. 73, has been made by the "London, Liverpool, and North American Screw Steam Ship Company" (provisionally registered), and has been referred by Her Majesty to your Lordships.

That by sect. 4 of the said statute it is enacted, that in the granting of such a charter of incorporation, it is competent to your Lordships to limit the liability of the members of the company so associated to such extent, per share, as shall be declared by such charter.

That such limitations of responsibility have never been granted by your Lordships, except in cases which combine great public advantages with great private risk, and that in the said Screw Steam Ship Company your memorialists are unable to perceive either of these peculiarities.

That other companies have made, or are about to make, similar applications to your Lordships.

That the great body of British shipowners carry on their operations under no other protection than that afforded by the common law of unlimited responsibility, and your memorialists are strongly opposed to any departure from this rule.

Were such privileges as these demanded granted to the before-mentioned company, or to others in similar circumstances, your memorialists consider that private enterprise would be checked, and an end put to free competition.

Your memorialists therefore submit that your Lordships refuse the application made by the said London, Liverpool, and North American Screw Steam Ship Company, and by any other companies who may so apply to your Lordships.

And your memorialists will ever pray,

By order, and on behalf of the members of the Shipowners' Society of South Shields.

*John Robinson*, Chairman.

[A similar answer to that sent to the Greenock Chamber of Commerce (No. 3) returned.]

— No. 10. —

Town Clerk's Office, South Shields,  
8 November 1852.

Sir,

I AM directed by the mayor and town council of the borough to forward you the enclosed memorial against the grant of a charter of incorporation to the London, Liverpool, and North American Steam Screw Company, for the reasons stated in the memorial, to the prayer of which I respectfully call the attention of the Board of Trade.

I am, &c.  
(signed) *Thomas Salmon*,

The Right Honourable J. W. Henley,  
Board of Trade, London.

Town Clerk.

Enclosure, No. 10.

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the Mayor and Town Council of the Borough of *South Shields*, in the County of Durham,

Humbly sheweth,

THAT your memorialists have heard that an application has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for

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

the grant of a charter of incorporation under 1 Vict. c. 73, and that the same has been referred to your Lordships by Her Majesty; and that similar applications have been made, or are about to be made, to your Lordships by other companies.

That by sect. 4 of the said statute, it is competent to your Lordships, on the granting of such a charter, to limit the liability of the members of the company thereby to be associated in such a manner as shall be declared by such charter.

That except in cases which embrace great public advantage with much private risk, such limitations of responsibility have never been granted by your Lordships; and your memorialists are unable to perceive any claim for exception on either of these grounds in the case of the company in question.

That trading as the British shipowners do, under an unlimited responsibility, your memorialists, as the governing representative body of this large and important shipping community, feel bound to express their decided opposition to any departure from that rule, considering that if the privileges sought to be obtained by the aforesaid company were granted to them, or to others under similar circumstances, private enterprise would be checked and discouraged, and an end put to free competition.

Your memorialists therefore respectfully but earnestly pray your Lordships not to accede to the application of the Screw Steam Ship Company aforesaid for a charter of incorporation, or of any other company or companies who may apply to your Lordships.

And your memorialists, as in duty bound, will ever pray,

Signed on behalf of the Town Council of the borough of South Shields aforesaid,  
this 8th day of November 1852.

*John Clay, Mayor.*

[A similar answer to the preceding one returned.]

## — No. 11. —

To the Right Honourable the Board of Committee of Her Majesty's Most Honourable Privy Council for Trade.

The Memorial of the Directors of the Chamber of Commerce and Manufactures, established by Royal Charter in the City of *Glasgow*,

Respectfully sheweth,

THAT certain parties trading under the style and title of the London, Liverpool, and North American Screw Steam Ship Company, and proposing to carry passengers, goods, and merchandise of every kind, between the various ports in the United Kingdom and those of British North America and the United States, have applied for a charter of incorporation under the Act 1 Vict. c. 73, which charter, among other privileges, would confer on that company a limitation of the liability of their shareholders to the amount of their subscribed stock.

That while your memorialists admit the wisdom of granting this limitation of liability to the promoters of great national undertakings, for which sufficient capital might not be obtainable on any other terms, they regard such cases as exceptions to a general rule, and no way to be approved of when interfering with individual enterprise and free competition in trade.

That the company in question is a general trading company, for the purpose of carrying on, on a very large scale, a business in which thousands of individuals and private co-partneries are now engaged, and that the charter of incorporation, if granted, will confer on them privileges from which their competitors in that business are excluded, and against which they cannot successfully contend, and have the effect of establishing a monopoly of a large portion of the carrying trade between Great Britain and America, to the manifest injury of the private trader.

May it therefore please your Honourable Board, considering these premises, not to grant to the London, Liverpool, and North American Screw Steam Ship Company, or to any similar company, the privilege of a limited liability in favour of their shareholders.

(L.S.)

(signed) *Hugh Cogan, Chairman.*  
*John G. Kinnear, Secretary.*

[A similar answer to the preceding ones returned.]

## NORTH AMERICAN SCREW STEAM SHIP COMPANY.

11

— No. 12. —

To the Right Honourable the Lords Commissioners of the Board of Trade.

The Memorial of the Shipowners' Association of the Port of Belfast.

Humbly sheweth,

THAT memorialists have to draw to the attention of your Lordships a notice which appeared in the "London Gazette" of the 22d October last past, signed by the solicitors for the London, Liverpool, and North American Screw Steam Ship Company, of which the following is a copy :—

" Notice is hereby given, that an application has been made by or on behalf of the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered), formed for the purpose of conveying passengers, emigrants, specie, and merchandise in screw steam ships to and from the port of London, the port of Liverpool, and other port or ports of the United Kingdom of Great Britain and Ireland, and the ports of St. John's, Newfoundland, Quebec and Montreal, in Canada, and other ports of British North America, and the port of New York, and other ports of the United States of America, to grant such company a charter of incorporation, under the provisions of the Act of 1 Vict. c. 73, intituled, 'An Act for better enabling Her Majesty to confer certain Powers on Trading and other Companies,' and that such application has been referred by Her Majesty to the Committee of Privy Council for Trade and Plantations.

" Dated this 21st day of October 1852.—Signed, Wadeson & Malleson, Solicitors for the London, Liverpool, and North American Steam Screw Ship Company, 11, Austin Friars, London."

Memorialists have also heard that another company, intending to trade to certain ports in the Mediterranean, have applied to your Lordships for a similar Royal charter, limiting the liability of the partners to the amount of stock subscribed by them.

That while this association must feel gratified with every undertaking which is likely to extend and enlarge the trade and commercial relations between Great Britain and other countries in the increase and employment of British shipping, whether screw steam ships or others, they cannot but view with consequences the most serious to their own interests as shipowners, and to the safety of the public, the application of the aforesaid companies to seek by Royal charter for indemnity against loss, beyond the amount of shares subscribed for and registered in the name of each proprietor or shareholder, under the provisions of the Act 1 Vict. c. 73.

That at no period of our commercial history were monopolies deemed other than unjust, where no new discovery warranted such a concession from the Government; that the protective system of trading in all its departments having been virtually abandoned, as well by the repeal of the navigation laws as by the free trade commercial policy which has been lately adopted by Her Majesty's Government, being in spirit and in practice altogether at variance with the exclusive rights now sought for by said companies, with no assignable or well-founded cause. That memorialists are largely interested as individual owners and partners in screw steamers and other ships engaged in these trades, without any protection whatever than the common law of the land affords, their liability for loss extending over all their property; that their capital thus employed would be fearfully jeopardised were any such undue privileges to be granted to the aforesaid companies.

That your memorialists cannot in terms sufficiently strong convey their ideas of the amount of injury that the grant of such charter would produce, while the solitary prospects of negative good would be speedily overwhelmed by the greater amount of positive evil to your memorialists, and all others connected with such property.

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

Memorialists therefore earnestly urge that your Lordships will refuse to recommend the grant of such charter, or of any similar charter to any other shipping company.

And your memorialists will ever pray.

Signed for and on behalf of the Belfast Shipowners' Association, as agreed upon at a special meeting held at Belfast 10th November 1852.

(signed) *Jno. Harrison, Chairman.*

[A similar answer to the preceding ones returned.]

## — No. 13. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the North American Colonial Association of *London*,  
Sheweth,

THAT your memorialists are informed an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company" for a Royal charter of incorporation.

THAT your memorialists understand it is the intention of the said company to run steam vessels from London and Liverpool to Newfoundland and Canada, as well as to the United States.

THAT there is at present no direct steam communication between this country and the colonies above named.

THAT such a communication would materially advance the interests of these colonies, and has been for some years past anxiously desired by the colonial Governments, as well as by the mercantile interests there and at home.

THAT your memorialists, being merchants largely engaged in commerce with the North American colonies, have exerted themselves to induce proprietors of steam vessels to employ them in that trade, which they have declined doing, because they believe the profits would not be so large as individuals expect for investments of capital in such an enterprise.

THAT your memorialists are convinced the great benefits of steam communication will not be extended to the North American colonies for many years to come, unless through the instrumentality of a chartered company with a large capital, the shareholders in which would be satisfied with a moderate return on their investments.

THAT in consequence of the long passages made by sailing ships (the only mode of conveyance at present for goods to the above-named colonies), the merchants and traders of Canada have lately found it to their advantage to purchase considerable portions of their supplies in New York and other markets in the United States, to the injury of the trade of this country in general, and of your memorialists in particular, which trade would, in a great measure revert to England if the speed and regularity of steam vessels were applied to the conveyance of goods to Canada.

THAT the only mode of conveyance for emigrants to the North American colonies is also by sailing vessels, that frequently make very protracted voyages, during which great misery is suffered, with loss of many valuable lives, which will be entirely prevented to the extent that accommodation may be afforded by steam.

Your memorialists therefore pray that your Lordships will be pleased to advise Her Majesty to grant a Royal charter of incorporation to such parties as may be willing to extend the advantages of steam communication to Canada and Newfoundland, on such conditions as your Lordships may deem expedient.

And your memorialists will ever pray, &c.

(signed) *James Dowie, Chairman.*

[A similar answer to the preceding ones returned.]

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 13

— No. 14. —

London, Liverpool, and North American Screw Steam Ship Company.

Sir,

No. 11, Leadenhall-street, 29 Nov. 1852.

WHEN you honoured a deputation on behalf of the company with an interview on the 27th instant, you desired to be informed whether the company would be willing that provision should be made in the Royal charter of incorporation for which the company has applied for securing the following objects: viz.

1. That it should be obligatory on the company to adopt and perform the conditions of the contract existing between the Government of Canada and Mr. Robert Lamont and others;

2. That the company should be bound to send at least one steam ship each month to an Irish port;

And I am requested to convey to you the sentiments of the provisional committee on these two propositions.

1. The contract in question does not give any authority to the contractors to assign their interest in it, and it will consequently not be possible for this company to perform its conditions, unless with the concurrence of the Canadian Government, application for which has already been made. This committee has entered into a provisional agreement with the contractors, by which the company will be bound to assume the liabilities of the contract, if the assent of the Government of Canada be obtained, which agreement is necessarily contingent upon the Royal charter being granted; and the committee are ready to come under any further obligation that you may deem requisite to the same effect; but they respectfully submit to you that it would be inconvenient to introduce such a contingency into the body of the charter.

2. The committee beg to refer to the heading of their prospectus which has been issued to the public, and contains these words, "calling at Plymouth, Queenstown, and Belfast (any or either of them), as the directors may determine." It has always been, and still is, the intention of the committee that their vessels should call at those ports, but being aware of the great danger of committing themselves beforehand to the minor details of their arrangements, which must be subject to alterations from the force of circumstances, they purposely left the ports of call open in their prospectus; and it would be obviously much more objectionable that they should be tied up in that respect in the charter, which would not, under any circumstances, be susceptible of alteration. The ships proceeding to Canada under the present contract cannot call at an Irish port without the consent of the Government of Canada.

The Legislature of Newfoundland has appropriated a grant of 2,500*l.* per annum for five years to parties who shall first run steamers to that island, under certain conditions, which do not admit of the vessels calling in Ireland. This committee is in communication with the Government of Newfoundland, with a view of obtaining the grant in question, together with permission to call at port or ports in Ireland.

It is the opinion of many persons that a large portion of the trade of this country will ultimately be carried on by screw steamers; if this expectation should be realised, each of the principal Irish ports will have such vessels belonging to them proceeding to North America, and in such case an absolute obligation upon the vessels of this company to call at Irish ports would be productive of nothing but injury to the Irish owners of screw steamers as well as to this company.

I have, &amp;c.

(signed) *Thomas H. Brooking,*  
Chairman of the Provisional Committee.

To the Right Hon. J. W. Henley, M. P.,  
President of the Board of Trade,  
&c. &c. &c.  
Whitehall.

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

— No. 15. —

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

The Memorial of the undersigned Merchants and Others of *London*, interested  
in the Trade of Canada and Newfoundland,

Showeth,

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

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

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

That your memorialists have endeavoured to establish lines of steam vessels in the trade to Canada without success, and they believe that the only way in which this desirable object can be accomplished is by means of chartered companies, which are content with more moderate profits than individuals expect from similar investments.

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

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

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

London, 17 November 1852.

(signed)	Gillespies, Moffatt, & Co.	Tho. H. Buling & Co.
	Newman, Hunt, & Co.	William Pemberton & Co.
	Robert Carter & Co.	Morisson, Dillon, & Co.
	Ellis, Everington, & Co.	Charles Robt. Moote.
	Hy, Freeman.	J. F. Pawson & Co.
	Cook, Sons, & Co.	Caldicott, Son, & Willecks.
	Bradbury, Greatorix, & Co.	Abbott, Nottingham, & Co.
	J. and R. Morley.	Tapling, Brothers, & Co.
	Ward, Strut, Shaw, & Co.	Mint, Brown, & Co.
	Foster, Porter, & Co.	E. Smith, Twentymann, & Rigg.
	Vyse & Sons.	Brett, Brothers, & Co.
	Chr. Blyth & Co.	Pro Field & Sons,
	Gregory, Cubitt, & Co.	J. J. Rowe.
	Growcock, Copestake, Moore, & Co.	White, Son, & Co.
	Welsh, Margetson, & Co.	T. G. Boyd & Co.
	De Lannoy & Nash.	Weston, Dignam, & Co.
	Dent, Allen, & Co.	John M'Crosbie.
		Mackay & Champion.

[The above memorial was left by a deputation.]

NORTH AMERICAN SCREW STEAM SHIP COMPANY. 15

— No. 16. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade.

The Memorial of the Provost, Magistrates, and Town Council of the Royal Burgh of *Dumbarton*,

Humbly sheweth,

THAT your memorialists have observed in the prospectus of a new joint-stock company, to be called The London, Liverpool, and North American Steam Screw Company, an announcement of the intention of the promoters of that company to apply to your Lordships for a charter of incorporation.

That your memorialists are informed that it is in the power of your Lordships to insert in such charter a clause limiting the liability of the shareholders to certain amounts of stock therein specified.

That such clauses have never hitherto been inserted in the charter of incorporation of trading or shipping companies, whether granted by Parliament or by your Lordships, except in rare and peculiar cases.

That your memorialists are deeply impressed with the danger and impropriety of any departure from the established rule in regard to partnerships, and are unable to perceive, in the case of the company referred to, any reason to sanction such a departure.

That the staple trade of the community which your memorialists represent is the building, fitting, and furnishing with machinery of iron steam ships, and also the building of sailing vessels.

That during the last two years no less than 31 ships have thus been constructed, and now in progress, showing an aggregate tonnage of upwards of 23,000 tons, and an aggregate engine power of 2,300 horses.

That these ships have been exclusively constructed for individuals or companies who carry on their operations unprotected by any such privileges as those sought for by the company before specified, and that the shipbuilders and engineers of this burgh look to such individuals and companies for the maintenance and extension of their trade, but have hitherto found it impracticable to trade with chartered companies, as the officials are not responsible, and the very companies themselves not responsible, for the debt which they may contract.

May it therefore please your Lordships to refuse the application for incorporation by charter of the said Steam Screw Company, and of any similar companies who may apply to your Lordships.

And your memorialists will ever pray, &c.

Signed by me, in name, and by authority of the Magistrates and Town Council of the burgh of *Dumbarton*,

(signed) *P. Denny, Jun.,*  
Provost and Chief Magistrate.

*Dumbarton*, 27 November 1852.

[The above memorial was left by a deputation.]

— No. 17. —

Burlington Hotel, Cork-street,  
27 November 1852.

Sir,

SINCE I had the honour of addressing you, I have received numerous communications from some of the principal shipowners in the kingdom, pointing out in the most forcible language the injury that would be inflicted upon them if the charter applied for should be granted, which induces me to trouble you again with some further remarks on the subject.

It is set forth in the published prospectus of this company (which I enclose), that they may "probably" call at Newfoundland; they do not bind themselves to do so; but even if they did oblige themselves to call there, it would not be a sufficient reason for granting a charter of this description, the requisite capital being easily within the means of many individuals to accomplish the undertaking.

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

Two screw ships to cost 25,000*l.* each would keep up a regular monthly communication between England and Newfoundland. The mercantile houses in Great Britain connected with Newfoundland are very wealthy, and the merchants in Newfoundland are also rich. If a line of this kind would pay, there are 50 houses, each of which could, without difficulty, find capital to carry it out. If it should be a losing concern, a charter would not improve it, as it is well known that individuals can always transact any kind of business much more advantageously than public companies; and even if there should be a loss, it would fall upon the persons interested in the prosperity of the colony, who would be benefited by the establishment of such a communication.

It is also set forth in the prospectus that the traffic now carried on between this country and North America (which they propose to embrace) "employs 3,850,172 tons of shipping annually." The owners of this vast amount of shipping have sent petitions to you from all parts of the kingdom, entreating you not to inflict upon them a great amount of injury, which they consider this charter would do.

If the projectors of this company had, before the properties of the propeller became known and understood, proposed to run a line of screw steam ships across the Atlantic, there might have been some excuse for granting them this charter, as they would have run some risk, and might have introduced something new; but they propose nothing new; others have embarked large sums of money in making experiments, and have established the trade. This Company will not only reap the advantage of other people's experiments, but demand exclusive privilege besides.

They also talk of going to Quebec: as sailing ships have gone there for 100 years, there can be no doubt that screw ships can go there also; there is no discovery in that. The shipowners in the Canada trade are quite aware that they will be compelled to put screws into many of their sailing ships, and will have in future to construct their ships with screws, and navigate them at their own risk; but if a limited liability company is established, it will deter them from doing so.

This company have obtained a grant of 24,000*l.* a year from Canada, and from an American railroad company, which will give them a decided advantage over all other owners of screw steam ships employed between this country and North America, not one of whom receive any subsidy or allowance from the Government, or from any other source; they have individually embarked in the trade, at their own cost and risk, and it would be most unjust to check their operations, which will soon embrace all the places spoken of by this monopolizing company, who have been so fortunate as to obtain a large and exclusive subsidy, with which they should be satisfied.

The amount of capital required to carry out this Canadian and American subsidised Company is quite within the means of hundreds of houses in England.

It is not at all necessary that a Board of Directors should sit in London to superintend the outfit and departure of ships from Liverpool and other ports; the merchants at these ports think they can conduct the shipping business as well themselves, and they do not see any advantage to result to the country from concentrating the whole trade between England and North America in London under the management of these 15 directors. There can be no objection to this company carrying on the trade to any extent they please, as other persons do, but they should have no exclusive privilege over others granted to them.

They talk in the prospectus of carrying the mails, but it is not likely that they will be burthened with the mails, as the letters are now delivered in Quebec and Montreal in 12 or 13 days, twice a week, throughout the year, and this duty has been regularly performed for 12 years without any cost to the Government, the postage received repaying the amount paid for the performance of the service.

It is contended by the shipowners that there should be no charter granted with limited liability, unless it be to open some new trade, requiring capital beyond the reach of private means.

This chartered Company would, not only itself enter into undue competition with British shipowners, but would also powerfully contribute towards enabling a foreign railroad company to do the same in combination with it, and there is

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 17

no calculating the extent to which this may be carried to the injury of the ship-owners of Great Britain.

The granting of this charter would cause more dissatisfaction than any Act that has passed for many years.

I have, &c.  
(signed) S. Canard.

The Right Hon. J. W. Henley,  
President of the Board of Trade.

[The above was left by a deputation.]

## Enclosure in No. 17.

LONDON, LIVERPOOL, and NORTH AMERICAN SCREW STEAM SHIP COMPANY, calling at *Plymouth, Queenstown, and Belfast*, (any or either of them,) as the Directors may determine. Provisionally registered, pursuant to Act of Parliament, 7 & 8 Vict. c. 110. To be incorporated by Royal charter, (for which application has been made,) thereby limiting the responsibility of shareholders to the amount of their subscription. Capital 600,000*l.*, in 30,000 shares of 20*l.* each, of which 5,000 shares are reserved for distribution in North America, with power to increase the amount. Deposit 2*l.* per share, payable within seven days of allotment, and 2*l.* per share within one month after obtaining charter of incorporation.

## Trustees.

George Carr Glyn, Esq., M.P.  
George Peabody, Esq.

Robert Gillespie, Esq.

## Provisional Committee.

Peter Rolt, Esq., M.P., London.

Robert Carter, Esq., Director of the Bank of British North America, London.

Henry T. Prinsep, Esq., Director of the Hon. the East India Company, London.

M. Hutton Chnytor, Esq., Director of the General Iron Screw Collier Company, London.

Thomas H. Brooking, Esq., Director of the Bank of British North America, London.

J. W. Wooldridge, Esq., Dartmouth.

Sir Herbert Maddock, M.P., London.

John Wilkinson, Esq., Huddersfield.

Richard Maxwell Fox, Esq., M.P., Director of the General Screw Steam Shipping Company, London.

James M'Henry, Esq., Liverpool.

Richard Towne, Esq., London.

Robert Lamont, Esq., (of Messrs. M'Kean, M'Larty, and Co.), Director of the Glasgow and Liverpool Royal Steam-packet Company, Liverpool.

William Prinsep, Esq., London.

Robert Gillespie, jun., Esq., (of Gillespies, Moffatt, and Co.), London.

Edward Westhead, Esq., Manchester.

Bankers.—Messrs. Glyn, Mills, & Co.

Solicitors.—Messrs. Wadeson & Malleson.

Secretary (*pro tem.*).—Mr. James Nelson.

Temporary Offices.—11, Leadenhall-street, London.

The object of this company is to establish an economical, expeditious, and direct steam communication, for goods and passengers, between London, Liverpool, the United States, and the British North American colonies, by first-class iron screw steam ships, leaving London and Liverpool alternately for New York throughout the year; also for Canada (calling probably at St. John's, Newfoundland, on their outward and homeward voyages), from April to October, and during the remainder of the year (in order that the communication with Canada may not be wholly interrupted) for Portland, in the State of Maine, which will shortly be connected with Quebec and Montreal by a railway, now in course of construction.

It is intended that these steamers shall have all recent improvements, and afford ample accommodation for passengers.

In consequence of the great economy which is now effected by the application of the screw propeller to iron ships, they are being placed on all the great lines, and are found to compete not only with sailing vessels for freight, but with the paddle-steamers of subsidised companies for the conveyance of passengers; considering, therefore, the regularity and despatch secured to passengers and shippers by well-appointed vessels of this description, and the favourable reception given to the present project by influential parties, largely interested in both branches of the North American trade, there can be no reasonable doubt of its successful issue, and of its yielding a liberal dividend on the capital embarked.

It is to be observed, that in consequence of there being no steam conveyance from the port of London to North America, shippers are obliged to forward their goods (if for shipment by steam) to Southampton or Liverpool, thereby incurring heavy railway and other charges. This observation applies with much greater force to imports from North America (by steam), which are more bulky and less valuable than exports to that country, and more subject to

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

Customs and Excise regulations, requiring the attention and care of paid agents at the out-ports; whilst the importation of tobacco (which, according to these regulations, must be brought direct into England in one bottom,) is, for want of better means of transit, now confined exclusively to sailing vessels, at an average passage of about 30 days; all these expenses and delays will be obviated by the establishment of this company.

The traffic at present actually existing between London, Liverpool, and other ports of Great Britain, to the United States and our North American colonies, employs annually an aggregate of 3,850,172 tons of shipping, in which are included only about 15 paddle and screw steamers, with carrying capacity for the small proportion of 222,618 tons (as appears by the Parliamentary returns of 1851-1852); and the total number of passengers in the year 1851 has been 310,062. To accommodate in a superior manner a portion of this immense and rapidly increasing trade, to afford that direct steam communication between the North American colonies and the mother country which here also is entirely wanting, and likewise to open important intercolonial communications, are among the principal objects of this company. It is intended, during the season, to run vessels alternately from London and Liverpool to Quebec or Montreal, there to meet the Lake steamers, which will convey passengers and goods inland to their various destinations on the Lakes Ontario, Erie, Huron, and Michigan, calling at Kingston, Toronto, Hamilton, Chicago, and intermediate ports. Thus the company's steamers will discharge their freight and passengers at Quebec or Montreal into the Lake steamers, and the emigrant will reach his destination, from 1,000 to 1,500 miles inland, without any subsequent transshipment; while these Lake craft will also act as feeders to this company's ships.

Some idea of the immense traffic on the Lakes and the St. Lawrence may be formed, from the fact that the Canadians have expended upwards of 3,000,000*l.* in completing a system of canals, which have brought the chain of North American lakes into direct communication with the shipping ports of sea-going vessels. The aggregate value of the Lake commerce is estimated at above 200,000,000 dollars, and was, in 1848, 40,000,000 of dollars greater than that of the entire foreign export trade of the United States from all their sea-ports. The United States and British Lake shipping exceeds 205,000 tons, and employs 13,000 men.

The establishment of regular steam communication with England is considered in the colonies to be of such vital importance to their interests, that the Governments of Canada and of Newfoundland, together with some public bodies, have respectively offered bounties for the encouragement of that object. The committee have concluded a provisional agreement, on behalf of this company, with the contractors, who have obtained the grant for the service of Canada, extending over a period of seven years, and which will require the company, during the first year, to run at least one steamer per month, to and from Quebec or Montreal, from April to October inclusive, and to and from Portland, in the State of Maine, from November to March inclusive, conveying a mail and a Post-office agent if required; and for the six years following to run one steamer per fortnight to and from the same ports. It is also expected that a satisfactory arrangement will shortly be made with the Government of Newfoundland, which may induce the company to carry out the intention of a portion of their vessels calling at that island.

The subject of accelerated communication with America, by the establishment of a packet station on the western coast of Ireland, has recently engaged the attention of the public and the Government, and care has been taken in the draft charter of this company to reserve full powers for the performance of such service.

It is confidently submitted that the objects in view are so identified with the general interest and prosperity of the empire, as to deserve and secure the support of the Imperial Government and the British public.

Shareholders will be protected by charter of incorporation from all responsibility beyond the amount of shares they may hold in the company's stock.

The amount of capital will be called in by payments not exceeding 4*l.* per share, at intervals of not less than three months. Copies of prospectus, with detailed estimates, may be obtained, and application for shares made, according to the annexed form, at the company's temporary office, 11, Leadenhall-street; or at the offices of the brokers, Messrs. Barnett and Ellis, 11, Birchin-lane; Henry Tudor & Son, 29, Threadneedle-street, London; or of Messrs. D. and J. B. Neilson, Liverpool.

## FORM OF APPLICATION for SHARES.

To the Provisional Committee of the London, Liverpool, and North American Screw Steam Ship Company.

Gentlemen,

I request you will allot to me — shares, of 20*l.* each, in the above undertaking; and I agree to accept the same, or any less number which may be allotted to me, and to sign the necessary deeds, and to pay, when required, the deposits and calls, or in the event of my failing to do so, I agree that the shares allotted to me, with the deposits and calls paid thereon, shall be forfeited to the use of the company.

Dated the      day of      185 .

Name in full,  
Trade or profession,  
Address,  
Name and address of reference,

## NORTH AMERICAN SCREW STEAM SHIP COMPANY.

— No. 18. —

To the Committee of Her Majesty's Privy Council appointed for the consideration of matters relating to Trade and Foreign Plantation.

The Memorial of the undersigned Shipowners of the Port of *Liverpool*, engaged in the Trade between the United Kingdom and Canada,

Showeth,

THAT an application has been recently made to, and is now under the consideration of your Honourable Board, for a charter to "London and Liverpool and North American Screw Steam Ship Company," formed for the purpose of carrying passengers and goods to and from ports in the United Kingdom, and ports in Canada, and other ports of British North America and the United States.

That such application of the said company is for a special charter limiting the liability of the shareholders.

That your memorialists respectfully submit to your Honourable Board that the granting of such a charter would be an act of great injustice to your memorialists and other shipowners engaged in the like trade.

That your memorialists have invested a large capital in British shipping engaged in the Canada trade, and are liable to the full amount of their individual property to make good their debts, engagements, and responsibilities as such shipowners.

That the effect of granting special privileges, as respects limited liability, to the above company, would be to bring into unequal competition with your memorialists a large amount of capital, without subjecting the proprietors of such capital to those risks and contingencies to which your memorialists are subject in common with other traders; for under such a charter as sought for, the above company will not be restrained in their business by the ordinary rules of commercial caution, but may run the hazard of operations for the chance of profit; because, if unsuccessful, the extent of individual loss will be comparatively trifling, whilst the effect of such operations, carried on by such competing company, may be most injurious to your memorialists.

That all such charters have been considered in modern times contrary to sound policy, for they are calculated to give a dangerous impetus to the spirit of gambling, and they tend greatly to discourage all private enterprise.

That there is nothing special in the circumstances of the above company, nor are there any requirements in the trade in which they propose to embark which call for a departure from the general practice of your Honourable Board in granting charters to joint-stock companies, and under which charters shareholders are liable to the full amount of their individual property.

Your memorialists therefore humbly pray that your Honourable Board will not grant a charter, with a limited liability, to the London, Liverpool, and North American Screw Steam Ship Company.

And your memorialists will ever pray, &c.

(signed)

Cannon, Miller, & Co.  
Cunnard, Munro, & Co.  
James & Morron.  
Rankin, Gilmore, & Co.  
Allen & Gillespie.  
Kenneth, Dowie, & Co.  
Glen Anderson.  
Jernie, Brothers, & Co.  
J. S. P. Robinson.  
David Cannon, Sons, & Co.  
Pro. Edward Oliver,  
Juo. Bedell.

M'Calmont, Brothers, & Co.  
Gainger, Bristow, & Johnson.  
Garnock, Bibby, & Co.  
Brown & Harrisons.  
A. Anthony & Robinson.  
Duncan Gibb.  
Geo. P. Oxley & Co.  
J. N. Graves.  
William Fisher & Son.  
Still, Coubrough, & Still.  
Kirk & Turnip.

[Left by a deputation]

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

— No. 19. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the Merchants' House of *Glasgow*,

Humbly sheweth,

THAT your memorialists are deeply interested in the shipping interests of the kingdom, not only as individuals personally connected, but as regards also the prosperity of the city of *Glasgow* and mercantile interests generally.

That your memorialists have been informed that an application has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for the grant of a charter of incorporation, under 1 Vict. c. 73, and that the same be referred to your Lordships by Her Majesty, and that similar applications have been made, or are about to be made, to your Lordships by other companies.

That your memorialists, while acknowledging it is competent for your Lordships to grant such a charter limiting the liability of the members of the company thereby to be associated, yet they would humbly represent that such a charter and privilege should not be granted, but under very peculiar circumstances of public advantage and private risk, when the objects are not likely to be attained by private enterprise.

That your memorialists feel confident no such urgent necessity can be adduced by the aforesaid company, and their experience of chartered companies is not such as to encourage their extension, and they would strongly deprecate the granting of a charter of limited responsibility, especially while the existing shipping interests, both sailing and steaming, connected with the same ports, are under unlimited responsibility, and with capital invested to an amount compared with which the proposed capital of the aforesaid company is insignificant.

That your memorialists are satisfied that private companies will sufficiently promote navigation and intercourse to all parts of the world without such a privilege, in accordance with which every year is increasing the shipping of the kingdom, and every building yard on the River Clyde where shipbuilding is most extensively carried on is at present taxed to the uttermost, and yet cannot supply the demand for paddle and screw steamers required for private enterprise.

That, besides, your memorialists are aware a committee of the Honourable House of Commons was last Session engaged taking evidence as to whether limited liability would be conducive to the mercantile interests.

Your memorialists therefore would respectfully submit to your Lordships the propriety of delaying the consideration of such applications as the one in question until a decision is come to by that Honourable House.

Your memorialists would therefore respectfully but earnestly pray your Lordships not to accede to the application of the Screw Steam Ship Company aforesaid, or of any other company or companies who may apply to your Lordships for a charter of incorporation for the purposes aforesaid.

Signed and sealed with the corporation seal of the Merchants' House, in name and by appointment of said House, at *Glasgow*, the 26th day of November 1852.

*James Hannan*, Dean of Guild.

[Left by a deputation.]

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## NORTH AMERICAN SCREW STEAM SHIP COMPANY.

21

— No. 20. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The Memorial of the Provost, Bailies, and Town Council of the Burgh of Port Glasgow, in Scotland.

Humbly sheweth,

THAT the attention of your memorialists has been called to an application that has been made by the London, Liverpool, and North American Screw Steam Ship Company (provisionally registered) for the grant of a charter of incorporation, under the provisions of the Act 1 Viet. c. 73, which application has been referred by Her Majesty to your Lordships; and they have also heard that similar applications have been, or are about to be, made by other companies.

That the memorialists understand that this company have applied for a limitation of the responsibility of the shareholders composing the company about to be constituted.

That your memorialists view with alarm the concession of the privilege now sought by this company, which, if granted, will prove, in the opinion of the memorialists, highly detrimental and injurious to the public, and more especially to the existing mercantile and shipping interests of the country.

That there are no grounds of a public nature to entitle this company to trade on such terms, which would place at so great a disadvantage other parties engaged in similar traffic, where immense capital is invested under an unlimited responsibility.

Your memorialists therefore respectfully, but earnestly, pray your Lordships to refuse the application of the screw steam ship company aforesaid for a charter of incorporation on the above terms, or of any other company or companies who may apply for a similar privilege.

And your memorialists will ever pray.

Signed, in our name and by our appointment, and the common seal of the Burgh is hereto appended, at Port Glasgow, the 25th day of November 1852, by

Andrew Hair,  
Acting Chief Magistrate.

[Left by a deputation.]

— No. 21. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

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

Showeth,

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

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

That your memorialists are convinced that the trade between this country, Newfoundland, and Canada would be materially benefited and increased by the establishment of direct steam communication.

