

Electric Telegraphs.

REPORT OF THE ELECTRIC TELEGRAPH COMMISSIONERS.

*To His Excellency Sir JOHN GASPARD LEMARCHANT
Knight, and Knight Commander of the Orders
of St. Ferdinand and of Charles the Third of
Spain, Governor and Commander-in-Chief in and
over the Island of Newfoundland and its Depend-
encies.*

MAY IT PLEASE YOUR EXCELLENCY,—

We, the undersigned Commissioners appointed in pursuance of the Act of last Session, entitled "An Act for the appointment of Electric Telegraph Commissioners and for incorporating Electric Telegraph Companies," beg leave to report to Your Excellency that in compliance with the duty entrusted to us of causing a survey to be made of a line of Electric Telegraph between Saint John's and Cape Ray in this Island, to be extended to Cape North in Cape Breton by the submarine line of Telegraph, and for that purpose to employ so many competent persons as we might think necessary, we entered into a negociation with Mr. F. N. Gisborne, a gentleman of much experience in the establishment of Electric Telegraphs in British North America, and who is in fact the projector of the proposed line of Telegraph communication with the British Provinces and the United States, the Act of the Legislature having been passed mainly in consequence of the representations and evidence laid before the Assembly by Mr. Gisborne. We beg further to report, that in the selection of Mr. Gisborne for the arduous and important duty of making an exploring survey of that part of the Island over which the line would pass, we were actuated by a desire to procure the services of a person not only peculiarly qualified for the duty, as shown by the testimonials of the various functionaries in the other provinces under whom Mr. Gisborne has been employed; but one who, if the undertaking were found practicable, would devote his energies to the completion of it; and from the reputation he has acquired of experience in such matters, would, (in the lack of enterprise and the absence of adequate means within the Island for the undertaking of the work,) procure the aid of influential parties elsewhere in carrying it out.

Herewith we submit the minutes of our proceedings; by which it will appear that after some correspondence with, and an estimate from, Mr. Gisborne, a contract was entered into with that gentleman, a copy of which is annexed; in fulfilment of which Mr. Gisborne set out upon the survey on the 2nd September and returned again early in December, when he submitted the preliminary report hereto annexed, and at the same time some suggestions for a modification of the Act of the Legislature with the view of inducing capitalists to embark in the undertaking. Mr. Gisborne stated that it was then his intention to proceed at once to the United States, and if need be, to England (after returning again to Newfoundland,) as well for the purpose of procuring the necessary information to complete his estimate of the probable expense of the undertaking, as of obtaining, if possible, offers of assistance to undertake the work; and having solicited our opinions on the suggestions which he had submitted, we took the same into consideration and addressed to Mr. Gisborne a letter, of which a copy is also annexed, dated 15th December, 1851.

Mr. Gisborne having proceeded to Nova Scotia and the United States, returned by the last Packet, and has now laid before us an abstract of the survey and a chart shewing the courses of the proposed line of Telegraph, accompanied by an estimate of the cost of building it, as well as of opening a good bridle road to *Port au Basque* and bridging the numerous streams which intervene. These documents we have now the pleasure to lay before Your Excellency.

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We also beg leave to submit a statement and account of the expenses incurred in carrying out the proposed survey, by which it will be seen that the amount granted by the Legislature has unavoidably been exceeded by the sum of £22 18 stg.

In conclusion, we beg leave respectfully to recommend to the favourable consideration of Your Excellency the proposals which Mr. Gisborne has now submitted on his own behalf and that of parties who are willing to undertake the risk and expense of constructing and carrying out this great undertaking.

As it is of much importance to secure the attention of Capitalists to this enterprise, with a view to an early commencement of it, we think it advisable, and beg leave to recommend that a reasonable provision be made to defray the expenses of Mr. Gisborne in any mission that may be undertaken by him, with the approbation of the Legislature, for the purpose of negotiating with Capitalists elsewhere to furnish the means for accomplishing the work.

