H. I. Walton, Esq.

18 May 1866.

3191. You were understood to say that on the Persian Gulf line there was a profit of 60,000 *l.* a year?—Yes; that was the profit in India.

3192. That statement of profit did not include the cost of maintenance possibly or incidental expenses?—Yes, it includes all the expenses of working, and all the expenses of which I am cognisant as director.

3193. But in your account that line is charged, is it not, with all the expenses which are necessary for its maintenance?—I do not know what the charges are in the Accountant General's Office for English stores and other expenses; they do not go through my office.

3194. They do not come under your supervision as superintendent of that branch?—No; I have nothing to do with the expenditure in England on account of the telegraph.

3195. You have stated to the Committee, as I understand, that at Kurrachee, which is your main station, delays frequently occur of two or three days in the transmission of messages?—That was only on one particular occasion, when I complained to the Commissioner in Scinde.

3196. What were those delays caused by?—I can only speak from hearsay, as I have nothing to do with the Indian Telegraph Department; but I believe they were caused partly by floods and partly by the offices not being properly manned.

3197. You are chief of the department at Kurrachee, are you not, as regards messages passing down the Persian Gulf line?—As regards all messages passing between Fao and Kurrachee.

3198. You are understood to say that delays have occurred there for two or three days before the transmission of messages?—Yes, on one particular occasion that was so.

3199. You are not prepared to state what the cause of those delays were?—Yes; it was partly owing to the floods and partly to mismanagement.

3200. Is the probability of the occurrence of those causes now removed?—Yes.

3201. Is the line now made secure against floods in the first instance?—No, I do not think it is; but I believe that the Director General of telegraphs in India is adopting means to prevent all probability of flooding by doubling the line, and putting it up properly.

3202. Has any marked improvement been made with regard to the administration of the telegraph, with respect to the manipulators of the messages at Kurrachee?—I cannot say, because I have nothing to do with the Indian Telegraph Department.

3203. What is the average time of messages in the present year from England to Kurrachee?—I have not the papers with me, and I cannot speak positively, but the average from January to April I think must have been about four and a half days.

3204. And with efficient administration, what time, in your opinion, should be occupied in the transmission of a message from London to Kurrachee?—We have had messages in two and a half hours. During February, I think the average was two and a half days for all messages for the month.

3205. And since February, has the delay increased in the transmission of messages?—Up to the time I left, the average was steady at about three days; every minute and every hour makes a difference in telegraphing.

3206. To what cause do you attribute this great difference between two and a half hours and three days in the transmission of messages by the Persian Gulf line?—The messages are delayed either in Europe or in Turkey, and they do not reach our terminus earlier.

3207. You have no practical knowledge of where the delay takes place?—No; I have nothing to do with the messages till they reach Fao.

3208. Mr. *Marsh.*] You stated that it would facilitate things very much if another wire were put up on the same posts by the existing route; what would be the expense of putting up that additional wire?—I think it would be a waste of money to put it up by the existing route, because that route is most objectionable.

3209. But for that distance, what would be the expense of an additional wire which would facilitate messages very much; how much per mile?—To carry another wire through the Runn of Kutch, I do not know what the expense would be; I cannot form an estimate of how much, because it is through the Desert, and it is a matter to which I have not given any attention at all; it is out of my sphere.

3210. What is the difference in original expense between a land line and a sea line?—That depends very much upon how the land line is made; if it runs along the sea coast or along a river where you can put stores at each place where you require them, the expense is very different to what it would be if it went through a barren country inland.

3211. I mean the expense of putting it up originally?—The difference of cost of a land cable is very great, according to the circumstances which I have indicated. In the one case you can put up one for perhaps 10 *l.* a mile, or 12 *l.* a mile, whereas in the other you could not put it up for less than 100 *l.* a mile.

3212. Do you know what the sea cable cost?—Yes; I should think that you could not get a good cable laid down in the Persian Gulf under from 350 *l.* to 400 *l.* a mile.

3213. A land line is preferable, is it not, in many respects, because it is more easily repaired when it gets out of order?—Yes, as an alternative line, I think it is most desirable to have a land line.

3214. Mr. *Stansfeld.*] Did I rightly understand you to say that the average time of messages between Calcutta and Kurrachee now was 18 hours?—I think it is from 15 to 18 hours.

3215. Are you prepared to state that as the average?—I am not prepared to state that it is an accurate average on any particular month, because I have not the statistics with me. Colonel Robinson well knows what it is, and I would rather leave the matter entirely to him.

3216. Did you hear the evidence of Colonel Robinson upon this matter the other day?—No, I have just glanced over it since I have been here. He is able to give an exact answer to that question, but I am not in a position to do so.

3217. Question 2932, addressed by Sir Charles Bright to Colonel Robinson is this: "What do you consider a fair time for a message from Kurrachee to Calcutta now?" The answer is: "Four or five hours; and it would be less if there were no local messages cutting in." Do you agree with that answer?—Yes, I quite agree with it.

3218. The

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3218. **The next question** addressed to him is, "**In other words, you have** not wires sufficient **for your through traffic and** your local traffic? **(A.) No, not yet; but they** are being put in." **Is that also within your knowledge?—I** do not **know what they are doing.**

3219. **But that answer of his you accept?**—Yes.

3220. **Then he is asked,** "When this second **wire is through from Kurrachee to Calcutta, I suppose from half-an-hour to** 46 minutes would **be enough?—(A.) Yes; we sometimes send direct to Kurrachee instantaneously;**" do you endorse **that statement?—I cannot** speak from my own **knowledge of what they do in India.**

3221. Then the evidence of Colonel Robinson upon the question of telegraph communication between Calcutta, Kurrachee, and Bombay, you would consider conclusive?—I should think so.

3222. *Chairman.*] Who is your immediate superior in the department?—I report to the Secretary of the Government in the Public Works Department in Bombay.

3223. Are you in no degree subordinate to Colonel Robinson?—I am immediately subordinate to Colonel Goldsmid; but when Colonel Goldsmid is not in the country I report to the Government of Bombay direct; I am not in any way subordinate to Colonel Robinson.

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Friday, 25th May 1866.

MEMBERS PRESENT:

Mr. Baillie.
Mr. Brooks.
Mr. Childers.
Mr. Marsh.
Mr. Moffatt.
Admiral Seymour.
Mr. Stansfeld.

GEORGE MOFFATT, Esq., IN THE CHAIR.

CHARLES STRONGE, Esq., further Examined.

C. Stronge, Esq.
25 May 1866.

3224. *Chairman.*] HAVE you a paper which you wish to present to the Committee?—Yes; it is a memorial which has been sent to the Treasury by the Colonial Office, which I was informed the chairman wished to have furnished to the Committee; it is from certain gentlemen and firms connected with the Mauritius, praying that Her Majesty's Government would contribute towards the expense of the postal packet service between Suez and the Mauritius.

[*The Witness delivered in the same, which is as follows:*]

"The Right Honourable *Edward Cardwell*, M.P., Her Majesty's Colonial Secretary.

"Sir, "London, 31 January 1866.

"WE, the undersigned, being interested in the trade between Europe and Mauritius, learn, with much regret and anxiety, that the direct postal service between Suez and that island is to be discontinued, and that tenders are invited for carrying the mails *viâ* Ceylon to Mauritius, a route which would require 42 days for the delivery of our mails, instead of 30 days, as at present, besides which, in order to meet the Peninsular and Oriental steamers at Point de Galle, the mail from Mauritius for England would have to leave Port Louis about four days before the arrival of the mail from England, which would be most inconvenient for the mercantile community.

"The following figures will show the importance of the trade of Mauritius:

	Tons.
Shipping entered inwards in 1863 -	312,802
	£.
Value of imports - - -	2,438,411
Value of exports - - -	2,517,280
Annual expenditure of the island -	600,000

"It need hardly be observed that a large proportion of the imports consists of manufactures and machinery sent from Great Britain, and that the greater portion of the sugar crop comes to this country, thus contributing largely to our national trade.

"The island of Mauritius is a most important Colony, having always been self-supporting, but is now undergoing a heavy outlay in railroads, and in consequence cannot afford for the present to pay more for the postal service than it does, viz., 36,000 *l.* a year, which the Peninsular and Oriental Company find is not sufficient to pay the expenses of the service.

"We are aware that there is a French line between Marseilles and Mauritius, but we respectfully submit that the postal service between this country and Mauritius is far too important to be left in the hands of a foreign company, which at any moment may cease, finding, as the Peninsular and Oriental Company have done, that the line does not pay without a large subsidy.

"The Colonial Government is, it is understood, still willing to pay the sum of 36,000 *l.* for the postal service, and we earnestly request that, until the Colony can afford to pay more, Her Majesty's Government will make up the difference required by the Peninsular and Oriental Company to continue the present postal service between Suez and Mauritius.

"We have, &c.
(signed) "*Arbuthnot, Latham, & Co.*
"*Chalmers, Guthrie, & Co.*
"Oriental Bank Corporation,
Charles J. F. Stuart,
Chief Manager.

"*Samuel Baker & Co.*
"Ceylon Company, Limited,
C. J. Browne, Manager.

"Mauritius Land Credit and Agency Company, Limited.
General Manager.

"*Leishman Brothers & Co.*
"*John Lidgett & Sons.*
"*Robert Glen & Sons.*
"*C. & C. J. Coles.*
"*Henckell, Du Buisson, & Co.*
"*Wilson, Swall, & Co.*
"*F. Green & Co.*
"*James Baines & Co.*
"*F. M. Mackay & Co.*
"*John Allan & Sons.*

"The Credit Foncier of Mauritius, Limited.
Secretary.

"The Merchant Shipping Company, Limited.
Geo. Hay Donaldson,
Chairman."

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Sir CHARLES NICHOLSON, Bart., called in; and Examined.

Sir *C. Nicholson*, Bart.

25 May 1866.

3225. Mr. *Marsh.*] You were Speaker of the Legislative Council in Sydney, for some time, were you not?—Yes, I was.

3226. And also in Queensland?—Yes.

3227. From your correspondence, do you know whether the mails go regularly to Sydney or not?—There are great complaints as to the delivery of the mails, owing to their being over time.

3228. They come back in good time, do they not?—Yes.

3229. From Sydney to England they are very seldom far behind their time, I believe?—Very seldom.

3230. Have you ever been the passage?—I have, two or three times.

3231. You know, therefore, what the course of it is; is it the strength of the south-east trade wind that delays the return passage down to Sydney?—I rather think it is.

3232. With regard to the telegraph, you are aware, are you not, that there are telegraph lines all over New South Wales and Victoria?—There are.

3233. As far as Adelaide, Victoria, and New South Wales lines are concerned, do they pay?—I believe that they have had very good success indeed, and they are very remunerative to the Government.

3234. Are they well managed?—I apprehend that they are as well managed as they can be in a new country.

3235. You never heard that they were badly managed?—I think not.

3236. How far north have they got them in Queensland?—To Rockhampton, which is in latitude 23½°.

3237. How far is it from there to the Gulf of Carpentaria?—To the head of the Gulf of Carpentaria would be, I should think, about 700 or 800 miles.

3238. From thence, of course, the cable could be carried on through Java, and up to Singapore?—I assume that such could be done.

3239. That would be a very great convenience, would it not, to you, and to everybody possessing property in Australia?—I should be very glad to see it from various public reasons, as well as, perhaps, some private ones. I may state that it has been a subject of great anxiety with all the Colonial Legislatures to establish this internal telegraphic communication, and there have been various reports by committees of the different Legislatures, and resolutions, and Acts, I believe, have been passed, offering to guarantee a very liberal dividend to the undertakers of any telegraphic communication that might be established between Australia and the British possessions in the east.

3240. *Chairman.*] To what extent have the various Colonial Governments been prepared to guarantee?—I think, if I may speak without absolute certainty, but to the best of my impression, a proposition was made to guarantee a sum equal to 35,000*l.* a year, in order to secure a dividend, upon any enterprise that might be established with the view of effecting a telegraphic communication.

3241. Are the whole of the Australian Colonies unanimous in that desire?—I think, substantially, it was the result of a negotiation which was carried on, that the Colonies were willing to pledge themselves to an annual subsidy, or to a guarantee, but that it was only to arise in the event of the profits not realising that amount.

3242. What was the per-centage of dividend?—It was to be 5 per cent., if I mistake not.

3243. But the subsidy was to go no further than the guarantee?—No further than that; and, if there was a profit realised, the guarantee of the Government would not be made available.

3244. Were any statements and estimates laid before the Colonial Legislature with regard to cost?—Yes, very minute and elaborate statements were made.

3245. And it was upon those statements and estimates that the Colonial Government were prepared to guarantee 5 per cent. dividend on the money invested?—It was so.

3246. And were the various Colonial Governments unanimous?—I believe, substantially and practically, they were. There were some trifling matters of detail upon which there were differences.

3247. The Committee may gather that there is a general impression throughout the Australian Colonies that telegraphic communication would be of very great advantage in developing the commerce of Australia?—There is, undoubtedly.

3248. Mr. *Brooks.*] Have all the Colonies joined in the guarantee, or has there been any exception?—My impression is, that they were all practically willing to combine substantially; there were some small matters of detail as to the respective quotas which each Government was to furnish on which they were not all agreed.

3249. Did South Australia join the guarantee?—I think so. I am not quite certain about South Australia, but I know that the other Colonies, Victoria, New South Wales, and Queensland, were, in fact, united.

3250. Do the present telegraphs extend to Van Diemen's Land?—No, they have failed, I believe; there is no telegraphic communication to Van Diemen's Land. They endeavoured to lay down a cable across Bass's Straits, but it was unsuccessful. It at present extends from Adelaide along the whole south-eastern coast to Rockhampton, in latitude 23½ south.

3251. With regard to steam communication, you speak of the homeward passages as being very regular?—Yes, I think upon the whole, they are as regular as one can reasonably expect them to be. Those who have been the voyages and who know the difficulties, are disposed to make very considerable allowance, and to give a certain margin of time.

3252. Admiral *Seymour.*] If I understand you rightly, you say that there has been a line of cable attempted to be laid down across Bass's Straits?—Yes.

3253. Do you know the reason of the failure of that line?—I suppose there are difficulties in the sea; there is a very strong current which exists through those straits and the rough bottom, and probably there was some deficiency in the necessary amount of engineering skill. I am not prepared to say how that was, but it failed.

3254. At all events it was a failure, from the difficulties of the position and not from the difficulties of raising money?—No, I should say not.

3255. Mr. *Marsh.*] You have been the voy-

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Sir *C. Nicholson*, Bart.

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age, have you not, to Australia and back?—Yes, by steam both ways.

3256. And you think that everything is done to keep time that can be done with the existing ships?—I do; that is my opinion, but I dare say that a great many persons differ from me. I am disposed to make great allowance for the inevitable difficulties; but I know that there is great dissatisfaction on the part of many persons.

3257. The officers, you will agree with me, are exceedingly good?—Yes, in fact as good as officers can be. I think the organisation of the service is really very surprising. I have travelled by the French vessels and various steamers, and I think that, on the whole, we have reason to be proud of the service as it is performed by the Peninsular and Oriental Company. I should like to see the cost cheapened if it could possibly be done; it is rather too high; it is a luxury, and it is only people who have means that can avail themselves of the passage by steam.

FRANCIS GISBORNE, Esq., Examined:

F. Gisborne, Esq.

3258. *Chairman.*] I BELIEVE you have given considerable attention to the subject of establishing telegraphic communication between India, Singapore, China, and Australia?—Yes, I have. I may state that I obtained powers from the Turkish and Egyptian Governments in the year 1856 to lay down the Red Sea and India cable. Three years later, in 1859, I made an arrangement with the Dutch Government under which the cable was laid between Singapore and Batavia. I went to Australia in 1859; and in that year, and in 1860, I carried on negotiations with the various Australian governments, under a letter of introduction from the Secretary of State for the Colonies, with a view to their giving subsidies for the line from the then existing terminus of the Australian system at Brisbane, in Queensland, to the east point of Java, where the Dutch lines terminated. I may state that the Legislature of New South Wales, which was the first applied to, passed a resolution empowering the Government to give a sum not exceeding 9,626 *l.* per annum for 21 years to a company that should establish the lines that I have sketched out. The Legislature of Victoria passed a similar resolution, empowering their Government to give a subsidy of 13,000 *l.* a-year for 21 years to the same company; and the Governments of all the other Colonies, excepting South Australia, wrote letters promising to make up the contributions of New South Wales and Victoria to 35,000 *l.* a-year, being 5 per cent. upon the estimated cost of the line. The reason that South Australia refused was not from any lukewarmness in the project (for I believe it was one of the Colonies that was most anxious for it), but because they wanted to establish a land telegraph from the head of Spencer Gulf, in South Australia, to Van Diemen's Gulf, on the northern coast of Australia. Their anxiety for establishing that land telegraph was in order to prepare the country for pastoral occupation, but at that time the prospect of such a land telegraph being established being very remote, I refused, on the part of the company, to fix the terminus of the sea line at Van Diemen's Gulf, and said it should be at Brisbane.

3259. To what company do you allude?—They were merely a set of promoters, who gave me a letter, saying that they would undertake to find the capital upon such and such terms being granted. In 1860 I returned to England; and I found that the Red Sea line had failed, and the whole question of submarine telegraphy was thrown into the utmost confusion and bad odour, so that we could make no use of the powers that had been granted to the Australian Governments by their several Legislatures. At that time, although the Singapore and Batavia cable had been laid, there was no line between Rangoon and Singapore. Although the communication between Bombay, Calcutta, and Rangoon has been completed ever since 1857, the extension from Rangoon has never been at all carried out, excepting to Moulmein, which is practically the same distance from Singapore.

3260. Are the Committee to understand that the communication has not been completed between Moulmein or Rangoon and Singapore at the present time?—The Indian telegraph system does not extend beyond Rangoon and Moulmein at the present moment.

3261. What steps have been taken for establishing a communication between Rangoon and Singapore?—In December 1860 the Malta and Alexandria cable was shipped to be laid between Rangoon and Singapore, but an accident to one of the cable ships on her voyage out caused the loss of the favourable season for laying, and compelled a change in the destination of the cable which was then laid between Malta and Alexandria. The original destination of the cable was for Falmouth and Gibraltar. Since then I have been in constant communication with the India Office and the Treasury upon the subject. In 1858, my late brother, Lionel Gisborne, who planned out the telegraphs in question, had already communicated with the India Office. The answer which Sir Charles Wood has invariably given since 1862 has been this; that he would not charge the revenues of India in respect of any line between Rangoon and Singapore, so long as that line was merely to be a local line between India and Singapore; but that if we applied to the Chancellor of the Exchequer to assist us for an extension of the lines from Singapore to China in one direction, and to Australia in the other, he would then undertake that the Indian Government should either make a line between Rangoon and Singapore themselves, or assist a company to make it. In fact, he seems to have been afraid that the line between Rangoon and Singapore would not pay *per se*, and would therefore become a charge upon the revenues of India; but that if he got positive security on the part of the Treasury that the lines beyond Singapore would be made, then he thought that any guarantee or subsidy would be nominal, and he would be willing to assist the line between Rangoon and Singapore; I suppose that that was his reason, but he never stated so.

3262. Did you act upon the suggestion of Sir Charles Wood, and make an application to the Treasury?—Yes; we made several applications to the Treasury, and we were invariably refused. The fact is, that the Treasury and the Government of India having lost about 36,000 *l.* a-year for 50 years upon the Red Sea line, one-half

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to be paid by each for that term, there has ever since been a very strong feeling against submarine telegraphs. That was an absolute guarantee to be paid whether the line worked or not; and although ever since the failure of that line I never asked for anything like an absolute guarantee; but for a subsidy strictly conditional upon the working of the cables, yet I could not make them distinctly appreciate that. At any rate, in the result they have invariably refused to assist the lines beyond Singapore, and that refusal was contained both in letters from the Treasury to myself, and in their letters to Sir Charles Wood. On receiving the intimation from the Treasury that they would not assist lines beyond Singapore, Sir Charles Wood wrote to us to say that he would not assist the line between Rangoon and Singapore; the first letters were before the existing telegragh to India was completed. Since that telegraph was completed, we thought we should have a good opportunity of renewing the negotiations, but we have had the same answer both from the Treasury and from the India Office.

3263. So that at present the negotiations stand thus; that the Treasury and the India Board have both declined to make any advances, either in the shape of money or guarantee for establishing telegraph communication beyond Singapore?—Yes, they have refused.

3264. Is it your opinion that the establishment of telegraph lines as contemplated by you, or the promoters with whom you are associated, would be a great advantage in a mercantile point of view, both to Singapore, to China, and to Japan?—The best answer to that is, for me to put in an abstract of the trade and shipping which will be accommodated by the proposed lines between Rangoon, Singapore, China and Australia; I have prepared this abstract from official returns, and I believe it is perfectly correct. I have only included in it the trade and shipping which really will make use of the telegraph (*handing in the same*). It is evident that Singapore, China, and Australia will be under a serious disadvantage as compared to India, if the telegraph is not extended to those countries.

3265. Mr. *Stansfeld.*] Are the Committee to understand that the communications from the Treasury and the India Office to which you have referred, have already been made public?—Yes, they have all been published in the Blue Books relating to Telegraphic Communication between India, Singapore, China, and Australia, and there are four of them. The first Blue Book was printed on the 5th of July 1860; that was the third report of the Packet and Telegraph Committee; the second on the 8th of February 1864; the third on the 13th of June 1864; and the 4th on the 7th of April 1865. It will be seen, that so long ago as 1858, the then Indian Government made certain conditional promises to carry out the Rangoon and Singapore line, which promises have never yet been fulfilled. They were conditional, upon the extensions beyond Singapore being also carried out, which extensions were not carried out. But I may state, that if we had had greater security as regards the Rangoon and Singapore line, the extension to Australia, at any rate, would have been carried out. But whenever the Dutch Government applied to Sir Charles Wood to ask him his intentions with regard to the Rangoon and Singapore line, his answer to them was, that no decision had been come to; and in that respect his answer to them did not completely correspond with his answer to me; his answer to me being, that the Rangoon and Singapore line would undoubtedly be secured if the extensions beyond Singapore were secured, whilst his answer to the Dutch Government was simply that no decision had been come to with regard to Rangoon and Singapore.

3266. *Chairman.*] Could any decision be come to?—No decision was ever come to, or at least carried out, about the Rangoon and Singapore telegraph by Government. This placed me in a great difficulty in my negotiations with the Dutch Government, because they thought the wanting link was in a state of the greatest uncertainty.

3267. Are the papers which you have handed in with reference to the trade and commerce as between England and China, or with other places?—They relate to the commerce and shipping of the Straits settlements, including Singapore, Penang, Rangoon, Moulmein, also of China, Java, and Australia, with the whole world.

3268. Are you prepared to state in brief the annual value of the trade between India and China, and England and China, at the present time?—As between India and China, the last returns that I have been able to get are for 1862, and the amount is 14,863,297 *l.*

3269. That is for the trade out and home between India and China?—Yes. The whole of the trade exports and imports between India and China, and between England and China, for the year 1864, is to the amount of 20,662,332 *l.*

3270. Do those returns include bullion?—Yes, they include bullion.

3271. Can you state what proportion of that amount which you have stated is bullion, and what merchandise?—The total treasure imported into China from the United Kingdom, India, and other countries in 1864 was 11,628,339 *l.*

3272. Can you state how much bullion is from India, and how much is from England?—From England to Hong Kong it is 5,287,075 *l.* The exports of treasure from India to China in 1862 were 15,358 *l.*

3273. Can you inform the Committee what was the export of bullion from China to India?—From China to India in 1862 it was 995,869 *l.* There was 4,324,865 *l.* of treasure imported in 1864 into Hankow, but it does not appear whence it came.

3274. Have you any facts to bring before the Committee which would tend to establish your opinion that the completion of telegraphic communications with China would lead to a great extension of commerce with that country?—There has been a great deal of commercial evidence upon those points, with regard to the trade between England and India, and of course all that evidence is applicable with still greater force to the countries more distant; such as Singapore, China, and Australia, for the simple reason that the more distant are the termini which are connected by telegraph. the greater is the difference between the course of telegraph and the course of post, and the greater therefore the necessity and advantage of using the telegraph.

3275. Have you any information to give the Committee with regard to the trade and commerce of Japan with India and England?—The trade of the 13 open ports in China with Japan, in 1864, was 1,742,870 *l.*

3276. Have you any information with regard

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to the direct trade between Japan and England?—In 1864 the trade between the United Kingdom and Japan in imports and exports was 2,090,811 *l.*

3277. To what ports in China do you propose to carry the telegraphic communication from Singapore?—From Singapore the line is proposed to run along the coast in a depth of from 40 to 50 fathoms, with intermediate stations at Saigon, the French settlement, the island of Hainan, Hong Kong, Amoy, Foo-Choo-Foo, Shanghai, and so on, to Tien-Tsing, at the mouth of the Peiho, with a land line thence to Pekin, and with a branch from Shanghai to Nangasaki, in Japan. I wish particularly to impress the Committee with this, that nearly the whole of the lines that I have sketched out, from Rangoon to Singapore, China, and Australia, can be laid in shallow water, and where the cable will always be easily raised for repairs.

3278. What is the greatest distance, from point to point, that the cable would be submerged; say from Singapore to Shanghai?—From Singapore to Saigon is 643 miles; from Saigon to Hainan is 620 miles; from Hainan to Hong Kong is 360, and they each are moderate distances.

3279. Has the whole of that line been surveyed with a view to laying the telegraph?—Between Rangoon and Singapore, and from Singapore to near Pekin, and to Nangasaki, the whole of the line has been so well surveyed that one would hardly require additional soundings to be taken, except such soundings as could be made by the cable ship itself.

3280. What is the character of the bottom throughout that vast line?—The character of the bottom is extremely favourable everywhere, excepting between Penang and Singapore. There is a distance of 373 miles between Penang and Singapore, where the depth does not exceed 25 fathoms.

3281. What is the bottom?—The bottom is sand and mud, and so far it is quite favourable; but ships anchor there in the straits in great numbers, and the cable would have to be a very heavy cable, and laid as much as possible in places where ships would be least likely to anchor; but I consider that that would be the most dangerous portion of the whole telegraphic system which I have described.

3282. Have you proposed any negotiation with the French Government with regard to the telegraphic cable at Saigon?—Yes; we wrote to the French Government, and I have a letter which, with the permission of the Committee, I will put in evidence from the French ambassador, stating that the French Government would give its permission to land our cable at Saigon, though at present it would not give us financial assistance.

3283. Admiral *Seymour.*] What would be the objection to having the wire from Moulmein to Singapore on shore, along the edge of the shore?—The British territory finishes about the 10th degree of latitude, and I understand that a great deal of that country is uninhabited, and it would be very difficult to overlook that part of the line; for the remainder of the distance, the country is in the hands of various native princes.

3284. All along the straits is it not as easy to lay the line as it possibly can be?—Yes; a submarine line costs, of course, about three or four times as much as a land line, but the advantages of a submarine line are these, that you maintain your control over all your communication, whereas in the case of a land line carried either through uninhabited countries or through countries which are in the possession of other powers you could not secure the maintaining of your control over it; and it is a question of whether it is worth while going to three or four times the expense for the advantage of being certain of maintaining your control over your communication; it is simply a question of that.

3285. *Chairman.*] Will you hand in to the Committee the French Ambassador's letter?—I have here various documents, amongst which are the French Ambassador's letter, and also the answer given by Sir Charles Wood to a deputation which waited upon him in 1863.

3286. Has that answer of Sir Charles Wood been published in the blue books?—No, that is a verbal matter. Then there is the answer of Sir Charles Wood to Baron Bentinck, who put the question to him on behalf of the Dutch Government. The third is a letter from the Board of Directors of the late East India Company, dated July 14, 1858, about the Rangoon and Singapore line, showing the origin of the matter; and the fourth is a letter from the Foreign Office, dated 16th April, 1866, stating that the Chinese Government had refused permission to make the line between Kiakhta and Pekin. There is another document which I have prepared, and which has been corrected by Sir Henry Rawlinson, showing the distances through Turkey and Persia of the existing telegraphs between England and India; and then comes the French Ambassador's letter, to which I have referred.

3287. To what effect is that letter from the French Ambassador?—It gives permission to land the cable and establish a station at Saigon.

3288. But the French Government decline to give pecuniary aid for the present?—Yes; they decline to give pecuniary aid for the present.

3289. Did you apply to the Colonial Office for any aid with reference to the Island of Hong Kong and telegraphic communication with China?—No.

3290. Have you made any application to the Chinese authorities for aid in completing that line of telegraph?—No.

3291. But have you received a communication that the British Government have made application and been refused, so far as laying down the line across a certain portion of China is concerned?—I believe that the Russian Government and a private company applied for permission to establish a line between Kiakhta and Pekin, and that the Chinese Government refused them both; I believe Mr. Reuter made application. That line could only be a political line, unless extended to Shanghai and Hong Kong.

3292. It appears from the paper which you have put in, that the Chinese Government have refused a concession permitting the establishment of telegraphic communication between Kiakhta and Pekin?—Yes.

3293. With regard to the extension of the telegraphic line from Singapore to Australia, have you made any soundings, or can you give the Committee any information with regard to the difficulties or facilities of laying down a wire?—From Singapore to Java there are no difficulties, except such as arise from the shallow nature of the sea. The sea is perfectly well sounded, and the maximum depth is about 23 fathoms, which is about the same depth as the North Sea; and of

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of course, if a ship anchored in that depth, which it could do, the cable might be broken by the anchor.

3294. Are the Dutch Government willing to aid you in establishing a line between Singapore and Java?—Since the failure of the cable which they laid on their own account in 1859, which failed after working for about a year, they gave us a subsidy of 8,500 *l.* a year for 30 years, for laying a new cable between Singapore and Batavia; that subsidy has technically lapsed.

3295. Has the cable been laid?—No; we could make no use of that subsidy in consequence of the absence of the link between Rangoon and Singapore; that has been the door to the whole system, which has been kept shut by the refusal on the part of the India Board and the Treasury to secure that line.

3296. Would the Dutch Government still be willing to pay the proposed 8,500 *l.* annually, if you could lay down that cable?—I could not answer that question positively; I know that the Dutch Government in Europe have authorised the Dutch Government in Java to make a land line from Java and through Sumatra to a place called Syak, which is nearly opposite Singapore; and if that land line were made, it would, to some extent, supersede the necessity of the proposed submarine line between Singapore and Batavia; I say to some extent, because it would be always advantageous to have the communication in British hands.

3297. Then, as regards the communication between Batavia and Australia; has that route been surveyed?—There are land telegraphs through Java, and as regards communication from the east end of Java to Macassar in Celebes, there are but few soundings; but still there are enough to show the general depth of the sea, and a cable could probably be laid in about 100 fathoms water to Celebes; between Macassar and the Portuguese settlement of Delli in Timor, there is not a single sounding taken, and we do not, of course, know what the depth is.

3298. What distance is that?—The distance is 420 nautical miles from Celebes to Delli, and for those 420 miles there is not a single sounding taken. Then from Timor to the northern coast of Australia, say to Adam Bay; in fact, the whole way to the head of the Gulf of Carpentaria, there are soundings taken; but there are very few between Timor and the nearest point of the coast of Australia; still a cable could probably be laid in a maximum depth of 100 fathoms for that distance, and along the coast of Australia, you could choose your own depth pretty nearly, and from Port Essington, to the head of the Gulf of Carpentaria the depth is about 40 fathoms.

3299. What is the character of the coast along the eastern coast of Australia with regard to telegraphic communication?—A land telegraph has been proposed to be laid along the eastern coast to come in at the head of the Gulf of Carpentaria, which the Queensland Government has undertaken; in fact, the materials for the line from Port Denison, where the Queensland telegraphs terminate, to the head of the Gulf of Carpentaria are already on their way to Australia, and it is under construction.

3300. Then when the submarine cable is brought to the head of the Gulf of Carpentaria your line ceases?—Yes, the sea terminus of our line will cease at the head of the Gulf of Carpentaria, and if the proposed land line from the head of the Gulf of Carpentaria to Adam Bay is made by the Government of South Australia before our line is laid, the sea terminus of our line will be at Adam Bay, which is a much nearer point to Timor.

3301. Do you learn that the Australian Government are willing to make the internal lines to communicate with your sea line in the Gulf of Carpentaria?—Yes, the materials for a line as far as the head of the Gulf of Carpentaria, which is our proposed terminus, are already on their way to Australia.

3302. That will be laid whether your line is completed or not?—Yes, that line will be laid whether our line is completed or not, for local purposes.

3303. Can you give the Committee any information with regard to the commercial importance to Australia of developing this telegraphic communication?—The value of the external trade of Australia in 1864, which would make use of this telegraph was 38,589,979 *l.*

3304. That was as between Australia and all the world, was it not?—That was as between Australia and all the world, except the South Sea Islands, Chili, and the Cape of Good Hope.

3305. Does that amount include bullion?—Yes, that includes bullion.

3306. Can you give the Committee a return distinguishing the amount of bullion from merchandise?—The exports of gold from Australia in 1864, were 2,656,971 *l.*

3307. Mr. *Marsh.*] You mean ounces, not pounds sterling, do you not?—I have it as pounds sterling; it is the amount of the imports from the whole of Australia into Great Britain in 1864, and I have got that item down as 2,656,971 *l.* In previous years, the export of bullion from Australia, was rather over 6,000,000 *l.*

3308. Is it your opinion that between England and Australia the present lines of communication are sufficient for the full development and extension which you propose?—The whole of the communication between England and India has only been in existence since March 1865; that is to say, for very little more than a year, and out of the three lines which exist there is only one which is in actual use, namely, the one through Constantinople, and so on, through Asia Minor to the head of the Persian Gulf; but if the two other lines were brought into use; I allude to the line through Russia and Persia, and to the line through France and Italy, *viâ* the Malta and Alexandria cable to Egypt, and thence to Diarbekir in Asia Minor; I say, if those two other lines were brought into use, and especially if additional wires were added to them which could be done at a very small cost, I think, that speaking for some years to come, there would be a sufficiently good communication between England and India.

3309. And sufficient to carry the increased use that would be made of them by reason of the extensions which you recommend?—Certainly; you could put 12 wires to each of those three lines if necessary; and there is no doubt that speaking of the mechanical power of those lines there would be wires enough to carry many times the amount of messages that will ever come. It is more a political question whether a sufficiently good international arrangement can be made with Turkey and Persia to secure the efficient administration of the lines.

3310. What, in your opinion, is the main hindrance

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hindrance to the establishment of the line which you propose, and believe to be so beneficial to the commerce of this country?—The main hindrance ever since 1859, when I went out to Australia, has been the absence of the first link, namely, that between Rangoon and Singapore—that has been the stumbling block throughout in all my negociations with the Dutch, the Australian, and the French Governments, and in my private negociations with people in the city. It was of no use making the extensions as long as that link was wanting, and as long as any great degree of uncertainty was hanging over it.

3311. And, according to your opinion, it must be charged upon the Government and the India Board that they have been the main obstacles to the extension of those lines?—There is no doubt that it is the vacillation of the India Board and the Treasury with regard to the Rangoon and Singapore line, which has created the main if not the only difficulty with reference to the extentions beyond Singapore.

3312. Has either the Indian Government or the English Government made any surveys with reference to the practicability of any of those lines?—As I stated before, with the exception of the sea between the east end of Java, Celebes, Timor, and the northern coast of Australia, there are sufficient soundings for preliminary purposes; and last year we applied to the Admiralty to have those soundings taken between the east end of Java, Celebes, Timor, and the northern coast of Australia, and they refused to take them. They estimated the cost of taking those soundings at 24,000 *l.*, and they wanted the Company to pay it. We said that we were merely a registered company, registered for the purposes of negociation, and had no capital, and could not do it; besides which it was a work which could be better done by the Government, and which had always been done by the Government, for companies in previous instances—in the case of the Atlantic cable for instance, and in the case of the Dardanelles and Alexandra line, which was at one time proposed and partly carried out, and in other instances; and I trust, if I may be allowed to say so, that the Committee will recommend the Admiralty to take those soundings which we required of them last year. The Dutch Government promised to take those soundings, but the promise was never carried out; and I think if application were made by the British Government to take those soundings between Java and Australia at the joint expense of the two Governments, the Dutch Government would agree to take them, and in that way the soundings would be taken at much less expense.

3313. Do you know, as a fact, that the British Government took the soundings for the Atlantic telegraph cable?—Yes, I believe so, certainly. The Dutch Government, having ships on the spot, I presume that those soundings could be taken at a less expense than if Her Majesty's Government commissioned a ship for that express purpose.

3314. Are the Committee to understand that you do not express any confident hope that those extensions which you propose to Singapore, Batavia, Japan, and Australia, can be accomplished, unless you have direct pecuniary aid from the British and other Governments?—I am perfectly certain that unless we get pecuniary aid they cannot. The fact is, that although those lines are all of them shallow water lines, the public do not distinguish between deep sea lines and shallow water lines to a sufficient extent. The deep sea lines have invariably failed after working for a year or two, and it is extremely difficult to point out that those lines are shallow water lines; people do not appreciate that distinction.

3315. Is it your impression that a company could be formed and the money found in case the Government would guarantee a moderate rate of dividend as long as the line is working?—I have not asked for a guarantee; I always have asked for an annual cash payment of 5 per cent. upon the cost of the line; this subsidy to be worked off by the gratuitous transmission of the State messages to the extent of the subsidy in each year at a tariff to be mutually agreed upon between the Government and the company.

3316. And in case the line was not in operation, what then?—The subsidy to cease; the subsidy to be paid day by day only as the line was in operation. When a deputation waited upon Mr. Gladstone upon this subject, in 1863, he stated that as far as he was informed of the views of the Government, he thought that in the place of a subsidy the Government would prefer contributing a portion of the capital. I think that would equally facilitate the raising of the remainder of the capital; for it is evident that if the Government contributed, say one-third of the capital, the contractors, if necessary, would certainly take a quarter, and the remainder, I think I can undertake to say, would be raised by private subscription, although it is almost hopeless to appeal to the public for that purpose. If you talk about a line between Rangoon and Singapore, they tell you that the Atlantic cable has failed.

3317. Is it not the custom of most Governments who avail themselves of your communication, to give pecuniary aid to the promoters of the various lines?—The existing lines are all in Government hands, except in the case of some British lines in the Mediterranean; and so far as telegraphs have been carried out to the East by companies, they have all been assisted by the British Government. For instance, the line between Malta and Sicily, the line between Otranto and Corfu, and the Red Sea and Indian line which were carried out by private enterprise, were all assisted by the British Government.

3318. So that in seeking the aid of the British Government, you are merely acting in accordance with the aid which is usually given by other governments for establishing telegraphic communication?—By the British Government itself.

3319. Your impression is, that unless such aid is given the telegraphic communication will not be established?—Most decidedly so, and not for an indefinite number of years to come. In fact, if I may be allowed to state so, I should have thought that the British Government should insist upon taking a part in the establishment of those lines, and for these reasons, that it is only by assisting those lines financially that the Government can secure to itself, in the first place, priority of transmission for State messages; and, in the second place, a control over the tariff, both for State and for private messages, which control would be a very great protection to the public, because there is no doubt that those lines will be virtually monopolies for many years to come.

3320. Can you state to the Committee why the Red Sea line failed?—I can only state from general report. I believe that the Red Sea cable ought to have been from four to eight times as

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as heavy as it was; it only weighed 21 cwt. per knot; that the outer iron wires ought to have been protected by some substance to exclude the action of the sea water; and that it ought to have been laid, as it was originally intended, within 100 fathoms, instead of as it was laid, by compass, in a straight direction from station to station, taking the shallow water and the deep water just as it happened to come, so that out of the whole distance between Suez and Kurrachee, 3,000 nautical miles, speaking roughly, about half of it was laid within 100 fathoms and half in a greater depth than 100 fathoms, each section being what I may call intermixed with partly deep and partly shallow water. The result was, that as soon as a fault occurred, if it happened to be in shallow water, it was easily repaired, but if it happened to be in deep water it could not be repaired, and the whole line was rendered useless. It was in the early days of submarine telegraphy that that line was laid.

3321. Are you prepared to state to the Committee what would be the entire cost of laying the line which you propose from Rangoon to Singapore, thence to Saigon, and thence to the various ports in China and Japan, and also the expense of carrying the line south to Australia? —To lay a cable of four tons to the nautical mile for 60 per cent. of the distance, and seven tons to the mile for 40 per cent. of the distance, it would cost 400 *l.* per nautical mile, which, for the line from Rangoon to Singapore, would amount to the sum of 500,000 *l.*, and from the east end of Java to Adam Bay, on the north coast of Australia, it would also amount to 500,000 *l.*, the distance being exactly the same, 1,200 nautical miles, in round numbers, in each case.

3322. And the cost from Singapore to Saigon would be how much? — From Singapore to Shanghai, perhaps you will allow me to give it in that way, it would be exactly 1,000,000 *l.*, the distance being 2,500 nautical miles.

3323. And thence to Nagasaki, how much would it be?—From Shanghai to Nagasaki is 447 knots.

3324. Is there any other information which you wish to give to the Committee?—I have prepared statistics of submarine telegraph lines which have been hitherto laid, with some observations on each. I have also a letter from the Brisbane Government, stating that the line to the Gulf of Carpentaria will be completed immediately. I have also an extract from the "Java Courant," stating that the line through Sumatra has been sanctioned, which extract was sent to me from the Colonial Office at the Hague; and I have an account of a conversation which I had with Mr. Groll, who was the engineer who superintended the laying of the Singapore and Batavia cable, with reference to the causes of the failure of that cable.

3225. Can you state in brief what were the causes of the failure of that cable?—The Singapore and Batavia cable was exactly the same as the Red Sea and India cable, weighing about 22 cwt. to the nautical mile; and instead of being laid in the open sea east of Banka, as was recommended by the contractors, it was laid in the narrow straits from Singapore along the coast of Sumatra to the west of Banka, and thence to Batavia, where the depth is only about 11 fathoms, and where the currents are excessively strong, and which is one of the greatest places for anchorage in the world. The consequence was, that the cable was broken 30 to 40 times a year by anchors, and the iron wire rusted away, and the cost of repairs was so great that it had to be abandoned.

3326. Mr. *Brooks.*] From your experience do you apprehend that a cable could be safely laid from Singapore to Batavia without being hooked? —I was informed by the Dutch Admirals, that if it is laid in the open sea east of Banka at a depth of 23 fathoms, it would not be hooked, because ships very seldom, or never, anchor there; it is entirely a question of whether ships anchor there or not.

3327. With reference to the importance of Australia, are you aware of the population of Australia?—The white population is, I believe, over 1,000,000; I do not know exactly what it is.

3328. Does that population consist of Europeans colonial born?—Yes.

3329. Exclusive of Chinese? — Yes, precisely so.

3330. With regard to the import of gold from Australia, which you stated to be 2,656,971 *l.*, are you not aware that it has never been less than 7,000,000 *l.* or 8,000,000 *l.* since 1854?—I was surprised at the figures myself, but I took them from the Blue Book. The amount I stated is correct for 1864, but in previous years it exceeded 6,000,000 *l.*

3331. As regards the communication between India and Australia, do you consider it to be a political question as well as the communication between England and Australia?—No doubt, in case of any European war, the English Government could protect the Australian colonies very much more efficiently, and at a much smaller cost, in case a telegraph existed, because it is quite evident that in that case the British Government, having the exclusive control over the telegraph, could regulate the movement of the troops and of the navy, and a foreign government would not have the same advantage with respect to any force which they might have in those seas.

3332. Do not you consider that it would have been of importance, in the late disturbances in New Zealand, if that communication had existed? —I should think that if that communication had existed, the war would not have lasted one-third as long as it did, and would have been much more efficiently carried out.

3333. Are you aware of the amount which the Australian colonies would contribute to the protection of this telegraph line?—When I was out in Australia, in 1860, they proposed to contribute a subsidy of 35,000 *l.* per annum for 21 years, the basis being five per cent. upon the cost of the line.

3334. Mr. *Marsh.*] You assume that the sea cable would go to the head of the Gulf of Carpentaria; would it not be possible to take it to the nearest north point of Australia, and thence by land?—Quite possible.

3335. And it would be cheaper, would it not? —Certainly; and the Queensland Government are in communication with the South Australian Government with regard to making a line from the head of the Gulf of Carpentaria to Adam Bay, which is the nearest point of Australia to Timor.

3336. And that line is completed now, is it not, the whole way from South Australia?—Yes; the line from South Australia *viâ* New South Wales and Queensland to the head of the Gulf of Carpentaria will be completed at latest by next year.

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3337. A land line, you say, is much cheaper than a sea line?—I should think that a land line in those countries, is one-third of the cost of a sea line.

3338. If a land line gets out of order, it is more easily put in order than a sea line, is it not?—It is undoubtedly more easily put in order; but a properly constructed sea line ought not to get out of order for once in 20 times that a land line gets out of order.

3339. You have told me something of the trade between India and China in 1862, and also between England and China in 1864; have you any statistics of the French and American trade to China in those years?—Yes, it is in this paper which I have handed in. I may state that I have here a letter, dated 1862, from the Minister of the colonies at the Hague, stating that he had ordered soundings to be taken between Java and Timor (*delivering in the same*).

3340. *Chairman.*] Are those the soundings upon which you have acted with reference to the details of laying the cable?—Yes, those are the soundings with reference to which we were in communication with the Admiralty last year.

3341. Have you any further remarks to offer to the Committee?—I wish to point out to the Committee, that at the present moment the British Government, as distinguished from the Indian Government, does not contribute one farthing towards the line between England and India, which is at present in actual use; I mean the line *viâ* Constantinople. The Indian Government paid for the Persian Gulf line, and that is the only portion of the whole distance which is contributed to, either out of the British or Indian revenues.

3342. Mr. *Stansfeld.*] Did I rightly understand you to speak of the vacillation of the Indian Office in your negotiations with them?—No; if I used the word vacillation, I used a wrong term; ever since 1858, down to the present moment, they have always given us the same answer. I meant hesitation rather than vacillation.

3343. But what evidence of hesitation is there in the documents to which you have referred; have you, first, the answer of Sir Charles Wood to you?—The answers are all contained in those Blue Books.

3344. But will you turn to his first letter, and give the date, and also the grounds upon which he declines to accede to your proposals?—I believe that the first letter which I received from Sir Charles Wood was dated the 29th of May 1862, which is published at page 56 in the Blue Book, dated the 8th of February 1864.

3345. Will you state the reasons for which Sir Charles Wood declines to accede to your proposals?—The letter is to this effect. "Sir, I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 9th instant, and to acquaint you, in reply, that Sir Charles Wood is not prepared to undertake the construction of a telegraphic line between Rangoon and Singapore. He is of opinion that the construction of that line can only be considered with the object of its forming part of much more extended lines beyond Singapore. Any question of that magnitude can, however, only be dealt with by the Imperial Government; and with the view to such an object, any application should be addressed to the Lords of the Treasury, to whom your letter has accordingly been forwarded."

3346. Is there anything in any subsequent correspondence with the India Office inconsistent with the ground taken up in this letter?—On the contrary. Sir Charles Wood's answer is quite consistent with the original intimation on the part of the then Indian Government in 1858, and quite consistent with all the subsequent communications.

3347. Then there is no evidence either of vacillation, or of hesitation, but of a conclusion unfavourable to your project?—I cannot quite say that, because the India Office has, throughout, admitted that that line must be made if the lines beyond are certain to be made; and I think that, after the Dutch and Australian Governments had actually voted subsidies for the lines beyond Singapore, a more favourable answer might have been given. Therefore I think there was considerable hesitation in undertaking that line, because some of the conditions imposed by Sir Charles Wood were fulfilled by the action of the Dutch and Australian Governments.

3348. But the last paragraph of the letter which you have read is to this effect: "Any question of that magnitude can, however, only be dealt with by the Imperial Government; and with a view to such an object, any application should be addressed to the Lords of the Treasury, to whom your letter has accordingly been forwarded"?—I have only to state that the Dutch Government were willing to carry out the Singapore and Batavia line without assistance from the British Government, and that the Australian colonies, with the single exception of Victoria, were also willing to carry out the line from the east end of Java to the north coast of Australia without the assistance of the British Government. In the Legislative Assembly of New South Wales there was a distinct motion made, that the assistance of New South Wales should be made conditional upon the Imperial Government assisting them, but that motion was negatived. In Victoria a similar motion was made, and the Government of the day very reluctantly gave way to it; the fact was, that when the thing came before the Parliament of Victoria, the Red Sea line had failed, and the whole question was thrown into great doubt; and the Government of the day, although opposed to it themselves, gave way to the motion: but none of the other colonies, except Victoria, made the Imperial assistance any condition whatever to their assistance being given: and I feel no doubt that Victoria would also withdraw that condition.