That your memorialists are of opinion that such a communication will not be established, unless by a chartered company, owing to the large amount of capital required for the purpose, and the reluctance of parties to become shareholders in

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

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

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

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

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

(signed)

J. and W. Stewart.  
James Hunter & Co.  
Archd. Sword.  
H. Dempster.  
Hugh Ritchie.  
Thomas Kincaid.  
Fish, Brown, & Co.  
John Erskine.  
John Miller & Co.  
M'Arthur & Binnie.  
D. & G. Brynner.  
Dond. M'Larty & Co.  
William Clark.  
Kerrs & M'Bride.

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

Greenock, 20 November 1852.

[A similar answer to the preceding ones returned.]

— No. 22. —

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

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

Showeth,

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

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

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

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

That

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 23

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

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

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

(signed)

Robert Barbour & Brothers.  
J. P. K. E. Wetthead & Co.  
Samuel and Thomas Ashton.  
John Pender & Co.  
Richard Birley & Co.  
Samuel Sunday & Sons, S. W.  
Gibson Ordco.  
Charles Mackintosh & Co.  
Thornton, Firth, & Co.  
Samuel Fletcher, Son, & Co.  
Potter & Norris.  
Wright & Lee.  
George Fraser, Son, & Co.  
H. Houldsworth.  
Thomas Bazley.  
Hugh Shaw.  
W. McConnel.  
W. Rigby Murray.  
Crafts & Stell.  
Callender & Co. Dodgshen.  
Dufay & Co.  
John Munn & Co.

S. and W. Watts & Co.  
Mushau, Lase, & Co.  
Kelly & Gilmond.  
John and Nath. Philips & Co.  
James McLaren & Nephews.  
George Faulkner & Co.  
Finnie, Brothers, & Co.  
Wright, Parew, & Co.  
James Brown, Son, & Co.  
W. Wain Gromhowt & Irving.  
Robert Gardiner.  
Porter Broadhurst Lee.  
Elkanah Armitage & Sons.  
Horrocks, Jackson, & Co.  
Schroales & Chamberlin.  
*Pro P. Novelli,*  
Geo. Dummer.  
B. Lubert.  
John Edmund Gundy.  
Sam. Meades.  
Jas. Carlton Walker & Co.

Manchester, 19 November 1852.

[A similar answer to the preceding ones returned.]

— No. 23. —

To the Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

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

Showeth,

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

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

That your memorialists are convinced that the trade between this country, Newfoundland, and Canada would be materially benefited and increased by the establishment of direct steam communication.

That your memorialists are of opinion that such a communication will not be established unless by a chartered company, owing to the large amount of capital required for the purpose, and the reluctance of parties to become shareholders

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

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

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

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

(signed)

A. and S. Henry & Co.  
George Dorstan.  
P. p. James Mackenzie & Co.  
Robert Weir & Co.  
For Monkland Iron and Steel  
Company, William Murray.  
Godfrey, Pattison, & Co.  
H. Gourlay & Co.  
John Wilson & Sons.  
W. H. Dobie.  
Robert Chrystal.  
W. B. Huggins & Co.  
Bogle, Kerr, & Co.  
R. and P. Mitchell & Co.  
Muir, Brown, & Co.  
Jas. J. Robertson & Co.  
John Leadbetter & Co.  
Drummond, Macfarlan, & Co.  
Saml. R. Thomas Brown.  
D. O. G. Macdonald & Co.  
Heron, Dickson, & Co.  
William McLaren, Sons, & Co.  
Alexander Abererombie & Co.  
Daly, Spence, Buchanan, & Co.  
John Stewart & Co.  
Pat. James Mills.  
George J. Lyon & Co.  
Thomas Muirhead & Co.

Arthur & Fraser.  
Wingate & Fleming.  
James Templeton & Co.  
Robert Stewart & Co.  
Netsons & Co.  
James Scott, 23, Exchange-  
square.  
James Black & Co.  
Charles Turner & Co., St. Rollox.  
William Mills.  
Reid & Whiteman.  
J. H. Paterson & Co.  
Rainy, Knox, & Co.  
J. Robertson & Co.  
Robt. Johnston, Oakbank Fac-  
tory.  
Archd. McNair.  
James Laurie & Co.  
William Muir.  
Craft & Stell.  
Kaye, Findlay, & Co.  
James Broom & Co.  
Peter W. Clark.  
Shaw, Turnbull, & Co.  
John and James Turner, p.  
p., Wm. T.  
Auld & Buchanan.  
James McLean & Co.

Glasgow, 19 November 1852.

[A similar answer to the preceding ones returned.]

— No. 24. —

To the Right Honourable the Lords of the Privy Council for Trade.

The Memorial of the Committee of Merchants of the City of *Cork*,  
Sheweth,

THAT your memorialists are apprised that a company, called "The London, Liverpool, and North American Screw Steam Ship Company," have applied to your Lordships for a Royal charter of incorporation.

That your memorialists are informed that the company intend to run the vessels from London, Liverpool, Belfast, and Queenstown, to Newfoundland and Canada, as well as to the United States.

That no direct communication by steam vessels exists between Ireland and America.

That your memorialists consider such a means of intercourse would be of great advantage to this country, both with reference to its commerce and the vast emigration of the people.

That

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 25

That your memorialists are of opinion that a chartered company, with large capital, is the only mode by which steam vessels of the required power will be afforded to this country.

That the superiority in speed, certainty of arrival, accommodation, and improved sanitary arrangements of steam over sailing vessels, afford incalculable advantages to emigrants, in the saving of time, and the probable prevention of disease, engendered by long passages; and they at once will be enabled, on landing, to pursue their avocations: all these are matters of importance that cannot be overrated.

Your memorialists therefore pray your Lordships to advise Her Majesty to grant a Royal charter to this company, on such conditions as your Lordships may deem expedient.

(signed) *Thos. S. Reeves*, President.

*Frederick Honan*,

Secretary and Treasurer, Committee of Merchants.

Commercial Buildings, Cork,

26 November 1852.

[A similar answer to the preceding ones returned.]

— No. 25. —

To the Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The humble Memorial of the undersigned Merchants, Manufacturers, and others, of the Town of *Bradford*, in the County of York,

Showeth,

THAT your memorialists have been informed that an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company," for a Royal charter of incorporation.

That the said company propose to sail steamers frequently, and at stated periods, between Liverpool and Canada and Newfoundland, for which purpose a number of steam vessels and a large capital will be required.

That your memorialists are satisfied that the establishment of this line of steam vessels will be the means of increasing the trade with this country, and materially benefit the North American colonies.

That your memorialists believe that the necessary capital will not be subscribed unless a charter of incorporation be granted, and that such grant of charter of incorporation to this company will not interfere with private enterprise, as no individuals will undertake to carry out the objects of the company without a large grant from Government.

Your memorialists therefore humbly pray that your Lordships will be pleased to advise Her Majesty to grant her Royal charter of incorporation to the said company, under such conditions as to your Lordships may seem right.

(signed) T. S. Moller & Ehrenmarting.

Emanuel & Sons, Incressais.

P. pro Frank & Co.,

Jno. King.

Per George T. Meyer,

William, Esq.

P. p. A. P. H. Nathan,

J. Flalippe.

G. E. Gishol.

Per Leocchuster, B. & Co.

Aders, Preyer, & Co.

Per Kessler & Co.

T. P. Neville.

W. H. Kellhorn.

Jacob Behrens.

Per Renss, King, & Co.

Wm. Puls & Co.

Rennie, Tetley, & Co.

McKean, Tetley, & Co.

Craven & Hand, P.

P. p. Heymann & Alexander,

H. Newman.

J. C. Elkhart, junior, & Co.

F. sig. C. Houreyard & Co.

P. p. S. L. Behrens & Co.,

J. A. Muir.

S. Lowesthall.

[A similar answer to the preceding ones was returned.]

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

— No. 26. —

Steam Shipowners' Association,  
 Offices, 137, Leadenhall-street, London,  
 30 November 1852.

Sir,

I am directed by the committee of this association to address you in reference to an application for a charter of incorporation, which is now being made to the department over which you preside, by the London, Liverpool, and North American Screw Steam Ship Company.

Having, when a like application was made by the North of Europe Company, had the honour of submitting to you in detail the several objections which lie to the concession of limited liability to steam companies, except in special cases, the committee are unwilling to trespass upon you by recapitulating them. They deem it sufficient briefly to allude to the grounds upon which such a privilege has hitherto been granted, and to the circumstances of the company now applying for it.

With respect to the cases in which a limited liability has been conferred, the concession has been made on public grounds alone, either for some national purpose, such, for example, as improved postal communication, or for some important commercial object, unattainable by unprotected private enterprise; and not even in those cases, unless where a large proportion of the capital required had been previously paid up.

On none of these grounds, it is submitted, can the London, Liverpool, and North American Company rest their application for a charter. There is nothing of a national character in their undertaking; nothing in it, viewed commercially, of unusual magnitude, novelty, or hazard; while no results are contemplated which have not already been accomplished by companies or individuals whose liability is unlimited, and the whole of whose property is embarked in their respective enterprises, and to whom, consequently, a charter would be valueless for the purpose for which it is sought by the present applicants, namely, as a means of raising their required capital. The circumstance of their proposing to afford a more frequent and expeditious means of intercourse with Canada, does not make their case an exceptional one, as, now that the capabilities of screw steamers are more fully ascertained, parties will be readily found who will be disposed, without the inducement of a limited liability, to extend the advantages of that mode of communication to our American colonies.

For these reasons, it is respectfully submitted that the application should not be granted.

The subject is one of the deepest importance to the shipping interest, and is engaging the anxious attention of the many companies that form this association.

In laying their views before you, I am further directed to state, that the committee have been requested to ask the favour of an interview, to enable their constituents to submit their opinions to you at greater length; but in this suggestion the committee have not acquiesced, as they are unwilling to trespass upon your much occupied time; and having on a previous occasion communicated their objections in detail, they are induced to believe that a second interview will not be necessary.

I have, &c.  
 (signed) W. C. Morgan.

The Right Honourable J. W. Henley, M.P.,  
 &c. &c. &c.

[A similar answer to the preceding ones returned.]

— No. 27. —

To the Right Honourable the Lords of the Committee of Privy Council for  
 Trade and Plantations.

The Memorial of Merchants, Bankers, Professional Men, Traders, and others,  
 of the Port of *Plymouth*,

Sheweth,

THAT your memorialists are informed an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company" for a Royal charter of incorporation.

That

That your memorialists understand it is the intention of the said company to run steam vessels from London and Liverpool to Newfoundland and Canada, as well as to the United States, a portion of them making this place their final port of departure.

That there is at present no direct steam communication between this country and the colonies above named.

That such a communication would materially advance the interests of these colonies, and has been for some years past anxiously desired by the colonial Governments, as well as by the mercantile interests there and at home.

That your memorialists, being persons interested in the increase of the commerce of this country with her dependencies, and especially desirous of seeing an improved system of communication with the North American colonies, are anxious that the proprietors of steam vessels should be encouraged to employ them in that trade, which they understand they have declined doing, because they believe the profits would not be so large as individuals expect for the investment of capital in such an enterprise.

That your memorialists are convinced the great benefits of steam communication will not be extended to the North American colonies for many years to come, unless through the instrumentality of a chartered company, with a large capital, the shareholders in which would be satisfied with a moderate return on their investments.

That in consequence of the long passages made by sailing ships (the only mode of conveyance at present for goods to the above-named colonies), the merchants and traders of Canada have lately found it to their advantage to purchase considerable portions of their supplies in New York, and other markets in the United States, to the injury of the trade of this country in general, and of your memorialists in particular, which trade would, in a great measure, revert to England if the speed and regularity of steam vessels were applied to the conveyance of goods to Canada.

That the only mode of conveyance for emigrants to the North American colonies is also by sailing vessels, that frequently make very protracted voyages, during which great misery is suffered, with loss of many valuable lives, which will be entirely prevented to the extent that accommodation may be afforded by steam.

That with the rapidly increasing demand for emigration, the want of more efficient means for the safe and speedy transit of emigrants is becoming daily a more urgent and pressing demand, especially as the desire for emigration is spreading in an upward direction amongst the middle classes of society, who naturally look for the more certain means of transit, which steam vessels alone can give, and which can only be provided in adequate numbers by the application of the funds of influential chartered companies.

Your memorialists therefore pray that your Lordships will be pleased to advise Her Majesty to grant a Royal charter of incorporation to such parties as may be willing to extend the advantages of steam communication to Canada and Newfoundland, on such conditions as your Lordships may deem expedient.

And your memorialists will ever pray, &c.

(signed) Harris, Bulteel, & Co., bankers, Plymouth.  
Joseph Silver, manager of the National Provincial Bank, Plymouth.  
W. H. Hawker, merchant.  
Charles T. Reeves, solicitor.  
David Derry, banker, Plymouth.  
H. M. Gibson, Mayor of Plymouth.  
Thos. Woolcombe, Chairman South Devon Railway Company.  
George Dansey, surgeon, Devonport.  
Rendle & Harris, wine-merchants, Plymouth.  
Richard Hicks.  
Stratton J. Coles, surgeon dentist, Plymouth.  
Seaman & Lansdown, general drapers, &c.  
T. M. Evans, merchant, Plymouth.  
J. G. Elsworthy, solicitor.  
Croker, Brothers, auctioneers, &c.  
Whiteford, Bennett, & Tucker, solicitors.

J. B. May, outfitter.  
 Wm. Shepherd & Son, grocers and provision dealers.  
 Wm. Adams, tailor and outfitter.  
 Rt. White Stevens, shipowner.  
 Joseph Wills, shipowner and provision merchant.  
 Roger Lidstone, newspaper proprietor.  
 W. Radmore, Globe Hotel, Plymouth.  
 M. P. Eardley, china and glass dealer.  
 Thomas M. Vicar, chemist and druggist.  
 Skardon & Sons, auctioneers, Plymouth.  
 Francis A Chubb, Commercial Hotel, Plymouth.  
 Isaac Latimer, proprietor of the "Plymouth Journal."  
 Radford & Stotlid, 31, Bedford-street.  
 S. C. Parkhouse, 16, 17, and 18, Bedford-street.  
 Thomas Jarris, 31, George-street, glass and china dealer.  
 Coombes & Thanat, 48 and 49, Bedford-street.  
 P. A. Ward, 5, Whimble-street.  
 D. Thomas & Co., 47, Bedford-street.  
 James Laud, 18, George-street.  
 Anthony Harvie, 34, Southside-street.  
 J. B. Rowe, bookseller, 9, Whimble-street.  
 W. Sperman, draper, Whimble-street.  
 E. Filder, gentleman, Estover House.  
 Robt. Clark, agent for Dublin steamers.  
 Robt. Morris, George-place, banker.  
 J. G. Edmonds, Plymouth, solicitor.  
 George Turvey, Plymouth, bookseller.  
 Wm. H. Wearing, George-street.  
 Elias Watts, ship chandler, &c.  
 Thomas Cole, china merchant.  
 P. Adams & Co., 6 and 7, Treville-street.  
 Dable, Rundle, & Brown, Old Town-street.  
 Josh. Lonsdale, Old Town-street.  
 John B. Densham, Old Town-street.  
 Holman & Parden, Old Town-street.  
 Stephenson, Brothers, Old Town-street.  
 Henry Feather, Bedford-street.  
 Plimsaul, Brothers, Bedford-street.  
 Josias Elliott & Co., Bedford-street.  
 Joseph Arnold, jun., Bedford-street.  
 Joseph Norrington, hosier, Bedford-street.  
 John Holman, chemist, George-street.  
 J. N. Hearder, George-street.  
 William Trebilecork, George-street, Plymouth.  
 R. K. Geldard, George-street, chemist.  
 H. Hyman, George street, Plymouth.  
 Thomas Doidge, Whimble-street, Plymouth.  
 John Edward Deagen, Parade, chemist.  
 Edward Davies, Southside-street, sailmaker.  
 William Stanbury, Southside-street, Plymouth.  
 Isaiah G. N. Kaye, printer, Bilbury-street, Plymouth.  
 James Wilton, tailor, Bilbury-street.  
 J. H. Stephens, surgeon dentist, Backwell-street.  
 William Gibbons, druggist, Treville-street.  
 Edward S. Codd, 8, South Devon-place, Plymouth.  
 Felix Nicholson, bookseller, &c., Bedford-street.  
 W. Marshall, solicitor, Plymouth.  
 Wm. Hy. Locke, bookseller, Plymouth.  
 Wm. Stuart, c. e., Breakwater, Plymouth.  
 J. B. Wilcocks, agent to Her Majesty's Emigration Commissioners.

Plymouth, November 1862.

[A similar answer to the preceding ones returned.]

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 29

— No. 28. —

To the Honourable the Lords of the Committee of Privy Council for Trade and Plantations.

The humble Memorial of the undersigned Merchants, Brokers, and others, of the Borough of *Liverpool*, in the County of Lancaster,

Showeth,

THAT your memorialists have been informed that an application has been made to your Lordships by a company called "The London, Liverpool, and North American Screw Steam Ship Company" for a Royal charter of incorporation.

That your memorialists understand that during the first year of the establishment of the company it is the intention of the said company to run a steamer once every month between Liverpool and Montreal or Quebec, for seven months of the year, and between Liverpool and Portland, which is connected with Canada by railway, once a month, for the remaining five months of the year; and that during the next six years of the establishment of the company they intend to run a steamer once a fortnight to Canada during the summer months, and once a month to Portland during the winter months.

That there is at present no direct steam communication whatever between Great Britain and the British colonies of Canada and Newfoundland, North America, and the steam communication between Great Britain and the United States is quite insufficient for the increasing traffic in goods and the conveyance of emigrants; the only direct steam communication between those countries (with the exception of three steamers belonging to individuals, which run at irregular intervals) being kept up by two companies, called the Cunard Company, and the Collins Company, who do not convey emigrants, and who receive from their respective Governments very large annual grants.

That to enable the public to enjoy the full benefits of steam communication, it is requisite that the vessels should sail frequently, and at stated intervals, and for this purpose a number of steam vessels and a large capital is required.

That your memorialists have been informed that the said company will require the sum of 600,000 *l.* to carry out the objects which it contemplates, and your memorialists are satisfied that this amount cannot be raised without a charter of incorporation, as it is obvious that the amount required is much too large a sum for private enterprise, and it is notorious in the commercial world that men of large fortunes will not subject themselves to unlimited liability by embarking in joint-stock undertakings of magnitude with other shareholders, whose names are unknown to them, and who have a voice in the management of the undertaking.

Your memorialists submit that to refuse a charter of incorporation, with limited liability, to the proposed company, will in all probability prevent the outlay of a very large sum of money, calculated to produce the greatest benefit to the North American colonists, and to prevent them from enjoying for a long period the benefits to be derived from direct steam communication with Great Britain, and will at the same time throw a considerable portion of the passenger traffic of such colonies into the subsidised line of a foreign power.

And your memorialists lastly submit, that a grant of a charter of incorporation to the said company will not interfere with private enterprise, as no individuals will be found to undertake the objects of the company without a large Government grant.

Your memorialists therefore humbly pray that your Lordships will be pleased to advise Her Majesty to grant Her Royal charter of incorporation to the said company, under such conditions as to your Lordships may seem right.

Bailey, Brothers, & Co.  
Job, Brothers.  
Ridley, Son, & Co.  
W. and H. Thomas Gardiner,  
& Co.  
Hagwou, V. M.  
William Lewis & Sons.

Charles R. Taylor.  
David Stuart & Co.  
Still, Conborough & Still.  
Barnet, Brothers.  
Niel Waterhouse & Sons.  
Dennistoun, Mitchell, & Co.  
D. Buchanan, Sons, & Sheppard.

S. Middleton & Sons.	Phelps, James, & Co.
W. L. Myers, Son, & Co.	John H. Greene & Son.
Chas. Mogg, Sartage, Fletcher, & Co.	P. p. John and Thos. Johnson.
John S. Deltolf & Co.	Jno. Barbour & Co.
Williams, Park, & Co.	Campbell, Arnott, & Co.
Stewart, Kers, & Co.	Robt. Cochran.
C. Robertson.	W. Tarbet & Sons.
McGachen & Co.	Alexander Duranty & Co.
Josh. Toplis & Co.	Tho. William Paten & Co.
Maxwell, Brothers.	Ferguson, Pillans, & Co.
William Fry & Sons.	P. pro. Alexander Allan & Co.
Lloyd Rayne.	Jno. Stuart.
Jno. & Nil Harnett.	Henry Moore & Co.
David Powell.	D. & T. B. Neilson.
	Peter Marrow & Co.

[A similar answer to the preceding ones returned.]

— No. 29. —

Sir,

Burlington Hotel, 2 December 1852.

At the interview we had with you at the Board of Trade you expressed a great desire that the communication with Quebec, contemplated by the Canadian Government, should be carried out.

I readily admit that there are good reasons why it should be done; I brought the subject under the notice of the Government myself some time ago; I was pleased to hear you advocate it. I do not join with those who wish to suppress a measure of public utility because it may interfere with their private interests; but care should be taken not to do great injury where it can be avoided.

I now take the liberty of pointing out to you the appliances required for carrying out the Canadian contract.

Two screw steam ships, to cost 40,000*l.* each (I name this sum as this company have purchased, contingently upon obtaining this charter, a new ship for that sum), will do the duty once a month next year, as stipulated for in the contract; two more will do the duty twice a month the following years, as stipulated for also in the contract. I think, Sir, you will admit that this undertaking is within the ability of private means, and when it is taken into account that the parties have 24,000*l.* a year, a large sum compared with the capital required, they should be enabled to do the work with great advantage, provided they confine their operations to this service, but it would be a mere trifle if thrown into the great operations of this contemplated company.

The Canadian Government have perhaps acted wisely in encouraging this undertaking by a subsidy, but it should be applied to the purpose for which it is granted, and not diverted or mixed up in other operations, which may defeat the original intention. Great companies have not always succeeded.

There can be no pretext for granting a charter, with limited liability, for the accomplishment of this service, it being within the ability of thousands of houses, and the parties are subsidised to guard them against loss, and can do the work better without a charter than with one. This contemplated great company have only introduced this Canadian contract, which was taken by other parties, as a pretext for obtaining the charter, which they could not ask for on any other grounds, as there are many screw ships now employed between this country and the United States, and there will be no lack of them to Canada, if the trade will justify the measure, and the encouragement given by the Canadian Government will soon test it.

Mr. Gilmour stated to you at the meeting that he owned 50,000 tons of shipping employed in the Canada trade, and that he considered that his property would

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 31

would be greatly injured by your granting this charter; he also stated that although the screw ships had not been used, there was no doubt that they would soon be used to a great extent in the trade to Canada. I did not like to say to you in the presence of so large an assembly, that we have from 35,000 to 40,000 tons of steam ships (including some that are in the course of construction), costing one million and a quarter of money, that would also be jeopardised and injured by your granting this charter. As I have no reason to expect that an assertion of mine, unsupported, will be received by you, I shall send you a detailed account of each steam ship, her name, tonnage and horse power, in verification of my statement.

We expect, and are prepared to meet fair competition, but we are not prepared to stand against a company of this kind, who profess in their prospectus to embrace the whole trade between Great Britain and North America, and who may recklessly carry on operations in London under their 15 directors to destroy all opposition, being aware that individuals cannot stand out against them with limited liability. I now beg to add my entreaty to that of the shipowners from every part of the kingdom, that you will not grant this charter, which I am satisfied would inflict upon us a great amount of injury, and encourage reckless speculation; no prudent man would embark his capital in the face of such a company.

I remain, &c.

The Right Honourable J. W. Henley,  
President, Board of Trade.

(signed) S. Cunard.

— No. 30. —

Sir,

Austie Friars, 4 December 1852.

THE following remarks are submitted to you, pursuant to your request, for the purpose of showing that the objects of the London, Liverpool and North American Screw Steam Ship Company, as disclosed in the prospectus herewith sent, will, in the opinion of the provisional committee of that company, be defeated by the limitation of its operations to the United Kingdom and the British North American colonies, and excluding the ports of the United States.

1. The scheme, as disclosed by the prospectus, shows the profitable employment of 10 iron screw steamers, each having a measurement of from 1,800 to 2,000 tons, between the port of London, the ports of British North America, and of the United States, and between the port of Liverpool and the same Transatlantic ports.

2. The trade between the United Kingdom and Canada and Newfoundland will not, at present, support more than two steamers per month, starting alternately from London and Liverpool. To perform this service alone, three steamers would be required at London, and the like number at Liverpool; but if one steamer per month were also sent from each port (as proposed by the provisional committee), five steamers at London, and five at Liverpool, would perform the joint service equally. To perform the service for Canada and Newfoundland alone, an establishment must be kept up at London, and another at Liverpool, the expense of which would be too great in proportion to the work these establishments would have to perform. The same establishments would provide for the vessels to New York, as well as to Canada and Newfoundland, without any increase to their cost. Furthermore, it is to be borne in mind that the navigation of the St. Lawrence is generally closed during five months of the year, and unless the company has the power of sending their vessels to ports south of the St. Lawrence (and especially during the winter months), it would be impossible to run them to profit.

3. The capital required for the restricted operations of the company to Canada and Newfoundland would be only 360,000 £, which is understood to be less than the sum for which the Board of Trade think it advisable to grant charters of

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

incorporation; whereas the prospectus issued to the public, and under which applications for shares have been made, fixes the minimum capital at 600,000 *l.*, from which it is not competent to the committee now to recede.

4. There is not at present any steam communication between London and New York, either for goods, passengers, or emigrants, and the steamers between Liverpool and New York do not carry emigrants. The deficiency in both these respects will be supplied by this company. The competition of this company in the New York trade will be almost entirely with sailing ships, and those exclusively (or nearly so) belonging to the United States. Their only competition with any existing steam interest will be in regard to the extremely small proportion of goods shipped on board steam vessels from Liverpool.

The trade between Liverpool and New York is increasing so rapidly every year, that it will readily employ the ships proposed by this company to be placed on the line, without displacing a single ton of shipping, propelled either by steam or sail, that is at present employed between those ports.

We have, &c.

To James Booth, Esq.  
Secretary to the Board of Trade,  
Whitehall.

(signed) *Wadeson & Malletson.*

— No. 31. —

Sir,

Burlington Hotel, 4 December 1852.

In my letter to you, dated the 2d instant, I stated from memory the amount of tonnage of steam ships owned by us. I now enclose you a detailed account, containing the name, tonnage, and horse power of each vessel, amounting to 14,441 tons and 10,731 horses' power.

I have just been informed that it was stated to you by the parties applying for this charter, that our liability is limited to our respective shares by the law of Scotland. The object of this statement is very plain, but it is quite incorrect: we are liable, jointly and severally, for the whole amount of our engagements to the extent of our individual property; we have no such protection.

These parties also stated to you, that they traced the opposition to the granting of this charter, in every instance, to me; this you must be aware is incorrect, as you have received memorials from the great shipping interests in every part of the kingdom; they have also requested their representatives to wait on you to protest against this measure.

I have not been out of London, and do assure you that I have not written or applied to any of these parties. I have received communications, but not in reply to any solicitation on my part; I relied upon the justice of my own representations to you. I could not believe that the Government would do so great an act of injustice to me, and to the whole shipping interest of the country, to favour these projectors.

I have heretofore in my communications with you refrained from making any personal observations respecting the applicants for this charter, but as they have taken liberties with me, and have made mis-statements calculated to deceive you, with the object of advancing their own interests, I have now no hesitation in saying that the 15 directors to this project, embracing (as set forth in their prospectus) the whole trade between Great Britain and North America, do not own collectively 1-10th part of the amount of shipping owned by Mr. Gilmonr alone, who stated to you that he considered the granting of this charter as destructive to his interest. The shipowners throughout the kingdom have expressed to you the same sentiments in their petitions; they did not wait for me to solicit them; they were quite alive to the injury this measure would do them. I may further add that these projectors are now soliciting signatures in different parts of the kingdom in support of their application; it comes therefore with bad grace from them to accuse me of doing that which they are doing, but which I have not done.

I cannot

I cannot bring myself to believe that you will grant this charter, to enable these speculators to destroy the confidence of all the shipowners in the country and injure their property.

I have shown you that the Canada part of this concern can be accomplished by private means, and that the Newfoundland part is also within the reach of private capital; these undertakings can be accomplished with less risk of loss by individuals than by great companies. Three or four, or more, houses may join together and have their respective shares expressed on the ship's register; there is no difficulty in the matter; it is quite a common way of owning ships. I have stated to you that my partners and I have upwards of one million and a quarter of money embarked in steam ships, the value of which would be deteriorated by granting this charter; we should have no confidence in running in opposition to such a company, with limited liability, and they have no just claim to such a privilege.

The trade is well understood, and there will be plenty of screw steam ships on the Atlantic before 12 months, if this charter is not granted; it would check the energies of all private individuals.

I am, &c.

The Right Honourable J. W. Henley.

(signed) S. Cunard.

You will please to bear in mind that I have not, in any communication made to you, manifested the slightest opposition to the arrangement made by the Canadian Government; on the contrary, I have shown you that the contractors may carry it out with two screw steamers next year, and two additional the following year; they can need no charter for this.

They have 24,000 *l.* a year to assist them, which will give them a decided advantage over all others.

If the contractors confine their operations, for the present, to this object, the views of the Canadian Government for which the grant was made, will be carried out; but if they mix this contract up with the magnificent objects of this great company, the intentions of the Canadian Government will be defeated. The grant of 24,000 *l.* a year is a great consideration in a small concern requiring little capital, but a mere trifle if merged into this gigantic company; it might cover the expense of the London establishment. By granting this charter you would defeat the object of the Canadian Government. I conceive that I have a right to make these observations, because it has been stated to you that the opposition to this charter has been got up by me to prevent the Canadian traffic from being taken out of our hands, whereas I have never opposed this measure in any way. It is true we have built steamers for this trade, but I do not oppose others on that account. These applicants for the charter attribute to me great influence, if I have moved all the shipping interests of the kingdom, who have petitioned you, and who have now directed their representatives to protest in Parliament against the granting of this charter, which would enable the company to run down all opposition from legitimate trade, and then become monopolists. If these gentlemen are the philanthropists they profess to be, desirous of taking under their especial protection the whole trade of the kingdom with the North American colonies and the United States, let them show some confidence in each other, and carry out their projects upon their own responsibility.

The Canadian contract is a mere pretext; 15 directors, 3 trustees, secretaries, clerks, &c. There could have been no justice in depriving the East India Company of their trading charter if you now grant a charter to this absorbing company, and in opposition to the expressed wishes of the whole shipping interest of the kingdom.

(signed) S. Cunard.

## Enclosure in No. 31.

LIST of STEAM VESSELS owned by Messrs. *Cunard, Burns, MacIver, & Company.*

VESSELS' NAMES.	Total Tonnage.	Horse Power.
Margaret - - - - -	684	220
Cambria - - - - -	1,423	550
America - - - - -	1,826	670
Niagara - - - - -	1,824	670
Europa - - - - -	1,834	700
Canada - - - - -	1,830	700
Asia - - - - -	2,226	800
Africa - - - - -	2,226	800
Camilla - - - - -	485	220
Laurel - - - - -	428	180
Stork - - - - -	430	210
British Queen - - - - -	801	160
Andes - - - - -	1,440	300
Arabia - - - - -	2,500	1,000
Persia - - - - -	3,200	1,000
Alps - - - - -	1,500	300
Taurus - - - - -	1,050	200
Teneriffe - - - - -	1,050	200
Balbec - - - - -	1,000	181
Melita - - - - -	1,014	200
Etna - - - - -	2,100	400
Jura - - - - -	2,100	400
Elk - - - - -	500	250
Stag - - - - -	500	250
{ Jackall - - - - -	200	90
{ Satellite - - - - -	170	80
TOTAL AMOUNT - - -	34,441	10,731

The two last steamers (within brackets) may seem small vessels to be introduced into this list, but small as they are they cost 15,000 *l.*, and are employed as tenders on the Mersey, in connexion with the ocean steamers, and in conveying the mails.

4 December 1852.

(signed) *S. Cunard.*

— No. 32. —

Liverpool and Philadelphia Steam Ship Company,  
12 and 13, Tower-buildings, Liverpool,  
12th month 9th, 1852.

Respected Friend,

We have perused with much interest the proceedings in the House of Commons, as reported in the "Times" newspaper of yesterday, with reference to the charter of limited liability sought from your Board for the London, Liverpool, and North American Screw Steam Ship Company.

Up to the present moment we have not in any way interfered, or given any opinions or statements with respect to it, though we feel, and are perhaps more deeply interested than almost any other parties in the matter; but we have remained quiet from the feeling that others with more influence than ourselves had taken up the matter, and that on the representations already made the decision would be formed; but finding in thy speech that memorials were still coming in, we trust this communication will meet with the consideration it may deserve.

We have no wish to argue the question of charters in general, but we think that if a charter is to be granted to a new company, who hold out the prospect of running on a station where (in their own prospectus) they state that they have a Government subsidy of 8 per cent. on the capital stock to be invested in that service, the Liverpool and Philadelphia Steam Ship Company have *a fortiori* a much stronger claim for a charter, inasmuch as they have been the parties to prove the efficiency of screw steam vessels in voyages across the Atlantic, their vessels having been run without any subsidy or aid from Government of any kind, and having been the first vessels running with certainty and regularity on that line, which has now been established for upwards of two years.

If the charter is claimed on the ground that they open a new trade with Canada, we think they have a sufficient warrant against total loss in the subsidy above named.

If, however, it is sought on the ground that they will open a communication with the United States, there is no claim on that ground; for steam ships of our company commenced a regular communication with Philadelphia, a new and untried station, in December 1850, and from that time until yesterday (when the first screw steamer of the Cunard line sailed for New York) have been the only company with steamers crossing the Atlantic from England who have not received assistance or subsidy of any kind.

The owners of the vessels already engaged in our line have invested (without the assistance of any loans of any kind that we are aware of) property to the amount of about 90,000 *l.* sterling, each firm's interest in them averaging about 9,000 *l.*; and to show the willingness to accommodate any increase of trade there may be, they have subscribed capital for an increase of the line, and are at present in treaty for the purchase or building another vessel, increasing the capital of the company to about 130,000 *l.* to 150,000 *l.*, which will be held in shares averaging as above stated, there being only about 10 or 12 firms and individuals, and those all of our immediate friends, connected with it.

We therefore naturally look with some anxiety to a company forming to carry on a trade, which we believe will eventually, if not at present, interfere more or less with our enterprise, and that fear is greatly increased when we see a company with shares of only 20 *l.*, while we ourselves have ours in shares of 9,000 *l.* each or more.