E. M. ARCHIBALD,
C. F. BENNETT,
J. KENT.
A. SHEA.
H. W. HOYLES.

St. John's, Newfoundland, }
December 15th, 1851. }

F. N. GISBORNE, Esq.

DEAR SIR,—We beg to acknowledge the receipt of your letter of the 10th inst. on the subject of the proposed Electric Telegraph from hence to Cape North in Cape Breton,—suggesting the expediency of a modification of the Act of Incorporation passed in the last Session of the Legislature.

The propositions contained in your letter, and which we submitted with the view and expectation of attracting the attention of Capitalists elsewhere, are briefly as follows:

1st—The Incorporation of a Company under the name of the “NEWFOUNDLAND ELECTRIC TELEGRAPH ASSOCIATION,” with a Capital of £100,000, to be called up in instalments of one shilling in the £, at intervals of three months, the first monies paid up to be applied exclusively to the laying down of the Telegraph to Cape North.

2ndly—The payment by the Legislature of the interest for the first three years on so much of the paid up Capital as will defray the expense of building the Telegraph.

3rdly—The substitution for the alternate square half miles of land on either side of the line, granted by the present Act, of tracts of land in large blocks which may be more readily settled.

And 4thly—Permission to the Company to open and work mines and minerals which may be discovered by the agents or servants of the company subject to the usual Royalties.

You further suggest the formation of a Company and the subscription of Stock provisionally upon the adoption of these modifications by the Legislature in its next Session.

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As you are about to proceed to the United States for the purpose of ascertaining how far Capitalists there may be disposed to embark in the enterprise, and have asked our opinion of the suggestions made by you, we beg to state that they appear to us, for the most part, to be judicious and well calculated to promote the success of the undertaking.

The extension of the capital limited by the existing Act appears to be absolutely necessary; and from the vast importance of the undertaking, and the deep interest felt in its success by all classes in the community, and from the unanimity of the Legislature upon the subject in its last Session, we have every reason to believe that the Legislature would defray the interest, for a period not exceeding three years, upon so much of the paid up capital as shall be expended exclusively in the building of the Telegraph, repayable in the manner provided by the existing Act, provided the amount of interest be limited not to exceed in all the sum of £3,000.

We have also no reason to doubt that the Act would be so modified as to provide for the granting of compact allotments of land, but of much more limited extent in all, in lieu of the alternate half miles of land already allotted—upon the like terms, however, as to settlement, and the precedent completion of the proportion of the Telegraph specified and mentioned in the present Act.

As it is of great importance to attract the attention of Capitalists to our internal resources and to induce them to embark in their development, we doubt not that liberty will be cheerfully conceded by the Local Government for the opening and working of mines and minerals, subject to the reservation of the usual rents and royalties; and, in the absence of more certain information as to metalliferous deposits, the beds of coal which are known to exist in the vicinity of the proposed line, and in localities favorable for shipment, hold out the prospect of a remunerative return for the investment of capital in working them.

As a means of hastening the commencement of the undertaking, we approve of your proposition of opening a Stock list and of procuring the subscription of Capitalists in Great Britain and the United States, as well as of individuals in this Island, conditionally upon the modification of the terms of the charter provided to be granted by the Act of last Session. If the whole of the stock should not be taken by private parties, we think it probable the Legislature of the Colony would take the remainder, to the extent of at least one fifth of the whole, on the public account.

We beg you, however, to bear in mind that the expression of our opinion as to the alteration of the Act which the Legislature of the colony may be disposed to make, conveys no authority for relying upon such a modification of the law, beyond our individual sentiments upon the subject, and our opinion of the policy and expediency of such a modification, and of the public benefit which will thereby be conferred upon the colony.

We have the honor to be,

Sir,

Your most obedient servants,

E. M. ARCHICALD,

C. F. BENNETT,

JOHN KENT,

H. W. HOYLES,

A. SHEA.

Electric Telegraphs.

St. John's, Newfoundland, }
 December 10th, 1851. }

TO THE NEWFOUNDLAND ELECTRIC TELEGRAPH COMMISSIONERS.