3349. Do you not see that the question of any Government assistance to lines beyond Singapore is an Imperial, and not an Indian question?—I do not see that at all as regards all the lines; I think that the line from Singapore to China is an Imperial question, and that we should want the assistance of the Treasury; but with regard to the line between Singapore and Australia, we have never asked for Imperial assistance, except when Sir Charles Wood told us to ask for it, and then we, very unwillingly indeed, asked Mr. Gladstone for assistance for the line to Australia; we did so merely at the dictation of Sir Charles Wood. We believed that we could carry it out, and we believe that we can still carry it out without Imperial assistance.

3350. Mr. *Marsh.*] Do you know whether the Queensland Government is sending a mail steamer by way of Torres Straits to Singapore?—Yes; the Queensland Government charter steamers to run

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run between Brisbane and Batavia, and has advertised in the newspapers in this country for tenders for a line of steamers between the same points.

3351. That would alter the distance that the steamers would have to go, it being a much shorter distance than going to Point de Galle?—I do not know how that may be.

3352. From Sydney to Singapore, or to Batavia, is a much shorter distance than from Sydney to Point de Galle?—Yes; but I do not know the exact distance

3353. *Chairman.*] Are you conversant with the question of steam communication?—No, I am in no way conversant with it.

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Charles Wellington Howell, Esq., further Examined.

3354. Mr. *Marsh.*] Will you state to the Committee the distance from Sydney to Batavia?—I have not the distances divided in that way; I have the distances between Sydney and Point de Galle by the present route, as compared with the distance from Sydney to Point de Galle, calling at Brisbane, Cape York, Copang, Batavia, and Singapore.

3355. Would you be able to supply in your evidence what the distances are?—Yes; from Brisbane to Batavia the distance is 3,460 miles, and the distance between Sydney and Brisbane is 900 miles.

3356. I mean by way of Torres Straits?—I am taking here the actual performance of this ship which came up the other day, the "Souchay."

3357. Did she go by Torres Straits?—Yes; it is one of the experimental vessels that are being worked. We make the distance from Sydney to Galle by the present route 5,200 miles, and the distance from Sydney to Galle, calling at Brisbane, Cape York, Copang, Batavia, and Singapore, 6,104 miles; that is nearly 1,000 miles in excess.

3358. What would it be from Sydney to Batavia, where you join the Dutch steamer?—I have the distance from Brisbane to Batavia, which is 3,460 miles, but not from Sydney to Batavia; this is the actual performance of that vessel.

3359. Can you give the distance from Brisbane to Singapore?—No, I have not that division.

C. W. Howell, Esq.

Henry Charles Forde, Esq., further Examined.

3360. *Chairman.*] I believe you are by profession a civil engineer?—Yes.

3361. Have you given attention to the subject to which the inquiry of the Committee is directed, with regard to telegraphic communication with the East?—I have been for a good many years connected with those projected cables in the East as well as those between England and India.

3362. Have you visited the East in reference to this subject?—I have never been further east than Kurrachee.

3363. Will you state to the Committee, as far as your knowledge extends, what are the engineering facilities or difficulties in laying down the proposed extension from Rangoon?—Between Rangoon and Singapore it appears to me, judging from the chart and from information which I have had from people who have lived in that part of the world, that it would be very easy indeed. The nature of the bottom is very favourable and the depth of the water is shallow; in parts probably rather too shallow, but certainly it is not too deep. Between Rangoon and King Island, which would probably be the first length, the maximum depth is 30 fathoms, the minimum depth 15 fathoms, and the mean would be about 20 fathoms. In the next section, from King Island to Penang, the maximum depth appears to be 45 fathoms, the minimum 20 fathoms, and the mean is about 35 fathoms. From Penang to Singapore the maximum depth is 50 fathoms, the minimum is eight fathoms, and the mean is about 25 fathoms.

3364. With regard to laying the telegraph through the China Sea up the Yellow Sea, have you any information to give to the Committee?—The bottom is exceedingly favourable; in fact, the whole way from Singapore by Saigon, Hainan, Hong-Kong, Amoy, Foo-Choo-Foo, Shanghai, to Nangasaki the greatest depth is 112 fathoms.

3365. How is that information obtained?—From the charts; and those charts appear to have been very carefully got up and sounded.

3366. Has the bottom been ascertained?—In parts it has been ascertained; and, from what I have seen, it is generally very favourably indeed. The mean depth of that line between Singapore and Nangasaki would be about 35 fathoms.

3367. Mr. *Baillie.*] From what sources do you derive your information?—From the Admiralty charts, which is the best information that we can get.

3368. *Chairman.*] Is there any other information that you would wish to give the Committee with regard to the engineering facilities of the proposed line?—I have drawn out a statement which I will hand in to the Committee, which gives the general features of each line and each section.

3369. That is not the result of your own observation?—It is the result of my own observations on the charts in laying down the line in the best directions. It is what we always do before we lay down cables; and it is the only way in which we can do so. This sheet, which I hold in my hand, contains all the information which I can give on these points, and I will hand it in, if the Committee will allow me (*delivering in the same*). I do not know that I have any further remarks to make.

3370. You have not visited Australia, I believe?—No, I have not.

H. C. Forde, Esq.

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CHARLES WILLIAM SIEMENS, Esq., Examined.

C. W. Siemens, Esq.

25 May 1866

3371. *Chairman.*] YOU are a Civil Engineer, I believe, and a Fellow of the Royal Society?—Yes.

3372. Have you visited the East?—I have not.

3373. Have you any information which, in your judgment, would be useful to this Committee in arriving at a sound conclusion with regard to the extension of telegraphic communication to the East?—I have general information on the subject of submarine telegraphs, having for many years been connected with enterprises of that description.

3374. In what telegraphs have you been specially engaged?—I have been electrical engineer in reference to the Red Sea and India line, the Malta and Alexandria line, and many others. So far as I can judge of the nature of the seas through which the Indian extension lines would have to pass, I see no difficulty in establishing a good telegraphic communication through them. The seas are for the most part shallow; in many parts too shallow for secure submarine lines; but in such cases a remedy always is at hand, that of making the line sufficiently strong to resist anchorage.

3375. Have you informed yourself with regard to the temperature of the China and Yellow Seas?—There is no exact information on that point; but from the analogous conditions which obtain in the Red Sea, I have no apprehension of excess of temperature.

3376. Can you inform the Committee whether the temperature is higher in the Red Sea than in the Yellow Sea?—I believe that it would be found higher in the Red Sea. In fact, the Red Sea, I think, is the hottest sea almost on the globe, on account of the want of circulation from the great ocean.

3377. Did you find that the temperature was a material obstruction in laying the cable in the Red Sea?—Great care had certainly to be used to protect the cable against the sun during the act of laying. But the cause of the failure of the Red Sea line was purely mechanical, according to my judgment; the outer sheating was insufficiently strong, and was of a nature to suffer very rapidly by corrosion. This was proved by my staff, who were sent out to co-operate in the repairs of the Red Sea line: the great difficulty that presented itself was that the iron wire, after nine months' immersion, had been completely rusted away in many places, and that in raising the line those weak places extended and destroyed the insulation.

3378. Do you attribute any part of that facility of decay, which you have experienced in the Red Sea line, to the high temperature of the water in which it was submerged?—Certainly, high temperature favours oxidation; but I consider that no cable should be without an external protection calculated to withstand corrosion.

3379. And that would apply equally, would it not, to the Red Sea cable, and to the cable proposed to be laid down in the China Sea?—It would equally apply.

3380. In the calculations and estimates which you have made with regard to these proposed extensions, have you provided for that extra coating?—Yes, and I would strongly recommend it. Having heard the evidence of Mr. Gisborne and of Mr. Forde, I may say that I generally concur in what those gentlemen have stated with regard to the probable cost of the lines in question. Perhaps I may be allowed to call your attention to the land lines which lead to India; the lines through Russia have been mostly constructed by my firm, and I have also furnished the materials, and sent out some of the superintendents, who have erected the lines through Persia and Mesopotamia, under the late Colonel Patric Stewart.

3381. To which line do you allude; do you allude to the Northern Russian line, or to the line through Persia?—To the Southern Russian line as well as the Northern.

3382. Were you engaged in the Northern Russian lines?—They were nearly all constructed by my brother.

3383. Did the Chinese Government raise any objection to the continuing of the line from Amoor up to Pekin?—It was the intention of the Russian Government to make that line, but I believe for the present that project has been abandoned.

3384. But they have a line of communication between Moscow and Amoor, have they not?—It is not quite completed yet.

3385. How far is it complete?—It is completed very nearly to Lake Baikal.

3386. What distance is it from where the line finishes to Amoor?—I cannot say for certain, because there is one party working from the Eastern Sea towards Lake Baikal, and another party is working from Russia towards Lake Baikal, and from the party working from the west no recent intelligence has been obtained; and it depends mainly upon their progress as to the time when the whole will be completed.

3387. You are not able to inform the Committee to what extent the line from Moscow to Amoor is not completed?—It is an inconsiderable portion, and it is the intention, I believe, to finish it this year. As to the quality of the lines through Russia I have a very favourable opinion, and the service on those lines is also well conducted.

3388. The whole of the northern line is, of course, a land line?—It is a land line throughout.

3389. Do you find that the telegraphs frequently get out of order?—Very seldom. In fact we have taken the superintendence of many lines for a period of 12 years, and it is a very rare occurrence that the lines are out of order.

3390. A land line is much more economical in its construction, is it not, than a sea line?—It is, perhaps, from one-third to one-fourth of the price.

3391. As regards the southern line coming to Persia, have you any suggestions to offer to the Committee?—With regard to the line from the Russian frontier to Teheran, I learn that it is in a very bad condition; it has been constructed of bad materials, and is badly worked; but the line in Persia is in very excellent condition, and I have lately been instructed to provide the materials for a second line, which will increase the security of communication through Persia still further.

3392. From Tabreez to Teheran is the line in bad order?—From Teheran up to the Russian frontier, to Erivan it is; on one occasion a great many

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many messages were accumulated at Erivan waiting the opening of the communication through to Teheran.

3393. Is that line in the hands of a private company, or under the management of the Russian Government?—It is in the hands of the Persian Government.

3394. So that the northern half of the line in the hands of the Persian Government is in bad condition, but the southern portion is in good condition?—All is in good condition except that portion from Erivan to Teheran.

3395. Have you any information to offer to the Committee with regard to telegraphic communication with Australia?—I have no detailed information upon the subject.

3396. Mr. *Baillie.*] Did you say that the Russian telegraph was completed as far as Lake Baikal?—Nearly; not quite.

3397. What is the distance from Lake Baikal to Pekin?—If I recollect rightly it is about 1,500 miles.

3398. What is the distance from Lake Baikal to the Amoor?—To the mouth of the Amoor, I think it is about 2,000 miles, but it is very difficult to give exact information, because the line has not been properly surveyed, and the map is our only guide for the distance.

3399. Mr. *Marsh.*] What is the distance from Lake Baikal to Moscow?—I can give no exact information upon that point.

3400. It is very nearly 3,000 miles, I am told?—About 2,500 miles.

3401. *Chairman.*] Have you been along the whole of that line?—No, not personally.

3402. Have you been at Moscow?—Not personally; my brother has been in charge there.

3403. Mr. *Marsh.*] Do you know what time a message takes from Lake Baikal to Moscow?—I have telegraphed from London direct to Tomsk, in Siberia, instantaneously; in fact, on all those continental lines we have established a means of transmitting messages mechanically and instantaneously; so that there is no difficulty whatever in speaking from London direct to any point upon the line, and I believe it is quite common now to speak to St. Petersburg and to Moscow without repetition. There is another point to which I would call the attention of the Committee; namely, that the difficulty now experienced in telegraphing to India arises almost entirely out of bad arrangements with the intermediate Governments, especially with the Turkish Government. With a connected line and a proper arrangement of staff and the instruments, there would be no difficulty whatever, I consider, in speaking through instantaneously to Calcutta.

3404. Mr. *Marsh.*] Would a continuous wire all the way carry it?—Yes; by translation, as it is technically called, at points not above 800 miles distant from each other, instantaneous communication might be carried on with Calcutta if the lines were all in the hands of one administration, and furnished with instruments suitably arranged for the purpose.

3405. Fresh electricity would be necessary every 800 miles?—Yes; fresh batteries would be put into action.

3406. You mean that if the clerks stand by and look out for a message, they can transmit a massage as fast as it is given?—The instrument which receives the message makes the contact for the next section, and so on.

3407. Then it never goes through the hands of clerks at all?—It never goes through the hands of a clerk, and there is no possibility of clerks' errors being introduced through translation.

3408. Between Moscow and Lake Baikal, is there that kind of machinery?—Yes, upon all the lines in Russia, and also upon Persian and Mesopotamian lines, including also the submarine lines to India, all of which have been constructed in the same establishment.

3409. Why should it not go direct from the same wire, without being transmitted; would not the electricity carry it the whole way?—The battery would not be sufficiently powerful to carry it the whole way.

3410. But by machinery you communicate one battery with another?—Exactly so.

3411. *Chairman.*] Have you any further information which you wish to give to the Committee?—All those different routes, the one by Alexandria, joining the Asiatic route at Diarbekir; the other through Constantinople, and a third through Russia, make the communication quite safe as far as Teheran, or as far as the Persian Gulf; but I think that a land line is wanting to connect Teheran with Gwadel, and a land line is now in course of construction, or rather of reconstruction, to connect Gwadel with Kurrachee; but from Gwadel to the head of the Persian Gulf our communications rest upon one thread, which is, I think, insufficient.

3412. That is in course of being improved, is it not?—It is contemplated to supply that deficiency. All those lines are, I believe, of very good construction, and quite capable of transmitting messages, at a sufficient rate to satisfy actual requirements.

Robert Brooks, Esq., a Member of the Committee, Examined.

3413. Mr. *Marsh.*] You have been connected for many years with Australian commerce and shipping, have you not?—Yes, upwards of 40 years.

3414. You are aware that a great many more ships go to Australia with freight than come away?—A very much larger number indeed.

3415. That is on account, is it not, of the heavier bulk of the trade to Australia, and also on account of the emigrants?—Yes, there is a smaller proportion of goods coming home than there are going out in point of bulk, and consequently there is an immense tonnage of shipping set at liberty on arrival in port.

3416. Is not another cause the valuable quality of the cargoes which come home, such as wool and gold?—No, not exactly the valuable quality, with the exception of gold.

3417. And the consequence is that those ships go from Australia to seek freight?—Yes, they go to seek freight either to the west coast of America, China, or India.

3418. If they could get a telegraph down at Sydney they would not have to go seeking freight; they would know at once where to get good freight?—Yes, it would be an immense advantage, not only with regard to their seeking for freight, but, in many instances, with regard to their going to purchase cargoes.

3419. Would it not save them an enormous sum

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R. Brooks, Esq., M.P.

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sum of money in demurrage if they could know exactly where to go?—It would be an immense saving and an immense facility.

3420. Do you know what the present practice of those ships is, whether they go to Galle or not to catch the first telegrams?—No, that is very much out of their way; many of them go up to China; and going to Galle would lengthen their passage exceedingly.

3421. You are probably aware that Mr. Mackay's ships do go to Galle to get the first telegram?—Yes.

3422. And, therefore, to know where to go to for freight?—Occasionally they go to Galle in seeking freight for India.

3423. They go there in order to know what part of India to go to?—Yes, to know what port in India.

3424. Do you know in how short a time you can get news by telegraph now, from Sydney by way of Galle; is the quickest communication from Sydney to London, by steamer to Galle and from Galle by telegraph?—I have now telegrams from Sydney, dated the 25th of April, and I have had them in my possession five days.

3425. That would give 25 days?—Yes, they would come by steamer to Galle, and by telegraph from Galle to London.

3426. Could you give us any estimate of what a ship would save in demurrage if she could have a telegraph down to Sydney to tell her where to go to for freight, instead of going to some place seeking it, and not knowing where to find it?—I could not tell that exactly in figures, but it would save, perhaps, two or three months, and it would save an immense amount in the event of a ship going to purchase a cargo.

3427. What would be the demurrage per day in the case of a ship of 1,400 tons?—A ship of 800 or 900 tons would cost about 20 *l.* a-day.

3428. And a ship of 1,400 tons would be so much more?—It would be very little more; it would be only a little more in labour, or wages of crew.

3429. If you could save three months' demurrage, that would be a very large sum, more than 18,000 *l.* in a year, would it not?—Yes, it would be a considerable sum, but not at the rate of 18,000 *l.* per annum.

3430. Therefore shipowners would be prepared to pay a very fair sum for immediate telegraphic communication?—There is no doubt about it; they would be very glad to do it.

3431. Mr. *Baillie.*] Would the captain of a ship trust to telegraphic communication without waiting for a letter?—Certainly he would; they are in the habit of doing it at Calcutta and Madras constantly.

3432. Mr. *Marsh.*] The communication would, of course, go through the agents, and the agents would use their discretion?—Yes.

3433. *Chairman.*] If any doubt arose in the mind of the captain it would be open to him, would it not, to telegraph for further instructions from England, or from the place from whence he had received the last information?—Yes.

3434. You are, I believe, very extensively connected with the Australian trade?—Yes; and have been for a great number of years.

3435. The Committee may gather from the evidence which you have given that it would be a very great advantage, not only to shipowners but to every one connected with commerce, if arrangements could be made by which the ships could be kept constantly in employment rather than being sent in ballast to seek freights at various ports in the east?—Very much so indeed. But not only that, it would be a great advantage to commercial men in sending their orders home. By the last telegraph some parties wished me to buy certain things for them, and it is very important to them that I should have their communications, and that the thing should be done off-hand without delay.

3436. For instance, in the case of the shipment of tea from China there is frequently a scarcity of freight, and it would be a great advantage with regard to Chinese commerce, if they could telegraph to the ports in Australia that they were in want of tonnage?—Yes. There is another very important point also with regard to telegraphic communication, you would be enabled to effect your insurances with safety, which you are not now able to do without, perhaps, paying some extraordinary premium for it, because you do not know where your property is going to.

3437. And the charge for insurance forms a very important item, does it not, in the cost of a cargo imported?—Yes, in ship and cargo.

3438. As far as your experience goes, being largely connected with the commerce of Australia, is it your impression that the different Colonies are very desirous of establishing this telegraphic communication with the mother country?—I think so. Besides that I consider that the emolument arising from telegraphs would amount to a very large sum. For instance, the least telegram that you send to Galle you have to pay 5 *l.* for.

3439. Is the telegraphic communication as at present existing to Rangoon, extensively used by the Australian merchants?—Yes, very much indeed; because they have got communications with Calcutta by way of Galle, and from thence by steam to the Colonies.

3440. Mr. *Marsh.*] Supposing that from Sydney we paid as much as 15 *l.* or 20 *l.* for a telegraphic communication, I presume no one would grudge that in consideration of the great advantages which they would gain?—£. 15 or 20 *l.* is rather a large sum, and you would look at it before you took it out of your pocket, but in many cases of course you would pay it.

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Tuesday, 17th July 1866.

MEMBERS PRESENT:

Sir Charles Bright.
Mr. Childers.
Mr. Crawford.
Sir James Fergusson.
Mr. Ward Hunt.
Mr. Laird.
Sir Henry Rawlinson.
Mr. Schreiber.
Mr. Stansfeld.

ROBERT WYGRAM CRAWFORD, Esq., IN THE CHAIR.

Mr. LEWIS WELLS, called in; and Examined.

3441. *Chairman.*] YOU are in the employ, are you not, of the Telegraph Construction and Maintenance Company?—Yes.

3442. I believe your company have recently issued a public notice saying that you will receive messages for transmission to Egypt, and from Egypt and Diarbekir, on the main line to India?—We have.

3443. Have you found any difficulty in carrying out that intention?—At first, when we issued the notice, very few messages were sent, but when the direct route was interrupted, or when very great delays took place, we began to have a great many messages, and those messages were sent in very good time; they got through, I believe, to India in about two or three days. Suddenly, without any previous intimation, we had a notice that the Turkish Government, to our officer at Gaza, to refuse those messages, and all the telegrams that have been sent up to that time were stopped; altogether, I believe, something like 14 or 15 messages were detained in that way before we could give notice of this refusal on the part of the Turkish Government to take messages.

3444. Then you do not receive them now?—No; we were compelled to issue a notice to stop them. We informed all the administrations that they could no longer be taken that way.

3445. Have you received any messages from India by that route?—A few, but not many; they came through in about three days.

3446. Did the Turkish authorities assign any reason for declining to take them?—They gave as an excuse that they were not prepared for the service; but they accept messages that emanate in Egypt, that are actually sent from Egypt, although they will not take messages from European stations.

3447. They will receive messages of Egyptian origin or destination?—Yes, of Egyptian origin or of Egyptian destination. The public even in England could get their messages through to India by that way if they had an agent in Alexandria or Cairo who would redirect the messages.

3448. That involves agency, and agency involves, does it not, confidence and expense?—Quite so. Our own manager would receive messages thus addressed.

Mr. *L. Wells.* 17 July 1866.

3449. Without charge?—Yes, without charge, and send them on. We have addressed a complaint to the Foreign Office, and they have referred the matter to the Ambassador at Constantinople.

3450. Do you apprehend that there will be any difficulty in working that line with satisfaction to the public if it were brought within the terms of the Turkish Convention?—It would always be subject to delays, because we find that, in the case of the messages that have been sent, they have been detained two days sometimes, in consequence of some interruption on the land lines. The land lines in Egypt are always liable to interruption.

3451. Can you describe exactly the course of that line after leaving Gaza?—After leaving Gaza it would go past Aleppo to Diarbkir, and at Diarbekir it joins the direct route on to the mouth of the Persian Gulf, that is, as far as I know. We hand the message over to the Egyptian Government at Cairo, and they take it forward.

3452. Sir *Henry Rawlinson.*] Do you know how many wires there are on that line?—No, we have no information; we do not know the details at all.

3453. Sir *Charles Bright.*] Did the Turkish Government give any reason for declining to take messages from El Alrish?—They said that they were not prepared for the service, although our manager had arranged with the Egyptian manager, Mr. George, to take those messages; but the Turkish authorities of course over-ride the Egyptian, so that they refused to send them.

3454. It is the fact, is it not, that they would not get so large a proportion of the charge?—That is so.

3455. That is to say, they would lose about the equivalent to the charge between Constantinople and Belgrade?—That, I think, is the real reason.

3456. Sir *Henry Rawlinson.*] Still they have only one wire; but on the other line they have three?—I was not aware of that.

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Mr. *L. Wells.*

17 July 1866.

3457. From Constantinople to Diarbekir they have three; so that that makes a vast difference as to the capacity of the line?—It would, certainly; but this route is more expensive than the direct route, the Malta and Alexandria route; it is 1 *l.* 12 *s.* dearer, therefore it would only be an alternative line, to be used when the others were not working.

Lieutenant Colonel FREDERIC JOHN GOLDSMID, called in; and Examined.

Lieut. Col. *F. J. Goldsmid.*

3458. *Chairman.*] WHAT is your official position in connection with the telegraph?—I am now Superintendent of the Indo-European Telegraph; that is the title by which I was gazetted.

3459. How long have you been in England?—Very nearly a month.

3460. When did you leave India?—I left Bombay on the 24th of May.

3461. You came by way of Egypt, I presume?—Yes.

3462. When did you last visit Persia?—I left Teheran, in Persia, about the 4th of December, and I was in Persia about two months after that, travelling through the country.

3463. You proceeded, did you not, by way of Yezd to Choubar, on the Mekran coast?—Yes.

3464. What was the object with which that journey was undertaken?—At the end of 1861, more than four years ago, I left Kurrachee to inspect the line of coast up to Gwadur, with the intention of proceeding on to Bunder Abbas, to arrange with the chiefs of the coast about a land line from Kurrachee to Bunder Abbas, under the orders of the Government of Bombay; and when I had arrived about 200 miles west of Kurrachee, at a place called Ormara, I received an intimation from the Government that I was not to go beyond Gwadur, as it was possible there might be some political difficulties beyond Gwadur, and that I was to return from Gwadur to Kurrachee instead of going on to Bunder Abbas; but the idea has never been abandoned of having a land line carried along the coast the whole way to Bunder Abbas from Kurrachee; and, although I came back then, further inquiries were made upon the subject two years afterwards; and in 1863 I was sent by the Bombay Government to make inquiries on the coast, and to ascertain as well as I could what was the real condition of the people and petty chiefs between Gwadur and Bunder Abbas. The line from Gwadur to Kurrachee had been put up in the meantime, but beyond Gwadur we had nothing. I carried out my instructions to the best of my ability, called in at Choubar Gwettur, and some other places, and made several reports to the Government in the Political Department upon the subject of inquiry. I was not then connected with the telegraph; but at the beginning of 1864, when Colonel Stewart had come out to lay the cable in the Persian Gulf, I received instructions from the Bombay Government to go with him up to Bagdad, or anywhere else that he wished; and from Bagdad I received instructions to go on to Constantinople to inspect the Turkish Asiatic line of telegraph. Colonel Stewart had intended to inspect this line himself, but was prevented doing so owing to other duties, and the necessity of his return to Bombay. I afterwards joined Colonel Stewart at Constantinople, and he wished me to come on to London to see the Persian Minister here with reference to some disputed ground at Khánikin. There was a dispute about the Persian line of telegraph, and other matters, which had not then been set up, between the Persians and the Turks.

3465. Do you consider it necessary when the telegraph communication with India is fully developed, or even with reference to the amount of traffic now passing over it, that there should be a second method of communication between Bagdad, for instance, and India so as to be perfectly safe with regard to the dangers which are attendant upon the submarine cable at all times?—I do not think that this is absolutely necessary for the small section between Bagdad and Bushire; but, I think, now that the alternative Persian line has been completed, we have obtained a very good link with the Russian telegraph, which we should not have had under other circumstances, because we have a junction with the Russian lines at Teheran, owing to that alternative Persian line.

3466. Looking to that line down the Persian Gulf, is there not a certain degree of risk attending the reliance upon one line only, and that a submarine line?—Yes; I think so.

3467. If it were considered necessary to double the communication between Fao and Kurrachee, what suggestion would you make to carry out that object?—We have a double communication from Fao to Bushire, also from Kurrachee to Gwadur; and I should certainly suggest that a land line be made connecting Gwadur with some point of the Teheran to Bushire line, so as to form an alternative from Bushire to Gwadur.

3468. Excepting the line from Kurrachee to Gwadur, as being an alternative to that extent, would you propose that the line should then be submarine to Bunder Abbas, or that it should follow the coast up to Bunder Abbas?—The coast line, I should think, would be much better.

3469. Are there no physical difficulties in that line?—Not that I am aware of. From all that I have seen, and I have seen a very great part of the coast from Gwadur to Bunder Abbas, there is no particular difficulty; certainly none compared with the difficulties between Gwadur and Kurrachee.

3470. A considerable part of the coast is held, is it not, under a sort of lease, by the Imaum of Muscat from the Persian Government?—Yes; but that lease is about to expire.

3471. Will it then fall back into the hands of the Persian Government?—That depends upon circumstances. The Persians may lease it again, but there is some difficulty at Muscat; I am not quite sure whether it would be leased to the present Imaum in the same way as it was to his predecessor.

3472. Is the boundary between Persia and Beloochistan accurately defined?—No, not at all; on the usual maps that we have, nothing like it; it is very much to the eastward of what it is now on almost all the maps.

3473. May not some political difficulties be found to be encountered in carrying a line along that coast?—I do not think so; the main object of my journey was to ascertain what political difficulties

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ties there would be, and I do not think there are any that could not be overcome by simple negotiation with the Court of Persia, at Teheran.

3474. The Committee may therefore assume it as your opinion that there would be no difficulty in carrying a land line on from Gwadur to Bunder Abbas?—I think there would be no difficulty.

3475. From Bushire would you go along the shore of the Persian Gulf, or would you go northward by the route by which it comes down from Ispahan?—I should go to the north inland, from Bunder Abbas, and join at Ispahan.

3476. That was a part of the route that you and Major Smith took, was it not?—Yes, he and I were together.

3477. But after you parted company, he came down to Bunder Abbas?—After he and I parted company, I went into Beloochistan.

3478. Did he report any physical difficulties on that part of the route?—Yes, he considered that that route was a difficult one, but he was of opinion from all he heard that there was a route a little to the westward of it, which was much better, and he has been written to with reference to a second survey of the bit between Kirman and Bunder Abbas, either by himself or by Lieutenant St. John, who is employed with him, or Lieutenant Pierson, or any available officer.

3479. Should it be possible or desirable to bring the line from Kirman down to Choubar, by way of Bampur?—I think it would be possible, but it is a very difficult country, and there is a great want of water.

3480. Kirman is itself a considerable city, is it not?—Yes, it is.

3481. With a large trade?—With a tolerably large trade; not so much as Yezd, but it is a large town.

3482. The country between Kirman and Yezd is not a difficult country, is it?—No, not at all so; at this present moment a carriage might be driven the whole way from Kirman to Yezd.

3483. Practically, from Ispahan down to Bunder Abbas, there would be no physical difficulty of any consequence to be surmounted?—No, none whatever from Ispahan to Kirman; but from Kirman to Bunder Abbas there is a doubt about which would be the correct route to go; there are two routes, one used in the winter, and one in the summer; we were there in the winter, and took the winter route, but the summer route is considered a better one for the telegraph; that route has not yet been looked into; but I have no doubt that, on minuter inspection, a practicable route would be found.

3484. In addition to serving our own purposes, if we could get a line constructed with the aid of the Persian Government, we should be serving their own purposes of internal communication?—Very much indeed. We should, perhaps, be serving their subjects even better than their government, because there is a very large mercantile community at Yezd, who are very much interested in it; I am afraid that the government would not be so much interested as the Yezd merchants.

3485. Of what classes does the mercantile community of Yezd and also of Kirman consist?—There are a great many Persian merchants, men of respectability and of tolerable wealth, but there are also Parsees to a very large extent.

3486. Are they what are called Persian Parsees, as contra-distinguished from the Bombay Parsees?—Simply, I believe, from their residing in Persia, not otherwise; I imagine that they would be just the same as the Bombay Parsees; they dress a little differently, but I fancy they are just the same except from the difference of residence, and their falling into the customs around them, and keeping up the customs of the country.

3487. There are a good many Jews, are there not?—There are a good many Jews; I do not know that the Jews are wealthy, but there are a good many there.

3488. In fact, there is a considerable commercial population?—Yes, there is; there are about 1,000 or 1,500 Jews, and about 5,000 Parsees.

3489. Besides gaining the advantages which you have referred to, you would gain this other advantage, that the communication between India and Persia would, by that route, be far better than the communication by way of Bushire and Shiraz?—I think it would be very much better; Colonel Stewart was always of opinion that if we had a line brought on by the coast to Bunder Abbas, we ought to join rather at Shiraz than at Bushire, because the country between Shiraz and Bushire is a difficult country for the telegraph, and it has often failed us, owing to the difficulties in bad weather; it is a very mountainous country.

3490. Is it subject to snow storms?—Yes; and this year the line has failed us a good deal between Ispahan and Shiraz also.

3491. Therefore, on the whole, you think that it would be better to bring the line down by Bunder Abbas and Yezd?—I think it would be better to have an alternative to that section of the Persian line between Ispahan and Bushire.

3492. According to your information, how does the Persian line generally work now; I mean the line from Bagdad to Teheran and down to Ispahan?—From Teheran to Bushire is all that I know of very recently; I had a telegram about 10 days ago from Teheran, saying that, with occasional interruptions, the line was working well from Teheran to Bushire, but I have not heard of the line from Teheran to Kirmanshah lately. We are now working under considerable difficulty, because we have but one wire, and the posts have been requiring a change for some time. These we are gradually procuring from the Persian authorities; but active measures have been, more or less, deferred, owing to the proposed setting up of a second wire in the autumn of this year, agreeably to the terms of our lately ratified convention.

3493. Do you know anything of the line between Teheran and Tabreez?—I have seen it as far as Kasbin, about 80 miles from Teheran, and I have seen the whole line to Reshd, about 200 miles from Teheran, which passes through Kasbin, and is, so far, a part of the Tabreez line. That is not in very good order; it is very seldom, indeed, in good order.

3494. The Committee have had evidence before them, to the effect that one of the chief reasons why the Russian system has worked so badly, has been the imperfect communication between Teheran and Tabreez; is that consistent with your knowledge?—Yes; that is the great reason.

3495. Does that arise from natural circumstances?—I think it arises from the want of proper

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proper supervision of that line; that line is neither in the hands of the English nor of the Russians.

3496. It is an independent Persian line?—It is an independent Persian line, and they put in just whoever they please; it is just what they wanted to do with the whole of our line; they wanted us to go, and to take the whole of the line into their own hands; that is the difficulty that we have had in the last convention with Persia.

3497. Do they want to oust our administration altogether from Persia?—They say that they are fully capable of carrying on the line themselves, and that they would much rather do it themselves; but after being talked to for some time, they gave in and allowed us to keep an establishment of 50 Englishmen in Persia, for the next five years.

3498. Do you not apprehend that if the management of the line went into the hands of the Persian Government, it would, to a great extent, frustrate the object you have in view, in making a good alternative line?—Entirely so at present, but we hope that at the end of five years they will be able to take charge of it, and I think it is very likely they will, as they are sufficiently intelligent to make rapid improvement.

3499. Have you any information to give the Committee with regard to the working of the Persian Gulf Line?—I have an extract from an Indian paper, which I can hand to the Committee.

3500. I mean as to the general working of it beyond what the Committee have already been told?—From what I know of the Persian Gulf Line for the last year, the cable has been working very well without interruption; I am not aware of any interruption for a year; it is about a year, I think, since the last repairs were made in the cable.

3501. As a link in the communication between this country and India, I may gather it to be your opinion that no blame is to be attached to the administration of that part of it which is in English hands between Fao and Kurrachee?—None whatever. Interruption to the cable working, owing to accident, has occurred some five times; but there was no blame whatever to be attached to the administration, quite the contrary.

3502. We have accounts of the results of the working of it, down to the end of December; have you any later information?—I have an extract here from an Indian paper (*handing in the same*) which has been certified as correct, by Mr. Walton, the director of the coast line, and he says that it is his own return.

3503. The figures are Mr. Walton's; is the language his also?—No; I should say that the language is that of a newspaper article, because it says that the statement showing the working of the section has been published, and, therefore, I should say that it is an extract from the statement of Mr. Walton.

[*The following Statement was delivered in:*]

INDO-EUROPEAN TELEGRAPH.

THE Statement showing the working of the Mekran section of the Indo-European Telegraph (the portion under the control of the British Government) has now been published up to the end of April. From it we learn that the number of messages and the revenue during the latter month were larger than during any one month since the Indo-European Telegraph was opened. The figures for the four months are as follows:—

—	Government Messages.	Total Messages.	Revenue.
			R. A. P.
January - -	20	2,632	82,870 14 -
February - -	44	2,370	75,069 8 -
March - -	57	2,764	87,061 10 -
April - - -	32	3,229	1,00,903 - -

The time occupied in the transmission of messages from Great Britain to Kurrachee during the same period was as follows:—

—	*Vid* Turkey.	*Vid* Russia.
JANUARY.	D. H. M.	D. H. M.
Longest time - - -	20 0 0	26 0 0
Shortest „ - - -	0 6 43	2 0 0
Average „ - - -	5 19 10	21 1 50
FEBRUARY.		
Longest time - - -	6 21 10	25 21 9
Shortest „ - - -	0 7 0	11 23 50
Average „ - - -	2 9 30	18 16 30
MARCH.		
Longest time - - -	9 19 30	12 20 0
Shortest „ - - -	0 2 4	10 20 0
Average „ - - -	3 17 0	11 15 30
APRIL.		
Longest time - - -	7 19 30	15 19 30
Shortest „ - - -	0 5 1	5 19 30
Average „ - - -	3 1 20	10 10 30

From this Statement it appears that a great improvement took place in the working over the Turkish lines during April as compared with March, although the time occupied is still in excess of the average during February. This is probably accounted for by the much larger number of messages during April. The Russian lines appear to be steadily improving, but still fall very short of the point which would justify this route being employed. A serious omission in these returns is a statement of the number of messages sent respectively by the Russian and Turkish routes, and which we trust will, if possible, be given for each month of the year when the next return is issued.

The time occupied in the transmission of messages between Kurrachee and Fao was as follows:—

—	Longest Time.	Shortest Time.	Average Time.
	D. H. M.	D. H. M.	D. H. M.
January - -	0 10 30	0 0 9	0 1 4
February - -	0 16 35	0 0 10	0 1 36
March - -	0 10 47	0 0 11	0 1 14

The April returns for this section of the line are not yet published.

3504. It appears from that statement that the whole of the traffic conveyed over the line during the four months in question earned a sum of 34,590 *l.* 10 *s.* as the Persian share alone?—Yes.

3505. The addition of those messages is 10,995?—Yes.

3506. And the sum earned is, converting rupees into pounds, 34,590 *l.* 10 *s.*?—Yes.

3507. That is at the rate of pretty nearly 105,000 *l.* per annum?—Yes, that would be correct.

3508. Have you any account of the cost of that line?—I have no correct account; but I could, in communication with Sir Charles Bright, get the whole cost of the cable.

3509. I mean, you have no information as to the amount in which the Persian line stands on the books of the Government?—No, I have no correct

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correct information; but I could give the cost of the establishment.

3510. One witness told us that that could only be obtained in Bombay; is that correct?—I should say, in round figures, that the cost of the establishment is about 30,000 *l.* a year; that is to say, the working establishment.

3511. Sir *Charles Bright.*] Does that include the cost of the steamer "Amber Witch"?—I do not see the steamer mentioned in the account; but I have very little doubt, after retrenching what is extra in that establishment, we could bring it easily down to 30,000 *l.* a year.

3512. *Chairman.*] Have you sufficient experience to enable you to say what is the sum which ought to be set aside annually for what we may call the refections of the line?—I do not think I could say exactly; I have been so much away in other parts, and almost upon other duty, although I have been the superintendent of the telegraph, that I have been out of the way for months of examining its work in detail; but I might easily ascertain it upon looking over the data which I have on the subject, and in communication with others.

3513. Have you any account of the cost of the construction of the Persian lines?—Yes; I think I could tell pretty well, roughly, the cost of their construction, because those are estimates which I made when I was in Persia. The total expense already incurred upon that line in Persia is, in round figures, about 25,000 *l.*; I think that is tolerably near to the amount; the Persians have paid out of that 12,000 *l.*

3514. For which line?—The Persian line, from Khánikin to Bushire.

3515. Does that include the cost of materials here?—I have everything down in that; I have got the materials down at 11,000 *l.*

3516. How many miles is that?—About 1,100 is what we reckoned the whole distance from Khánikin to Bushire; and I have only got down for materials about 11,000 *l.*; then, of course, there is only one wire, and the posts are furnished from the country.

3517. Is that what you call a first-class line of telegraph in point of construction, as to insulation of the wire, and everything of that kind?—Yes. I should say certainly that the insulation is good; indeed, it is only during the last severe winter that it has deteriorated at all.

3518. Are the Persian lines largely used by the Government of Persia?—Very much indeed for local traffic.

3519. And by the people themselves?—Yes, very much by the people themselves; and the younger Mr. Walton, who is employed in the Persian telegraph, tells me that the mere local traffic that they have more than pays their expenses.

3520. Have you any information with regard to the working of the Russian system in connection with the Persian system?—I know that when it was first tried it was quite a failure; the messages took a month in reaching India, but I do not believe the delay was to be attributed so much to the Russians as to the line between the Russian frontier and Teheran. Now the Russians appear to have improved, and I received a telegram from Teheran in three days, not many days ago, by the Russo-Persian route.

3521. It was stated by a Witness to the Committee, that messages have been received at Tabreez in 12 hours from London; does that strike you as being extraordinarily quick?—No, it is very likely indeed; I think many messages have been received as quickly as that; I could not give instances, but I believe there have been messages received quite as quickly as that by the Russian route.

3522. Before you left India you visited Madras and Calcutta, did you not?—Yes.

3523. What was the state of public opinion there amongst mercantile people, as to the working of the telegraph?—I think they had been very much disappointed: but I think they were well satisfied with the working for the present year; indeed, I am sure they were.

3524. It had improved, then?—It had improved very much.

3525. Have you any knowledge of the wire connecting Kurrachee and Bombay?—Simply that the public complained much of that wire; but I understand from Colonel Robinson that it is now working much better; I do not think he had then had the latest accounts from India, but about a week or 10 days ago he told me that he understood it was working at five minutes.

3526. Are you aware whether any preparation was made by the Indian authorities for the transmission from Kurrachee, and circulation in India, of the messages brought out from England to Kurrachee?—I know that the Viceroy himself had taken a great interest in the matter, and that he had ordered no expense to be spared in improving the line between Kurrachee and Bombay, but I do not know what steps have been taken since then.

3527. I am speaking of the period when the line was first opened by the Persian Gulf in the month of February last year?—I do not know that any special arrangements had then been made; there are no special wires that I am aware of in India for us.

3528. It appears, from what this Committee have heard, that the great cause of dissatisfaction on the part of the mercantile community in India was in consequence of the insufficiency of the arrangements between Kurrachee and Bombay?—Yes; but I know that orders have been given for the improvement of it.

3529. Since the facts became so manifest?—Sir John Lawrence told me himself at Simla, that those instructions had been given, and he asked me particularly whether they had been carried out.

3530. At what time did he make those statements?—It was about April last.

3531. Fourteen months after the line was opened?—I was not in India when the line was opened; I had been away from India for 12 months then.

3532. Sir *Charles Bright.*] The sum which you named of 25,000 *l.* for the Persian line was for the wires and the insulators and the supervision only; you do not include posts or labour, do you?—The posts and the labour are furnished by the Persian Government, and labour is very cheap in Persia.

3533. That sum only includes the stores sent out from this country, and the supervision of our officers?—I have been looking over the figures this morning, and I do not think I am mistaken in them. That 11,000 *l.* does appear a small sum.

3534. The 11,000 *l.* would about pay for the wire and insulators?—The account is exactly as made

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made out with Major Smith, and written by me at Teheran: 25,000 tomans is, moreover, Major Champain's own estimate of the Persian expenditure; we have spent in addition about 5,000 tomands, and the cost of the original material was about 22,000 tomands. I got those estimates upon the very best authority, from the officers who set up the line.

3535. Sir *Henry Rawlinson.*] With regard to the line between Ispahan and Shiraz, I believe that that is the portion of the Persian line which has failed during the last winter?—Yes; the last winter it has failed.

3536. Can you tell me whether the line follows what is called the summer route or the winter route; that is to say, does it go by Abadeh or over the high plains by Aspas?—Not by Aspas.

3537. You are aware that there is a physical distinction between the lines; the direct or summer line, is notoriously over very high, exposed ground, and will always be subject to snow storms, and, in fact, is impassable in winter?—Yes; but I do not think the wire follows that route.

3538. There is a winter line from Yezdikhast to Persepolis, which makes a slight detour, but is always free from snow?—Yes.

3539. It seems to me then that if the telegraph followed that winter line, though there might be a detour of some 20 miles, yet the wire would never be subject to the same accidents from the climate as on the direct summer line?—Yes, that is so; I am not quite sure which line the wire follows. I think it passes through or near Yezdikhast; but, if you will allow me, I will read two or three lines of a letter from Lieutenant St. John, about that very line. "The roads between Kermanshah and Hamadan and Shiraz and Abadeh are said to be completely impassable, and it is only by making long detours that the couriers can get along. After a long interruption we have at last got the line to Bagdad open, but the Shiraz line seems hopeless. Serjeant Greig went out from Abadeh, and with great difficulty succeeded in reaching Dehbid, but from there could get neither backwards nor forwards. The villagers refused to take 5 krauns a-day to work in the snow, and Greig with great difficulty got back by Abadeh by a circuitous road."

3540. That evidently refers to the high summer line?—I think it is the high line through Abadeh.

3541. It would seem to be a line which is much exposed to winter storms?—Yes.

3542. Whereas there is a sheltered road further to the east which avoids all the high land, and which is followed in winter by the caravans, and if the telegraph wire ran by that line it would seem that all the great difficulties would be avoided?—Yes. But I cannot speak positively of this part of the country, never having been there; I proceeded eastward from Ispahan.

3543. With regard to this new proposal of an alternative land line; in the first place, would you recommend that the line should come from Kirman to Bunder Abbas or to Choubar or to Gwadur; that is, should it go direct to either of the latter points or should it touch the coast at Bunder Abbas and then follow along the shore to Choubar and Gwadur?—I think that it should touch the coast at or near Bunder Abbas and pass along the coast. I went to Beloochistan partly with the intention of seeing how it could be carried through the upper part, but I think it would be difficult, though not impossible.

3544. You travelled, did you not, by both routes; that is to say, from Kirman to Bunder Abbas, and from Kirman, by Bampur, to Choubar?—No; Major Smith was with me. We parted at Sabristan. We marched together to Sabristan, and then he went down to Bunder Abbas, and I went on to Bampoor.

3545. Do you think that there would be very great difficulty in carrying a line by Bampoor from Kirman to Choubar?—I really do not think it is at all impracticable, but it would be a great deal more difficult than the other route. A coast line is much more easily got at. Boats might frequently come in and bring stores.

3456. Are you aware how the Persian Government regards the formation of an alternative line from Ispahan to Bunder Abbas?—I do not think they would have any objection to it, but at present they are not inclined to entertain it. The Minister for Foreign Affairs told me that the King was not inclined to entertain it; he thought it was quite enough having got through one convention for the present, and there was no occasion to be beginning immediately upon another. At the same time, they made no difficulty whatever to my going into any part of Beloochistan. The Persians gave me every possible assistance, although they knew well what I was going to look at.

3547. Is there any disturbance or unpleasant feeling between the frontier authorities about Bampur?—No; in Bampur the Persians seem to have a very firm hold indeed; it appears to be as much their own country as any part of Persia. The change is on the sea side of the Mekran Hills.

3548. Did you meet with any difficulty in coming through Mekran from Bampoor to the sea coast?—None whatever; I was simply with one old Persian guide, and two or three of his followers; he had two or three followers with him, but nothing like an escort. I experienced no difficulty whatever.

3549. Do the chiefs in that part of the country acknowledge the supremacy of the Khan of Kelat?—Not of the Khan of Kelat; of the Persians.

3550. Do all the Belooch chiefs between the so-called Persian frontier and Choubar acknowledge the supremacy of Persia?—Yes.

3551. Then why should not the Persian frontier be brought down there to the sea coast?—That is what I think it will be; that idea appears to be really entertained by the Persians. The only difficulty I see with regard to its being entirely Persian is, that there are places called Kassarkand and Geh, where they are a little inclined to rebel against the Persian authority. Geh is probably marked on the map you have there. I daresay Kassarkand is not. It would be about there (*pointing to the map*), and just round there the people are inclined to rebel against the Persian authority. That was the reason why I could not go that way. The Persians would not allow me to go down there.

3552. Do you know anyone who has travelled direct from Bampur to Gwuttur?—Not since the days of Grant; he came up from Gwuttur to Bampur through Geh.

3553. He did not go to Bampur, did he?—Yes;

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Yes; I believe on two occasions; certainly on one occasion, because one of the routes by which he went to Bampur was this: he landed at Gwuttur and came up to Bampur in this way (*tracing it upon the map*); he came along the coast here.

3554. I should like to ask a few questions also upon the portion of the line between Teheran and the Russian frontier. In the first place, is the line of one wire or two wires from Teheran to Julfa?—I think it is a single wire; I am almost sure it is one wire down to Tabriz and to Julfa too.