In the traffic to the United States they offer no novelty: our steamers have during the past summer carried cabin passengers at 21 *l.*, 16 *l.* 15 *s.*, and 13 *l.* 13 *s.*, which is as low as any accommodation of the kind can be given, and they have also been carrying, on the average during the past summer, an average of 200 emigrants or steerage passengers per month; and we consider it would be a hardship upon us, that after we have been the pioneers of such traffic (and we humbly submit have shown the feasibility of it to other parties), and have borne the risks and losses of opening the enterprise, if a company formed of small shareholders

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

were allowed to gain a charter to enable them, by the large amount of capital they advertise for, to come into competition and overpower a smaller company, though it may have a much greater individual stake in the undertaking.

We do not now intend to oppose the granting of the above charter, but for the reasons we have now stated, we think it right to bring in as promptly as light before your Honourable Board as we can, that should the charter be granted to the London, Liverpool, and North American Screw Steam Ship Company, we think that your Honourable Board will in justice be called upon to grant one also to the "Liverpool and Philadelphia Steam Ship Company," which, if that is granted, it is our intention to apply for immediately.

We have not felt ourselves justified in entering further than this into the matter, but should there be any information on the point which we can render, from our experience of two years' working, we shall be happy to attend upon you personally, or answer the questions you may desire to put to us.

We remain, &c.

(signed) *Richardson, Brothers, & Co.*

To the Right Honourable J. W. Henley,  
President of the Board of Trade, London.

[A similar answer to the preceding ones returned.]

Enclosure in No. 32.

The Liverpool and Philadelphia Steam Ship Company intend sailing their favourite Iron Screw Steam Ships as follows:

City of Philadelphia (new)	-	-	2,200 tons	-	-	Capt. R. Leitch,
City of Manchester	-	-	2,125 tons	-	-	Capt. W. Wylie,
City of Glasgow	-	-	1,610 tons	-	-	Capt. K. Morrison,

Are intended to sail as under:

	From Liverpool.	1853.
City of Glasgow	-	-
City of Manchester	-	-
City of Glasgow	-	-
City of Manchester	-	-

	From Philadelphia.	1853.
City of Manchester	-	-
City of Glasgow	-	-
City of Manchester	-	-
City of Glasgow	-	-

Rates of Passage.

From Liverpool.--Cabin, in single state-rooms, 20 guineas.  
 " in double " 15 "  
 " in forward " 13 "

Including all provisions and steward's fee; all having the same privileges, and messing together.

A limited

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 37

A limited number of passengers will be taken at six guineas, including as much provisions as required, comfortably cooked.

These steamers carry "Phillips's Patent Fire Annihilators."

An experienced surgeon is attached to each steamer.

## Rates of Freight.

Dogs charged 3*l.* each.

Freight on fine goods, 60*s.* per ton, and unmanufactured goods, &c., will be taken subject to agreement, payable here or in Philadelphia at 4 dollars 80 cents per pound sterling.

Apply in Philadelphia and New York, to Thomas Richardson; in Belfast, to Richardson, Brothers, & Co.; in Glasgow, to Patrick Henderson & Co.; in Dublin, to Cornelius Carleton; in London, to Edwards, Sanford, & Co., for passengers, and Pickford & Co., for goods; in Paris, to Frederick Redfern, 8, Rue de la Paix; in Havre, to W. Davidson; in Manchester, to George Stonier; and, in Liverpool, to Richardson, Brothers, & Co., 12 and 13, Tower-buildings.

— No. 33. —

Sir,

Astin Friars, 10 December 1852.

By direction of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, we send herewith two statements, one showing the tonnage of British and United States vessels, which have cleared out from the port of London to New York during this year, the other showing the tonnage of British and United States vessels which have cleared from Liverpool to New York during the same period. The objects for which these statements are furnished will be stated to Mr. Henley by the committee, who are appointed to attend at the Board of Trade to-morrow, at 12 o'clock.

We remain, &c.

James Booth, Esq.,  
Whitehall.

(signed) *Wadson & Malleson.*

Enclosure 1, in No. 33.

## SHIPS cleared at London with CARGOES for New York.

UNITED STATES.				BRITISH.	
Packet Ships.	Tons.	Transient Ships.	Tons.	Transient Ships.	Tons.
1852—JANUARY:					
Independence -	782	Christiana - -	804	—	—
Margaret Evans -	1,012				
Patrick Henry -	1,002				
Ocean Queen -	1,203				
FEBRUARY:					
Sir Robert Peel -	1,000	Richard Colden -	747	—	—
American Eagle -	980				
Prince Albert -	980				
Devonshire -	1,175				
MARCH:					
American Congress -	903	Hannah Crocker -	648	—	—
Northumberland -	900	Hibernia - -	976		
York Town -	1,202				
Southampton -	1,324				
APRIL:					
Cornelius Grinnell -	1,221	—	—	Mary - -	931
Victoria - -	938				
London - -	1,285				
Commonwealth -	670				
Carried forward -	10,736	- - - -	3,175	- - - -	931

730.

E 3

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

UNITED STATES.				BRITISH.	
Packet Ships.	Tons.	Transient Ships.	Tons.	Transient Ships.	Tons.
<b>1852—MAY:</b>					
Brought forward -	16,730	- - - -	3,175	- - -	931
John Merriek -	803	Florida -	793	—	—
Patrick Henry -	1,002	Ionian -	853		
Independence -	782	Greenpoint -	606		
Margaret Evans -	1,012				
Hendrik Hudson -	821				
Ocean Queen -	1,203				
<b>JUNE:</b>					
Sir Robert Peel -	1,000	Christiana -	804	—	—
American Eagle -	989	Masonic -	461		
Prince Albert -	980				
Devonshire -	1,175				
<b>JULY:</b>					
American Congress -	903	Delia Maria -	550	—	—
Northumberland -	990				
York Town -	1,262				
Southampton -	1,324				
Cornelius Grinnell -	1,321				
<b>AUGUST:</b>					
Victoria -	938	Haidee -	759	—	—
London -	1,285	Orphan -	715		
Margaret Evans -	1,064				
Patrick Henry -	1,002				
<b>SEPTEMBER:</b>					
Hendrik Hudson -	821	Henry Harbeck -	477	—	—
Independence -	782	Alert -	866		
Ocean Queen -	1,203				
Sir Robert Peel -	1,000				
American Eagle -	989				
<b>OCTOBER:</b>					
Prince Albert -	980	Elsinore -	651	—	—
Devonshire -	1,175	Eagle -	1,215		
American Congress -	903				
Northumberland -	990				
<b>NOVEMBER:</b>					
York Town -	1,262	Christiana -	804	—	—
Southampton -	1,324				
Cornelius Grinnell -	1,321				
Victoria -	938				
<b>DECEMBER:</b>					
London (loading 8th December) -	1,285	Surprise (to sail this month) -	1,104	—	—
Margaret Evans -	1,064				
Patrick Henry -	1,002				
Hendrik Hudson -	821				
<b>TOTAL Tons -</b>	<b>54,262</b>	<b>- - - -</b>	<b>13,822</b>	<b>- - -</b>	<b>931</b>

## TOTALS.

52 Packet Ships, United States	- - - -	Tons.
23 Transient Ships, ditto	- - - -	54,262
		13,822
74 United States Ships -	- - - -	68,074
1 British Ship -	- - - -	931
75		69,005

## Enclosure 2, in No. 33.

SHIPS cleared at *Liverpool* with CARGOES for *New York*.

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		STEAM SHIPS.		TRANSIENT SHIPS.	
1852—JANUARY:				1852—JANUARY:			
	Tons.		Tons.		Tons.		Tons.
Montezuma - -	982	Humphrey Paving-	989	Asia - -	1,214	Kossuth - -	1,300
Constellation - -	1,702	ton.		Niagara - -	1,008		
Isaac Wright - -	1,286			Canada - -	1,001		
President - -	1,142						
Congurin - -	1,085						
Garrick - -	950						
Queen of West - -	1,307						
Gardinia - -	802						
Constantine - -	1,384						
Jacob A. Westofet - -	1,533						
Richard Morse - -	1,000						
Excelsia - -	1,103						
Philadelphia - -	1,102						
Arctic - -	1,600	Steam.					
Pacific - -	1,500	Steam.					
FEBRUARY:				FEBRUARY:			
Columbine - -	1,132	Racer - -	1,700	Africa - -	1,216		
West Point - -	1,046			Asia - -	1,214		
Austatice - -	1,115						
Niagara - -	720						
Ocean Queen - -	870						
General Dunlop - -	1,111						
Henry Clay - -	1,484						
Empire State - -	1,482						
Pelican State - -	940						
Universe - -	1,207						
Monkatten - -	1,388						
Enterprise - -	812						
Star of the West - -	1,191						
Hemisphere - -	1,213						
Albert Gelatine - -	1,618						
Chaos - -	770						
William Nelson - -	1,030						
Fidelia - -	987						
Atlantic - -	1,600	Steam.					
Arctic - -	1,500	Steam.					
MARCH:				MARCH:			
Edward O'Brien - -	910	Sarah G. Hyde - -	890	Europa - -	1,010	China - -	633
Sheridan - -	980	Costello - -	641	Africa - -	1,216	Lesmahago - -	792
Underwriter - -	1,450	W. D. Sewall - -	721			Midas - -	741
Leviathan - -	1,250	Olivia - -	626			Colonist - -	751
Georgia Washington - -	1,658					New Brunswick	902
Rochennbeim - -	885						
Constitution - -	1,600						
Washington - -	1,701						
America - -	1,104						
Arctic - -	1,202						
New York - -	972						
James Nesmith - -	1,090						
Siddons - -	991						
Saratoga - -	1,200						
Miss Van Wrinkle - -	1,034						
Andrew Forster - -	1,300						
Joseph Walker - -	1,385						
Pyramid - -	855						
Carried forward -	63,489	- - -	5,327	- - -	7,879	- - -	5,081

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		STAM SHIPS.		TRANSIENT SHIPS.	
1852—March—continued.				1852—March—continued.			
Brought forward -	Tons. 63,488	- - -	Tons. 5,327	- - -	Tons. 7,879	- - -	Tons. 5,081
Triconderoga -	1,229						
James P. Sage -	1,146						
Falcon -	813						
W. H. Harbech -	922						
William Michbech -	799						
Waterloo -	1,000						
Pacific -	1,500						
Baltic -	1,500						
APRIL:				APRIL:			
Continent -	1,032	Art Union -	809	Sarah Sands -	031	Indian Ocean -	1,080
Yorkshire -	1,000			Asia -	1,214	Persian -	1,132
Ashburton -	1,077			Europa -	1,010	Malabran -	1,175
Lady Franklin -	1,283			Great Britain -	1,010	Benjapore -	1,076
New World -	1,423					Middleton -	906
De Witt Clinton -	1,066					Adonis -	888
Florida -	1,040					Fleetwood -	567
Roscus -	1,050					Arran -	1,064
Southampton -	1,288					Plantagenet -	1,085
Argo -	969					Equator -	787
Great Western -	1,609					Riverdale -	843
E. C. Scrantin -	1,412					Nova -	879
Meridian -	1,281					Parsee -	1,170
William Rathbone -	1,101					Annamuca -	595
Liverpool -	1,159					Passate -	296
Hero -	1,159					Envoy -	946
St. Patrick -	1,000					Tantivy -	1,040
Cumberland -	900					Harmony -	832
Arctic -	1,500					Gipsy -	729
Pacific -	1,500						
MAY:				MAY:			
Esmeralda -	983	Tangier -	304	Africa -	1,216	Crown -	1,284
John and Lucy -	1,080	John Calder -	300	Asia -	1,214	Argo -	990
Guy Manning -	1,418					Pudsona -	580
Isaac Webb -	1,443					Salem -	915
A. Z. -	670					Agitator -	417
Emma Field -	944					Home -	728
John Stewart -	1,703					Eudisia -	1,015
Huguenot -	939					Intrinsic -	827
Calumza -	798					David Cannon -	1,331
Rephumock -	1,250						
Montezuma -	831						
Princeton -	1,142						
Franklin King -	1,200						
John E. Walsh -	800						
Garrick -	936						
James Wright -	1,172						
Isaac Wright -	1,286						
Senator -	923						
West Point -	1,050						
Julia Howard -	589						
Levit Stoner -	983						
Franklin J. Ward -	820						
Houghton -	787						
William Witherbee -	900						
Constantine -	1,384						
Jacob A. Westerfield -	1,533						
Robena -	778						
Excelsia -	1,103						
E. Bulkly -	734						
Constellation -	1,762						
Camden -	778						
Colombo -	700						
Trumbull -	855						
Atlantic -	1,500						
Arctic -	1,500						
Carried forward -	133,658	- - -	6,020	- - -	14,480	- - -	30,887

18

Bro  
Torrent  
Empire  
Columb  
Louisin  
Henry  
Jno. H  
Irene  
Richar  
Albert  
Sardini  
Chace  
Geo. E  
Pelican  
Sarah  
Devons  
Ocean  
Sherida  
Washin  
Adriatic  
William  
Star of  
Univer  
Queen  
March  
Nichol  
Genera  
Enterpr  
Americ  
Henry  
Constit  
Underw  
Vangu  
Forest  
Baltic  
Atlantic  
Arctic  
Ju  
Josh. V  
Sandus  
Fidelia  
Winfiel  
Contine  
Metoka  
Philade  
New W  
Andrew  
St. Geo  
Marath  
Owega  
Hibern  
Siddon  
Jas. N  
Vangu  
Kenne  
Yorksl  
Hope  
Sarah  
Saratop  
George  
Ashbu  
Cheshi  
Forest  
Wester  
Nebras  
Racka  
De W  
Lady  
Baltic  
Pacific

**NORTH AMERICAN SCREW STEAM SHIP COMPANY.**

41

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		PACKET SHIPS.		TRANSIENT SHIPS.	
1852—JUNE:		1852—JUNE:		1852—JUNE:		1852—JUNE:	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
5,081	Brought forward - 133,658	- - - 6,929	- - - 14,480	- - - 30,887	- - - 710	- - - 1,260	- - - 999
-	Torrent - - - 749	Rhodes - - - 479	Europa - - - 1,010	Fanny - - - 710	-	-	-
-	Empire State - - - 1,482	J. J. Hathorne - 398	Sarah Sands - 931	Kossuth - - - 1,260	-	-	-
-	Columbia - - - 1,168	Greenwich - - - 780	Africa - - - 1,216	Montego - - - 999	-	-	-
-	Louisiana - - - 830	Tenapest - - - 851	-	-	-	-	-
-	Henry Clay - - - 1,447	-	-	-	-	-	-
-	Jno. Harvey - - - 1,038	-	-	-	-	-	-
-	Irene - - - 1,187	-	-	-	-	-	-
-	Richard Moore - - 872	-	-	-	-	-	-
-	Albert Gelatin - - 1,619	-	-	-	-	-	-
-	Sardinia - - - 802	-	-	-	-	-	-
-	Chace - - - 625	-	-	-	-	-	-
-	Geo. Evens - - - 723	-	-	-	-	-	-
-	Pelican State - - 1,000	-	-	-	-	-	-
-	Sarah Louise - - - 607	-	-	-	-	-	-
-	Devonshire - - - 780	-	-	-	-	-	-
-	Ocean Eagle - - - 506	-	-	-	-	-	-
-	Sheridan - - - 980	-	-	-	-	-	-
-	Washington - - - 1,791	-	-	-	-	-	-
-	Adriatic - - - 729	-	-	-	-	-	-
-	William Hatton - - 1,215	-	-	-	-	-	-
-	Star of West - - - 1,191	-	-	-	-	-	-
-	Universe - - - 1,432	-	-	-	-	-	-
-	Queen of West - - 1,387	-	-	-	-	-	-
-	Marchatteux - - - 1,388	-	-	-	-	-	-
-	Nicholas Biddle - - 770	-	-	-	-	-	-
-	General Dunlop - - 950	-	-	-	-	-	-
-	Enterprise - - - 836	-	-	-	-	-	-
-	America - - - 1,137	-	-	-	-	-	-
-	Henry Gurnell - - 1,049	-	-	-	-	-	-
-	Constitution - - - 1,609	-	-	-	-	-	-
-	Underwriter - - - 1,500	-	-	-	-	-	-
-	Vanguard - - - 1,287	-	-	-	-	-	-
-	Forest King - - - 1,110	-	-	-	-	-	-
-	Baltic - - - 1,500	-	-	-	-	-	-
-	Atlantic - - - 1,500	-	-	-	-	-	-
-	Arctic - - - 1,500	-	-	-	-	-	-
-	JULY :	-	-	-	-	-	-
-	Josh. Walker - - - 1,325	Jessori - - - 459	Asia - - - 1,214	Claremont - - - 392	-	-	-
-	Sandusky - - - 970	Arthur - - - 579	Europa - - - 1,010	-	-	-	-
-	Fidela - - - 967	Chas. Cooper - - 677	Africa - - - 1,216	-	-	-	-
-	Winfield Scott - - 1,549	-	-	-	-	-	-
-	Continent - - - 1,099	-	-	-	-	-	-
-	Metoka - - - 775	-	-	-	-	-	-
-	Philadelphia - - - 1,102	-	-	-	-	-	-
-	New World - - - 1,423	-	-	-	-	-	-
-	Andrew Forster - - 1,300	-	-	-	-	-	-
-	St. George - - - 1,100	-	-	-	-	-	-
-	Marathon - - - 800	-	-	-	-	-	-
-	Owego - - - 888	-	-	-	-	-	-
-	Hibernian - - - 877	-	-	-	-	-	-
-	Siddons - - - 1,000	-	-	-	-	-	-
-	Jas. Nesmith - - - 1,000	-	-	-	-	-	-
-	Vanguard - - - 1,287	-	-	-	-	-	-
-	Kennebec - - - 926	-	-	-	-	-	-
-	Yorkshire - - - 1,058	-	-	-	-	-	-

## PAPERS RELATING TO THE LONDON, LIVERPOOL, AND

UNITED STATES.				BRITISH.			
PACKET SHIPS.		TRANSIENT SHIPS.		PACKET SHIPS.		TRANSIENT SHIPS.	
1852—August:				1852—August:			
	Tons.		Tons.		Tons.		Tons.
Brought forward -	208,197				21,077		
New York -	073	Anakimba -	11,153	Asia -	1,214	John Wilry -	34,248
Benjamin Adams -	1,457		071	Europa -	1,010		183
Scotia -	900						
Eliso Owen -	873						
Praguess -	1,452						
Southampton -	1,288						
Living Age -	730						
Shannon -	922						
Liverpool -	1,129						
Silas Shemmin -	895						
Musangus -	669						
Roscus -	1,067						
Ferncluthall -	608						
Cornelia -	1,064						
Saml. Lawrence -	1,224						
E. C. Serampton -	1,180						
Great Western -	1,609						
Winchester -	1,834						
Kate Hunter -	740						
Pinceton -	1,142						
Huguenot -	939						
Francis P. Sage -	1,200						
Hemisphere -	1,024						
Wm. Sprague -	720						
Seargo -	650						
Lexanthan -	1,250						
Col. Carrs -	781						
West Point -	1,040						
Conqueror -	1,085						
Atlantic -	1,506						
Arctic -	1,500						
SEPTEMBER:				SEPTEMBER:			
Isaac Webb -	1,143	—	—	Africa -	1,216	Duke -	682
Cape Cod -	845			Asia -	1,214		
Guy Mauering -	1,340						
Chaos -	810						
Geo. Washington -	1,040						
Wm. Rathbone -	1,101						
Garrick -	1,100						
Rialto -	499						
W. D. Sewall -	670						
Roger Stewart -	1,066						
Constantine -	1,384						
Jno. Stewart -	1,700						
Isaac Wright -	1,286						
Jno. Hancock -	876						
Excelsor -	1,103						
Meridian -	1,300						
Rapphanoch -	1,188						
Africa -	841						
Caroline Tucker -	806						
A. Z. -	758						
American Union -	1,240						
Jacob A. Westerfell -	1,533						
Rochambean -	805						
Albert Gelatin -	1,018						
Constellation -	1,762						
Pacific -	1,500						
Atlantic -	1,500						
OCTOBER:				OCTOBER:			
Columbia -	1,075	—	—	Europa -	1,010	—	—
Emma Fields -	1,075			Africa -	1,216		
Australia -	1,447						
Houghton -	936						
Sheridan -	980						
Queen of West -	1,387						
Washington -	1,701						
Carried forward -	279,066	-	12,124	-	27,967	-	35,173

B  
 Midd  
 Henry  
 G. W  
 Brew  
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 Jos. V  
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 South

N  
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 E. Z.  
 Empir  
 New  
 Siddo  
 Typh  
 York  
 Antar  
 West  
 Ester  
 Ashbu  
 St. G  
 Amer  
 Sarat  
 Lady  
 Atlan  
 Baltic

J  
 Benj  
 Great  
 Celas  
 Arctic  
 Arctic  
 Maza  
 Liver  
 Rosc  
 Levy  
 Race  
 Isaac  
 Shan  
 Hero  
 Cent  
 E. C  
 New

# NORTH AMERICAN SCREW STEAM SHIP COMPANY.

43

IENT SHIPS.

Tons.  
34,248  
183

682

35,113

## UNITED STATES.

### PACKET SHIPS.

1852—October—continued.

	Tons.
Brought forward	270,060
Middlesex - -	1,500
Henry Clay - -	1,484
G. W. Phelps - -	800
Brewer - -	711
Tides - -	720
Monbatten - -	1,381
Celestial - -	866
Universe - -	1,432
Star of West - -	1,101
Charles Holmes - -	846
Continent - -	1,000
Jos. Walker - -	1,325
Arctic - -	1,500
Pacific - -	1,500
South Carolina - -	1,500

### NOVEMBER:

Underwriter - -	1,440
Fidelia - -	962
Constitution - -	1,000
Andrew Forster - -	1,286
E. Z. - -	764
Empire State - -	1,321
New World - -	1,483
Siddons - -	971
Typhoon - -	1,611
Yorkshire - -	1,058
Antarctic - -	1,200
Western World - -	1,366
Enterpris - -	836
Ashburton - -	1,077
St. George - -	950
America - -	1,104
Saratoga - -	1,451
Lady Franklin - -	1,283
Atlantic - -	1,500
Baltic - -	1,500

### DECEMBER:

Benjamin Adams - -	1,457
Great Western - -	1,602
Celestial Empire - -	1,000
Arctic - -	1,500
Arctic - -	1,250
Mazatlan - -	500
Liverpool - -	112
Roscus - -	1,037
Levy Woodbury - -	977
Racehorse - -	514
Isaac Webb - -	1,443
Shannon - -	922
Hero - -	800
Centurion - -	850
E. C. Swanton - -	1,220
New York - -	972

338,234

### TRANSIENT SHIPS.

Tons.  
12,124

On the berth.

12,124

## BRITISH.

### PACKET SHIPS.

1852—October—continued.

	Tons.
Brought forward	27,057
Asia - -	1,214
Europe - -	1,010

### NOVEMBER:

Asia - -	1,214
Europe - -	1,010

### DECEMBER:

Africa - -	1,216
Andes - -	773

On the berth.

32,170

### TRANSIENT SHIPS.

Tons.  
35,113

Intrepid - - 701

Kossuth - - 1,260

37,074

## SUMMARY.

British Sailing Ships - - - - -	Tons. 37,074
British Steam Ships - - - - -	32,170

Tons.  
69,244

United States Packet Ships - - - - -	300,074
United States Steam Ships - - - - -	37,560

338,234

United States Transient Ships - - - - -	12,124
---	--------

12,124

350,358

— No. 34. —

3, Crown-court, Philpot-lane,  
13 December 1852.

Sir,

It being represented to Her Majesty's Government that the grant of a charter of incorporation to a projected steam navigation company is requisite, in order that Canada may enjoy the advantage of having a contract, lately entered into by the authorities of that province for the establishment of a line of steam vessels between Great Britain and Quebec and Portland, carried into execution ;

We beg leave to say that, so far as it from being true that a charter of incorporation to any company is at all requisite, we are prepared to undertake the performance of the services of the Canadian Government, if desired.

We have, &amp;c.

(signed) *M<sup>r</sup> Culmond, Brothers, & Co.*

To the Right Honourable  
J. W. Henley, M. P.,  
President of the Board of Trade.

— No. 35. —

London, Liverpool, and North American  
Screw Steam Ship Company,

No. 11, Leadenhall-street, 13 December 1852.

Sir,

On behalf of the provisional committee of this company, I beg to submit to you in writing the substance of the representations that were made to you by the deputation that had the honour of an interview with you on the 11th instant.

We sought that interview in consequence of the discussion which took place in the House of Commons on 7th instant, in which imputations of an unwarrantable nature were cast upon this committee by Mr. Charles Turner. We desire to state that his assertion, that this company is got up for stock-jobbing purposes, to raise the shares to a premium, and without an intention of carrying out its professed objects, is entirely void of foundation. Its chief promoters are merchants deeply interested in the trade of the North American colonies and the United States of America, whose only object is to procure for these branches of trade the advantage of steam communication. The same gentleman is said to have objected to charters being granted to any steam shipping companies, lest they should overbear private individuals, although he is himself, as we understand, a large shareholder and a director of the Pacific Steam Ship Company, trading under a Royal charter of incorporation, with limited liability. Mr. William Brown, who moved for the papers relating to this company's application, and his partners, are agents at Liverpool for the Collins line of steam ships, which belong to a company chartered by the State of New York, with limited liability. The Messrs. Brown are believed, on good authority, to be interested in that company to a very large amount ; two partners in their house are managing directors in New York, and that company enjoys an enormous subsidy from the Government of the United States.

This committee did not request any of their Parliamentary friends to take part in the debate, considering that it was an unnecessary interference with the prerogative of the Crown, and being quite willing that the papers in question should be granted or withheld, as you should judge expedient ; the consequence of this abstinence on the part of the committee was, that the discussion was almost entirely confined to those honourable gentlemen who are hostile to this company.

We believe it is admitted on all hands that no reasonable objection exists to the application of this company being granted, so far as it applies to the North American colonies, for even Mr. Cunard has been kind enough to say that we might obtain a charter for the colonies, but that we should never succeed in obtaining one for the United States. We therefore refrain from occupying your time by repeating the statements of benefits to the colonies and to the trade of this country which have been urged by us as grounds for such a charter being granted, and will merely add here, that it is not possible for steam vessels to be advantageously employed between this country and the North American colonies,

if

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 45

if restrained from proceeding to ports in the United States during the winter months, when the only colonial port that could be safely reached by large steamers is Halifax, and that port is already supplied with steam accommodation by the Cunard line.

There is also no direct communication in winter between Halifax and Canada, and the contract with the Government of Canada which this company has undertaken to execute imperatively requires that the ships should make five voyages each year to Portland, in the State of Maine, between which port and Montreal railway communication is already nearly completed.

It is the intention of this company to run large iron screw steamers from both London and Liverpool to New York, as well as to the colonies; and it is only by the combination of the two objects that the latter can be made reasonably profitable, because the expense of establishments would be too heavy for so small a number of vessels as could be employed in that service.

In order to induce you to recommend a compliance with our application for a charter including New York, we presume that it will be necessary for us to satisfy your mind upon the following points:

1. That the establishment of such a company is a national object.
2. That it cannot be accomplished by private enterprise.
3. That it will not interfere unduly with existing British interests.

On the first point we beg reference to the statements which we have laid before you of all the ships which have cleared at the ports of London and Liverpool, with cargoes for New York, during the present year, including those now loading and expected to sail in this month; from these statements we derive the following astounding results, viz.:

At London, United States sailing ships	-	-	-	-	68,074 tons.
Ditto British	-	-	ditto	-	931 "

and not any steamers of either country.

At Liverpool, United States sailing ships	-	-	-	-	312,798 tons.
Ditto British	-	-	ditto	-	37,074 "
Ditto United States steam ships	-	-	-	-	37,500 "
Ditto British	-	-	ditto	-	32,170 "

The New York trade from London is exclusively in the hands of the United States shipowners, the fact of one British ship, of 931 tons, having loaded this year being a strictly exceptional case. In March and April last, the prevalence of easterly winds prevented the arrival of ships from America; there were either no United States ships in port, or their scarcity so much enhanced their price, that one British ship obtained a cargo instead of an American.

It would appear from the above figures that at Liverpool the British sailing ships do maintain a competition against those of the United States, although to a small extent, their tonnage being less than a ninth part of the whole; but even to that trifling extent the competition is rather apparent than real. The United States ships, which consist principally of packets sailing at regular periods, are loaded with colonial produce, manufactured goods, &c., paying high rates of freight, and they carry a superior class of passengers; while the British ships are ballasted with iron, salt, coal, and other articles, paying very low rates of freight, and they carry, in addition, the lowest order of Irish emigrants.

The original cause of the Americans having possessed themselves of the entire carrying trade from this country to New York is to be traced to the operation of the Navigation Laws, which were formerly the same in both countries; they prevented a British ship from carrying anything but British produce from the United Kingdom to the United States, and they prevented an American ship from carrying anything but American produce from America to the United Kingdom. A portion of every general cargo shipped in London and Liverpool to New York consists of foreign and colonial produce, and such cargoes were necessarily shipped in American bottoms. Nearly all the cargoes imported from America are wholly of American produce, and either a British or an American ship could be employed in their conveyance. Two or three British ships were annually required to bring East India, or other foreign and colonial goods, from New York to London or Liverpool, when the market for such

articles happened to be better on this side of the Atlantic than on the other consequently the American ship obtained freights both ways, whilst the British ship was obliged to proceed in ballast to America in order to load a cargo back. The recent repeal of the Navigation Laws in both countries has left it open to the ships of each to carry cargoes of all descriptions of goods from the one end to the other, but the United States vessels have enjoyed the monopoly for so many years, that it will be found extremely difficult, if not actually impossible, for British sailing ships to interfere with it. An attempt to do so was made early this year by a member of this committee, who purchased at Liverpool three fine new ships, of 1,000 to 1,200 tons register each, and intended to buy some others, for the express purpose of establishing a regular line of British packets between London and New York. They were ballasted out with iron, salt, and other heavy goods, at very low freights, and filled with Irish emigrants at cheap rates. When each vessel was put on the berth at New York to load for London, the owners of the American packets reduced their freights 25 per cent., and the English ships, not being so well known, were obliged to accept still lower rates; the result of the voyages being a loss to the British ships instead of a profit. As the American packets sail every week from both sides, and an individual British shipowner could hardly venture to send ships more frequently than once a month, it is evident that the Americans, by lowering freights by one ship out of four, when theirs was in competition with the British ship, could easily force the latter out of the trade; and on consideration of these facts, the owner of the three ships in question felt bound, as a matter of prudence, to withdraw them from the New York trade, and they have all proceeded with Government emigrants to Australia.

The British and American steam ships from Liverpool to New York are of nearly equal amounts of tonnage, and consist almost wholly of the Cunard and Collins subsidised vessels; the former containing, besides, two trips of the "Sarah Sands," and one each of the "Great Britain" and "Andes," the latter being the first of a line of screw steamers building by the Cunard Company for New York, Jamaica, and Chagres.

We have reason to know that your decision upon our present application is looked for with great interest in France and in the United States, as well as in this country. A member of this committee has received overtures from influential parties in France, who state that they are prepared, in the event of this company not being established, to form a society "*en commandite*," with limited responsibility, which the laws allow them to do without trouble or expense, for the purpose of sending French screw steamers from London to Havre and New York; and they also state, that the French Government has promised to give all possible encouragement to the project, including the admission of iron, fuel, and other materials free of duty. Respectable parties at New York state that they are watching the movements of this company, with the intention, if it should be abandoned, of immediately establishing a company, with limited liability, for the purpose of building iron screw steamers to trade with this country, and they express a sanguine expectation that their Government and Congress will consider this object of such great national importance that they will remit the whole, or a great part, of the duties on the materials required.

It appears from the evidence of Mr. Bancroft Davis, the American Secretary of Legation, that the cost of forming a company with limited liability amounts to from 10 s. to 5 l. only.

At present England possesses great advantages over France and the United States in the production of iron screw steamers, from its command over the skilled labour, as well as the materials required; but if the Government of England refuse to grant the necessary facilities to induce the investment of capital in British vessels of that description, we are convinced that 12 months will not elapse before a beginning will be made both in France and the United States; and as the shares in such companies as we have alluded to are made payable "*au porteur*," and pass from hand to hand without registration or stamp duty, any amount of capital may be procured in this country in aid of the projects.

The inevitable consequence, therefore, of charters of incorporation being refused to companies such as this, will be, that the natural advantages of England will be thrown away, and we shall see fleets of screw steamers in our ports under the flags of France and the United States, provided, perhaps, in great measure by British

British capital, but manned by foreign seamen and foreign engineers, and the owners of which will be entirely free from personal responsibility.

We respectfully submit to you that we have made out a case of national importance in favour of this company, by which a fair system of competition would be established between English screw steamers and American sailing ships, which latter at present monopolise the carrying trade between the two countries, and that if the opportunity of putting British screw steamers on the line be now lost, their place will be speedily filled by foreign vessels.

With regard to the second point, it has already been proved that private enterprise is quite incompetent to compete with the powerful opposition of the two great monopolies of the Cunard and Collins steamers, and of the American packets established in the trade. Attempts have been made by individuals, both English and American, to place steam ships on the line between Liverpool and New York, and several such vessels have been tried for one or two voyages, but they have all been withdrawn, and other employment sought for them.

The members of this committee, who are connected with the colonies, have exerted themselves for two years past without success to induce the establishment of steam communication with those colonies. They have applied to wealthy shipowners and steam-ship builders, who have declined to adventure the large capital required (60,000*l.* or upwards in each ship) upon a speculation, the result of which is uncertain, without a subsidy from Government. The shipowners say, "We understand the management of our ships, and have establishments suitable for the purpose; but we cannot afford for one or two steam ships such establishments as are required to work them advantageously." It was discovered many years ago by the early steam companies, that as long as they employed engineers to effect the repairs of their machinery, their charges ate up all chance of profit for the ships, and they have made their profits in many instances solely from the savings effected by having all repairs done by their own workmen; but establishments for this purpose can only be maintained when the fleet of ships is large enough to keep the workmen and the workshops in employ.

It may perhaps be urged that the owners of the Cunard steamers are a private association, without the privilege of limited liability, and that other companies will be formed on the same principle for carrying out the objects contemplated by this company. If this were true, we admit that it would be an answer to our application; but we submit that the attempt to establish such private associations, without subsidies of public money, and in face of the unscrupulous hostility that they would meet with from the present subsidised companies, will never be made.

From the fact that no such attempt has been made during the 14 years that the Cunard line has been in existence, it may fairly be inferred that none such will be made hereafter, as each succeeding year increases their enormous power of crushing all private competition. We crave your attention to the widely different circumstances under which the Cunard association was formed from those that would attend any private association to be now established in competition with them. The original capital subscribed by the members of the Cunard association, is understood to have been about 250,000*l.*; and, as an encouragement to them to invest that sum, the Government secured to them an annual payment of a large sum of money (we believe 80,000*l.* at first) for a term of years, being a certain return of 32 per cent. per annum on their outlay, and they had no opposition to encounter. It was an easy matter to subscribe such a capital with such encouragement; and on similar conditions, five or six members of this committee would readily subscribe an equal amount within 24 hours, without asking for, or indeed accepting, a charter of incorporation.