GENTLEMEN,—I have the honor to report that on the 2nd day of September, 1851, the surveying party under my charge left St. John's *en route* for Port-au-Basque. We proceeded via Brigus and the Ship Harbor Road to Spread Eagle Peak, thence via Chappelle Arm, Tickle Harbour and Come-by-Chance to Pipers Hole, (bottom of Placentia Bay,) at which point we arrived on the 17th of September :—thence via Long Harbour, (Fortune Bay,) to Conn (Bay of Despair,) at which place we arrived on the 18th October :—thence to White Bear Bay, which occupied us until the 29th. During the foregoing march I was accompanied in alternate parties by the men who left St. John's with me, half of them being required to man the boat which it was found necessary to charter at Sound Island, in order to supply us with provisions at the head of the various Bays.

From White Bear Bay I departed on the 31st October, in company with two Indians only, and arrived at the bottom of LaPoile Bay on the 7th November, and thence via Gavio to Burnt Island Brook, at which point I was effectually prevented from proceeding by a heavy and continuous fall of snow, which was soon two feet deep upon the barrens, and drifted to the extent of 6, and even 10 feet deep in the gulshes. On the 13th ult., therefore, (Cape Ray being in full view,) and Port-au-Basque being but one day's walk in advance of us, we were obliged to turn our steps seaward in search of a long point of the land upon which a few fishermen were known by the Indians to reside.

Off this point, by a most singular and fortunate chance, I espied and boarded our boat, which was beating up for Port-au-Basque. We then made every dispatch, but in consequence of foul weather and head winds, it occupied us from the 15th to the 28th in reaching Placentia, via Gavio, LaPoile, Burgeo, Otter Point, New Harbor, St. Peters, Burin, Odein, and Petit Foote, at all of which places we touched during the homeward voyage. We were storm-stayed in Placentia until the 30th, and finally arrived in St. John's via Colinet, Salmonier, and Holyrood on the 4th inst., after an absence of 3 months and 3 days—all in good health.

I have infinite pleasure in assuring you that the Electric Telegraph enterprize is a perfectly feasible undertaking, having myself laid down on a chart now in course of preparation (and noted in such a manner that any person can without difficulty follow out the proper track) a good line for the proposed road. The general appearance of the country is extremely barren; but in certain localities, fine birch, juniper, spruce and fir, are to be found, and, in a variety of instances, abundance of good land for agricultural purposes. Granite constitutes the principal formation of the country, but varieties of slate are also of common occurrence. Lime is to be found in small quantities in Fortune Bay, Iron in North Bay, a small seam of Coal, about 6 inches thick, crops out in White Bear Bay, and it is said that Silver also has been found by the Indians in the country, and from a fragment of mineral picked up by me in the bed of a mountain torrent, and which had the appearance of silver, I was induced to believe that perhaps it might be found if properly searched for :—possessing, however, but very little knowledge of geology or mineralogy, and the object of my journey being to discover, if possible, a practical line for the passage of the Electric wires, I made no researches into extraneous matters, particularly as the season was so rapidly advancing, and as I had no authority to incur the risk of occasioning any additional expense to the colony for a continuance of the survey in the spring. It was mainly in consequence of this latter consideration that I procured the Indians in lieu of my St. John's men, and it was for this reason alone that I did not procure snow shoes in Gavio and return to the interior for the purpose of completing the exact distance mentioned in my agreement. The object of my jour-

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ney however having been accomplished, and in the face too of the most trying difficulties, I trust, Gentlemen, that this preliminary report may meet with your approval, and until my sketches, maps, and plans; (which I hope to have completed during the approaching Session of the Legislature,) are ready for your inspection.

I beg to remain,

Your very respectful and obedient servant,

F. N. GISBORNE.

St. John's, Newfoundland, }
15th December, 1851. }

F. N. GISBORNE, Esq.

DEAR SIR,—Having perused the Preliminary Report of your exploratory survey of a route for the proposed Electric Telegraph from St. John's to Cape Ray (to be connected by a submarine line with the Continent of America), and having heard your personal explanation of some interesting particulars of the Survey, preparatory to the submission of a full and detailed Report to be accompanied by maps, plans and estimates,—for the completion of which we learn that it will be necessary for you to visit New York, whether you intend proceeding by the next Packet for Halifax,—we deem it due to you to testify our entire approval of your proceedings thus far, as well as to express our admiration of the great energy and industry you have displayed in traversing the widest and hitherto unexplored portion of this Island, and in the successful performance of a most arduous duty, encompassed by difficulties of no ordinary nature, but which your untiring perseverance enabled you to surmount.

