

POSTAL SUBSIDIES, &c. (CANADA, &c.)

RETURN to an Address of the Honourable the House of Commons,
dated 29 March 1859;—for,

“COPIES of the ADDRESSES from both Branches of the Legislature of Canada to Her Majesty, relative to POSTAL SUBSIDIES and the INTERCOLONIAL RAILWAY :”

“And, of the CORRESPONDENCE between the Delegates from *Canada, New Brunswick, and Nova Scotia*, and Her Majesty's Government, relative to the INTERCOLONIAL RAILWAY from *Halifax to Quebec*.”

Colonial Office, }
22 July 1859. }

C. FORTESCUE.

— No. 1. —

(No. 31.)

COPY of a DESPATCH from Governor General Right Honourable Sir *E. Head*, Bart., to the Right Honourable Sir *E. B. Lytton*, Bart., M.P.,

Government House, Toronto, 4 March 1859.

(Received, 22 March 1859.)

Sir,

I HAVE the honour to transmit herewith a joint Address from the Legislative Council and Assembly of Canada to Her Majesty the Queen on the subject of a postal subsidy to ocean steamers, which I request may be laid at the foot of the Throne.

I have, &c.
(signed) *Edmund Head*.

No. 1.
Right Hon. Sir
E. Head, Bart., to
Right Hon. Sir
E. B. Lytton, Bart.,
M.P.
4 March 1859.

Enclosure in No. 1.

To the Queen's Most Excellent Majesty.

Most Gracious Sovereign,

WE, your Majesty's dutiful and loyal subjects, the Legislative Council and Commons of Canada, in Provincial Parliament assembled, humbly approach your Majesty for the purpose of representing—

Encl. in No. 1.

That the efforts and resources of Canada have been, for many years, studiously directed to developing the trade of the St. Lawrence, which is the natural outlet not only of the Province, but also of the American States bordering on the great lakes.

That almost the whole direct public debt, amounting to 7,000,000 l., has been created in view of this object, and the people of this Province have confidently looked forward to the completion of our canal and railway system for obtaining such a share of that commerce as might render our provincial works productive, and relieve our revenue of the very heavy charges upon it for interest on this expenditure.

That by the outlay referred to, the charge for inland freight from the great lakes to Montreal and Quebec has been reduced to nearly one-half less than to New York, but the ocean freight from these respective ports to Liverpool is in a still greater proportion in favour of New York, and consequently the trade continues to seek that channel.

That consequently the aim of the Canadian Government has been directed to the best mode of reducing the ocean freight to a par with that from New York, and it has been conclusively shown, by the evidence taken before a Committee of the Legislative Assembly, that the large subsidies paid by the British Government to the Cunard line of steam ships have operated as a direct bounty to the ports of New York and Boston, reducing freights to and from these cities, and so far defeating the objects and interests of Canada, and drawing provincial trade largely into American channels.