They would consider the Government subsidy a much more efficient security against loss than limited liability, and they would prefer to be free from the restrictions which always accompany the benefits of a Royal charter. It was stated by Mr. Cunard himself, in the month of April last, that the value of the property belonging to the association was then about 1,250,000*l.*, and that very little fresh capital had been brought into it since the commencement, the increase of a million sterling having almost wholly accrued from the accumulation of undivided profits. It is clear that a charter would be only a burthen upon parties so circumstanced. The amount they now receive from the public is no less than 186,000*l.* per annum, and it may easily be conceived how much more rapidly their accumulations of profit must be going on, and their consequent power of crushing opposition be increasing, at present, than during the earlier

part of their career. The principle of unrestricted competition has been invoked by speakers in the House of Commons against the application of this company.

We appeal with much confidence to the same principle in support of it. The Government, by an enormous subsidy to one company, has rendered it utterly hopeless for any individual to compete with them. Parties desirous of competing with them cannot expect the Government to give them the means of doing so by granting to them similar subsidies, and we do not ask it; but we ask the Government to give us the assistance of a Royal charter, at no cost whatever to the country; and we do not seek to obtain by it any exclusive privileges whatever, or to shut out the competition of any other companies that may hereafter desire to employ their capital on the same field of occupation under the protection of Royal charters.

We have next to show that the grant of a charter, with limited liability, will not interfere unduly with existing British interests. We have already shown that there is not a single steam vessel of any description engaged in the trade between London and New York; that there is not a single British ship regularly employed in that trade; and that the only vessels that can be displaced, or in any way injured by the competition of this company, would be a portion of the United States ships, by which this employment is monopolised. It is not, however, certain that even this result would immediately follow from the operations of this company, although it is hoped that ultimately a large part of the trade will be carried on in the iron screw steamers of this and other companies, if we are permitted to make the experiment. It is proposed to despatch one steamer per month from London to New York, the register tonnage of each (which indicates the capacity for carrying goods as compared with the sailing ships) being about 1,200 tons; the aggregate voyages of these vessels would therefore represent 14,400 tons; and as the ships employed in 1852 had a total capacity of 69,000 tons, we should occupy about one-fifth of the ground now possessed by the American ships; but the tonnage of the American packets employed this year is fourfold that which was employed 10 or 12 years ago; and when to the natural increase of this trade is added the impulse that would necessarily be given to it by the introduction of steam ships, it is not improbable that those of this company may find room without displacing a ton of the shipping at present employed.

The state of circumstances in Liverpool is different, and requires to be examined in detail.

The aggregate tonnage being 419,602 tons, the ships of this company, at its commencement, would add only about 1-30th part to the amount; but that tonnage is divided into five classes, which must be separately considered, viz.:

1. American subsidised paddle steamers.
2. American sailing ships.
3. British subsidised paddle steamers.
4. British unsubsidised steamers.
5. British sailing ships.

The first class is not British, is largely subsidised, and the owners are protected by charter from unlimited liability; and therefore, although the opposition to our application has been led by the person who is the most deeply interested in those vessels, we may safely pass them by without further observation.

The American packet ships which form the great bulk of the second class, are those with which screw steamers will come into direct competition, as the latter are designed to carry the same descriptions of goods and passengers as they do; but as stated with respect to London, the progressive increase in the trade, stimulated by the superior facilities afforded by screw steamers, will probably prevent the comparatively small addition of the company's tonnage from being much felt.

The third class are the Cunard steamers, receiving a subsidy from Government, which places them in a position for supporting competition a hundredfold more advantageous than this company can be placed in by a charter; but, in point of fact, there is barely a shade of competition between the two. Their principal profit, apart from the Government subsidy, is from first-class passengers. The screw steamers do not afford accommodation for this class, and will not abstract one such passenger from the paddle steamers. Some of these vessels have recently given accommodation to a limited number of second-class passengers

passengers, being of the same quality, and at about the same charge, as chief cabin passengers in the American packet ships and in the proposed screw steamers. The admission of these vessels to the trade will give to such passengers, who are very numerous, the choice of three modes of conveyance instead of two. The paddle steamers carry a small quantity of valuable goods at high rates of freight, and in consequence of their greater speed they will always command a decided preference in carrying such goods. They do not accommodate any of the great mass of passengers that are now flocking across the Atlantic, viz. the small farmers and tradesmen, who must look to a second-class passage in the American packet ships or the screw steamers, and the emigrants who, at a descending scale of passage money, will be taken in the 'tween decks of screw steamers, American packet ships, and American and British transient ships. It is right here to correct a mis-statement in the memorandum that was laid before you by this committee on the 4th ultimo. The plans of our ships had not then been matured, and being desirous of keeping within the truth, we said that each ship would be capable of carrying from 200 to 300 emigrants. We are now enabled to assure you that superior accommodation will be afforded to 500 emigrants and upwards in each ship. We feel convinced that you will not think it right to prevent these large numbers of British subjects obtaining a quick and safe, instead of a protracted and uncertain passage, even if you should be of opinion that screw steamers would have the effect of reducing the enormous gains of the Cunard steamers to a trifling extent on their fine goods and second-class passengers.

Fourthly. We are free to admit, that if there were really and *bona fide* a number of screw or other steam vessels established in the Liverpool and New York trade, without Government subsidy and without charters, it would afford strong grounds for refusing a charter to enable this or any other company to enter into competition with them; and it is because the very reverse of this is the fact, that we rely with much confidence on your deciding in favour of our application. The only vessels comprised in this class that have loaded this year at Liverpool for New York (besides the "Andes," to be afterwards noticed), are the "Sarah Sands" and the "Great Britain," the former vessel having made two voyages, and the latter only one, and they are both withdrawn from the New York trade and sent to Australia; proving by their unsuccessful attempts how futile it is for single steam vessels, whether owned by individuals or companies, to be navigated in that trade to advantage. The question of competition between this company and other screw steam ships is thus narrowed to the case of the "Andes," which has just proceeded with a full cargo of merchandise on her first voyage to New York. This vessel belongs to the Cunard company, who have five others in course of preparation, and the most plausible ground they have been able to advance for the opposition they have raised against the grant of a charter to this company is, in the assertion that we, with limited liability, would be able to overbear them in competition, because they do not possess that advantage. We answer, that their subsidy gives them an infinitely greater power than a charter can confer on us, or any other company; and if it were really intended to run those vessels between Liverpool and New York, we should have the greater cause to fear the effects of competition; but we have reason to believe that the loading by these ships of their first cargoes at Liverpool is merely subsidiary to a larger scheme contemplated. There exists at present an extensive and lucrative trade, principally in passengers and gold, between Chagres and New York in American steamers, and between Chagres and England in the ships of the Royal Mail Steam Company, and Mr. Cunard and his partners, not content with the monopoly of steam between Liverpool and New York possessed by themselves and Collins' company, contemplate a competition with the parties already engaged in the two lines from Chagres. Their plan appears to be, that their screw steamers shall run between Chagres, Jamaica, and New York, in connexion with their paddle steamers between Liverpool and New York; and they calculate that passengers and treasure will be conveyed to and from Chagres, Jamaica, and England more quickly by this route than by the vessels of the Royal Mail Company. Not being restricted by a charter in the employment of their vessels, they will be under no obligation to return at any time from New York to Liverpool, and if their vessels pay as they expect between the former port and Chagres, it is probable that neither of them will return to England. These vessels do not provide accommodation for emigrants, which strengthens the impression that they are not destined to ply regularly between Liverpool and New York.

And if it should be asserted that they are really intended to return on each voyage to Liverpool after coming back from Chagres and Jannica to New York, the competition would be between them and the vessels of this company on the one side, against the American packet ships on the other side, and not, as they assert, between their ships and ours; for the combined tonnage of both fleets of screw steamers would still be inconsiderable in comparison with the American packets; but in point of fact, the Cunard Company have no apprehension of any competition in respect of goods and passengers between Liverpool and New York that can be brought against them by this or any other company. The real cause of their strenuous exertions against our application, by the success of which they expect to prevent the establishment of any steam company for America, is, that they foresee in such a company a powerful competition for the Government mail contract at the termination of their present lease, from which they anticipate a considerable reduction in their subsequent receipts of the public money. The fifth class of vessels in this trade, British sailing ships, cannot in any way be interfered with by screw steamers; they now obtain rough goods and emigrants, by taking them at lower rates than the more expensively-built American ships, and by the same means they will continue to hold their position. The screw steamers cannot carry the same description of goods as the British sailing ships, so as to decrease their employment; but, on the contrary, each voyage of a steamer will give additional employment to a British ship in carrying a cargo of coals to New York for the steamer's use on her return voyage.

In conclusion, we beg to recapitulate the grounds on which we apply for a Royal charter of incorporation, and which will, we confidently hope, induce you to grant it.

There is not at present any steam communication between the port of London and any part of North America. It is much desired by the merchants of London connected with America, and we undertake to supply it.

There is not at present any direct steam communication between Canada or Newfoundland and any part of the United Kingdom; such communication is earnestly desired by the Governments and people of both colonies, and will be furnished by this company, and the postal communication between Newfoundland and England will be reduced to one-half its present time.

There is not at present any means of conveyance by steam for emigrants from the United Kingdom to any part of North America. This company will convey them in about 14 days, at a cost very little exceeding that by sailing ships, which occupy from 40 to 90 days in the passage, and on board which ships starvation, disease, and death are sometimes encountered by the emigrants.

There is a disposition to establish steam-ship companies in France and the United States, under the laws of those countries limiting the liabilities of the shareholders. If our application for a charter should be refused, it will be hardly possible for the Government ever to grant a charter for North America to any other company, and the French and Americans will, consequently, gain possession of that part of the trade which may be carried on by steam; but if this company be formed under charter, other companies will arise as the demand for them may appear, and the French and Americans will compete with them, if at all, at great disadvantage.

There is no probability of individuals or unchartered and unsubsidised associations supplying the demand for steam to America, because very large capital is required to manage steam ships with economy, and to give a chance of their yielding a moderate profit, such as will satisfy a shareholder in a chartered company, while individuals will not enter into such investments without a prospect of very large returns.

The operations of this company will not enter into competition with any British individuals, or unchartered and unsubsidised companies. Its competition will be almost entirely confined to the powerful combinations owning the packet ships of the United States, which either are, or may easily become, protected from personal liability, and will extend in a very small degree to vessels belonging to the companies highly subsidised by the British and United States Governments.

I have, &c.  
(signed) *Thomas H. Brookings,*  
Chairman of the Provisional Committee.

To the Right Hon. J. W. Henley, M.P.,  
&c. &c. &c.

— No. 36. —

My dear Sir,

City, 15 December 1852.

With this you will receive replies to yours of yesterday by the bearer of this.

In the clear position in which the matter now stands before you, I am extremely desirous of your earliest decision. I beg to assure you that I feel that it is most desirable that the project should have support, as it must prove, in my opinion, of such importance to the international intercourse between the North American colonies, as also with the United States and this country.

I am, &amp;c.

The Right Honourable J. W. Henley, M.P.  
&c. &c. &c.

(signed) Peter Rolt.

Enclosure in No. 36.

London, Liverpool and North American Screw Steam Ship Company.

Sir,

11, Lendenhall-street, 15 December 1852.

With reference to my letter on behalf of the provisional committee of this company, dated 13th instant, I had the honour to receive, at a late hour yesterday, the following questions from you, through Mr. Booth, viz.,—

1st. From what sources the returns were obtained with reference to the British and American shipping cleared with cargo from the ports of London and Liverpool respectively to New York, during the present year 1852.

2d. To state in what instances rates of freight were reduced by agents of the established lines of British or American shipping when a competition was offered by a vessel to take cargo at New York to any port in the United Kingdom, and *vice versa*.

Immediately on receipt of these inquiries I sent a message by telegraph to our agent in Liverpool, who had previously left his office.

In reply to the first question, I beg to state that the returns of ships cleared from London and Liverpool respectively for New York were compiled from the Customs official bills of entry.

With regard to the second inquiry, I have to state that the British ship "Persian," of 1,142 tons, one of those referred to, loaded in New York in May 1852; that the rate of freight for flour by the American packets, from 1st to 15th May, was 2s. per barrel; on the latter day the rate was reduced to 1s. 6d., and the "Persian" engaged great part of her cargo at 1s. 4d. per barrel.

The British ship "Parsee," 1,170 tons, loaded at New York in June last. At the commencement of that month the packet rate for flour was 1s. 9d. to 2s. per barrel; on the 16th it was reduced to 1s. 6d., and the "Parsee's" rate was principally 1s. 4½d.

The occasion alluded to, of freight being reduced at Liverpool by the Cunard steamer, when another steam ship was in the berth in competition, had reference to the steamer "United States;" but I cannot give the date nor the amount of reduction, in the absence of a reply from Liverpool.

I have, &amp;c.

To the Right Hon. J. W. Henley, M.P.  
&c. &c. &c.

(signed) Thos. H. Brooking,  
Chairman of the Provisional Committee.

[The above letters are in reply to a private one from the late President of the Board of Trade, and a verbal communication from Mr. Booth to the solicitor of the company.]

— No. 37. —

Sir,

Glasgow, 15 December 1852.

I BEG leave respectfully to call to your remembrance, that on the 30th ultimo deputations from the several commercial associations of this city, of Greenock, and of Port Glasgow, had the honour of having an interview with you at the Board of Trade, on the subject of granting a charter, with limited liability, to a company proposed to be formed, under the title of the London, Liverpool, and North American Screw Steam Ship Company.

I will not occupy your valuable time in again laying before you the arguments used, and the reasons urged, against the granting a charter as desired by this company, which on general grounds must be admitted would be very impolitic,

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and in the present position of this country as regards the trade and intercourse with the United States and our North American colonies, is certainly not necessary, but which would most undoubtedly check and discourage private enterprise, and would be very unjust to all those now engaged in that trade.

But since my return here I have received information, which I consider to be of so much importance, and so directly bearing on the matter, that I conceive it would be a dereliction of duty on my part, not only to Her Majesty's Government, but also to the commercial interests involved in this question, not to bring it under your notice. Mr. James Allan, an extensive and highly respectable shipowner of this city, informs me that a responsible and able party in Montreal offered to the Government of Canada to undertake the service required for a sum of money, the precise amount of which he cannot give me, but he believes it to be only a trifle more than that agreed to be paid to the contractors under whose influence and for whose benefit the charter now under consideration is sought for; and I am further informed by Mr. Allan that by last mail from Canada he has received letters from his friends expressing a hope that the contractors may not succeed in forming their company, as in that case they expect the Canadian Government would fall back upon and accept their offer; for it is understood the contractors cannot of themselves carry out the contract they have undertaken. I beg leave, in conclusion, to state that I have further considered this subject in all its bearings, with several gentlemen of the deputation, and we have very respectfully now to say, that we can discover no grounds on which the granting of said charter could be justified; and, for the reasons then and now given, I earnestly hope you will be pleased to give effect to the opinions and requests of such a very large portion of the merchants and shipowners of this kingdom, who have addressed you on the subject, by finally refusing to grant the charter referred to.

I am, &c.

To the Right Honourable J. W. Henley, M. P. (signed) *Allan Gilmour.*  
&c. &c. &c.

— No. 38. —

Sir,

Burlington Hotel, 17 November 1852.

I beg to enclose you two notices, from which you will perceive that I had long been preparing, upon my own responsibility, to carry out the very trade that these parties are now applying for an Act of incorporation, with limited liability, to enable them to form a company to oppose or ruin me. It is sixteen months since I contracted for the building of these ships; they cannot be produced in a few months. If any or all of these parties enter into this trade, upon their own responsibility, I shall not complain; I know that I am always liable to such opposition, but let it be upon fair terms. There are many other houses who have ships in the same trade upon their own capital and responsibility; there is no lack of means for carrying on the business.

The shipowners in every part of the kingdom have expressed their dissatisfaction. A more unpopular measure was never brought under the notice of the Government.

In a former communication I mentioned that this company were to get assistance from Canada, and also from Portland in the United States; these aids will give them great advantages over any other party, which should satisfy them.

I see by their prospectus, published in the "Times," that Mr. Penbody, an American, is one of their trustees.

I am, &c.

To the Right Honourable J. W. Henley, M. P. (signed) *S. Cunard.*  
President of the Board of Trade.

[The above letter was not made official until the 17th December.]

— No. 39. —

Sir,

Burlington Hotel, 17 December 1852.

I OMITTED yesterday to beg your attention to a letter addressed to you from Messrs. Richardson, Brothers, & Co., dated the 9th instant, of which I have a copy. They have a much stronger claim to the charter than the present applicants, as they have been in the trade for two years, while the other parties have done nothing.

If this charter is granted, there can be no justice in refusing a charter to any applicant, for any purpose.

I will take an opportunity hereafter of proving to you that my statements are all correct, although you have not given any credit to them; and I think I shall also be enabled to show that the statements made by interested parties injurious to me, which you have received as facts, are not correct. My statements are in writing.

The Admiralty advertised for tenders for this service; the contract was not given to me privately, as frequently stated. Proposals were sent in; I have copy of them now before me; one of which was from the Great Western Company.

My offer was only one-half the amount of the lowest tender of the other parties. I have performed the service to the satisfaction of every Government since I took the contract, and I cannot but feel mortified that the present Government have been hostile to me, and have expressed so strong a determination to injure me; I am their servant, and they are bound to uphold me while I do my duty.

You stated that I had taken measures to oppose and injure the Great Western Company; you have been misinformed. The Great Western Company established themselves at Bristol; I established my line at Liverpool; after I had been there a few years, the Great Western Company sent their ships to Liverpool, avowedly to injure us. They sailed their ships at the season when passengers were to be had, laying them up in the winter when there was not travelling; our ships went regularly throughout the year, winter and summer. During a very short period of one year we reduced the rate of passage-money, but they had previously reduced the rate by the Great Britain very much below our rate. The great reductions in freight and passage-money have been made since the Great Western Company retired, not before.

I have had much trouble and anxiety in contending with the American opposition, which should entitle me to the consideration of my own Government, and not to its hostility. This charter has been opposed by the shipowners throughout the kingdom, as a measure injurious to them. The shipping interest has been much depressed for some time past; it is now improving, and this charter would retard its improvement.

I remain, &amp;c.

To the Right Honourable J. W. Henley, M.P.  
President, Board of Trade.

(signed) S. Cunard.

— No. 40. —

To the Committee of Her Majesty's Privy Council appointed for the Consideration of Matters relating to Trade and Foreign Plantations.

The Memorial of the undersigned Shipowners of the Port of *Liverpool*,

Showeth,

THAT your memorialists have observed that an application by the London, Liverpool, and North American Screw Steam Ship Company for a charter, with limited liability, is still under the consideration of your Honourable Board.

That your memorialists have an immense stake in the shipping in this country, and they have embarked their capital therein, willing to incur all the responsibilities and risks of shipowners to the fullest amount of individual liability, and content to compete fairly and freely one with another, like any other unprivileged class of British traders.

That to encourage by a charter, with limited liability, a body of speculators to compete with your memorialists at a very small risk to themselves, and to deprive

your memorialists of a very considerable portion of that trade which has been created by their industry and perseverance through all difficulties and disadvantages, would not only be most unjust and injurious to your memorialists, but a great discouragement to all future private enterprise.

That the granting of such a charter is not called for by any public necessity at the present time, and there can be no doubt that if your memorialists and others engaged in shipping are not discouraged (as they will be if such a charter as the one sought for is granted), an almost unlimited amount of capital will in a few years be invested in screw and other steam ships to trade between this country and North America.

That it is only by encouraging free and unprivileged competition between shipowners, not favouring one class or body more than another, that this country can continue to experience the benefit of a still further extension of nautical science, and of successive mechanical improvements connected with steam ships, and shipbuilding generally, such as of late years have contributed so much to the public convenience and advantage.

Your memorialists therefore humbly pray that your Honourable Board will not grant a charter, with limited liability, to the London, Liverpool, and North American Screw Steam Ship Company.

And your memorialists will ever pray, &c.

(signed)

James Poole & Co.  
Potter, Brothers.  
Thomas Chitton.  
Thomas Chapman.  
James Boodle.  
W. J. Merens.  
James Beazley.  
Andrew Byrne & Co.  
Baruchiam, Makin, & Co.  
Brice, Friend, & Co.  
D. and J. Macdonald.  
William Barber.  
Edward Bates.  
Robinson & Girvin.  
John Longton.  
James Brown & Co.  
William Ford & Son.  
James Gardiner.  
John Jones.  
Preston & Watson.  
Jamieson, Brothers, & Co.  
William and James Tyrer.  
Muir, Morton, & Co.  
Imvie and Tomlinson.  
Thomas and J. Brockelbank.  
Bolds & Co.  
Hatton & Cookson.  
William James & Son.  
Henry Contrough & Co.  
Willis & Co.  
Thomas Harrison & Co.  
Farnworth & Jardine.  
Kelso & Dowie.  
P. H. Magee.  
L. H. Macintyre & Co.  
James Higham.  
J. Prowse, Jun.  
Thomas K. Shallcross.  
Henry C. Chapman.

Thomas Rimmer & Son.  
John Jardine.  
John Swire & Sons.  
Charles Moore & Co.  
Lampert & Holt.  
Mackay & Miller.  
Joseph Robinson.  
Pilkington & Intron.  
Wilson and Dawson.  
P. p. Ritchie, Mackay & Co.,  
John Ritchie.  
Cato Miller & Co.  
Douglas & Westcott.  
William Marwood.  
Samuel Wakeham.  
J. S. Strong.  
R. Singlehurst & Co.  
Frederick H. Powell.  
John Setty.  
Jones, Palmer & Co.  
George Kendall & Son.  
Henry Cuming.  
James Logan & Co.  
W. B. Boodle.  
James Baines & Co.  
Jos. Mondel.  
William Coltartson & Co.  
Clint & Co.  
W. and R. Grindlay.  
Brooke & Worthington.  
Thomas Roydon.  
Peter Chaloner, Sons, & Co.  
James Levingston.  
Samuel M'Gill.  
M'Nair & Dutton.  
Ulric John Anderson.  
Richard Rowlinson.  
Matthew Clover & Co.  
William Stephenson.

[Received from Mr. Turner, M.P.]

— No. 41. —

London, Liverpool, and North American Screw Steam Ship Company.

Sir,

11, Leadenhall-street, 17 December 1852.

IN sequence to the letter that I had the honour to address to you on the 15th instant, I now beg leave to convey to you the following copy of a despatch received this afternoon by telegraph, from Mr. Robert Lamont of Liverpool, who made a statement to you on the 11th instant respecting the reduction of the rates of freight by the Cunard association, when attempts were made to compete with them:—

"In August 1844, Cunard reduced rates from 7*l.* to 70*s.*, opposing 'Great Western' steamer; again in May 1848, from 7*l.* to 50*s.*, opposing steam ship 'United States'; fine goods were taken by Cunard's screw 'Andes,' 8th instant, at 30*s.*, in opposition to 'City of Manchester' screw steamer at 60*s.* These are special reductions to drive off occasional steamers."

I have, &amp;c.

The Right Hon. J. W. Henley, M.P.  
&c. &c. &c.

(signed) *Thos. H. Brooking*,  
Chairman of the Provisional Committee.

— No. 42. —

Sir,

11, Leadenhall-street, 28 December 1852.

ON behalf of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, I respectfully solicit your attention to their petition for a Royal charter of incorporation, which was presented to Her Majesty in Council on the 15th October last.

That petition having been referred to the Board of Trade, the committee have had three several interviews with the late President, Mr. Henley, and have furnished him in writing with replies to the various questions suggested by him; and they have been recently informed by him, that he considered the subject ripe for a decision, which he would have pronounced before Christmas if he had remained in office.

The committee trust, that in consideration of the great inconvenience and additional expense to which they are of necessity exposed by delay under present circumstances, you will hold them excused for approaching you thus early, and requesting that the subject of their petition may be entertained by you as promptly as possible; and I have the honour to request that you will be pleased to receive a deputation from the committee at your convenience to offer such further explanations as you may require.

I have, &amp;c.

Edward Cardwell, Esq.,  
President of the Board of Trade,  
&c. &c. &c., Whitehall.

(signed) *Thos. H. Brooking*,  
Chairman of the Provisional Committee.

— No. 43. —

Sir,

Burlington Hotel, Cork-street,

9 January 1853.

WITH reference to the application of the London, Liverpool, and North American Steam Ship Company for a charter, it has been stated by these parties that the trade between London and North America is carried on chiefly by foreign ships, that very few English ships are employed in the trade, and that this company now propose to remedy an evil that has existed for upwards of 30 years, by taking into their own hands the management of the whole trade between this country and North America, including the United States as well as the colonies.

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I must admit that the trade from the port of London to North America is chiefly carried on by foreign ships; there are several regular lines of American ships, embracing a very large portion of the traffic and passengers. The ships composing each line are owned by one mercantile house in the United States, the individual partners of which are jointly and severally liable for all engagements.

It is to be regretted that so large a portion of the trade of this great commercial city should be carried on by foreign ships; but may it not be asked why these patriotic gentlemen have allowed such a state of things to exist for 30 years, to the great injury of their country? Should it be said that English merchants do not understand how to conduct their affairs so as to enable them to compete with foreigners? Why have not these applicants established similar lines of British ships? They have not done so, but have allowed the foreigner to monopolise the trade at their own door sill; the reason is very obvious; they had not sufficient spirit or confidence in their own management to risk their money, but are now ready and willing to undertake the whole trade, embracing, as they state in their prospectus, 3,800,000 tons of shipping annually, the money being provided for them by the sale of shares of 20*l.* each, with limited liability; the outlay of the directors of their scheme may be much more than covered by their commission for management.

These gentlemen are entitled to no consideration; they have originated nothing, they have risked nothing; but they have, by their own showing, allowed the trade at their own door to be occupied and carried on by foreigners, and they now have the audacity to ask for privileges to enable them to go into a trade that is now being carried on by several other parties at their own cost and risk. They do not own a single steam ship, neither have they one in the course of construction; they are waiting to obtain exclusive privileges to enable them to go on the Stock Exchange and elsewhere to dispose of stock to raise the money.

I have had to contend, not only against individual Americans, but against the American Government, who have doubled the subsidy to their contractors to enable them to drive me off the line, and we have incurred a frightful expenditure in building powerful ships to meet this competition, which may in the end lead to the ruin of myself and partners. Great ships of this kind are too costly to run, except with the mails, and will be valueless at the end of the contract. I have not looked on quietly, as these worthy gentlemen have done.

They state that I receive a subsidy, but it is not correct. Our screw steam ships have nothing to do with the mail service; they were built for other purposes. So soon as I found that a railroad was to be constructed to connect Montreal with Portland, in the United States, I was aware that a large portion of the goods for Canada would go in that direction, and we immediately made arrangements to build screw steam ships to meet the change in the trade. We commenced building nearly two years ago. One ship of 1,500 tons has already left, and another of the same size is now loading at Liverpool, and four others will be ready to follow in succession. I did not wait until foreign ships had occupied the ground, as these active merchants have done, but I took the initiative, and am prepared to extend the trade to Portland and to other places with British steam ships. There are many other persons owning screw steam ships in the same trade proposed to be absorbed by these gentlemen.

In their communications with the Board of Trade, they have animadverted with much asperity upon the arrangements made with me for the conveyance of the mails. It may therefore not be out of place to refer to the origin of that transaction.

The mails were formerly carried by the old 10-gun brigs, at a cost of 40,000*l.* a year, and the frequent loss of many valuable lives. The Government were pressed to adopt some better mode.

The Admiralty advertised for tenders; two were sent in, but the terms were so exorbitant that the Admiralty hesitated to accept either.

About that time I came to England for the express purpose of laying before the Government a plan for the performance of this service; my plan was approved of. I agreed to do the service for one-half the sum of the lowest offer that had been made. Arrangements were subsequently made for increasing the number of voyages and the power of steam ships; in each arrangement the

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 57

the advantage of the Government was well attended to. The lowest tender was for 65,000*l.* a year for 12 voyages, with vessels of 240 to 300 horse power.

	£.
If 12 voyages cost 65,000 <i>l.</i> , 52 voyages will cost - - -	281,666
I receive for 52 voyages, with ships from 700 to 1,000 horse power - - - - -	173,000
	<hr/> £. 108,666

Making a saving of 108,666*l.* per annum to the Government; and the ships offered could not have done the work. The postage received by our steam ships has been equal to the money paid to me, beside saving 40,000*l.* a year, the cost of sailing the old ships, and furnishing a regular weekly communication instead of an uncertain monthly communication.

Is there anything in this transaction that should justify the Government in setting up a party, by giving them this charter, whose avowed object is to ruin me, but who are afraid to risk their own money? As I have endeavoured to do my duty faithfully, and having originated this measure, I was in hopes that I might with confidence look to the Government for support, and was much mortified to find that these gentlemen, basing their application upon my downfall, were to be assisted by the Government to accomplish it.

These gentlemen were residents in London when the Government applied for tenders for the performance of this service: why did they not go forward and offer to do it? They were afraid to do so.

I was in America at the time, a colonist, and came forward with my own plans; and although these gentlemen condemn me, my acts are before the Government and the country, and I do not fear their censure. As they have thought proper to advert to me in no favourable terms in their verbal communications with the Board of Trade, I have a right to review their conduct.

A grant of 24,000*l.* a year has been given by the Canadian Government to encourage a communication by screw steam ships to Quebec, which is a sufficient encouragement to the parties holding that grant; they could not expect a charter to enable them to perform this trifling service. A charter would not benefit them, if they confine their operations to this object; but if they were to get a charter for that service alone, they would soon find the way to expand their speculations under it.

The power and properties of the screw have only recently been ascertained. There will be plenty of screw steam ships in the trade to Canada before long, and these contractors may consider themselves very fortunate in obtaining so great an advantage as 24,000*l.* I must beg to call your attention to the petitions from the shipowners from every part of the kingdom against this charter.

Mr. Gilmour stated to Mr. Henley that he alone owned 50,000 tons of shipping in the Canada trade, and that he would be greatly injured by the charter.

No prudent merchant will embark his money in a trade to compete with a chartered company, with limited liability; they possess the power to drive all others off, and then enjoy a monopoly.

I remain, &c.

To the Right Hon. Edward Cardwell,  
President Board of Trade.

(signed) *S. Cunard.*

Enclosure in No. 43.

TUESDAY, DECEMBER 7.—SCREW STEAM COMMUNICATION WITH NORTH AMERICA.

THE speech of Mr. W. Brown, M.P., in the House, on Tuesday, on this question, will be read with much interest. He is an undoubted authority in commercial matters; and the arguments he advanced come with additional force from him on many accounts, not the least important of which is that he has always been an able and consistent opponent of the principle against which he is now contending. Long before the Collins' or any other steam-boat crossed the Atlantic, he placed himself in this position. It will be remembered that, when the Bank of

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Liverpool was contemplated, a deputation, of which he was chairman, was sent to confer with the Bank of Manchester on the subject. It was there insisted that they should endeavour to obtain the shield of limited liability. Mr. Brown strongly opposed such a course, and subsequently withdrew from the conference, followed by the gentlemen who had accompanied him. The fact that he has continued consistently to adopt the same line of proceeding, sufficiently proves that he opposes the principle of limited liability from a firm belief that it is unjust and wrong.

