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me to say that I know, as it were intuitively, what the general result of the experiment would be.

I am a friend to many points of the reform suggested, to a degree quite equal to my colleagues, but I will never put my hand to a recommendation with the conviction strong upon me, as it is in the present case, that its adoption would involve consequences of the most mischievous nature.

The Commissioners have not, I am persuaded, attached sufficient importance to the consideration that the expenses of the establishment are in a rapid course of increase from the improved means of conveyance required to satisfy the demands on all hands for a more speedy and more perfect transmission of the mails; the increased cost, indeed, attending the acceleration of the pace of a mail is seldom properly estimated, except by those who have had actual experience in the business. The communication between Quebec and Halifax alone in the conveyance of our English mails (already referred to in page 93) is of itself a very heavy charge on the revenue, and is constantly augmenting, as well from the increasing weight of the newspaper part of the mail (altogether unproductive as a source of revenue), as from the incessant calls of the public for greater expedition.

I beg to observe that the route last alluded to is the most important we have, inasmuch as it is the principal channel of our intercourse with the mother country during six months of the year, and until it is improved to the utmost extent of its capabilities, the public will not be satisfied. I may add too, that there is a strong disposition in the inhabitants of Canada, especially in the mercantile classes (and I think it a commendable one if not carried too far), to require a very large and perfect post accommodation generally. Our close proximity to the United States, where it has been the study of the Government for many years to gratify the taste of the people in this particular, has served to create and keep alive this inclination, and assuredly it is a point not to be lost sight of when contemplating the possible effect of a very important alteration in the tariff of rates.

It may naturally be expected that, having expressed such strong objections to the unqualified adoption of several of the most material of those suggestions of my colleagues which are likely to affect the revenue, I should be prepared to place my own views thereon in a more precise shape than I have yet done; this I shall now attempt to do.

It is adopted as a fundamental principle in the Report, that the revenue of the department should be maintained as nearly as practicable at a self-sustaining point; that while on the one hand the creation of a surplus would be objectionable, the existence of a deficit should be avoided; in this I fully concur, and it is from my firm conviction of the wide departure from this governing principle, in which the unconditional adoption of these recommendations would involve the establishment, that I am led to dissent from them in the shape in which they appear in the Report.

I have already stated that I should be well pleased to see both the weight system and the scale (No. 4) of rates as described in the Report, pages 54 and 59 in operation, but that I was convinced that the unassisted resources of the department would be found totally inadequate to the immediate accomplishment of these objects in their full extent.

I will now proceed to show what I conceive may be prudently attempted in these branches of reform with the revenue of the department, keeping in view the large expenditure which will inevitably follow the proposed change of system in the eastern provinces, and which I am persuaded cannot immediately draw forth a reimbursing income.

I would propose that the minimum and maximum rates of the scale No. 4, that is, the twopenny rate for all distances under 30 miles, and that of 1s. for all distances over 300, be put in operation as soon as convenient, say from 6th of January 1843.* That from the 6th of January 1844 the reduction of the intermediate rates be

* The scale of rates would then stand thus:—

For distances up to 30 miles inclusive	-	-	-	2d. currency.
" from 31 to 60	"	-	-	4½d. "
" " 61 to 100	"	-	-	7d. "
" " 101 to 200	"	-	-	9d. "
" " 201 to 300	"	-	-	11d. "
" " over 300	-	-	-	1s. "