3555. We have had it stated in evidence that there was some convention, or some intention to make a convention, between the Persian and the Russian Governments with regard to the better security of that portion of the line; have you any information upon that point?—I have seen the convention between the Persians and the Russians. I am not aware that there is anything in the convention beyond the ordinary rules for exchange of telegraphic messages, just the same as in the convention of Paris or any other convention. It is confined almost entirely to that; it is a very large, bulky document; but there is nothing in it with regard to setting up new wires or improving the line; it is almost a copy of the Convention of Brussels or the Convention of Paris.

3556. So that, at the present time, there is no sort of right of supervision on the part of any European power over that portion of the line?—No, none whatever; I have often spoken to the Russian Minister about that line; he seemed to wish that we would take charge of it; at least, he did not seem to offer any objection to our doing so.

3557. Would it be, in your opinion, possible to bring that portion of the line within the operation of our English Convention, because, if so, that would remedy the whole difficulty of the present situation?—I think it would; but I think it would be almost easier, if it were not objectionable in a political point of view, to let the Russians have it; it would give them no particular footing there, they would have perhaps two clerks at Tabriz; I think they would then be more inclined to pull with us in all telegraphic questions; they would only require about half-a-dozen *employés* altogether, between Julfa and Teheran.

3558. Has there been any question of a submarine cable across the Caspian from Resht to Baku or Astrachan?—I believe there has; I do not know the particulars of it; I do not know who the promoters were, but I heard the plan mentioned.

3559. Are you aware whether there is at present an extension of the telegraph down the Volga to Astrachan?—Yes, I saw a line of telegraph myself at Astrachan; I think it goes down the coast of the Caspian, or very nearly down the coast of the Caspian to Baku; it may run inland in the Caucasus; we lost sight of it on moving down the western shores; I understood that there was a communication very nearly down the coast.

3560. With regard to the lower portion of the line, you said that Colonel Stewart was in favour, if there was any wire from Bunder Abbas, of its junction at Shiraz?—Yes.

3561. With the view of avoiding the passes?—Yes.

3562. But that line crosses the passes just as much as the other one?—Yes, but Colonel Stewart thought it better to have two routes; he knew very little of the route between Shiraz and Bunder Abbas; his idea was simply that, if you had an alternative wire, from Bunder Abbas, it was better that it should join at Shiraz, so as to give an alternative to the difficult line between Shiraz and Bushire. Mahmoud Khan, who was formerly the Minister here from the Persian Court, told me the other day, at Teheran, that he thought there would be no difficulty in getting the Persian Government to take one of the two wires from Shiraz over to Bunder Abbas, or over to Kirman (I think he mentioned Bunder Abbas particularly) if we wished it; that is, instead of having the two to Bushire, to take one across; but that would not quite meet our object; we should like to have another one altogether.

3563. Are you aware of the present position of Bunder Abbas; is it still held by the Imaum, notwithstanding the revolution in Muscat?—The last I heard on leaving India was, that it was still held by the Imaum, but the Persian flag was hoisted there; Major Smith saw the Persian flag when he was there before the disturbances had taken place in Muscat.

3564. I believe the Muscat frontier, if we may so call it, does not extend above 20 miles from Bunder Abbas inland?—Probably not; I believe it is quite a coast possession. I think Major Smith has marked in his map the supposed frontier; I think this is it (*pointing to the map*); there was a talk of a whole coast line from Bunder Abbas to Bushire formerly; one great reason for preferring the upper line was that there was no town whatever of any importance that would come into that coast line; it would be merely an alternative to our cable, whereas the other way we should get in Kirman and Yezd; it would be a great political advantage, independently of the telegraph itself, to get in towns of that description.

3565. There are a great many small places on the route, like Tauree, Congoorn, and Lingar?—Yes; it would be more or less an advantage with respect to them, but we know but little of Eastern Persia; I really think the people there are very well disposed to us; they seem much better disposed to us than the people on the west of Persia; they have more communication with India; I met a good many people who had been to India.

3566. Has the feasibility, or the advantage, of a line direct across from Teheran, by Méshed, to the Punjaub, ever occurred to you?—Yes, by one of the passes about Dera Gazee Khan; I mentioned that in a report to the Bombay Government a short time ago; I said, rather than abandon that altogether, I should strongly recommend that a line be taken into consideration from the Dêrajât to Kandahar, and from Kandahar to Herat.

3567. You think that the Persian Government would be glad to facilitate a line to Herat?—I think the idea of our having a treaty with the Affghans would make them wish us to adopt a line; for rather than that we should treat with the Affghans about a line, they would prefer that we should have the Beluchistan coast line; the whole time that I was at Teheran the jealousy of the Persians was more with regard to the Affghans than with regard to Russia or any other power; they appeared to be very jealous of the Affghans and of our having anything to do with them; it struck me that if we made a proposal for a line through Affghanistan, it would rather incline them to do anything to keep

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keep us from carrying it out. Such, at least, appears to me to be the present feeling at Teheran.

3568. About the Beloochees, how far does the power or the influence of Khilat extend along the coast?—There is a place called Jalk (it would not be marked on that map), on the high road to Seistan; it is almost to the north of Gwader. If a line were drawn thence to the sea, following the river called Dust Khor, which falls into the Bay of Gwuttur, I think that would define the boundary between Kelât and Persia.

3569. That is coming down on the sea coast to Gwuttur?—Into the Bay of Gwuttur, a little to the eastward of the village of Gwuttur.

3570. Gwuttur is about half-way between Gwader and Choubar, is it not?—Yes, about half way; rather nearer to Gwader if anything. Since I came home I have discovered a map on which the Persian frontier is very nearly accurately defined; it is quite a recent map, published at Stanford's. I was not previously aware it had ever been done.

3571. *Chairman.*] Have you any information to volunteer to the Committee?—No, unless it is with reference to what I heard mentioned just now, about the Malta and Alexandria cable, and the communication with Diarbekir and the Turkish lines. Major Champain has been referred to on that very point at Constantinople. The Director General of the Turkish telegraphs begged him to interfere in the question. He says he should like the public to be aware that the Turks have no means whatever of forwarding our Indian messages by that line. I imagine that the objection would be the single wire, and it really is a valid objection; they are not prepared with clerks and so on to forward the Indo-European messages; they are afraid (and I believe that Major Champain is of the same opinion) that they would get the line into great disrepute by attempting it at present; it might be done eventually.

3572. Sir *Henry Rawlinson.*] That line is susceptible of great improvement, is not it?—Yes; and I see no reason why it should not be improved.

3573. *Chairman.*] You see no reason why it should not be brought within the Turkish Convention, do you?—Not the least. I think the Turkish Convention might be altered to advantage. For instance, if another convention were made in substitution for that, it would be very desirable to provide for the European side of Constantinople as well as the Asiatic side. That convention only applies to the Asiatic side, and if we could combine the two together, and have one convention with Turkey for all their lines, I think it would be very useful.

3574. Sir *Henry Rawlinson.*] Extending as far as Belgrade?—Yes; extending as far as Belgrade on one side and Valona on the other.

3575. There is a submarine communication between Alexandria and Constantinople, is there not?—I do not think there is a direct cable; there is a cable across the Adriatic to Italy, to Valona.

3576. Are there no means, then, of getting to Constantinople from Alexandria?—If they would take Indian messages by the Syrian line, then Alexandria might communicate with Constantinople viâ Diarbekir.

3577. But supposing the line from Alexandria to Diarbekir to be stopped, owing to want of capacity, would there be no means of reaching Constantinople across the Mediterranean so that Indian messages might then be launched on the Asia Minor line for Fao?—I think not.

EDMUND PEARSON ABERCROMBIE THOMPSON, Esq., Assistant in the Public Works Department, at the India Office, called in; and Examined.

E. P. A. Thompson, Esq.

3578. *Chairman.*] HAVE you any information that you can give to the Committee, as to the interference with the common course of telegraphic messages over the Continent by the war?—Yes, in consequence of the receipt, by the Secretary of State for India, of a memorandum by Count Bismarck, letters were addressed to the different telegraph companies, suggesting that, during the present war, telegrams should not be labelled to be sent by any particular route.

3579. Have you received an intimation to that effect through the Foreign Office?—Yes, the memorandum, by Count Bismarck, was received through the Foreign Office.

3580. Have you made any communications yourself to any of your official authorities upon the subject?—No, the Secretary of State has merely addressed the telegraph companies.

3581. Which telegraph companies?—The Electric and International, and the Submarine Companies.

3582. What is the substance of the communication you have made to them?—The substance of the communication made to them is that, as long as the present war lasts between Prussia and Austria, the Prussian administration will hardly be able to continue to meet the wishes of senders of telegrams, as regards the use of the line by Belgrade and Turkey, and that Count Bismarck has accordingly suggested that it would be advisable that senders should not label telegrams sent through Prussia to India to go by any particular route, in order to leave it open to the Prussian authorities to send them by the route they may think best.

3583. Sir *James Fergusson.*] Endeavours are being made to render available to the public alternative routes not open to those objections, are they not?—Yes, that is the case with regard to the route by way of St. Petersburgh to Teheran one section of which is in an inefficient state; the other sections are in very good working order.

3584. There are other routes, I think, mentioned in the papers you have there?—No; they are different sections of the same route.

3585. Sir *Henry Rawlinson.*] Do you not avail yourselves, or recommend the companies to avail themselves, of the direct line to Alexandria?—No; in consequence of objections entertained by the Turkish authorities that route has not been recommended.

3586. So that, in point of fact, the Russian line is the sole line open to India at present?—That is so practically, I believe.

3587. And if there was any misunderstanding with Russia, we should be cut off from all telegraphic communication with India?—We could not rely upon messages being sent by other routes.

3588. Sir *James Fergusson.*] Can you state the condition of the communication *viâ* St. Petersburgh

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E. P. A. Thompson, Esq.
17 July 1866.

burgh and the Persian line, and what steps have been taken towards opening it to the public and putting it in an efficient state?—It is believed that the line from St. Petersburgh to the Russian frontier is in a perfectly efficient state; that the line from Teheran on to Bushire is also efficient, but that the intervening section is not efficient; and, in consequence of the receipt by the Secretary of State for India of a representation on the subject, a letter, dated the 13th of July, was written to the Foreign Office.

3589. Will you state the substance of that despatch?—It is to the effect, that although this particular section is not under English management, Her Majesty's Minister at Teheran would probably have no difficulty in persuading the Persian authorities to avail themselves of English agency in putting it into a proper state. It goes on to say that, it is believed that nothing more would be necessary for the purpose than that Major Smith, the officer in charge of the line beyond Teheran, should depute two or three of his *employés* to undertake the duty. Lord Cranborne, therefore, suggested that a telegraphic message should be sent to Mr. Allison, instructing him to reccommend the Persian Government to accept the assistance which Major Smith may offer for the improvement of the line between Julfa and Teheran; and that a telegram, worded somewhat as follows, might probably suffice: "Telegraphic lines reported efficient through Russia as far as Julfa. Induce Persian Government to accept from Major Smith services of his *employés* to set in order the line from Julfa to Teheran." That telegram we have been advised has been sent.

CHARLES WELLINGTON HOWELL, Esq., called in; and further Examined.

C. W. Howell, Esq.

3590. *Chairman.*] HAVE you a copy of the contract under which the Peninsular and Oriental Company are carrying out the Australian service at the present time?—I have.

3591. Will you hand it in?—Yes. (*The same is handed in.*—Vide *Appendix.*)

3592. Does not that contract state that you are to perform the service, not at so many miles per hour, but between certain places in a certain time?—Yes, in a certain number of hours.

3593. Can you tell the Committee from that contract, in how many days you are to perform the service between Point de Galle and Sydney?—It is a different time outwards and homewards. The passage in the contract relating to it is this: "It is hereby agreed that if the company shall fail to deliver the said mails at Sydney, from Point de Galle, in 516 hours," then they are to forfeit a certain sum, and so on.

3594. And homewards, from Sydney to Point de Galle, what is the time?—Five hundred and sixty-four hours.

3595. That contract is still running, and no notice of termination of it has been given?—No; the contract only came into operation in February last. The old contract terminated in February last. This contract is dated the 17th of September 1865, but it only came into operation last February.

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Friday, 20th July 1866.

MEMBERS PRESENT:

Mr. Crawford.	Mr. Moffatt.
Sir Charles Bright.	Sir Henry Rawlinson.
Mr. Childers.	Mr. Schreiber.
Mr. Hunt.	Mr. Stansfeld.
Mr. Laird.	Mr. Weguelin.
Mr. Marsh.	

ROBERT WYGRAM CRAWFORD, Esq., IN THE CHAIR.

Mr. FREDERICK HILL, called in; and further Examined.

Mr. *F. Hill.* 20 July 1866.

3596. Mr. *Childers.*] Do you hand in, on the part of the Post Office, some further correspondence with the India Office?—Yes. (*The same was handed in.*—Vide *Appendix.*)

3597. Do you put in also a comparison of the time under the old contracts, and that under the agreement of last February?—Yes. (*The same was handed in.*)

TIME ALLOWED.

	Under Old Contract.	Under New Contract.
	Hours.	*Hours.*
Between Southampton and Alexandria - -	310	310
Between Marseilles and Alexandria - - -	155	155
From Suez to Calcutta - - - - -	501	499
From Sandheads to Suez - - - -	490	488
Between Suez and Bombay - - - -	312	312
Between Bombay and Hong Kong - - -	415	413

3598. Is the time under the new agreement in any case greater than under the old one?—No; but in one or two it is slightly less.

Mr. EDMUND BOURDILLON, called in; and further Examined.

Mr. *E. Bourdillon.*

3599. Mr. *Childers.*] You are here to put in a paper on the part of the India Office, are you not?—Yes. (*The same was handed in.*—Vide *Appendix.*)

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— No. 1. —

PRESENT COST of the INDIA and CHINA PACKET SERVICES, with the Amount of Sea Postage accruing therefrom, and the Amount of Loss.

THE total annual sum now paid to the Peninsular and Oriental Steam Navigation Company for the conveyance of mails between this country and India and China (including the conveyance of the Australian mails between this country and Point de Galle), is 230,125 *l.* Of this sum the Imperial Government and the Australian Colonies and New Zealand contribute 30,116 *l.* as the cost of the packets between this country and Point de Galle, on account of Australian mails, leaving the net payment to the Peninsular and Oriental Steam Navigation Company for the India and China packet services, 200,009 *l.*; to which must be added 20,165 *l.*, the expenses of the agencies at Alexandria and Suez, the cost of

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App. No. 1.

transit through Egypt, and various other incidental expenses; the expense of special packets and pay of naval agents in charge of mails, making altogether the total cost of the India and China mail packets, 220,174 *l.*

In estimating what proportion of this sum of 220,174 *l.* represents the cost of the conveyance of the India and China mails respectively, I have divided the amount paid for packet service into four parts, representing—

1. The cost of the service between this country and Point de Galle (which service is performed on account both of the India mails to Calcutta and of the China mails).

2. The cost of the service between Point de Galle and Calcutta, which is performed on behalf of India only.

3. The cost of the service between Bombay and Shanghae, *viâ* Galle, which is performed on behalf of the China mails only.

4. The cost of the service between this country and Bombay, which is performed on account of Indian mails only.

The cost of the service between this country and Point de Galle, after deducting the Australian contribution, I have divided between China and India, charging the former in proportion to the number of international letters conveyed to and from China, as compared to the total number of international letters (*minus* Australian letters) conveyed by the Calcutta and China line of packets.

The cost of the services between Point de Galle and Calcutta, and between this country and Bombay, I have charged as wholly for Indian services.

The cost of the packets between Bombay and Shanghae I have taken as wholly for China services.

The miscellaneous expenses I have taken as half belonging to the Bombay line of packets, and therefore on account of India only, the other half on account of the Calcutta line, and therefore divisible between India and China in proportion to the number of international letters carried for each by that line of packets.

The pay of the naval officers I have divided on the same principle as that which I have adopted with regard to the subsidy, viz., the three officers on the Bombay line I have charged wholly to India, the five on the China line wholly to China, and the five on the Suez and Calcutta line I have divided between India and China in proportion to the international letters conveyed for each by that line.

Taking the above as the basis of calculation, I estimate that the whole cost of the Indian portion of the Mail Packet Service is 153,580 *l.* per annum, and that of the China portion of the Mail Packet Service is 66,594 *l.* per annum.

The sea postage derived from the India and China line of packets is estimated at 137,700 *l.* per annum, of which about 105,700 *l.* is derived from the Indian portion, and about 32,000 *l.* from the China and Japan portion of the service.

Thus it appears that the present loss on the India service is about 48,000 *l.* per annum, and that the loss on the China service is about 34,000 *l.*, making a total loss of rather more than 82,000 *l.*

(signed) *Geo. Chetwynd,*
Receiver and Accountant General.

General Post Office,
19 March 1866.

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— No. 2. —

APPENDIX (C.) to the REPORT to the Lords Commissioners of Her Majesty's Treasury by the COMMITTEE on CONTRACT PACKETS; presented to both Houses of Parliament by Command of Her Majesty, 1853.

ABSTRACT STATEMENT showing the ANNUAL COST and EARNINGS of each Line of PACKETS.

Number on Abstract Sheet of Contracts.	Line of Communication.	Annual Subsidy under Contract.	Estimate of Annual Gross Postage.	Estimated Deductions from Gross Postage on Account of Services not rendered by Packets.				Estimated Amount of Earnings of Packets carried to the Credit of the Post Office.	Difference between Subsidy and Estimated Earnings of Packets.
				Repayable to Foreign Countries and Transit Postage.	British and Foreign Inland Rate.	Foreign Inland Rate.	Total Deductions from Gross Postage.		
		£.	£.	£.	£.	£.	£.	£.	£.
6	Alexandria, Calcutta, Hong Kong, and Sydney.	199,600*	188,466	16,207	19,695	–	35,902	152,564*	47,036

[* In order to make this estimate applicable to India and China alone, the sum of 17,475 *l.* must be deducted from the annual subsidy as the estimated cost of the service between Singapore and Sydney; and from the amount of earnings, 27,030 *l.*, the postage of letters to and from Australia must be taken. Again, in order to facilitate a comparison between the amount of earnings in 1852 (the year to which the above estimate relates) and those in 1865, it is necessary to deduct from the earnings in 1852, 5,686 *l.*, the sum lost on "returned letters." Lastly, it must be borne in mind that the earnings in 1852 were on a higher scale of postage than in 1865, the sea rate in 1852 having been about 10*d.* per single letter, whilst this rate on letters to and from the East Indies is now only 4 *d.*—March 1866.]

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— No. 3. — - - - - - - - - -

RETURN showing the Actual Days of Departure and Arrival of the MAIL PACKETS of the the Indian Mails during

OUTWARD ROUTE.

Southampton to Alexandria.		Marseilles to Alexandria.		Suez to Bombay.			Suez to Calcutta.		
Left Southampton.	Arrived at Alexandria.	Left Marseilles.	Arrived at Alexandria.	Left Suez.	Stop at Aden.	Arrived at Bombay.	Left Suez.	Stop at Aden.	Arrived at Calcutta.
					Hours.			*Hours.*	
4 January -	17 January -	13 January -	19 January -	- -	-	- -	20 January -	24	12 February -
12 „ -	27 „ -	20 „ -	26 „ -	29 January -	12	14 February -	- -	-	- -
20 „ -	3 February -	28 „ -	3 February -	- -	-	- -	5 February -	7	27 February -
27 „ -	10 „ -	5 February -	11 „ -	13 February -	11	1 March -	- -	-	- -
4 February -	17 „ -	12 „ -	18 „ -	- -	-	- -	20 February -	13	14 March -
12 „ -	26 „ -	20 „ -	27 „ -	1 March -	11	16 March -	- -	-	- -
20 „ -	4 March -	28 „ -	5 March -	- -	-	- -	6 March -	14	1 April -
27 „ -	11 „ -	5 March -	11 „ -	14 March -	10	28 March -	- -	-	- -
4 March -	20 „ -	12 „ -	19 „ -	- -	-	- -	22 March -	13	12 April -
12 „ -	25 „ -	20 „ -	26 „ -	29 March -	9	12 April -	- -	-	- -
20 „ -	31 „ -	29 „ -	4 April -	- -	-	- -	5 April -	14	28 April -
27 „ -	9 April -	6 April -	12 „ -	14 April -	9	26 April -	The Mail Packet "Canada" broke down and put back to Aden. Mails taken on to Calcutta by French Packet.		
4 April -	18 „ -	13 „ -	19 „ -	- -	-	- -	20 April -	-	26 May -
12 „ -	25 „ -	20 „ -	26 „ -	28 April -	13	12 May -	- -	-	- -
20 „ -	2 May -	28 „ -	4 May -	- -	-	- -	5 May -	16	29 May -
27 „ -	9 „ -	5 May -	11 „ -	12 May -	8	25 May -	- -	-	- -
4 May -	17 „ -	12 „ -	18 „ -	- -	-	- -	19 May -	12	10 June -
12 „ -	23 „ -	20 „ -	27 „ -	28 May -	9	10 June -	- -	-	- -
20 „ -	4 June -	28 „ -	3 June -	- -	-	- -	6 June -	12	29 June -
27 „ -	8 „ -	5 June -	11 „ -	12 June -	10	24 June -	- -	-	- -
4 June -	17 „ -	12 „ -	18 „ -	- -	-	- -	20 June -	18	12 July -
12 „ -	24 „ -	20 „ -	26 „ -	27 June -	7	9 July -	- -	-	- -
20 „ -	3 July -	29 „ -	5 July -	- -	-	- -	6 July -	10	29 July -
27 „ -	10 „ -	6 July -	12 „ -	13 July -	13	26 July -	- -	-	- -
4 July -	16 „ -	13 „ -	18 „ -	- -	-	- -	20 July -	18	8 August -
12 „ -	24 „ -	20 „ -	26 „ -	27 July -	6	8 July -	- -	-	- -
20 „ -	2 August -	28 „ -	3 August -	- -	-	- -	5 August -	8	25 August -
27 „ -	9 „ -	5 August -	11 „ -	12 August -	8	24 August -	- -	-	- -
4 August -	17 „ -	12 „ -	18 „ -	- -	-	- -	19 August -	8	9 September
12 „ -	24 „ -	20 „ -	26 „ -	27 August -	7	10 September	- -	-	- -
20 „ -	2 September	28 „ -	3 September	- -	-	- -	4 September	13	27 September
27 „ -	8 „ -	5 September	11 „ -	12 September	8	26 September	- -	-	- -
4 September	17 „ -	12 „ -	19 „ -	- -	-	- -	21 September	7	18 October -
12 „ -	26 „ -	21 „ -	27 „ -	28 September	8	12 October -	- -	-	- -
20 „ -	3 October -	28 „ -	4 October -	- -	-	- -	7 October -	9	28 October -
27 „ -	11 „ -	5 October -	11 „ -	13 October -	13	30 October -	- -	-	- -
4 October -	17 „ -	12 „ -	18 „ -	- -	-	- -	19 October -	14	12 November
12 „ -	25 „ -	20 „ -	26 „ -	27 October -	7	9 November	- -	-	- -
20 „ -	3 November -	28 „ -	3 November -	- -	-	- -	5 November	10	29 November
27 „ -	11 „ -	5 November	11 „ -	12 November	9	29 November	- -	-	- -
4 November	17 „ -	12 „ -	18 „ -	- -	-	- -	19 November	12	13 December
12 „ -	27 „ -	20 „ -	26 „ -	29 November	9	12 December -	- -	-	- -
20 „ -	3 December -	28 „ -	4 December -	- -	-	- -	6 December	13	1865. 5 January -
27 „ -	10 „ -	5 December -	11 „ -	12 December -	8	26 December -	- -	-	- -
4 December	18 „ -	12 „ -	19 „ -	- -	-	- -	20 December	23	11 January -
12 „ -	25 „ -	21 „ -	27 „ -	28 December -	13	1865. 15 January -	- -	-	- -
20 „ -	1865. 2 January -	28 „ -	1865. 3 January -	- -	-	- -	1865. 5 January -	10	28 January -
27 „ -	9 „ -	1865. 5 January -	11 „ -	1865. 12 January -	12	29 January -	- -	-	- -
1865. 4 January -	17 „ -	12 „ -	19 „ -	- -	-	- -	20 January -	10	12 February -
12 „ -	27 „ -	20 „ -	26 „ -	29 January -	10	11 February -	- -	-	- -
20 „ -	2 February -	28 „ -	3 February -	- -	-	- -	7 February -	13	3 March -
27 „ -	12 „ -	5 February -	12 „ -	15 February -	7	1 March -	- -	-	- -

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No. 3.

PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY employed in the Conveyance of the Years 1864 and 1865.

HOMEWARD ROUTE.

Calcutta to Suez.			Bombay to Suez.			Alexandria to Marseilles.		Alexandria to Southampton.	
Left Calcutta (Sandheads).	Stop at Aden.	Arrived at Suez.	Left Bombay.	Stop at Aden.	Arrived at Suez.	Left Alexandria.	Arrived at Marseilles.	Left Alexandria.	Arrived at Southampton.
1863.	*Hours.*			*Hours.*					
24 December	23	15 January	—	—	—	19 January	25 January	18 January	30 January.
—	—	—	14 January	12	28 January	29 „	4 February	29 „	11 February.
1864.									
11 January	9	1 February	—	—	—	4 February	10 „	4 February	17 „
—	—	—	29 January	15	11 February	12 „	18 „	12 „	25 „
24 January	24	15 February	—	—	—	19 „	25 „	19 „	2 March.
—	—	—	14 February	14	28 February	29 „	6 March	21 „	14 „
11 February	8	3 March	—	—	—	5 March	11 „	5 March	17 „
—	—	—	29 February	12	13 March	14 „	20 „	14 „	27 „
24 February	27	17 March	—	—	—	20 „	26 „	21 „	3 April.
—	—	—	14 March	34	28 March	30 „	5 April	30 „	12 „
11 March	13	3 April	—	—	—	4 April	11 „	4 April	16 „
—	—	—	29 March	9	10 April	13 „	19 „	11 „	23 „
24 March	22	16 April	—	—	—	20 „	26 „	19 „	2 May.
—	—	—	14 April	9	27 April	29 „	5 May	29 „	11 „
10 April	11	3 May	—	—	—	5 May	11 „	5 May	16 „
—	—	—	29 April	13	14 May	15 „	21 „	15 „	27 „
24 April	8	19 May	—	—	—	20 „	26 „	20 „	1 June.
—	—	—	14 May	10	26 May	28 „	3 June	28 „	10 „
10 May	24	3 June	—	—	—	4 June	11 „	5 June	23 „
—	—	—	24 May	9	8 June	9 „	16 „	11 „	23 „
24 May	24	21 June	—	—	—	23 „	29 „	23 „	6 July.
—	—	—	9 June	43	30 June	1 July	7 July	1 July	14 „
10 June	8	4 July	—	—	—	6 „	12 „	6 „	18 „
—	—	—	24 June	8	13 July	14 „	20 „	14 „	27 „
24 June	10	23 July	—	—	—	25 „	31 „	25 „	6 August.
—	—	—	9 July	13	26 July	27 „	2 August	27 „	8 „
10 July	7	4 August	—	—	—	6 August	12 „	6 August	19 „
—	—	—	24 July	9	11 August	12 „	18 „	12 „	26 „
24 July	6	18 August	—	—	—	20 „	27 „	20 „	1 September.
—	—	—	9 August	14	28 August	29 „	4 September	29 „	11 „
10 August	12	6 September	—	—	—	7 September	13 „	7 September	20 „
—	—	—	24 August	9	9 September	10 „	16 „	11 „	24 „
24 August	15	16 September	—	—	—	19 „	26 „	18 „	30 „
—	—	—	9 September	72	2 October	3 October	9 October	3 October	15 October.
9 September	11	7 October	—	—	—	9 „	15 „	9 „	20 „
—	—	—	29 September	7	11 October	12 „	18 „	13 „	26 „
23 September	8	14 October	—	—	—	18 „	24 „	19 „	3 November.
—	—	—	14 October	17	30 October	31 „	6 November	31 „	14 „
17 October	8	7 November	—	—	—	8 November	14 „	8 November	20 „
—	—	—	29 October	9	9 November	12 „	18 „	12 „	25 „
24 October	8	17 November	—	—	—	19 „	25 „	19 „	2 December.
—	—	—	14 November	9	26 November	28 „	5 December	27 „	10 „
10 November	11	30 November	—	—	—	5 December	11 „	4 December	21 „
—	—	—	29 November	43	16 December	17 „	23 „	17 „	30 „
24 November	16	16 December	—	—	—	19 „	26 „	19 „	1865. 2 January.
—	—	—	14 December	9	27 December	29 „	1865. 4 January	29 „	11 „
10 December	12	31 December	—	—	—	1865. 3 January	10 „	1865. 4 January	18 „
—	—	—	29 December	9	1865. 10 January	12 „	19 „	12 „	27 „
24 December	12	1865. 14 January	—	—	—	18 „	24 „	19 „	1 February.
—	—	—	1865. 14 January	12	27 January	29 „	6 February	29 „	14 „
1865. 10 January	13	30 January	—	—	—	5 February	14 „	6 February	21 „
—	—	—	29 January	8	12 February	14 „	21 „	14 „	1 March.

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No. 3.—Return showing the Actual Days of Departure and Arrival of the Mail Packets of the Peninsular

OUTWARD ROUTE.

Southampton to Alexandria.		Marseilles to Alexandria.		Suez to Bombay.			Suez to Calcutta.		
Left Southampton.	Arrived at Alexandria.	Left Marseilles.	Arrived at Alexandria.	Left Suez.	Stop at Aden.	Arrived at Bombay.	Left Suez.	Stop at Aden.	Arrived at Calcutta.
					Hours.			*Hours.*	
4 February	17 February	12 February	19 February	- -	-	- -	21 February	10	14 March
12 „	26 „	20 „	26 „	28 February	6	14 March	- -	-	- -
20 „	5 March	1 March	7 March	- -	-	- -	8 March	10	31 March
27 „	12 „	5 „	11 „	14 March	9	28 March	- -	-	- -
4 March	17 „	12 „	19 „	- -	-	- -	20 March	11	10 April
12 „	26 „	20 „	26 „	28 March	8	12 April	- -	-	- -
20 „	2 April	29 „	5 April	- -	-	- -	6 April	7	28 April
27 „	9 „	5 April	12 „	13 April	9	25 April	- -	-	- -
4 April	16 „	12 „	18 „	- -	-	- -	19 April	9	11 May
12 „	26 „	20 „	26 „	27 April	5	11 May	- -	-	- -
20 „	3 May	28 „	4 May	- -	-	- -	6 May	14	29 May
27 „	10 „	5 May	11 „	13 May	6	27 May	- -	-	- -
4 May	17 „	12 „	18 „	- -	-	- -	19 May	8	12 June
12 „	25 „	20 „	26 „	27 May	9	8 June	- -	-	- -
20 „	1 June	28 „	3 June	- -	-	- -	4 June	10	26 June
27 „	8 „	5 June	11 „	12 June	7	24 June	- -	-	- -
4 June	17 „	12 „	19 „	- -	-	- -	20 June	10	12 July
12 „	25 „	21 „	27 „	28 June	8	11 July	- -	-	- -
20 „	3 July	28 „	4 July	- -	-	- -	6 July	12	28 July
27 „	11 „	5 July	12 „	13 July	7	24 July	- -	-	- -
4 July	17 „	12 „	18 „	- -	-	- -	19 July	12	11 August
12 „	26 „	20 „	26 „	27 July	9	8 August	- -	-	- -
20 „	3 August	28 „	4 August	- -	-	- -	10 August	13	31 August
27 „	8 „	5 August	11 „	13 August	7	24 August	- -	-	- -
4 August	17 „	12 „	18 „	- -	-	- -	20 August	17	9 September
12 „	26 „	20 „	26 „	28 August	7	11 September	- -	-	- -
20 „	2 September	28 „	3 September	- -	-	- -	7 September	12	28 September
27 „	11 „	6 September	12 „	15 September	15	27 September	- -	-	- -
4 September	18 „	13 „	19 „	- -	-	- -	23 September	15	15 October
12 „	25 „	20 „	26 „	27 September	8	13 October	- -	-	- -
20 „	4 October	28 „	5 October	- -	-	- -	8 October	16	2 November
27 „	9 „	5 October	12 „	13 October	11	29 October	- -	-	- -
4 October	19 „	12 „	18 „	- -	-	- -	20 October	12	10 November
12 „	25 „	20 „	26 „	27 October	7	9 November	- -	-	- -
20 „	2 November	28 „	3 November	- -	-	- -	4 November	12	4 December
27 „	11 „	5 November	12 „	13 November	16	30 November	- -	-	- -
4 November	17 „	12 „	19 „	- -	-	- -	20 November	12	14 December
12 „	26 „	20 „	26 „	28 November	8	14 December	- -	-	- -
									1866.
20 „	7 December	29 „	6 December	- -	-	- -	10 December	12	4 January
27	9 „	6 December	14 „	15 December	7	29 December	- -	-	- -
4 December	18 „	13 „	20 „	- -	-	- -	21 December	18	14 January
						1866.			
12 „	27 „	20 „	26 „	30 December	6	13 January	- -	-	- -
	1866.		1866.				1866.		
20 „	2 January	28 „	3 January	- -	-	- -	5 January	9	29 January
				1866.					
27 „	10 „	5 January	11 „	11 January	13	28 January	- -	-	- -

SUMMARY of the foregoing Return showing the manner in which the Contract Packet Service

OUTWARDS.

Between London and		Number of Single Voyages.	Number of Times Before Time.	Number of Times After Time.
Calcutta	1864	24	19	5
	1865	24	20	4
Bombay	1864	24	13	11
	1865	24	11	13
		96	63	33

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and Oriental Steam Navigation Company employed in the Conveyance of the Indian Mails, &c.—*continued.*

HOMEWARD ROUTE.

Calcutta to Suez.			Bombay to Suez.			Alexandria to Marseilles.		Alexandria to Southampton.	
Left Calcutta (Sandheads).	Stop at Aden.	Arrived at Suez.	Left Bombay.	Stop at Aden.	Arrived at Suez.	Left Alexandria.	Arrived at Marseilles.	Left Alexandria.	Arrive Southan
	Hours.			*Hours.*					
25 January -	7	15 February -	- -	-	- -	18 February -	26 February -	19 February -	7 Marc
- -	-	- -	14 February -	8	27 February	28 „ -	8 March -	28 „ -	15 „
10 February -	10	3 March -	- -	-	- -	7 March -	13 „ -	8 March -	22 „
- -	-	- -	1 March -	10	16 March -	17 „ -	24 „ -	17 „ -	31 „
25 February -	13	19 March -	- -	-	- -	21 „ -	27 „ -	21 „ -	4 April
- -	-	- -	14 March -	11	26 March -	28 „ -	3 April -	28 „ -	11 „
11 March -	16	1 April -	- -	-	- -	3 pril -	10 „ -	5 April -	18 „
- -	-	- -	29 March -	11	12 April -	14 „ -	20 „ -	14 „ -	26 „
24 March -	13	16 April -	- -	-	- -	19 „ -	25 „ -	17 „ -	30 „
- -	-	- -	14 April -	8	28 April -	29 „ -	5 May -	29 „ -	12 May.
11 April -	7	4 May -	- -	-	- -	6 May -	12 „ -	6 May -	19 „
- -	-	- -	29 April -	9	15 May -	16 „ -	22 „ -	16 „ -	29 „
25 April -	19	17 May -	- -	-	- -	19 „ -	25 „ -	19 „ -	31 „
- -	-	- -	14 May -	10	27 May -	28 „ -	3 June -	28 „ -	9 June.
10 May -	8	7 June -	- -	-	- -	9 June -	14 „ -	9 June -	20 „
- -	-	- -	24 May -	22	8 June -	11 „ -	17 „ -	9 „ -	21 „
30 May -	15	26 June -	- -	-	- -	27 „ -	4 July -	27 „ -	10 July.
- -	-	- -	9 June -	21	26 June -	28 „ -	4 „ -	28 „ -	10 „
11 June -	8	6 July -	- -	-	- -	8 July -	15 „ -	8 July -	22 „
- -	-	- -	12 July -	8	28 July -	19 „ -	26 „ -	22 „ -	7 Augu
25 June -	8	27 July -	- -	-	- -	27 „ -	3 August -	27 „ -	11 „
- -	-	- -	9 July -	15	26 July -	29 „ -	4 „ -	29 „ -	10 „
10 July -	7	6 August -	- -	-	- -	7 August -	13 „ -	7 August -	21 „
- -	-	- -	24 July -	12	12 August -	14 „ -	20 „ -	14 „ -	28 „
24 July -	18	17 August -	- -	-	- -	18 „ -	25 „ -	19 „ -	1 Septe
- -	-	- -	9 August -	13	26 August -	28 „ -	4 September	28 „ -	11 „
10 August -	11	5 September	- -	-	- -	7 September -	14 „ -	7 September -	21 „
- -	-	- -	25 August -	25	17 September	18 „ -	25 „ -	18 „ -	1 Octo
24 August -	11	21 September	- -	-	- -	22 „ -	28 „ -	23 „ -	6 „
- -	-	- -	9 September	13	30 September	1 October -	8 October -	2 October -	14 „
10 September -	13	6 October -	- -	-	- -	8 „ -	14 „ -	8 „ -	22 „
- -	-	- -	30 September	9	12 October -	14 „ -	20 „ -	14 „ -	28 „
24 September -	16	14 October -	- -	-	- -	20 „ -	26 „ -	20 „ -	4 Nove
- -	-	- -	15 October -	10	28 October -	29 „ -	4 November -	29 „ -	12 „
10 October -	14	1 November -	- -	-	- -	3 November	9 „ -	3 November -	15 „
- -	-	- -	29 October -	9	13 November	14 „ -	21 „ -	14 „ -	28 „
24 October -	10	14 November -	- -	-	- -	19 „ -	26 „ -	20 „ -	2 Dece
- -	-	- -	14 November	7	26 November	27 „ -	4 December -	27 „ -	10 „
13 November -	15	4 December -	- -	-	- -	8 December -	15 „ -	7 December -	22 „
- -	-	- -	29 November	9	12 December	14 „ -	21 „ -	14 „ -	27 „
24 November -	12	16 December -	- -	-	- -	19 „ -	25 „ -	20 „ -	186 2 Janu
- -	-	- -	14 December	13	28 December	30 „ -	1866. 6 January -	30 „ -	14 {Havi at M
10 December -	12	31 December -	- -	-	- -	1866. 3 January -	11 „ -	1866. 4 January -	18 Janu
- -	-	- -	29 December	12	1866. 11 January -	12 „ -	18 „ -	12 January -	24 „

has been performed between this Country and the *East Indies* during the Years 1864 and 1865.

HOMEWARDS.

Between			Number of Single Voyages.	Number of Times Before Time.	Number of Times After Time.
Calcutta and -	Marseilles -	1864	48	14	10
		1865		11	13
	Southampton	1864	48	18	6
		1865		13	11
Bombay and -	Marseilles -	1864	48	11	13
		1865		5	19
	Southampton	1864	48	15	9
		1865		12	12
			192	99	93

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INDIA, CHINA, AUSTRALIA, and MAURITIUS MAIL SERVICES,

Cords - - - 24 hours. - - - - - - - - -

Southampton to Alexandria.				Marseilles to Alexandria.				ylon to Sydney.			Bombay to Hong Kong.					Hong Kong to Shanghai.	
STEAMER.				MAIL.	STEAMER.			STEAMER.			STEAMER.					STEAMER.	
Leaves	Arrives at			Leaves	Leaves	Arrives at	ives at	Leaves	Arrives at		Leaves		Arrives at			Leaves.	Arrives at
South-ampton.	Gib-raltar.	Malta.	Alex-andria.	London.	Mar-seilles.	Malta.	Alex-andri's	Mel-bourne.	Mel-bourne,	Sydney.	Bombay.	Galle.	Pe-nang.	Singa-pore.	Hong Kong.	Hong Kong.	Shanghai.
*2 P.M.					7 A.M.												
4 Jan.	9 Jan.	13 Jan.	17 Jan.	11 Jan.	13 Jan.	15 Jan.	19 Jan	–	–	–	29 Jan.	6 Feb.	12 Feb.	14 Feb.	23 Feb.	25 Feb.	1 Mar.
12 Jan.	17 Jan.	21 Jan.	25 Jan.	18 Jan.	20 Jan.	22 Jan.	26 Jan	–	–	–	–	–	–	–	–	–	–
20 Jan.	25 Jan.	29 Jan.	2 Feb.	26 Jan.	28 Jan.	30 Jan.	3 Feb	11 Mar.	12 Mar	15 Mar.	14 Feb.	21 Feb.	27 Feb.	29 Feb.	9 Mar.	11 Mar.	16 Mar.
27 Jan.	1 Feb.	5 Feb.	9 Feb.	3 Feb.	5 Feb.	7 Feb.	11 Feb	–	–	–	–	–	–	–	–	–	–
4 Feb.	9 Feb.	13 Feb.	17 Feb.	10 Feb.	12 Feb.	14 Feb.	18 Feb	–	–	–	29 Feb.	7 Mar.	13 Mar.	15 Mar.	24 Mar.	26 Mar.	31 Mar.
12 Feb.	17 Feb.	21 Feb.	25 Feb.	18 Feb.	20 Feb.	22 Feb.	26 Feb	–	–	–	–	–	–	–	–	–	–
20 Feb.	25 Feb.	29 Feb.	4 Mar.	26 Feb.	28 Feb.	1 Mar.	5 Ma	11 April	12 April	15 April	14 Mar.	23 Mar.	29 Mar.	31 Mar.	9 April	11 April	16 April
27 Feb.	3 Mar.	7 Mar.	11 Mar.	3 Mar.	5 Mar.	7 Mar.	11 Ma	–	–	–	–	–	–	–	–	–	–
4 Mar.	9 Mar.	13 Mar.	17 Mar.	10 Mar.	12 Mar.	14 Mar.	18 Ma	–	–	–	29 Mar.	6 April	12 April	14 April	23 April	25 April	30 April
12 Mar.	17 Mar.	21 Mar.	25 Mar.	18 Mar.	20 Mar.	22 Mar.	26 Ma	–	–	–	–	–	–	–	–	–	–
20 Mar.	25 Mar.	29 Mar.	2 April	26 Mar.	28 Mar.	30 Mar.	3 Apr	10 May	11 May	14 May	14 April	21 April	27 April	29 April	8 May	10 May	15 May
27 Mar.	1 April	5 April	9 April	4 April	6 April	8 April	12 Apr	–	–	–	–	–	–	–	–	–	–
4 April	9 April	13 April	17 April	11 April	13 April	15 April	19 Apr	–	–	–	29 April	7 May	13 May	15 May	24 May	26 May	31 May
12 April	17 April	21 April	25 April	18 April	20 April	22 April	26 Apr	–	–	–	–	–	–	–	–	–	–
20 April	25 April	29 April	3 May	26 April	28 April	30 April	4 Ma	10 June	11 June	14 June	14 May	22 May	28 May	30 May	8 June	10 June	15 June
27 April	2 May	6 May	10 May	3 May	5 May	7 May	11 Ma	–	–	–	–	–	–	–	–	–	–
4 May	9 May	13 May	17 May	10 May	12 May	14 May	18 Ma	–	–	–	29 May	5 June	11 June	13 June	22 June	24 June	29 June
12 May	17 May	21 May	25 May	18 May	20 May	22 May	26 Ma	–	–	–	–	–	–	–	–	–	–
20 May	25 May	29 May	2 June	26 May	28 May	30 May	3 Jun	10 July	11 July	14 July	14 June	21 June	27 June	29 June	8 July	10 July	15 July
27 May	1 June	5 June	9 June	3 June	5 June	7 June	11 Jun	–	–	–	–	–	–	–	–	–	–
4 June	9 June	13 June	17 June	10 June	12 June	14 June	18 Jun	–	–	–	29 June	6 July	12 July	14 July	23 July	25 July	30 July
12 June	17 June	21 June	25 June	18 June	20 June	22 June	26 Jun	–	–	–	–	–	–	–	–	–	–
20 June	25 June	29 June	3 July	27 June	29 June	1 July	5 Jul	11 Aug.	12 Aug.	15 Aug.	14 July	23 July	29 July	31 July	9 Aug.	11 Aug.	16 Aug.
27 June	2 July	6 July	10 July	4 July	6 July	8 July	12 Jul	–	–	–	–	–	–	–	–	–	–

* On Sundays August.

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— No. 4. —

for the Year 1864. Approved by the Postmaster General on the 2d November 1863.