The warm interest you have exhibited, and the strenuous efforts which you have made towards the promotion of the grand project for which the Survey was undertaken, afford us the strongest assurance of its early and successful accomplishment.

We are, dear Sir,

Your most obedient Servants,

E. M. ARCHIBALD,
C. F. BENNETT,
JOHN KENT,
H. W. HOYLES,
A. SHEA.

New York and Galway Steam Ship
Company's Office, No. 11, Wall Street,
New York, Jan. 5, 1852. }

F. N. GISBORNE, Esq.

Sir,—The Plan suggested to you by Mr. Archibald and others; Telegraph Commissioners

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of Newfoundland, strikes me very favorably, and I will accept the same with a slight alteration, which I will make known to you at our next interview.

I would recommend you to obtain the Government acceptance or authority to effect a contract with the Steamship Company I am now establishing, and return to this city therewith as early as you conveniently can. The importance of this step, in order to facilitate your and our own further movements, must be apparent to you.

Should you obtain the authority, I will engage to accept your proposition as amended on behalf of the Steamship Company.

With respect,

I remain yours, &c.

II. B. TEBBETTS.

New York, 2nd February, 1852.

F. N. GISBORNE, Esq.

MY DEAR SIR,—I have your very kind favor of the 19th January. My application to Congress for Mail Contract has been introduced and referred to the Committee, and is looked upon most favorably by the Members. Also, my Charter has been introduced and referred in our State Legislature, of which there is no doubt of success.

I have proposed to Congress to make St. John's a Port of Call, which is considered of great importance. I hope you will not lose any time in arranging matters at St. John's.

By next Mail I hope to be able to give you a full Report of the action of Congress.

I remain very truly yours,

II. B. TEBBETTS.

St. John's, March 15th, 1852.

TO THE NEWFOUNDLAND ELECTRIC TELEGRAPH COMMISSIONERS.

GENTLEMEN,—Having on the 10th December last laid before you a preliminary Report explanatory of the survey of a line of Electric Telegraph from St. John's to Cape Ray, and to which I beg to refer, I have now the honour to submit for your consideration a journal of the details and incidents of that survey, in which are interspersed sketches of various headlands and remarkable hills, as landmarks, which, from the description accompanying the sketches, may be recognised without the least difficulty by any party crossing the country in future. I had commenced and have now in course of preparation an extended plan (upon a scale of 2 feet to the 100 miles, the most important section of which I now submit,) of the route of the proposed line, with the various streams to be spanned and the high lands of remarkable

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character on either side of it ; but from the necessity of proceeding on to the United States, and my incessant occupations since, I have not been enabled as yet to complete these plans for your inspection. In lieu of it, however, I herewith transmit one of the latest charts of the Island upon which I have roughly laid down the courses and directions of the proposed line.

