

simple justice; especially after I had prepared a scheme well calculated to increase the means of comfortable personal communication, on the Eastern lines, at a considerably reduced price; which would also give general satisfaction for the conveyance of the mails, at no increase of expense to the Post Office Department, and the plan best calculated eventually to insure a reduction in expenses of mail transmission. I shall not now enter into the subject, to shew the equity of my claims nor the justice of my request. Acting upon a report of the Committee of the House of Assembly, confirmed by a verbal communication from the Deputy Provincial Secretary, through the Deputy Post Master General, that the papers necessary to accept my proposition would be sent in as soon as possible, and delayed only in consequence of sickness, I had matured my plans, ordered my coaches and covered waggons for the different routes, and framed a scale of charges for conveyance of passengers, to which I have committed myself to members of the Committee, and publicly to the community, on these routes. I am willing, however, to accept the terms which his Excellency considers equitable, and submit to any losses that may accrue to me, in consequence of the action already taken; provided the scheme proposed by me is acted upon, and also, the style, comfort, punctuality, and price of personal communication, is strictly adhered to, and which from long experience I consider to be practicable, and best calculated to benefit the public generally; all of which terms I am prepared to fulfil, at a price not to exceed that now paid for the conveyance of these mails.

The mail conveyance of this country has been injudiciously managed. The mails are put up to competition, without any specified obligation to provide sufficient power or number of horses to overcome the heavy roads, not that this can be done altogether in their present state, but it may to a great extent; for instance, a line is put up to competition, a contractor, who understands his business, calculates the work to require 2 horses for every fifteen miles, another thinks it can be done with 2 for every 30 miles, or half the number, consequently he gets it; every shower makes the road heavy, and he is behind time, and the road gets the blame, and not a few jaded horses. This is a part of the service requiring the most expense, and an inspector competent to decide upon. The average distance horses are to run, ought not exceed 15 miles per day; carriages should be covered, strong, and light, and of the best description, to ensure punctuality. The scale of