Contract Time for the Transit through Egypt of the Southampto

HOMEWARD ROU

Shanghai to Hong Kong.		Hong Kong to Bombay.					Sydney to Ceylon.					Calcutta to Suez.					
Steamer.		Steamer.					Steamer.					Steamer.					
Leaves	Arrives at	Leaves	Arrives at				Leaves	Arrives at	Leaves	Arrives at		Leaves	Arrives at				South-ampton.
Shanghai.	Hong Kong.	Hong Kong.	Singapore.	Penang.	Galle.	Bombay.	Sydney.	Melbourne.	Melbourne,	King George's Sound.	Galle.	Calcutta (Sandheads).	Madras.	Galle.	Aden.	Suez.	
5 A.M.		• 2 P.M.					2 P.M.		2 P.M.								
1863 9 Dec.	1863 13 Dec.	1863 15 Dec.	1863 21 Dec.	1863 24 Dec.	1863 30 Dec.	5 Jan.	–	–	–	–	–	1863 24 Dec.	1863 27 Dec.	1863 31 Dec.	11 Jan.	17 Jan.	1 Feb.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11 Feb.
26 Dec.	30 Dec.	1864 1 Jan.	1864 7 Jan.	1864 10 Jan.	1864 16 Jan.	22 Jan.	1863 22 Dec.	1863 25 Dec.	1863 26 Dec.	1863 31 Dec.	16 Jan.	1864 10 Jan.	1864 13 Jan.	1864 17 Jan.	28 Jan.	3 Feb.	18 Feb.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	26 Feb.
1864 9 Jan.	1864 13 Jan.	15 Jan.	21 Jan.	24 Jan.	30 Jan.	5 Feb.	–	–	–	–	–	24 Jan.	27 Jan.	31 Jan.	11 Feb.	17 Feb.	3 Mar.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	13 Mar.
26 Jan.	30 Jan.	1 Feb.	7 Feb.	10 Feb.	16 Feb.	22 Feb.	1864 22 Jan.	1864 25 Jan.	1864 26 Jan.	1864 31 Jan.	16 Feb.	10 Feb.	13 Feb.	17 Feb.	28 Feb.	5 Mar.	20 Mar.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	28 Mar.
9 Feb.	13 Feb.	15 Feb.	21 Feb.	24 Feb.	1 Mar.	7 Mar.	–	–	–	–	–	24 Feb.	27 Feb.	2 Mar.	13 Mar.	19 Mar.	3 April
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11 April
24 Feb.	28 Feb.	1 Mar.	7 Mar.	10 Mar.	16 Mar.	22 Mar.	21 Feb.	24 Feb.	25 Feb.	1 Mar.	17 Mar.	10 Mar.	13 Mar.	17 Mar.	28 Mar.	3 April	18 April
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	26 April
9 Mar.	13 Mar.	15 Mar.	21 Mar.	24 Mar.	30 Mar.	5 April	–	–	–	–	–	24 Mar.	27 Mar.	31 Mar.	11 April	17 April	2 May
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	12 May
26 Mar.	30 Mar.	1 April	7 April	10 April	16 April	22 April	22 Mar.	25 Mar.	26 Mar.	31 Mar.	16 April	10 April	13 April	17 April	28 April	4 May	19 May
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	27 May
9 April	13 April	15 April	21 April	24 April	30 April	6 May	–	–	–	–	–	24 April	27 April	1 May	12 May	18 May	2 June
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	11 June
23 April	27 April	29 April	6 May	9 May	16 May	22 May	22 April	25 April	26 April	1 May	17 May	10 May	13 May	17 May	28 May	3 June	a 18 June
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	a 25 June
6 May	11 May	13 May	20 May	23 May	30 May	5 June	–	–	–	–	–	24 May	27 May	31 May	11 June	17 June	a 2 July
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	a 11 July
23 May	28 May	30 May	6 June	9 June	16 June	22 June	22 May	25 May	26 May	31 May	16 June	10 June	13 June	17 June	28 June	4 July	a 19 July
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	a 26 July

• On Sundays at 9 A.M.

a On these occasions, owing to the prevalence of the south-west monsoon, the arrival of the packets at Suez is likely to be retarded, and the del

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IME TABLE of India, China, Australia, and Mauritius Mail Services, for the

Southampton to Alexandria.				Marseilles to Alexandria. Ceylon to Sydney.							Bombay to Hong Kong.					Hong Kong to Shanghai.	
STEAMER.				MAIL.	STEAMER.	STEAMER.					STEAMER.					STEAMER.	
Leaves	Arrives at			Leaves	Leaves	Arrives at			Leaves	Arrives at	Leaves		Arrives at			Leaves	Arrives at
South-ampton.	Gib-raltar.	Malta.	Alex-andria.	London.	Mar-seilles.	Malta.	King George's Sound.	Mel-bourne.	Mel-bourne.	Sydney.	Bombay.	Galle.	Pe-nang.	Singa-pore.	Hong Kong.	Hong Kong.	Shanghai.
*2 P.M.					7 A.M.												
4 July	9 July	13 July	17 July	11 July	13 July	15 July	–	–	–	–	29 July	6 Aug.	12 Aug.	14 Aug.	23 Aug.	25 Aug.	30 Aug.
12 July	17 July	21 July	25 July	18 July	20 July	22 July	–	–	–	–	–	–	–	–	–	–	–
20 July	25 July	29 July	2 Aug.	26 July	28 July	30 July	4 Sept.	9 Sept.	10 Sept.	13 Sept.	14 Aug.	21 Aug.	27 Aug.	29 Aug.	7 Sept.	9 Sept.	14 Sept.
27 July	1 Aug.	5 Aug.	9 Aug.	3 Aug.	5 Aug.	7 Aug.	–	–	–	–	–	–	–	–	–	–	–
4 Aug.	9 Aug.	13 Aug.	17 Aug.	10 Aug.	12 Aug.	14 Aug.	–	–	–	–	29 Aug.	5 Sept.	11 Sept.	13 Sept.	22 Sept.	24 Sept.	29 Sept.
12 Aug.	17 Aug.	21 Aug.	25 Aug.	18 Aug.	20 Aug.	22 Aug.	–	–	–	–	–	–	–	–	–	–	–
20 Aug.	25 Aug.	29 Aug.	2 Sept.	26 Aug.	28 Aug.	30 Aug.	5 Oct.	10 Oct.	11 Oct.	14 Oct.	14 Sept.	21 Sept.	27 Sept.	29 Sept.	8 Oct.	10 Oct.	15 Oct.
27 Aug.	1 Sept.	5 Sept.	9 Sept.	3 Sept.	5 Sept.	7 Sept.	–	–	–	–	–	–	–	–	–	–	–
4 Sept.	9 Sept.	13 Sept.	17 Sept.	10 Sept.	12 Sept.	14 Sept.	–	–	–	–	29 Sept.	6 Oct.	12 Oct	14 Oct.	25 Oct.	27 Oct.	1 Nov.
12 Sept.	17 Sept.	21 Sept.	25 Sept.	19 Sept.	21 Sept.	23 Sept.	–	–	–	–	–	–	–	–	–	–	–
20 Sept.	25 Sept.	29 Sept.	3 Oct.	26 Sept.	28 Sept.	30 Sept.	5 Nov.	10 Nov.	11 Nov.	14 Nov.	14 Oct.	22 Oct.	28 Oct.	30 Oct.	10 Nov.	12 Nov.	17 Nov.
27 Sept.	2 Oct.	6 Oct.	10 Oct.	3 Oct.	5 Oct.	7 Oct.	–	–	–	–	–	–	–	–	–	–	–
4 Oct.	9 Oct.	13 Oct.	17 Oct.	10 Oct.	12 Oct.	14 Oct.	–	–	–	–	29 Oct.	5 Nov.	11 Nov.	13 Nov.	24 Nov.	26 Nov.	1 Dec.
12 Oct.	17 Oct.	21 Oct.	25 Oct.	18 Oct.	20 Oct.	22 Oct.	–	–	–	–	–	–	–	–	–	–	–
20 Oct.	25 Oct.	29 Oct.	2 Nov.	26 Oct.	28 Oct.	30 Oct.	5 Dec.	10 Dec.	11 Dec.	14 Dec.	14 Nov.	21 Nov.	27 Nov.	29 Nov.	10 Dec.	12 Dec.	17 Dec.
27 Oct.	1 Nov.	5 Nov.	9 Nov.	3 Nov.	5 Nov.	7 Nov.	–	–	–	–	–	–	–	–	–	–	–
4 Nov.	9 Nov.	13 Nov.	17 Nov.	10 Nov.	12 Nov.	14 Nov.	–	–	–	–	29 Nov.	6 Dec.	12 Dec.	14 Dec.	25 Dec.	27 Dec.	1865 1 Jan.
12 Nov.	17 Nov.	21 Nov.	25 Nov.	18 Nov.	20 Nov.	22 Nov.	–	–	–	–	–	–	–	–	–	–	–
20 Nov.	25 Nov.	29 Nov.	3 Dec.	26 Nov.	28 Nov.	30 Nov.	1865 5 Jan.	1865 10 Jan.	1865 11 Jan.	1865 14 Jan.	14 Dec.	22 Dec.	28 Dec.	30 Dec.	1865 10 Jan.	1865 12 Jan.	17 Jan.
27 Nov.	2 Dec.	6 Dec.	10 Dec.	3 Dec.	5 Dec.	7 Dec.	–	–	–	–	–	–	–	–	–	–	–
4 Dec.	9 Dec.	13 Dec.	17 Dec.	10 Dec.	12 Dec.	14 Dec.	–	–	–	–	29 Dec.	1865 5 Jan.	1865 11 Jan.	1865 13 Jan.	24 Jan.	26 Jan.	31 Jan.
12 Dec.	17 Dec.	21 Dec.	25 Dec.	19 Dec.	21 Dec.	23 Dec.	–	–	–	–	–	–	–	–	–	–	–
20 Dec.	25 Dec.	29 Dec.	1865 2 Jan.	26 Dec.	28 Dec.	30 Dec.	4 Feb.	9 Feb.	10 Feb.	13 Feb.	1865 14 Jan.	21 Jan.	27 Jan.	29 Jan.	9 Feb.	11 Feb.	16 Feb.
27 Dec.	1865 1 Jan.	1865 5 Jan.	9 Jan.	1865 3 Jan.	1865 5 Jan.	1865 7 Jan.	–	–	–	–	–	–	–	–	–	–	–

in June, July, and August.

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Year 1864. Approved by the Postmaster General on the 2d November 1863—*continued.*

HOMEWARD ROU

Shanghai to Hong Kong.		Hong Kong to Bombay.					Sydney to Ceylon.					Calcutta to Suez.					
Steamer.		Steamer.					Steamer.					Steamer.					
Leaves	Arrives at	Leaves	Arrives at				Leaves	Arrives at	Leaves	Arrives at		Leaves	Arrives at				
Shanghai.	Hong Kong.	Hong Kong.	Singapore.	Penang.	Galle.	Bombay.	Sydney.	Melbourne.	Melbourne.	King George's Sound.	Galle.	Calcutta (Sand heads).	Madras.	Galle.	Aden.	Suez.	Southampton.
5 A.M.		*2 P.M.					2 P.M.		2 P.M.								6
1864	1864	1864	1864	1864	1864		1864	1864	1864	1864		1864	1864	1864			
6 June	11 June	13 June	20 June	23 June	30 June	6 July	–	–	–	–	–	27 June	24 June	1 July	12 July	18 July	2 ig.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	10 ig.
22 June	27 June	29 June	6 July	9 July	16 July	22 July	22 June	25 June	26 June	1 July	17 July	10 July	13 July	17 July	28 July	3 Aug.	8 ig.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	25 ig.
5 July	10 July	12 July	20 July	23 July	30 July	5 Aug.	–	–	–	–	–	24 July	27 July	31 July	11 Aug.	17 Aug.	1 pt.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	0 pt.
22 July	27 July	29 July	6 Aug.	9 Aug.	16 Aug.	22 Aug.	22 July	25 July	26 July	31 July	16 Aug.	10 Aug.	13 Aug.	17 Aug.	28 Aug.	3 Sept.	8 pt.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	5 pt.
5 Aug.	10 Aug.	12 Aug.	20 Aug.	23 Aug.	30 Aug.	5 Sept.	–	–	–	–	–	24 Aug.	27 Aug.	31 Aug.	11 Sept.	17 Sept.	2 ct.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1 ct.
21 Aug.	26 Aug.	28 Aug.	6 Sept.	9 Sept.	16 Sept.	22 Sept.	22 Aug.	25 Aug.	26 Aug.	31 Aug.	16 Sept.	10 Sept.	13 Sept.	17 Sept.	28 Sept.	4 Oct.	9 ct.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7 ct.
4 Sept.	9 Sept.	*b* 11 Sept.	20 Sept.	23 Sept.	30 Sept.	6 Oct.	–	–	–	–	–	24 Sept.	27 Sept.	1 Oct.	12 Oct.	18 Oct.	2 ov.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1 ov.
21 Sept.	25 Sept.	*b* 27 Sept.	6 Oct.	9 Oct.	16 Oct.	22 Oct.	22 Sept.	25 Sept.	26 Sept.	1 Oct.	17 Oct.	10 Oct.	13 Oct.	17 Oct.	28 Oct.	3 Nov.	8 ov.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6 ov.
9 Oct.	13 Oct.	15 Oct.	21 Oct.	24 Oct.	30 Oct.	5 Nov.	–	–	–	–	–	24 Oct.	27 Oct.	31 Oct.	11 Nov.	17 Nov.	2 ec.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2 ec.
26 Oct.	30 Oct.	1 Nov.	7 Nov.	10 Nov.	16 Nov.	22 Nov.	22 Oct.	25 Oct.	26 Oct.	31 Oct.	16 Nov.	10 Nov.	13 Nov.	17 Nov.	28 Nov.	4 Dec.	9 ec.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	7 ec.
9 Nov.	13 Nov.	15 Nov.	21 Nov.	24 Nov.	30 Nov.	6 Dec.	–	–	–	–	–	24 Nov.	27 Nov.	1 Dec.	12 Dec.	18 Dec.	55 an.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1 an.
25 Nov.	29 Nov.	1 Dec.	7 Dec.	10 Dec.	16 Dec.	22 Dec.	22 Nov.	25 Nov.	26 Nov	1 Dec.	17 Dec.	10 Dec.	13 Dec.	17 Dec.	28 Dec.	1865 3 Jan.	3 n.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	6 n.

* On Sundays at 9 A.M.

a. On these occasions, owing to the prevalence of the south-west monsoon, the arrival of the packets at Suez is likely to be retarded, and the deli

b. This earlier departure, although a deviation from the contract, is permitted, to ensure a junction being effected with the packet from Calcutta

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ONTRACT MAIL STEAM PACKETS of the PENINSULAR and ORIENTAL

Southampton to Alexandria.				Marseilles to Alexandria.		Ceylon to Sydney.					Bombay to Hong Kong.					Hong Kong to Shanghai.	
Leaves	Arrives at			Leaves	Leaves	Arrive	Arrives at		Leaves	Arrives at	Leaves		Arrives at			Leaves	Arrives at
Southampton.	Gibraltar.	Malta.	Alexandria.	London.	Marseilles.	Malta.	King George's Sound.	Melbourne.	Melbourne.	Sidney.	Bombay.	Galle.	Penang.	Singapore.	Hong Kong.	Hong Kong.	Shanghai.
*2 P.M.	▶				7 A.M.						9 A.M.						
4 Jan.	9 Jan.	13 Jan.	17 Jan.	10 Jan.	12 Jan.	14 Jan.	–	–	–	–	30 Jan.	5 Feb.	11 Feb.	13 Feb.	22 Feb.	23 Feb.	28 Feb.
12 Jan.	17 Jan.	21 Jan.	25 Jan.	18 Jan.	20 Jan.	22 Jan.	–	–	–	–	–	–	–	–	–	–	–
20 Jan.	25 Jan.	29 Jan.	2 Feb.	26 Jan.	28 Jan.	30 Jan.	7 Mar.	12 Mar.	13 Mar.	16 Mar.	15 Feb.	21 Feb.	27 Feb.	1 Mar.	10 Mar.	11 Mar.	16 Mar.
27 Jan.	1 Feb.	5 Feb.	9 Feb.	3 Feb.	5 Feb.	7 Feb.	–	–	–	–	–	–	–	–	–	–	–
4 Feb.	9 Feb.	13 Feb.	17 Feb.	10 Feb.	12 Feb.	14 Feb.	–	–	–	–	2 Mar.	8 Mar.	14 Mar.	16 Mar.	25 Mar.	26 Mar.	31 Mar.
12 Feb.	17 Feb.	21 Feb.	25 Feb.	18 Feb.	20 Feb.	22 Feb.	–	–	–	–	–	–	–	–	–	–	–
20 Feb.	25 Feb.	1 Mar.	5 Mar.	27 Feb.	1 Mar.	3 Mar.	8 April	13 April	14 April	17 April	15 Mar.	25 Mar.	31 Mar.	2 April	11 April	12 April	17 April
27 Feb.	4 Mar.	8 Mar.	12 Mar.	3 Mar.	5 Mar.	7 Mar.	–	–	–	–	–	–	–	–	–	–	–
4 Mar.	9 Mar.	13 Mar.	17 Mar.	10 Mar.	12 Mar.	14 Mar.	–	–	–	–	30 Mar.	5 April	11 April	13 April	22 April	23 April	28 April
12 Mar.	17 Mar.	21 Mar.	25 Mar.	18 Mar.	20 Mar.	22 Mar.	–	–	–	–	–	–	–	–	–	–	–
20 Mar.	25 Mar.	29 Mar.	2 April	27 Mar.	29 Mar.	31 Mar.	6 May	11 May	12 May	15 May	15 April	22 April	28 April	30 April	9 May	10 May	15 May
27 Mar.	1 April	5 April	9 April	3 April	5 April	7 April	–	–	–	–	–	–	–	–	–	–	–
4 April	9 April	13 April	17 April	10 April	12 April	14 April	–	–	–	–	30 April	6 May	12 May	14 May	23 May	24 May	29 May
12 April	17 April	21 April	25 April	18 April	20 April	22 April	–	–	–	–	–	–	–	–	–	–	–
20 April	25 April	29 April	3 May	26 April	28 April	30 April	5 June	10 June	11 June	14 June	15 May	22 May	28 May	30 May	8 June	9 June	14 June
27 April	2 May	6 May	10 May	3 May	5 May	7 May	–	–	–	–	–	–	–	–	–	–	–
4 May	9 May	13 May	17 May	10 May	12 May	14 May	–	–	–	–	30 May	5 June	11 June	13 June	22 June	23 June	28 June
12 May	17 May	21 May	25 May	18 May	20 May	22 May	–	–	–	–	–	–	–	–	–	–	–
20 May	25 May	29 May	2 June	26 May	28 May	30 May	5 July	10 July	11 July	14 July	15 June	21 June	27 June	29 June	8 July	9 July	14 July
27 May	1 June	5 June	9 June	3 June	5 June	7 June	–	–	–	–	–	–	–	–	–	–	–
4 June	9 June	13 June	17 June	10 June	12 June	14 June	–	–	–	–	30 June	6 July	12 July	14 July	23 July	24 July	29 July
12 June	17 June	21 June	25 June	19 June	21 June	23 June	–	–	–	–	–	–	–	–	–	–	–
20 June	25 June	29 June	3 July	26 June	28 June	30 June	5 Aug.	10 Aug.	11 Aug.	14 Aug.	15 July	22 July	28 July	30 July	8 Aug.	9 Aug.	14 Aug
27 June	2 July	6 July	10 July	3 July	5 July	7 July	–	–	–	–	–	–	–	–	–	–	–

June, July, and August.

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STEAM NAVIGATION COMPANY, for the Year 14.

Shanghai to Hong Kong.		Hong Kong to Bombay.						Bombay to Suez.			Alexandria to Marseilles.				Alexandria to Southampton.			
Leaves	Arrives at	Leaves	Arrives at				Leaves	Leaves	Arrives at		Leaves	Arrives at		Mail arrives in	Leaves	Arrives at		
Shanghai.	Hong Kong.	Hong Kong.	Singapore.	Penang.	Galle.	Bombay.	Sydney.	Bombay.	Aden.	Suez.	Alexandria.	Malta.	Marseilles.	London.	Alexandria.	Malta.	Gibraltar.	Southampton.
5 A.M.		*2 P.M.						10 A.M.										
1864	1864	1864	1864	1864	1864		2 P.M.											
9 Dec.	13 Dec.	15 Dec.	21 Dec.	24 Dec.	30 Dec.	5 Jan.	–	–	–	–	18 Jan.	21 Jan.	24 Jan.	26 Jan.	19 Jan.	23 Jan.	27 Jan.	1 Feb.
–	–	–	–	–	–	–	–.	14 Jan.	21 Jan.	27 Jan.	28 Jan.	31 Jan.	3 Feb.	5 Feb.	29 Jan.	2 Feb.	6 Feb.	11 Feb.
		1865	1865	1865	1865		186											
26 Dec.	30 Dec.	1 Jan.	7 Jan.	10 Jan.	16 Jan.	22 Jan.	22 Dec	–	–	–	4 Feb.	7 Feb.	10 Feb.	12 Feb.	5 Feb.	9 Feb.	13 Feb.	18 Feb.
–	–	–	–	–	–	–	–	29 Jan.	5 Feb.	11 Feb.	12 Feb.	15 Feb.	18 Feb.	20 Feb.	13 Feb.	17 Feb.	21 Feb.	26 Feb.
1865	1865																	
9 Jan.	13 Jan.	15 Jan.	21 Jan.	24 Jan.	30 Jan.	5 Feb.	–	–	–	–	18 Feb.	21 Feb.	24 Feb.	26 Feb.	19 Feb.	23 Feb.	27 Feb.	4 Mar.
–	–	–	–	–	–	–	–.	14 Feb.	21 Feb.	27 Feb.	28 Feb.	3 Mar.	6 Mar.	8 Mar.	1 Mar.	5 Mar.	9 Mar.	14 Mar.
							186											
26 Jan.	30 Jan.	1 Feb.	7 Feb.	10 Feb.	16 Feb.	22 Feb.	22 Jan.	–	–	–	7 Mar.	10 Mar.	13 Mar.	15 Mar.	8 Mar.	12 Mar.	16 Mar.	21 Mar.
–	–	–	–	–	–	–	–	1 Mar.	8 Mar.	14 Mar.	15 Mar.	18 Mar.	21 Mar.	23 Mar.	16 Mar.	20 Mar.	24 Mar.	29 Mar.
9 Feb.	13 Feb.	15 Feb.	21 Feb.	24 Feb.	2 Mar.	8 Mar.	–	–	–	–	21 Mar.	24 Mar.	27 Mar.	29 Mar.	22 Mar.	26 Mar.	30 Mar.	4 April
–	–	–	–	–	–	–	–.	14 Mar.	21 Mar.	27 Mar.	28 Mar.	31 Mar.	3 April	5 April	29 Mar.	2 April	6 April	11 April
23 Feb.	27 Feb.	1 Mar.	7 Mar.	10 Mar.	16 Mar.	22 Mar.	20 Feb.	–	–	–	4 April	7 April	10 April	12 April	5 April	9 April	13 April	18 April
–	–	–	–	–	–	–	–	29 Mar.	5 April	11 April	12 April	15 April	18 April	20 April	13 April	17 April	21 April	26 April
9 Mar.	13 Mar.	15 Mar.	21 Mar.	24 Mar.	30 Mar.	5 April	–	–	–	–	18 April	21 April	24 April	26 April	19 April	23 April	27 April	2 May
–	–	–	–	–	–	–	–il	14 April	21 April	27 April	28 April	1 May	4 May	6 May	29 April	3 May	7 May	12 May
26 Mar.	30 Mar.	1 April	7 April	10 April	16 April	22 April	22 Mar.	–	–	–	5 May	8 May	11 May	13 May	6 May	10 May	14 May	19 May
–	–	–	–	–	–	–	–	29 April	6 May	12 May	13 May	16 May	19 May	21 May	14 May	18 May	22 May	27 May
9 April	13 April	15 April	21 April	24 April	30 April	6 May	–	–	–	–	19 May	22 May	25 May	27 May	20 May	24 May	28 May	2 June
–	–	–	–	–	–	–	–7	14 May	21 May	27 May	28 May	31 May	3 June	5 June	29 May	2 June	6 June	11 June
23 April	27 April	29 April	6 May	9 May	16 May	22 May	22 April	–	–	–	4 June	7 June	10 June	12 June	5 June	9 June	13 June	18 June †
–	–	–	–	–	–	–	–	21 May	4 June	10 June	11 June	14 June	17 June	19 June	12 June	16 June	20 June	25 June ‡
6 May	11 May	13 May	20 May	23 May	30 May	5 June	–	–	–	–	18 June	21 June	24 June	26 June	19 June	23 June	27 June	2 July †
–	–	–	–	–	–	–	–2	9 June	20 June	26 June	27 June	30 June	3 July	5 July	28 June	2 July	6 July	11 July ‡
23 May	28 May	30 May	6 June	9 June	16 June	22 June	22 May	–	–	–	5 July	8 July	11 July	13 July	6 July	10 July	14 July	19 July †
–	–	–	–	–	–	–	–	24 June	5 July	11 July	12 July	15 July	18 July	20 July	13 July	17 July	21 July	26 July ‡

* On Sundays at 9 A.M.

† On these occasions, owing to the prevalence of the south-west at Marseilles and Southampton affected in a corresponding degree. In the Mail Contract, the packets are allowed *Five* days extra on the passage from Calcutta

‡ *Six* days extra are *allowed* to the Bombay Packets in May, June

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No. 5.—Table showing Oriental

OUTWARD RO

Southampton to Alexandria.				Marseilles to Alexandria.				Suez to Bombay.			Suez to Mauritius (calling at Seychelles).†			Suez to Calcutta				Hong Kong to Shanghai.	
Leaves	Arrives at			Leaves	Leaves	Arrives at		Leaves	Arrives at		Leaves	Arrives at		Leaves	Arrives at			Leaves	Arrives at
outh-pton.	Gibraltar.	Malta.	Alexandria.	London.	Marseilles.	Malta.	Alexandria.	Suez.	Aden.	Bombay.	Suez.	Aden.	Mauritius.	Suez.	Aden.	Galle.	Madras	Hong Kong.	Shanghai.
P.M.					7 A.M.														
4 July	9 July	13 July	17 July	10 July	12 July	14 July	18 July	–	–	–	–	–	–	19 July	25 July	5 Aug.	9 Aug.	23 Aug.	28 Aug.
12 July	17 July	21 July	25 July	18 July	20 July	22 July	26 July	27 July	2 Aug.	10 Aug.	–	–	–	–	–	–	–	–	–
20 July	25 July	29 July	2 Aug.	26 July	28 July	30 July	3 Aug.	–	–	–	4 Aug.	10 Aug.	24 Aug.	4 Aug.	10 Aug.	21 Aug.	25 Aug.	8 Sept.	13 Sept.
27 July	1 Aug.	5 Aug.	9 Aug.	3 Aug.	5 Aug.	7 Aug	11 Aug.	12 Aug.	18 Aug.	26 Aug.	–	–	–	–	–	–	–	–	–
4 Aug.	9 Aug.	13 Aug.	17 Aug.	10 Aug.	12 Aug.	14 Aug.	18 Aug.	–	–	–	–	–	–	19 Aug.	25 Aug.	5 Sept.	9 Sept.	23 Sept.	28 Sept.
12 Aug.	17 Aug.	21 Aug.	25 Aug.	18 Aug.	20 Aug.	22 Aug.	26 Aug.	27 Aug.	2 Sept.	10 Sept.	–	–	–	–	–	–	–	–	–
20 Aug.	25 Aug.	29 Aug.	2 Sept.	26 Aug.	28 Aug.	30 Aug.	3 Sept.	–	–	–	4 Sept.	10 Sept.	24 Sept.	4 Sept.	10 Sept.	21 Sept.	25 Sept.	9 Oct.	14 Oct.
27 Aug.	1 Sept.	5 Sept.	9 Sept.	4 Sept.	6 Sept.	8 Sept.	12 Sept.	13 Sept.	19 Sept.	27 Sept.	–	–	–	–	–	–	–	–	–
4 Sept.	9 Sept.	13 Sept.	17 Sept.	11 Sept.	13 Sept.	15 Sept.	19 Sept.	–	–	–	–	–	–	20 Sept.	26 Sept.	7 Oct.	11 Oct.	27 Oct.	1 Nov.
12 Sept.	17 Sept.	21 Sept.	25 Sept.	18 Sept.	20 Sept.	22 Sept	26 Sept.	27 Sept.	3 Oct.	11 Oct.	–	–	–	–	–	–	–	–	–
20 Sept.	25 Sept.	29 Sept.	3 Oct.	26 Sept.	28 Sept.	30 Sept	4 Oct.	–	–	–	5 Oct.	11 Oct.	25 Oct.	5 Oct.	11 Oct.	22 Oct.	26 Oct.	11 Nov.	16 Nov.
27 Sept.	2 Oct.	6 Oct.	10 Oct.	3 Oct.	5 Oct.	7 Oct.	11 Oct.	12 Oct.	18 Oct.	26 Oct.	–	–	–	–	–	–	–	–	–
4 Oct.	9 Oct.	13 Oct.	17 Oct.	10 Oct.	12 Oct.	14 Oct.	18 Oct.	–	–	–	–	–	–	19 Oct	25 Oct.	5 Nov.	9 Nov.	25 Nov.	30 Nov.
12 Oct.	17 Oct.	21 Oct.	25 Oct.	18 Oct.	20 Oct.	22 Oct.	26 Oct.	27 Oct.	2 Nov.	10 Nov.	–	–	–	–	–	–	–	–	–
20 Oct.	25 Oct.	29 Oct.	2 Nov.	26 Oct.	28 Oct.	30 Oct.	3 Nov.	–	–	–	4 Nov.	10 Nov.	24 Nov.	4 Nov.	10 Nov.	21 Nov.	25 Nov.	11 Dec.	16 Dec.
27 Oct.	1 Nov.	5 Nov.	9 Nov.	3 Nov.	5 Nov.	7 Nov.	11 Nov.	12 Nov.	18 Nov.	26 Nov.	–	–	–	–	–	–	–	–	–
4 Nov.	9 Nov.	13 Nov.	17 Nov.	10 Nov.	12 Nov.	14 Nov.	18 Nov.	–	–	–	–	–	–	19 Nov.	25 Nov.	6 Dec.	10 Dec.	26 Dec.	31 Dec.
12 Nov.	17 Nov.	21 Nov.	25 Nov.	18 Nov.	20 Nov.	22 Nov.	26 Nov.	27 Nov.	3 Dec.	11 Dec.	–	–	–	–	–	–	–	–	–
20 Nov.	25 Nov.	29 Nov.	3 Dec.	27 Nov.	29 Nov.	1 Dec.	5 Dec.	–	–	–	6 Dec.	12 Dec.	26 Dec.	6 Dec.	12 Dec.	23 Dec.	27 Dec.	1866 12 Jan.	1866 17 Jan.
27 Nov.	2 Dec.	6 Dec.	10 Dec.	4 Dec.	6 Dec.	8 Dec.	12 Dec.	13 Dec.	19 Dec.	27 Dec.	–	–	–	–	–	–	–	–	–
4 Dec.	9 Dec.	13 Dec.	17 Dec.	11 Dec.	13 Dec.	15 Dec.	19 Dec.	–	–	–	–	–	–	20 Dec.	26 Dec.	1866 6 Jan.	1866 10 Jan.	26 Jan.	31 Jan.
12 Dec.	17 Dec.	21 Dec.	25 Dec.	18 Dec.	20 Dec.	22 Dec.	26 Dec.	27 Dec.	1866 2 Jan.	1866 10 Jan.	–	–	–	–	–	–	–	–	–
20 Dec.	25 Dec.	29 Dec.	1866 2 Jan.	26 Dec.	28 Dec.	30 Dec.	1866 3 Jan.	–	–	–	1866 4 Jan.	1866 10 Jan.	1866 24 Jan.	1866 4 Jan.	1866 10 Jan.	21 Jan.	25 Jan.	10 Feb.	15 Feb.
1866 7 Jan.	1866 1 Jan.	1866 5 Jan.	9 Jan.	1866 3 Jan.	1866 5 Jan.	1866 7 Jan.	11 Jan.	1866 12 Jan.	18 Jan.	26 Jan.	–	–	–	–	–	–	–	–	–

* On Sundays at 9 A.M.

† Except in June, July,

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Steam Navigation Company, for the Year 1865. Ap

Shanghai to Hong Kong.		Hong Kong to Bombay.						Bombay to Suez.			Alexandria to Marseilles.				Alexandra to Southampton.			
Leaves	Arrives at	Leaves	Arrives at				Leave	Leaves	Arrives at		Leaves	Arrives at		Mail arrives in	Leaves	Arrives a		
Shanghai.	Hong-Kong.	Hong-Kong.	Singapore.	Penang.	Galle.	Bombay.	Sydne	Bombay.	Aden.	Suez.	Alexandria.	Malta.	Marseilles.	London.	Alexandria.	Malta.	Gibraltar.	South am ton.
5 A.M.		*2 P.M.					2 P.M.	10 AM.										
1865	1865	1865	1865	1865	1865		1865											
6 June	11 June	13 June	20 June	23 June	30 June	6 July	–	–	–	–	19 July	22 July	25 July	27 July	20 July	21 July	28 July	Aug. †
–	–	–	–	–	–	–	–	9 July	20 July	26 July	27 July	30 July	2 Aug.	4 Aug.	28 July	1 Aug.	5 Aug.	10 Aug. ‡
22 June	27 June	29 June	6 July	9 July	16 July	22 July	22 June	–	–	–	4 Aug.	7 Aug.	10 Aug.	12 Aug.	5 Aug.	9 Aug.	13 Aug.	18 Aug. †
–	–	–	–	–	–	–	–	24 July	4 Aug.	10 Aug.	11 Aug.	14 Aug.	17 Aug.	19 Aug.	12 Aug.	16 Aug.	20 Aug.	25 Aug. ‡
5 July	10 July	12 July	20 July	23 July	30 July	5 Aug.	–	–	–	–	18 Aug.	21 Aug.	24 Aug.	26 Aug.	19 Aug.	23 Aug.	27 Aug.	1 Sept.
–	–	–	–	–	–	–	–	9 Aug.	20 Aug.	26 Aug.	27 Aug.	30 Aug.	2 Sept.	4 Sept.	28 Aug.	1 Sept.	5 Sept.	10 Sept.
22 July	27 July	29 July	6 Aug.	9 Aug.	16 Aug.	22 Aug.	22 July	–	–	–	4 Sept.	7 Sept.	10 Sept.	12 Sept.	5 Sept.	9 Sept.	13 Sept.	18 Sept.
–	–	–	–	–	–	–	–	24 Aug.	4 Sept.	10 Sept.	11 Sept.	14 Sept.	17 Sept.	19 Sept.	12 Sept.	16 Sept.	20 Sept.	25 Sept.
5 Aug.	10 Aug.	12 Aug.	20 Aug.	23 Aug.	30 Aug.	5 Sept.	–	–	–	–	18 Sept.	21 Sept.	24 Sept.	26 Sept.	19 Sept.	23 Sept.	27 Sept.	2 Oct.
–	–	–	–	–	–	–	–	9 Sept.	20 Sept.	26 Sept.	27 Sept.	30 Sept.	3 Oct.	5 Oct.	28 Sept.	2 Oct.	6 Oct.	11 Oct.
21 Aug.	26 Aug.	28 Aug.	6 Sept.	9 Sept.	16 Sept.	22 Sept.	22 Aug.	–	–	–	5 Oct.	8 Oct.	11 Oct.	13 Oct.	6 Oct.	10 Oct.	14 Oct.	19 Oct.
–	–	–	–	–	–	–	–	29 Sept.	6 Oct.	12 Oct.	13 Oct.	16 Oct.	19 Oct.	21 Oct.	14 Oct.	18 Oct.	22 Oct.	27 Oct.
4 Sept.	9 Sept.	11 Sept.	20 Sept.	23 Sept.	30 Sept.	6 Oct.	–	–	–	–	19 Oct.	22 Oct.	25 Oct.	27 Oct.	20 Oct.	24 Oct.	28 Oct.	2 Nov.
–	–	–	–	–	–	–	–	14 Oct.	21 Oct.	27 Oct.	28 Oct.	31 Oct.	3 Nov.	5 Nov.	29 Oct.	2 Nov.	6 Nov.	11 Nov.
21 Sept.	25 Sept.	27 Sept.	6 Oct.	9 Oct.	16 Oct.	22 Oct.	22 Sept.	–	–	–	4 Nov.	7 Nov.	10 Nov.	12 Nov.	5 Nov.	9 Nov.	13 Nov.	18 Nov.
–	–	–	–	–	–	–	–	29 Oct.	5 Nov.	11 Nov.	12 Nov.	15 Nov.	18 Nov.	20 Nov.	13 Nov.	17 Nov.	21 Nov.	26 Nov.
9 Oct.	13 Oct.	15 Oct.	21 Oct.	24 Oct.	30 Oct.	5 Nov.	–	–	–	–	18 Nov.	21 Nov.	24 Nov.	26 Nov.	19 Nov.	23 Nov.	27 Nov.	2 Dec.
–	–	–	–	–	–	–	–	14 Nov.	21 Nov.	27 Nov.	28 Nov.	1 Dec.	4 Dec.	6 Dec.	29 Nov.	3 Dec.	7 Dec.	12 Dec.
26 Oct.	30 Oct.	1 Nov.	7 Nov.	10 Nov.	16 Nov.	22 Nov.	22 Oct.	–	–	–	5 Dec.	8 Dec.	11 Dec.	13 Dec.	6 Dec.	10 Dec.	14 Dec.	19 Dec.
–	–	–	–	–	–	–	–	29 Nov.	6 Dec.	12 Dec.	13 Dec.	16 Dec.	19 Dec.	21 Dec.	14 Dec.	18 Dec.	22 Dec.	27 Dec.
9 Nov.	13 Nov.	15 Nov.	21 Nov.	24 Nov.	30 Nov.	6 Dec.	–	–	–	–	19 Dec.	22 Dec.	25 Dec.	27 Dec.	20 Dec.	24 Dec.	28 Dec.	1866 2 Jan.
–	–	–	–	–	–	–	–	14 Dec.	21 Dec.	27 Dec.	28 Dec.	31 Dec.	1866 3 Jan.	1866 5 Jan.	29 Dec.	1866 2 Jan.	1866 6 Jan.	11 Jan.
25 Nov.	29 Nov.	1 Dec.	7 Dec.	10 Dec.	16 Dec.	22 Dec.	22 Nov.	–	–	–	1866 4 Jan.	1866 7 Jan.	10 Jan.	12 Jan.	1866 5 Jan.	9 Jan.	13 Jan.	18 Jan.
–	–	–	–	–	–	–	–	29 Dec.	1866 5 Jan.	1866 11 Jan.	12 Jan.	15 Jan.	18 Jan.	20 Jan.	13 Jan.	17 Jan.	21 Jan.	26 Jan.

* On Sundays at 9 A.M.

† On these occasions, owing to the prevalence of the south-west m ils at Marseilles and Southampton affected in a corresponding degree. In the Mail Contract, the packets are allowed *Five* days extra on the passage f

‡ *Six* days extra are *allowed* to the Bombay Packets in May, Ju

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£.	s.	d.
45,512	8	-
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21,000	-	-
20,500	-	-
24,000	-	-
132,384	10	-
35,000	-	-

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— No. 8. —

Contract, 27th February 1866.

ARTICLES OF AGREEMENT made and entered into the 27th day of February, in the year 1866, between The Right Honourable Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General (on behalf of Her Majesty) of the one part, and The Peninsular and Oriental Steam Navigation Company of the other part.

Whereas by two several articles of agreement, dated respectively the 1st day of January 1853 and the 7th day of July 1854, and respectively made between the said Company of the one part, and the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, for and on behalf of Her Majesty, of the other part, for the considerations therein respectively mentioned, the said Company contracted and agreed to convey Her Majesty's mails to and from the several places and in manner therein respectively mentioned.

And whereas by virtue of an Act of Parliament passed in the 23d year of the reign of Her present Majesty, intituled "An Act to transfer to the Postmaster General Securities entered into with the Commissioners of the Admiralty in relation to the Packet Service," all the interests, rights, powers, and authorities of the said Commissioners under the hereinbefore-recited contracts were transferred to and are now vested in the said Postmaster General:

And whereas by articles of agreement, dated the 1st day of June 1861, and made between the said Company of the one part, and the said Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General for the time being of the other part, for the considerations therein mentioned it was, amongst other things, agreed, that, from the annual sum for the time being payable to the said Company under the said contracts of the 1st day of January 1853 and the 7th day of July 1854, there should be retained or deducted by the Postmaster General for the time being an annual sum after the rate of 15,000 *l.*:

And whereas by articles of agreement, dated the 16th day of April 1861, and made between the said Company of the one part, and the said Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General for the time being, of the other part, for the considerations therein mentioned, the said Company contracted and agreed to convey Her Majesty's mails to and from the several places and in manner therein mentioned:

And whereas by articles of agreement, dated the 17th day of November 1865, and made between the said Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General for the time being of the one part, and the said Company of the other part, for the considerations therein mentioned, the said Company contracted and agreed to convey Her Majesty's mails to and from the several places and in manner therein mentioned:

And whereas it has been agreed between the parties hereto, that the terms of the several hereinbefore recited contracts shall be modified in manner hereinafter appearing:

Now these presents witness, and each of them the said Company and the said Postmaster General do, and doth for themselves and himself, their and his successors and assigns, covenant, agree, and declare with and to the other of them the said Company and the said Postmaster General, their and his successors and assigns, in manner following: (that is to say),

1. Except as hereinafter provided, Her Majesty's Postmaster General hereby releases the said Company from the obligation of those parts of the said articles of agreement of the 1st day of January 1853, which provide,

(1.) That the vessels, engines, equipments, engineers, officers, and crew employed in and about the services therein mentioned, shall be subject in the first instance, and from time to time and at all times afterwards, to the approval of the said Commissioners of the Admiralty, and of such other persons as shall at any time or times, or from time to time, have authority under the said Commissioners to inspect and examine the same.

(2.) That the said Company shall, previously to any vessel being built for or which is intended to be employed in the performance of the said contract, submit the designs, plans, and sections of each and every of such vessels to the said Commissioners, and be bound to adopt such fittings, scantling, and such dispositions of hatchways as the said Commissioners shall declare in writing to be necessary for carrying and firing the armament in the said articles of agreement in that behalf mentioned.

(3.) That the said Company shall and will from time to time, and at all times during the continuance of the said contract, make such alterations or improvements in the constrution, equipments, and machinery of the vessels which shall be used in the performance of the said contract as the advanced state of science may suggest and the said Commissioners may direct; and that if at any time during the continuance of the said contract the progress of science should enable the vessels employed in the performance of the said contract to be propelled at a much greater

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App. No. 1.

speed than is therein provided, the said Commissioners may, if they think fit, order such necessary improvements to be made, granting such compensation to the said Company as may by arbitration be determined to be due for the increased expenditure, if any, arising from the making of such improvements.

(4.) That the said Commissioners shall have full power, whenever and as often as they may deem it requisite, to survey, by any of their officers or agents, all or every the vessels employed and to be employed in the performance of the said contract, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, equipments, and the officers, engineers, and crew of every such vessel, and that the said vessels shall be opened in their hulls whenever the said officers may require; and that if any such vessel or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall on any such survey be declared by any of such officers or agents unseaworthy or not adapted to the service thereby contracted to be performed, or if the said Commissioners shall deem it necessary or expedient that any alteration or improvement shall be made therein, or in any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service thereby contracted to be performed, and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied, or the alterations and improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners; and that if employed before such defect or deficiency shall have been supplied, or such alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners, the said Company shall forfeit and pay to Her Majesty, Her heirs and successors, the sum of 500 *l.*

2. Except as hereinafter provided, the rights and obligations of the Postmaster General and the said Company respectively, under the said articles of agreement of the 1st day of January 1853, shall henceforth be the same in all respects as if the provisions thereof hereinbefore set forth, and numbered 1 to 4 inclusive, had been omitted therefrom.

3. Except as hereinafter provided, Her Majesty's Postmaster General hereby releases the said Company from the obligation of those parts of the said articles of agreement of the 7th day of July 1854, which provide—

(1.) That the vessels, engines, equipments, engineers, officers, and crew employed in and about the services therein mentioned shall be subject in the first instance and from time to time and at all times afterwards to the approval of the said Commissioners, and of such other persons as shall at any time or times, or from time to time, have authority under the said Commissioners to inspect and examine the same.

(2.) That the said Company shall previously to any vessel being built for or which is intended to be employed in the performace of the said contract submit the designs, plans, and sections of each and every of such vessels to the said Commissioners, and be bound to adopt such fittings, scantling, and such dispositions of hatchways as the said Commissioners shall declare in writing to be necessary for carrying and firing the armament in the said articles of agreement in that behalf mentioned.

(3.) That the said Company shall and will, from time to time and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipments, and machinery of the vessels which shall be used in the performance of the said contract as the advanced state of science may suggest and the said Commissioners may direct, and that if at any time during the continuance of the said contract the progress of science should enable the vessels employed in the performance of the said contract to be propelled at a much greater speed than thereinbefore provided, the said Commissioners may (if they think fit) order such necessary improvements to be made, granting such compensation to the said Company as may by arbitration be determined to be due for the increased expenditure, if any, arising from the making of such improvements.

(4.) That the said Commissioners shall have full power, whenever and as often as they may deem it requisite, to survey, by any of their officers or agents, all or every the vessels employed and to be employed in the performace of the said contract, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, equipments, and the officers, engineers, and crew of every such vessel, the said vessels to be opened in their hulls whenever the said officers may require; and if any such vessels or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall on any such survey be declared by any of such officers or agents unseaworthy or not adapted to the service thereby contracted to be performed, or if the said Commissioners shall deem it necessary or expedient that any alteration or improvement shall be made therein, or any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service thereby contracted to be performed, and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied, or the alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners; and if employed before such defect

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defect or deficiency shall have been supplied, or such alterations or improvements, as the case may be, shall have been made to the satisfaction of the said Commissioners, the said Company shall forfeit and pay to Her Majesty, Her heirs and successors, the sum of 500 *l.*

4. Except as hereinafter provided, the rights and obligations of the Postmaster General and the said Company respectively, under the said articles of agreement of the 7th day of July 1854, shall henceforth be the same in all respects as if the provisions thereof hereinbefore set forth and numbered 1 to 4 inclusive, had been omitted therefrom.

5. Except as hereinafter provided, Her Majesty's Postmaster General hereby releases the said Company from the obligation of those parts of the said articles of agreement of the 16th day of April 1861, which provide,—

(1.) That the vessels, engines, equipments, officers, engineers, and crew employed in or about the services therein mentioned shall be in all respects subject to the approval of the said Postmaster General, or of such other person or persons as he shall at any time or times, or from time to time, authorise to inspect and examine the same.

(2.) That the said Company shall, if required, submit the designs, plans, and sections of each vessel to be employed in the performance of the said contract to the said Postmaster General.

(3.) That the said Postmaster General shall have full power, whenever and as often as he may deem it requisite, to survey, by any of his officers or agents, all or any of the vessels employed and to be employed in the performance of the said agreement, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, equipments, and the officers, engineers, and crew of every such vessel, and that for the purposes aforesaid the said vessels shall (if necessary) be opened in their hulls whenever the said officers may require; and if any such vessels, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall on any such survey be declared by any of such officers or agents unseaworthy, or not adapted to the service thereby agreed to be performed, every vessel which shall be disapproved of, or in which such deficiency or defect shall appear, shall be deemed inefficient for any service thereby agreed to be performed, and shall not be employed again in the conveyance of Her Majesty's mails until such defect or deficiency shall have been repaired or supplied to the satisfaction of the said Postmaster General.

6. Except as hereinafter provided, the rights and obligations of the Postmaster General and the said Company respectively, under the said articles of agreement of the 16th day of April 1861, shall henceforth be the same in all respects as if the provisions thereof hereinbefore set forth, and numbered 1 to 3 inclusive, were omitted therefrom.

7. Her Majesty's Postmaster General hereby releases the said Company from the obligation of those parts of the said articles of agreement of the 17th day of November 1865, which provide,—

(1.) That the vessels, engines, equipments, officers, engineers, and crew shall be subject, in the first instance, and from time to time, and at all times afterwards, to the approval of the Postmaster General, or of such other person or persons as he shall at any time or times authorise to inspect and examine the same.

(2.) That the Company shall (if required by the Postmaster General) submit the designs, plans, and sections of every vessel intended to be employed in the performance of the said agreement to the Postmaster General, and be bound to adopt such fittings and scantlings as he or the Lords Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland shall consider suitable and requisite, and that no vessel shall be employed under the said agreement until it and its machinery shall have been previously tried underweigh and finally approved as aforesaid.

(3.) That the Postmaster General shall have full power, whenever and as often as he may deem it requisite, to survey, by any of his officers or agents, all or any of the vessels employed and to be employed in the performance of the said agreement, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, equipments, and the officers, engineers, and crew of every such vessel; and any defect or deficiency that may be discovered on any such survey shall be forthwith repaired or supplied by the Company, and that for the purposes aforesaid the said vessels shall, if necessary, be opened in their hulls whenever the said officers may require; and if any of such vessels, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall on any such survey be declared by any of such officers or agents unseaworthy, or not adapted to the service thereby agreed to be performed, every vessel which shall be disapproved of, or in which such deficiency or defect shall appear, shall be deemed inefficient for any service thereby agreed to be performed, and shall not be again employed in the conveyance of mails until such defect or deficiency has been repaired or supplied to the satisfaction of the Postmaster General.

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8. Except as hereinafter provided, the rights and obligations of the Postmaster General and the said Company respectively, under the said articles of agreement of the 17th day of November 1865, shall henceforth be the same in all respects as if the provisions hereinbefore set forth, and numbered 1 to 3 inclusive, were omitted therefrom.

9. If the said Company shall fail to deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of any of the two firstly hereinbefore-recited contracts for 24 hours or more after the time at which the same ought to be delivered according to the provisions of such contract which shall for the time being be in force, the time, exclusive of stoppages in respect of both the said contracts until further altered as in the said contracts respectively provided, to be that hereinafter specified and shown, so far as regards the several ports hereinafter named; that is to say, between Southampton and Alexandria 310 hours, between Marseilles and Alexandria 155 hours, between Suez and Calcutta 499 hours, between Sandheads and Suez 488 hours, between Bombay and Hong Kong 413 hours, between Hong Kong and Shanghai 84 hours, and between Suez and Bombay 312 hours, from the expiration of which several periods of hours respectively the said period of 24 hours shall in each case commence, then and in every such case the said Company shall forfeit and pay to Her Majesty, Her heirs and successors, the sum of 50 *l.* for every complete period of 24 hours during which the delivery of such mails shall be delayed beyond the time at which the same ought to be delivered as aforesaid; provided always, that the payment of any such penalty as aforesaid shall not be enforced against the said Company if it be shown by them to the satisfaction of the Postmaster General that the delay has arisen from causes over which they the said Company had not and could not have had any control.

10. If the said Company shall deliver Her Majesty's mails at any port at which the same ought to be delivered in pursuance of any of the hereinbefore-recited contracts 24 hours or more before the time at which the Company is bound to deliver the same according to the provisions of such contract which shall for the time being be in force, such time to be at present as in the last preceding paragraph provided, then and in every such case Her Majesty's Postmaster General shall pay to the said Company a premium of 25 *l.* for every complete period of 24 hours by which the delivery of such mails shall have been accelerated as aforesaid.

11. Provided always, and it is hereby declared, that the extra time allowed in any of the hereinbefore-recited contracts during the seasons of the south-west and north-east monsoons shall be taken into account in all questions relating to penalties, but shall not be taken into account in any question relating to premiums.