Mr. Brown rose to move for copies of all applications made by the London, Liverpool, and North American Screw Steam Ship Company to the Board of Trade for a charter, and of all correspondence between the said company and the Board of Trade on the subject thereof; and of all letters, memorials, and other communications received by the Board of Trade from other persons, companies, and associations relating to such application. The Honourable Gentleman (who was very imperfectly heard) observed, that his motion arose out of a feeling that injustice might be done in consequence of an application which had been made to the Board of Trade by the London, Liverpool, and North American Screw Steam Ship Company to grant them a charter, limiting the individual liability of the shareholders. Those on whose behalf he spoke, considering that this would be a very dangerous precedent, sought no such privileges for themselves. They considered that it would be a direct interference with private enterprise, and a direct violation of the principle that unrestricted competition should be the policy of nations. They deemed it to be most important that the Government should not grant to one class of her Majesty's subjects privileges which were not enjoyed by all, when no necessity was made out for such a course. It could not be denied that an immense amount of the shipping of the United Kingdom was already engaged in the trade which was now sought to be monopolised. Already screw steam ships were trading, and many others were being built for the purpose of carrying it on. Cunard's line alone had several vessels of this description on the stocks, and none of these sought any exclusive benefits or privileges. His views upon this subject were fully set forth in a memorial from the shipowners of Liverpool to the Board of Trade. The Honourable Member then proceeded to state his surprise that a banker, one of the Honourable Members for the city of London, had accompanied the deputation who were seeking to obtain for their company limited liability. He presumed it was merely to introduce his constituents to the Right Honourable the President of the Board of Trade, for no man knew better than he (Mr. Masterman) if a joint-stock company wished to open an account with a London banker, if he found connected with it men of great wealth and respectability, who were responsible for the whole amount of their fortunes, there was no difficulty; but, let the very same men be united in a joint-stock company with limited liability, and seek to do business with them, prudence would make him view the account very differently. He thought it would not be disputed that joint-stock companies necessarily carried on their business more expensively, and with less economy than private individuals, and, where they were chartered with limited liability, in any trade, they discouraged private competition. And what was the effect? If they were successful, the public must pay more for their services; if they were not able to pay their debts, their creditors must suffer, as they had no claim on the private fortunes of the partners. As credit was one of the elements of the power and greatness of this country, anything that impaired it in the least was a positive injury to the State. Here, with the exception of the Bank of England, railroads, and a few marine companies, where the funds required were too large for individual means, or where the nature of the undertaking was of great benefit to the State, but of doubtful or speculative advantage to the stockholders, had charters of limited liability been granted? Here were cases made out, but there was none for Canada. Look at France, where limited liability was common: the credit of France, compared with that of England in foreign nations, could not be spoken of in the same day. He knew, from his own experience, that, in the worst of times, bills on England, with respectable drawers, were saleable, because they had no limited liability. It was different with French bills, for they had no knowledge in foreign countries of who the partners were, or to what extent limited liability would operate against us, and consequently they were in worse credit than we, and we should preserve our vantage ground by every means in our power, and not impair it. There was nothing, he said, of which the House should be so jealous as the introduction of a system which, under the name of joint-stock companies, would interfere with the commercial credit of this great country. He hoped, therefore, the President of the Board of Trade would grant the papers which he had moved for, in order that those gentlemen who considered that it would be unwise in Government to grant the privileges that were now asked for might have an opportunity of seeing on what ground they were sought, and of answering the argument that might have been put forward on their behalf, which he had no doubt could be done in a manner quite satisfactory to the Government. He hoped the Government would not in this case depart from the resolution which the House had agreed to only a few nights ago, by a majority of nearly 500, that unrestricted competition should be the policy of this country, which forbade special privileges to any company. It was an important fact, that many of the States of America, which, prior to 1837, granted charters of limited liability to their banks, had found them productive of such serious consequences that they had refused to renew them on the same terms. In the State of New York they required caution money; in some other States they made the stockholders liable for more than the amount of their stock. When these shrewd people were retracing their steps from known evils, he trusted this country would not allow that most important element, credit, which had contributed so much to the prosperity of the country, to be impaired by granting charters of limited liability. At the same time he did not deny that, with places very

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 59

very remote, where the undertaking was speculative and where private capital was inadequate to the undertaking, but where it was of importance to the nation to have a quick and safe postal communication, to encourage a new trade charters might be granted as the exception, but not the rule. But none of these requirements were necessary in the North American trade. There was abundance of money seeking employment everywhere that there was the least prospect of turning it to account even for a moderate return. He admitted that the Board of Trade had a difficulty to contend with, where such contradictory views were impressed on the Right Honourable President; but forty years' experience in business had convinced him of the danger that would arise from granting charters of limited liability. For these reasons he hoped the returns would not be refused, because limited liability would impair the general credit of the nation; because it would injure most important interests, without any corresponding benefits to the State; because there were ample funds to meet the requirements in question, and because we had already a most efficient postal communication by the Cunard line, which had no special privileges of limited liability. All this showed that the joint-stock company in question had no special case that ought to induce the Government to meet their views. Having stated his opinions, he would trouble the House no further than to thank them for the indulgence they had accorded to him.—In answer to the Honourable Member for Kidderminster, Mr. Brown said, all he wanted was a fair field and no favour, and that we should maintain the vote of unrestricted competition. To the Honourable Member for Cork, he would say that wherever cargo was to be got, it enabled ships to carry passengers cheaper than where there was no cargo; but, as his object was to get an expression of the opinions of the House rather than to divide on the motion for papers, he would withdraw it; at the same time, although there might be a difficulty in granting papers in negotiation with foreign Governments, he saw none on the present occasion. He assured the Right Honourable the President of the Board of Trade that his asking for these documents was not for want of confidence in or respect to him, and he had no doubt the Right Honourable Gentleman would decide as he conscientiously believed to be right.—Mr. Henley complained that the Honourable Member sought to include the great subject of limited liability in partnership in a particular question, and while that question was *sub judice*. For the present, at any rate, he would resist the demand.—In the course of a conversation that followed, Mr. James Macgregor, adverting to some remarks made by Lord Goderich, denied that it was intended to give the company any monopoly.—Mr. Brotherton and Mr. Hume, while concurring in what had been said in favour of the motion, advised Mr. Brown to withdraw it for the present.—Sir F. Baring considered that papers, when demanded by Honourable Members, should not be withheld by Government without good reason.—Mr. Henley had refused the papers simply as a matter of convenience.—Mr. R. M. Fox, Mr. V. Scully, Mr. Hudson, Mr. Ronche, Mr. C. Turner, and other Honourable Members contributed some remarks, which resulted in the withdrawal of the motion.

— No. 44. —

Sir,

Burlington Hotel, 12 January 1853.

I HAD the honour to address a letter to you on the 9th instant; since then I have seen a printed statement made by the applicants for a charter. They persist in stating that no steamers have been employed between England and North America, except those owned by subsidised companies.

I transmitted to the Board some time ago a return of steamers employed in that trade by parties baying no allowance from Government: I have not a copy of that return at hand, but I have a memorandum from which I can name many of the steamers so employed; viz:—

City of Glasgow	-	-	-	-	-	1,610 tons.
City of Manchester	-	-	-	-	-	2,125 "
Glasgow	-	-	-	-	-	2,100 "
Great Britain	-	-	-	-	-	3,000 "
Sarah Sands	-	-	-	-	-	1,800 "
City of Pittsburgh	-	-	-	-	-	1,875 "
S. S. Lewis	-	-	-	-	-	1,103 "
South Carolina	-	-	-	-	-	1,600 "
Pioneer	-	-	-	-	-	2,500 "

And I have six others now coming into operation. It is well known that these vessels are owned by individuals receiving no subsidy, and without charters.

It is also stated that other parties have obtained charters. If charters have been improperly granted, it is not a good reason for continuing to grant them.

The Royal Mail Company, and Peninsular and Oriental Company, are large concerns beyond the means of private individuals. The General Screw Company and the Australian Company embarked in an uncertain and untried trade, and

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they carry the mails; there may have been good reasons for granting charters to them, and to others, and more especially as the power of the screw was not fully developed; now it is well understood, and ships will in future be generally constructed with screws, and there will be plenty of them without the aid of charters.

It is well known that individuals can carry on business upon more advantageous terms than public companies, and as the applicants for this charter say that they are extensive shipowners, and largely connected with, and interested in, the trade and commerce of this country, and of the North American Colonies, and the United States, and are actuated by a desire to increase the trade between the two countries, I can point out a simple mode of attaining the objects they have at heart.

There are 15 directors and three trustees; let each one build a screw steam ship, and prosecute the trade on his own account and risk; it cannot be said that the cost of one little screw steam ship is not within the means of each of these gentlemen; such a measure would operate as an example to others; these gentlemen would then have the satisfaction to know that they had done good service to their country, removing the stigma that attaches to them for allowing the commerce of the port to get into the hands of foreign ships; hundreds of screw steamer ships would doubtless soon be employed out of the port of London; it only requires some one to set the example; the projectors of this measure could then increase their stock or retire, as they please, having accomplished the good and patriotic objects they had in view.

These gentlemen have created an unnecessary alarm, by stating that unless this charter is granted the French Government will send steamers to London, and absorb all the trade. I do not think this is likely to be the case; but if these gentlemen do no more for the commerce of the port of London than they appear by their own showing to have done for the past 30 years, I cannot see any reason why French steamers should be excluded from the trade. I know that these gentlemen are great protectionists, and may not wish to see French ships participate in the trade of the port; but as they admit that the Americans have the whole trade now, why should not the French have a share? These are days of free trade, and if our merchants will not carry on the commerce of the country, others must be allowed to do it.

But if these gentlemen should ever decline to build steam ships, their predicted ruin of the country may not follow; others will build them. I know that Mr. Gilmour, the largest shipowner in the world, informed Mr. Henley that he would undertake to carry out the Canada contract without a charter, and I also know that one of the first houses in London made a similar offer to Mr. Henley. The documents will be found at the Board of Trade.

These gentlemen make a pretext of carrying the mails, but as the mails are now conveyed regularly twice a week each way, and are delivered in about 12 days in Canada and in England, it is not likely they will be employed in that service for some time to come.

I remain, &c.  
(signed) *S. Canard.*

The Right Honourable  
Edward Cardwell, President of the  
Board of Trade.

— No. 45. —

Sir,

Burlington Hotel, 13 January 1853.

I beg to enclose a slip from the "Times" of this day, by which you will see that the owners of the screw steam ships "City of Manchester" and "City of Glasgow" are now adding another ship to their line. Messrs. Richardson, Brothers, the owners of these ships, sent a memorial to the Board of Trade some time since, praying that this charter might not be granted, as it would interfere with their trade and that of other individuals.

When I addressed you yesterday I had merely seen the printed statement put forth by the applicants for the charter; I have since obtained a copy of it. The fallacy or deceitful argument which pervades this manifesto consists in the  
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tacit assumption that the projected company is about to undertake a great national enterprise requiring a united capital. If this were the case, I should make no objection; I do not pretend to say that nothing should be done by corporations. In this gratuitous version of the views of the opponents to the charter, the framer of this manifesto draws upon his own imagination; we entertain no such unreasonable idea, but we contend that private enterprise shall not be wantonly suppressed by the creation of corporations, unless the magnitude of the undertaking renders a corporation necessary. This is not the case as regards the present project.

The promoters dexterously give their collective intended operations the aspect of one operation, when, in fact, this is a deceptive view of the case. Steamers running between London and New York, London and Quebec, London and Portland, Liverpool and New York, Liverpool and Quebec, Liverpool and Portland, &c. &c. may all belong to different and unconnected proprietors; more than that, the several steamers in each line need not be all of one ownership.

The injury to the public of a line or lines of steamers of this sort being all under one incorporated ownership would be extremely great. There would be no incentive to progressive improvement, such as would exist were the service carried on by a dozen or two of private owners or firms, all striving with each other for superiority.

The Act of Parliament which enables the Board of Trade to grant charters was never intended for fostering companies such as the one now proposed; but the intention clearly was that the Board of Trade should have it in their power to incorporate companies, when such incorporation was necessary towards carrying out undertakings of magnitude, which from their nature required a large united capital. It never could have been intended that the Board of Trade should grant charters to enable a grasping directory, without responsibility (composed of persons who, by their own showing, had permitted the trade of London to pass into the hands of foreigners), to purchase a fleet of steam ships, by the sale of shares of 20*l.*, to form a monopolising squadron sufficiently powerful to run down the opposition of individual enterprise. The Act could never have contemplated such a power, and I feel confident that the Board of Trade will not perpetrate such an injury on the whole shipping interest of the kingdom. Mills in Lancashire cost 20,000*l.*, 50,000*l.*, or 100,000*l.* each, owned by private firms; what would be thought of an application for a charter, with limited liability, from a company of proprietors to erect mills? Would not all the millowners unite, as the shipowners now do, in protesting against such an act of injustice to them?

These applicants have made statements calculated to deceive the Board of Trade.

They say, "There are no British steamers with which this company can compete, except those protected by contracts."

I sent you a return yesterday of steam ships employed between Great Britain and North America that are not protected by contracts. These parties are well aware that many screw steam ships have been employed in the trade between this country and North America, and that many more will soon be employed. They have seen our advertisements in the papers of six additional screw steamers for several months past, and know that some of them have actually sailed. Private enterprise will do all they propose to do, and a great deal more, without the aid of these 15 directors, who have left undone what they should have done, and are now grasping at that which they have no just claim to, and the granting of which to them would be a measure most injurious to the country. Private enterprise has been employed for years in clearing the way, while these gentlemen have been asleep; and private enterprise will do all they even profess to do, if not interfered with by such a charter.

I remain, &c.  
(signed) S. Cunard.

To the Honourable Edward Cardwell,  
President of Board of Trade.

[Receipt acknowledged.]

— No. 46. —

Sir,

11, Londenhall-street, 13 January 1853.

It is thought by some of my friends who were present at the interview with which you honoured the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company on 10<sup>th</sup> instant, that I did not reply with sufficient distinctness to the proposition suggested by you to the following effect; viz., "That the fact of which I complained, that individual shipowners are overborne in competition by the powerful combinations now existing in the carrying trade between England and New York, might be urged by our opponents as a reason for not encouraging the establishment of our company, which might equally overpower competition on the part of individuals."

I therefore request your permission to state, shortly, the answer which I intended to give to that proposition.

1. That the carrying trade between London and New York is at present a strict monopoly in the hands of a body of American owners of sailing ships, who either enjoy, or may obtain without trouble or expense, the advantages of limited liability; that competition with them by individual English shipowners is hopeless; and that such competition can only be supported by a company possessing the like advantages.

2. That three-fourths of the carrying trade between Liverpool and New York is in the hands of similar bodies of American shipowners, acting in concert, and possessing the same advantages, with whom competition by individual English shipowners is hopeless; that the chief part of the residue of that trade is engrossed by the steam vessels of the Collins (American) and Cunard (English) lines, whose power of overbearing all individual competition is derived from the enormous subsidies which they receive from their respective Governments; and that, in fact, all the attempts that have been made by steam vessels to compete with them have failed.

3. That this company will not displace a single ton of the British shipping now employed in the conveyance of rough goods and emigrants from Liverpool to New York; but, on the contrary, each voyage of the company's steamers would give additional employment to an English ship in carrying 500 tons of coal to New York for the steamer's use on her return voyage.

If the trade between London and Liverpool and New York were now conducted by individual British owners of either sailing or steam ships, there would be grounds for refusing to charter a powerful company to compete with them; but the facts of the case are notoriously otherwise; the operation of the English and American navigation laws first enabled powerful combinations of American shipowners to monopolise that trade; Government subsidies have since enabled the steam companies to participate in it; and it is now impossible for any but companies with large capitals to compete with such powerful bodies for a share either of the existing amount of trade or of its annually increasing quantity.

I have, &amp;c.

(signed) R. Carter.

To the Right Hon.

Edward Cardwell, M.P. &amp;c. &amp;c.

— No. 47. —

Sir,

Burlington Hotel, 18 January 1853.

I TAKE the liberty to enclose a New York paper of the 1<sup>st</sup> instant, from which you will see that the ships composing one line belong to different firms, and are managed by their respective owners. The captain generally owns a part of the ship he commands.

The owners of these lines are among the richest houses in the United States; Grennell, Mentum, & Co. would find no difficulty in owning all the lines put together; but it is more for the advantage of all parties that there should be a good understanding with each other, and that they should unite in running their ships at fixed periods.

And there is no good reason why similar lines of British ships should not have

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have been running for the last thirty years, and in a friendly spirit with the American lines.

I should be ashamed to tell you that foreigners had taken the trade from the port in which I was carrying on business, if I had not public spirit, energy, and industry sufficient to meet them; in fact, competition should be unworthy of support or assistance, and should not be bolstered up by a charter, which would do me no permanent service. The trade that cannot be carried on by private individuals with their own capital will not succeed under the management of a board of directors and their deputies; the evil day may be averted for a time, but must inevitably come.

I also enclose a slip from a New York paper, showing the mode adopted of publishing limited partnerships. I do not think that large firms adopt this plan, but I am not sure about it.

I remain, &c.

(signed) *S. Cunard.*

To the Right Hon. Edward Cardwell,  
President Board of Trade.

Enclosure 1, in No. 47.

## LIMITED PARTNERSHIP.

THE subscribers have formed a limited partnership, pursuant to title one, chapter four, part two, of the Revised Statutes of the State of New York, to commence on the 1st day of December 1852, and to terminate on the 30th day of November 1855, for the purpose of transacting a business of the general nature of purchasing the materials, and manufacturing and selling clothing or wearing apparel, in the city of New York, and such other parts of the State of New York as may be deemed expedient, under the name and firm of James Wilde, jun.

The subscribers, James Wilde, jun., John S. Wilde, both of the city of Brooklyn; Frederick S. Kirtland, George B. De Forest, and Benjamin H. Pierce, all of the city of New York, are the general partners; and the subscriber, Samuel Lord, of the city of New York, is the special partner, and has contributed 50,000 dollars in cash to the common stock. —Dated New York, 1 December 1852.

(signed) *James Wilde, Jun.  
John S. Wilde.  
Frederick S. Kirtland.  
George B. De Forest.  
Benjamin H. Pierce.  
Samuel Lord.*

Place of business, 64, Nassau-street.

## RENEWAL OF LIMITED PARTNERSHIP.

IN pursuance of the revised Statutes of the State of New York, notice is hereby given by the subscribers, that they have renewed and continued the limited partnership heretofore existing between them, under the name of J. D. Price, in the business of buying and selling merchandise, manufacturing and selling of clothing, and conducting the tailoring business in all its branches, in the city of New York. The subscriber, Jesse D. Price, who resides in the city and county of New York, continues interested in said partnership as general partner, and Silas B. Hamilton, whose place of residence is in the city and county of Albany, and State of New York, continues interested in said partnership as the special partner, having contributed to the co-partnership now renewed and continued, the sum of 15,000 dollars of capital to the common stock, in cash, and which sum has not been impaired or withdrawn therefrom. The renewal of said partnership is to commence on the 15th day of December 1852, and to continue until the 1st day of January 1857.

Made and signed by the said parties, at the city of New York, the 13th day of December, in the year 1852.

(signed) *Jesse D. Price.  
Silas B. Hamilton.*

NOTICE OF DISSOLUTION.

THE partnership heretofore existing between the undersigned, under the firm of Babcock, Gould, & Brown, is this day dissolved by mutual consent—Mr. Edward S. Gould retiring. The remaining business of the house will be settled by their successors, Messrs. Babcock & Brown, 20, Park-place.

Dated City of New York, November 29, 1852.

(signed) *Paul Babcock,  
Edward S. Gould,  
James E. Brown.*

LIMITED PARTNERSHIP.

THE undersigned have this day formed a limited partnership, pursuant to the revised Statutes of New York, to be conducted under the firm or name of Babcock & Brown. The general nature of the business is the general cloth and dry goods business, importing and jobbing (so called) at wholesale, to be transacted in the city of New York. The general partners are Paul Babcock, who resides in the city of New York, James E. Brown, who resides in the city of Brooklyn, and Charles B. Babcock, who resides at Paris (France). The special partner is Frederick Cunningham, who resides in the city of New York, who, as such special partner, has contributed to the common stock the sum of 50,000 dollars in cash, actually and in good faith paid in. The partnership will commence on the 29th of November, A. D. 1852, and will terminate on the 29th of November, A. D. 1857.

Dated City of New York, November 29, 1852.

(signed) *Paul Babcock,  
James E. Brown,  
Chas. B. Babcock.  
(By Paul Babcock, Attorney.)  
Frederick Cunningham.*

— No. 48. —

Sir,

Glasgow, 18 January 1853.

HAVING observed by the "Times" newspaper that the directors of the London, Liverpool, and North American Screw Steam Ship Company have recently had an interview with you at the Board of Trade, and presuming that their object was to continue or renew their application for a charter of incorporation, limiting the liability of shareholders to the amount of their respective shares, I consider it my duty, as representative of the deputations of the several commercial associations of this city, and of the magistrates, merchants, and shipowners and others of Greenock and Port Glasgow, that on the 30th November last had an interview with your predecessor, the Right Honourable W. Henley, on this subject, to state that on that occasion, as well as previously by memorials, and also that the merchants, shipowners, and others of other large and important places have strongly urged on the late Government that the granting of a charter for the purposes intended would be impolitic in a national point of view, and manifestly unjust to those who now have large capital invested in ships sailing to Canada, and to those who have already invested, and who are now extending their investment in screw steam ships for the Atlantic trade. I consider it would be nationally impolitic, because in this particular trade the granting of such a charter would check private enterprise, which now, since the power of the screw propeller seems to be fully established, would ere long have fleets of screw steamers to perform every kind of service necessary for the interests of this kingdom in extending the intercourse with our own colonies and foreign nations. And it would be unjust to those who at present have large capital embarked in shipping, and who by law of the land are liable to the last farthing they may have in the world in all the consequences and responsibilities of their position, because the charter would give privileges and advantages with which individual exertion could not successfully contend; and besides, the protection thus afforded would encourage reckless and extravagant management, and hence undue competition, which private enterprise could not withstand. But I cannot conceive on what grounds the granting of this charter could be justified: the service is certainly not required for postal purposes, for though it were in full operation to-morrow, no regular mail would be sent by those vessels, either to Canada or to the United States, and practically it would

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would not benefit the great body of emigrants to Canada, as those who can afford to pay the rate of passage-money by steamers would still proceed as at present by the United States, and as the passage-money for the greatest number of the emigrants by sailing vessels, including provisions, water, medicines, &c. &c., necessary for the voyage, and 5 s. head-money or tax at Quebec, do not in all amount on the average to more than 70 s. for an adult, and in many cases less, it cannot be said there is any extravagance or room for deduction in that sum.

You are no doubt aware that some of the directors of this company have entered into a contract with the Canadian Government to establish a line of steamers to run between this country and Quebec, and for which service the company is to receive a large subsidy, besides certain privileges, and also exemption from payment of lights, and other provincial dues in the River St. Lawrence; these, I understand, will be ample and sufficient remuneration for the services to be performed; and in proof of this, I am informed that other parties in Canada, who gave a tender or offer for said contract, are now willing to undertake the works without any charter or privilege from this country, as the enclosed copy letter, which I addressed to the Right honourable Mr. Henley, will more fully explain, and to which I now solicit your attention.

This contract with the Canadian Government, you will be pleased to observe, was voluntarily undertaken for a consideration, as I have already detailed, without reference to any charter or privilege from this country. The service required was fully described and explained, the remuneration or payment for which having been finally adjusted between the parties, the contract was accordingly concluded. If the people of Canada consider that in their altered position it is necessary for their interests to have steam communication from Quebec direct to this country, and if the Government of that colony is willing to pay a certain sum to have the service carried out as they may require it, I at once admit, I have no right to object to that; but when I find that in addition to the grant of a certain sum of money, there is also the exemption from payment of lights, and other provincial dues, including, I presume, the tax of 5 s. on each passenger, I maintain that, a shipowner, and a merchant largely interested in the carrying and in the internal trade of Canada, I have a just right to complain. I am interested in very extensive establishments, both in Quebec and Montreal, in connexion with many others in the interior of the province on the Ottawa River, as well as on the shores of Lake Ontario; and it may not be improper further to state that the house here with which I am connected is more largely engaged in the carrying trade with Canada than any other in the kingdom. I find that on the average of the last three years we have had of our own ships in that trade, in number 46, and of the register tonnage of 40,373 tons, or about an eleventh part of the average annual tonnage of the whole trade of Quebec, and as by recent legislation our trade has been thrown open to all the world, we had prepared ourselves as well as we could to face fair and equal competition; but we are certainly not prepared, and will be quite unable to compete with any company such as that now under consideration, with the advantages and privileges which by contract with the Canadian Government have been already secured, and with the protection which the charter now applied for would unquestionably give. I have to state that none of our firm is, either directly or indirectly, interested in steam vessels, and that we are not in any way connected with any chartered or subsidised shipping company. For the foregoing, and other reasons that might with great propriety be urged, I earnestly entreat, on behalf of the deputations I have already referred to, on my own behalf, and that of the several establishments in this country and in Canada with which I am connected, and on behalf of the shipping interests of this country, that Her Majesty's Government will be pleased not to grant any charter limiting the liability of shareholders in shipping companies, or to give any privilege or protection over those engaged in the trade with North America.

I have, &c.

(signed) *Allan Gilmour.*

To the Right Honourable Edward Cardwell,  
President of the Board of Trade, London.

Enclosure in No. 48.

Sir,

Glasgow, 15 December 1852.

I beg leave respectfully to call to your remembrance that on the 30th ultimo deputations from the several commercial associations of this city, of Greenock, and of Port Glasgow, had the honour of having an interview with you at the Board of Trade, on the subject of granting a charter, with limited liability, to a company proposed to be formed under the title of the London, Liverpool, and North American Screw Steam Ship Company.

I will not occupy your valuable time in again laying before you the arguments used, and reasons urged, against the granting a charter, as desired by this company, which, on general grounds, must be admitted would be very impolitic, and in the present position of this country, as regards the trade and intercourse with the United States and our North American colonies, is certainly not necessary, but which would, most undoubtedly, check and discourage private enterprise, and would be very unjust to all those now engaged in that trade.

But since my return here I have received information, which I consider to be of so much importance, and so directly bearing on this matter, that I conceive it would be a dereliction of duty on my part, not only to Her Majesty's Government, but also to the commercial interests involved in this question, not to bring it under your notice. Mr. James Allen, an extensive and highly respectable shipowner of this city, informs me that a responsible and able party in Montreal offered to the Government of Canada to undertake the service required for a sum of money, the precise amount of which he cannot give me, but he believes it to be only a trifle more than that agreed to be paid to the contractors under whose influence and for whose benefit the charter now under consideration is sought for; and I am further informed by Mr. Allen that, by last mail from Canada, he has received letters from his friends expressing a hope that the contractors may not succeed in forming their company, as, in that case, they expect the Canadian Government would fall back upon and accept their office; for it is understood the contractors cannot, of themselves, carry out the contract they have undertaken. I beg leave, in conclusion, to state, that I have further considered this subject in all its bearings, with several gentlemen of the deputation, and we have very respectfully now to say, that we can discover no grounds on which the granting of said charter could be justified, and, for the reasons then and now given, I earnestly hope you will be pleased to give effect to the opinions and requests of such a very large portion of the merchants and shipowners of this kingdom, who have addressed you on the subject, by finally refusing to grant the charter referred to.

I am, &c.  
(signed) *Alvan Gilmour.*

To the Right Honourable J. W. Henley, M. P.  
&c. &c. &c.

— No. 49. —

My dear Sir,

Reigate, 22 January 1853.

To enable me to answer explicitly your question, as to whether the objects contemplated by the North American Steam Ship Company cannot be accomplished by private enterprise, and without a charter, I must state in detail what those objects are; viz. to establish regular conveyance by steam for emigrants and goods, once a fortnight, or oftener, on the following lines:

- 1st. Between London and Canada.
- 2d. Between London and New York.
- 3d. Between Liverpool and Canada.
- 4th. Between Liverpool and New York.

No attempt has hitherto been made to establish steam communication on any of the three first of these lines; until our company was started, no one had ever proposed to do so.

The party who contracted with the Canadian Government to send steam ships from Liverpool to Canada did so under the impression that a Royal charter would be granted, almost as a matter of course, seeing that 11 such charters have been granted (most of them recently) to ocean steam companies, and that party is dependent on our company for the means of fulfilling the contract he has entered into.

As regards the 4th line, the facts are these: Many years ago, a British company attempted to establish the "Great Western" and "Great Britain" in this trade, and relinquished it with great loss.

The

The "Sarah Sands," after making a few voyages, has relinquished it, and been sent elsewhere.

The "Great Britain," before mentioned, having been sold to very wealthy parties in Liverpool, has been sent one voyage in the trade and withdrawn from it. Some few American steam ships have been, at different times, sent from New York to Liverpool, but none have made a second voyage. These, I believe, are the only attempts that have ever been made to establish steam communication on this line, with the exception of the Cunard and Collins' companies, which are supported by subsidies approaching to 200,000 £. per annum each, from the British and United States Governments respectively. I need not tell you that such a subsidy is a much more efficient encouragement and protection than a charter, and I am prepared to say, on behalf of our company, that if the Government will pay us one-half of the sum per voyage which is now paid to the Cunard Company, we will undertake to perform the proposed service without asking for a charter.

The Cunard Company have lately loaded the "Andes," and are now loading the "Alps," at Liverpool, for New York, and advertise others to follow them, and they pretend that these vessels are the results of private enterprise, and would be unfairly interfered with by a chartered company; an argument fallacious and unfair.

These vessels, equally with those actually engaged in the North American mail service, are protected by the enormous subsidy paid by Government to their owners; they do not convey any emigrants, which is one of the principal objects of our company, and there is no intention of continuing to employ them on this line; they are at present advertised to proceed from New York to Jamaica and Chagres, and they will continue to be employed in that service, as is proved by the following extract from the report of the Australasian Pacific Mail Steam Company (in which Mr. Turner, M.P. for Liverpool, is a director), published in the City article of yesterday's "Times":

"Passengers will also be booked through by the ships of the British and North American Royal Mail Steam Packet Company from Liverpool, *via* New York, to Colon, and thence to New Zealand and Sydney, *i.e.* passengers will be conveyed by the mail paddle steamers from Liverpool to New York, and by the 'Andes,' 'Alps,' and other vessels belonging to the same company from New York to Chagres."

It is of course impossible for me to prove that anything, however improbable, will not be done; but having had some experience myself in steam navigation, a tolerably extensive one in monetary matters, and having consulted many men in the City thoroughly acquainted with both, I can hardly conceive anything more improbable than that the service intended to be performed by our company, if we obtain a charter, should be undertaken by any parties without one. The failure of all such attempts hitherto made is *prima facie* evidence in favour of that conclusion, and it is well known to practical men that it would be totally impossible to raise a capital sufficiently large to ensure success, if the subscribers are to be subjected to unlimited liability.

I believe it has been urged by some parties that charters should not be granted to steam, or other shipping companies, lest the public should be injured by the proprietors not being personally responsible; but it must be evident on the slightest reflection, that the publicity given by the periodical reports of the directors, the investment of the capital in substantial property, and the impossibility of raising money on shipping without the fact being known to any one who might choose to investigate the Custom-house register, relieve the public from all risk in that respect.

I have heard it rumoured that the present Government are considering the propriety of altering the law and not allowing the grant of any charters in future. Should this be determined on, it is obviously unjust to apply it to us. Our application has been for more than three months before the Board of Trade, during which period several charters have been issued to ocean steam ship companies, and it has never been intimated to us that there was any objection on principle to ours; on the contrary, the late Government offered us a charter for the North American colonies, and the only obstacle to granting the one we applied for arose from the opposition of the Cunard Company, and that was confined to the trade between Liverpool and New York. We have yet to learn that any parties propose to supply London with the advantages of steam communication.

The protracted delay that has occurred has caused the expenditure of a very large sum of money by the provisional committee in advertisements and other expenses, and it is becoming of serious importance to the contractor with the Canadian Government, who ought to be prepared to commence that service in April next. The whole of our shares have been applied for, but we have delayed allotting them until the charter should be obtained; in the altered state of the money market, it is not improbable that some of the applicants may desire to withdraw, and so occasion further expense in advertising, &c., and the cost of steam ships has increased during the delay; for all which reasons you will see how desirable it is that the decision of the Board of Trade should be announced as early as possible.

I find I have gone to a greater length than I expected, but as it was necessary in order to make the case clear, I must ask you to excuse it. At any rate, I hope it will enable you to strengthen the representations you have so kindly made in our favour, and am, &c.

W. Hutt, Esq., M. P.,  
Pultney Hotel.

(signed) M. H. Chaytor.

[Left with the President by Mr. Hutt, who desired that it might be treated as an official communication.]

— No. 50. —

Sir,

Liverpool, 28 January 1853.

As the principal contracting party with the Canadian Government for the new line of steam ships, I was desirous of having an interview with you for a few minutes, to see if I could give any information or explanation regarding the application for a charter now before you.

You will, I am sure, excuse my anxiety in the matter when I tell you that the line of steamers should commence very soon.

Yours, &c.

Right Hon. E. Cardwell, M. P.

(signed) Robert Lamont.

[Mr. Lamont had an interview with Mr. Cardwell.]

— No. 51. —

Glasgow and Liverpool Royal Steam Packet Company.

31, Water-street, Liverpool,

31 January 1853.

Sir,

In order to corroborate the statements I made to you during the interview which I had the honour of having with you on the subject of the grant of charter to the "London, Liverpool, and North American Screw Steam Ship Company," I beg to enclose you the following documents:

1. The statement laid before the Board of Trade by the "Steam Shipowners' Association," in opposition to the grant of a charter to the "North of Europe Steam Navigation Company."

2. The last five annual reports of that association, from 1848 to 1852 inclusive.

From the first document it will be apparent that the only ground of opposition to the grant of that charter was, as I stated to you, the amalgamation of railway and steam-boat interests, whereby private competition might have been effectually put a stop to by the profits which would have accrued by the carriage of goods over the railways.

The "annual reports" show that notwithstanding the numerous applications for charters of limited liability which have been made by ocean steam packet companies within the last five years, the association has never undertaken an opposition to any of them, except to that of the North of Europe Company and to Bills in Parliament seeking for powers to enable certain railway companies to become steam shipowners; and I may add that, during the period referred to, charters have been applied for and granted to steam packet companies with capitals not one-fifth of that of the company whose application now awaits your decision.

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It will be observed also by the last year's report, that the steam companies subscribing to the association are, with one exception, coasting companies, and that exception, namely, "The Peninsular and Oriental," has a charter, and none of the companies can be affected by the present application; it is therefore difficult to see upon what grounds their opposition can be based.

I am, &c.  
(signed) *Robert Lamont.*

To the Right Hon. Edward Cairnes, M.P.,  
President of the Board of Trade.

## Enclosure 1, in No. 51.

STATEMENT of Objections on the part of the Steam Shipowners' Association of London to the Concession of a Charter of Incorporation to the North of Europe Steam Navigation Company.

HITHERTO the Board of Trade in granting charters of incorporation to steam shipping companies, have limited the concession to cases where, from the magnitude of the enterprise, the remoteness of the sphere of its operations, its novelty, or its doubtful prospects as a commercial speculation, it would be impossible to induce the public, unless protected by a limited liability, to embark their capital in it. The Peninsular and Oriental, the Royal Mail, the Pacific, and General Screw Companies are instances of this. The North of Europe Steam Navigation Company allege none of those grounds for a similar concession to them, nor does there appear throughout the whole of their statement a suggestion of any special advantage likely to accrue to the public from such a concession, which is not already in a great measure enjoyed, except perhaps in the greater expedition in the means of transit.

At present the steam vessels trading between Hartlepool, Hull and London, and the North of Europe, supply nearly as frequent means of communication as that proposed; and now that the railways connecting the eastern ports with the interior of the country are completed, nothing prevents the extension and improvement of that intercourse but the apprehension of a competition upon unequal terms. Upon this ground alone, then, the absence of any similarity between the cases of the North of Europe Company and those in which such a privilege has already been conceded, it is submitted that a charter should not be granted to that company.

Were those cases, however, in any respect alike, there would be an objection to such a concession to the North of Europe Company, owing to the peculiar circumstances under which they come before the public. They propose trading on lines which are for the most part already preoccupied, and that by parties the majority of whom are unprotected by limited liability. They avow their intimate connexion with railway companies, and there can be no doubt that if a charter be granted to them, their proprietary will be composed chiefly of the shareholders of the former. Assuming this, on their own admission, to be their intention, there will be nothing to prevent their adopting the same means for extinguishing competition, which experience shows has been so successfully employed by railway companies. Composed as the company will be, mainly of railway shareholders, with a large capital raised by means of the advantages conferred by their limited liability, and protected as they will be by that limitation, it will be their policy for a while to carry at rates so unremunerative, that competition by independent and unprotected shipowners will be impossible; these will inevitably be driven off the lines which they now occupy, and from which they have no power of excluding others, and when this result shall have been achieved, it will be competent to the North of Europe Company to raise their rates to a point beyond a fair remuneration, to the manifest detriment of the public. It may be said that competition would in that case be resumed, but experience has shown that to be out of the question, when the process of extinction can be so readily repeated. On this ground also, it is submitted that even if the character of their enterprise came within the description of those in which charters have been granted, such a concession should not be made to the North of Europe Steam Company.

In this second objection it has been assumed that, beyond the fact of the identity of the shareholders in the steam company with those of the railway companies, there will be no connexion between the respective companies. It is material, however, to observe, that in the statement of the North of Europe Company it is avowed that the mode by which the establishment of the projected scheme is to be effected will be by an undertaking on the part of the railway companies to guarantee to the steam company a five per cent. dividend; and they further state that their object will be attained "by a combined arrangement amongst all the principal railroads interested directly or indirectly in the contemplated traffic, to sacrifice their interests as carriers, for a time, to the interests of the steam company, who would require to see a prospect of a dividend before entering into the scheme; such an arrangement is to be made only by means of a consolidation of the various interests in one body." Not content with the power with which a charter would invest them, and which would enable them legally to put down competition, they admit their intention, if their application be granted, of entering into an illegal combination with railway companies for that purpose: but the

success of their project they pronounce to be dependent upon their obtaining a charter of incorporation.

