

Though this company have never received such assistance which would have enabled them to have brought screw-steaming to a much greater state of perfection than has yet been done, they have nevertheless obtained an average time across the Atlantic under the Royal Mail Contract time, and they can produce proof to show that they maintain a very fair average with any steam line in existence.

This company have more than once offered to carry Her Majesty's mails free, and also for the ocean postage, and a proposition has now been for months before the Postmaster General (unanswered) to this effect.

This offer was for the service between Liverpool and New York on the days vacated by the United States mail steamers (Collins' Line), and failing any answer from the Postmaster General, this company is at present carrying the United States mails for the ocean postage; but though this service of British steamers for the United States Government is unparalleled in the history of this country, no security can be felt that this will continue, for the last Act of Congress provided that whenever an American steamer was sailing within three days of a British one, the American should always have the mails, with a larger allowance.

This company make this statement, and trust that your Lordships will take their case into consideration, and will see that in any extension of postal service this company have a prior claim to any other steam company, and they trust they will be allowed to tender accordingly.

The Government is not entirely without record of this company's vessels, the steamer "Kangaroo" having been in the transport service, and the "City of Manchester" having lately performed transport service to the Cape of Good Hope with great speed and despatch.

The mails delivered this morning from New York bring one, among several instances, of the relative merits of this company's vessels.

The paddle steamer "Indian Empire," which sailed from Galway on the 28th September, was entering New York on the 14th instant:

Passage from Galway, 2,731 knots - - - - 16 days.

This company's screw steamer "City of Baltimore," which left Liverpool 29th September, arrived in New York on the 12th instant:

Passage from Liverpool, 3,013 knots - - - - 13 days.

The United States paddle mail steamer "North Star," which left Cowes 29th September, was entering New York 14th instant:

Passage from Cowes, 3,020 knots - - - - 15 days.

The Cunard Royal Mail steamer "Canada," which left Liverpool 25th September, arrived at Boston 8th October:

Passage from Liverpool, 2,850 knots - - - - 13 days.

I have, &c.

To the Right Honourable
The Lords of Her Majesty's Treasury,
London.

(signed) *William Inman*, Agent.

Sir Charles Trevelyan K.C.B. to Mr. Inman.

Sir,

Treasury Chambers, 9 November 1858.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to inform you, in reply to the letter addressed by you to this Board on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, that when a new postal service is about to be established by Government, it is the practice of their Lordships to invite tenders by public advertisements, thereby affording to all parties the opportunity of competing for such services, provided they conform to the required conditions.

I am, &c.

W. Inman, Esq.,
1 & 13, Tower Buildings, Liverpool.

(signed) *C. E. Trevelyan*.