12. If Her Majesty's Postmaster General shall consider any of the Company's vessels unfit for the conveyance of mails in pursuance of any of the hereinbefore-recited contracts, he may, by writing under his hand, or under the hand of the secretary, or of any of his assistant secretaries for the time being, require the said Company to show cause why such vessel should not be withdrawn from the aforesaid service; and unless within six weeks after such requisition the said Company shall show cause to the contrary to the satisfaction of the said Postmaster General, he may at any time after the expiration of the said period of six weeks, by writing under his hand, or under the hand of his secretary, or of any of his assistant secretaries for the time being, declare such vessel to be unfit for the conveyance of mails; and after such declaration shall have been made it shall not be lawful for the said Company to employ such vessel in the performance of any of the hereinbefore-recited contracts. And, in order to determine whether the said Postmaster General shall be justified in declaring any vessel unfit for the conveyance of mails, or whether the said Company shall be able to show cause to the contrary, a special examination shall be made of the hull and machinery of any such vessel by such person or persons as may be selected for that purpose by the Postmaster General.

13. The equipments, officers, engineers, and crew of each vessel, when such vessel is in any British port, shall continue to be subject at all times to the inspection of the said Postmaster General, or of such other person or persons as he shall at any time or times authorise to make such inspection.

14. The following annual sums shall, as from the date of these presents, be deducted and retained by the Postmaster General from the annual sums payable to the said Company under the hereinbefore-recited contracts respectively; (that is to say),—

An annual sum after the rate of 4,500 *l.* per annum (in addition to the annual sum of 15,000 *l.* deducted by virtue of the said agreement of the 1st day of June 1861) from and out of the aggregate of the annual sums payable to the said Company under the said contracts of the 1st day of January 1853 and the 7th day of July 1854.

An annual sum after the rate of 500 *l.* per annum from and out of the annual sum payable to the said Company under the said contract of the 16th day of April 1861, or from and out of the annual sum payable to the said Company under the said contract of the 17th day of November 1865.

15. Nothing herein contained shall exempt the vessels of the Company from liability to be surveyed by or on behalf of the Board of Trade with reference to the accommodation for passengers or otherwise.

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16. All and singular the provisions and stipulations of the hereinbefore-recited contracts, and each of them, are hereby confirmed, except so far as the same are hereby discharged or modified.

In witness whereof the said Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General, hath hereunto set his hand and seal, and the Peninsular and Oriental Steam Navigation Company have caused their common seal to be hereunto affixed the day and year first above written.

Signed, sealed, and delivered by the within named Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General, in the presence of

J. L. Du Plat Taylor,
Private Secretary,
General Post Office.

Stanley (L.S.) of Alderley.

Company's Seal.

Sealed pursuant to an order of the Board of Directors, in conformity with the provisions of the Deed of Settlement, in the presence of

C. W. Howell,
Secretary.
Z. Brooke,
General Post Office.

W. H. Hall,
Alexander Nairne,
W. Fane De Salis,
Directors.

— No. 9. —

COPIES of CORRESPONDENCE relative to the proposed WEEKLY MAIL between the United Kingdom and Bombay.

No. 1.

Mr. *Melvill* to the Secretary to the Post Office.

Sir, India Office, 26 October 1860.

BY direction of the Secretary of State for India in Council, I forward to you, for the consideration of Her Majesty's Postmaster General, the accompanying copy of a letter from the Government of India, together with a communication from the Director General of the Post Office of India, proposing a modification in the existing arrangements with the Peninsular and Oriental Steam Company for the conveyance of the mails between England and India.

Sir Charles Wood concurs in the opinion of the Government of India, that it is highly desirable to provide, as soon as possible, for the establishment of weekly postal communication between England and Bombay, and he hopes that Lord Stanley of Alderley will likewise make a favourable view of the proposed arrangement, and in his communications with the Lords Commissioners of the Admiralty, preparatory to the conclusion of the new contract with the Peninsular and Oriental Company, will give his support to the suggestion.

With regard to the subsidiary arrangements suggested by Mr. Riddell, Sir Charles Wood suspends his opinion till he shall receive the further communication promised by the Government of India, when they shall have been made acquainted with the sentiments of the several Chambers of Commerce in India.

I am, &c.

The Secretary, Post Office. (signed) *J. Cosmo Melvill.*

Enclosure 1, in No. 1.

HOME DEPARTMENT.

Post Office.—No. 16 of 1860, August 31st.

To The Right Honourable Sir *Charles Wood,* Bart., G. C. B., Secretary of State for India.

Sir,

WE have the honour to transmit the accompanying copy of a letter from the Director General of the Post Office of India, drawing attention to the expediency of an alteration in the existing arrangements with the Peninsular and Oriental Company for the conveyance of the mails between England and India.

2. The present arrangement, under which four mails are despatched monthly from England to India, viz., two to Bombay and two to Calcutta, cannot be considered satisfactory,

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factory, as you will perceive from paragraphs two to six of the Director General's letter. Under it Mr. Riddell observes, "a very small portion of India derives any benefit from the two mails which are sent direct to Calcutta, and even Madras and Calcutta would receive their mails earlier than they now do, if they received them *viâ* Bombay instead of by sea." Mr. Riddell, therefore, strongly advocates the entire abandonment of the route *viâ* Galle, and the despatch from London, on a fixed day in each week, of a mail to Bombay for the whole of India.

3. In forwarding the Director General's letter for the consideration of Her Majesty's Government, we beg to express our concurrence in his views of the expediency of providing as soon as possible for a weekly postal communication with Bombay, whereby the whole of India would receive letters by every mail. At present only a very small part of India has the benefit of four mails in the month; the whole of the North-western Provinces, the Punjab, Scinde, and Bombay, and a great portion of the Madras Presidency receiving no benefit whatever from the two mails which are sent *viâ* Galle.

4. It is our intention to invite a communication of the views of the several Chambers of Commerce in India upon this subject, but we think it desirable not to delay the transmission to you of Mr. Riddell's report.

5. Referring to the correspondence noted on the margin, we would add that in case at any time the Government should be in a position to authorise the additional expense of a direct communication between Aden and Kurrachee, which no doubt would be a great advantage to Scinde and the Punjab, it seems desirable that any new contract for the conveyance of the Indian mails should include an arrangement for running a small steamer between Kurrachee and Aden (both ways) twice a month, to be carried into effect by the contractors at any period during the contract on receiving a certain notice from the Government to do so.

We have, &c.
(signed) *Canning*
H. B. E. Frere.
Cecil Beadon.

Fort William, 31 August 1860.

Enclosure 2, in No. 1.

From *H. B. Riddell*, Esq., Director General of the Post Office of India, to *W. Grey*, Esq., Secretary to the Government of India (No. 2668); dated the 24th April 1860.

As the mail contract with the Peninsular and Oriental Company for the conveyance of the mails between Great Britain and India will expire next year, I desire to draw the attention of the Government of India to the subject, in the hope that an alteration may be made in the existing arrangments, which, besides being unnecessarily expensive, do not afford satisfactory accommodation to the public.

2. At present four mails are despatched from England and from India every month; two from and to Bombay, and two from and to Calcutta. According to the time table, 35 days are occupied between London and Calcutta *viâ* Marseilles, 24 days between London and Bombay. The mail of the 10th January should reach Calcutta on the 13th February, while that of the 18th January should reach Bombay on the 10th February. It is clear that all places within three days post of Bombay would receive the mail of the 18th January *viâ* Bombay before the mail of the 10th reached Calcutta. At a place situated as Benares, the mail of the 10th January *viâ* Calcutta would be delivered on the morning of the 16th February; a mail of the same date, if sent *viâ* Bombay, would reach Bombay on the 2d February, and be delivered at Benares on the 7th or 8th February. The mail which left London on the 18th January *viâ* Bombay, would be delivered at Benares on the 15th or 16th February at the same time, or before the mail of the 10th January arrived *viâ* Calcutta. Benares is about 1,000 miles from Bombay, and 422 miles from Calcutta.

3. As I have stated in the preceding paragraph, the mail which left London on the 10th January is due at Calcutta on the 13th February; if it were sent *viâ* Bombay, it would be due at Bombay on the 2d February; and according to present rates of speed, and even with existing means of transport, the letters would all be delivered in Calcutta on the 9th or 10th, and all Southampton newspapers by the 12th or 13th. I shall explain below, that the period required for land transit will be very materially reduced by the end of next year.

4. The case as regards Madras is similar. The mail leaving London on the 10th January is due at Madras *viâ* Galle on the 9th February; if sent by Bombay, it would be due on the 6th February, having reached Bombay on the 2d idem.

5. It is, I think, clear from the above statement, first, that under the existing arrangement a very small portion of India derives any benefit from the two mails which are sent direct to Calcutta; and, secondly, that even Madras and Calcutta would receive their mails earlier than they now do if they received them *viâ* Bombay instead of by sea.

6. I would, therefore, strongly advocate the entire abandonment of the sea route to Calcutta, and the despatch from London on a fixed day, say Wednesday in each week, of a mail to Bombay for the whole of India. If this measure be carried out, the whole of India will receive the benefit of a weekly mail; at present, a very insignificant portion derives any advantage from it. A saving can be made in the annual subsidy to the extent of the sum paid for 61,904 miles, the difference between the distance travelled in a year by the Post

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Post Office steamers by the existing route and that which would be travelled were Bombay made, as it ought to be, the postal port for all India.

7. I give in margin the distances between the chief ports between Suez and India. It will be seen that Aden is 1,775 miles nearer to Bombay than to Calcutta. The mileage saved on 24 voyages will, therefore, be 85,680 miles. This will, however, be reduced by the four extra mails, which, if my proposal is carried out, will be despatched from London and from Bombay; the distance from Suez to Bombay being 2,972 miles. The distance traversed in eight voyages (four in each direction) will be 23,776, which, deducted from 85,680, gives a net saving, east of Suez, of 61,904 miles.

Suez to Aden	1,308	
Aden to Galle	2,134	3,449
Galle to Madras	545	
Madras to Calcutta	770	
Aden to Bombay	1,664	

8. A considerable additional saving might also, as it appears to me, be made on the portion of the line between Alexandria and Southampton. There are now four mails despatched and received every month *viâ* Southampton. If there were really a weekly mail for the whole of India, I do not see any reason why more than one mail should be despatched *viâ* Southampton in each month. The difference of charge is 1 *d.* on each newspaper, and 3 *d.* on each letter; but the Southampton mail must always be rather more than a week longer in transit than the mail sent *viâ* Marseilles. The chief difficulty which prevents the adoption of the Marseilles route is the charge on soldiers' letters, which is only 1 *d.* for half-an-ounce. The present French charge is 6 *d.* for half-an-ounce, but I have little doubt that the French Post Office would consent to a reduction in the charge in the case of soldiers' letters, and I believe that it would be much cheaper to pay the French transit charge on soldiers' letters than to pay the cost of two extra steamers a month for the purpose of conveying them across the Bay of Biscay and round Spain.

9. I would also suggest, that it is probable that if all letters and newspapers were sent *viâ* Marseilles, the French Post Office might consent to take a smallar sum than they now require on each letter, and that an uniform rate of 6 *d.* per quarter-ounce divided, as shown in margin, would be as profitable to the Post Office as the higher charge which now varies by half-ounces for English postage and quarter-ounces for French postage.

England	1 penny.
France	1 „
Sea, and Egypt	3 pence.
India	1 penny.
	6 pence.

10. If the French Post Office will not reduce their charge, and if we are not bound by convention for a term of years to adopt the Marseilles route, the advantages of the Trieste route should be considered. If the direct railway between Vienna and Munich is open, I have little doubt that it would be found the shortest in point of time.

11. If, however, the changes suggested above cannot be carried out, there will, at all events, be no reason to despatch more than two Southampton mails in the month, as no one receives at the present time more than two Southampton mails in a month.

12. In discussing the advantages of a weekly mail to Bombay, and the abandonment of the Calcutta route, I have put aside all consideration of the accommodation to passengers which is afforded by the mail steamers which now ply between Calcutta and Suez. The Government may consider it proper to pay a subsidy to a company, in order to receive the advantage of large and fast passenger steamers to Calcutta, but there can be no doubt that if it is not necessary for postal purposes to subsidize steamers on that route, it is not proper to charge the postal revenues of England and India with the amount of the subsidy.

13. There can be no question that when Calcutta and Bombay and Madras are united by railway, as they will be in the course of the next three years, Bombay will be the port at which the English mails must be landed. By the end of next year the railway will have advanced considerably in both directions; but even now I will undertake that the mails shall be conveyed across India weekly for an increase of expenditure very much below the sum which will be saved.

14. Before concluding I must notice the rate at which, according to the official time table, the contract steamers are expected to travel. The contract rate is fixed at 10 knots an hour; at that rate, allowing 24 hours at Aden, the time occupied between Suez and Bombay should be 13 days 10 hours. The time occupied between London and Bombay ought not to exceed 20 days.

15. I will now recapitulate the proposals made above, and some of the advantages which I believe will result if they are adopted; first, I recommend that the Calcutta and Madras mails be sent *viâ* Bombay; secondly, that a mail leave London and Bombay on a fixed day in each week, *i. e.* 52 mails a-year; thirdly, that the subsidy now paid by the Government of India for the conveyance of mails between Aden and Calcutta should be entirely saved. If this were done, all India would receive the advantage of a weekly mail, which is now confined to a very small portion of the continent. The cost of two extra Southampton mails will be saved. The distance from Suez to Bombay being comparatively trifling, the Government need not be at the mercy of the great company which now monopolises the steam commerce east of Suez.

16. In conclusion, I will only add that I am ignorant of the sum now paid from the revenues of India for the Overland mail, and I shall be obliged if you can furnish me with copies of any agreement which has been made on the subject with the English Treasury. If the suggestions which are made above are adopted, the line specially subsidized for India will be that from Aden to Bombay. Australia, China, Ceylon, and Mauritius should pay a large share of the cost of the lines between Suez and Marseilles.

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App. No. 1.

No. 2.

Mr. *F. Hill* to Mr. *Melvill.*

(1,272. L.)

Sir, General Post Office, 15 November 1860.

I HAVE laid before the Postmaster General your letter of the 26th ultimo, transmitting the copy of a letter from the Government of India, together with copy of a communication from the Director General of the Post Office of India, proposing a modification in the existing arrangements for the conveyance of the mails between this country and India, and I am directed by his Lordship to acquaint you, for the information of Sir Charles Wood, that he will take measures for ascertaining what would be the expense of establishing a weekly mail with India, to and from the port of Bombay; but that, notwithstanding the shorter distance which would have to be travelled by sea, he much doubts whether, instead of any saving of expenditure being effected by sending the mails wholly by way of Bombay, the alteration would not give rise to an increased charge, seeing that the greater number of passengers and the bulk of the goods traffic being for Calcutta, the contractors can afford to convey the mails by way of that port at a lower rate of charge than they could if they had only the Government subsidy to look to as a remuneration.

I am, &c.
(signed) *F. Hill.*

No. 3.

Mr. *Bayley* to Mr. *F. Hill.*

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,

Sir, 6 December 1860.

THE copy of a letter addressed to the Government of India by Mr. H. B. Riddell, Director General of the India Post Office, having been forwarded to the managing directors of the Company, it was referred by them to Mr. John Ritchie, the Company's superintendent at Bombay, at present in London, for such information as he might be able to furnish in respect to the changes in the postal service therein proposed.

Mr. Ritchie having resided in India 12 years, and possessing considerable knowledge of the postal arrangements of that country, the managing directors have considered that the statements contained in his letter to them might be of some value to you, and they therefore beg to transmit a copy of it.

I have, &c.
(signed) *H. Bayley,*
For the Managing Directors.

Frederic Hill, Esq., &c., &c.,
General Post Office.

Enclosure 1, in No. 3.

The Managing Directors, Peninsular and Oriental Steam Navigation Company, London.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,

Gentlemen, 7 December 1860.

AGREEABLY to your instructions I beg to report that I have examined the suggestions contained in a letter from Mr. H. B. Riddell, dated 24th April last, addressed to the Government of India, recommending certain alterations in the existing arrangements for carrying on the mail service between Great Britain and India on the expiry of this company's contracts next year. These suggestions, if carried out, would amount to a complete re-organization of the company's mail service and affect large and important interests which he has either overlooked or did not consider it necessary to take into account; and as they have received the qualified approval of the Governor General in Council, it is advisable to examine them in detail to show the inaccuracies which they involve.

In dealing with the question Mr. Riddell has committed the common mistake of examining it from a narrow and local point of view, and as only affecting the community in which he lives. He has not considered the large scheme of postal communication as a whole, which, in working out, is necessarily imperfect in some details that cannot be adjusted without deranging the whole plan; neither has he taken into account the interests of the great English public, the party most deeply affected, and which contributes the largest portion of the subsidies, or those of the English dependencies in the Straits, China, and Australia.

To place the modification which he proposes in a clear form I would direct attention to the annexed tables:

1st. The present scheme, showing the time of arrival and despatch of mails from Calcutta and Madras.

2d. *Pro formâ* table of a weekly mail service, showing the probable working of Mr. Riddell's plan, if carried into operation.

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By the latter plan the sea-borne mail service begins and ends with Bombay. The estimated difference in distance between it and the present scheme on the Indian side, as stated by Mr. Riddell, 61,904 miles, may be taken as correct; he has, however, omitted to take into consideration the following circumstances:

1st. The extra distance that would be run by the steamers from Bombay to Aden during the monsoon months, amounting to about 4,000 miles.

2nd. That a weekly communication would necessitate four additional voyages between Alexandria and Marseilles, not included, the distance being 11,824 miles.

These are minor considerations; there are others of much greater weight:

1st. Mr. Riddle overlooks altogether that no steam company would contract for the performance of a weekly mail service between Suez and Bombay at the mileage rate at which the present Calcutta mails are carried.

The present half monthly communication with Bombay is amply sufficient for the transport of all goods and passengers to and from that port. A weekly line would require the employment of three more running steamers, and as this would lead to no increase in the commercial revenue, and the service would be purely postal, the whole expense would have to be borne by Government.

The working expense of 28 additional voyages between Suez and Bombay, with three vessels of about 1,400 tons each, would be about 120,000 *l.*

2nd. Mr. Riddell omits to make any provision for the China, Straits, and Australian mails which have to be placed at Galle, and which, *pro ratâ*, contribute to the expense of carriage from thence to and from England.

3rd. As far, therefore, as the Madras and Calcutta mail service is concerned, the only mileage distance in question is that between Galle and Calcutta, about 63,120 miles, the mail subsidy for which amounts to 17,358 *l.*

It remains to be considered whether, for such a trifling economy as this, it would be worth while to deprive Madras and Calcutta of the advantages of frequent and regular communication by the large steamers of an intermediate mail service, and of the direct mail service with Australia and China, advantages of some importance when the great and growing trade with these countries is taken into account.

On this point the mercantile communities of the two Presidencies, who are better judges than Mr. Riddell of what they want, are, I am certain, at variance with him.

4th. So far, therefore, as the relative economy of the two schemes is considered, the result stands as follows:

By his plan the mail contract would stop short at Galle, against the wishes of the Madras and Calcutta communities, reducing the mileage by 63,120 miles, at 5 *s.* 6*d.*, 17,358 *l.*

Against which must be placed—

	£.	s.	d.
1st. Additional mail service from Bombay to Suez, 28 voyages	120,000	–	–
2nd. Four additional voyages between Marseilles and Alexandria, 11,824 miles, at 5 *s.* 6 *d.*	3,251	12	–
3rd. Additional expense of transport of mails across India, and increase of Bombay Post Office Establishment.			

It is not intended to deny that the present mail scheme is incapable of improvement, but Mr. Riddell's jealousy of the "great Company which now monopolizes steam communication east of Suez," hinders him from suggesting the easiest and most economical remedy for existing evils, &c.

The establishment of a branch mail line between Bombay and Aden, in connection with the Calcutta service. This would supply nearly all that he wants, and at a cost to the Government considerably less than by the plans he proposes, while it would meet the general approval of the Indian public.

The Company have already suggested this line, but as it would add nothing to the revenue for freight and passengers, and would be purely a mail service, the subsidy should not be less than 50,000 *l.*

I now proceed to examine the advantages which Mr. Riddell supposes will be secured to India by more speedy and regular transmission of mails overland to and from Bombay.

I note, firstly, that he states the time for conveyance by dâk to Madras from Bombay as four days. I am almost certain that this is a mistake; the ordinary course of post when I left India being six to seven days.

2nd. That the letter mail to Calcutta would take by the existing means of transports even to eight days, and all Southampton newspapers 10 to 11 days. This discrepancy in time may seem a slight matter, but I know that the irregular and desultory delivery of newspapers would be felt as a serious evil by residents in India. I ask what any man in England would say if he received the "Times" of 5th, 1st, 4th, 2d, 6th, 3d, and 7th, without regard to sequence, and by mails extending over four or five days.

I am satisfied, moreover, that it can be shown that the available means of the India Post Office are not equal at present to the work which Mr. Riddell proposes to throw upon it, an opinion in which Captain Tronson, our superintendent in Calcutta, concurs, and which I know was held when I left India by the Postmaster General of Bombay.

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Even with the present comparatively unimportant overland mail, constant complaints appear in the Calcutta journals of the irregularity of its arrival there. An imperfect estimate of the difficulties may be formed from the following statement:

The present average of a Bombay mail is about 90 boxes and packages, weighing three and a half tons, and the Calcutta and Madras mail consists of about the same number of packages.

We may fairly assume, therefore, that the weekly mail landed at Bombay for Calcutta, Madras, and Central India, would amount to about 100 to 120 packages, weighing about five tons.

The distance between Bombay and Calcutta by the railway route *vid* Benares is about 1,420 miles, and of this there is not more than 420 miles complete; the remainder of the distance, say 1,000 miles, must be performed by mail cart and horse and coolie dâk.

Now, to insure the simultaneous conveyance of this enormous mail across country to Madras and Calcutta, is not only, I feel convinced, beyond the resources of the Post Office, but, I believe, almost beyond the ability of Government, leaving out of account the unavoidable delays and damage to mail packages that occur in the rainy season.

In addition, to secure dispatch from Bombay, the post-office there must be greatly strengthened and extended, as it is already unable to meet the work which falls upon it.

It is true that as the railways extend the facilities of overland transit will increase, but we cannot look to the completion of the communication throughout for the next five years, as large portions of the proposed lines are at present untouched.

Since writing the above, I have received copy of a letter from the Chairman of the Chamber of Commerce at Madras, containing the views of the mercantile community of that place, and which coincide with the conclusion I have recorded above:

1st. That in the present incomplete state of the railways, it would be very objectionable to relinquish the sea-borne mail service.

2d. That the Indian Post Office Department is altogether incompetent to perform the work which Mr. Riddell's plans would impose upon it.

I annex a copy of the letter, and I understand that similar opinions have been expresed at Calcutta.

I am, &c.
(signed) *John Ritchie.*

Enclosure 2, in No. 3.

James Allan, Esq., Managing Director Peninsular and Oriental Steam Navigation Company, London.

Chamber of Commerce, Madras,
4 October 1860.

Sir,

I HAVE the honour to enclose copies of letters from the Government of India to this Chamber, and of my reply thereto, relative to the future conveyance of the overland mails, and to request that you will move the directors of your Company to keep in consideration the interests of the public of the eastern side of India, in any negotiations which they may have to make to Government at the conclusion of the present contract.

I have, &c.
(signed) *H. Nelson*, Chairman.

Enclosure 3, in No. 3.

(No. 1858.)

From *W. Grey*, Esq., Secretary to the Government of India, to the Secretary of the Madras Chamber of Commerce.

Sir,

Fort William, 3 September 1860.

WITH reference to the accompanying copy of a letter from the Director General of the Post Office, No. 2668, dated the 24th April last, I am directed by the Governor General in Council to request the Chamber of Commerce will be so good as to communicate to that officer any suggestions for the improvement of the overland mail service which it may appear to the Chamber desirable to adopt.

The Governor General in Council, I am to add, has transmitted a copy of Mr. Riddell's letter to Her Majesty's Government, with a general recommendation that steps should be taken to provide as soon as possible for four mails in the month to Bombay, in order that the whole of India may benefit by more frequent communication.

Mr. Riddell will be desired to report further to Government after being made acquainted with the views of the Chambers at the three Presidencies.

I have, &c.
(signed) *W. Grey*,
Secretary to the Government of India.

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Enclosure 4, in No. 3.

H. B. Riddell, Esq., Director General of the Post Office of India.

Chamber of Commerce, Madras,
27 September 1860.

Sir,

With reference to a communication from the Government of India, dated 3rd instant, I am desired by the Chamber of Commerce to convey to you the opinion of its members relative to your letter to Government, No. 2668, dated 24th April 1860, a copy of which was enclosed.

In this letter you advocate certain organic changes in the mode of conveying the overland mails to and from England, which changes you consider should be carried out in next year, when the existing contract with the Peninsular and Oriental Steam Navigation Company will expire.

You propose, firstly, that the Calcutta and Madras mails be sent *viâ* Bombay; secondly, that a mail leave London and Bombay on a fixed day in each week; thirdly, that the subsidy now paid by the Government of India for the conveyance of the mails between Aden and Calcutta be entirely saved.

These proposals involve the abolition of the direct steamer mails to the eastern coast of India; a radical change, which can only be justified by the substitution of some arrangement possessing very decided advantages as to speed in transit and certainty of arrival and delivery. It is admitted that the direct steamer mails may occupy on the voyage, as shown by you, two or three days more than the letter mail by the Bombay route (the saving however as to newspapers being next to nothing); but, in exchange for this delay, there exists a very tolerable assurance of punctual arrival, and also the advantage of the mail being delivered all at one time.

When the railway communication between Bombay and Madras, and Bombay and Calcutta, is completed, some such changes as those now proposed are inevitable; and keeping in view the termination of the contract of the Peninsular and Oriental Company in next year, it is incumbent with Government so to shape its next arrangements as to meet the necessities of the future. The Chamber, therefore, desires to express its satisfaction that you have thus early set the question in motion, with a view to its being thoroughly examined in the interim.

Until this railway communication between the Presidencies is perfected, it appears to the Chamber that the proposed changes will be of doubtful value to all the eastern ports of India, and especially to the capital cities of Calcutta and Madras, with their adjacent districts. The new system would involve a weekly mail, analogous to the "mail *viâ* Bombay" as now existing, but in an exaggerated form, with all its present evils very much aggravated. The "mail *viâ* Bombay," is carried overland in India partly by rail and partly by mail cart or foot runners.

It arrives in Madras by instalments, after an uncertain period of transit. Some letters, and a very few newspapers, come on the first day, and other letters and more newspapers on the second. The mails in certain seasons arrive much damaged by rain. This state of things is very annoying and harassing to the public. No person, especially if he be in business, likes an uncertainty as to whether or not all his letters or only a portion of them have come to hand, and frequently valuable time is wasted from the hope that an "expected letter may yet come to-morrow."

If this undesirable state of things be in existence (and perhaps necessarily so) with a light mail, such as we have *viâ* Bombay, we may infer that it will be greatly aggravated were all European correspondence diverted into the same route. The direct steamers bring for this city 10 or perhaps 20 times the number of letters brought by the Bombay mail; in fact, the latter is comparatively little used. The question then naturally arises how these heavy mails are to be carried, and over how many days the delivery will have to be spread.

If it be said that the post office contemplates a large addition to the present establishment of mail carts and runners to meet this exigency, I am desired to say that, in the opinion of the Chamber, such an increase as will entirely obviate these objections, is next to impossible. Further, admitting the possibility, it is not supposed, judging by past experience, that the public will place much confidence in any promises of such increase to be made now by the post office authorities.

The present service by mail carts and runners is probably as bad as it can be, and there is no fair prospect that it will be so improved, and its resources so much developed, as to render it equal to the immensely increased duty which these proposed changes would burden it with. And the Chamber cannot avoid observing that your letter under consideration merely states (paragraph 13), that you will undertake that the mails shall be conveyed across India weekly for an increase of expenditure very much below the sum which will be saved, while you make no special reference to increased establishments, either of carts or runners, to the average speed at which the letters shall be conveyed, or to the important point of simultaneous delivery.

From these considerations the Chamber has arrived at the conclusion that until railway communication be complete across India, from Bombay to Calcutta and Madras respectively, it will be more for the interests of the public, and especially of that portion of it on this side of India, to maintain the present line of steamers from Aden to Calcutta.

It is observed that the Governor General in Council has, in transmitting your letter, recommended the provision of four mails monthly to Bombay; but as this is evidently

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intended to be concurrent with the maintenance of the mail steamers to Calcutta, it does not affect the question immediately before us, and only demands the thanks of the public as leading to increased mail communication. A plan embracing a weekly mail from Marseilles to Aden, with steamers leaving that part for Bombay and Calcutta, on the arrival of each mail, is one which would be hailed as a great improvement on the present service.

In this letter it has not been thought expedient to touch on the subject of passengers, cargo, and parcels, brought by the direct steamers, but it is evident that the interests of the public in this part of the question is very great, and that Government, when dealing with the subject, will not be able to ignore it, and to treat the matter exclusively as a Post Office question. I may, however, mention, that the abolition of the direct mail would cause a great number of parcels containing samples and light miscellaneous articles to be sent through the Post Office, thus rather largely increasing the difficulty of land transit before referred to.

I have, &c.
(signed) *H. Nelson*, Chairman.

Enclosure 5, in No. 3.

Present working of India Mail Service.					Proposed Scheme of Mr. Riddell.			
OUTWARDS.					OUTWARDS.			
Leave London, *viâ* Marseilles.	Arrive at Bombay.	Arrive at Madras.	Arrive at Calcutta.	ROUTE.	Leave London *viâ* Marseilles.	Arrive at Bombay.	Arrive at Madras. By Dâk from Bombay.	Arrive at Calcutta. By Dâk from Bombay.
10 January -	- -	9 February	13 February	*viâ* Galle.	Wednesday, 4 January -	28 January	3 February	5 February.
18 „	10 February	17 „ -	18 „ -	by dâk from Bombay.	„ 11 „ -	6 February	10 „ -	12 „
26 „	- -	25 „ -	29 „ -	*viâ* Galle.	„ 18 „ -	13 „ -	18 „ -	20 „
3 February	26 February	4 March -	6 March -	by dâk from Bombay.	„ 25 „ -	20 „ -	25 „ -	27 „
					„ 1 February	25 „ -	1 March -	3 March.
HOMEWARDS.					HOMEWARDS.			
Leave Calcutta.	Leave Madras.	Leave Bombay.	Arrive in London by Marseilles.	ROUTE.	Leave Calcutta *viâ* Bombay.	Leave Madras *viâ* Bombay.	Leave Bombay.	Arrive in London *viâ* Marseilles.
10 February	13 February	- -	14 March -	*viâ* Galle.	By Dâk:			
17 „ -	18 „ -	25 February	19 „ -	by dâk to Bombay.	Wednesday, 8 February	10 February	16 February	11 March.
24 „ -	27 „ -	- -	28 „ -	*viâ* Galle.	„ 15 „ -	17 „ -	22 „ -	17 „
4 March -	5 March -	12 March -	4 April -	by dâk to Bombay.	„ 22 „ -	24 „ -	29 „ -	24 „
					„ 29 „ -	2 March -	7 March -	31 „
					„ 7 March -	9 „ -	14 „ -	8 April.

No. 4.

Mr. *Hill* to Mr. *Melvill*.

Sir, General Post Office, 18 December 1860.

WITH reference to your letter of the 26th October last, and its enclosures, from the Government of India, and the Director General of the Indian Post Office, pointing out the advantage that would be derived from the transmission of the Indian mails wholly by the route of Bombay, I am directed by the Postmaster General to request that you will lay before the Secretary of State for India in Council, the accompanying copy of a letter* from the Peninsular and Oriental Steam Navigation Company, covering copy of a letter from the Company's agent at Bombay, in which he calls attention to obvious objections to the proposed alterations, and I am to suggest that these papers should be forwarded to the Government of India for its consideration.

I am, &c.
J. C. Melvill, Esq., India Office. (signed) *F. Hill.*

* *See* Letter No 3, and Enclosures.

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No. 5.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 12 January 1861.

I AM directed by the Secretary of State for India in Council to transmit, for the consideration of Her Majesty's Postmaster General, a copy of a letter from the Government of Bombay, together with its enclosure, relating to a proposal for direct steam communication between Kurrachee and Suez. 2.

I am, &c.

To the Secretary, Post Office. (signed) *Herman Merivale.*

Enclosure 1, in No. 5.

(No. 38 of 1860.—General Department.)

To the Right Honourable Sir *C. Wood*, Bart., M.P., Her Majesty's Principal Secretary of State for India.

Right Honourable Sir,

WE have the honour to transmit herewith a memorial from the Kurrachee Chamber of Commerce, addressed to Her Majesty's Postmaster General for England, praying for direct steam communication between Kurrachee and Suez.

2. The Commissioner in Sinde, in submitting this memorial, has made the following representation:

> "I would earnestly request your Excellency in Council to submit this memorial for the most favourable consideration of Her Majesty's Government; and I take this opportunity of representing the great advantages to be expected were Kurrachee made the point of arrival and departure for the extra mails which the Chamber of Commerce applies for; the greatest of these being its proximity to Aden and the Red Sea, and its telegraphic communication with all parts of India."

3. We are of opinion that, considering the trade in European merchandise is at present in its infancy at Kurrachee, and that it is inaccessible at high tide to vessels drawing more than 17 feet of water, it would be premature to carry out at any considerable charge on the Government Treasury a direct line of communication by steamer between Suez and the Red Sea, for Europe. But there can be no doubt that, if the importance of running first-class steamers to this Presidency on the west coast is so far acknowledged in any new contract as to provide for a weekly communication with all India by this obvious Bombay course, it would greatly aid and encourage our settlement at Kurrachee in Sinde, if the contract were to be so determined that, twice a month, either the large steamers should extend their voyage to and from Kurrachee, or that taking this for their port of arrival and departure, a line of suitable coast steamers of sufficient power should run in correspondence as mail and passenger steamers between this port and Kurrachee.

We have, &c.

Bombay Castle, 27 October 1860.

Enclosure 2, in No. 5.

To the Postmaster General for England.

The Memorial of the Mercantile Firms composing the Chamber of Commerce in Kurrachee,

Respectfully showeth,

THAT it has come to the knowledge of your memorialists that the term of the contract entered into by the British Government with the Peninsular and Oriental Steam Navigation Company for the conveyance of Her Majesty's Indian Mails will expire at the close of the present year.

That your memorialists therefore beg most respectfully to submit for your favourable consideration, pending a renewal of the contract with the same Company, or the entering into a fresh contract with any other Company, the growing importance of the port of Kurrachee, and the claims in political, military, and commercial points of view to be respected in any contemplated mail arrangements possessed by Sind and the provinces subject to the Punjab Government.

That in soliciting your attention to this matter your memorialists venture to lay before you a brief outline of the position of Kurrachee as a commercial port.

That Kurrachee may be defined as the gate of Central Asia. It is the most western port of India, and possesses the only land-locked harbour between Bombay and the Persian Gulf. Since the year 1844 its trade, which might then be represented as nil, has been rapidly and steadily increasing, until it may be now stated at little short of 3,000,000 sterling in value.

That it cannot be doubted that, on the expected completion by the end of the present year of the double line of railway now under construction, with the view to connect the port with the River Indus at Kotree, and of the powerful flotilla intended to ply between that

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point and Mooltan, a terminal station of the Punjab Railway, not only will the encouraging progress of the external trade of the port, indicated above, be maintained, but, and more especially if a more direct communication with Europe than at present exists can be secured, a most powerful impetus will be given to the trade in raw silk, shawls, precious stones, and other valuable commodities now springing up with Central Asia.

That travellers from the Punjab and Upper India to Europe, and *vice versâ*, will also be encouraged to adopt this route in preference to the longer and more expensive one *viâ* Calcutta.

That at present mails and passengers from Europe, in transit to Sind and the provinces beyond it, are conveyed in the first instance to Bombay, where they are detained from 24 to 48 hours, and then sent forward to this port in inefficient steam vessels, which take from three to five days in making the passage, one of 490 miles only; and as these steamers obtain their port clearance prior to the arrival of mail packets from Suez, specie and goods destined for Kurrachee and its dependencies are in consequence delayed in Bombay until the next opportunity, which does not occur before the lapse of another fortnight. The delays thus occasioned cannot be otherwise than detrimental to the commercial and general interests of the provinces referred to.

That the positional advantages of Kurrachee for securing rapid telegraphic communication have been already recognised, in its having been selected as the terminal point of the submarine cable from Suez; and your memorialists would deferentially submit that the same considerations which operated in its being fixed upon for that purpose may, with equal force and justice, be admitted in any scheme having for its objects the more rapid transmission of mails and passengers for India.

That the relative distances between Kurrachee and Aden, and Bombay and Aden, are as follows, namely:

Kurrachee to Aden, direct - - - - -	1,435 miles.
Bombay to Aden, direct, in fair season - - -	1,648 „
Ditto - in south-west monsoon - - -	2,170 „
Ditto - *viâ* Kurrachee - - - -	1,925 „

That it will thus be seen that, for four months in the year, the route to Bombay *viâ* Kurrachee would be shorter by 140 miles than the direct one now used, whilst during the other eight months the passage would be prolonged by only 277 miles, or 24 hours' fair steaming.

That under the above circumstances your memorialists would beg most respectfully to urge that, in any fresh contract entered into for the conveyance of Indian mails, provision be made for two steamers, in addition to the two already on the direct line, to run between Suez and Bombay, *viâ* Kurrachee. This arrangement would secure to Bombay four mails monthly; namely, two direct and two *viâ* Kurrachee, whilst it would give to Kurrachee a direct mail every fortnight.

That in behalf of the arrangements they have thus ventured to suggest, your memorialists would further press the claims of the large and important section of Her Majesty's subjects resident in the North-West Provinces, west of Agra, in the Punjab, and in Sind, who, if the proposed line of communication were adopted, would receive their letters from Europe four to six days earlier than they obtain them at present; and if, as your memorialists submit is not by any means improbable, the Red Sea Telegraphic Line should continue liable to interruptions, your memorialists are of opinion that the importance to the Government of India of the early receipt of intelligence from Europe, which the proposed arrangement would secure, can scarcely be overrated.

And your memorialists, as in duty bound, will ever pray.

Daniel McIver, Chairman,
For himself and the other Merchants composing
the Chamber of Commerce.

1 Sepember 1860.

No. 6.

Mr. *F. Hill* to Mr. *Merivale*.

Sir, General Post Office, 5 February 1861.

I HAVE laid before the Postmaster General your letter of the 12th ultimo, forwarding the copy of a letter from the Governor of Bombay, dated the 27th October 1860, together with a memorial from the Chamber of Commerce in Kurrachee, in which it is requested that, in any new arrangement of the mail services performed by the Peninsular and Oriental Steam Navigation Company, provision may be made for two steamers (in addition to the two already on the direct line) to run between Suez and Bombay *viâ* Kurrachee, thus securing four mails monthly to Bombay; viz., two direct and two *viâ* Kurrachee, and a direct mail to Kurrachee every fortnight.

The Postmaster General observes, that the Government of Bombay do not support the application of the Chamber of Commerce. They only state that, in the event of a weekly mail between England and India being established *viâ* Bombay, it would greatly aid and encourage the settlement at Kurrachee in Sinde, if the contract were to be so framed that, twice a month, either the large steamers should extend their voyage to and from Kurrachee, or that, taking Bombay for their port of arrival and departure, a line of suitable coast steamers of sufficient power should run in correspondence, as mail and passenger steamers, between Bombay and Kurrachee.

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As regards the proposal for a weekly service to Bombay, I am directed by his Lordship to refer you to a letter from this office, dated the 15th November last, and to another letter dated the 18th ultimo, in the latter of which was forwarded, with a suggestion that it should be referred for the consideration of the Government of India, the copy of a letter from the Peninsular and Oriental Company, covering a report from the Company's agent at Bombay, in which he pointed out several strong objections to such a measure.

But, even if the proposed alteration were adopted, the Postmaster General could not entertain any proposal for establishing, at the joint expense of India and of this country, a fortnightly communication by steam vessels between Bombay and Kurrachee, as he considers such a service, if required, should be supported at the sole expense of the Indian Government, and that this department, after providing jointly with India for the conveyance of the mails as far as Bombay, cannot properly be charged with any expense to be incurred in the after-conveyance of the letters, &c. to their destination.

While upon the subject, I am to observe that the memorialists appear to be under some misconception with regard to the termination of the contracts with the Peninsular and Oriental Company.

The fixed period for which those contracts were made expired in December last, but the services continue in force until either party to the contracts shall give 12 months' notice to the other of an intention to determine them.

I am, &c.
(signed) *F. Hill.*

Herman Merivale, Esq., C. B.,
India Office.

No. 7.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S. W., 19 September 1861.

With reference to my letters to your address, dated 26th October 1860 and 12th January 1861, on the subject of the establishment of a weekly mail between England and Bombay, and the discontinuance of the postal service between Aden and Madras and Calcutta, I am directed by the Secretary of State for India in Council to transmit, for the information of Her Majesty's Postmaster General, the accompanying copy of a further letter, with its enclosure, from the Government of India, strongly supporting the proposed modifications in the existing contract with the Peninsular and Oriental Steam Navigation Company.

Sir Charles Wood concurs generally in the views entertained by the Government of India as to the importance of establishing a weekly communication with Bombay. It is manifestly desirable, and will, when the system of railways is completed throughout India, be practicable to distribute from Bombay all the letters for all parts of India arriving weekly at that port, and it will then be unnecessary to maintain the present postal service by sea with the ports of Calcutta and Madras. He trusts, therefore, that Her Majesty's Postmaster General will take such steps, at the proper time, in view to the termination of the existing contract with the Peninsular and Oriental Company as will set the Government free to make hereafter such an arrangement as is proposed.

I am, &c.
(signed) *Herman Merivale.*

The Secretary, General Post Office.

Enclosure 1, in No. 7.

Home Department.

Post Office.—No. 12 of 1861, June 28th.

To the Right Honourable Sir *Charles Wood*, Bart., G.C.B., Secretary of State for India.

Sir,

We have the honour to forward herewith the report* submitted to us by Mr. Riddell, the late Director General of the Post Office in India, upon the papers communicated with your Despatch, No. 11, dated the 24th of January, relative to the proposal made last year by Mr. Riddell for the establishment of a weekly postal communication between England and Bombay, in substitution of the existing arrangement, under which four mails are brought to India every month; namely, two to Bombay, and two by way of Galle to Madras and Calcutta.

* No. 2,889, dated 19 April 1861.

2. Mr. Riddell's chief reasons for advising this change were, first, that the Government of India was needlessly burdened with the charge for the long† sea route by the way of Galle, when the shorter voyage to Bombay would answer every postal purpose; and, secondly, that the adoption of the alternative route by way of Galle, while it afforded no postal advantages to Bengal and Madras which would not be equally secured by the Bombay route, absolutely denied to far the greater part of India the benefits of four mails in a month. There is no doubt, we would remark, that Bombay, the greater portion of the Madras Presidency, and the whole of the Punjab and the North Western Provinces, receive only two mails a month under the existing arrangement.

† Aden to Calcutta, 3,449 miles; Aden to Bombay, 1,664.

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To Secretary of State, No. 16 of 1860, dated 31 August.
No. 22 of 1860, dated 6 November.
No. 23 of 1860, dated 29 November.
No. 2 of 1861, dated 14 January.

3. In transmitting Mr. Riddell's letters to you, we expressed our concurrence in his views, and we stated that it was our intention to invite communications on the subject from the several Chambers of Commerce in India. The replies received from the Chambers were forwarded to you with our Despatches noted on the margin.

4. It is freely admitted by all these bodies that Mr. Riddell's suggestion must be carried into effect sooner or later. The Madras Chamber say, "When the railway communication between Bombay and Madras and Bombay and Calcutta is completed." The Calcutta Chamber say, "When the railways are so far advanced as to admit of the mails being conveyed at all seasons in five or six days between Bombay and Calcutta." But it is urged that the proposal is premature, as the mails now, it is alleged, cannot be punctually and rapidly conveyed from Bombay.

To Secretary of State, No. 2 of 1861, dated 14 January.

5. In a letter dated the 15th of December last, forwarded to you with the report of the Madras Chamber of Commerce, Mr. Riddell examined, in detail, the question of conveying the mails from Bombay to Calcutta and Madras respectively, and pronounced a confident opinion that it could be done satisfactorily. In submitting this letter to you, the President in Council observed, "We have confidence in Mr. Riddell's expectations of being able to convey the mails by that (the Bombay) route to Calcutta and Madras more expeditiously than they are now conveyed by the contract steamers *viâ* Galle."

6. With your Despatch of January the 24th, a letter was transmitted from the Postmaster General of England, enclosing a communication from the Peninsular and Oriental Company, with "copy of a letter from the Company's agent at Bombay, in which he calls attention to obvious objections to the proposed alterations."

7. The chief objection urged by the Bombay agent (Mr. Ritchie) is, that Mr. Riddell has examined the question from a narrow and local point of view, and that he has omitted to make any provision for the China, Straits, and Australian mails, which have to be placed at Galle. To this Mr. Riddell replies, that the subject which he was considering, and which he thought it his duty to consider, was the best and most economical mode of maintaining a postal communication between Europe and the Continent of India, and that it will not, he supposes, be maintained that India should be taxed for the maintenance of postal communications from which it derives no benefit.

8. Mr. Ritchie, on the assumption that the steamers to Galle must be maintained, suggests that the cheapest plan of effecting Mr. Riddell's object will be to have a branch line between Aden and Bombay. As this, he says, would be purely a mail service, he estimates the cost of it at 50,000 *l.* a year, if established in connection with the Calcutta service; or, if the contract terminated at Galle, the cost would be reduced by 17,358 *l.*, which he states is the rate now paid for the mileage between Galle and Calcutta.

9. As it is impossible to suppose that India will not shortly have a mail once a week (or four times a month) to Bombay, we apprehend that the practical questions for consideration are these:—

1st. When shall the change be made?

2nd. Shall it be attended with the withdrawal of all subsidy from the Indian revenues for the line between Aden and Calcutta?

10. On the first point, we have no doubt whatever that the change may safely be allowed to take effect on the termination of the monsoon of next year, say from October 1862, so far as the practicability of conveying the mails across India is in question. This will give ample time for preparation, and there will, intermediately, be some further advance by the railway.

11. On the second point, the argument for a subsidy is put by the Committee of the Calcutta Chamber of Commerce in the following manner:—

"The foregoing remarks embody the opinion of the Committe on this question, treating it as a purely departmental one. Viewing it in that light the Committee cannot but admit the force of your argument*, that if it is not necessary for postal purposes to subsidize steamers on this route, it is not proper to charge the postal revenues with the amount of such subsidy. At the same time, the importance of a regular and direct communication between Suez and the seat of the Supreme Government, maintained by a line of powerful steamers, is so evident, that if on the withdrawal of the postal subsidy, such a line cannot be made self-supporting, it will be the duty of this Chamber to recommend to the Government such a grant from the public revenues as will enable the Peninsular and Oriental Company, or any other Company, to maintain on this line a fleet of steamers in the highest efficiency."

* The letter is addressed to Mr. Riddell.

12. We are not able to concur in the view thus expressed by the Chambers of Commerce. We cannot recognise the expediency or the obligation of supporting by Government aid a line of steamers between Aden and Calcutta, after the railway communication between Calcutta and Bombay shall be complete and without a break. Until this is the case, however, we admit it to be desirable that such a line should be supported, if necessary, in part from the Indian revenues, though, if the mails for all India are delivered at Bombay, there will be no necessity for the same speed and punctuality, or the same frequency of dispatch at all seasons of the year, for which the Peninsular and Oriental Company is now paid so highly. With a weekly mail *viâ* Bombay a less costly service will suffice, and indeed the general interests of the public may probably be better served if the Company be paid at a more moderate rate, which will oblige them to depend less exclusively than at present on the Government contract.

13. We

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13. We would remark with reference to the section between Aden and Galle, that as regards communication with the Straits and China, the interests of India are not much concerned in the mail communication by way of Galle; the direct opium steamers between Calcutta and Hong Kong carrying mails under the general provisions of the Post Office law.