The notes in my journal will supply the necessary information as to the description of country along the proposed route, the expense of making the road and building bridges across the numerous streams that intervene, &c. &c. ; but as these notes run to great length, and a brief statement of the more necessary particulars to accompany this chart will put the Government and Legislature in possession of sufficient information for the purpose of forming an opinion of the practicability and probable expense of carrying out the enterprise, I beg leave to state, that in the first place it will be necessary to construct a good substantial and servicable bridle path, which path it will also be essential to keep in good repair, between Brigus and Cape Ray. I propose that this road shall be drained 8 feet wide across marshes, and over barrens that it shall be made 4 feet wide. The bridges also to be 8 feet wide. Lastly,—That the line being carried from St. John's to Brigus in conjunction with the Telegraph Line now established to Carbonear, will diverge from Brigus following the Ship Harbour road until it reaches Spread Eagle Peak. This section of the route passes over several ridges of very fair land which can be turned to good account for agricultural purposes so soon as the road is rendered passable for horses. On this road the Telegraph Company will have to erect their line on poles, and to expend the immediate sum of about £20 per mile. From Spread Eagle Peak the line must run direct for the head of Chappel Arm, (the proper course being more easily obtained by surveying the route southward from the Arm towards the Peak) thence via Tickle Harbor through the westward gap in the Doe Hills (particularized in my journal) and thence via Little Southern Harbor, Come-by-Chance, and North Harbor, to Piper's Hole. On this section of the road there is some very good land, particularly in the neighbourhood of Chappel Arm and Come-by-Chance. The cost of the road will average £27 10s. per mile, to which add the cost of bridging Come-by-Chance brook, Black River, and Pipers brook. Before reaching this place I found it a waste of time and money to build cairns of stones, set stakes and otherwise mark the particular line of road over which we travelled, as frequently after making our course of procedure to any particular eminence, we could look back upon a much better line of road. * This determined me to confine myself to sketching the various eminences of note as landmarks, and then correcting my compass course as circumstances demanded. After experience proved to me that it was the only feasible plan for making a preliminary survey in this country, especially when time and expense were of so much consequence, the particular line over which the Telegraph is to be laid must be re-surveyed by the Company constructing it, and to whom that duty and cost very clearly belong. From Pipers Hole the road must run W. N. W. directly for the bottom of the arm of Despair, in order to avoid the broken ground between North Bay (Fortune Bay) and Eastern Little River. The road will average a cost of about £30 per mile, and there are 8 streams to bridge. After leaving Pipers Hole, where there is some good arable land, until you reach the timbered districts in the Bay of Despair, the whole country is a succession of marshes and barrens of slightly undulating surface.

From the Arm of Despair the course must be W. by N., although per chart a due West course would hardly fetch our next harbor, White Bear Bay. This must be owing either to a difference in variation or else to the incorrectness of the chart ; such, however, is the correct course. This intermediate tract of country is very barren, an occasional *drake* of birch and spruce on the margin of some small lake or stream being the only variation to the usual scenery. This road will average £30 per mile, and there are 5 streams to bridge, one of which "Western Little River" is the largest river on the south-western shore of the Island. From White Bear Bay to LaPoile the course is W.N.W., and the road will average £30 per mile, to which add the cost of bridging 16 streams—the country being barren and

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mountainous about LaPoile. From LaPoile the course runs W. by N. and W. $\frac{1}{2}$ N., until Cape Ray bears S. W., when it runs down the Cape Ridge. This part of the route is exceedingly barren and mountainous, and will average over £30 per mile. There are also nine streams to bridge. Thus, in all, there are 41 streams to bridge, at an average cost of nearly £50 each. This is an ample estimate of the cost of these constructions, and I now beg to call your attention to the following condensed summary of cost, &c., for the whole undertaking:—

ESTIMATE OF COSTS, ANNUAL EXPENSES, AND INCOME OF THE NEW-
FOUNDLAND ELECTRIC TELEGRAPH.

COST.

It will be perceived by the foregoing remarks and notes in my journal, that the Electric Telegraph has to traverse 333 miles of wilderness,

The road making through which will average a cost of £30 per mile or about.....	£10,000	0	0
To which add for bridging streams &c, say	2,000	0	0
There are then 27 miles of road requiring an immediate outlay of £20 per mile.....	540	0	0
And 45 miles more of public road which will soon be passably good			
Besides which the 75 miles of road between St. John's and Trepassey will entail an additional expense, say.....	760	0	0
<hr/>			
Thus in road-making alone it will be necessary to expend the sum of.....	£13,300	0	0
The 147 miles of Telegraph between Trepassey and Spread Eagle Peak being alongside of a public highway will be erected on poles at an expense of about £30 per mile to lay down.....	4,410	0	0
The 333 miles of subterranean line will cost about £10 per mile to lay down.....	3,330	0	0
Supposing the subterranean wire to cost \$100 per mile i. e. equal to.....	8,325	0	0
For freight and carriage say £5 per mile.....	1,665	0	0
For Superintendent and Overseer's Salaries say.....	2,000	0	0
For instruments &c., say.....	470	0	0
<hr/>			
In all for 480 miles of land lines.....	£33,500	0	0
To which add for 60 miles of Submarine wire at the rate of £250 per mile.....	15,000	0	0
And for expenses in laying down the same, at the very outside, say.....	10,000	0	0
To which add for yachts, &c., &c.,.....	1,500	0	0
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Making the whole cost of this great work but.....	£60,000	0	0

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ANNUAL EXPENSES.