The illegality of the proposed arrangement with the railway companies, on the part of the intended Steam Packet Company, has already been decided by the late Master of the Rolls, Lord Langdale, in two almost analogous cases with the present, in which the Eastern Counties Railway Company, and the London, Brighton, and South Coast Railway Company sought to connect themselves with steam companies.

In the first of these cases, the Eastern Counties Railway Company, conceiving that it would add to the traffic and profit of the railway if a steam packet company could be formed communicating between Harwich and the northern parts of Europe, projected a company, called, "The Harwich Steam Packet Company," and by the deed of settlement which was prepared for its constitution, provided that the railway company should guarantee to the shareholders in the steam packet company a dividend of five per cent. per annum upon their paid-up capital, and in order to secure such dividend, it was part of the arrangement that passengers should be conveyed from London to Rotterdam for certain fixed fares, and that if it should be found necessary, the whole of those fares should be paid over to the steam packet company by the railway company. Mr. Colman, a shareholder in the railway company, objecting to the appropriation of any part of the railway funds to such a purpose, in the month of November 1846, filed his Bill in Chancery on behalf of himself and all other shareholders who might contribute to the suit against the railway company and its directors, and on the 19th of that month obtained a special injunction to restrain the company and directors from entering into the proposed arrangement; and upon the motion subsequently being made by the railway company to dissolve that injunction, Lord Langdale refused to remove it, on the ground that such a transaction was not within the power and scope of the Railway Company's Act, which was for the construction and management of the railway alone; that learned judge, in one part of his judgment, delivered after time for consideration, stating,

"I am clearly of opinion that the powers which are given by an Act of Parliament, like that now in question, extend no further than is expressly stated in the Act, or is necessarily and properly required for carrying into effect the undertaking and works which the Act has expressly sanctioned. How far these powers which are necessarily or properly to be exercised for the purposes intended by the Act extend, may very often be a subject of great difficulty. We cannot always ascertain what they are. Ample powers are given for the purpose of constructing and maintaining the railway, and for doing all those things required for its proper use when made; but I apprehend that it has nowhere been stated that a railway company, as such, has power to enter into all sorts of other transactions." And in another part of the same judgment, also stating, "In my opinion, to pledge the funds of this company, for the purpose of supporting another company engaged in a hazardous speculation, is a thing which, according to the terms of this Act of Parliament, they have not a right to do. I do not now intend to enter into a discussion of how far such a proceeding is affected by the principle of public policy. Considering the vast property which is now invested in railways, and how easily it is transferable, perhaps one of the best things that could happen to them would be, that the investment should be of such a safe nature that prudent persons might, without improper hazard, invest their monies in it. Quite sure am I that nothing of that kind can be approached, if railway companies should be at liberty to pledge their funds in support of any plausible speculation not authorised by their legal powers, and which might very possibly, to say the least, lead to extraordinary losses on the part of the railway company."

Upon this judgment being pronounced, the intended Harwich Steam Company was abandoned, and nothing further heard of it until again revived under a different title, and on a more extended scale, in the present application for Her Majesty's charter for "The North of Europe Steam Navigation Company."

In the second case referred to, viz., "The Brighton Railway Company," where a similar injunction was obtained by the same party, who was also a shareholder in that undertaking, the facts are as follows:—

In the year 1845, the directors of the Brighton Railway Company being desirous of establishing a steam communication between the stations at Shoreham and Newhaven, and Dieppe and Havre, projected a company, called "The Brighton and Continental Steam Packet Company," the proposed capital of which was fixed at 150,000*l.*, in 15,000 shares of 10*l.* each. The directors of the railway company were directors of the steam company, and an arrangement was made between the two companies, by which the railway company were to insure to the shareholders of the steam packet company dividends on the amount paid up equal to those of the proprietors of stock in the railway.

Contracts were entered into by the directors of the steam company for the building of the necessary boats and engines, and monies of the railway company amounting to 13,500*l.* were advanced to the directors of the steam packet company, upon mere personal security, to enable them to pay for and place the boats contracted for (three in number) upon these intended stations. The steam company then commenced its operations, when Mr. Colman filed his bill against the railway company, who admitted the illegality of the transaction, and obtained an injunction, by consent, against them, whereby the railway company were restrained from guaranteeing, or securing, or applying by or out of their funds, or profits, or property, any dividend to the steam packet company, or otherwise pledging their credit, or applying their funds or property for the purposes of the steam packet company; the effect of which was, that the steam company was afterwards dissolved, the boats sold at considerable

## NORTH AMERICAN SCREW STEAM SHIP COMPANY.

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able sacrifice, and a great pecuniary loss sustained by the directors, and the few other parties who had engaged in the speculation.

These decisions have been and still are undisturbed.

It is scarcely possible to suppose that the Board of Trade will sanction, by the concession of a charter of incorporation (when the avowed object with which it is applied for is to induce the public to embark their capital in the undertaking), an arrangement which it is at any moment in the power of a shareholder in any of the railway companies aiding the undertaking to stay by injunction. Were the intentions of the Legislature strictly carried out, and the rates of charge upon every part of the same railway lines at the same rate per mile, and no reduction made in favour of any particular parties, but little injury, comparatively, would result from the concession. But at present there is no such check imposed upon railway companies; and until the Legislature interfere, it is submitted that no privilege should be conferred which would have the effect of sanctioning an amalgamation of railway and steam-boat interests; or, if the vigilance of shareholders should interfere to prevent that, of inducing the public to embark in an illegal undertaking.

For these several reasons, this association respectfully submit that a charter of incorporation should not be conceded to the North of Europe Steam Navigation Company.

Steam Shipowners' Association,  
London, 9 June 1852.

## Enclosure 2, in No. 51.

## GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1848.

Chairman, WOLVERLEY ATTWOOD, Esq.

## Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.  
Arthur Anderson, Esq., M.P.  
Francis Carleton, Esq.  
Captain Rivett Carnac, R.N.  
James Hartley, Esq.  
J. A. Bolger, Esq.  
William Watson, Esq.

## Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.  
George Lunell, Esq.  
Captain A. Nairne.  
Ebenezer Pike, Esq.  
C. W. Williams, Esq.  
John Wilson, Esq.

The following is the List of the Companies subscribing to the Association:

The Alloa, Stirling, and Kincairdine Steam Navigation Company.  
The Bristol Steam Navigation Company.  
The British and Irish Steam Navigation Company.  
The "Brunswick" Steam Packet Company.  
The City of Dublin Steam Navigation Company.  
The Cork Steam Ship Company.  
The Dublin and Glasgow Steam Shipping Company.  
The Dundalk Steam Packet Company.  
The Edinburgh and Dundee Steam Packet Company.  
The General Steam Navigation Company.  
The Herne Bay Steam Packet Company.

The Hull and Hambro' "Rob Roy" Steam Packet Company.  
The Hull Steam Packet Company.  
The Hull and Leith Steam Packet Company.  
The London, Leith, Edinburgh, and Glasgow Steam Packet Company.  
The Newcastle Steam Packet Company.  
The Norfolk Steam Packet Company.  
The Owner of the "Hercules" and "Emerald Isle" Steamers.  
The Owner of the "Lady Sale" and "Erin's Queen."  
The Peninsular and Oriental Steam Navigation Company.  
The Waterford Steam Navigation Company.  
The Whitehaven Steam Navigation Company.

## REPORT.

28 February 1848.

It is with much satisfaction that the committee of the Association of Proprietors of Steam Shipping submit at this, their annual general meeting, a report of their proceedings, together with a statement of their receipts and expenditure for the past year.

Amongst the many important subjects which during that time have engaged their attention, none have appeared of more serious moment to the steam shipping interest than the attempts on the part of railway companies, to obtain powers enabling them to become ship-owners. To those who have given the question the least consideration it must be evident,

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that

that the concession of any such powers in any one instance would, so far as regards the trade thereby opened to any particular railway company, of necessity extinguish competition; neither shipping companies, nor individuals, liable as they are to the entire extent of their fortunes, and possessed too of comparatively small capital, could possibly contend successfully with a railway company, backed by its large resources, protected by its limited liability, and empowered to charge either on its capital, or the profits derived from its land traffic, the maintenance of its shipping establishment. But this injurious effect—the extinction of competition—would not be confined to particular instances. The privilege, once conceded to a single railway company, would soon be claimed and obtained by all; and the result would be, that existing shipping companies, finding themselves unable to contend with their too powerful rivals, would in the end be inevitably sacrificed.

Feeling how deeply the interests of steam shipowners are involved in this question, the committee have, from the first, resisted the concession of these powers. The earliest applications for them were unsuccessful, owing to the promoters of the Bills containing such provisions having failed to comply with Standing Orders; and the committee, in those cases, were enabled to prevent the Bills proceeding beyond their preliminary stages. In the last Session, however, a greater degree of caution was exercised by railway companies, and the opposition on the part of this association became consequently more prolonged and expensive. Four companies were, during that period, before Parliament, looking for those privileges; viz., those of the Eastern Counties, the Norfolk, the Lowestoft, and the Chester and Holyhead Railways. In the three first instances, the committee succeeded in obtaining the withdrawal of the obnoxious clauses on the second reading of the Bills; but in the case of the last-named company, the parties succeeded in carrying their Bill through its second reading into Committee, and it was not until after a very active opposition to that Bill on the part of this association, supported at an equal cost by the General Steam Navigation, and the City of Dublin Steam Packet Companies, and an independent opposition by the latter company to the Holyhead Harbour Bill, that the objectionable clauses in the Chester and Holyhead Railway Bill were expunged.

Towards the close of the last Session, an attempt was made by the Brighton Railway Company to exclude the steam packets of the General Steam Navigation Company, running from Shoreham to Dieppe and Havre, from the use of the railway wharf at Shoreham, in order to favour a new company, called the Brighton and Continental Steam Packet Company, the directors and subscribers of which are mostly proprietors of the Brighton railway. This association, in conjunction with the General Steam Navigation Company, resisted this attempt at monopoly, and preferred an appeal on the subject, both to the Railway Commissioners and to the Chairman of Committees in the House of Lords; and, although from the advanced period of the Session at which such appeal was unavoidably preferred, it was found impracticable then to obtain legislative relief, yet it is gratifying to state, that an assurance was obtained from the latter source, that a clause, prohibitive of the sought-for monopoly, and restricting the Brighton Railway Company from giving an undue preference to any steam vessels frequenting Shoreham Wharf, should be inserted in the first Bill which the Brighton Railway Company might afterwards bring before Parliament.

In thus successfully resisting the encroachments of railway companies, considerable expense was incurred, to defray which, the committee were obliged to apply to the subscribing companies. They have the satisfaction of stating that this application has been highly successful, all the constituents of the association, with but one or two exceptions, having contributed. It is due, however, to the "General Steam" and the "City of Dublin" Companies to state how materially the success of the association was promoted by their co-operation. So valuable was it, that the committee felt themselves called on to notice it in a circular addressed to their constituents in August last; considering that in a question of such vital importance to the whole steam shipping interest, it was not reasonable that the heavy expenses incurred by those companies should fall on them exclusively.

The committee must not omit to state an important circumstance connected with their opposition to the above-mentioned Bills, namely, the expression of an opinion by the Committee on the Holyhead Harbour Bill hostile to the concession to railway companies of the powers sought for by them. This opinion was conveyed through the Chairman of that Committee, the present Secretary to the Admiralty, and was as follows: "That they" (the Committee) "do not think, that under any circumstances, Parliament ought to sanction the avowed intention of that company," (the Chester and Holyhead Railway Company,) "to become steam-boat proprietors, either directly or indirectly. That they are certain, if they passed the preamble of this Bill, they shall feel it their duty to recommend to Parliament, by a special Report, not to give them the power of becoming steam-boat proprietors, but limiting them strictly to their original purposes as a railway company. And as a security against their becoming indirectly steam-boat proprietors, they thought the Treasury ought to be armed with very strong powers for regulating the whole traffic that takes place upon this pier." Such an expression of opinion, coming from such a quarter, the committee consider of the utmost importance; and they trust it will be found of advantage in the opposition which they are likely to be called on this Session to give to railway companies.

Four companies are now before Parliament asking for the same objectionable powers; those of the Chester and Holyhead, the Brighton, South Western, and Furness Railways. The committee are of opinion, from their past success, that it is incumbent on them to resist these

these attempts; and they feel assured that in this course they will have the support of all those who are in any way interested in the question. In a few days they will communicate with their constituents more at length upon this subject, and suggest the measures which they are of opinion it is most desirable to adopt. Already the committee have had interviews with the Board of Trade in reference to it, and they trust the grounds they have submitted to that Board for a refusal of those powers will induce Government to continue to withhold its assent to their concession; should the question, however, be allowed to be brought before a Parliamentary Committee, this committee, fortified by the opinion before alluded to, is determined to resist such encroachments to the utmost, convinced that the concession of a power so dangerous and unprecedented must inevitably lead to the destruction of shipping interests.

Another Bill, containing provisions injurious to steam shipping, was before Parliament during the past Session, viz., the Thames Conservancy Bill. Some of its provisions the committee considered of sufficient importance to warrant their interference, and they therefore presented a petition against it. Its subsequent withdrawal obviated the necessity of their taking any further steps in the matter.

Since the last meeting, some of the provisions of the Steam Navigation Act have come into operation; that clause more particularly relating to the certificates, which it is incumbent on steam shipowners to obtain half-yearly from the Board of Trade. Upon this subject, in respect of which some apprehensions were at first entertained, the committee had frequent communications with the Board of Trade; and the result was, that a list of the parties recommended to that department for the purpose of making the required inspection, was submitted to this association for its remarks as to their fitness, and for any further names the committee might suggest. This gave them an opportunity of consulting their constituents upon the subject, and they have reason to believe that no inconvenience has resulted from the regulation referred to. The committee are farther assured that the Board of Trade is desirous of carrying the provisions of that Act into effect with as little annoyance as possible to those affected by it.

The subject of the carrying of lights by sailing, as well as steam vessels, has been under the consideration of the committee. They are more than ever convinced of the importance of such a regulation, but they are disposed to think that their object will be best attained by petitions to Parliament from the several steam packet companies, setting forth the disastrous consequences which have resulted from the want of such a precaution. The movement should be simultaneous, and at a time when the subject is more likely to obtain the attention it deserves, than if it were now brought under the consideration of the Legislature. The committee will keep the matter in view, and communicate with their constituents upon it as soon as they think a desirable opportunity has arrived for its discussion.

In the last report the committee informed their subscribers that an association—upon the committee of which were several of their number—had been formed in London, to press on the consideration of Government the light dues question. A public meeting, it was also stated, had been held here, and petitions from almost every outport had been presented to Parliament. Since then the subject has been engaging the anxious attention of that association. A Bill was prepared during the past Session, but on mature consideration it was thought undesirable to proceed with it at that time, as there was little likelihood of its being then carried through Parliament. With the present Session the labours of the committee of the Light Dues Association have recommenced. They are now in communication with the Government on the subject, and they have reason to believe that some measure, for the modification at least of those dues, is in contemplation.

As soon as that question is settled, the subject of pilotage will engage their attention, but they are of opinion that to enter on it at present would be premature. That subject, with others affecting the shipping interest, has been under the consideration of a Parliamentary Commission, and it is not improbable that the report of the Commissioners will soon be before the public.

The committee have now enumerated the principal subjects which have engaged the attention of the association during the past year; and they feel assured they will be considered important enough, and the exertions of the committee of sufficient utility to warrant their expectation that those companies at present unconnected with the association will see the advantages of attaching themselves to it, and thus secure the benefits resulting from an union of interest.

By order of the Committee,

(signed) William C. Morgan,  
Secretary.

Enclosure 3, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1849.

Chairman, Wolverley Attwood, Esq.

Members of Committee elected by Subscribers at General Meeting.      Members of Committee nominated as Representatives of Companies.

Joseph Adams, Esq.  
Arthur Anderson, Esq., M.P.  
Capt. Rivett Carnac, R.N.  
James Hartley, Esq.  
William Watson, Esq.

William J. Hall, Esq.  
George Lunell, Esq.  
Capt. A. Nairne.  
Ebenezer Pike, Esq.  
C. W. Williams, Esq.  
John Wilson, Esq.

The following is the List of the Companies subscribing to the Association :

<p>The Alloa, Stirling, and Kineardine Steam Navigation Company. The Bristol Steam Navigation Company. The British and Irish Steam Navigation Company. The "Brunswick" Steam Packet Company. The City of Dublin Steam Navigation Company. The Cork Steam Ship Company. The Dublin and Glasgow Steam Shipping Company. The Dundalk Steam Packet Company. The Edinburgh and Dundee Steam-packet Company. The General Steam Navigation Company.</p>	<p>The Hull and Hamburg "Rob Roy" Steam Packet Company. The Hull Steam Packet Company. The Hull and Leith Steam Packet Company. The London, Leith, Edinburgh, and Glasgow Steam Packet Company. The Norfolk Steam Packet Company. The Owner of the "Hercules" and "Emerald Isle" Steamers. The Owner of the "Lady Sale" and "Erin's Queen." The Peninsular and Oriental Steam Navigation Company. The Waterford Steam Navigation Company. The Whitehaven Steam Navigation Company.</p>
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REPORT.

12 March 1849.

THE committee of the Steam Shipowners' Association submit at this, their annual meeting, a report of their proceedings, together with a statement of their receipts and expenditure for the past year.

In their last report, they noticed very fully the successful exertions of the association in opposing the several railway companies which had, during the Session preceding, applied to Parliament for powers to enable them to become steam shipowners. Similar powers were applied for in the past Session, when their concession was again resisted by the association, under the conviction that it would tend to establish a precedent injurious to the interests of steam shipping. The parties by whom the Bills containing those provisions were promoted, were the Chester and Holyhead, the Furness, the Brighton, and the South Western Railway Companies.

Of these, the first-mentioned company had already been before Parliament with a similar object, when it will be remembered it was successfully opposed by the association. The Bill promoted by the same company in the past Session so far differed from that of the preceding Session, as to have reference almost exclusively to the steam-boat question; and for this reason, and because it contained but few details, the committee resolved to oppose it on its second reading. On that occasion the principle of the Bill was very fully discussed, and a strong opinion was expressed by the majority of the members who spoke, that railway companies should not be allowed to increase their already too extensive monopoly. It was not, however, found desirable to divide the House upon the Bill, in consequence of there being a strong muster of railway members present; inasmuch as an adverse decision (a result almost certain) might have appeared to the committee on the Bill to indicate the opinion of the House upon the principle; an impression which might have been prejudicial in its effects, as regarded not only that particular measure, but also the three other Bills in which were contained similar clauses.

The four Bills having passed the second reading, were sent before the same committee, and were there severally opposed by the association, but without success. The committee feel convinced, however, that the result is not attributable either to the untenableness of the principle for which they contended, or to the strength of their antagonists' case, but rather to the favourable feeling with which railway interests are regarded by the House of Commons. As regards the particular tribunal before which the Bills were sent, some of its members

members had previously expressed an opinion in favour of the concession of the powers sought.

The several Bills were carried subsequently into the House of Lords, where the association renewed its opposition; and although the Chester and Holyhead Railway Bill was passed as a special measure, affecting certain great public interests, the Brighton Bill was rejected; and so strong an opinion in support of the principle for which the association had been contending was elicited on the third reading of the South Western Bill, as to warrant the conviction that no future application for similar powers will be granted, unless very special grounds can be shown for their concession. Such an expression of opinion in the House of Lords, bearing as it does directly upon the principle at issue, must be considered as highly important and favourable to the interests of steam shipping; and when, in addition, the rejection of the Brighton Bill is considered, the association feeling that a highly beneficial result has attended its exertions, looks with confidence to the appreciation by its constituents of that portion of its labours during the past year.

It is scarcely necessary to remark, that the opposition above stated, though conducted with the most careful regard to economy, has been attended with very considerable expense. The bill of costs for the expenses incurred in both Houses of Parliament amounted to upwards of 1,300*l*. Of this amount 850*l*. has been already contributed by the Peninsular and Oriental, the General Steam, and the City of Dublin Companies. It is confidently expected that those companies who have not yet aided in liquidating the balance of those expenses, for which the committee is liable, will speedily do so: the committee, in opposing these Bills, having acted only in accordance with the fundamental principle on which the association was established, that of aiding in individual cases, when involving a general principle affecting the interests of steam shipping. It is due to the General Steam, and the City of Dublin Companies, to state, that independently of the support above mentioned, the association derived most important assistance from them, in the separate opposition given, (at a serious expense to those companies) by the former, to the Brighton and South Western Bills, and by the latter to that promoted by the Chester and Holyhead Company. It is also right to mention that the support received from the Peninsular and Oriental Company was given solely on the grounds that an important public principle was at stake, and not because of the interests of that company being likely to be interfered with by the success of any of the Bills in question.

As regards the important question of the light dues, the committee have the satisfaction of stating, that subsequently to their last report, a Bill was introduced by the Government, the effects of which would have been to relieve the owners of shipping generally, and more particularly of steam shipping, from a considerable portion of the amount payable by them for the maintenance of lighthouses. Owing to the impracticability of passing that measure last Session, it was withdrawn; but an assurance was given by the Government on that occasion, and it has recently been renewed, that a similar measure, with amendments, will be shortly brought before Parliament. This result, the committee feel, is owing to the exertions of the Light Dues Association; and they cannot omit this opportunity of urging on the steam shipping interest the propriety of supporting that body both by their co-operation and contributions.

The subject of pilotage still engages the attention of the committee; and now that there is a prospect of a settlement of the light dues question, they trust that they will soon have a favourable opportunity of urging on the Government the necessity of bringing in a measure on the subject of pilotage, which will have the effect of removing another of those burdens which now oppress the steam shipping of the country.

Frequent complaints have been recently made to the association of the losses sustained by steam-packet companies trading with London in consequence of the sinking, by their steam vessels, of over-laden coal-barges. No caution on the part of those having charge of the steamer can prevent such a result; and there are grounds for the impression, that it is owing not altogether to accident on the part of the owners of those barges. The attention of the committee will be given to the subject, with a view of devising some means whereby the evil complained of may be obviated.

Upon the subject of sailing vessels carrying lights, the committee have considerable satisfaction in informing the owners of steam shipping that their exertions are likely to be attended with success. They have been recently in communication with the Board of Trade upon the question; and the result has been an intimation that the suggestions of the committee are acquiesced in by the Government, and that a measure which will carry into effect these suggestions will be brought before Parliament during the present Session.

It is with feelings of deep regret that the committee allude to the serious loss they have sustained in the death of Mr. Carleton, one of the earliest members of their body, and whose experience and ability were so often exerted for the benefit of the association. It will be necessary to fill up the vacancy caused by his death, as well as that occasioned by the retirement of Mr. Bolger. The committee cannot suffer this opportunity to pass without expressing their sense of the obligation which they owe to Mr. Bolger, for the able assistance rendered by him on the occasion of their former opposition to the Chester and Holyhead, and other Railway Bills.

The foregoing subjects are amongst the most important of those which have occupied the attention and exertion of the committee during the past year. Previously to the meeting of Parliament, their secretary visited several of the outports, for the purpose, on behalf of this association, of acquainting the owners of steam shipping with its proceedings before Parliament last Session, and of requesting their co-operation, as well in the general objects of the association,

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association, as by an equitable contribution in aid of its Parliamentary expenses; and also with the view of obtaining the support of those companies which had not then joined the association. The committee trust that his mission will be productive of beneficial results, and they entertain confidently the hope, that their gratuitous exertions for the general interests of steam shipping will be so far appreciated, as to induce those companies not yet formally connected with the association to enrol themselves amongst its members.

By order of the Committee,

(signed) *W. C. Morgan, Secretary.*

Enclosure 4, in No. 51.

## GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1850.

Chairman, Arthur Anderson, Esq., M.P.

Members of Committee elected by Subscribers at General Meeting.	Members of Committee nominated as Representatives of Companies.
Joseph Adams, Esq.	William J. Hall, Esq.
James Allen, Esq.	George Lunell, Esq.
Wolverley Attwood, Esq.	Captain A. Nairne.
Captain Rivett Carnac, R.N.	Ebenezer Pike, Esq.
James Hartley, Esq.	C. W. Williams, Esq.
George Moffatt, Esq., M.P.	
William Watson, Esq.	

The following is the List of the Companies subscribing to the Association:

The Allen, Stirling, and Kincardine Steam Navigation Company.	The Hull and Hamburg "Rob Roy" Steam Packet Company.
The Bristol Steam Navigation Company.	The Hull Steam Packet Company.
The British and Irish Steam Navigation Company.	The Hull and Leith Steam Packet Company.
The "Brunswick" Steam Packet Company.	The London, Leith, Edinburgh, and Glasgow Steam Packet Company.
The City of Dublin Steam Navigation Company.	The Owner of the "Hercules" and "Emerald Isle" Steamers.
The Cork Steam Ship Company.	The Owner of the "Lady Sale" and "Erin's Queen."
The Dublin and Glasgow Steam Shipping Company.	The Peninsular and Oriental Steam Navigation Company.
The Dundalk Steam Packet Company.	The Waterford Steam Navigation Company.
The Edinburgh and Dundee Steam Packet Company.	The Whitehaven Steam Navigation Company.
The General Steam Navigation Company.	

## REPORT.

26 February 1850.

The committee submit at this, the annual meeting of the association, a report of their proceedings during the past year.

In the Session of 1848, the committee were principally engaged in resisting the attempts of railway companies to become shipowners. Their last report stated the result of their interference. Since then no application for similar powers has been made by any railway company.

That report also stated that, amongst other important matters, the pilotage question had been engaging their attention, and the committee then expressed a hope that they would soon have a favourable opportunity of urging upon the Government the necessity of bringing in a measure on that subject. Their anticipations have been to a considerable extent realised. At an interview with the President of the Board of Trade, in June last, that question was brought prominently under his consideration, and a Bill was shortly after laid before Parliament by the Government, the object of which was to enable the several pilot committees to grant certificates (exempting them from payment of pilotage) to masters and mates, who should have been found, upon examination, competent to pilot their own vessels. That Bill passed into a law during the last Session, and has since been acted on by the Trinity House of London, by the Belfast, the Hull, the Boston, and other Pilot Boards. Among the few who declined to comply with its provisions, was the Liverpool Pilot Committee. The grounds of their objection appeared so untenable, that on the representation of some of the companies connected with the association, the committee thought it desirable to have an interview with the President of the Board of Trade upon the subject. It is unnecessary in this report to go at length into the details of that interview, as they have been very fully reported in the "Shipping Gazette," and other newspapers, which have been circulated at the outports; but it is right to state that, as far as the committee could form an opinion, there appeared to be a desire on the part of the Government to secure for the shipping interest

interest the relief contemplated by the Pilotage Act of last Session. As regards the refusal of the Liverpool Pilot Committee, the representations made to the Board of Trade have resulted in a proposition by that Pilot Board to exempt some of the coasting steamers, under certain circumstances, from the payment of pilotage, and that proposition has been submitted to this association for its observations. Practically, the proposed relief will have the same effect, as regards the parties for whose benefit it is intended, as that contemplated by the Act of last Session, and the committee have stated so in their reply to the Board of Trade; but they have, at the same time, expressed their opinion that, in order to meet with general approval, the exemption should be extended to the whole of the Liverpool steam trade. Should this suggestion be acted on, a most important result will have been attained, as it is scarcely possible, after the opinions which have been expressed in Parliament, and by the Government, in favour of an exemption from payment of pilotage, that any local pilot board will refuse to follow the example of the Trinity House, and that of the pilot committees of the more important ports.

During the past year, a reduction has been made in the amount of the dues levied on shipping by the several lighthouse corporations. By the relief afforded by that reduction, the coasting steam trade has been, and will be, benefited to a considerable extent. The concession, however, is but partial, and cannot be regarded as in the slightest degree obviating the necessity that exists for legislative interference, to revise the present lighthouse system, and to relieve the shipping interest from the oppressive taxation, to which, under the injurious operation of that system, it has been so long subjected. To this question the Light Dues Association of London has been devoting its strenuous exertions, and there can be little doubt that to those exertions are owing the above-mentioned concessions. Feeling satisfied that the course hitherto adopted by that body has been a most judicious one, the committee are giving it their active co-operation, and they would on this occasion renew their suggestion, that those who are interested in steam shipping should in every way aid the efforts of that association.

Towards the close of the last Session, a Bill was laid before Parliament by the Government, having for its object the improvement of the condition of masters, mates, and seamen in the merchant service. Its provisions had reference to the institution of examinations for those intending to become masters and mates: to whom, on their being found qualified, it proposed to grant certificates of competency, the production of the certificates to the offices of Customs being rendered compulsory, previously to a vessel proceeding to sea. The Bill also contemplated the appointment of shipping masters, by whom all agreements between seamen and their employers should be attested. By other clauses restrictions were imposed with respect to advance notes, and the Board of Trade was empowered to make regulations respecting provisions, and for promoting health, cleanliness, and ventilation on board ships. It also proposed to empower masters of vessels of a certain tonnage, who had first-class certificates, to punish seamen by confinement; and it authorised the inspection of vessels, under certain circumstances, by officers in Her Majesty's service, and others to be appointed under the Act. As it appeared that these provisions were for the most part unnecessary, and many of them likely to prove vexatious in their operation, the committee thought it right to send copies of the Bill to the several companies connected with the association, in order that they might be able to submit the opinions of those parties to the Board of Trade. Their views, as far as they were ascertained, were unfavourable to the measure. A meeting of the association was subsequently held, and resolutions condemnatory of the Bill were adopted. These were submitted to the Board of Trade, and an interview was requested. The further proceedings of the committee were stayed, upon their learning from the President of the Board of Trade that the Bill would be withdrawn, and another introduced. That has since been done. Owing to the new Bill having been printed only within the last few days, the committee have not yet had an opportunity of considering its details; but as far as a cursory examination enables them to form an opinion, the present Bill appears as objectionable as the preceding one. In a few days they will transmit copies of it to their subscribing companies, and they trust that no time will be lost by those parties in communicating their opinions upon its provisions.

Previously to the meeting of the association last year, the committee had presented a memorial to the Board of Trade, setting forth the disastrous consequences that had resulted from the want of an enactment rendering it compulsory on sailing vessels to carry lights; and their report stated, that an assurance had then been received that a measure to enforce such a precaution would be brought before Parliament during the following Session. The intention of the Government was not fulfilled; but the Committee have reason to believe that the Board of Trade still entertains the opinion it held last year, of the expediency of such an enactment. The committee purpose waiting, in a few days, on the Government, in reference to the several Mercantile Marine Bills now before Parliament, when they will be prepared again to press the consideration of this question; and they confidently hope that, during the present Session, the object which they have in view will be attained.

There is another subject to which the attention of the committee has been directed. They allude to the expediency of an enactment which would enable parties, at the option of either, to remove suits from the Court of Admiralty to any of the courts of common law. To this question also the committee intend calling the attention of the Government.

Owing to some representations made to the Board of Trade, by the parish authorities of Liverpool, respecting the accommodation afforded to deck passengers in the steam vessels trading between that port and Ireland, a commission was appointed to inquire into the accuracy of those allegations. As the subject was one that concerned several of the

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companies connected with the association, the committee felt called on to interfere in their behalf, more particularly as the suggestions of Captain Denham, the Commissioner appointed by the Government, might, if acted on, have been regarded as a precedent for the imposition of further restrictions. Accordingly a deputation, embracing several of the directors and agents of the companies interested, accompanied by their Parliamentary Representatives, waited on the President of the Board of Trade, and stated to him the results that would follow the adoption of Captain Denham's recommendations. The committee have the satisfaction of stating that, so far from manifesting a wish to impose any inconvenient restrictions, the President of the Board of Trade expressed his determination not to adopt any regulations which might interfere with the free intercourse of passengers between England and Ireland.

The past proceedings of the association have induced some who are not yet connected with it to express an intention of enrolling themselves amongst its members. The committee trust that their more recent exertions will meet with the approbation and secure the cooperation of their constituents.

By order of the Committee,

(signed) W. C. Morgan, Secretary.

Enclosure 5, in No. 51.

GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1851.

Chairman, Arthur Anderson, Esq., M.P.

Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.  
James Allan, Esq.  
Wolverley Atwood, Esq.  
James Hartley, Esq.  
George Moffatt, Esq., M.P.  
William Watson, Esq.

Members of Committee nominated as Representatives of Companies.

William J. Hall, Esq.  
George Lunell, Esq.  
Captain A. Nairne.  
Ebenezer Pike, Esq.  
C. W. Williams, Esq.

The following is the List of the Companies subscribing to the Association :

The Alton, Stirling, and Kincaidine Steam Navigation Company.  
The Bristol Steam Navigation Company.  
The British and Irish Steam Navigation Company.  
The "Brunswick" Steam Packet Company.  
The City of Dublin Steam Navigation Company.  
The Cork Steam Ship Company.  
The Drogheda Steam Packet Company.  
The Dublin and Glasgow Steam Shipping Company.  
The Dundalk Steam Packet Company.  
The General Steam Navigation Company.

The Hull and Hamburgh "Rob Roy" Steam Packet Company.  
The Hull Steam Packet Company.  
The Hull and Leith Steam Packet Company.  
The Owner of the "Hercules" and "Emerald Isle" Steamers.  
The Owner of the "Lady Sale" and "Erin's Queen."  
The Peninsular and Oriental Steam Navigation Company.  
The Waterford Steam Navigation Company.  
The Whithaven Steam Navigation Company.

REPORT.