We have, &c.
(signed) *Canning.*
H. Rose.
H. B. Frere.
R. Napier.

Fort William, 28 June 1861.

Enclosure 2, in No. 7.

From *H. B. Riddell*, Esq., Director General of the Post Office of India, to *W. Grey*, Esq., Secretary to the Government of India, No. 2889, dated 19 April 1861.

I HAVE now the honour to reply to your docket, No. 601, dated 4th March 1861, and regret that ill health has delayed my report upon the statements made by one of the Peninsular and Oriental Company's agents, Mr. Ritchie, who comments on the suggestions submitted by me for a more efficient and economical postal service between England and India.

2. Mr. Ritchie states, that "in dealing with the question Mr. Riddell has committed the common mistake of examining it from a narrow and local point of view, and as only affecting the community in which he lives." The subject which I had under my consideration, and which in my humble opinion it is my duty to consider, is the best and most economical mode of maintaining a postal communication between the Continent of India and Europe—that is, practically speaking, between Aden and India. The Indian revenue will properly be charged with the cost of any postal facilities which may be afforded for communication between India and China or Australia or any other British dependency in the East, but it will not, I conceive, be maintained that India should be taxed for the maintenance of postal communications from which it derives no benefit.

3. Under existing arrangements India pays for what is practically a fortnightly communication with Europe, a sum more than sufficient to provide a weekly communication. I propose that the present defective arrangements should be altered, and that for a sum less than is now paid, every part of India should have the benefit of 52 mails in the year.

4. The question as to whether the proposed modification of the present system will increase the cost to Great Britain of the Australian and China service is, as it appears to me, not one which should have much weight with the Government of India in considering the course to be taken for the speedy and economical conveyance of the Indian mails. It cannot be maintained that, for the benefit of Australia and China, India should be taxed for the maintenance of a fortnightly mail more than would pay for a weekly mail throughout the year; and I must repeat that so small a part of India is benefited by the Calcutta steamers that, practically, the communication with Europe is to India generally a fortnightly one. Mails for the Straits' settlement would not be delayed if carried by land from Bombay to Calcutta.

5. I do not enter into any examination of the figures given by Mr. Ritchie, as the question for the consideration of the Government of India is the best mode of carrying mails from Aden to India, and it ought not to be confused by any discussion regarding Australia and China mails.

6. What may be Mr. Ritchie's meaning in the paragraph extracted below, he may be able to explain:—

"It is not intended to deny that the present mail scheme is incapable of improvement, but Mr. Riddell's jealousy of the great Company which now monopolizes steam communication east of Suez, hinders him from suggesting the easiest and most economical remedy for existing evils, *i.e.*, the establishment of a branch mail line between Bombay and Aden in connection with the Calcutta service."

7. I am at a loss to comprehend Mr. Ritchie's meaning in the above. The suggestion which he asserts I have not made is precisely the only proposal which I have made, as far as the sea route east of Suez is concerned, except that I consider that the proposed connection between the direct Aden and Bombay line, and the Aden and Calcutta line, would be to India an unjustifiable expense. Mr. Ritchie must perceive a circuitous sea-line from Aden by Galle to Calcutta, liable to all delays and accidents to machinery and irregularities caused by weather, would be absolutely useless for Indian postal purposes if there were a direct communication between Aden and Bombay; and, this being the case, I can see no excuse for charging the Indian postal revenue with any part of the cost of the line between Aden and Galle, and Galle and Calcutta.

8. Mr. Ritchie has thought himself justified in charging me with having, from a feeling of jealousy to the Peninsular and Oriental Company, deliberately withheld from Government the suggestion of the easiest and best mode of improving the present mail scheme; but I shall not notice the absurd charge any further, having in the preceding paragraph shown that it is utterly groundless.

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9. I have already in former letters explained that there is no difficulty in providing for the distribution throughout India of weekly mails, and that in fact it is easier to arrange for a weekly than a fortnightly mail.

10. Mr. Ritchie is utterly ignorant of the arrangements which can be made for the conveyance of mails in India, and I doubt much if he even knows the routes by which the bulk of the mails is conveyed. Government will determine the weight to be attached to his assertion that the Indian Post Office is altogether incompetent to perform work which I have stated can be performed without difficulty.

11. I should recommend that notice of conclusion of the present contract should be given, so that the new arrangements should come in force as soon as the railway is open from Bombay to Asseerghur.

— No. 8. —

Mr. *F. Hill* to Mr. *Merivale.*

Sir, General Post Office, 17 October 1861.

I HAVE received and laid before the Postmaster General your further letter of the 19th ultimo, with its enclosure, from the Government of India, on the subject of the proposal which has been made for the establishment of a weekly postal communication with India by way of Bombay, and the discontinuance of the packet service between Aden, Madras, and Calcutta.

You state that Sir Charles Wood concurs generally in the views entertained by the Government of India in regard to this question, and trusts that the Postmaster General will take steps at the proper time in view to the termination of the existing contracts with the Peninsular and Oriental Steam Navigation Company, so as to set Her Majesty's Government free to make hereafter such an arrangement as is proposed.

In reply, I am directed by the Postmaster General to state that the two contracts with the Peninsular and Oriental Company under which the mail service to the Mediterranean, India, and China is at present performed, may be terminated at any time on a notice of 12 months, but that his Lordship doubts the expediency of giving such notice until he can see some reasonable probability of tenders for the service being received from responsible and competent persons.

In the absence of competition, the Government would be very much in the power of the Peninsular and Oriental Company who, it may be expected, would then demand a considerably higher rate of payment than they at present receive for the services performed, particularly as the French Government has recently entered into a contract with the Company of the Messageries Imperiales for a monthly service between Suez, India, and China, and has agreed to pay a subsidy amounting to more than three times as much per mile as the Peninsular and Oriental Company's subsidy.

The necessity for keeping up the communication between this country and China and Australia requires that, for the present at least, the line from Suez to Galle should be continued twice a month; but when the French packets shall have been established the British service may probably be reduced to a monthly one. The Postmaster General presumes that the opium steamers adverted to in the letter from the Government of India could hardly be relied upon for the conveyance of the English mails to and from Penang, Singapore, and China, supposing the whole of the Indian mails to be landed and embarked at Bombay.

How far the revenue of India should be charged with the cost of the lines to Point de Galle, and thence to China, is a question which, in his Lordship's opinion, may be settled without any reference to the termination of the existing contract.

The course which the Postmaster General considers it will be most advisable to follow is:—

1st. To inquire of the Peninsular and Oriental Company what deduction they will be prepared to make in the amount of their subsidy in the event of the Calcutta packet from Suez not being required to go beyond Point de Galle after October next year, and,

2ndly. To advertise at once, both in the United Kingdom and in India, for tenders for a branch packet twice a month between Aden and Bombay, thus making the communication with the latter port four times a month.

But, before his Lordship moves in the matter, he will be glad to hear whether this course is approved of by Sir Charles Wood.

I am, &c.
(signed) *F. Hill.*

H. Merivale, Esq., C.B.,
India Office.

No. 9.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 19 November 1861.

THE Secretary of State for India in Council having had under his consideration Mr. Frederick Hill's letter, dated the 17th ultimo, communicating the course proposed to be taken by Her Majesty's Postmaster General, with a view to the eventual establishment of a weekly

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a weekly communication with Bombay, and the discontinuance of the packet service between Aden, Madras, and Calcutta, I am directed to state in reply, that Sir Charles Wood fully acknowledges the sufficiency of the reasons which, in the opinion of Lord Stanley of Alderley, render it inexpedient to give notice at present to the Peninsular and Oriental Company of the termination of their postal contract.

With regard to the measures to be taken with a view to the eventual introduction of the changes desired by the Government of India, Sir Charles Wood concurs in the course proposed by Lord Stanley of Alderley, and he would only remark that, as the establishment of four monthly mails between Bombay and Aden would not entirely meet the requirements of the Indian Government which have been directed to a weekly mail or fifty-two (52) in the course of the year, he hopes that, should the result of the trial of the smaller number prove satisfactory, the first favourable opportunity will be taken for carrying out to their full extent the recommendations of the Government of India.

I am, &c.

The Secretary, General Post Office. (signed) *Herman Merivale.*

No. 10.

The Postmaster General to the Treasury.

My Lords, General Post Office, 28 November 1861.

I HAVE the honour to transmit to your Lordships the copy of a correspondence* which has taken place between the India Office and this department with reference to a proposal made by the Government of India for the establishment of a weekly postal communication between this country and India by way of Bombay, and the discontinuance of the present packet service between Aden, Madras, and Calcutta.

The course which I have informed Sir Charles Wood that I consider it will be advisable to adopt, with the view of meeting the wishes of the Government of India is,—

1st. To inquire of the Peninsular and Oriental Company what deduction they will be prepared to make in the amount of their subsidy in the event of the Calcutta packet from Suez not being required to go beyond Point de Galle after October next year, and,

2ndly. To advertise at once, both in the United Kingdom and in India, for tenders for a branch packet twice a month between Aden and Bombay, thus making the communication with the latter port four times a month.

Sir Charles Wood has expressed his concurrence in this plan, but he has, at the same time, pointed out that the establishment of four mails in each month between Bombay and Aden would not entirely meet the requirements of the Indian Government, which have been directed to a weekly mail or 52 mails in the year. He hopes, therefore, that should the result of the trial of the smaller number prove satisfactory, the first favourable opportunity will be taken for carrying out, to their full extent, the recommendations of that Government.

I have now to submit the arrangement for the consideration of your Lordships, and, in the event of your approving of the proposed alteration, to request that you will authorise me to advertise for tenders for the new service twice a month between Aden and Bombay.

On receiving the reply of the Peninsular and Oriental Company, and such tenders as may be sent in for the new service, I will report further to your Lordships on this subject, showing what will be the result of the alteration in a pecuniary point of view, in order that you may finally determine whether you will sanction the arrangement.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

No. 11.

Mr. *Hamilton* to the Postmaster General.

My Lord, Treasury Chambers, 14 January 1862.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Lordship's letter of the 28th November last, and its enclosures, and I am desired by their Lordships to state in reply, that without at present committing themselves to any final opinion as to the proposal therein contained, for a weekly communication with India *viâ* Bombay, they authorise your Lordship to make inquiry of the Peninsular and Oriental Steam Navigation Company, and to advertise for tenders in the manner suggested by you.

I have, &c.

The Postmaster General, &c. &c. &c. (signed) *Geo. A. Hamilton.*

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* *See* Letters, Nos. 7, 8 and 9.

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No. 12.

Mr. *F. Hill* to Mr. *Howell.*

Sir, General Post Office, 23 January 1862.

REFERRING to your letter of the 6th December 1860, in which you transmitted the copy of a report from the agent of the Peninsular and Oriental Steam Navigation Company at Bombay, upon a proposal made by the Director General of the Post Office of India, for the adoption of Bombay as the port for the embarkation and disembarkation of the whole of the mails between this country and India, I am directed by the Postmaster General to inform you that a despatch has now been received from the Government of India stating that the arrangement recommended may safely be allowed to take effect on the termination of the monsoon of this year, say from October next, by which time they will be prepared to convey the English mails across India.

Under these circumstances the Postmaster General has been requested by the Lords Commissioners of the Treasury to advertise at once for tenders for a branch packet twice a month between Aden and Bombay, thus making the communication four times a month; and his Lordship requests that the Directors of the Peninsular and Oriental Company will be good enough to inform him what reduction they will be willing to make in the amount of their present subsidy in the event of the Calcutta packet from Suez not being required to go beyond Point de Galle.

I am, &c.
(signed) *F. Hill.*

C. W. Howell, Esq.,
Peninsular and Oriental Steam Navigation Company.

No. 13.

Mr. *Howell* to the Secretary to the Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
3 February 1862.

Sir,

I HAVE the honour, by order of the Board of Directors, to acknowledge the receipt of your letter dated 23rd ultimo, with reference to the adoption of Bombay as the point for the embarcation and disembarcation of the mails between this country and India, and requesting to be informed what reduction they would be willing to make in the amount of their present subsidy in the event of the Calcutta packets not being required to go beyond Point de Galle.

In reply, I am instructed to state that the Directors would not be enabled to make any abatement in the amount of the present subsidy in consideration of such a modification of the mail service, for the following reasons:—

1st. Because, in order to keep the steamers in efficient condition for the performance of the postal service between Suez and Galle, it would be necessary that they should proceed to the Company's docking and repairing establishment at Calcutta at the termination of every voyage.

2nd. Because the curtailment of the line at Galle would deprive the Company of the freight and passenger traffic between this country and Madras and Calcutta, which formed one of the principal elements in the calculation upon which the tender for the mail contract was based.

3rd. Because the foregoing reasons combined render it absolutely necessary that the steamers should proceed to Madras and Calcutta as at present, whether they carry the mails or not.

I have, &c.
(signed) *G. W. Howell,* Secretary.

The Secretary of the General Post Office.

No. 14.

The Postmaster General to the Treasury.

My Lords, General Post Office, 24 February 1862.

YOUR Lordships having been pleased by your letter of the 14th ultimo to authorise me to advertise for tenders for the conveyance of mails twice a month between Aden and Bombay, I have the honour to forward a draft form of tender and conditions of contract.

It is probable that your Lordships may, in this instance, wish to refer the conditions for the perusal of the Secretary of State for India.

On receiving back from your Lordships the form of tender and conditions, I will lose no time in advertising for tenders both in this country and in India. I request to be informed whether or not it is your desire that I should, on future occasions, send, for your consideration, the forms of tender and conditions of similar contracts.

I have, &c.
(signed) *Stanley of Alderley.*

The Lords Commissioners of the Treasury.

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App. No. 1.

Enclosure in No. 14.

TENDER for Steam Vessels for Conveying Her Majesty's Mails between *Aden* and *Bombay*.

Sir,

WE hereby offer to convey Her Majesty's mails twice in each calendar month, each way, between Aden and Bombay, by a sufficient number of steam vessels of adequate power, to be approved of by the Postmaster General, for the sum of *l.* per annum, subject to the several conditions marked A.

We will engage that the packet from Aden shall proceed at the same rate of speed from Bombay to Kurrachee for the additional sum of *l.* per annum, or, in all, *l.* per annum.

Or we will provide a branch packet from Bombay to Kurrachee and back, to travel at the rate of nautical miles per hour for the additional sum of *l.* per annum, or, in all, *l.* per annum.

Provided we be allowed hours, instead of 165 hours, for the voyage between Aden and Bombay, under ordinary circumstances, and hours, instead of 261 hours, for the voyage westward during the prevalence of the south-west monsoon, we will perform the service between Aden and Bombay twice a month for the sum of *l.* per annum.

When the space required for holding the mails shall exceed a hundred cubic tons measurement, we stipulate that an additional payment of *l.* per annum shall be made to us for each cubic ton over and above a hundred tons.

We will agree to an abatement of *l.* in the amount of the subsidy, on condition that the penalties for delay, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond our control.

If the contract be made for five years certain, we will agree to an abatement of *l.* from the subsidy demanded; and if the contract be made for seven years certain, we will agree to an abatement of *l.* from the subsidy.

We propose as our sureties in the penalty of 10,000 *l.*, Mr. of , and Mr. of , and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

In the event of the tender being accepted, we engage that the vessels shall be ready for survey on the , in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been ready for survey for every day during which they shall not be ready for such survey. And we further engage that such vessels shall be complete for sea on the , in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been complete for sea for every day during which they shall not be complete for sea.

And we hereby agree to commence the said service on the , and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us.

And we further hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or, in the event of any one or more of such failures, the Postmaster-General shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked A., and for the performance of the said service.

We are, &c.,

The Secretary of the Post Office.

(*Signature.*)

(*Address.*)

N.B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Bombay and Aden," in the left-hand corner of the envelope, and no tender will be received unless it be made precisely according to the preceding printed form.

Any conditions or alterations which the parties tendering may wish to suggest must be furnished in a separate letter at the time of making the tender.

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CONDITIONS of the TENDERS to be received for a Contract for the Conveyance of Her Majesty's Mails beween *Aden* and *Bombay*.

(Referred to as marked A.)

1. THE service of conveying Her Majesty's mails from Aden to Bombay and back to be performed twice in each calendar month.

2. The parties tendering to state the additional sum demanded:—First, if the service to Bombay were extended, at the same rate of speed, to Kurrachee, Bombay becoming then a port of call. Secondly, if the contractors provided a branch packet to ply between Bombay and Kurrachee. In the latter case, the tender to state the rate of speed proposed to be maintained by the branch packet.

3. It must be stated in the tender when the parties tendering will be ready to commence the service.

4. Under the term "Her Majesty's Mails," are comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post, to whatever country or place they may be addressed, or in whatever country or place they may have originated; and also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office. Nevertheless, when the space required for holding the mails (*see* par. 16), shall exceed 100 cubic tons measurement, the contractors shall be allowed an additional payment per annum for each cubic ton, the amount of which must form part of the tender.

5. The tenders must provide for the mails being conveyed between Aden and Bombay in 165 hours, except during the prevalence of the south-west monsoon, when 261 hours will be allowed for the voyage westward, viz., from Bombay to Aden. But the parties tendering may also state upon what terms they would perform the service in a greater or less number of hours.

6. A premium of 50 *l.* will be given for every complete day of 24 hours which the time occupied in any voyage, between Aden and Bombay, may be less than that allowed under the contract.

7. A penalty of 500 *l.* to be incurred when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and also the sum of 500 *l.* for every successive day which shall elapse after such appointed time; and a penalty of 100 *l.* for every complete day consumed on the voyage between Aden and Bombay, from whatever cause arising, beyond the number of days allowed; but so that the full amount of any penalties for delay on any one voyage shall never exceed the portion of the subsidy applicable to such voyage. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed time, as a breach of the contract.

8. The parties tendering may state what abatement in the amount of the subsidy they would make on condition that the penalties for delay, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond the control of the contractors.

9. The contractors must engage to supply, during the continuance of the contract, and to the satisfaction of the Postmaster-General, a sufficient number of steam vessels of adequate power and in all respects suited for the performance of the service within the time stipulated in the tender.

10. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by him or by the Lords of the Admiralty.

11. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the service to be performed; and to be manned with legally qualified and competent officers and a sufficient crew of able seamen and other men. A medical officer, to be approved of by the Postmaster General, to be provided on board each packet, and who shall give medical attendance, medicines, and medicaments gratis to all persons conveyed under the contract, or whose passage money may be paid for in whole or in part by the Government.

12. The vessels are to be subject at all times to survey by officers in the employment of the Admiralty, and any defect discovered on such survey to be immediately made good by the contractors. This survey to extend not only to the vessels themselves, but also to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

13. The days and hours of departure and arrival at each port are to be fixed by the Postmaster General, and may be altered from time to time by him on giving a notice to the contractors of three months. The Postmaster General also to have power to delay the departure of any vessel from any port for a period not exceeding 24 hours.

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14. The Postmaster General to have power, on giving reasonable notice, to require the contractors to perform the service contracted for fortnightly, instead of twice in each calendar month, and in such case, the payments to be made to the contractors, and the abatements to be made by them to be increased by one-twelfth.

15. The Postmaster General to be at liberty otherwise to modify the service to be performed on giving reasonable notice to the contractors; the additional amount to be paid or deducted for any alteration, to be settled by agreement, or failing that, by arbitration in the usual manner.

16. The contractors to provide at their sole cost, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, with secure lock and key.

17. In the event of the Postmaster General requiring it, a sorting-room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Postmaster General, on board each vessel. The actual cost of erecting the sorting-room, and of providing the necessary furniture, lamps, &c., will be defrayed by the Postmaster General; but the furniture and lamps must be cleansed and kept in repair, and oil for the lamps must be supplied at the cost of the contractors. The services of the crew must also be given in the conveyance of the mails between the mail-room and the sorting-room.

18. Proper accommodation and mess to be provided, free of expense, for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Postmaster General to have power to substitute for a naval officer and his servant, a civil officer of the Post Office to take charge of the mails, and to be employed in sorting them, together with a servant. These officers, whether naval or civil, to be allowed to remain on board whilst the packet stays at all the ports to or from which the mails are conveyed. The naval or civil officers in charge of the mails to be victualled and otherwise treated as chief-cabin passengers, and servants as fore-cabin passengers. The Postmaster General further to have power to require the contractors to convey, if necessary, either one or two additional civil officers of the Post Office to be employed in sorting the mails. The passage money of these additional officers to be paid (in full of all charge for mess) at half the rates charged for ordinary passengers of a similar description.

19. The mails shall be conveyed in the vessels, and be delivered and received at each of the places to which the vessels are to proceed in the performance of the contract; and, at each port or place where the mails are to be delivered and received, the officer having charge of them shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed in the performance of the contract, together with, or if necessary for the performance of the duties of such officer, without Her Majesty's mails, in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mail bags, and to be provided and properly manned and equipped by the contractors.

20. Should the Postmaster General deem it expedient to place the said mails or any part thereof in charge of the master or commander of any of the said vessels, the said master or commander shall take charge of the same and make the usual Post Office oath or declaration, and furnish such journal, returns, and information, and perform such services, as the Postmaster General or his officers may require, and be responsible for the due receipt and delivery of such mails.

21. The contractors must not receive, or permit to be received, on board any of the vessels employed under the contract, any letters for conveyance other than those duly in charge of the mail officer, or which are or may be privileged by law; the said mail officer will have to report any default in this respect, and in case of any such default, the contractors will be liable to be proceeded against for a breach of the contract.

22. The whole postage of all mails conveyed in the vessels employed under the contract is to be at the disposal of Her Majesty's Postmaster General.

23. The contractors and all commanding and other officers of the vessels to be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall at all times during the continuance of the contract, punctually attend to the orders and directions of the Postmaster General or of any of his officers or agents, as to the mode, time, and place of embarking and disembarking mails; and, for the purpose of embarking and disembarking mails at Bombay, the contractors must, if required by the Postmaster General, provide a steam-tug.

24. Every sum of money stipulated to be forfeited by the contractors shall be considered as stipulated or ascertained damages, and shall be deducted by the Postmaster General out of any monies then payable or which may thereafter become payable to the contractors, or the payment thereof may be enforced, with full costs of suit, at the discretion of the Postmaster General.

25. The contractors shall, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the Postmaster General or by any officer or agent acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive on board each of the vessels to be employed in the performance of the contract (in addition to the officers authorised to have the charge of the mails) any naval, military, and civil officers in the service of Her Majesty, not exceeding eight, and also their wives and children, as chief-cabin passengers, and any non-commissioned or warrant officers, not exceeding four, and also their wives and children, as fore-cabin passengers, and any number

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of seamen, marines, or soldiers in Her Majesty's service, not exceeding 10, and their wives and children as deck passengers, to be effectually protected from sun, rain, and bad weather; due notice being given (if practicable) to the agent of the contractors at the port of embarkation of such officers respectively and others being required to be conveyed.

26. The contractors must also undertake to convey any additional number of naval, military, and civil officers in the service of Her Majesty, not exceeding 10 in any one ship, with or without their wives and children, as chief-cabin passengers, and any additional number of non-commissioned and warrant officers, not exceeding six in any one ship, with or without their wives and children, as fore-cabin passengers, together with the servants of both chief and fore-cabin passengers, on the Postmaster General, his agents or officers, giving to the contractors or their agents at the port of embarkation the following notice, that is to say, in respect of passengers proceeding on the voyage from Aden to Bombay between the months of August and March, both inclusive, two calendar months, and at any other period of the year two weeks; and in respect of passengers proceeding on the voyage from Bombay to Aden between the months of December and May, both inclusive, two calendar months, and at any other period of the year two weeks. The passage money for all passengers to be conveyed on the requisition of the Postmaster General, to be paid (in full of all charge for mess) at the rates charged for ordinary passengers of a similar description.

27. When a passage has been ordered for any person at the expense of the Government, the payment will be made only on the production of the order for the passage, and a certificate from the person in the following form, viz.:—

"I hereby certify, that on the I embarked at as a passenger on board the mail steam-packet for passage to and landed at on the ."

To this certificate the following addition is to be made in every case of a male cabin passenger, viz.:—

"I further certify that the first dinner meal taken on board was on the and the last dinner meal on the .

"Dated this day of ."

And the correctness of the dates must be corroborated by the master of the packet, adding underneath the passenger's signature:—

"The dates inserted in this certificate are correct."

(Signature)

"Master of the Packet."

28. The passage-money for the wives and families of officers will be paid to the contractors by the officers themselves.

29. Whenever the contractors shall be required to convey any soldiers as deck passengers, other than those specially provided for by the contract, the contractors must provide them with adequate protection from rain, sun, and bad weather, such protection to include sufficient shelter on deck.

30. The contractors shall receive on board each of the vessels employed in the performance of the contract, and convey at the lowest rate of freight charged by the contractors for private goods, any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the ports or places to or from which the mails are to be conveyed, in performance of the contract, when so directed by the Postmaster General or his agents, or by the British naval officer in command of the station, and shall also receive on board each of the vessels, and convey and deliver to, from, and between all or any of the said ports or places any naval or other stores not exceeding 10 tons in weight, at any one time, in any one vessel, on receiving from the Postmaster General or any of his officers or agents, two days' previous notice of the intention to have such stores so conveyed; and the said contractors shall in all cases be strictly responsible for the due custody and safe delivery of the packages, articles, and stores.

31. The contract not to be terminable except on a notice of two years and a half, and the contractors to state what abatement they will make from the subsidy if the contract be made certain for five years, and what abatement if it be made certain for seven years.

32. The contract will not be binding until it has lain upon the Table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

33. Payments will be made quarterly out of monies to be provided by Parliament, on the production by the contractors, from time to time, to the Receiver and Accountant General of the Post Office, of certificates from the proper officers that the contract has been strictly and punctually performed, subject to the amount of penalties and other sums (if any) being thereout deducted.

34. The Government shall at any time during the continuance of the contract, in case of great public emergency, have power to purchase all or any of the vessels at a valuation, or to charter the same exclusively for Her Majesty's service; the valuation or rate of hire to be

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be agreed on by the Admiralty and the contractors, or failing such agreement, by arbitration in the usual manner.

35. In case of any such purchase or hire, the contractors shall be at liberty either to terminate the contract, or, if they can provide other vessels in proper time, to continue it; or, with the consent of the Postmaster General, and on such terms as may be agreed upon they may continue to perform part only of the contract.

36. The contractors must not assign, underlet, or dispose of the contract, or any part thereof, without the consent in writing of the Postmaster General.

37. In case of any great or habitual breach of the contract, the Postmaster General may terminate it without previous notice, and this without giving the contractors any claim to compensation.

38. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons can be admitted to any share or part of the contract, or to any benefit to arise therefrom.

39. The contractors to be bound with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* for the due fulfilment of the contract; and they must furnish the names of persons of whom inquiry can be made as to the responsibility of the sureties proposed.

40. The Postmaster General does not engage to accept the lowest tender, irrespective of other considerations, or indeed to accept any tender.

No. 15.

Mr. *F. Peel*, M.P., to the Postmaster General.

My Lord, Treasury Chambers, 21 March 1862.

I AM desired by the Lords Commissioners of Her Majesty's Treasury to transmit to you the enclosed copy of a letter from the India Office, dated the 8th instant, and to state that, subject to the modifications proposed by Sir Charles Wood, their Lordships approve of the draft form of tender and conditions of contract for the conveyance of mails twice a month between Aden and Bombay, which accompanied your Lordship's letter of the 24th ultimo, and which are herewith returned.

Their Lordships understand the new service to be proposed as a substitute for the service to and from Madras and Calcutta, and to be intended only to take effect upon the latter being discontinued; I am therefore to request that your Lordship, in reporting upon any tenders that may be sent in, will at the same time state what will be the reduction in the subsidy now payable to the Peninsular and Oriental Steam Packet Company, and what effect in a pecuniary sense, and as far as this country is concerned, the proposed plan will have.

With regard to the last paragraph in your Lordship's letter, I am to state that it is the wish of this Board that, prior to advertising for tenders for contracts of a similar nature, the forms of tender and conditions of contract should at all times be submitted for their consideration.

I have, &c.
(signed) *F. Peel.*

The Postmaster General,
&c. &c. &c.

Enclosure in No. 15.

Sir, India Office, 8 March 1862.

THE Secretary of State for India has had under his consideration in council your letter, dated 26th ultimo, forwarding, for the remarks of Sir Charles Wood, the draft of a form of tender, for the establishment of steam communication twice a month between Aden and Bombay, in pursuance of a recommendation of Her Majesty's Postmaster General.

Sir Charles Wood, as the Lords Commissioners of Her Majesty's Treasury are aware, has already expressed his concurrence in the proposal to take measures for the performance of the additional postal service in question, pending an entire readjustment of the mail service in the Indian Seas, and has no observations to make on the form of the tender for that service, or on the conditions on which tenders are to be received.

In any contract, however, which may be concluded, it will be sufficient to provide for the performance of the service between Bombay and Kurrachee, by a branch steamer at any future time if Her Majesty's Government should require it, and from such date as may hereafter be fixed by them, a contract for the service, by a local company being now in operation, and Sir Charles Wood trusts that the Lords of the Treasury will see their way to providing for an additional fortnightly mail to and from Bombay, instead of two in each calendar month; and that, except during the south-west monsoon, 165 hours will be fixed as the minimum period for the voyage between Aden and Bombay.

With regard to the duration of the contract, he would suggest that, as it would doubtless

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be desirable, if the existing contracts with the Peninsular and Oriental Company should be determined, that the arrangement for the additional service to Bombay should cease, at the same time the power of determining the proposed contract at one year's notice should be reserved to Her Majesty's Government.

I am, &c.

The Secretary, Treasury. (signed) *Herman Merivale.*

No. 16.

The Postmaster General to the Treasury.

My Lords, General Post Office, 28 March 1862.

I BEG to acknowledge the receipt of your letter of the 21st instant, informing me that, subject to the modifications proposed by Sir Charles Wood, your Lordships approve of the draft form of tender and conditions of contract which I transmitted to you on the 24th ultimo.

The only alteration in the form which appear necessary are shown in the accompanying draft.

It will be in your Lordships' power, should you think such a course desirable when the tenders are sent in, to accept an offer for a fortnightly service, in preference to one twice in each calendar month, as well as to require that the time occupied between Aden and Bombay shall not exceed 165 hours, except during the south-west monsoon.

With regard to the suggestion of Sir Charles Wood, that any contract that may be entered into should be terminable at one year's notice, instead of on a notice of two years and a half, as specified in the accompanying form, I fear that if it be adopted this department may be placed hereafter in a position of difficulty, similar to that which now exists in the case of the contract with the Peninsular and Oriental Steam Navigation Company.

That contract can now be terminated at any time on the company giving twelve months' notice, and looking at the time necessary for building large steam ships, and bearing in mind that to this must be added the time required for preparing the forms of tenders, for advertising, and for considering the several tenders that may be sent in, it is certain that a period of twelve months is not sufficient to give the department the benefit of an effective competition.

I cannot recommend your Lordships, therefore, to alter the form of tender in this respect.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

Enclosure in No. 16.

TENDER for Steam Vessels for conveying Her Majesty's Mails between *Aden* and *Bombay.*

Sir,

WE hereby offer to convey Her Majesty's Mails twice in each calendar month, each way, between Aden and Bombay, by a sufficient number of steam vessels of adequate power, to be approved of by the Postmaster General, for the sum of £. per annum, subject to the several conditions marked A.

We will engage to provide, whenever required by Her Majesty's Government, a branch packet from Bombay to Kurrachee and back, to travel at the rate of nautical miles per hour for the additional sum of £. per annum, or, in all, £. per annum.

Provided we be allowed hours, instead of 165 hours, for the voyage between Aden and Bombay, under ordinary circumstances, and hours, instead of 261 hours, for the voyage westward during the prevalence of the south-west monsoon, we will perform the service between Aden and Bombay twice a month for the sum of £. per annum.

When the space required for holding the mails shall exceed a hundred cubic tons measurement, we stipulate that an additional payment of £. per annum shall be made to us for each cubic ton over and above a hundred tons.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond our control.

If the contract be made for five years certain, we will agree to an abatement of £. from the subsidy demanded; and if the contract be made for seven years certain, we will agree to an abatement of £. from the subsidy.

We propose as our sureties in the penalty of 10,000 *l.*, Mr. of , and Mr. of , and we

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we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

In the event of the tender being accepted, we engage that the vessels shall be ready for survey on the , in failure of which we agree to pay to Her Majesty the sum of 10*l.* from the day on which the vessels ought to have been ready for survey for every day during which they shall not be ready for such survey. And we further engage that such vessels shall be complete for sea on the , in failure of which we agree to pay to Her Majesty the sum of 10*l.* from the day on which the vessels ought to have been complete for sea for every day during which they shall not be complete for sea.

And we hereby agree to commence the said service on the , and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100*l.* for every day from that day until the said service shall be commenced by us.

And we further hereby agree that such respective sums of 10*l.*, 10*l.*, and 100*l.* are to be considered not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or in the event of any one or more of such failures, the Postmaster General shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked A., and for the performance of the said service.

We are, &c.

(Signature)

The Secretary of the Post Office. (Address)

N.B.—All Tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Post Office, with the words "Tender for the conveyance of Mails between Bombay and Aden" in the left-hand corner of the envelope, and no Tender will be received unless it be made precisely according to the preceding printed form.

Any conditions or alterations which the parties tendering may wish to suggest must be furnished in a separate letter at the time of making the tender.

CONDITIONS of the TENDERS to be received for a Contract for the Conveyance of Her Majesty's Mails between *Aden* and *Bombay*.

(Referred to as marked A.)

1. The service of conveying Her Majesty's Mails from Aden to Bombay and back to be performed twice in each calendar month.

2. The parties tendering to state the additional sum demanded, if the contractors provided a branch packet to ply between Bombay and Kurrachee. The tender to state the rate of speed proposed to be maintained by the branch packet.

3. It must be stated in the tender when the parties tendering will be ready to commence the service.

4. Under the term "Her Majesty's Mails," are comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post, to whatever country or place they may be addressed, or in whatever country or place they may have originated; and also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office. Nevertheless, when the space required for holding the mails (*see* par. 16) shall exceed a hundred cubic tons measurement, the contractors shall be allowed an additional payment per annum for each cubic ton, the amount of which must form part of the tender.

5. The tenders must provide for the mails being conveyed between Aden and Bombay in 165 hours, except during the prevalence of the south-west monsoon, when 261 hours will be allowed for the voyage westward, viz., from Bombay to Aden. But the parties tendering may also state upon what terms they would perform the service in a greater or less number of hours.

6. A premium of 50*l.* will be given for every complete day of 24 hours which the time occupied in any voyage, between Aden and Bombay, may be less than that allowed under the contract.

7. A penalty of 500*l.* to be incurred when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and also the sum of 500*l.* for every successive day which shall elapse after such appointed time; and a penalty of 100*l.* for every complete day consumed on the voyage between Aden and Bombay, from whatever cause arising, beyond the number of days allowed; but so that the full amount of any penalties for delay on any one voyage shall never exceed the portion of the subsidy applicable to such voyage. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper

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vessel at the appointed time, or to perform a voyage at or within the appointed time, as a breach of the contract.

8. The parties tendering may state what abatement in the amount of the subsidy they would make on condition that the penalties for delay instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond the control of the contractors.

9. The contractors must engage to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power and in all respects suited for the performance of the service within the time stipulated in the tender.

10. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by him or by the Lords of the Admiralty.

11. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the service to be performed; and to be manned with legally qualified and competent officers and a sufficient crew of able seamen and other men. A medical officer, to be approved of by the Postmaster General, to be provided on board each packet, and who shall give medical attendance, medicines, and medicaments gratis to all persons conveyed under the contract, or whose passage money may be paid for in whole or in part by the Government.

12. The vessels are to be subject at all times to survey by officers in the employment of the Admiralty, and any defect discovered on such survey to be immediately made good by the contractors. This survey to extend not only to the vessels themselves, but also to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

13. The days and hours of departure and arrival at each port are to be fixed by the Postmaster General, and may be altered from time to time by him on giving a notice to the contractors of three months. The Postmaster General also to have power to delay the departure of any vessel from any port for a period not exceeding 24 hours.

14. The Postmaster General to have power, on giving reasonable notice, to require the contractors to perform the service contracted for fortnightly, instead of twice in each calendar month, and in such case the payments to be made to the contractors, and the abatements to be made by them to be increased by one-twelfth.

15. The Postmaster General to be at liberty otherwise to modify the service to be performed, on giving reasonable notice to the contractors; the additional amount to be paid or deducted for any alteration, to be settled by agreement, or failing that, by arbitration in the usual manner.

16. The contractors to provide at their sole cost, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, with secure lock and key.

17. In the event of the Postmaster General requiring it, a sorting room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Postmaster General, on board each vessel. The actual cost of erecting the sorting room, and of providing the necessary furniture, lamps, &c., will be defrayed by the Postmaster General, but the furniture and lamps must be cleansed and kept in repair, and oil for the lamps must be supplied at the cost of the contractors. The services of the crew must also be given in the conveyance of the mails between the mail room and the sorting room.

18. Proper accommodation and mess to be provided, free of expense, for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Postmaster General to have power to substitute for a naval officer and his servant, a civil officer of the Post Office to take charge of the mails, and to be employed in sorting them, together with a servant. These officers, whether naval or civil, to be allowed to remain on board whilst the packet stays at all the ports to or from which the mails are conveyed. The naval or civil officers in charge of the mails to be victualled and otherwise treated as chief cabin passengers, and servants as fore cabin passengers. The Postmaster General further to have power to require the contractors to convey, if necessary, either one or two additional civil officers of the Post Office to be employed in sorting the mails. The passage money of these additional officers to be paid (in full of all charge for mess), at half the rates charged for ordinary passengers of a similar description.

19. The mails shall be conveyed in the vessels, and be delivered and received at each of the places to which the vessels are to proceed in the performance of the contract; and at each port or place where the mails are to be delivered and received, the officer having charge of them shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed in the performance of the contract, together with, or if necessary for the performance of the duties of such officer, without, Her Majesty's Mails, in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mail bags, and to be provided and properly manned and equipped by the contractors.

20. Should the Postmaster General deem it expedient to place the said mails or any part thereof in charge of the master or commander of any of the said vessels, the said master or commander shall take charge of the same, and make the usual Post Office oath or declaration,

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ration, and furnish such journal, returns, and information, and perform such services, as the Postmaster General or his officers may require, and be responsible for the due receipt and delivery of such mails.

21. The contractors must not receive, or permit to be received on board any of the vessels employed under the contract, any letters for conveyance other than those duly in charge of the mail officer, or which are or may be privileged by law; the said mail officer will have to report any default in this respect, and in case of any such default, the contractors will be liable to be proceeded against for a breach of the contract.

22. The whole postage of all mails conveyed in the vessels employed under the contract is to be at the disposal of Her Majesty's Postmaster General.

23. The contractors and all commanding and other officers of the vessels to be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall at all times during the continuance of the contract, punctually attend to the orders and directions of the Postmaster General, or of any of his officers or agents, as to the mode, time, and place of embarking and disembarking mails; and, for the purpose of embarking and disembarking mails at Bombay, the contractors must, if required by the Postmaster General, provide a steam tug.

24. Every sum of money stipulated to be forfeited by the contractors shall be considered as stipulated or ascertained damages, and shall be deducted by the Postmaster General out of any monies then payable, or which may thereafter become payable, to the contractors, or the payment thereof may be enforced, with full costs of suit, at the discretion of the Postmaster General.

25. The contractors shall, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the Postmaster General, or by any officer or agent acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive on board each of the vessels to be employed in the performance of the contract (in addition to the officers authorised to have the charge of the mails) any naval, military, and civil officers in the service of Her Majesty, not exceeding eight, and also their wives and children, as chief-cabin passengers, and any non-commissioned or warrant officers, not exceeding four, and also their wives and children, as fore-cabin passengers, and any number of seamen, marines, or soldiers in Her Majesty's service, not exceeding ten, and their wives and children, as deck passengers, to be effectually protected from sun, rain, and bad weather; due notice being given (if practicable) to the agent of the contractors at the port of embarkation of such officers respectively and others being required to be conveyed.

26. The contractors must also undertake to convey any additional number of naval, military, and civil officers in the service of Her Majesty, not exceeding ten in any one ship, with or without their wives and children, as chief cabin passengers, and any additional number of non-commissioned and warrant officers, not exceeding six in any one ship, with or without their wives and children, as fore-cabin passengers, together with the servants of both chief and fore-cabin passengers, on the Postmaster General, his agents, or officers, giving to the contractors or their agents at the port of embarkation the following notice, that is to say, in respect of passengers proceeding on the voyage from Aden to Bombay between the months of August and March, both inclusive, two calendar months, and at any other period of the year two weeks; and in respect of passengers proceeding on the voyage from Bombay to Aden between the months of December and May, both inclusive, two calendar months, and at any other period of the year two weeks. The passage money for all passengers to be conveyed on the requisition of the Postmaster General, to be paid (in full of all charge for mess) at the rates charged for ordinary passengers of a similar description.

27. When a passage has been ordered for any person at the expense of the Government, the payment will be made only on the production of the order for the passage, and a certificate from the person in the following form, viz.:—

"I hereby certify that on the I embarked
at as a passenger on board
the Mail Steam Packet for passage to
and landed at on the ."

To this certificate, the following addition is to be made in every case of a male cabin passenger, viz.:—

"I further certify, that the first dinner meal taken on board was on the
, and the last dinner meal on the
"Dated this day of ."

And the correctness of the dates must be corroborated by the master of the packet, adding underneath the passenger's signature,—

"The dates inserted in this certificate are correct."

(signature)
"Master of the Packet."

28. The passage money for the wives and families of officers will be paid to the contractors by the officers themselves.

29. Whenever the contractors shall be required to convey any soldiers as deck passengers, other than those specially provided for by the contract, the contractors must provide them with adequate protection from rain, sun, and bad weather, such protection to include sufficient shelter on deck.

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39. The contractors shall receive on board each of the vessels employed in the performance of the contract, and convey at the lowest rate of freight charged by the contractors for private goods, any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the ports or places to or from which the mails are to be conveyed, in performance of the contract, when so directed by the Postmaster General, or his agents, or by the British naval officer in command of the station, and shall also receive on board each of the vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores not exceeding ten tons in weight, at any one time, in any one vessel, on receiving from the Postmaster General or any of his officers or agents, two days' previous notice of the intention to have such stores so conveyed; and the said contractors shall in all cases be strictly responsible for the due custody and safe delivery of the packages, articles, and stores.

31. The contract not to be terminable except on a notice of two years and a half; and the contractors to state what abatement they will make from the subsidy if the contract be made certain for five years, and what abatement if it be made certain for seven years.

32. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

33. Payments will be made quarterly out of monies to be provided by Parliament, on the production by the contractors, from time to time, to the Receiver and Accountant General of the Post Office, of certificates from the proper officers that the contract has been strictly and punctually performed, subject to the amount of penalties and other sums (if any) being thereout deducted.

34. The Government shall at any time during the continuance of the contract, in case of great public emergency, have power to purchase all or any of the vessels at a valuation, or to charter the same exclusively for Her Majesty's service; the valuation or rate of hire to be agreed on by the Admiralty and the contractors, or failing such agreement, by arbitration in the usual manner.

35. In case of any such purchase or hire, the contractors shall be at liberty either to terminate the contract, or, if they can provide other vessels in proper time, to continue it; or, with the consent of the Postmaster General, and on such terms as may be agreed upon, they may continue to perform part only of the contract.

36. The contractors must not assign, underlet, or dispose of the contract, or any part thereof, without the consent in writing of the Postmaster General.

37. In case of any great or habitual breach of the contract, the Postmaster General may terminate it without previous notice, and this without giving the contractors any claim to compensation.

38. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no member of the House of Commons can be admitted to any share or part of the contract, or to any benefit to arise therefrom.

39. The contractors to be bound with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.*, for the due fulfilment of the contract; and they must furnish the names of persons of whom inquiry can be made as to the responsibility of the sureties proposed.

40. The Postmaster General does not engage to accept the lowest tender, irrespective of other considerations, or indeed to accept any tender.

No. 17.

Mr. *Hamilton* to the Postmaster General.

My Lord, Treasury Chambers, 12 April 1862.

With reference to your letter of the 28th ultimo relative to the proposed additional mail service between Aden and Bombay; I am desired by the Lords Commissioners of Her Majesty's Treasury, to transmit to you the enclosed copy of a letter from the India Office upon the subject, dated 11th instant, and I am at the same time to return to you the amended draft form of tender, and conditions of contract which accompanied your letter, and to convey to you their Lordships' authority for the issue of the necessary notices in conformity therewith.

I have, &c.

The Postmaster General, &c. &c.

(signed) *George A. Hamilton.*

Enclosure in No. 17.

Sir, India Office, 11 April 1862.

I am directed by the Secretary of State for India in Council to acknowledge the receipt of your letter, dated 29th ultimo, with the enclosed copy of a letter from the Postmaster General relating to the additional mail service between Aden and Bombay; and in reply to state

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state that under the circumstances stated by the Postmaster General, Sir Charles Wood will not urge the adoption of his suggestion that the proposed contract shall be terminable on a shorter notice than two years and a half.

I am, &c.
(signed) *Herman Merivale.*

No. 18.

Mr. *F. Hill* to Mr. *Merivale.*

(Immediate.)

Sir, General Post Office, 17 April 1862.

THE Postmaster General has now been informed by the Lords Commissioners of the Treasury, that the form of tender, and conditions of contract for the proposed additional mail service between Aden and Bombay, has received the approval of the Secretary of State for India in Council; and I am accordingly directed to transmit to you, 40 copies of that form, with a request that one half may be forwarded to Calcutta by the mail of the 20th instant, and the other half to Bombay, by the mail of the 27th instant.

I am also to send you copies of the advertisement, about to be issued in this country.

The Postmaster General desires me to suggest, that Sir Charles Wood should instruct the Governor General of India, and the Governor of Bombay to cause advertisements somewhat similar to be issued in India, fixing the 1st September next, as the day upon which tenders will be received by the Governments of Calcutta and Bombay, respectively from persons willing to undertake the proposed service.

The tenders received should be forwarded to this country, (with the opinion of the authorities in India, as to the capabilities of the parties tendering to perform the service efficiently) by the mails to leave Calcutta on the 10th September, and Bombay on the 12th September.

I have, &c.
(signed) *F. Hill.*

Herman Merivale, Esq., C.B.,
India Office.

Enclosure No. 1, in No. 18.

TENDER for Steam Vessels for Conveying Her Majesty's Mails between *Aden* and *Bombay.*

Sir,

WE hereby offer to convey Her Majesty's Mails twice in each calendar month, each way, between Aden and Bombay, by a sufficient number of steam vessels of adequate power, to be approved of by the Postmaster General, for the sum of £ per annum, subject to the several conditions marked A.

We will engage to provide, whenever required by Her Majesty's Government, a branch packet from Bombay to Kurrachee and back, to travel at the rate of nautical miles per hour, for the additional sum of £. per annum, or, in all £. per annum.

Provided we be allowed hours, instead of 165 hours, for the voyage between Aden and Bombay, under ordinary circumstances, and hours, instead of 261 hours, for the voyage westward during the prevalence of the south-west monsoon, we will perform the service between Aden and Bombay twice a month for the sum of £. per annum.

When the space required for holding the mails shall exceed a hundred cubic tons measurement, we stipulate that an additional payment of £. per annum shall be made to us for each cubic ton over and above a hundred tons.

We will agree to an abatement of £. in the amount of the subsidy, on condition that the penalties for delay, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond our control.

If the contract be made for five years certain, we will agree to an abatement of £. from the subsidy demanded; and if the contract be made for seven years certain, we will agree to an abatement of £. from the subsidy.

We propose as our sureties in the penalty of 10,000 *l.*, Mr. of , and Mr. of , and we refer you to as persons of whom inquiry can be made as to the responsibility of such sureties.

In the event of the Tender being accepted, we engage that the vessels shall be ready for survey on the , in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been ready for survey for every day during which they shall not be ready for such survey. And we further engage that such vessels shall be complete for sea on the , in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been complete for sea for every day during which they shall not be complete for sea.

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And we hereby agree to commence the said service on the , and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us.

And we further hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.* are to be considered not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or, in the event of any one or more of such failures, the Postmaster General shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked A., and for the performance of the said service.