Salary of Superintendent.....	£500	0	0
“ of Assistant Operator at St. John’s.....	100	0	0
Expenses of St. John’s Station.....	100	0	0
Repairs, not over.....	350	0	0
Expenses at Cape Ray Station.....	250	0	0
“ at Middle “.....	150	0	0
“ at Trepassy “.....	200	0	0
“ of “ Yacht.....	200	0	0
Batteries &c.....	100	0	0
Extra boat hire.....	50	0	0
In all.....	£2,000	0	0
Interest at 6 per cent. on Capital.....	3,600	0	0
Total.....	£5,600	0	0

INCOME.

26 Fortnightly Reports for the Associated Press of New York, at \$500 each.....	£3,250	0	0
Supposing we succeed in intercepting outward bound Steamers but 20 times only out of nearly 200 chances, we should secure from the Press.....	2,500	0	0
Thus alone by two items more than paying the annual expense.	5,750	0	0

Allowing the overplus of £150 to make up for three or four disappointments in getting the news through, there is still all the local private business of Newfoundland; and the business on private account between the two worlds, to say nothing of the public reports for the English Press, all to the credit of the line after the 6 per cent has been paid.

It may, perhaps, be as well to remark, that the Associated Press pay already a greater proportionate price for their reports than would be readily believed, and are prepared to pay any amount within reason for the earliest intelligence. They will not allow any one to outbid them, and I have already had an offer of \$500 a message for the first of the news from one Merchant alone in New York. The simple fact being, that the first news of the market, is worth any price,—thus making it quite unnecessary for me to advance anything farther as to the paying qualities of the undertaking.

The above estimate having been laid before well informed and practical gentlemen in the United States, and some modifications of the existing Telegraph Act having been proposed by me, principally in accordance with the suggestions contained in my letter to you of the 10th Dec. The modifications are briefly as follows:—

1st.—That the pecuniary encouragement to be given by the Government of Newfoundland shall, instead of Interest on Capital expended, be in payments of certain amounts for every 100 miles of road made and thrown open for the use of the public.

2ndly.—That the Company have an exclusive right for 30 years, the Government having at any time a right to purchase at 50 per cent. on the first cost, and

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3rdly.—That a smaller quantity of land, than that granted by the existing Act, but in compact allotments, be conceded to the Company."

By the enclosed letter from the Manager of the "New York and Galway Steam Ship Company" it will be seen that the said parties are now prepared to undertake the immediate commencement of the work so soon as these modifications meet with the approbation of the Newfoundland Legislature.

As it is of very great importance to the speedy success of the undertaking that I should return to the United States by the next mail Steamer, I trust, Gentlemen, that this enterprise may meet with your immediate and favourable attention.

And, I have the honor to be,

Gentlemen,

Very respectfully,

Your obedient servant,

F. N. GISBORNE.

A.

St. John's, Newfoundland, July 12th, 1851.

TO "THE NEWFOUNDLAND ELECTRIC TELEGRAPH COMMISSIONERS."

GENTLEMEN,—In accordance with the request contained in your favour of the 9th instant, I respectfully beg to present for your consideration a brief outline of what I should consider the necessary accompaniments to the proposed survey. The party undertaking this survey should be required first to mark out distinctly either with stakes, cairns of stones, or otherwise, the shortest track suitable for a bridle road between St. John's and Cape Ray, which road should skirt the heads of the principal Bays on the Southern Shore of the Island.—2ndly, to furnish a correct map and description of all the lands over which he may pass *en route* to Cape Ray, together with such sketches of the scenery as may prove interesting to the Commissioners. 3rdly, to give an estimate of the cost of laying a suitable line of Electric Telegraph between St. John's and the most convenient harbour near to Cape Ray. 4thly, to draft out such a scheme as may in the most efficient manner enable the Commissioners to carry out the grand object for which the survey was undertaken, and on account of which the grant was made by the Legislature. And finally, I may add that it would be advisable to re-survey the route, and to estimate the cost of continuing the Telegraph Line from St. John's to Trepassey, and that all such general information (appertaining to the survey) as may prove interesting to the public, should be embodied in the report presented.

