

therefore obliged to ask you to give this most serious question your best consideration, and to lend to its accomplishment the weight and influence of the department over which you so ably preside; with such influence as you can bring to our assistance with their Lordships, Her Majesty's Commissioners of the Treasury, I feel assured the necessary increase of the grant already made from 3,000 l. to 7,000 l. will be agreed to, as no doubt their Lordships will view the question as one of great commercial importance to Newfoundland, a purely commercial Colony as it is. I may add, that not only the merchants and manufacturers in England connected with the Colony take a lively interest in the speedy establishment of this direct postal communication, but likewise all classes in Newfoundland.

The Right Honourable Henry Labouchere,
&c. &c. &c.

I have, &c.
(signed) P. F. Little.

TREASURY MINUTE, dated 27 August 1857.

WRITE to Mr. Merivale, for the information of Mr. Labouchere, that my Lords, while they fully recognise the importance of the object sought by the Newfoundland Government, regret that they are unable to consent to a larger grant than that offered, especially when they bear in mind that already 4,000 l. a year is paid for this service.

The Attorney General of Newfoundland to Mr. Wilson, M. P.

42, Upper George-street, Bryanstone-square,
5 October 1857.

Sir,

PRESUMING that you will be able to effect an arrangement with Mr. Cunard for a direct Newfoundland mail service, I beg to make the following suggestions for your consideration in making the contract with him.

1. The steamers to perform the service efficiently should be at least 1,000 or 1,200 tons burthen, and about 250 or 300 tons nominal or registered horse power, with a corresponding increase in the power if the vessels should be larger; and they should be capable of performing the voyage between Newfoundland and Liverpool in ten days on an average.

2. One steamer should start from Liverpool to Boston, Portland or New York, and one thence for England monthly, and call at the port of St. John's, Newfoundland, for the conveyance and delivery of mails and passengers on their outward and homeward voyages, each remaining at St. John's say not less than six hours for that purpose. We should then have twelve mails from England and twelve from the United States yearly, which with the present communication *via* Halifax continued, as it would have to be for the conveyance of our inter-colonial and West India mails, would, I presume, satisfy the colonists, as no better arrangement can be made at present.

3. A right should be secured to the Governor of the Colony to demand the time bills, &c. from the commanders of the steamers, and to exercise the control in reference to the service, which is usually granted to the Admiral on the North American station, as stated in the present general and the Newfoundland mail contracts. Under the circumstances already mentioned by me, you will perceive the necessity of giving some local authority the power to see that the contract is faithfully performed.

4. Permission might be given to call at a port in Ireland (perhaps Cork) on the outward and homeward voyages; and if at any time it should happen, which is not very likely, that the port of St. John's should be inaccessible on account of ice, a provision similar to that in Mr. Cunard's present Newfoundland contract may be inserted, authorising him to land the mails at any southern port in Newfoundland.

These are the main points that I deem necessary to bring under your notice; the details of the contract will no doubt suggest themselves to your contract official.

I rely