We are, &c.

(Signature.)

(Address.)

N. B.—All Tenders to be made upon this printed form, and they are to be addressed to with the words "Tender for the Conveyance of mails between Bombay and Aden" in the left hand corner of the envelope, and no Tender will be received unless it be made precisely according to the preceding printed form.

Any conditions or alterations which the parties tendering may wish to suggest must be furnished in a separate letter at the time of making the Tender.

CONDITIONS of the TENDERS to be received for a Contract for the Conveyance of Her Majesty's Mails between *Aden* and *Bombay*.

(Referred to as marked A.)

1. The service of conveying Her Majesty's Mails from Aden to Bombay and back to be performed twice in each calendar month.

2. The parties tendering to state the additional sum demanded, if the contractors provided a branch packet to ply between Bombay and Kurrachee. The tender to state the rate of speed proposed to be maintained by the branch packet.

3. It must be stated in the tender when the parties tendering will be ready to commence the service.

4. Under the term "Her Majesty's Mails," are comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post, to whatever country or place they may be addressed, or in whatever country or place they may have originated; and also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by, or to, or from the Post Office. Nevertheless, when the space required for holding the mails (see par. 16.) shall exceed a hundred cubic tons measurement, the contractors shall be allowed an additional payment per annum for each cubic ton, the amount of which must form part of the tender.

5. The tenders must provide for the mails being conveyed between Aden and Bombay in 165 hours, except during the prevalence of the south-west monsoon, when 261 hours will be allowed for the voyage westward, viz., from Bombay to Aden. But the parties tendering may also state upon what terms they would perform the service in a greater or less number of hours.

6. A premium of fifty pounds will be given for every complete day of 24 hours which the time occupied in any voyage, between Aden and Bombay, may be less than that allowed under the contract.

7. A penalty of five hundred pounds to be incurred when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and also the sum of five hundred pounds for every successive day which shall elapse after such appointed time; and a penalty of one hundred pounds for every complete day consumed on the voyage between Aden and Bombay, from whatever cause arising, beyond the number of days allowed; but so that the full amount of any penalties for delay on any one voyage shall never exceed the portion of the subsidy applicable to such voyage. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed time, as a breach of the contract.

8. The parties tendering may state what abatement in the amount of the subsidy they would make on condition that the penalties for delay instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond the control of the contractors.

9. The contractors must engage to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power

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power and in all respects suited for the performance of the service within the time stipulated in the tender.

10. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by him or by the Lords of the Admiralty.

11. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the service to be performed; and to be manned with legally qualified and competent officers and a sufficient crew of able seamen and other men. A medical officer, to be approved of by the Postmaster General, to be provided on board each packet, and who shall give medical attendance, medicines, and medicaments gratis to all persons conveyed under the contract, or whose passage money may be paid for in whole or in part by the Government.

12. The vessels are to be subject at all times to survey by officers in the employment of the Admiralty, and any defect discovered on such survey to be immediately made good by the contractors. This survey to extend not only to the vessels themselves, but also to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

13. The days and hours of departure and arrival at each port are to be fixed by the Postmaster General, and may be altered from time to time by him, on giving a notice to the contractors of three months. The Postmaster General also to have power to delay the departure of any vessel from any port for a period not exceeding 24 hours.

14. The Postmaster General to have power, on giving reasonable notice, to require the contractors to perform the service contracted for fortnightly, instead of twice in each calendar month, and in such case, the payments to be made to the contractors, and the abatements to be made by them to be increased by one-twelfth.

15. The Postmaster General to be at liberty otherwise to modify the service to be performed on giving reasonable notice to the contractors; the additional amount to be paid or deducted for any alteration, to be settled by agreement, or failing that, by arbitration in the usual manner.

16. The contractors to provide at their sole cost, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, with secure lock and key.

17. In the event of the Postmaster General requiring it, a sorting-room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Postmaster General, on board each vessel. The actual cost of erecting the sorting-room, and of providing the necessary furniture, lamps, &c., will be defrayed by the Postmaster General, but the furniture and lamps must be cleansed and kept in repair, and oil for the lamps must be supplied at the cost of the contractors. The services of the crew must also be given in the conveyance of the mails between the mail-room and the sorting-room.

18. Proper accommodation and mess to be provided, free of expense, for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Postmaster General to have power to substitute for a naval officer and his servant, a civil officer of the Post Office to take charge of the mails, and to be employed in sorting them, together with a servant. These officers, whether naval or civil, to be allowed to remain on board whilst the packet stays at all the ports to or from which the mails are conveyed. The naval or civil officers in charge of the mails to be victualled and otherwise treated as chief cabin passengers, and servants as fore-cabin passengers. The Postmaster General further to have power to require the contractors to convey, if necessary, either one or two additional civil officers of the Post Office to be employed in sorting the mails. The passage-money of these additional officers to be paid (in full of all charge for mess) at half the rates charged for ordinary passengers of a similar description.

19. The mails shall be conveyed in the vessels, and be delivered and received at each of the places to which the vessels are to proceed in the performance of the contract; and, at each port or place where the mails are to be delivered and received, the officer having charge of them shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed in the performance of the contract, together with, or if necessary for the performance of the duties of such officer, without Her Majesty's mails, in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mail bags, and to be provided and properly manned and equipped by the contractors.

20. Should the Postmaster General deem it expedient to place the said mails or any part thereof in charge of the master or commander of any of the said vessels, the said master or commander shall take charge of the same and make the usual Post Office oath or declaration, and furnish such journal, returns, and information, and perform such services, as the Postmaster General or his officers may require, and be responsible for the due receipt and delivery of such mails.

21. The contractors must not receive, or permit to be received on board any of the vessels employed under the contract, any letters for conveyance other than those duly in charge of the mail officer, or which are or may be privileged by law; the said mail officer will have to report any default in this respect, and in case of any such default, the contractors will be liable to be proceeded against for a breach of the contract.

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App. No. 1.

22. The whole postage of all mails conveyed in the vessels employed under the contract is to be at the disposal of Her Majesty's Postmaster General.

23. The contractors and all commanding and other officers of the vessel to be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall at all times during the continuance of the contract punctually attend to the orders and directions of the Postmaster General, or of any of his officers or agents, as to the mode, time, and place of embarking and disembarking mails: and, for the purpose of embarking and disembarking mails at Bombay, the contractors must, if required by the Postmaster General, provide a steam tug.

24. Every sum of money stipulated to be forfeited by the contractors shall be considered as stipulated or ascertained damages, and shall be deducted by the Postmaster General out of any monies then payable or which may thereafter become payable to the contractors; or the payment thereof may be enforced, with full costs of suit, at the discretion of the Postmaster General.

25. The contractors shall, when and as often as, in writing, they or the masters of their respective vessels shall be required so to do by the Postmaster General, or by any officer or agent acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive on board each of the vessels to be employed in the performance of the contract (in addition to the officers authorised to have the charge of the mails) any naval, military, or civil officers in the service of Her Majesty, not exceeding eight, and also their wives and children, as chief cabin passengers; and any non-commissioned or warrant officers, not exceeding four, and also their wives and children, as fore-cabin passengers; and any number of seamen, marines, or soldiers in Her Majesty's service, not exceeding 10, and their wives and children, as deck passengers; to be effectually protected from sun, rain, and bad weather; due notice being given (if practicable) to the agent of the contractors at the port of embarkation of such officers respectively and others being required to be conveyed.

26. The contractors must also undertake to convey any additional number of naval, military, and civil officers in the service of Her Majesty, not exceeding 10 in any one ship, with or without their wives and children, as chief-cabin passengers, and any additional number of non-commissioned and warrant officers, not exceeding six in any one ship, with or without their wives and children, as fore-cabin passengers, together with the servants of both chief and fore-cabin passengers, on the Postmaster General, his agents or officers, giving to the contractors or their agents at the port of embarkation the following notice, that is to say, in respect of passengers proceeding on the voyage from Aden to Bombay between the months of August and March, both inclusive, two calendar months, and at any other period of the year two weeks; and in respect of passengers proceeding on the voyage from Bombay to Aden between the months of December and May, both inclusive, two calendar months, and at any other period of the year two weeks. The passage-money for all passengers to be conveyed on the requisition of the Postmaster General, to be paid (in full of all charge for mess) at the rates charged for ordinary passengers of a similar description.

27. When a passage has been ordered for any person at the expense of the Government, the payment will be made only on the production of the order for the passage, and a certificate from the person in the following form, viz.:—

"I hereby certify that on the I embarked at as a passenger on board the Mail Steam Packet for passage to and landed at on the ."

To this certificate, the following addition is to be made in every case of a male cabin passenger, viz.:—

"I further certify that the first dinner meal taken on board, was on the and the last dinner meal on the .

"Dated this day of ."

And the correctness of the dates must be corroborated by the master of the packet, adding underneath the passenger's signature,—

"The dates inserted in this certificate are correct."

(Signature)

"Master of the Packet."

28. The passage-money for the wives and families of officers will be paid to the contractors by the officers themselves.

29. Whenever the contractors shall be required to convey any soldiers as deck passengers, other than those specially provided for by the contract, the contractors must provide them with adequate protection from rain, sun, and bad weather, such protection to include sufficient shelter on deck.

30. The contractors shall receive on board each of the vessels employed in the performance of the contract, and convey at the lowest rate of freight charged by the contractors for private goods any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the ports or places to or from which the mails are to be conveyed, in performance of the contract, when so directed by the Postmaster General, or his agents, or by the British naval officer in command of the station, and shall also receive on board each of the vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores not exceeding ten tons in weight, at any one time, in any one

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one vessel, on receiving from the Postmaster General, or any of his officers or agents, two days' previous notice of the intention to have such stores so conveyed; and the said contractors shall in all cases be strictly responsible for the due custody and safe delivery of the packages, articles, and stores.

31. The contract not to be terminable except on a notice of two years and a half; and the contractors to state what abatement they will make from the subsidy if the contract be made certain for five years, and what abatement if it be made certain for seven years.

32. The contract will not be binding until it has lain upon the table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a resolution of the House.

33. Payments will be made quarterly out of monies to be provided by Parliament, on the production by the contractors, from time to time, to the Receiver and Accountant-General of the Post Office, of certificates from the proper officers that the contract has been strictly and punctually performed, subject to the amount of penalties and other sums (if any) being thereout deducted.

34. The Government shall at any time during the continuance of the contract, in case of great public emergency, have power to purchase all or any of the vessels at a valuation, or to charter the same exclusively for Her Majesty's service; the valuation or rate of hire to be agreed on by the Admiralty and the contractors, or, failing such agreement, by arbitration in the usual manner.

35. In case of any such purchase or hire, the contractors shall be at liberty either to terminate the contract, or, if they can provide other vessels in proper time, to continue it; or, with the consent of the Postmaster General, and on such terms as may be agreed upon, they may continue to perform part only of the contract.

36. The contractors must not assign, underlet, or dispose of the contract, or any part thereof, without the consent in writing of the Postmaster General.

37. In case of any great or habitual breach of the contract, the Postmaster General may terminate it without previous notice, and this without giving the contractors any claim to compensation.

38. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons can be admitted to any share or part of the contract, or to any benefit to arise therefrom.

39. The contractors to be bound with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.*, for the due fulfilment of the contract; and they must furnish the names of persons of whom inquiry can be made as to the responsibility of the sureties proposed.

40. The Postmaster General does not engage to accept the lowest tender, irrespective of other considerations, or, indeed, to accept any tender.

Enclosure 2, in No. 18.

CONTRACT for the Conveyance of Her Majesty's Mails between *Aden* and *Bombay*.

General Post Office, April 1862.

HER Majesty's Postmaster General hereby gives notice, that on Wednesday the 15th October next, at one o'clock, he will be ready to receive tenders from such persons as may be willing to contract for the conveyance of Her Majesty's mails between Aden and Bombay, twice a month.

No tender will be received after one o'clock on the day above-mentioned, nor any entertained unless made on the printed form provided for the purpose, which may be obtained on application, personal or written, at the General Post Office.

Every tender must be addressed to the Secretary of the Post Office, and must bear in the left hand corner of the envelope the words, "Tender for the Conveyance of Mails between Aden and Bombay."

No. 19.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 16th May 1862.

WITH reference to your letter of the 17th ultimo, I am directed by the Secretary of State for India in Council to inform you that the copies of the form of tender, with the advertisement to be issued in this country, transmitted in your letter relating to the proposed additional mail service between Aden and Bombay, were forwarded to Calcutta and Bombay with the requisite instructions respecting the transmission to this country of the tenders for the service which may be received in consequence.

I am, &c.

The Secretary, General Post Office. (signed) *Herman Merivale.*

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App. No. 1.

No. 20.

The Postmaster General to the Treasury.

My Lords, General Post Office, 3rd November 1862.

With reference to your letter of the 14th January last, authorising me to advertise for tenders for the conveyance of mails, twice a month, between Aden and Bombay, and to inquire of the Peninsular and Oriental Steam Navigation Company what reduction they would make in the amount of their subsidy, supposing the Calcutta packet from Suez were not required to go beyond Point-de-Galle, I have the honour to inform your Lordships that this course has been adopted with the following result.

In reply to the inquiry addressed to the Peninsular and Oriental Steam Navigation Company, the directors stated, in a letter dated the 3rd February 1862,* copy of which is inclosed, that, inasmuch as it was absolutely necessary that their steamers from Suez should go on to Madras and Calcutta as at present, whether they carried mails or not, they were unable to agree to any abatement in the amount of the subsidy, in consideration of a modification such as that proposed of the mail service.

*See Letter, No. 13.

Tenders were then called for, both in this country and in India, for the additional service between Aden and Bombay, and I transmit for the consideration of your Lordships the only tender received.

This tender comes from the British and Eastern Steam Navigation Company (Limited), who offer to perform the service at the speed named in the printed form of tender for the sum of 40,000 *l.* a year, or at a lower rate of speed for 35,000 *l.* a year; and to agree to an abatement of 2,000 *l.* a year, if the penalties for delay are not absolute, of 2,000 *l.* a year, if a contract be entered into for five years, and of 3,000 *l.* if the contract be for seven years.

As the acceptance of this offer would, under the refusal of the Peninsular and Oriental Company to submit to any reduction, entail a large additional expenditure on the country, and as the Indian packet service is already attended with a heavy loss, I apprehend that your Lordships will proceed no further in the matter at present. I am not prepared, under present circumstances, to recommend the conclusion of a contract on such terms.

No tender was sent in by the Peninsular and Oriental Steam Navigation Company, but I received a letter from that company stating that they found difficulties in making an offer in the form, and under the conditions prescribed, though they have made, under certain conditions, an informal offer to perform the service for 67,980 *l.* a year, and as this letter contains observations relative to the engagements between the Government and the company, which I think should be brought to the knowledge of your Lordships, I transmit a copy of it and of its enclosure herewith.

In order to place the Indian service in a position in which more money can properly be expended upon it, and to admit of the service to Bombay being made weekly, when a good opportunity presents itself, I recommend that your Lordships should authorise me to consult the Indian Government on the expediency of raising the postage between this country and India from 6*d.* the ½ oz. letter to 1*s.*; the Inland rates to be, as at present, viz., 1*d.* for the United Kingdom, and 1*d.* for India, and the remaining 10*d.* to be considered as sea postage.

The effect of a similar alteration in the postage to China, Hong Kong, Singapore, and Penang, has been nearly to double the amount of sea postage, and if, as is probable, a corresponding increase should take place in the amount of Indian postage, a very important step will have been taken towards rendering the whole Indian packet service self-supporting.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley*

Enclosure 1, in No. 20.

British and Eastern Steam Navigation Company (Limited),

Sir, 150, Leadenhall-street, London, E.C., 15 October 1862.

We beg to submit herewith a tender for the conveyance of Her Majesty's Mails between Bombay and Aden, and, in conformity with the permission given in the foot note, beg to offer the following suggestions:

1st. That in the event of our tender being accepted for the conveyance of mails between Bombay and Aden, we be permitted to continue the service on to Suez for a further sum of 10,000 *l.* per annum; this would avoid an extra transhipment of mails, and would make the delivery of them at their proper time more certain, not being dependent upon the arrival of another steamer at Aden to pick up these mails.

2ndly. That should the Government deem it desirable to open up a communication with the eastern part of India, *viâ* Beypore, we would be prepared to continue the service to that port for a further sum of 10,000 *l.* per annum.

It is contemplated to extend operations to China and Australia, and thus additional, if not competitive, postal services could be afforded to those places; but the fact of one company

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company monopolising the whole of the subsidies in those seas acts obstructively to all competition, as the public will not believe that an unsubsidized company can compete successfully with one so highly subsidized as the Peninsular and Oriental Steam Navigation Company, and the overland route is thus virtually closed to all others desirous of adding to the facilities of communication between this country and the East.

It appears that, under the existing arrangements of subsidies, the Government is a considerable loser on all over-sea postal services; and we would submit whether it would not be worth the consideration of the Postmaster General to pay for the postal service by a fixed sum per letter, to be conveyed in steam ships approved of by him, and the remuneration per letter to be in proportion to the despatch with which the service is performed, the dates of the vessels sailing, &c. to be regulated by the Postmaster General. If thought desirable, we should be happy to wait on the Postmaster General, or any person he might depute, to explain more fully our views on the subject.

With reference to the dates mentioned in the tender, on which the vessels are to be ready for survey and for sea, we beg to state they are calculated on the basis of the tender being immediately accepted; should there be any delay in the confirmation by the House of Commons of the acceptance of the tender, a corresponding period must be allowed.

We are, &c.

(signed) *W. Dicey.*
Edwd. A. Smith.
J. R. Abbott.
Robert Saunders.

Enclosure 2, in No. 20.

Tender for Steam Vessels for Conveying Her Majesty's Mails between *Aden* and *Bombay*.

Sir,

We hereby offer to convey Her Majesty's Mails twice in each calendar month, each way, between Aden and Bombay, by a sufficient number of steam vessels of adequate power, to be approved of by the Postmaster General, for the sum of 40,000 *l.* per annum, subject to the several conditions marked A.

We will engage to provide, whenever required by Her Majesty's Government, a branch packet from Bombay to Kurrachee and back, to travel at the rate of 10 nautical miles per hour for the additional sum of 9,000 *l.* per annum, or in all, 49,000 *l.* per annum.

Provided we be allowed 190 hours, instead of 165 hours, for the voyage between Aden and Bombay, under ordinary circumstances, and 290 hours, instead of 261 hours, for the voyage westward during the prevalence of the south-west monsoon, we will perform the service between Aden and Bombay twice a month for the sum of 35,000 *l.* per annum.

When the space required for holding the Mails shall exceed 100 cubic tons measurement, we stipulate that an additional payment of 240 *l.* per annum shall be made to us for each cubic ton over and above 100 tons.

We will agree to an abatement of 2,000 *l.* in the amount of the subsidy, on condition that the penalties for delay, instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond our control.

If the contract be made for five years certain, we will agree to an abatement of 2,000 *l.* from the subsidy demanded; and if the contract be made for seven years certain, we will agree to an abatement of 3,000 *l.* from the subsidy.

We propose as our sureties in the penalty of 10,000 *l.*, Mr. A. Leslie, of Gateshead, and Mr. James H. Wolff, of Southampton; and we refer you to the Union Bank of Newcastle, for Mr. Leslie, and the Hampshire Banking Company, for Mr. Wolff, as persons of whom inquiry can be made as to the responsibility of such sureties.

In the event of the tender being accepted, we engage that the vessels shall be ready for survey on the 12th August 1863, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been ready for survey for every day during which they shall not be ready for such survey. And we further engage that such vessels shall be complete for sea on the 12th September 1863, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* from the day on which the vessels ought to have been complete for sea for every day during which they shall not be complete for sea.

And we hereby agree to commence the said service on the 1st January 1864, and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us.

And we further hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or, in the event of any one or more of such failures, the Postmaster General shall have the option of determining any agreement for such service by us.

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And we do hereby agree to execute a contract according to the said conditions marked A., and for the performance of the said service.

We are, &c.

(signed) *W. Dicey,*
Edwd. A. Smith,
J. R. Abbott,
Robt. Saunders,

Directors of British and Eastern Steam Navigation Company (Limited),
150, Leadenhall-street, London.

15 October 1862.

The Secretary of the Post office.

N.B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Post Office, with the words "Tender for the Conveyance of Mails between Bombay and Aden" in the left-hand corner of the envelope, and no tender will be received unless it be made precisely according to the preceding printed form.

Any conditions or alterations which the parties tendering may wish to suggest must be furnished in a separate letter at the time of making the tender.

CONDITIONS of the TENDERS to be received for a Contract for the Conveyance of Her Majesty's Mails between *Aden* and *Bombay.*

(Referred to as marked A.)

1. The service of conveying Her Majesty's mails from Aden to Bombay and back to be performed twice in each calender month.

2. The parties tendering to state the additional sum demanded, if the contractors provided a branch packet to ply between Bombay and Kurrachee. The tender to state the rate of speed proposed to be maintained by the branch packet.

3. It must be stated in the tender when the parties tendering will be ready to commence the service.

4. Under the term "Her Majesty's Mails," are comprehended all boxes, bags, or packets of letters, newspapers, books, or printed papers, and every other article sent by the post, to whatever country or place they may be addressed, or in whatever country or place they may have originated; and also all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by, or to, or from the Post Office. Nevertheless, when the space required for holding the mails (*see* par. 16) shall exceed 100 cubic tons measurement, the contractors shall be allowed an additional payment per annum for each cubic ton, the amount of which must form part of the tender.

5. The tenders must provide for the mails being conveyed between Aden and Bombay in 165 hours, except during the prevalence of the south-west monsoon, when 261 hours will be allowed for the voyage westward, viz., from Bombay to Aden. But the parties tendering may also state upon what terms they would perform the service in a greater or less number of hours.

6. A premium of 50 *l.* will be given for every complete day of 24 hours which the time occupied in any voyage, between Aden and Bombay, may be less than that allowed under the contract.

7. A penalty of 500 *l.* to be incurred when the contractors fail in providing a vessel, in accordance with their contract, ready to put to sea at the appointed time, and also the sum of 500 *l.* for every successive day which shall elapse after such appointed time; and a penalty of 100 *l.* for every complete day consumed on the voyage between Aden and Bombay, from whatever cause arising, beyond the number of days allowed: but so that the full amount of any penalties for delay on any one voyage shall never exceed the portion of the subsidy applicable to such voyage. The payment by the contractors of any penalties shall in no way prejudice the right of the Postmaster General to treat the failure to provide a proper vessel at the appointed time, or to perform a voyage at or within the appointed time, as a breach of the contract.

8. The parties tendering may state what abatement in the amount of the subsidy they would make on condition that the penalties for delay instead of being absolute, shall not be payable when it is proved to the satisfaction of the Postmaster General that the delay has arisen from causes beyond the control of the contractors.

9. The contractors must engage to supply, during the continuance of the contract, and to the satisfaction of the Postmaster General, a sufficient number of steam vessels of adequate power and in all respects suited for the performance of the service within the time stipulated in the tender.

10. The Postmaster General to have power to require that the vessels to be used for the purposes of the contract shall be built on plans previously approved of by him or by the Lords of the Admiralty.

11. The vessels to be always supplied with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps and other proper means for extinguishing fire, lightning conductors, charts, chronometers,

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nometers, proper nautical instruments, and whatsoever else may be necessary for equipping the said vessels and rendering them constantly efficient for the service to be performed; and to be manned with legally qualified and competent officers and a sufficient crew of able seamen and other men. A medical officer, to be approved of by the Postmaster-General, to be provided on board each packet, and who shall give medical attendance, medicines, and medicaments gratis to all persons conveyed under the contract, or whose passage-money may be paid for in whole or in part by the Government.

12. The vessels are to be subject at all times to survey by officers in the employment of the Admiralty, and any defect discovered on such survey to be immediatily made good by the contractors. This survey to extend not only to the vessels themselves, but also to the officers, engineers, crew, machinery, and everything which the contractors are bound to provide.

13. The days and hours of departure and arrival at each port are to be fixed by the Postmaster-General, and may be altered from time to time by him on giving a notice to the contractors of three months. The Postmaster-General also to have power to delay the departure of any vessel from any port for a period not exceeding 24 hours.

14. The Postmaster General to have power, on giving reasonable notice, to require the contractors to perform the service contracted for fortnightly, instead of twice in each calendar month, and in such case, the payments to be made to the contractors, and the abatements to be made by them to be increased by one-twelfth.

15. The Postmaster General to be at liberty otherwise to modify the service to be performed on giving reasonable notice to the contractors; the additional amount to be paid or deducted for any alteration, to be settled by agreement, or failing that, by arbitration in the usual manner.

16. The contractors to provide at their sole cost, to the satisfaction of the Postmaster General, a separate and convenient place of deposit for the mails on board each vessel, with secure lock and key.

17. In the event of the Postmaster General requiring it, a sorting-room for the purpose of sorting and making up the mails to be also provided, to the satisfaction of the Postmaster General, on board each vessel. The actual cost of erecting the sorting-room, and of providing the necessary furniture, lamps, &c., will be defrayed by the Postmaster General, but the furniture and lamps must be cleansed and kept in repair, and oil for the lamps must be supplied at the cost of the contractors. The services of the crew must also be given in the conveyance of the mails between the mail-room and the sorting-room.

18. Proper accommodation and mess to be provided, free of expense, for an officer of the Royal Navy in charge of the mails, and also, if required, for his servant. The Postmaster General to have power to substitute for a naval officer and his servant, a civil officer of the Post Office to take charge of the mails, and to be employed in sorting them, together with a servant. These officers, whether naval or civil, to be allowed to remain on board whilst the packet stays at all the ports to or from which the mails are conveyed. The naval or civil officers in charge of the mails to be victualled and otherwise treated as chief cabin passengers, and servants as fore cabin passengers. The Postmaster General further to have power to require the contractors to convey, if necessary, either one or two additional civil officers of the Post Office to be employed in sorting the mails. The passage money of these additional officers to be paid (in full of all charge for mess) at half the rates charged for ordinary passengers of a similar description.

19. The mails shall be conveyed in the vessels, and be delivered and received at each of the places to which the vessels are to proceed in the performance of the contract; and, at each port or place where the mails are to be delivered and received, the officer having charge of them shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed in the performance of the contract, together with, or if necessary for the performance of the duties of such officer, without Her Majesty's mails, in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mail bags, and to be provided and properly manned and equipped by the contractors.

20. Should the Postmaster General deem it expedient to place the said mails or any part thereof in charge of the master or commander of any of the said vessels, the said master or commander shall take charge of the same and make the usual Post Office oath or declaration, and furnish such journal, returns and information, and perform such services, as the Postmaster General or his officers may require, and be responsible for the due receipt and delivery of such mails.

21. The contractors must not receive, or permit to be received on board any of the vessels employed under the contract, any letters for conveyance other than those duly in charge of the mail officer, or which are or may be privileged by law; the said mail officer will have to report any default in this respect, and in case of any such default, the contractors will be liable to be proceed against for a breach of the contract.

22. The whole postage of all mails conveyed in the vessels employed under the contract is to be at the disposal of Her Majesty's Postmaster General.

23. The contractors and all commanding and other officers of the vessels to be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall at all times during the continuance of the contract, punctually attend to the orders and directions of the Postmaster General, or of any of his officers or agents, as to the mode, time, and place of embarking and disembarking mails; and, for the purpose of embarking and disembarking mails at Bombay, the contractors must, if required by the Postmaster General, provide a steam-tug.

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24. Every sum of money stipulated to be forfeited by the contractors shall be considered as stipulated or ascertained damages, and shall be deducted by the Postmaster General out of any monies then payable or which may thereafter become payable to the contractors, or the payment thereof may be enforced, with full costs of suit, at the discretion of the Postmaster General.

25. The contractors shall, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the Postmaster General, or by any officer or agent acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive on board each of the vessels to be employed in the performance of the contract (in addition to the officers authorised to have the charge of the mails,) any naval, military, and civil officers in the service of Her Majesty, not exceeding eight, and also their wives and children, as chief-cabin passengers, and any non-commissioned or warrant officers, not exceeding four, and also their wives and children, as fore-cabin passengers, and any number of seamen, marines, or soldiers in Her Majesty's service, not exceeding ten, and their wives and children, as deck passengers, to be effectually protected from sun, rain, and bad weather; due notice being given (if practicable) to the agent of the contractors at the port of embarkation of such officers respectively and others being required to be conveyed.

26. The contractors must also undertake to convey any additional number of naval, military, and civil officers in the service of Her Majesty, not exceeding ten in any one ship, with or without their wives and children, as chief cabin passengers, and any additional number of non-commissioned and warrant officers, not exceeding six in any one ship, with or without their wives and children, as fore-cabin passengers, together with the servants of both chief and fore-cabin passengers, on the Postmaster General, his agents or officers, giving to the contractors or their agents at the port of embarkation the following notice, that is to say, in respect of passengers proceeding on the voyage from Aden to Bombay, between the months of August and March, both inclusive, two calendar months, and at any other period of the year two weeks; and in respect of passengers proceeding on the voyage from Bombay to Aden between the months of December and May, both inclusive, two calendar months, and at any other period of the year two weeks. The passage money for all passengers to be conveyed on the requisition of the Postmaster General, to be paid (in full of all charge for mess) at the rates charged for ordinary passengers of a similar description.

27. When a passage has been ordered for any person at the expense of the Government, the payment will be made only on the production of the order for the passage, and a certificate from the person in the following form, viz.:—

"I hereby certify that on the I embarked at as a passenger on board the Mail steam packet for passage to and landed at on the ."

To this certificate the following addition is to be made in every case of a male cabin passenger, viz.:—

"I further certify that the first dinner meal taken on board was on the and the last dinner meal on the

"Dated this day of ."

And the correctness of the dates must be corroborated by the master of the packet, adding underneath the passengers signature,—

"The dates inserted in this certificate are correct."

(Signature)

"Master of the Packet."

28. The passage-money for the wives and families of officers will be paid to the contractors by the officers themselves.

29. Whenever the contractors shall be required to convey any soldiers as deck passengers, other than those specially provided for by the contract, the contractors must provide them with adequate protection form rain, sun, and bad weather, such protection to include sufficient shelter on deck.

30. The contractors shall receive on board each of the vessels employed in the performance of the contract, and convey at the lowest rate of freight charged by the contractors for private goods, any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the ports or places to or from which the mails are to be conveyed, in performance of the contract, when so directed by the Postmaster General, or his agents, or by the British naval officer in command of the station, and shall also receive on board each of the vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores not exceeding 10 tons in weight, at any one time, in any one vessel, on receiving from the Postmaster General, or any of his officers or agents, two days' previous notice of the intention to have such stores so conveyed; and the said contractors shall in all cases be strictly responsible for the due custody and safe delivery of the packages, articles, and stores.

31. The contract not to be terminable except on a notice of two years and a half; and the contractors to state what abatement they will make from the subsidy if the contract be made certain for five years, and what abatement if it be made certain for seven years.

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32. The contract will not be binding until it has lain upon the Table of the House of Commons for one month, without disapproval, unless, previous to the lapse of that period, it has been approved of by a Resolution of the House.

33. Payments will be made quarterly out of monies to be provided by Parliament, on the production by the contractors, from time to time, to the Receiver and Accountant General of the Post Office, of certificates from the proper officers that the contract has been strictly and punctually performed, subject to the amount of penalties and other sums (if any) being thereout deducted.

34. The Government shall at any time during the continuance of the contract, in case of great public emergency, have power to purchase all or any of the vessels at a valuation, or to charter the same exclusively for Her Majesty's service; the valuation or rate of hire to be agreed on by the Admiralty and the contractors, or, failing such agreement, by arbitration in the usual manner.

35. In case of any such purchase or hire, the contractors shall be at liberty either to terminate the contract, or, if they can provide other vessels in proper time, to continue it; or, with the consent of the Postmaster General, and on such terms as may be agreed upon, they may continue to perform part only of the contract.

36. The contractors must not assign, underlet, or dispose of the contract, or any part thereof, without the consent in writing of the Postmaster General.

37. In case of any great or habitual breach of the contract, the Postmaster General may terminate it without previous notice, and this without giving the contractors any claim to compensation.

38. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons can be admitted to any share or part of the contract, or to any benefit to arise therefrom.

39. The contractors to be bound with two responsible sureties, to be named in their tenders, in the penalty of 10,000 *l.* for the due fulfilment of the contract; and they must furnish the names of persons of whom inquiry can be made as to the responsibility of the sureties proposed.

40. The Postmaster General does not engage to accept the lowest tender, irrespective of other considerations, or indeed to accept any tender.

Enclosure 3, in No. 20.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
15 October 1862.

Sir,

With reference to the advertisement issued some months since, inviting tenders to be addressed to you for establishing a twice-a-month postal communication between Aden and Bombay, I am instructed by the Board of Directors of the Peninsular and Oriental Steam Navigation Company to state that they find difficulties in making a tender in the precise terms of the printed form, or under the printed conditions, prescribed. For an explanation of these difficulties I beg to refer you to the accompanying document, marked *A*.

The Board, therefore, direct me to state that they are willing, on behalf of the Company, to convey Her Majesty's mails twice in each calendar month each way between Aden and Bombay by a sufficient number (not exceeding three) of steam vessels of adequate power, to be approved by the Postmaster General, for the sum of 67,980 *l.*, being at the rate of 17 *s.* 2 *d.* per mile; and that if 200 hours instead of 165 hours for the voyage between Aden and Bombay under ordinary circumstances, and 300 hours instead of 261 hours for the voyage westward during the prevalence of the south-west monsoon, be allowed, they will perform the said service for 60,000 *l.* per annum.

They will also provide a steamer tug for landing and embarking mails at Bombay, if required, for an additional sum of 2,000 *l.* per annum. And they will execute the contract for the performance of this service under the printed conditions issued, with the exception of those numbered 4, 7, 9, 13, 31, and 37, which they will require to be modified as follows:—

Condition No. 4. A space not exceeding 20 cubic tons to be set apart for a mail-room, all tonnage beyond that required by the Post Office to be paid for at the rate of 10 *l.* per cubic ton for conveyance to Bombay, and 20 *l.* per cubic ton homewards from Bombay; such rates of freight to include through conveyance from and to Southampton and Marseilles. Fourteen days' notice to be given to the Company's agent at Bombay of the extra space required.

Condition No 7. The penalties not to be enforced when it can be shown that the delay has arisen from causes beyond the control of the contractors.

Condition No. 9. Three vessels to be defined "a sufficient number."

Condition No. 13. The alteration of the days and hours of departure and arrival not to be such as to require the services of more than three vessels.

Condition No. 31. No reduction can be made for an extended term, and an option to be reserved to the Company to determine the contract, on giving 12 months' notice.

Condition No. 37. With reference to this and other conditions, the Directors will require a clause in the contract similar to that in the contract for the Australian service, for referring any dispute or controversy to arbitration.

The Directors will be prepared to commence the service six months after the confirmation of the contract by the House of Commons.

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I am further instructed to state that, should the Postmaster General require a contract to be executed according to the whole of the printed conditions referred to, the Directors will do so in consideration of a sum of 60,000 *l.* per annum, in addition to that above stated, being paid to the Company.

The Directors do not make any tender in respect to a branch packet to ply between Bombay and Kurrachee, understanding that the service has already been contracted for by a local Company.

I have, &c.
(signed) *C. W. Howell*, Secretary.

The Secretary of the
General Post Office.

Enclosure 4, in No. 20.

(A.)

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.

EXTRACT from the Minutes of the Board of Directors of the Peninsular and Oriental Steam Navigation Company, 26 September 1862.

"REFERENCE having been made to the advertisement issued by the Post Office some months since, inviting tenders (to be lodged on the 15th October proximo) for an additional semi-monthly postal service between Bombay and Aden, and to the conditions on which such tenders are to be submitted, it was resolved—

"That the matter be referred in the first instance to the Committee of Management to consider and make an early report thereon to the Board for its guidance in making any tender for the execution of that service."

Pursuant to the foregoing Resolution, the Report of the Committee of Management was laid before the Board of Directors on the 3d, and adopted by them on the 10th October.

(signed) *C. W. Howell*, Secretary,
Peninsular and Oriental Steam Navigation Company.

Enclosure 5, in No. 20.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
10 October 1862.

Report from the Committee of Management.—Bombay and Aden Contract.

THE Committee of Management having, in pursuance of the Board's minute of the 26th September, carefully examined and considered the printed form of tender and conditions under which the Post Office has invited tenders for an additional semi-monthly postal service between Bombay and Aden, beg to report thereon as follows:—

The Conditions.

These contain several stipulations of a novel and very stringent character not hitherto required in postal contracts, at least not in the contracts under which this Company have undertaken and conducted the extensive postal service with which it has been charged for a period of upwards of 25 years.

Clause 4. Defines the term "Her Majesty's mails" to comprehend "all boxes, bags, or packages of letters, newspapers, books, or printed papers, and every other article sent by the post to whatever country or place they may be addressed, or in whatever country or place they may have originated; and also all empty bags, empty boxes, and other stores and articles used, or to be used, in carrying on the Post Office service, which shall be sent by, or to, or from the Post Office." This is a latitude of interpretation given to the term "Her Majesty's mails" not hitherto adopted, and when coupled with the condition that a space equal to 100 cubic tons shall be reserved for "Her Majesty's mails," and that such space is to be "provided in a separate and convenient place of deposit for the mails on board each vessel, with secure lock and key" (*see* Clause 16), it deserves the consideration of the Board, as such a space so separated and reserved would nearly exclude the carriage of goods on freight.

But a more serious question is involved in the stipulation referred to, whether this additional line may be undertaken by this Company or other parties; namely, how is this large bulk of articles called mails, to the extent of 100 cubic tons, if required, to be conveyed from Southampton and Marseilles to Aden, and from Aden homewards to those places? The only means at present existing is that afforded by this Company's steamers running on the Calcutta and China lines, with which this proposed extra line to Bombay is to be connected; and if the Company are to be required to provide space for, and convey to and from Aden, all the mails, &c. destined for these Bombay steamers outwards, and to reserve sufficient space in the Calcutta steamers homewards, to enable them to receive this amount of tonnage

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tonnage of mails, &c. at Aden (in addition to the great bulk of mails from India, China, and Australia, with which the mail-rooms of the Calcutta steamers are always filled), that arrangement would deprive the Company of an amount of freight earnings which could not be compensated for at less than about 70,000 *l.* per annum.

Reduction of Subsidy for Reduced Speed.

Clause 5. If a rate of eight knots, instead of 10, be adopted, a sum of 6,000 *l.* may be allowed for saving of expense of fuel and wear and tear of ship and machinery.

Clause 7. Imposes heavy penalties for failure to provide vessels ready for sea at appointed times; also for not performing voyages within the contract time; these penalties to be absolute, that is, without any allowance for circumstances arising from causes beyond the control of the contractors, the only limitation to the amount being a sum corresponding to the proportion of the subsidy for the voyage. It also gives a right to the Postmaster General over and above the imposition of the penalties to treat the failures as a breach of the contract, investing him consequently with the power either to levy the whole penalty of 10,000 *l.* for non-fulfilment of the contract, or to determine it without compensation.

Such arbitrary conditions cannot, the Committee submit, be admitted without great danger to the Company, or, if admitted, a larger addition to the ordinary cost of the service should be stipulated for as an indemnification for the risk.

Number of Vessels to be provided.

Clause 9. Stipulates that the contractors must supply, to the satisfaction of the Postmaster General, a sufficient number of steam vessels. The Committee suggest that the number should be defined, as in the Company's other contracts, otherwise a Postmaster General might insist that the Company should be prepared with an indefinite number of vessels to meet all accidents, whenever they might occur. Three vessels would be sufficient for the efficient performance of the contemplated service under all ordinary circumstances.

Alteration of Days and Hours of Departure and Arrival.

Clause 13. Such alteration must not necessitate the employment of a larger number of vessels than that limited.

Alteration of Service from a Twice-a-Month to a Fortnightly one.

Clause 14. An addition of one-twelfth to the subsidy might not be a sufficient compensation for this alteration, as an extra ship might be required to keep up the proper times of arrival and departure at Aden and Bombay.

A Steam Tug to be provided for Landing and Embarking the Mails, if required.

Clause 23. There is no wharf at Bombay at which a steam tug can be. The annual cost of such a tug would not be less than 2,000 *l.*

Term of the Contract.

Clause 31. Parties tendering are requested to state what abatement they will make if the term be extended from two years and a-half to five or seven years. The Committee cannot advise the Board to bind the Company to any extended term; on the contrary, they deem it advisable that the Company should have the option of determining the contract for this branch service concurrently with any notice which it may become necessary to give for determining the existing contracts for the India and China postal service.

Such an option, they submit, is essential, because they feel that the time is not distant when, for the protection of the interests of their constituents, the Directors may be compelled to require a revision of the India and China postal contracts, with a view to an increase of the remuneration for that service, or, failing in that object, to abandon it.

In support of this opinion the Committee beg to claim the attention of the Board to the following facts and circumstances:—

1st. To the obvious fact that the cost to the public of a postal service must always depend on the amount of freight and passenger traffic which can be combined with it. In illustration of this the Committee need only refer to the history of the Company's connection with the India postal service. That service was commenced about 20 years since, at a rate of subsidy of 20 *s.* per mile. With such a rate and with new vessels, requiring very little outlay for repairs, it was with some difficulty that a dividend of 7 per cent. could be afforded to the shareholders, because there was then but little freight and passenger traffic on the line. The Directors gave their strenuous attention to the development of a frieght and passenger traffic, and, as that increased, the public reaped the benefit in a decrease of the cost of the postal service, insomuch that the mileage rate has been from time to time reduced from 20 *s.* to its present rate of only 4 *s.* 6 *d.*

It is necessary, in reference to this low rate, to bear in mind that the contract for it was obtained in the face of a severe competition, encouraged by the Government of that day, who divided the service into a number of sections, inviting parties of comparatively small means to tender for it; and that the result was that the tender of this Company for the whole service required was found to be 86,400 *l.* per annum below that of any other competitor, as stated by the then Chancellor of the Exchequer in his place in the House of Commons.

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It follows, therefore, that looking to the shortest time at which their contract can be terminated, the public will have realised a saving of not less than one million sterling by the terms on which the Company undertook the service as compared with what other parties required for it.

2ndly. On a former occasion it will be in the recollection of the Board that the Committee of Management submitted certain data to show that these postal-service contracts caused such an increase in the working expenses of the Company, and so fettered it in making arrangements for increasing the freight and passenger traffic, that the receipts for the postal service did not afford an adequate compensation for their drawbacks.

The Committee do not deem it necessary to recapitulate those details, and will therefore only advert to the cost of the India and China lines, and the proportion of that cost contributed by the postal service. The total earnings of the Company on those lines for the last 12 months amounted to 1,850,000 *l.* which was only sufficient to cover the expenses of the lines, and yield a moderate dividend to the shareholders. Of that sum 1,600,000 *l.* was derived from freight and passenger traffic, and only 250,000 *l.* from the postal service.

Now, the Committee feel warranted in asserting that if they had been at liberty to arrange the movements of the Company's vessels in the most advantageous manner for meeting the requirements of the freight and passenger traffic, and at the same time for reducing their working expenses, and had had also available for that traffic the tonnage now set apart for mail-rooms, sorting-rooms, and the cabins occupied by postal agents and their servants, and had also been relieved from the cost of their maintenance, an amount of expense would have been saved, and an amount of increase of freight and passage money obtained to an extent which would have improved the financial position of the Company. Independently of these considerations, however, a circumstance has occurred which requires the gravest attention of the Board in reference to the measures adverted to by the Committee.

A line of steamers under the direct support of the French Government, and subsidized to an amount five times that of the mileage rate received by this Company, is on the point of commencement to run between Suez and India and China, and must of course come into competition with this Company on its most important lines of traffic.

Without desiring to exaggerate the effect of these French lines on the position of this Company, it cannot be concealed that they will deprive it of a portion of that commercial, say freight, and passenger traffic, which has enabled it to perform the postal service hitherto at so low a rate; and that if that service is to be continued in the hands of this Company, an augmentation of the payment for it, in some proportion to the anticipated diminution of freight and passenger traffic, must be made, otherwise it will be better for the Company to be relieved from it, and to meet the competition with their hands free.

In closing these observations the Committee deem it not irrelevant to remark, that although the Company have been always ready to meet, and have met, the competition of private enterprise without seeking or receiving any adventitious support, they consider that when it has to encounter the competition of a powerful and wealthy foreign government, it is entitled to some consideration from its own Government, and that the important public service which it has for so many years satisfactorily executed, with other important collateral services rendered on urgent national occasions, ought not to be forgotten, and cannot in justice be overlooked.

Commencement of the Service.

As the contract will not be binding until it has lain upon the Table of the House of Commons for one month without disapproval, unless previous to the lapse of that period it has been approved of by a Resolution of the House (*see* Clause 32), any commencement of the service should only be fixed for a reasonable time subsequent to such confirmation.

Sureties.

Clause 39. It is presumed that individual sureties, to be responsible for a penalty of 10,000 *l.*, is a requirement not intended to be applicable to an incorporated Company like this, possessing nearly three millions of unencumbered property.

Cost of the Service.

In estimating the annual sum for which the contemplated service may be undertaken, the Board will bear in mind that, as the existing semi-monthly line is more than adequate for all the freight and passenger traffic on the Bombay route, and that even should any increase of traffic be developed by the additional line, there will be no means of through conveyance for it, as the vessels on the Calcutta line at the season when any increase may be expected on the Bombay line are generally full, and have no room at Aden either for passengers or cargo. The cost, therefore, of this additional service will have to be borne almost entirely by the postal subsidy, and in that respect the Company will be in a similar position as with the branch line between Ceylon and Australia.

(signed) *Ar. Anderson.*
Jas. Allan.
J. A. Olding.
H. Bayley.
John Ritchie.

10 October 1862.

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No. 21.

Mr. *Melvill* to the Secretary to the Post Office.

Sir, India Office, 21 October 1862.

With reference to your letter, dated the 17th of April last, I am directed by the Secretary of State for India in Council to acquaint you, for the information of Her Majesty's Postmaster General, that the Government of India and the Government of Bombay have reported that, up to the 1st September last, the latest date allowed, no tender had been received for the performance of the mail service between Aden and Bombay, specified in the notification of Her Majesty's Postmaster General.

I am, &c.

The Secretary, General Post Office. (signed) *J. Cosmo Melvill.*

No. 22.

(17,946—13—2.)

Mr. *F. Peel*, M. P., to the Postmaster General.

My Lord, Treasury Chambers, 16 December 1862.

I am desired by the Lords Commissioners of Her Majesty's Treasury to state that, under the circumstances set forth in your Lordship's letter of the 3d ultimo, they are of opinion that it is not desirable to take any further steps at the present time in the matter of the additional mail service between Aden and Bombay.

I am further to state that my Lords approve of your Lordship entering into communication with the Indian authorities as to the expediency of raising the postage between this country and India, from the present rate of 6 *d.* to 1 *s.* the half-ounce letter.

I have, &c.

The Postmaster General, &c. &c. &c. (signed) *F. Peel.*

No. 23.

Mr. *Hill* to Mr. *Merivale.*

Sir, General Post Office, 8 January 1863.

The Lords of Her Majesty's Treasury have, no doubt, communicated to Sir Charles Wood the result of the advertisements which were issued in April last in this country and in India, calling for tenders for additional mail service between Aden and Bombay, and the opinion come to by their Lordships, that it was not desirable at the present time to take any further steps in this matter.

In forwarding to the Treasury the only tender sent in for this additional line of packets, the Postmaster General recommended that, in order to place the Indian packet service in a position in which more money could properly be expended upon it, and to admit of the line to Bombay being made weekly when a good opportunity shall present itself, the Indian Government should be consulted on the expediency of raising the postage between this country and India generally from 6 *d.* the half-ounce letter to 1 *s.*, the inland rates to be as at present, viz., 1 *d.* for the United Kingdom and 1 *d.* for India, and the remaining 10 *d.* to be considered as sea postage.

Lord Stanley of Alderley pointed out to their Lordships that the result of a similar alteration in the postage to China, Hong Kong, Singapore, and Penang, made in August 1861, had been nearly to double the amount of sea postage, and that if, as is probable, a corresponding increase should take place in the amount of sea postage on the Indian correspondence, a very important step would have been taken towards rendering the whole Indian packet service self-supporting.