I am of opinion that the surveying party should start upon the expedition about the latter end of August, and that they would be occupied on the route to Cape Ray about two and a

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half months; that the maps, drawings and report would require at least six weeks preparation before they would be ready for presentation; that the survey to Trepassey would require to be deferred until the spring; and that before a very correct estimate of the cost of constructing the Telegraph Line could be made, a visit to New York or England would be almost indispensable. Thus, in all, it would require nearly six months' work to complete the survey, although a preliminary report could be furnished, a stock list opened, and the Company formed before the next meeting of the Legislature.

The expenses attending the survey, over and above the amount of remuneration agreed upon with the person in charge of such survey, I estimate at little or anything under £300 Cy., as per the following items, viz:—

5 men at 5s. per day for 75 days,	£93 15 0
1 man at 7s. 6d., " "	28 2 6
Provisions for 7 men for 75 days, not less than.....	75 0 0
Cost of outfit, i. e. silk tent, axes, instruments, charts, blankets, &c., &c. about	50 0 0
Transportation back to St. John's	30 0 0
Incidentals, including visit to Trepassey	20 0 0
	£296 17 6
In all, at a moderate calculation.....	

Regarding the amount of remuneration which I should expect for my own services, in case I should be so highly honored by your confidence as to have charge of this important expedition, I can merely reiterate my statement in your House of Representatives, by informing you that it would not be less than £500 cy., as out of that amount my contingent expenses would exceed £150, before I could, with any degree of satisfaction to myself, furnish such a Report as would prove creditable to the Commissioners, or practically useful to the country.

And, I have the honor to be,

Gentlemen,

Your very respectful and obedient servant,

F. N. GISBORNE.

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that he will personally traverse all that part of the Island of Newfoundland lying between St. John's and Cape Ray, and survey, and mark out in the manner detailed in his letter to the Commissioners, dated the Twelfth day of July instant, (hereto annexed) the most suitable and practicable route for a main trunk line of Electric Telegraph from St. John's to Cape Ray, conducting the same as near as conveniently may be to the heads of Bays and settlements on the southern shores of the Island, and having regard to such course, direction and levels, as may hereafter facilitate the formation of a main line of post road towards Cape Ray. That he will commence such survey on or before the Thirty-first day of August next, and complete the same before the first day of June next; and upon the completion of the same furnish such Reports and Statements, with Plans, Maps, and Delineations accompanying the said Report, as may fully elucidate and explain the survey so to be made as aforesaid. The said Newfoundland Electric Telegraph Commissioners on their part hereby agree to furnish and provide for the assistance of the said Frederick Newton Gisborne such number of men, not exceeding six in all, as may be required, and to defray the expense of the wages of such men, cost of provisions, and such other incidental charges as in their judgment may be requisite and necessary. And in consideration of the said survey being well and faithfully performed by the said Frederick Newton Gisborne, to the satisfaction of the said Commissioners, they hereby agree to pay him the sum of Five Hundred Pounds currency, that is to say: One Hundred Pounds in advance; Three Hundred Pounds on the delivery of the Preliminary Report, after the same shall have been made, and One Hundred Pounds on the delivery of his final Report, and of the Maps and Plans aforesaid.

