

sideration of the influence the possession of the quickest transit route across the continent will exercise upon the future.

That this countenance your memorialists only ask, however, in the shape of a contract for carrying the mail, not entirely based upon the present amount of mail matter sent to British Columbia and Vancouver's Island, but on its prospective increase, and the contingent advantages of opening the communication.

That one such advantage will be, to determine the superior facilities for a Pacific railroad on British territory, which British capital will otherwise ultimately be sunk in constructing under greater disadvantages through a foreign State.

That the amount to be received for carrying the mail will, in a great measure, of course, affect the speed with which it can be done; for although the company will not depend upon the mail contract alone for their profits, but also on passengers, &c., the degree of importance attached to the service by the Government will affect the raising of a greater or less capital; and, according to the amount judiciously expended, the time will be greater or less; as, in fact, it depends entirely (within a certain limit) upon the class of roads to be constructed, and the power of the steam-boats to be used.

That your memorialists would, therefore, be willing to take the contract at certain rates, with increase or deduction, according to the time occupied.

That the period required to prepare for carrying out the service would be something over a year, say the first through trip to be made in July or August 1860; weekly trips would then be maintained during the season of navigation.

That the mail would also be carried in winter, but not within the same time; nor could it be undertaken with effect until a year later. Your memorialists are desirous of laying nothing before the Government but what they have fully calculated with sufficient data, and could not, therefore, as yet stipulate as to the time in which a winter mail could be delivered; but they believe it can be done at least within the time occupied by the United States mails. If encouraged by Her Majesty's Government, however, the preparations for the service now tendered for will put your memorialists in a position to make careful estimates, which they will submit to the Government at the earliest moment possible, with a view to continuing the service through the winter.

That your memorialists will be in a position hereafter to undertake the construction of a telegraph line across the continent at a less cost than it could otherwise be done, but as such a work could not be looked upon as, commercially, a paying investment at present, they do not now intend to proceed with it unless it were deemed of such general importance as to induce the Government to give substantial aid to the undertaking in some shape.

That in tendering, therefore, for the mail service from Toronto to Fort Langley (or from any other point the Government may select for the transfer of the mail bags from the Atlantic steamers) during, for the present, the season of navigation on the American lakes and rivers, it may be observed that 26 weekly trips, the distance to be traversed being about 2,600 miles, at the rate formerly paid by the United States to the Collins' line on the Atlantic, would amount to 470,828,00\* dollars, being 6 dollars 53 cents per mile per trip; and at the rate paid by the British Government to the Cunard line, to 74,994 £., being 17 2s. 2½d. per mile per trip: the rate paid by the United States Government from Aspinwall to Panama is so much beyond all precedent that no estimate need be based upon it.

That, with these facts in view, your memorialists propose to carry the mail from Toronto to Fort Langley and back, as follows:

|                                                                     |        |
|---------------------------------------------------------------------|--------|
| 26 weekly trips during the season of navigation, if effected within | £.     |
| 12 days, the sum of - - - - -                                       | 50,000 |
| The same, if effected within fourteen days, the sum of - - - - -    | 40,000 |

The service to be continued for seven or seven and a half months, when the season permits, without extra charge, but no deductions to be made for failure in time after the 26 trips.

To be continued also in winter as soon as possible, upon estimates of time and expense to be hereafter made.

That the line would of course be continued to Victoria if the Government prefer it, and should an effective mail service be then established from thence to San Francisco, which your memorialists would gladly use their best efforts to promote (and when the present route is established will, if desired, on fair terms undertake), this would, it will be observed, at once reverse upon the United States the present advantage they possess, by supplying their mails instead of getting the British mails through them, as now.

That your memorialists have at present a Canadian charter, and as, apart from the question of right to the disputed territories on the Saskatchewan, &c., Canada has undisputed jurisdiction to the confines of British Columbia, they would only ask of Her Majesty's Government at present to extend their chartered rights and limited liability to the latter Colony, with grants for stations and right of way through unconceded lands, and to be considered in any future disposition of the former, should such be made in a way to disconnect it from Canada.

It may be stated in conclusion, in reference to interested reports, long and industriously circulated against the proposed line of transit, that many of the directors of this company are among the most practical men in Canada, who have created for themselves the wealth and influence they possess, and who have made this route, the facilities and difficulties it