1 March 1851.

In their last report the committee informed their constituents that a Bill for the improvement of the condition of masters, mates, and seamen in the merchant service, had been laid before Parliament during the previous Session: they briefly enumerated the main provisions of that measure, and assigned their reasons for opposing it. The report further stated, that the Bill had been withdrawn, and a new one brought in; and that as far as a cursory examination enabled the committee to form an opinion, it appeared as objectionable as its predecessor. It recognised the same principle of centralization, and proposed to retain those clauses that rendered compulsory the examination of masters and mates, as well as the signature of articles before shipping masters, and to continue the ticket system. Under these circumstances, the committee felt called on to oppose its progress; and in their circular, and resolutions of the 19th of March last, copies of which were transmitted to the several steam shipping companies, they stated the grounds of their opposition to it; and to give more effect to that opposition, they represented to the leading shipowners, both here and at the outports, the expediency of convening a public meeting in London, for the purpose of adopting a petition against the measure. Before the 17th of April, the day fixed for the meeting, the Bill was, owing to their exertions, amended, by the omission of those clauses that affected the coasting trade; but although greatly improved, its obnoxious principle was considered to remain unchanged, and the meeting, at which Mr. Hume presided, took place. Resolutions were then adopted, setting forth the objections entertained by the shipping interest to the Bill, a petition to the House of Commons prepared, and a committee appointed to bring the

the question under the consideration of the President of the Board of Trade. A deputation from that body subsequently waited upon that Right honourable Gentleman. Upon that occasion, the subject of these resolutions was very fully discussed, and the committee had begun to entertain strong hopes that, if not withdrawn, the Bill would at least undergo such a modification as would render it comparatively innocuous, when the defection of several of their supporters neutralized their exertions, and rendered their subsequent efforts to modify the provisions of the measure unavailing. The committee, however, did not desist from their opposition, and in their attempts to throw it out, or failing that, to amend it, they received the most valuable aid, which they would avail themselves of the present opportunity of acknowledging, from the chairman of the association, the Member for the Orkneys, and from Mr. Moffatt, the Member for Dartmouth, also a Member of the Committee; the latter dividing the House upon the second reading of the Bill, and Mr. Anderson, adopting a similar course, upon the shipping offices, the registration, and other of its more objectionable clauses: but owing to the reason above mentioned, and to the late period of the Session, the Government was enabled to carry the Bill through Parliament, and it passed into a law during the last Session. The results have followed which the committee anticipated. In most of the leading outports the seamen have refused to comply with its provisions. There seems to be a general feeling of aversion to the Act, and even in those ports where no obstructions have been thrown in the way of its operations, petitions and memorials have been prepared representing the necessity of its amendment. These results the committee feel assured will justify them with their constituents for the course which they have taken in reference to that measure, and warrant their further exertions to obtain its amendment.

As regards the subject of pilotage, the committee regret that the advantages anticipated from the Act of 1849 have not as yet been fully realised. It is true that the pilot corporations of some ports have availed themselves of its provisions; and in a few—and the committee would instance Dublin—concessions, carrying out the intention of the Act, have been made to that class of shipping, which, had the measure been compulsory, would have been entitled to claim the benefits contemplated by it; but in others, and more particularly the important port of Liverpool, the Act remains to the present a dead letter. In the report of last year, the course adopted by the association, in consequence of the refusal of the Liverpool Pilot Committee to comply with the provisions of the Act, was noticed; and it was then intimated, that owing to the representations made to the Board of Trade by the association, a correspondence had taken place between that department and the Pilot Committee, which had resulted in a proposition to the latter body, if sanctioned by the Board of Trade, to exempt coasting steamers, under certain circumstances, from payment of pilotage. That sanction was given, and the committee were induced to entertain strong hopes that the proposition thus voluntarily made, and as they thought in good faith, would have been carried out; but they regret to state that their expectations have been disappointed, and that the Liverpool Pilot Committee have taken advantage of some technical difficulties to relieve themselves from that obligation. The committee have, on several occasions since, been in communication with the Board of Trade upon the subject; and although they cannot hold out hopes of such an adjustment of the pilotage system as they could desire, being made under present circumstances, they have no doubt that ere long the system will undergo a complete revision; and they trust that in the meantime they may be enabled to induce the Board of Trade to use its influence in urging the Liverpool committee to make such a concession to the steam trade frequenting that port, as it is justly entitled to. In furtherance of this object the committee would strongly urge upon those companies connected with that port to transmit to this association memorials to the Board of Trade upon the subject, and to set forth the special grievances sustained by each, owing to the non-compliance of the Pilot Committee with the provisions of the Act of 1849.

Upon the lighthouse dues question, the committee have the gratification of being enabled to hold out stronger hopes than in their last report, of some measure of relief being laid before Parliament by the Government. Acting in conjunction with the Light Dues Association, and the committee appointed at the public meeting held in London on the 17th of April last, they have recently had an interview with the President of the Board of Trade, not only upon the light dues question, but also upon the subject of pilotage, the Mercantile Marine Act, and several of the existing and threatened restrictions upon the shipping interest; and they have had the satisfaction of being assured by him that a measure would be prepared for the purpose of substituting an annual tonnage rate for the present mode of levying light dues, and have been invited to assist him in its preparation. Though such a measure will fall short of what is absolutely requisite to place the light dues upon a proper footing, it is a step in the right direction, and will, the committee trust, lead eventually to the abolition of that tax. Upon this subject they would invite the attention of their constituents to a correspondence which has recently taken place between the American Minister and the Secretary for Foreign Affairs, relative to the light dues charged upon American vessels in the ports of the United Kingdom.

Early last year a Bill for a new system of admeasurement of vessels was laid upon the table of the House of Commons, but was not proceeded with, owing, as has been stated by the President of the Board of Trade, to the representations made to him by some influential shipowners as to the erroneous principle upon which the proposed system was based. Those parties (and as he is already before the public in connexion with the subject, there need be no hesitation in naming the most prominent of them, Mr. Gilmour of Glasgow) are now endeavouring to induce the Board of Trade to bring in a measure which will differ from that of last year, mainly in the adoption of the principle of internal instead of

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

external measurement. This subject was amongst those brought under the consideration of Mr. Labouchere at the recent interview, and as will be found by reference to the report in the "Shipping Gazette" of the 14th instant, of what then took place—copies of which have been transmitted to the several steam companies—it is the intention of the Government to proceed with the Bill if it should be found to meet with the approval of the shipping interest. The question of an improved mode of admeasurement being one that concerns sailing vessels more particularly, the committee would not attach so much importance to the contemplated Bill, were it not for the representations that have been made by Mr. Gilmour to the President of the Board of Trade, with the view of inducing him to introduce clauses into it, to deprive steam shipowners of the deduction from the tonnage of their vessels which they are now allowed for engine room. Nothing can be more fallacious than his arguments for depriving that class of the "advantages," as he terms it, which they now possess; but as Mr. Gilmour's position may attach more weight, with many shipowners, to his opinion upon this subject than it is entitled to, the committee have resolved to memorialise the Board of Trade against the adoption of his suggestion. They recommend a similar course to their constituents, and if the Bill should be introduced with the obnoxious clauses referred to, they will avail themselves of every legitimate means of opposing it.

It has been intimated to the association, that a Bill to amend the Steam Navigation Act is in contemplation. What the precise object of its provisions may be, the committee are not yet in a position to state, but it shall be carefully watched, and they will strenuously resist the imposition of any injurious restrictions upon the steam shipowner. If it should prove an unobjectionable measure, they will endeavour to obtain—should the nature of the Bill admit of its insertion—the introduction of a clause, compelling sailing vessels to carry a light at night, or, what may be more practicable, and equally efficacious, a clause exempting steamers from liability to actions for damages in cases of collision with sailing vessels not carrying a light. From the communications the association has had with the President of the Board of Trade upon this subject, the committee have reason to believe that he is favourable to the adoption of such a regulation. Upon this question too, they would recommend the several steam companies to transmit memorials to the Board of Trade, and for their information the committee subjoin a copy of the memorial forwarded by the association to that department.

During the last Session a Parliamentary Return was printed, giving the result of some experiments made by order of the Lords of the Admiralty for the purpose of testing the fitness of iron as a material for ships of war. Although, in the opinion of the committee, those experiments have been by no means conclusive, they seem to that department to have been sufficient to warrant their condemnation of iron war steamers, and to have induced them to address communications to several steam companies, intimating, that vessels which may be proposed for the carrying of mails under future contracts, shall not be constructed of that material. Without offering an opinion upon the question at issue, the committee feel that the interests of the commercial steam marine are too much involved in it to suffer it to remain in the undecided state in which the recent experiments have left it; and as the Government declined to inform them whether they intend taking further steps in the matter, some of their members have, in conjunction with several influential shipowners and shipbuilders, formed an association "for the purpose of testing the comparative merits of iron and wooden vessels for warlike purposes." A report as to the best kind of experiment has been prepared by a committee of the association, and it is probable that in a few days the time will be announced when the experiment is to take place.

A vacancy has occurred in the subscribers' committee by the retirement of Captain Carnac. The committee cannot allow this opportunity to pass without an expression of regret that they are about to be deprived of the services of one who, when resident in London, took a more than ordinary interest in the proceedings of the association, and by his experience and ability, and his unvarying courtesy, materially aided them in their deliberations. By the rules of the association it will be necessary that his successor should be elected at this meeting.

The committee have the pleasure of announcing the adhesion, since the last meeting, of a new subscriber in the Drogheda Company. They trust that their exertions during the past year will merit the continued approval of their constituents, and obtain for the association a still larger measure of support, in the alliance of those few companies not yet connected with it.

By order of the Committee,

(signed) William C. Morgan, Secretary.

To the Lords of the Committee of Privy Council for Trade.

The Memorial of the Steam Shipowners' Association of London, representing nearly 100,000 tons of British Steam Shipping,

Showeth

THAT for a length of time, and of late more especially, the attention of your memorialists has been directed to the numerous accidents which have resulted from the collision of ships at sea.

That such accidents have been almost invariably occasioned by the neglect of one or both vessels to carry lights.

That, independently of the loss of life and property resulting from such neglect, a serious injury is sustained by shipowners and others, in consequence of the large sums squandered

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 81

in legal proceedings; a result which is the more vexatious, as such proceedings would be very rarely, if ever, instituted in any case where a regulation compelling all vessels to carry lights had been neglected by either party.

That an Act of Parliament was passed in the year 1846, the 9 & 10 Viet. c. 100, by the 12th section of which it is enacted, "That all steam vessels within 20 miles of the coast, whether under weigh or at anchor, shall, between sunset and sunrise, exhibit lights."

That, as yet, there is no legislative enactment imposing on the owners of sailing vessels the adoption of a similar precaution.

That in the Bill above referred to, a clause had been introduced by your Lordships previously to its passing through the House of Lords, which would have obviated the evils complained of, but which was subsequently, and your memorialists respectfully submit, on very insufficient grounds, withdrawn.

That there does not appear to be any valid reason why, when in narrow seas, whether under weigh or at anchor, sailing vessels should enjoy an exemption from the regulations imposed by the above-mentioned Act.

That it has been shown that in the majority of cases in which collisions have taken place between steamers and other vessels, such accidents would have been prevented by the observance by the latter of a regulation compelling sailing vessels to carry lights.

That the only effect of the present regulation is to indicate to the sailing vessel the approach of the steamer.

That a regulation would be far more useful and important which should have the effect of indicating to the steamer the proximity of the sailing vessel; inasmuch as steamers can alter their course and avoid the risk of collision with much greater ease than sailing vessels.

That this object is to be obtained by sailing vessels being compelled to carry a light: the more especially as the difficulty experienced by those on board the steamer in discerning the approach of the dark sailing vessel is found to be increased by the confusing glare cast immediately in front of the steamer by its own lights.

Your memorialists therefore respectfully submit that, for the reasons above stated, sailing vessels should be compelled to carry a light; and they trust that the present Session will not be allowed to pass without your Lordships submitting to the consideration of Parliament a measure having that for its object.

By order of the Committee,

(signed) W. C. Morgan.

12 February 1849.

## Enclosure 6, in No. 51.

## GENERAL ASSOCIATION OF PROPRIETORS OF STEAM SHIPPING, 1852.

Chairman, Arthur Anderson, Esq., M.P.

## Members of Committee elected by Subscribers at General Meeting.

Joseph Adams, Esq.  
James Allan, Esq.  
Wolverley Attwood, Esq.  
J. A. Bolger, Esq.  
James Hartley, Esq.  
George Moffatt, Esq., M.P.  
William Watson, Esq.

## Members of Committee nominated as Representatives of Companies.

Joseph Boyce, Esq.  
William J. Hall, Esq.  
George Lunell, Esq.  
Capt. A. Nairne.  
Ebenezer Pike, Esq.  
Martin Pratt, Esq.  
C. W. Williams, Esq.

The following is the List of the Companies subscribing to the Association:

The Alloa, Stirling, and Kincardine Steam Navigation Company.  
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The "Brunswick" Steam Packet Company.  
The City of Dublin Steam Packet Company.  
The Cork Steam Ship Company.  
The Drogheda Steam Packet Company.  
The Dublin and Glasgow Steam Packet Company.  
The Dundalk Steam Packet Company.  
The General Steam Navigation Company.  
The Hull and Hamburgh "Rob Roy" Steam Packet Company.

The Hull Steam Packet Company.  
The Hull and Leith Steam Packet Company.  
The North Lancashire Steam Navigation Company.  
The owner of the "Hercules" and "Emerald Isle" Steamers.  
The Owner of the "Lady Sale" and "Erin's Queen."  
The Peninsular and Oriental Steam Navigation Company.  
The Waterford Steam Navigation Company.  
The Whitehaven Steam Navigation Company.

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## REPORT.

18 March 1852.

IN accordance with the rules of this association, the committee lay before their constituents upon this occasion a report of their proceedings during the past year.

Within that period, the attention of the committee has been occupied with several subjects of interest to the owners of steam shipping. One of the most important of these, the Steam Navigation Bill, the committee, in their last report, stated to be then in contemplation. Being unacquainted with its proposed provisions, they could only give their constituents an assurance that they would "strenuously resist the imposition of any injurious restrictions upon the steam shipowner;" and, at the urgent request of a large number of their subscribing companies, they undertook, in the event of its being in its general scope an unobjectionable measure, to endeavour to obtain the insertion of a clause, rendering it compulsory on sailing vessels to carry a light at night. They have the gratification of being enabled to state that their exertions have been to a great extent successful. The bill, as originally introduced, was in many of its clauses so objectionable, that upon a representation to the Board of Trade to that effect, and a detailed enumeration of its obnoxious provisions, it was withdrawn. The clauses to which the objections of the committee were more particularly directed were, that which proposed that, for the purposes of the Act, the tonnage of steam vessels should be ascertained by builders' measurement; that which required that boats should be carried, of the number and dimensions specified in the Act; and those which related to the limitation of passengers, and to the powers of inspectors. In their opposition to the two first of these the Committee were successful. From the second edition of the Bill the admeasurement clause was omitted; while cubical contents supplied the place of length and breadth, as the test of the sufficiency of boat accommodation. The necessity for a life-boat, in addition to those named in the schedule, and for the substitution in their stead of paddle-box or other boats, was also dispensed with. Besides these amendments, further important modifications suggested by the Committee were adopted. The periods within which it was proposed that declarations should be transmitted, and also those during which, under certain circumstances, certificates should continue in force, were extended: owners of steam vessels were relieved, in particular cases, from liability to penalties which attached indifferently to themselves and to those in command of their vessels: while more stringent penalties were imposed to protect the former from attempts at fraud on the part of those travelling by their vessels. In the 25th clause, too, such a modification was adopted as seemed to the committee calculated to effect the object so much desired by the majority of their constituents, namely, the enforcement of regulations for the carrying of lights by sailing vessels.

The committee regret that their opposition to the clauses limiting the number of passengers, and defining the powers of inspectors, was not equally successful: though they have reason to believe that the powers of the Board of Trade, in respect of the latter provision, will be exercised with as little inconvenience as possible to steam shipowners.

The importance which the committee attach to the omission of the admeasurement clause will be appreciated, when it is borne in mind what unremitting exertions have been made to induce the Board of Trade to bring in a Bill that would deprive steam shipowners of the deduction from the tonnage of their vessels, which they are now allowed for engine room. Its omission, too, is important, from its having had the effect of reducing, to a considerable extent, the fees payable upon certificates, varying, as they do, in proportion to the amount of tonnage. Upon the whole, defective as some of the provisions of the Act are, it must be admitted that the amendments which have been inserted in it, and the omission of its more obnoxious restrictions, have removed the most serious of the objections that have been urged against it.

As respects those clauses which appear unnecessarily restrictive; that, for instance, which specifies disproportionate dimensions for the boats of steamers of a certain class, that having reference to safety valves, and that relating to the adjustment of compasses, there seems to be no disposition to enforce them inconsiderately. With respect to the last-mentioned, the Board of Trade has suggested that a competent person should be named for each of the principal ports, by the steam shipping companies; and has expressed its willingness to accept his certificate as to the adjustment of compasses. The safety-valves clause is now under the consideration of that department, with a view to its modification; while in respect to the boats clause, they have intimated that it will be a sufficient compliance with the terms of the Act if the aggregate cubic contents of a vessel's boats be equal to that required by the Table, provided the number be not less than that specified therein. Upon this point the committee have had several communications from their constituents, pointing out the want of proportion in the dimensions, as to length and breadth, required by the Act. These they propose submitting to the Board of Trade, and as an opportunity may arise, during the Session, of amending the Act, they would recommend that no time should be lost by steam shipowners in communicating to the committee any suggestions which may occur to them for its improvement.

A Bill which has recently been brought into Parliament at the instance of the trustees of Ramsgate Harbour is now engaging the attention of the committee. Amongst other objects, it proposes to authorise the varying of tolls levied on shipping, but it contains no provisions calculated to give effect to the recommendations of the Select Committee appointed

in 1850, "to investigate the revenue, condition, and expenditure of Ramsgate and Margate Harbours." It will be remembered that the report of that Committee stated, "That with reference to Ramsgate Harbour, it could be well maintained without any longer requiring dues or tolls to be exacted from vessels not actually entering the said harbour; and that all dues and tolls now taken from all vessels, British and Foreign, passing up or down Channel, ought wholly to cease and determine, the original purpose for which said tolls were ordered to be levied being attained, and no real improvement in said harbour being either in contemplation or practicable." Under these circumstances, and as the promoters of the Bill have declined to give any guarantee that if its second reading should be opposed, such amendments would be proposed to be inserted in Committee as would prove satisfactory to the shipping interest, the committee feel that no course is left to them but to use their exertions to resist its further progress; and with that object they have communicated with the several steam companies upon the subject, calling attention to the Bill, and urging the expediency of a united opposition to it. The committee are gratified at being enabled to state that their suggestions have been so far responded to with promptness and energy; and they trust that, if other causes should not have the effect of preventing the further progress of the measure, their exertions and those of their constituents will lead to that result. The subject is one of no little moment to shipowners, involving, as it does, the question of passing tolls, against which the Select Committee referred to have so strongly reported. The present Bill, if unamended, will perpetuate that abuse as regards Ramsgate Harbour; while it will serve as a precedent for the concession of such a power to the promoters of Bills for the improvement of other harbours. This apprehension of the committee has been already realised in the instance of the Aldborough Harbour Bill now before Parliament, which authorises the levying of passing tolls upon shipping. To this Bill also the committee will offer the most strenuous opposition; and they trust that they may reckon on the co-operation of all who are interested in protecting shipping from unnecessary taxation.

In their last report, the committee state; that in consequence of a decision by the late Board of Admiralty, condemnatory of the use of iron for the construction of war steamers, an association had been formed "to test the comparative merits of iron and wooden vessels for purpose of war." Owing to a lengthened correspondence between that association and the Admiralty, the necessary preparations were postponed until too late a period to enable the experiments to be carried out during the past year: they have, however, to a considerable extent, been since completed, and the experiments would, ere this, the committee are informed, have been made, but for an intimation that the decision referred to had been rescinded, and that iron steamers would be permitted to be employed as mail contract vessels. The committee are not in a position to state the course which this decision may induce that association to adopt; but whether or not the experiment be proceeded with, it must be satisfactory to their constituents to find that a restriction, which would have operated so injuriously upon their interests, has been removed; and the committee cannot but feel that the steam shipping interest is deeply indebted to that body for exertions which have been attended with so successful a result.

Upon the subject of the lighthouse dues the committee have, during the past year, been in communication with the Board of Trade; and they have submitted to that department details, for the purpose of establishing the sufficiency, for the maintenance of the lighthouse establishments, of the amount of the tax proposed to be substituted for the dues at present levied. No Bill has as yet been brought forward embodying the principles for which the Light Dues' Association has been so long contending; but it is generally understood that a very large concession is about being made by the Trinity House, which will operate to the benefit of that class of shipping more especially which embraces the larger number of the companies connected with this association, namely, those employed in the Irish and coasting trade. There can be no doubt that these concessions are the result of the labours of the Light Dues' Association, the formation of which is owing to the exertions of this society; and although the system of management of lighthouses remains still unchanged, a great object has been accomplished in the diminishing, to so great a degree, the most serious abuse of that system—extravagant taxation.

It will be remembered that during the progress through Parliament of the Mercantile Marine Bill several attempts were made by the committee, with the aid of those Members of Parliament representing the shipping interest, more particularly that of its chairman and Mr. Moffatt, also a Member of the Committee, to obtain amendments in that measure. Owing to the apathy manifested by the shipping interest, their exertions were unattended with success; but they have resolved not to discontinue them, and if the present Session should afford them an opportunity of bringing those amendments under the consideration of Parliament, it is their intention to avail themselves of it.

The excessive demands for salvage, or for assistance rendered by ships of war to merchant vessels, together with the harsh measures frequently resorted to for enforcing them, is a subject in which steam shipping, as well as other shipping, is interested. The chairman of the association, in a discussion on the Mercantile Marine Bill, last Session, having brought under the notice of the House of Commons some cases of great hardship and loss suffered by shipowners in consequence of such claims, an order has been recently issued by the Admiralty prohibiting naval officers from making such claims, except in cases of great importance to the vessels assisted, and of imminent hazard to the vessels of war assisting; and not even then, until the circumstances shall have been reported to the Commander-in-Chief of the

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station, and his sanction obtained for making a claim. At the same time, the order alluded to enjoins upon all naval officers commanding ships of war to render prompt assistance to merchant vessels in case of need. The committee consider they may congratulate their constituents on this satisfactory result of the exposure of a grievance which had become seriously oppressive to the mercantile marine of the country.

The committee have the satisfaction to announce that the association has, since their last report, been enlarged by the junction of the North Lancashire Steam Company.

By order of the Committee,  
(signed) *William C. Morgan*, Secretary.

## — No. 52. —

Liverpool and Philadelphia Steam Ship Company.

Respected Friend,

Liverpool, 1st mo. 31st, 1853.

UNDERSTANDING that you have appointed to-morrow to receive a deputation from unchartered steam shipowners on the subject of the charter sought by the London, Liverpool, and North American Screw Steam Ship Company, and being unable (though invited) to accompany them, we beg to lay before you a copy of a letter which we addressed to the Board of Trade on the 9th of December last, and respectfully request your attention to it in connexion with the subject.

We should not now have troubled you with this copy, had we not thought it just possible that in the change of Government the original might have been overlooked.

We may add that this company have completed arrangements for the increase of this line, as mentioned in that letter, which will make the capital of this company upwards of 150,000 *l*.

We remain, &c.

(signed) *Richardson, Brothers, & Co.*

To the Right Hon. Edward Cardwell,  
Board of Trade, London.

[Copy of the letter referred to will be found under the date of 12 December 1852.]

## — No. 53. —

Sir,

London, 12 February 1853.

WITH reference to the offer made to you by the opponents of the London, Liverpool, and North American Screw Steam Ship Company to perform the Canadian part of the service without a charter, the following fact, it is submitted, should be conclusive.

For some months at the beginning of last year (1852) advertisements were inserted by the Canadian Government in the London, Liverpool, Glasgow, and other papers, asking for tenders to perform steam service between London or Liverpool, and Quebec and Montreal. The applicants for the charter now asked made tenders, in the full confidence that a charter would be granted by the Board of Trade as a matter of course, and it was accepted. Why did not the opposing parties make this tender themselves? Is it just that they should now be allowed to step in merely to keep as far as possible rivals out of the trade?

The late President of the Board of Trade intimated his willingness to give a charter for Canada.

The case for New York, on the mere comparison of British and American tonnage, seems unanswerable; all the American companies are entitled to limitation of liability, and they have really carried off the whole trade.

The delay in obtaining the decision of the Board of Trade is of momentous importance to the applicants.

I am, &c.

(signed) *Robert Lamont*, of Liverpool.

To the Right Hon. Edward Cardwell, M.P.,  
President of the Board of Trade.

— No. 54. —

To the Right Honourable *E. Cardwell*, M.P., President of the Board of Trade,  
Whitehall, London.

Sir,

Hull, 12 February 1853.

We take the liberty of asking your attention to the subject of the applications which have been recently made, and are now making, by various companies for charters with limited liability, and as we have addressed several communications on the same subject to the late President of the Board of Trade, it may not be necessary at this time to recapitulate the arguments which have from time to time been adduced to show the injurious and mischievous tendency of the adoption of such a principle. But with the view of bringing our sentiments fully before you, we have presumed so far upon your time as to forward you herewith copies of some of the communications referred to: the injury inflicted upon the private trader by the granting of exclusive privileges to a company is therein shown at great length, and commented upon in a manner which we think is fully warranted by the great importance of the subject.

If any additional argument were needed to show that private enterprise is equal to any commercial undertaking of the rational order, and ready for its adoption, the fact of the "Great Britain," the largest steam ship in the world, and recently despatched on the longest steam voyage, being owned by a private firm, Messrs. Gibbs, Bright, & Co., Liverpool, fully supports the assertion that there exists private enterprise ready to go to any extent which commerce may legitimately require.

It is true there have been many companies formed for great undertakings, some of which have succeeded, whilst others have proved miserable failures, as some who have been induced to become shareholders have experienced to their cost. For the shareholders therein, being unprotected by limited liability, have very properly been called upon to pay the losses incurred. If these companies now applying should unfortunately succeed in obtaining limited liability, of course their shareholders will be more happily situated, inasmuch as they only lose their subscribed funds. But parties who may be rash enough to give credit to the companies in question, will find out when too late that they have no fund to claim upon, and will learn to estimate limited liability at its true worth.

The documents hereinbefore referred to, and of which copies are sent herewith, are as follows, viz.:

Protest and memorial of owners of steam vessels and others at the port of Hull to the Board of Trade, against the granting of a charter to the North of Europe Steam Navigation Company.

A similar document from Glasgow.

A letter from ourselves to James Clay, Esq., M.P., dated 12th June 1852, a copy of which was sent to Mr. Henley on the 23d June.

Letters from ourselves to Mr. Henley, dated respectively 25th June and 6th November 1852.

A letter from Viscount Goderich, M.P., to Mr. Henley, dated 13th November 1852.

Besides these, there have been communications from our townsman, Mr. Thomas Thompson, and a memorial from the Hull Chamber of Commerce. All these, with the depositions which have waited upon the Board of Trade, and the communications which have from time to time been made to the late President on the subject from other parts of the country, have most strongly deprecated the principle we have mentioned, on the ground of its gross injustice, viz., the granting of peculiar privileges to any company or body of men, to the prejudice of individual or private enterprise; and we repeat our firm conviction, that there is private energy and enterprise in this country sufficient to meet the legitimate requirements of trade to any extent. This is proved, not only in the instance we have cited, but also in the fact of the flourishing existence of private steam companies of gigantic enterprise, almost encircling the world with their fleets.

We would respectfully urge the subject upon your attention, and trust the enlightened view which you will take of it in all its bearings, will induce your

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refusal to recognise any application for charters to parties applying for the same with limited liability, as we cannot but contend that all such grants are contrary to the spirit and meaning of free and unrestricted competition; a principle now almost universally accepted as the only safe and proper one to be acted upon in this country.

We have, &c.  
(signed) *Brownlow, Pearson, & Co.,*  
Private Steam Owners.

[A similar answer to the preceding ones returned.]

Enclosure 1, in No. 54.

To the Right Honourable the President, Vice-President, and Members of the Board of Trade.

The Protest and Memorial of the undersigned Owners and Part-owners of Steam Vessels, Merchants, and Traders at the Port of *Hull*,

Showeth.

THAT the North of Europe Steam Packet Company has applied to your Honourable Board for a charter of incorporation (with limited responsibility), authorising them to run steam vessels from certain ports on the east coast of England to the adjacent continental ports of Europe.

That no important public object is to be accomplished by the formation of such a company, the trade in which it is about to embark being already amply supplied by individual enterprise, in which a very large amount of capital has been invested, and the parties who have done so are fully prepared, if the necessity arise, to extend or vary their operations to meet the requirements of the public as they may hereafter develop themselves.

That private energy and enterprise are amply sufficient to render every facility that the public can require.

That the intimate connexion proposed to exist between this company and certain railway companies, as is shown by the statement furnished by the promoters of the company to your Honourable Board, is quite contrary to the spirit of all legislation and precedent, inasmuch as it has always been held to be extremely objectionable that railway companies should be allowed to deviate from their proper sphere, by embarking in other steam and water traffic.

That private individuals engaged in steam navigation are not only subject to ordinary losses, but also rendered personally liable to damages for the neglect or default of others, and such damages are now, in cases of fatal accident, made recoverable to an unlimited amount by relatives of the deceased; whereas the company in question will only be responsible to its limited liability.

That the effect of granting a charter of incorporation to the said company would be to give it a monopoly, as, with joint-stock funds at its disposal, and supported as it proposes to be by large and influential railway companies, it would be able by continued and overwhelming competition to discourage and ultimately to crush all private enterprise that might be opposed to it.

And that as it would be unfair to give such an advantage as this company seeks to gain over parties, who by the investment of capital have established a business in which they are liable to the whole extent of their property.

On these grounds we do most respectfully protest against a charter of incorporation being granted to the said company, or to any other company with similar objects.

(Signed by 52 Firms and Individuals.)

To the Right Honourable the President, Vice-president, and Members of the Board of Trade.

The Memorial of the undersigned Owners of Steam Vessels in *Glasgow*,

Showeth,

THAT your memorialists are informed application has been made to your Right honourable Board for a charter of incorporation for a company called, or to be called, the North of Europe Steam Packet Company, conferring limited responsibility on the partners; the purpose of the said company being to sail steam vessels from ports on the east coast of England to the adjacent continental ports of Europe.

It is notorious that whenever there is a prospect of remuneration there is no lack of capital and enterprise in this country to supply steam vessels or otherwise to provide for carrying on such trade without any special immunities, the granting of which are unjust to all who are not similarly protected, and injurious to the public, by excluding competition on equal terms by parties willing to bear the legitimate risks of the business in which they engage.

Your

## NORTH AMERICAN SCREW STEAM SHIP COMPANY. 87

Your memorialists have no doubt, that if the trade in which the proposed company intend to engage is adequate to support steam vessels, there will be no deficiency of supply for all its requirements, without any adventitious aid.

Your memorialists therefore earnestly pray your Right honourable Board to refuse granting any charter of incorporation to the company above referred to, and to all such trading companies.

Glasgow, 12 May 1852.

## Enclosure 2, in No. 54.

A copy of the following Letter sent by Brownlow, Pearson, & Co., 23 June 1852, to the Right Honourable J. W. Henley, M.P., President of the Board of Trade.

"North of Europe Steam Navigation Company."

Dear Sir,

Hull, 12 June 1852.

With respect to the stipulations to be made in any charter granted to this company, we fancy that they will accept any terms they can make, only they do get their charter, and in the hope that afterwards they can go again to the Board of Trade and obtain modifications. In fact, they will say, "Get the wedge point entered once, and we can mend matters afterwards."

Now with respect to the measures, or any measures Mr. Henley may adopt in the shape of stipulations about through rates for goods and passengers to prevent the railways giving the steamers unfair and illegal facilities and assistance, our experience has taught us that no measures can prevent this, if the parties are determined upon it. The code of morality in use with large public companies, we all know, is very lax; and the remedy applicable on the part of individuals to prevent them is involved in such endless and expensive litigation and delay as to be almost impracticable. The expenses of Chancery or other proceedings being to a private purse ruinous, consequently these large companies presume accordingly, and do many things which an individual, if even shameless enough to attempt, would be at once prevented perpetrating from fear of the law; but that law will be set at defiance, as the companies know they can make it too expensive an article for individuals to deal in against them. Or, again, with the aid of some adviser largely possessed of cunning legal acumen, the railway and the steam company may concoct measures or modes of effecting their objects, which whilst nicely, narrowly avoiding the letter of the law, may still suit their purpose, however much the spirit and intent of such law may be invaded. Thus the individual trader is placed in a most improper and unfair position, without means of extrication. If this company receive a charter, however guarded, it is our decided opinion they will either creep through, or break through it, and the circumstances herein foreshadowed will be realised. Thereby the private trader will most likely be driven off, the field cleared, and then, to quote their own words, having availed of "the combined arrangements among all the principal railway companies to sacrifice their interests as carriers for a time to the interests of the steam company," and having carried out their expressed intention "of setting loss against profit, and bearing loss for a time, could wait for the ultimate profit;" then we do assert that, having destroyed competition by sheer strength of purse and wasteful extravagance of outlay, they will leave the public on the hip, and make them restore the company's outlay, in the shape of monopoly prices of freight and fares. Is this a desirable state of things? Is this for the good of commerce? Is this an encouragement of trade? We opine, no. It is the most dangerous, evil, and uncalculated-for measure ever proposed, and therefore the Board of Trade should refuse to grant any company a charter that seeks to avail of such charter in the way this company proposes. We do hope and trust Mr. Henley will not be the gentleman to indirectly further such objects, but will tell this company, that, by their own showing, they have condemned themselves, and that their "statement" put forth as reasons for the granting of a charter, contains the very soundest reasons why they should not be encouraged by Government in any shape or way, and that Government will use all means to put down such unheard-of wickedness as they propose perpetrating.

It must not be forgotten, as we have often named, also, that the granting a charter to any steam, sail, or other passenger conveyance, takes such party out of harm's way, on account of Lord Campbell's Act. Such company is only open to the extent of its subscribed capital, whilst an individual steam owner is liable to the last penny of his property, and may be made a pauper of any day. Is this fair? Is it honest? We again say, no; and for that reason alone a charter ought not to be granted. We fear we tire you on this matter, but to us it is vital; we earn our living by the sweat of our brow, inside and out, and it is hard, for no good to any party, a huge monopolising company like this is to be allowed to step in upon us, and crush us to establish itself, and punish the public afterwards by monopoly rates of charges.

Please represent these matters to Mr. Henley, when we do think he will arrive at the right conclusion, and refuse the charter applied for.

Remaining, &c.

James Clay, Esq., M.P.

(signed) Brownlow, Pearson & Co.

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Enclosure 3, in No. 54.

To the Right Honourable J. W. Henley, M.P., President of the Board of Trade, London.

Sir,

Hull, 25 June 1852.