E. M. ARCHIBALD.

J. KENT.

A. SHEA.

*Newfoundland Electric
Telegraph Commissioners.* }

F. N. GISBORNE.

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DR. THE NEWFOUNDLAND ELECTRIC TELEGRAPH COMMISSIONERS

1851.			
Sept.—	To advance paid F. N. Gisborne, account survey.....	£100	0 0
	“ Outfit, paid L. O'Brien & Co., <i>vide</i> account received, No. 1.....	4	0 2
	“ “ “ R. O'Keefe “ 2.....	11	12 6
	“ “ “ P. Canning “ 3.....	0	19 0
	“ “ “ J. Graham “ 4.....	0	17 7
	“ “ “ F. R. Page “ 5.....	7	12 1
	“ “ “ Baine Johnston & Co. “ 6.....	4	18 0
	“ “ “ W. Hogan “ 7.....	1	2 3
	“ “ “ R. O'Dwyer “ 8.....	22	19 4
	“ “ “ J. Egan “ 9.....	3	10 6
	“ Wages “ J. Hanrahan.....	31	15 0
	“ “ “ Thomas Lakeman.....	27	8 4
	“ “ “ A. Dady.....	27	8 4
	“ “ “ John Walsh.....	27	8 4
	“ “ “ John Mulloy.....	27	8 4
	“ “ “ P. Gallishev.....	27	8 4
	“ “ “ P. Ryan.....	12	5 0
	“ “ “ I. Morrissey }.....	10	4 10
	“ “ “ Joseph Paul.....	10	2 0
	“ “ “ John Brazil.....	2	15 0
	“ “ “ Benjamin } Indians.....	2	0 0
	“ “ “ Frank Paul.....	0	6 0
	“ “ “ M. Brazil.....	0	5 0
	“ H. Whiffen, for the “ William & Brothers,” £20; for over time, £5; and for accepting the boat in Placentia, £2.....	27	0 0
	“ Insurance of the boat “ William & Brothers.....	5	0 7
	“ Coach fares, boat hire, pilotage and horse hire, 36s., 10s., 25s., 5s., 10s., 20s., 5s., 5s. 6d., 10s., 2s., 15s., 5s., 2s., 5s., 15s., 41s.— <i>Vide</i> Memorandum, No. 10.....	11	17 6
	“ New anchor and chain, replacing those lost off Fortune Harbor, £5 10s. 10d., and £4.....	9	10 10
	“ Provisions, £19 4s. 8d., £10 6s. 9d., £4 14s. 7d., £2 12s. 8d., as per account received.....	36	18 3
	“ Provisions, 1s. 3d., 5s., 15s., 2s. 4d., 5s. 6d., 10s., 36s. 8d., 10s. 21s., 20s., 1s., 15s., 30s. 9d., 5s., 35s., 40s., 3s., 73s. 3d., 5s., 2s., 53s., 22s. 6d., 21s., 15s., 10s., 10s., 3s., 5s., 20s., 65s. 9d., 5s., 20s., 15s., 10s., 24s. 6d., 15s. 8d., as per Voucher.....	32	19 1
	“ Incidental expenses, &c., &c., 6d., 2s. 5d., 3s. 9d., 3s. 3d., 1s. 4d., 1s. 2d., 7s. 6d., 40s., 3s., 10s., 1s., 10s., as per Voucher....	4	3 11
	“ Balance on hand.....	2	2 9
1852.			
Dec. 10.—	“ Amount payable on Preliminary Report.....	300	0 0
Mar. 18.—	“ Final instalment due F. N. Gisborne.....	100	0 0
		£293	18 10

Electric Telegraphs.

IN ACCOUNT WITH F. N. GISBORNE.

CR.

1854.

Sept.—By cash £200 stg. exchanged at the Bank for.....	£230	15	4
“ Drafts upon the Attorney General, £19 4s. 8d. ; £4 ; £18 10s. 3d. ; £7 ; £12 ; £40 8s.....	101	2	11
“ Sundry sums paid by the Attorney General, £5 ; £5 0s. 7d. ; £2.....	12	0	7
“ Cash.....	150	0	0
“ Amount account, balance over.....	2	2	9
“ Cash paid F. N. Gisborne.....	300	0	0
“ “ due “.....	71	9	10
“ “ “ “.....	*26	8	5

£893 18 10

Whole amount grant for survey.....	£750	0	0	Stg.
Amount expended.....	772	18	0	Stg.
Excess beyond grant.....	£22	18	0	Stg.

E. E.

*26 8 5 Cy.

March 15th.

F. N. GISBORNE.