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MAILS (CANADA AND UNITED STATES).

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RETURN to an Address of the Honourable The House of Commons,  
dated 17 February 1860;—for,

“ COPIES of any CORRESPONDENCE since the 1st day of June last between the Secretary of State for the Colonies and any Member of the Canadian Government, respecting the CONVEYANCE of MAILS between *Canada* and the United Kingdom, and the CONTRACT now existing for the CONVEYANCE of MAILS from the United Kingdom to the United States.”

Colonial Office, }  
28 February 1860. }

C. FORTESCUE.

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COPY of a LETTER from *John Rose*, Esq., to the Duke of Newcastle.

My Lord Duke,

No. 91, Victoria Street, Westminster,  
16 August 1859.

REFERRING to the interview with which I was favoured some days ago, and to the subject of the transatlantic packet arrangements then discussed, I have now the honour to state in writing the substance of the objections which Canada entertains to these arrangements, and to renew the expression of my earnest hope that a just consideration may yet be extended to colonial interests by the Imperial Government.

John Rose, Esq.,  
to the Duke of  
Newcastle.  
16 August 1859.

Your Grace is aware that an address of the Legislature of Canada to Her Majesty was adopted last Session, in which the position of the Colony, and the injurious operation of the two lines subsidised by Great Britain to foreign ports were fully pointed out. I would here, however, briefly again advert to them.

The avowed intention of the first contract entered into with Mr. Cunard, was to facilitate communication between the parent State and her North American Dependencies, and the mails for Canada were for some time conveyed by a branch steamer from Halifax to Quebec. The Cunard Company, however, finding it difficult and expensive to keep up this branch steam service, it was discontinued. The great bulk of the Canada mails have since been conveyed from England direct to New York and Boston, and thence across the United States territory to the province.

No objection was made in Canada at the time to this arrangement, both because the enterprise was a new and deserving one, and because the Colony did not then possess any railway communication of its own from the seaboard to the interior of the country; nor had the new interests arising from the completion of the public works of Canada then come into existence. During the continuance of the various Cunard contracts, the province felt that it could not ask in its own interest for any change which might involve the slightest breach of faith towards the contractors; but a confident expectation was indulged, that when the period arrived for considering the continuation of the service, no renewal of the agreement would take place without negotiations to which Canada might be a party, and that the new and important relations of a national character which had arisen in the meantime would be fully discussed.