With respect to the charter applied for by the promoters of a steam packet company to be called the "North of Europe Steam Navigation Company," we perceive by the newspapers that a large deputation, consisting of my Lord Yarborough, Mr. Cobbold, Mr. Peto, and other parties largely interested in railways, had the honour of an interview with you the other day, and as we are informed that the two names to the petition for charter are those of Lord Yarborough and Mr. Peto, and looking also at the curious document placed before you by the promoters, there cannot on the whole be a doubt that the statements made to you by our Mr. P. MacIver, of Liverpool, Mr. Brown, and Mr. Clay, M.P., and Mr. Thos. Thompson, of Hull, on the occasion of the deputation you kindly admitted, are most curiously verified, even to the very letter. Our statement was, that this project was, from beginning to end, a railway project; that it was intended, by the aid of railway money, to crush private enterprise, and ultimately to raise up a complete monopoly, to the destruction of such enterprise, and injury of the public interests. You were pleased to state in reply then, that the project had not presented itself to you in any such light, and from remarks you made, the unanimous conclusion to which the members of the deputation came was, that when the project did present itself to you in its true colours, it would not meet with favour at your hands, but that the intimate connexion with railway companies would be a serious objection.

Now, sir, there is not the shadow of a doubt on the matter, and we do once more, most respectfully, but urgently, beg of you to pause at least before granting the charter, as, if granted, it will be the greatest blow and discouragement to private energy and enterprise that was ever given by Government in modern times, whilst to the public it will be no benefit at any time, but after a time will, on the contrary, be a great mischief. The statement given you by the promoters fully shows this.

No doubt the promoters have been furnished with the grounds of objections made, and we do beg that answers of theirs (if any they can by possibility have) which may have tended to shake your opinion of the strength of our objections may be laid before us, to allow us the opportunity of dealing with them. We cannot help remarking that the "reasons" given by the promoters altogether fail to show that any great public object is to be attained by the formation of this company, and that the very contracted field of North Sea steam navigation, so far from requiring any supply beyond what private enterprise and capital can afford, might, if legitimate commerce needed it, be almost covered with steamers. Already the number of daily departures from one or other port of England and Scotland to the Continent is very great; and those steamers depart regularly whether full or half full, or even almost empty; cargo or no cargo, they keep up stated times of departure, and many steamers besides are laid by the wall wanting employment.

When such people as Messrs. Burns and MacIver can establish steamers of immense power and capacity between Liverpool and New York, thence to the Isthmus of Panama, and other fleets from Panama to Australia, belting the world round, as it were, with steamers unrivalled for speed and all other requirements, and this as ordinary shipowners, without any protection from Government in the shape of limited responsibility, we do contend that a pultry ferry-boat affair, as this North Sea traffic is in comparison to those achievements, cannot need any such aid as this company seeks.

We feel that our position as private steam owners, along with many others, representing in the aggregate a large amount of money, is to be, seriously, so vitally affected by this attempt at monopoly, that we do hope you will be pleased to take again into consideration most seriously all the objections that have been raised, (and, if time had permitted, they would have been multiplied tenfold,) and also that you will ultimately arrive at the conclusion that such a project is unworthy, on the showing even of its promoters, to receive the protection sought for, but that matters should be left to the individual enterprise of the country, unfettered and unaided, to work out, never doubting that all legitimate requirements will be fulfilled.

We have, &amp;c.

(signed) *Bronclour, Pearson, & Co.,*  
Private Steam Owners, Hull.

To the Right Honourable J. W. Henley, M.P., President of the Board of Trade, London.

Sir,

Hull, 6 November 1852.

As we view with great alarm the applications now being made for Royal charters with limited liability, we venture, as parties who have been the pioneers of steam navigation on the east coast, to address you most respectfully, but earnestly, deprecating the grant of any such applications. They have no *locus standi* to come forward with. The only plea that can justify a grant of the kind is the offering to do something conducing to the public good, which would not otherwise be done by private, unprivileged, unprotected enterprise.

That any steam company can show reasons of this kind, we utterly deny. If there be any legitimate profit to be honestly gained, there are private parties ready to-morrow to encircle the

the globe with steamers, and do it better, and with more benefit to the public than any of these protection-seeking monopolists, chartered companies. To encourage such is to destroy wholesome competition. There is no lack of wholesome competition between private steam owners already, and never will be. We see it at Hull, at Liverpool, at Glasgow, and other ports, and from time to time, as trade increases, or circumstances require it, steam owners enlarge and improve their ships, with the view of enabling them to carry more traffic at less rates. This is exemplified at Liverpool, especially just now, both as respects the Mediterranean and the New York trade; new steamers of the screw class are being placed thereon by private steam owners, and freights reduced to increase traffic and render increased facilities to trade.

If these charter-seeking companies think there is an opening for competition and new lines of vessels, let them take up the ground and fight the contest fairly, and with the same weapons. No one can object to that; but it is, we respectfully submit, most unfair to arm them with "panoply of proof," in the shape of limited liability, whilst others are to fight the battle with simply nature's defences. It is, it must be, unjust towards private enterprise; and once cripple that, the public will indeed smart under the failures, loss, mismanagement, and plunder which these chartered companies will bring upon the commerce of this great country, such greatness not resulting from the enervating fostering care of such measures as the one now complained of, but from the bold, independent, individual enterprise and energy of her sons of commerce going straight and honestly to their wished-for point, and feeling that they have a "fair field and no favour." This we most respectfully beg of you to preserve to them, and then, as hitherto, the public interests will be better served, and at lower rates than any chartered companies can do. Competition between private owners is quite prevalent enough to protect the country's interests; but to aid and assist the formation of companies with special privileges, is to assist in erecting a monopoly from which the country must deeply suffer.

We approach you with these remarks with the greatest deference and respect, but as we feel our position as private steam owners vitally threatened, we do beg most earnestly that you will continue to shield us from injustice. We ask no special favour: we only ask the withholding of such from others, and we fear not the private steam owner will hold his ground, and the public be better served than when he is driven therefrom by monopoly protection-seeking companies.

We have, &c.

(signed) *Brownlow, Pearson, & Co.*

Sir,

5, Whitehall Yard, 13 November 1832.

THE subject of the conversation I had with you last week was of so great importance, and so much interest is felt in it by so many of the most enterprising merchants and shipowners of this country, that I trust you will excuse me if I trouble you with a letter, in which I shall endeavour to put more fully before you the grounds on which considerable alarm is felt at this time on the question of granting charters, with peculiar privileges, to joint-stock companies, formed for the purpose of carrying on the steam navigation in various lines. It is feared that many applications for this purpose will be made to the Board of Trade from companies quite unworthy to obtain any favour, and therefore it is that so much anxiety is felt that what is believed to be the right view of the subject should be laid before you.

A very strong feeling exists, and I cannot but think rightly, in the minds of many persons, against the granting of any such charters at all, except perhaps in very rare cases; but I will not now trouble you with any remarks upon that subject after our conversation of the other day, but I will take my stand upon the principles which you then laid down, that such charters ought only to be granted when it has been clearly shown that great public benefit would accrue from the establishment of such companies, and that such benefit is not likely to be conferred through the means of any private firm or individual. You would, I trust, also admit that there is one further point which must be established in every case, namely, not only that the public benefit to be conferred by the charter-seeking company is not likely to be obtained from the exertions of private persons, but also that peculiar privileges are absolutely needed to enable even the company promising such service to perform it; for the whole matter complained of is the privileges granted to these companies, which take them out of the operation of the Joint-Stock Companies Acts, to which other similar bodies are liable, and give them such advantages as to render it almost impossible for the unprivileged persons or bodies to maintain their ground against them.

Starting therefore from these principles, I would beg you to examine carefully whether any case can consistently with them be made out in favour of granting these charters to steam navigation companies, for I believe that it cannot. I venture to assert, that private (meaning thereby unprivileged) enterprise is quite adequate to carry on the steam navigation (any line) with every possible advantage and accommodation for the public; and I would appeal, as an instance, to the Liverpool and New York Steam Company, and especially to Mr. Cunard's, and ask in what way they have fallen short of their duty, either in speed, power, or accommodation for the public. You instanced to me the other day, it is true, the great advantage which the public would have derived from the accommodation of a daily boat exclusively for passengers, free from the occasional annoyance of having cattle, &c., on board, which the North of Europe Company proposed to give; but, sir, how was this company enabled to make this promise without raising its charges, for if it had raised its charges at all considerably, of course the plea of public benefit was at an end? It was only enabled to do so by those arrangements with the railway companies, of which you are aware, and

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which I believe induced you in this case to refuse the charter. Whether they could have fulfilled their promise at all is very doubtful; but the only means by which it would have been possible for them to do so would have been their understanding with the railway companies. To every such understanding you are, if I mistake not, opposed. If therefore, unprivileged persons or bodies can in these matters do all that the charter-seeking companies can, with the advantage that the first are honest, *bonâ fide* undertakings, which the second too frequently are not, I would at least beg of you to consider whether you should not in all such cases start with the principle that the presumption is strongly against the companies asking for charters, and whether you should not therefore throw the *onus probandi* upon them.

It is very difficult, in truth, to conceive any except very gigantic undertakings which could make out any just claim to obtain such special privileges as give them at their commencement enormous advantages over all others, many of those others being private firms or individuals, who, with no privileges, and no advantage except that of their own industry, perseverance, and intelligence, have for many years served the public well, and whose exertions have in many cases rendered possible the existence of these new companies, which are now seeking to beat their teachers and pioneers from the field by means of artificial props and favours of Government, and given, not as the reward of meritorious industry, but in the hope that, having got them, they may at some future time perhaps deserve them.

I trust that the importance of the subject, and the great interests involved, will plead my excuse for troubling you with this letter.

I have, &c.

The Right Honourable J. W. Henley.

(signed) *Goderich.*

— No. 55. —

At the Council Chamber, Whitehall, the 23 February 1853.

By the Right Honourable the Lords of the Committee of Council appointed for the consideration of all matters relating to Trade and Foreign Plantations.

Your Majesty having been pleased by your Order in Council, bearing date the 16th October last, to refer unto this Committee a petition of Peter Rolt, of Clement's-lane, Lombard-street, in the city of London, merchant, and others, praying the grant of a charter of incorporation to "The London, Liverpool, and North American Screw Steam Ship Company,"

The Lords of the Committee have taken the said petition into consideration, and humbly take leave to report as their opinion, that it will not be advisable for Your Majesty to grant a charter of incorporation to the said petitioners.

— No. 56. —

Messrs. Wadeson and Malleeson,

Board of Trade,  
22 February 1853.

I AM directed by the Lords of the Committee of Privy Council for Trade to state to you, for the information of the parties promoting the application for a Royal charter for incorporating the London, Liverpool, and North American Screw Steam Ship Company, that their Lordships have again had this matter under their consideration; and their Lordships regret that, looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships are unable, consistently with the rules by which the department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring limited liability, should be granted to that company.

I am, &c.

(signed) *James*

— No. 57. —

Sir,

Austin Friars, 24 February 1853.

We have the honour to acknowledge receipt of your letter, dated 22d instant, in which you inform us, by direction of the Lords of the Committee of Privy Council for Trade, "That looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of America, their Lordships are of opinion, consistently with the rules by which this department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring on the North American Screw Steam Ship Company,

We have communicated your letter to the provisional committee of that company, and we are instructed to express their deep regret and disappointment at the conclusion at which their Lordships have arrived, having entertained a strong hope that the great and obvious national objects which they intended to promote would have induced their Lordships to come to a different decision.

The committee believe that the amount of private enterprise referred to in your letter is comprised in the following vessels, viz.:

"Glasgow," trading between the Clyde and New York.  
 "City of Glasgow," } trading between Liverpool and Philadelphia.  
 "City of Manchester," }  
 "Andes," } trading between Liverpool and New York.  
 "Alps," }

The two last belonging to the Cunard Company, and not really the result of private enterprise, but supported by an enormous subsidy from the Government; and that no other screw steam vessels are engaged in the carrying trade between any part of the United Kingdom and any part of the United States.

They also understand that the only other similar vessels that have been projected for the purpose of being employed in that trade are the following, viz.:

"City of Philadelphia," to trade between Liverpool and Philadelphia.  
 "Etna," "Jura," } to trade between Liverpool and New York.  
 "Taurus," and "Teneriffe," }

The four last also belonging to the Cunard Company. The committee are strongly impressed with the opinion that the number of such vessels (which are capable of carrying on only a small fraction of the existing trade between the two countries, the great bulk thereof being in the hands of foreign ship-owners) will not be increased by means of private enterprise, but that, on the contrary, their number will be found to diminish; and they cannot but think that their Lordships will at no distant period be willing to encourage British enterprise in the American trade, by granting Royal charters of incorporation to such parties as may be willing to invest their capital in screw steam ships for that purpose.

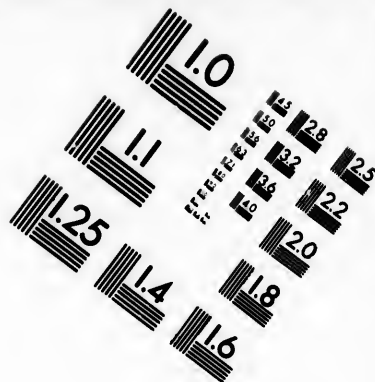
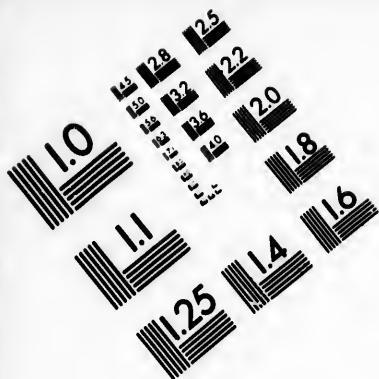
They therefore direct us to say that they will be willing to accept the charter as settled by Mr. Bellenden Ker, with the addition of a proviso, to the effect that the company shall not be at liberty to trade between the rivers Clyde and Mersey and the ports of New York and Philadelphia, without the permission of the President of the Board of Trade, in writing, first obtained; which proviso would prevent the company from competing with any steam ship now existing or contemplated, and would leave them at liberty to trade between London and the United States, and between both London and Liverpool and the British colonies in North America, in which quarters the introduction of screw steamers is so anxiously desired. And we are directed by the committee earnestly to pray that their Lordships will be pleased to recommend the granting of the charter with the above modification.

We have, &amp;c.

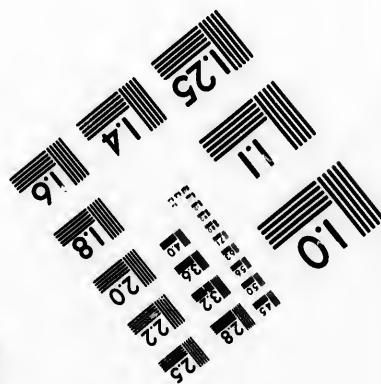
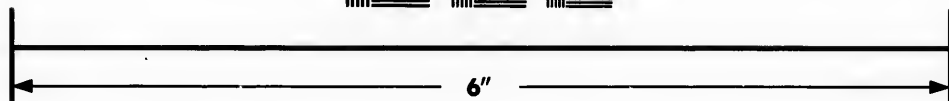
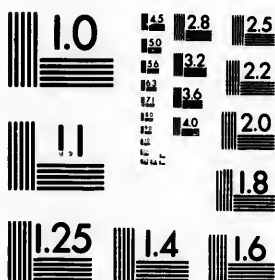
James Booth, Esq.,  
&c. &c. &c.

(signed) Wadson &amp; Malleon.





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— No. 58. —

Board of Trade,  
26 February 1853.

Messrs. Wadeson & Mailesen,

I AM directed, &c., to acknowledge the receipt of your letter of the 24th instant, written on behalf of the committee of the London, Liverpool, and North American Screw Steam Ship Company, in which you state that the company would be willing to accept the charter applied for by that company as settled by Mr. B. Ker, with the addition of a proviso that the company shall not be at liberty to trade between the rivers Clyde and Mersey and the ports of New York and Philadelphia, without the previous permission in writing of the President of the Board of Trade, and you pray that their Lordships will be pleased to recommend the granting of the charter with the above modification.

In reply, I am directed to inform you that my Lords regret that it is not in their power to comply with the request conveyed by your letter.

I am at the same time to inform you that the remonstrances addressed to this Board against the grant of a charter to the above-named company were not confined to the owners of steam vessels belonging to the Clyde and the Mersey, but were received generally from the owners of steam vessels, and from the shipping interest generally belonging to the ports on the eastern coast of Great Britain.

I am, &c.

(signed) *James Booth.*

— No. 59. —

Sir,

London, 24 February 1853

REFERRING to the reply received from the Board of Trade to the application of the London, Liverpool, and North American Screw Steam Ship Company, date of 22d instant, I beg, as the principal contractor with the Canadian Government for the screw steam service between this country and the British North American colonies, to inquire whether the Board of Trade would recommend a charter to be granted limited to that service, in which trade there are at present no steam vessels whatever.

On the 8th December last you were understood to intimate that the Board of Trade were disposed to recommend the charter to be granted, confined to that object, and from this intimation we relied that the same, to this extent at least, would be granted, whatever might be the result of the application for the more extended charter.

As arrangements must be immediately made for the commencement of the service, it is of great moment that we should receive an early reply.

I have, &c.

(signed) *Robert Lamont*, of Liverpool,  
at Euston Hotel, Euston-square.

James Booth, Esq.,  
Board of Trade.

— No. 60. —

Board of Trade, 26 February 1853.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 24th instant, in which, with reference to the reply received from this Board to the application of the London, Liverpool, and North American Screw Steam Ship Company, you inquire, as the principal contractor with the Canadian Government for the screw steam ship service between this country and the British North American colonies, whether the Board of Trade would recommend a charter to be granted limited to that service, in which trade you state that there are now no steam vessels whatever.

In

In reply, I am directed to remind you, that, in answer to the inquiry by the late President of the Board of Trade, whether the promoters of the company would desire to accept a charter limited in the manner that you now propose, those parties, by Messrs. Wadeson & Malleson's letter of the 4th December last, stated that the object of the company would be defeated by the limitation of its operations to the United Kingdom and the British North American colonies, and excluding the ports of the United States; and it was added, that unless the company had the power of sending their vessels to ports south of the St. Lawrence, especially during the winter months, it would be impossible to run them to profit. Under these circumstances, it does not appear to their Lordships that they could, with propriety, recommend the grant of such a charter.

I am, &c.

Robert Lamont, Esq.

(signed) James Booth.

— No. 61. —

Sir,

London, 1 March 1853.

I beg to acknowledge receipt of your letter of 26th ultimo, in answer to one I had the honour of addressing to your Honourable Board on the 21th ultimo, inquiring whether you would recommend a charter to be granted, limited to the carrying out the contract with the Canadian Government.

In reference to such answer I beg to observe, that the statement of Messrs. Wadeson & Malleson, therein referred to, was made with respect to the scheme then contemplated by the proposed company, and not to the service required by the contract with the Canadian Government, for the carrying out of which service I distinctly understood that the Board of Trade offered a charter.

My contract with the Canadian Government requires that, during the summer months, while the navigation of the St. Lawrence is open (say for seven months in the year) steamers shall sail twice a month from Liverpool, and twice a month from Quebec and Montreal; and, during winter, once a month between Liverpool and Portland (State of Maine), the latter being chosen by the Legislature of Canada as the port for the arrival and departure of the steamers during winter. I had no doubt whatever that, under a charter, this contract may be carried out with advantage to the public, and a fair remuneration to the company, but without such charter the powers of the contractors will be so crippled as materially to prejudice the colonies.

I would respectfully urge that the granting of a charter for this service cannot in any way interfere with private enterprise, as no steamers whatever are employed in the trade, and the objections which have appeared to the Board to render it their duty to decline acceding to the former application do not apply to the one I now make.

It is my duty to add, that at the time the contract with the Canadian Government was entered into I was aware that nine or 10 charters had been granted to steam companies, most of them having less national claims than the present; and I entered into that contract never doubting but that the privileges which had been granted to those companies would also be extended to this undertaking.

I would further say, that a refusal of this application will be a matter of infinite surprise and mortification to the Canadians, and will naturally lead them to compare their situation with that of their neighbours in the United States, where the powers now asked for are matters of right.

Canada is now the only colony of any importance unconnected by a line of steamers with the mother country.

I have, &c.

(signed) Robert Lamont, of Liverpool,  
at Euston Hotel, Euston-square.

James Booth, Esq.  
Board of Trade.

— No. 62. —

Office of Committee of Privy Council for Trade,  
Whitehall, 5 March 1853.

Sir,

With reference to your letter of the 1st instant, on the subject of the grant of a charter of incorporation, with limited liability, to a steam shipping company, limited to the carrying into effect your contract with the Canadian Government, I am directed by the Lords of the Committee of Privy Council for Trade to acquaint you that their Lordships adhere to the view conveyed to you in my letter of the 26th ult.

Robert Lamont, Esq.

I am, &c.  
(signed) James Booth.

— No. 63. —

No. 11, Leadenhall-street,  
10 March 1853.

Sir,

The provisional committee of the London, Liverpool, and North American Screw Steam Ship Company have had before them the letter addressed to their solicitors, Messrs. Wadson & Malleson, by Mr. Booth, on 26th ultimo, and feeling that their application for a Royal charter of incorporation has not been justly dealt with at the Board of Trade, they desire me respectfully to request your permission to restate the facts of the case, under the impression that they must have been misunderstood.

Our petition was presented, and referred to the Board of Trade, in the month of October last; we proposed to carry out objects of great national importance without any expense to the country, viz., to establish steam communication between London, Canada, and Newfoundland; between London and the United States of America; and between Liverpool, Canada, and Newfoundland, all which routes are at present without any such accommodation, and on which the running of steam vessels of any description has never been attempted; we also embraced the performance of a postal contract entered into by one of our members with the Government of Canada, which contract is a matter of peculiar interest with both the Government and people of that important colony; and, finally, we proposed to extend steam communication, by means of large screw vessels, between Liverpool and New York. We undertook to convey grants on all these great routes at low rates of passage, with all the comforts, safety, and regularity to be attained only by means of steam, and which have not hitherto been afforded to that class of passengers by any parties whatever. In order to accomplish these important designs, we engaged to build a fleet of large and powerful screw steam ships, the possession of which in the mercantile marine would be found the most efficient, and at the same time the least expensive means of contributing to the national defences, if ever the shores of this country should be threatened with invasion.

The high value which is put by other countries on the enrolment of such vessels on their mercantile marine, is proved by the following facts: In April last, the State of New York passed a law for the express purpose of encouraging the establishment of ocean steam ship companies, by which any seven or more citizens of the United States are empowered to form themselves into a corporation, with limited liability, by merely filing in a public office a list of their names, with a statement of the objects of the company, and its proposed capital. The French Government is understood to be at this moment in negotiation for the establishment of a powerful fleet of transatlantic steam ships, and to be willing to pay a large annual subsidy in furtherance of that object. And the Prussian Government has recently issued a decree remitting all duties on the importation of iron plates, and other articles to be employed in the construction of iron screw steam ships.

An opposition was offered to that part of our project which related to the trade between Liverpool and New York only; and that opposition was entirely got up by parties in the receipt of large annual grants from the Governments of England and the United States, who have hitherto been enabled to maintain a monopoly of steam between those ports by means of the subsidies they receive.

Your

Your predecessor in office, Mr. Henley, offered to grant a charter to us for the North American colonies, which we did not refuse to accept; but believing that the opposition alluded to could not ultimately prevail, we submitted to that Right honourable Gentleman the grounds on which we hoped to obtain the more extensive charter we had applied for. We fully understood that the question to be decided by Mr. Henley was only between the extended or restricted charter, and we were prepared to accept the latter, if he should refuse to recommend the former. He had promised to deliver his judgment before Christmas; but prior to his doing so, an adverse division in the House of Commons caused the resignation of the Government with which he was connected.

We had the honour of bringing our application under your notice immediately on your assumption of office, and we had every reason to expect that the question would be taken up by you in the position in which it was left by your predecessor.

The first reply to our petition was conveyed in Mr. Booth's letter of the 22d February, in the following terms: "Looking to the amount of private enterprise already engaged in the carrying trade by means of screw steam ships between this country and the United States of North America, their Lordships are unable, consistently with the rules by which this department has been ordinarily guided in the like cases, to recommend that a Royal charter, conferring limited liability, should be granted to that company."

The sole ground for this rejection of our prayer was the existing employment of screw steam ships in a part of the trade which we proposed to enter upon; and although, looking to the utter insignificance of the amount of such steam shipping, in comparison with the whole extent of the trade, we could not recognise any sufficient grounds for such refusal, we bowed without a murmur to your decision, and offered, through our solicitors' letter of 24th ultimo, to meet the objection by accepting the charter, with a proviso restraining us from trading from or to any of the ports between which a single steam ship is already employed.

Mr. Booth's letter of 26th ultimo, in reply, repeats your refusal of the charter, but upon grounds different from those stated in his letter of 22d ultimo. It is now said, "that the remonstrances addressed to this Board against the grant of a charter to the above-named company were not confined to the owners of steam vessels belonging to the Clyde and the Mersey, but were received equally from the owners of steam vessels and from shipping interest generally, belonging to the ports on the eastern coast of Great Britain."

We are not aware that any one steam vessel owned on the eastern coast of Great Britain has ever made a voyage to any part of North America; and it is certain that the shipping interest generally on that coast would be benefited by the operations of this company, and that no individual belonging to that interest could be injured by them; we are therefore at a loss to understand why their remonstrances should have influenced your decision. At the same time, we deny that the Chamber of Commerce and committees which have been influenced by interested parties to remonstrate against our application, have any pretension to represent the shipping interest generally on the eastern coast of Great Britain.

You are reported to have stated in Parliament, a short time since, that the pending applications for charters would be decided upon at the Board of Trade upon principle, and in accordance with the precedents in the office; and you more recently informed a member of this committee that you could find no precedent for granting a charter to this company. It was acknowledged both by your predecessor and by yourself, at the interviews with which you respectively honoured deputations from this committee, that the following three points constituted the principle upon which charters were granted by the Board of Trade, viz.:

1. That the object proposed was of national importance;
2. That it required a large amount of capital to carry it out; and
3. That it would not unduly interfere with existing British interests.

It has not been denied, we believe, by any parties that we should come within the two first requisitions, and we have obviated any objection with reference to the third, by consenting to be restricted from interference with any existing

British interest; so that our application is brought strictly within the principle laid down; and as regards precedent, we have already had the honour of submitting to you a list of 11 ocean steam ship companies to which Royal charters have been granted—to some of them very recently—none of which have offered to promote objects of greater national importance than those projected by this company, and several of them comparatively insignificant in the extent of capital and size of ships, and one of them having authority by charter to trade with all parts of the world, without any regard to the chartered or private companies or individuals previously engaged in various branches of trade with steam vessels.

It is, however, supposed that you have been influenced in rejecting our application by an opinion that it is not advisable to grant any charters until a commission, about to be appointed, shall have reported on the general question of limited liability. If this supposition be well founded, we respectfully request your attention to the special reasons why such a rule should not be applied to our case. We have been sniters at the Board of Trade from the 30th September last, without an intimation having been made to us until the 26th February, that any objection existed to the grant of the charter we prayed for, except from the opposition of the parties already referred to, which was as well known, and the value of which could be as well estimated, in October or December as in February. During the interval of suspense, extending over five months, we have necessarily incurred expenses amounting to a very large sum of money, and have also sacrificed time, of still greater value to us as men of business; and we cannot think that Her Majesty's Government will consider it just that such sacrifices should be imposed upon any of her subjects, by the application to their case of a principle that was not adopted until many months after the time at which a decision on their application might have been arrived at.

I have, &c.

The Right Honourable  
Edward Cardwell, M.P., &c. &c.

(signed) Thos. H. Brooking,  
Chairman of the Provisional Committee.

— No. 64. —

Office of Committee of Privy Council for Trade,  
Whitehall, 16 March 1853.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 10th instant, on behalf of the provisional committee of the London, Liverpool, and North American Screw Steam Ship Company, in which you request to be allowed to restate the facts of the case as to the application by the above company for a Royal charter of incorporation, under the impression that they must have been misunderstood.

In reply, I am to state to you that my Lords have carefully considered the statements contained in your letter, and are unable to arrive at any other conclusion than that already conveyed to you. Their Lordships decided upon your case after a most careful consideration of all the circumstances, and with reference to former precedents. They are not aware of any instance in which a charter has been conferred by the Crown where so large an amount of private enterprise was already engaged, and so general an objection was expressed, on the part of the persons interested, to the possession by a company of privileges which the general operation of the law denied to them.

In reply to your statement, that the company were prepared to accept a charter for the North American colonies only, I am directed to refer you to the letter of your solicitors of the 4th December, in which it is stated that the objects of the company would be defeated by such a limitation; and detailed reasons are given for that statement.

T. H. Brooking, Esq.

I am, &c.  
(signed) James Booth.

— No. 65. —

[A copy of the following Memorial to the Colonial Office was sent to the Board of Trade on the 16th March, and is therefore inserted.]

To the Right Honourable his Grace the Duke of Newcastle, Secretary of State for Her Majesty's Colonial Possessions.

The Humble Memorial of *Robert Lamont*, of Liverpool, Merchant,

Showeth,

THAT no line of steam packets has ever been established to run between this country and Canada, and the Colonial Government of Canada considering the establishment of such a service a matter of great importance to the welfare and development of that colony, and to its more intimate connexion with the mother country, determined to contract for such establishment, and in the months of March, April, and May 1852, advertised in the public newspapers of England and Scotland for tenders for such service, to be addressed to the Commissioners of Public Works, Quebec.

That your memorialist and his partners sent in tenders for such service, and the same were accepted by the Canadian Government; and an agreement, dated the 13th August 1852, was made and entered into for such service, subject to ratification by the Parliament of Canada, between your memorialist and his partners of the one part, and the Honourable John Young of Quebec, Her Majesty's Chief Commissioner of Public Works for the province of Canada, acting for and on behalf of Her Majesty's Government in the said province, of the other part.

That an Act of the Colonial Legislature has since been passed to carry out such contract, and the said agreement was ratified by the Chief and the Assistant Commissioners of Works in the said province under the said Act, on the 19th November 1852.

That the service in question cannot be carried out properly except by the application of a capital of at least 300,000*L.*, and therefore only by a public company, and that it is notorious that cautious, prudent, and wealthy men will not join in steam-packet companies unless they are established under charters limiting the liability of the shareholders to the amount of their subscription; and it is also notorious that so far as capital can be procured by means of subscriptions to companies without a limited liability, such capital will only be advanced at a very much higher rate of return, and therefore that the services by such companies can only be performed at a far more expensive rate than by limited-liability companies.

That these views have of late been so fully acknowledged by Her Majesty's Government, that 11 charters have, during the last few years, been granted to as many companies, with the requisite limitation of liability, and that the vast increase of the ocean steam service during the last two years could not have taken place without such charters.

That in entering into the said contract with the Canadian Government, neither your memorialist and his partners nor the said Canadian Government ever entertained a doubt but that the same privileges which had been granted without hesitation to other companies for other similar objects, would be granted for the service contracted for.

That immediately after entering into such contract, your memorialist and his partners associated themselves with other parties connected with shipping, and other capitalists, who were about to apply for a charter, which would have included the service contracted for, and would have united with it the establishment of steamers to run between Liverpool, London, and New York and Canada; and such company having been provisionally formed, an application for a charter, with limited liability, was made to the Board of trade.

That such application was opposed by other parties engaged in the American steam shipping trade, and that in December 1852 the late President of the Board of Trade required time to consider the whole proposed scheme, but offered to grant (should that be sufficient) a charter, if the same were limited to the service contracted for in the said Canadian contract, but that such limitation was considered by the said other parties fatal to so many of the objects contemplated by such provisionally formed company, that they pressed on the Board a further consideration of their claim for the whole charter.

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

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

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

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

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

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

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

(signed) *Robert Lamont,*  
of Liverpool.

London, 11 March 1853.

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

##### OCEAN STEAMERS.

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

the

# NORTH AMERICAN SCREW STEAM SHIP COMPANY.

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the sum of 21 l. sterling; the second cabin the sum of 12l. 12s.; and the steerage passage the sum of 6l. 6s., and to be found in everything required. The rate of freight from Liverpool not to exceed 60 s. per ton measurement, nor the freight of produce to exceed the current rates demanded by sailing vessels.

It is believed that the establishment of this line of steamers from Liverpool will have the effect of diverting through the St. Lawrence a part of that vast stream of emigration destined for the Western States, which now pours into the Atlantic cities of the United States, and of turning public attention to the superior facilities now existing on the St. Lawrence for transport of freight and passengers. Upwards of 300,000 emigrants arrived in 1851 at the port of New York; these emigrants arrived in 2,211 vessels, measuring on the aggregate over 1,000,000 of tons. The return freight of these vessels to Great Britain consist chiefly of flour and grain, and the competition among so large a number has reduced the prices of freight to more than one-half of the average rates of former years. The rates of freight from Quebec to Great Britain are about 100 per cent. higher than from New York, which is to be accounted for by the fact that the great bulk of the ships coming to Quebec arrive in ballast, carrying no emigrants, and the home freight alone has to remunerate for two voyages. The influence, therefore, of emigration in reducing the expenses of transport of our great agricultural staples, and in promoting the interests of our railroads and canals, by which they will be brought to shipping ports, ought not to be overlooked; but, on the contrary, every means should be adopted to secure such vast advantages. The cheap, speedy, and commodious accommodation for passengers afforded by this line of steamers will do much to turn attention to the St. Lawrence route, where on the arrival of the ocean steamer or sailing vessel, the emigrant may be met by large and comfortable steam vessels, in which without transhipment he can be carried to any port, or any of the upper lakes. It is believed, however, that this line of steamers will only be a commencement of this trade, and that under a policy of freedom from all restriction in our navigation, the route by the St. Lawrence will annually grow in public favour.

Arrangements have also been made with the contractors for the circulation in Britain and in other parts of Europe of such books, pamphlets, or maps relating to Canada as the Government may see fit to send for that purpose, and also to have the same translated into any desired language, and distributed without any other charge than the cost of printing. Some such course as this is actually necessary, from the great ignorance prevalent abroad as to the mineral and agricultural resources of Canada, and of her progress and advantages as a place of settlement.

The contractor is also obliged to carry a mail and mail officer, free of all other charge than the sums already named.

The foregoing respectfully submitted.

(signed) *John Young,*  
Chief Commissioner of Public Works.

(signed) *Hamilton H. Killaly,*  
Assistant Commissioner of Public Works.

Department of Public Works, Quebec,  
August 1852.

LONDON, LIVERPOOL, AND NORTH AMERICAN  
SCREW STEAM SHIP COMPANY.

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COPIES of PETITIONS to, and ORDERS of, Her  
MAJESTY in Council; of MEMORIALS to, and COR-  
RESPONDENCE with, the Board of Trade, between  
September 1852 and April 1853, in relation to the  
GRANT of a ROYAL CHARTER of INCORPORA-  
TION to the LONDON, LIVERPOOL, and NORTH  
AMERICAN SCREW STEAM SHIP COMPANY.

(*Sir Herbert Mahlock.*)

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*Ordered, by The House of Commons, to be Printed,  
8 July 1853.*

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[*Price 1 s.*]

730.

*Under 16 oz.*

