

Mr. *Inman* to Mr. *Hamilton*.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 15 October 1858.

Sir,

THE attention of this company has been called to an interview stated to have taken place between a deputation of the "Atlantic Royal Mail Steam Navigation Company" and yourself, at which the Court Circular in the "Times" states that "The deputation was very favourably received. Mr. Hamilton stated that the Government viewed with considerable interest the new line of steamers between Galway and the British North American Colonies established by Mr. Lever, and the importance they attached to being able to communicate between London and Washington in six days."

I have to state that no proof has ever been shown that such communication has ever been made by the Lever line of steamers, the whole of whose passages have averaged upwards of 14 days outwards and about 13 days homewards, between Galway and the United States, while the existing lines, both of mail steamers and unsubsidised ones, has been from Liverpool and Southampton, sailing at the same time, 12 days outwards and 11 days homewards.

I have, on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company, to protest firmly, yet respectfully, against any mail grant to the company in question; inasmuch as the company which I represent have been established eight years, were the first in the kingdom to carry the emigrant by steam, and have more than once offered to carry Her Majesty's mails free, and for ocean postage, which has been refused; and this company, in default of getting a mail (even free) from the British Government, are now occasionally carrying the United States mails.

This company have further to draw your attention to the great injustice the Government is inflicting on private companies in allowing the company in question so to mislead the public by calling their vessels "Royal Mail Steamers" (to corroborate which I enclose their advertisement), while the Post Office Packet List calls them private ships.

If any mail grant is to be given between Galway and any other port, I beg to submit it ought to be put up to public competition.

To G. A. Hamilton, Esq.,
Secretary to the Treasury, London.

I remain, &c.
(signed) *William Inman*,
Agent.

Mr. *Inman* to the Lords Commissioners of the Treasury.

Liverpool, New York, and Philadelphia
Steam Ship Company,
Liverpool, 25 October 1858.

My Lords,

PUBLICITY has been given in the newspapers to a correspondence which has taken place between Mr. Lever and Mr. George A. Hamilton, Secretary to the Treasury, in which the latter gentleman states that an extension has been made to the existing mail contract with Mr. Cunard, and states at the same time that tenders are in contemplation for other services.

I have now the honour to address your Lordships on behalf of the Liverpool, New York, and Philadelphia Steam Ship Company.

This company is possessed of a fleet of large ocean-going steam-ships, measuring, by Custom House measure, 11,131 tons, which cost them upwards of three hundred thousand pounds (300,000 £), and is held by them free of debts.

This company established themselves in the year 1850, and they can refer to Parliamentary papers to show that it was partly owing to their experience that so many screw steamers were found to transport troops during the Russian war.

Though this company have been established now upwards of eight years, and were the first company in the kingdom to carry out ocean screw-steaming with success, and also the first company in the kingdom to carry the poor passenger over the ocean by steam, they have never yet received a single penny from the Government for postal services, though postal contracts have been made use of by others to endeavour to drive them off the ocean.