Their Lordships have accordingly authorised Lord Stanley to place himself in communication with Sir Charles Wood on this subject, with the view of ascertaining how far the Government of India are prepared to concur in such an increase of postage.

His Lordship desires me to add, that experience has shown that the rate of 6 *d.* is generally too low for letters carried by packet over long distances by sea, and it is intended on the 1st April next to increase the postage on letters between this country and the West Indies from 6 *d.* to 1 *s.* per half-ounce letter.

In connection with this alteration in the packet rate, I am further to propose a rearrangement of the scale for charging postage upon letters above one ounce in weight transmitted between the United Kingdom and India. At present such letters are charged according to the scale of weight in use with regard to British Inland letters, viz.:—

Letters not exceeding ½ oz. - - - - - - - - -	1 rate.
„ above ½ oz. and not exceeding 1 oz. - - - - -	2 rates.
„ above 1 oz. but not exceeding 2 oz. - - - - -	4 rates.

And so on, two additional rates being charged for each additional ounce.

By this scale a letter exceeding one ounce, even to the smallest extent, is chargeable with four rates the same as a letter just within the weight of two ounces.

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With respect to Inland letters this is of little importance, the postage being very low; but as regards letters going abroad the case is different. Thus, if the single rate of postage to the East Indies be raised to 1 *s.*, the least addition to a letter weighing one ounce would, by the present scale, subject the letter to an additional postage of 2 *s.*

To prevent so sudden and large an increase of postage, which may be made a ground of complaint, it is proposed that, when the postage to the East Indies is altered, a scale of weight be adopted having half an ounce as an unit throughout the postage, to advance by single rates.

On this plan, a letter sent by packet, and weighing more than 1 oz., but under 1½ oz., would be liable to a postage of 3 *s.* instead of 4 *s.*; and if exceeding 2 ozs., but under 2½ ozs., to a postage of 5 *s.* instead of 6 *s.*, and so on.

Such an alteration, while it would affect only a comparatively small number of letters, and could not therefore entail much loss of revenue, would be an extension of a principle already adopted in the correspondence between this country and France, Italy, Spain, and Portugal, viz., that of advancing throughout the scale of charge by single rates of postage, and on the 1st of April next, a similar alteration will be made in the scale of postage to the West Indies.

It would be very desirable, if the Indian Government acquiesce in the arrangements now proposed, to carry them into operation also on the 1st of April next.

I am, &c.

Herman Merivale, Esq., C.B., India Office.

(signed) *F. Hill.*

No. 24.

Mr. *F. Hill* to Mr. *Merivale.*

Sir, General Post Office, 9 January 1863.

REFERRING to my letter of the 8th instant, I am directed by the Postmaster General to request that, in any communication which Sir Charles Wood may make to the Government of India upon the proposal to raise the single rate of postage for letters between this country and India from 6 *d.* to 1 *s.*, and to alter the scale of weight for charging such letters, he will be good enough to state that it is not intended to alter the regulation which now exists of forwarding unpaid and insufficiently paid letters, charged with the fine of a single rate in addition to the ordinary postage, further than to make the fine in such cases 1 *s.* instead of 6 *d.*, as at present.

Herman Merivale, Esq., C.B., India Office.

(signed) *F. Hill.*

No. 25.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 31 January 1863.

I HAVE laid before the Secretary of State for India in Council Mr. Frederick Hill's letters, dated the 8th and 9th instant, bringing under consideration the question of an increase in the rate of postage between this country and India, principally as being likely to afford the means of introducing various improvements into the postal arrangements between the two countries, and as tending to make the whole India postal service self-supporting.

In reply, I am directed to state that Sir Charles Wood cannot express any opinion on this proposal without previous communication with the Government of India. He has accordingly forwarded a copy of Mr. F. Hill's letter to that Government, and will acquaint you with the result of the reference, and with the decision to which he may ultimately come, at the earliest possible period.

I am, &c.,

The Secretary, General Post Office.

(signed) *Herman Merivale.*

No. 26.

Mr. *F. Hill* to Mr. *Merivale.*

Sir, General Post Office, 4 May 1863.

I AM directed by the Postmaster General to request that you will draw the attention of the Secretary of State for India in Council to the letter which I had the honour, by desire of his Lordship, to address to you on the 8th January 1863, bringing under consideration the question of raising the rate of postage on letters between this country and India from 6 *d.* to 1 *s.* the half-ounce letter.

In

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In reply to that letter, Sir Charles Wood stated that he would refer the question for the consideration of the Government of India, and would communicate the result to the Postmaster General, but up to this time nothing further has been heard on the subject.

As Sir Charles Wood is probably aware, a very general desire has recently been expressed that the mails for India, instead of being dispatched four times in each calendar month, should be dispatched weekly, and should be made up in London on a fixed day in each week, so as to obviate the inconvenience now experienced when the regular day of dispatch falls on Sunday.

A similar proposal had previously been made by the India Post Office, and, irrespective of these applications, the change has long been desired by this department for the sake both of the public and of its own convenience, but the Postmaster General has been deterred from recommending the alteration from the consideration that it would entail a large additional expense, from 30,000*l.* to 40,000*l.* a year, whereas even now the service is attended with a heavy loss.

Under the circumstances Lord Stanley of Alderley regards it as indispensable that the change in question should, if it be made, be accompanied with the increase in postage, recommended in my letter of January 1863, above referred to, but, if this increase be consented to, his Lordship believes, owing to the reduced cost at which, in consequence of the increased traffic with India, such a measure could now be effected, that it will be practicable not merely to have a weekly mail to India generally, but a weekly mail to Bombay, an improvement which, as Sir Charles Wood is aware, has, for some years, been earnestly desired by the Indian Government.

I am accordingly desired to request that Sir Charles Wood will endeavour to obtain the assent of the Indian Government to such augmentation without further delay, in order that the Postmaster General may be in a position to make these important alterations as soon as possible.

The change to a weekly mail the Packet Company state they could make on a notice of about two months; and Lord Stanley has reason to hope that, in a few months from this time, a weekly mail to Bombay might be established.

(signed) *F. Hill.*

Herman Merivale, Esq., C.B.,
India Office.

No. 27.

Mr. *F. Hill* to Mr. *Howell.*

Sir, General Post Office, 30 January 1865.

The Directors of the Peninsular and Oriental Steam Navigation Company have no doubt seen in the "Times" newspaper a copy of a memorial addressed to the Postmaster General, and dated the 11th inst., urging a change in the arrangements for dispatching from London the East India, China, and Australian mails.

Instead of the present system, under which four mails are dispatched in each month, on fixed days of the month, the memorialists suggest that the mails for India should be made up on some fixed day in each week, the China mails being sent away by each alternate dispatch, and the Australian mails by every fourth dispatch.

The Postmaster General would be glad if the Directors would consider this suggestion and would furnish him with their observations upon it, at the same time stating how far the change would render necessary an increase in the amount now paid to the Peninsular and Oriental Company on account of these several mail services.

It would be of assistance in the consideration of the matter if the Directors would cause two *pro formâ* time tables to be prepared, showing the arrivals and departures throughout, from London to Sydney and back, one table being constructed on the assumption that the service between Point de Galle and Sydney is every fourth week, and the other that that service is performed in every alternate week.

(signed) *F. Hill.*

C. W. Howell, Esq.,
Peninsular and Oriental Steam Navigation Company.

No. 28.

Mr. *Cooper* to the Postmaster General.

3, Brown's Buildings, Liverpool,
My Lord, 14 February 1865.

I am instructed by the Liverpool East India and China Association respectfully, to draw your Lordship's attention to the advisability of having a fixed day in the week for the dispatch of the overland mails for India and China *viâ* Marseilles, this arrangement being more suitable to the habits and requirements of men of business than the present plan, which involves some uncertainty, especially when the usual date falls on a Sunday.

The proposal conveyed in the memorial of the 11th of January from several London firms, viz., that the mails should be dispatched from London on the evening of each Friday, seems, in the opinion of this association, to be one which is most likely to meet the convenience of Government and to suit the interests of the commercial community, and consequently

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this association instructs me to support the prayer of the aforesaid petition, and to express the hope that your Lordship will be able to give the matter your early and favourable consideration.

I am, &c.
(signed) *J. B. Cooper*, Secretary.

To the Right Honourable the Lord Stanley of Alderley,
Her Majesty's Postmaster General.

No. 29.

Mr. *F. Hill* to Mr. *Cooper*.

Sir, General Post Office, 18 February 1865.

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 14th instant, in which you state that the Liverpool East India and China Association recommend the substitution of a weekly mail to India, China, &c., for the existing mail four times a month, and refer to the memorial on this subject which was forwarded to this department on the 20th ultimo, and I am to acquaint you, in reply, that this matter is under his Lordship's consideration.

I am, &c.
J. B. Cooper, Esq. (signed) *F. Hill.*

No. 30.

Mr. *Howell* to the Secretary to the Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
Sir, 18 February 1865.

I HAVE the honour, by order of the Directors, to acknowledge the receipt of your letter of the 30th ultimo (No. 97 Q.), with reference to a memorial which has recently been addressed to the Postmaster General, suggesting that instead of the present system under which four overland mails are dispatched in each calendar month, they should be made up on some fixed day, say Friday, in each week.

In compliance with his Lordship's wishes the Directors have given their careful consideration to this question, and they have caused the accompanying *pro formâ* time tables to be prepared for his guidance.

It appears to the Directors that, as far as regards the India and China services, the suggested alteration could be carried into effect without much trouble or preparation, and that the departures from, and arrivals at, the terminal ports, and the ports of junction, would accord entirely with the weekly system. They have not, however, been able to devise any scheme by which the plan could be made to work satisfactorily in respect to the communication with the Australian Colonies.

The extra service which would be entailed upon the Company under the suggested arrangement would be equivalent to one-twelfth of the present annual mileage (1,236,048), say 103,004 miles, and although it is doubtful whether the revenue from passage money and freight would increase in proportion to the extra work to be performed, the Directors would be willing to undertake it as an experiment at the existing mileage rate, say for 35,024 *l* per annum, subject to the conditions stated in the last paragraph of this letter.

It will be observed, upon reference to the accompanying *pro formâ* time tables for the Ceylon and Sydney line, that the effect of the proposed alteration would be to reduce the stay of the steamers at Sydney from 38 to 15 days, and to prolong their stay at Point de Galle from 5 to 21 days.

As the vessels have, in order to maintain the contract speed, to be docked at Sydney every voyage, the Directors are doubtful whether a stay of 15 days would be sufficient for that purpose, and for effecting the needful repairs and refit; and they further apprehend that the result of lying 21 days in Galle Harbour, where the bottoms of ships become foul perhaps more rapidly than in any other waters in the east, would be to retard them considerably on the downward voyage, and thus to diminish the shortened stay at Sydney allowed in the time table.

Under these circumstances the Directors must contemplate the necessity of placing a fourth steamer upon the line, involving an additional expense of about 35,000 *l.* per annum, which would of course be chargeable to the public, and should this become requisite, or should the additional receipts from freight and passage money prove inadequate to the extra work to be performed, the Directors reserve to themselves the right of claiming the restoration of the present system, or a revision and modification of the scheme as regards the amount of subsidy to be paid for it, upon giving due notice to Her Majesty's Postmaster General.

I have, &c.
(signed) *C. W. Howell*, Secretary.

To the Secretary of the General Post Office.

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Enclosure 1, in No. 30.

Pro Formâ Time Table.—Ceylon and Sydney Line.

A Service every second week performed by Six Steamers.

Mail leaves London *viâ* Marseilles.	Leave Galle.	Arrive at		Interval for Replies at		Leave		Arrive at Galle.	Mail arrives in London *viâ* Marseilles.	Course of Post with London.	Interval for Replies in London.
		Melbourne.	Sydney.	Sydney.	Melbourne.	Sydney.	Melbourne.				
Friday.	*Wednesday.*	*Monday.*	*Friday.*	*Days.*	*Days.*	*Saturday.*	*Wednesday.*	*Wednesday.*	*Monday.*	*Days.*	*Days.*
5 Jan. -	31 January	19 Feb. -	23 Feb. -	15	23	10 March	14 March -	4 April -	30 April -	115	11
19 Jan. -	14 Feb. -	5 March	9 March	15	23	24 March	28 March -	18 April -	14 May -	115	11
2 Feb. -	28 Feb. -	19 March	23 March	15	23	7 April -	11 April -	2 May -	28 May -	115	11
16 Feb. -	14 March -	2 April -	6 April -	15	23	21 April -	25 April -	16 May -	11 June -	115	11
2 March -	28 March -	16 April -	20 April -	15	23	5 May -	9 May -	30 May -	25 June -	115	11
16 March -	11 April -	30 April -	4 May -	15	23	19 May -	23 May -	13 June -	9 July -	115	11
30 March -	25 April -	14 May -	18 May -	15	23	2 June -	6 June -	27 June -	23 July -	115	11
13 April -	9 May -	28 May -	1 June -	15	23	16 June -	20 June -	11 July -	6 Aug. -	115	11
27 April -	23 May -	11 June -	15 June -	15	23	30 June -	4 July -	25 July -	20 Aug. -	115	11
11 May -	6 June -	25 June -	29 June -	15	23	14 July -	18 July -	8 August -	3 Sept. -	115	11
25 May -	20 June -	9 July -	13 July -	15	23	28 July -	1 August -	22 August -	17 Sept. -	115	11
8 June -	4 July -	23 July -	27 July -	15	23	11 Aug. -	15 August -	5 Sept. -	1 Oct. -	115	11
22 June -	18 July -	6 Aug. -	10 Aug. -	15	23	25 Aug. -	29 August -	19 Sept. -	15 Oct. -	115	11
6 July -	1 August -	20 Aug. -	24 Aug -	15	23	8 Sept. -	12 Sept. -	3 October -	29 Oct. -	115	11
20 July -	15 August -	3 Sept. -	7 Sept. -	15	23	22 Sept. -	26 Sept. -	17 October -	12 Nov. -	115	11
3 August	29 August -	17 Sept. -	21 Sept. -	15	23	6 Oct. -	10 October -	31 October -	26 Nov. -	115	11
17 August	12 Sept. -	1 Oct. -	5 Oct. -	15	23	20 Oct -	24 October -	14 Nov. -	10 Dec. -	115	11
31 August	26 Sept. -	15 Oct. -	19 Oct. -	15	23	3 Nov. -	7 Nov. -	28 Nov. -	24 Dec. -	115	11
14 Sept. -	10 October	29 Oct. -	2 Nov. -	15	23	17 Nov. -	21 Nov. -	12 Dec. -	7 Jan. -	115	11
28 Sept. -	24 October	12 Nov. -	16 Nov. -	15	23	1 Dec. -	5 Dec. -	26 Dec. -	21 Jan. -	115	11
12 Oct. -	7 Nov. -	26 Nov. -	30 Nov. -	15	23	15 Dec. -	19 Dec. -	9 January -	4 Feb. -	115	11
26 Oct. -	21 Nov. -	10 Dec. -	14 Dec. -	15	23	29 Dec. -	2 January -	23 January -	18 Feb. -	115	11
9 Nov. -	5 Dec. -	24 Dec. -	28 Dec. -	15	23	12 Jan. -	16 January -	6 Feb. -	4 March	115	11
23 Nov. -	19 Dec. -	7 Jan. -	11 Jan. -	15	23	26 Jan. -	30 January -	20 Feb. -	18 March	115	11
7 Dec. -	2 January	21 Jan. -	25 Jan. -	15	23	9 Feb. -	13 Feb. -	6 March -	1 April -	115	11
21 Dec. -	16 January	4 Feb. -	8 Feb. -	15	23	23 Feb. -	27 Feb. -	20 March -	15 April -	115	11

Enclosure 2, in No. 30.

Pro Formâ Time Table.—Ceylon and Sydney Line.

A Service every fourth week performed by Six Steamers.

Mail leaves London *viâ* Marseilles.	Leave Galle.	Arrive at		Interval for Replies at		Leave		Arrive at Galle.	Mail arrives in London *viâ* Marseilles.	Course of Post with London.	Interval for Replies in London.
		Melbourne.	Sydney.	Sydney.	Melbourne.	Sydney.	Melbourne.				
Friday.	*Wednesday.*	*Monday.*	*Friday.*	*Days.*	*Days.*	*Saturday.*	*Wednesday.*	*Wednesday.*	*Monday.*	*Days.*	*Days.*
5 Jan. -	31 Jan. - -	19 Feb. -	23 Feb. -	15	23	10 March	14 March -	4 April -	30 April	115	25
2 Feb. -	28 Feb. -	19 March	23 March	15	23	7 April -	11 April -	2 May -	28 May -	115	25
2 March -	28 March -	16 April -	20 April -	15	23	5 May -	9 May -	30 May -	25 June -	115	25
30 March -	25 April -	14 May -	18 May -	15	23	2 June -	6 June -	27 June -	23 July -	115	25
27 April -	23 May -	11 June -	15 June -	15	23	30 June -	4 July -	25 July -	20 Aug. -	115	25
25 May -	20 June -	9 July -	13 July -	15	23	28 July -	1 Aug. -	22 Aug. -	17 Sept. -	115	25
22 June -	18 July -	6 Aug. -	10 Aug. -	15	23	25 Aug. -	29 Aug. -	19 Sept. -	15 Oct. -	115	25
20 July -	15 Aug. -	3 Sept. -	7 Sept. -	15	23	22 Sept. -	26 Sept. -	17 Oct. -	12 Nov. -	115	25
17 Aug. -	12 Sept. -	1 Oct. -	5 Oct. -	15	23	20 Oct. -	34 Oct. -	14 Nov. -	10 Dec. -	115	25
14 Sept. -	10 Oct. -	29 Oct. -	2 Nov. -	15	23	17 Nov. -	21 Nov. -	12 Dec. -	7 Jan. -	115	25
12 Oct. -	7 Nov. -	26 Nov. -	30 Nov. -	15	23	15 Dec. -	19 Dec. -	9 Jan. -	4 Feb. -	115	25
9 Nov. -	5 Dec. -	24 Dec. -	28 Dec. -	15	23	12 Jan. -	16 Jan. -	6 Feb. -	4 March	115	25
7 Dec. -	2 Jan. -	21 Jan.	25 Jan. -	15	23	9 Feb. -	13 Feb. -	6 March -	1 April -	115	25

Note.—Under the existing time table—The steamers stay at Sydney - - 38 days as against 15 under the proposed re-arrangement.
The interval for replies at Melbourne - 16 „ „ 23 „ „
Ditto - ditto - Sydney - 8 „ „ 15 „ „
The steamers stay at Galle - - - 5 „ „ 21 „ „
The course of post with London is - 109 „ „ 115 „ „
The interval for replies in London is - 13 „ „ 25 „ „

February 1865.

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No. 31.

MEMORIAL to the Postmaster General from Merchants, Bankers, and others at Madras.

My Lord, Madras, 21 March 1865.

WE, the undersigned merchants, bankers, and others resident in Madras, and having business connections with various parts of Europe, have learned with deep interest that a memorial has been presented to your Lordship by the leading firms in London engaged in the trade with the East, suggesting that the eastern mails shall be dispatched from London once a week instead of four times a month, and that the time fixed for the weekly dispatch shall be Friday evening.

In the reasons given by the London memorialists for the desired alteration we entirely concur, and we look upon it not in the light of a mere addition to the number of mails dispatched annually, but rather as likely to add materially to the value of the advices conveyed to us by each mail.

A corresponding weekly dispatch from India would, of course, be the complement of this arrangement, and your memorialists trust that the day of departure from Calcutta would be so fixed as to avert the possibility of the steamer's stay of 24 hours at Madras falling on Sunday.

Your memorialists desire to commend the proposal to your Lordship's favourable consideration, and to express their conviction that its adoption would call forth the gratitude not only of the commercial community, but also of all European residents who have ties of kindred or friendship with the land of their birth.

We have, &c.

[Here follow the signatures.]

To the Right Honourable Lord Stanley of Alderley,
Her Majesty's Postmaster General, London.

No. 32.

Mr. *Cooper* to the Postmaster General.

My Lord, 3, Brown's Buildings, Liverpool, 8 May 1865.

YOUR Lordship's letter of the 18th February (No. 6539), in reply to the memorial of the East India and China Association of the 14th February was duly laid before the Committee, since which period no announcement has been made either in public or private that your Lordship had arrived at any decision in the matter of the dispatch of the outward mails for India every Friday instead of four times per month.

I am therefore instructed again respectfully to draw your Lordship's attention to the subject, in the hope that your Lordship will favourably entertain and sanction the proposed alteration.

I am further instructed to impress upon your Lordship the fact that whilst there is only a bi-monthly mail to Bombay there is a weekly one to and from Calcutta, but that in consequence of the greater time occupied by the Calcutta or direct line the letters sent by that route arrive little, if at all, before those by the subsequent Bombay mail, while the homeward direct mail is dispatched from Calcutta sometimes on the same day as that on which what would be the succeeding mail *vid* Bombay leaves, making the accommodation little better than a bi-monthly mail.

I am consequently directed to convey to your Lordship the earnest prayer of this Association that the mails for India be dispatched every Friday from London, that the advantage of a weekly mail be extended to Bombay, and that, for the sake of greater dispatch, the entire Indian correspondence pass through Bombay.

I have, &c.
(signed) *J. B. Cooper*, Secretary.

To the Right Honourable Lord Stanley of Alderley,
Her Majesty's Postmaster General.

No. 33.

Mr. *F. Hill* to Mr. *Merivale.*

Sir, General Post Office, 4 May 1865.

I AM directed by the Postmaster General to request that you will draw the attention of the Secretary of State for India in Council to the letter which I had the honour, by desire of his Lordship, to address to you on the 8th January 1863, bringing under consideration the question of raising the rate of postage on letters, between this country and India, from 6*d.* to 1*s.* the half-ounce letter.

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In reply to that letter, Sir Charles Wood stated that he would refer the question for the consideration of the Government of India, and would communicate the result to the Postmaster General; but up to this time nothing further has been heard on the subject.

As Sir Charles Wood is probably aware, a very general desire has recently been expressed that the mails for India, instead of being dispatched four times in each calendar month, should be dispatched weekly, and should be made up in London on a fixed day in each week, so as to obviate the inconvenience now experienced when the regular day of dispatch falls on Sunday.

A similar proposal had previously been made by the India Post Office, and, irrespective of these applications, has long been desired by this Department, for the sake both of the public and of its own convenience; but the Postmaster General has been deterred from recommending the alteration from the consideration that it would entail a large additional expense (from 30,000*l.* to 40,000*l.* a year), whereas, even now the service is attended with a heavy loss.

Under the circumstances, Lord Stanley of Alderley regards it as indispensable that the change in question should, if it be made, be accompanied with the increase in postage recommended in my letter of January 1863, above referred to; but, if this increase be consented to, his Lordship believes, owing to the reduced cost at which, in consequence of the increased traffic with India, such a measure could now be effected, that it will be practicable, not merely to have a weekly mail to India generally, but a weekly mail to Bombay, an improvement which, as Sir Charles Wood is aware, has for some years been earnestly desired by the Indian Government.

I am accordingly desired to request that Sir Charles Wood will endeavour to obtain the assent of the Indian Government to such augmentation without further delay, in order that the Postmaster General may be in a position to make these important alterations as soon as possible.

The change to a weekly mail, the Packet Company state they could make on a notice of about two months, and Lord Stanley has reason to hope that, in a few months from this time, a weekly mail to Bombay might be established.

I am, &c.
(signed) *F. Hill.*

Herman Merivale, Esq., C.B.,
&c. &c. &c.
India Office.

No. 34.

Mr. *F. Hill* to Mr. *Cooper*.

Sir, General Post Office, 22 May 1865.

In acknowledging the receipt of your further letter of the 8th instant, I am directed by the Postmaster General to inform you that, before coming to any decision upon the question of dispatching the mails for the East Indies from London on the evening of every Friday, instead of four times in each month, many inquiries were necessary, and some of them are not yet completed.

The arrangement is one which would certainly be advantageous to the public, and convenient to this Department; but hitherto the Postmaster General has been deterred from adopting it owing to the large additional expense which it would cause in a service already entailing a heavy loss.

His Lordship, however, has now hopes from the successful result of an increase of postage to some other distant countries and colonies, that by the adoption of a similar measure in the case of India, not only may the present packet service be made weekly, but additional packets may be subsidised, so as to obtain a weekly service to Bombay.

I am, &c.
(signed) *F. Hill.*

J. B. Cooper, Esq.,
East India and China Association, Liverpool.

No. 35.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 27 May 1865.

I am directed by the Secretary of State for India in Council to transmit to you the accompanying memorial, addressed by the members of the Bombay Chamber of Commerce to Her Majesty's Postmaster General, and forwarded to this office by the Government of Bombay for favourable consideration, relative to the establishment of a weekly mail service between England and Bombay.

I am, &c.
(signed) *Herman Merivale.*

The Secretary, General Post Office.

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Enclosure in No. 35.

MEMORIAL to the Postmaster General from the Chamber of Commerce, Bombay.

To the Right Honourable Lord *Stanley of Alderley*, Her Majesty's Postmaster General.

The Memorial of the Members of the Bombay Chamber of Commerce,

Respectfully showeth,

THAT the Bombay Chamber of Commerce has learned with deep interest and satisfaction that the principal merchants and bankers of London having trading and monetary relations with India and the East, have addressed a memorial to your Lordship praying for the establishment of a weekly mail to India on regular fixed days of the week, and pointing out Friday as the day which, for all mercantile and general purposes, would be found most convenient.

2. That the reasons set forth in the London memorial, for the establishment of a weekly mail to India on a fixed day of the week, have the entire concurrence of the Chamber, and they earnestly hope that it may be in your Lordship's power, in furtherance of the great interests concerned, to comply with the suggestion and the wishes of the memorialists at an early date.

3. That the reasons given in the London memorial for a weekly mail to India on a fixed day of the week, apply with equal force in support of the establishment of a weekly mail to England from this side of India.

4. That the want of weekly mail communication from Bombay to England has been long felt, and the recent completion of telegraphic communication between India and England *viâ* the Persian Gulf, has now made more frequent means of postal communication with England than at present exist from Bombay—a first necessity for the satisfactory transaction of mercantile business.

5. That the geographical position of Bombay, its proximity to Europe as compared with the other presidency towns, and the conveyance of the leading Indian lines of railway now rapidly tending towards completion, all point to it as the fitting *entrepôt* for weekly postal communication between India and Europe.

Your memorialists, in supporting the London memorial, and asking for the complement of the same by praying for the establishment of a corresponding weekly dispatch of mails from Bombay, desire in conclusion to say that the evening of Thursday, or the morning of Friday, would be the most convenient time of dispatch for the mercantile community of this place.

And your memorialists will ever pray.

Bombay Chamber of Commerce,
April 1865.

[Here follow the signatures.]

No. 36.

Mr. *F. Hill* to Messrs. *Arbuthnot* & Co.

Gentlemen, General Post Office, 30 May 1865.

I AM directed by the Postmaster General to acknowledge the receipt of the letter signed by yourselves and others, in which you recommend the substitution of a weekly mail to India, China, &c., for the existing mail four times a month, and you refer to the memorial on this subject which has been addressed to the Postmaster General by merchants of London, and I am to inform you in reply that this matter is under his Lordship's consideration.

I am, &c.

Messrs. Arbuthnot & Co., Madras. (signed) *F. Hill.*

No. 37.

Mr. *Merivale* to the Assistant Secretary to the Post Office.

Sir, India Office, S.W., 23 June 1865.

Whitehall, No. 193 Q.

I HAVE laid before the Secretary of State for India in Council your letter, dated the 4th ultimo, stating that in the event of the rate of postage between India and England being raised, as formerly proposed, from 6*d.* to 1*s.* the half-ounce letter, it would, in the opinion of Her Majesty's Postmaster General be practicable, not merely to have a weekly mail to India generally, but a weekly mail to Bombay, and that Lord Stanley of Alderley is desirous, therefore,

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therefore, that the assent of the Government of India should be obtained to the suggested increase of postage without further delay.

In reply, I am directed to express the gratification of Sir Charles Wood that there is a prospect that a fixed weekly postal communication between England and India will, in accordance with the general wish of those connected with India, be carried out at no distant period.

Sir Charles Wood has just received a letter from the Government of India, a copy of which with its enclosures is herewith forwarded for the information of Lord Stanley of Alderley, furnishing the report called for on the questions of a weekly mail communication with India *viâ* Bombay, and of an increase in the rates of postage.

On the first point, it will be observed that the Government of India strongly recommend that a weekly mail communication may be established between Suez and Bombay from the commencement of the ensuing year; and Sir Charles Wood does not doubt that that Government is fully justified in the confidence which it expresses, that there will be ample provision available at that time for the distribution of the mails from Bombay to all parts of India, with the requisite regularity and dispatch.

With regard to the question of the increase in the rates of postage between England and India, the Government of India, under the impression that as the measure had been relinquished as regards Australia, it would not be pressed in respect to India, has not entered on the discussion of the subject at any length.

The Government, however, though not objecting to the small increase of charge on letters *viâ* Marseilles, suggested as a maximum, by Mr. Riddell, refer to the hardship which the proposed increase would impose on a considerable portion of the European community in India, and to the unpopularity with which it would be received; and as the measure is, in the opinion of Sir Charles Wood, to be strongly deprecated, except on the clearest grounds of necessity, I am directed to inquire whether, in the event of the mail communication by sea between Aden and Calcutta being relinquished, it might not be practicable to carry out the plan of a weekly communication with Bombay, without that increase in the aggregate charge for the contract steamers, in consideration of which it is proposed to raise the rates of postage.

It is maintained by the Director General of the Post Office in India that this might be done, and Sir Charles Wood desires to commend the arguments urged by that gentleman to the consideration of Lord Stanley of Alderley.

I am, &c.
(signed) *Herman Merivale.*

The Assistant Secretary,
General Post Office.

Enclosure 1, in No. 37.

(Home Department, Post Office, No. 5, of 1865.)

To the Right Honourable Sir *Charles Wood*, Bart., G.C.B., Secretary of State for India.

Sir, Fort William, 17 April 1865.

REFERRING to the correspondence noted on the margin,* we forward for your consideration the accompanying communication from the Director General† of the Post Office, the Calcutta Chamber of Commerce,‡ and the Calcutta Trades Association,§ relating to the establishment of a weekly mail between England and Bombay.

* To Secretary of State - No. 16, dated 31 August - 1860
" " No. 22, " 6 November - "
" " No. 23, " 29 " - "
" " No. 2, " 14 January - 1861
From Secretary of State - No. 11, " 31 " - "
" " No. 50, " 30 April - - "
To Secretary of State - No. 12, " 28 June - - "
From Secretary of State - No. 148, " 24 December - "
" " No. 90, " 8 " - 1862
" " No. 8, " 31 January - 1863
" " No. 76, " 23 December - "
" " No. 59, " 9 July - - 1864

† Dated 20 February 1865.
‡ Dated 4 and 21 March 1865.
§ Dated 31 March 1865.

2. We are not yet in a position to state definitely by what time railway communication will be complete between Bombay and Calcutta, or between Bombay and Madras; neither are we able to state that the roads are in such a condition throughout as to make it quite certain that it will be possible, either in the present year or in 1866, to convey the Calcutta mails throughout the whole year in mail carts over those parts of the line where the railway will remain unfinished.

3. Nevertheless, we desire strongly to recommend that measures should be now taken for establishing, from the commencement of the ensuing year, a weekly mail communication between Suez and Bombay, feeling satisfied that, even if the mails are not conveyed with perfect regularity, there will be at least as much regularity as obtains under the present system.

4. We would ask your particular attention to Mr. Riddell's remarks in paragraphs 6 to 10 of his letter. There is reason to believe that the British Indian Steam Navigation Company would not be indisposed to tender for the conveyance of mails twice a month between Suez and Bombay. But it is obvious that neither that company nor any other company, except the Peninsular and Oriental Company, can afford to tender for the conveyance of mails between Aden and Bombay only, except at such an amount as should cover nearly the entire cost of the line. We have no doubt that the new service would be very efficiently discharged

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charged by the British Indian Steam Navigation Company, which already holds several contracts under the Government of India for the conveyance of mails to Burmal, to the Persian Gulf, and other parts.

5. We would recommend, whatever arrangement be entered into, and with whatever company, that so long as the bi-monthly communication to Calcutta *viâ* Galle is continued, book packets and newspapers *viâ* Southampton, intended for Calcutta and Lower Bengal, should be sent only by that route.

6. In paragraphs 12 to 17, Mr. Riddell has discussed the proposal made by the Postmaster General of England to increase the rate of postage from 6 *d.* to 1 *s.* the half ounce. As it was, some time since, stated in the public prints that this increase had been abandoned in respect of the Australian mails, we conclude that it will not now be proposed to apply the measure to the Indian mails.

Such an increase would certainly be very unpopular, and it would, we think, bear with some hardship on a considerable class of the European community in India.

Rather than make the minimum rate of postage 1 *s.*, we should have suggested a general reduction of the weight for a single rate, and while increasing the charge for an ounce to 1 *s.* would have allowed letters not exceeding a quarter of an ounce to be carried for 6 *d.* Such a charge would, we believe, produce a considerably increased postage, while it would still enable those to whom every 6 *d.* is of consequence, to avoid the additional charge by reducing the weight of their letters. We see no objection to the smaller alteration now suggested by Mr. Riddell, in the 16th paragraph of his letter.

We have, &c.
(signed) *John Lawrence.*
H. B. Harrington.
W. Grey.
W. N. Massey.

Enclosure 2, in No. 37.

From *H. B. Riddell*, Esq., Director General of the Post Office of India, to *E. C. Bayley*, Esq., Secretary to the Government of India, No. 3247; dated 20 February 1865.

The inconvenience of the existing arrangements for the transmission of mails between England and India has become so great that I cannot delay bringing the subject again before Government, in the hope that measures may be taken to place the mail service on a more satisfactory footing.

At present there are nominally four mails in the month to and from India, but owing to the long circuit made by those sent *viâ* Galle to Calcutta, nine-tenths of India receive the benefit of two only.

2. I give in the following table the dates on which the overland express and the ordinary overland mails *viâ* Bombay have been dispatched from Calcutta, and the dates on which the mails for the Galle steamers have been closed in Calcutta since the 1st of December 1864:

Route.	Date of closing Mail in Calcutta.	Due in England.
Bombay, latest safe date	6 December, at 6 p.m.	5 January 1865.
Ditto, Express	7 December, at 6 p.m.	
Mail *viâ* Galle	8 December, at 6 p.m.	12 January 1865.
Bombay, latest safe date	21 December, at 6 p.m.	20 January 1865.
Ditto, Express	22 December, at 6 p.m.	
Mail *viâ* Galle	22 December, at 6 p.m.	26 January 1865.
Bombay, latest safe date	6 January, at 6 p.m.	5 February 1865.
Ditto, Express	7 January, at 6 p.m.	
Mail *viâ* Galle	8 January, at 6 p.m.	12 February 1865
Bombay, latest safe date	21 January, at 6 p.m.	20 February 1865.
Ditto, Express	22 January, at 6 p.m.	
Mail *viâ* Galle	22 January, at 6 p.m.	26 February 1865.

It will be seen that even now letters dispatched by overland express to Bombay would, according to contract time, reach England a week before letters posted on the same or following day for transmission by the steamer *viâ* Galle. Within the last few days the Thul Ghat has been opened for traffic, and arrangements are in progress, which will make the evening mail train from Calcutta a through train to Agra. These measures will save about 15 hours between Bombay and Calcutta; and before November there is every

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every prospect of the Branch Railway to Nagpore being open. There will then be a break of only 400 miles between the railroads ending at Nagpore and at Mirzapore, and the ordinary mail will be about four days and six hours in transit between Bombay and Calcutta. The progress of the Nagpore Railway has been much slower than was anticipated. I believe, however, that there is now no doubt that it will be open from Bombay to Nagpore before it is possible to make arrangements for a weekly mail communication between England and Bombay.

3. Assuming that arrangements between Aden and Bombay cannot be made before November, I have little hesitation in saying that the Post Office in India will be prepared to convey the overland mails to and from Bombay and Madras and Calcutta with dispatch and regularity. I cannot promise "perfect" regularity, but can undertake that the regularity shall be at least as perfect as that attained by the contract steamers.

4. As, therefore, the conditions required by the Right Honourable Secretary of State can be complied with as far as the conveyance of the mails in India is concerned, I venture to hope that the great boon of a weekly communication with England will not be withheld much longer.

5. It is clear that the adoption of Bombay as the port of arrival and dispatch of mails for India to or from Suez would meet the postal requirements of Calcutta more effectually than the present arrangement, while Bombay and the rest of India would have the benefit of a weekly instead of a bi-monthly mail, I would strongly urge the advantage of making arrangements for a weekly mail, *i. e.*, 52 mails a year, from each end of the line, leaving London and Bombay on a fixed day in each week. Under the present system, four mails only are dispatched at somewhat irregular intervals in each month. The greater regularity of dispatch would, I feel satisfied, have a favourable effect on the correspondence, and at the same time the establishments in India would be more regularly, and therefore more economically, employed.

6. I am anxious that it should be clearly understood that if the interests of India and of England in relation to India were alone considered, a weekly mail communication between Europe and India *viâ* Bombay could be established at a smaller cost than is now incurred in keeping up a bi-monthly communication with the two ports of Bombay and Calcutta. Taking Suez as the point of departure, the mail steamers, under the existing arrangements, traverse, in the course of the year in 96 voyages, 370,848 miles. If the steamers made 104 voyages between Suez and Bombay, the distance traversed would be 309,088, that is 61,760 miles less than under existing arrangements. The Peninsular and Oriental Steam Navigation Company, it appears, are now paid for their Indian contract at the rate of 4*s.* per mile; at this rate the annual payment would be be about (83,000 *l.*) eighty-three thousand and three hundred pounds. Allowing an addition to the mileage rate, and assuming that (5*s.*) five shillings a mile were given, the subsidy for 102 trips between Suez and Bombay would be (77,272 *l.*) seventy-seven thousand two hundred and seventy-two pounds.

		Miles.		*Voyages.*		*Miles.*
Suez to Calcutta	- -	4,754	×	48	=	228,192
Suez to Bombay	- -	2,972	×	48	=	142,656
	TOTAL - - - - -					370,848
Suez to Bombay	- -	2,972	×	104	=	309,088
	Difference - - - -					61,760

7. The Peninsular and Oriental Steam Navigation Company, in an informal offer, proposed to ask (67,980 *l.*) sixty-seven thousand nine hundred and eighty pounds, for 48 trips between Aden and Bombay; that is, (1,416 *l.* 5 *s.*) one thousand four hundred and sixteen pounds and five shillings per trip, or rather more than (2,000 rupees) two thousand a day for each day under steam. This tender is preposterously high, and I have very little doubt that arrangements could be made in India for the dispatch of two extra mails in each month from Aden or Suez and from Bombay for less than half the subsidy demanded by the Peninsular and Oriental Steam Navigation Company.

8. At first sight it would seem that it ought to cost much less to provide for the dispatch of two extra steamers in each direction between Bombay and Aden than between Bombay and Suez; but in practice it will, I believe, be found that the subsidy required for the service between Aden and Bombay will be very nearly as great as that for the longer voyage between Suez and Bombay. The reason for this will be apparent when it is considered that the branch line from Aden could not expect much freight or passenger traffic, whereas a line from Suez could ensure a fair share, both of the passengers and goods traffic between Europe and Bombay. There can be no question that two additional steamers monthly to and from Suez and Bombay would be far more convenient to passengers, and far more useful to commerce, than a branch line to and from Aden only.

9. If therefore the contract with the Peninsular and Oriental Steam Navigation Company cannot be revised so as to relieve India of the unnecessary burthen which is imposed on it in the shape of a subsidy for a postal line, which is absolutely useless to it, I would propose that arrangements should be at once made for the dispatch of two additional mails in the month from Suez to Bombay, and from Bombay to Suez. I have some reason to believe that a tender for the service may be made in India by the British India Steam Navigation Company, which has steamers in India which can be at one made available. The tenders previously made in England, and the subsidy paid to the Peninsular and Oriental Steam Navigation Company, will enable the Government to judge whether the

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tender, if made, is advantageous. The managing director is expected in Calcutta very shortly, and though I do not delay the submission of this Report, the Viceroy in Council may think it desirable to wait until about the 10th March before taking any further steps in the matter.

10. Should it be found advisable to enter into a local contract for two additional mail services in each month between Suez and Bombay, it would be, I think, desirable to limit its duration to two or three years. In the course of that time it would, I trust, be possible, both to disentangle the postal communications of India from the long sea lines required for the conveyance of mails between Suez and Ceylon, China and Australia, and to provide for the dispatch of a mail for India from London on a fixed day in each week. If this were done the China and Australia mails might be dispatched on the first and third Wednesday of each month, instead of on the present dates. The departures from Suez to Bombay corresponding to the dispatches from London on the second and fourth Wednesday would be in a Peninsular and Oriental Steam Navigation Company's steamer. The remaining dispatches would be conveyed from Suez in local steam packets.

11. Some time before November next the railroad will be completed to Brindisi. The English company, which has a subsidy from the Italian Government for the line of steamers from Ancona and Brindisi to Alexandria are, I believe, most anxious to secure the conveyance of Indian mails in order that they may be able to guarantee that their passengers will not reach Alexandria after the mail has passed on to Suez. The arrangements, however, west of Egypt are perhaps beyond my province, and I mention the Brindisi line in order that Government may see that, great as are the present facilities of communication in the Mediterranean, they will be much increased in a very few months. In fact, if the mails can be conveyed between Suez and India, there will be no difficulty in their conveyance to and from Alexandria.

12. In connection with the subject under consideration, a proposal was suggested by Lord Stanley of Alderley, Her Majesty's Postmaster General, that the rates of postage should be raised on correspondence between Great Britain and India, in order to provide funds to meet the increase of expense which will be incurred if additional mails are sent to Bombay.

13. It is my opinion, and I think that in this and in previous reports I have proved that if the postal communications between Great Britain and India were separated from the contracts for communication between Europe, China, and Australia, the additional Indian service could be performed at a less cost than the present service. If this is the case it is hard that the correspondence of India should be taxed and the rates of postage raised for the benefit of China and Australia.

14. I believe, too, that without any increase in the rates of postage there will be a large increase in the postal revenue if all India is allowed to share the benefit of a weekly communication with Europe. At present, as I have said above, although there are nominally four mails to and from India, yet practically there are but two. When there is a weekly mail to and from Bombay there will be a weekly mail to and from every post town in India; and there can be no reasonable doubt that the correspondence, though it will not be doubled, will be very largely increased, and will partially, at least, meet the expense which, under existing arrangements, will be charged on the Indian revenues.

15. If, however, an increase is absolutely necessary, it is possible, perhaps, that a modification of the present rates of postage might produce a larger revenue without exciting discontent or being felt a hardship. The present minimum charge for a letter *viâ* Marseilles is 10*d.* for a weight not exceeding half an ounce, above one ounce the charge is 1*s.* 8*d.* per ounce or fraction of an ounce.

16. These rates do not suit the Indian coinage, and I believe that a return to the former minimum charge of 9*d.* or 6 annas for a letter under a quarter of an ounce, and an addition of 6*d.* for every additional quarter of an ounce, would yield a considerably larger revenue, and not be felt as oppressive.

17. I would not recommend any increase to the Southampton rates of postage, but I think that the number of mails might with advantage be limited to one or at the utmost two in the month. The first mail should be dispatched from England as near the commencement of the month as possible, and would take out to India, China, and Ceylon, and Australia all the monthly magazines and periodicals; the second would, as it now is, be loaded with old newspapers and duplicate letters.

The recommendations which I have laid before the Government are briefly the following:

As the Post Office in India is prepared to undertake the distribution over India of a weekly mail sent to Bombay from England, I propose that a weekly mail should be dispatched from England to the East by Marseilles or Italy as soon as arrangements can be made; that mails *viâ* Southampton should not be dispatched oftener than twice in the month. That until the Indian mail service can be separated from the Ceylon, China, and Australian service, a local company should, if possible, be subsidised, so that either 48 or 52 mails annually should be dispatched to and from Suez and Bombay; that no change should be made in Southampton postage; but that the Marseilles minimum rate be reduced to 9*d.* per quarter ounce, and 6*d.* added for each additional quarter ounce.

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Enclosure 3, in No. 37.

FROM *H. W. J. Wood*, Esquire, Secretary to the Bengal Chamber of Commerce, to *E. C. Bayley*, Esquire, Secretary to the Government of India; dated Calcutta, the 4th March 1865.

THE Director General of the Post Office submitted to Government in his letter, No. 2668, of 24th April 1860, a proposition for modifying the arrangements under which the postal service between England and India was then conducted.

The proposition was based on the assumption that Railway communication between Bengal and Bombay would be so far advanced in the course of two or three years that Bombay would eventually become the port of dispatch and receipt of the mails to and from Europe, and that by the establishment of a weekly mail from London the communication with Calcutta would be more rapid and regular, and obviate the necessity for maintaining the highly subsidised service *viâ* Galle.

Although the railway between the two presidencies is not complete, yet it appears to have reached the stage of advancement that, taken in conjunction with the shorter sea passage from Bombay, the dates of departure of the mails from that port, which are timed to arrive in London at intervals of a week after the direct mails of the 9th and 23rd from Calcutta, have been so much retarded, that from a weekly mail communication Calcutta is now, for a large portion of the year, practically reduced to a fortnightly communication. In proof of this I am directed to refer to the annexed statement, showing the dates of departure of the mails *viâ* Bombay and *viâ* Galle for the months of September to April inclusive, compiled from a notification issued from the office of the Postmaster in Bengal.

In parallel columns to the dates of departure I have given the dates on which these mails are due in London, from which it will be seen that while there is an interval of only one day between the departure of, for example, the mails of the 21st February *viâ* Bombay, and the 22nd *viâ* Galle, the former are timed to arrive in London six days before the latter. It may reasonably be presumed that another day will shortly be economised in the land transit of the mails between Bombay and Calcutta, and the anomaly will then be presented of the mails *viâ* Galle and *viâ* Bombay leaving Calcutta on the same day, and of the former reaching London a week in advance. The practical effect will be that no letters will then be sent *viâ* Galle at all.

As present arrangements are manifestly inconvenient, it appears essential that a weekly service should be introduced at as early a date as the existing contract with the Peninsular and Oriental Company will permit.

The mails are now forwarded *viâ* Agra, but that route will probably be abandoned when the through communication *viâ* Jubbulpore has been established; pending the opening of that line, however, the Government may consider it desirable that the completed sections should be availed of, and the intervening distance travelled by mail carts if there are sufficiently good roads for that portion of the Overland postal service.

TABLE of Dates of Despatch of Overland Mails from Calcutta *viâ* Bombay and Galle, and of Receipt in London *viâ* Marseilles.

Dates of Despatch from Calcutta.			Dates of Receipt in London.		
	Viâ Bombay.	*Viâ* Galle.		*Viâ* Bombay.	*Viâ* Galle.
September	20	22	October	21	27
October	5	8	November	5	12
"	20	22	"	20	26
November	5	8	December	6	13
"	20	22	"	21	27
December	6	8	January	5	12
"	21	22	"	20	26
January	6	8	February	5	12
"	21	22	"	20	26
February	6	8	March	8	15
"	21	22	"	23	29
March	6	8	April	5	12
"	21	22	"	20	26
April	6	8	May	6	13
"	21	22	"	21	27

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Enclosure 4, in No. 37.

From *H. W. J. Wood*, Esq., Secretary to the Bengal Chamber of Commerce, to *E. C. Bayley*, Esq., Secretary to the Government of India; dated 21st March 1865.

In continuation of my letter of the 4th instant, I am desired by the Committee of the Chamber of Commerce to bring to the notice of his Excellency the Governor General in Council, that a memorial, bearing the signatures of the leading bankers and merchants of London interested in the India trade, has lately been presented to the Secretary of State, praying that an alteration might be made in the postal arrangements between England and this country; and that instead of the mails being closed in London on certain days of the month, they should be closed on a fixed day of the week, Friday being the day selected as the most convenient for various reasons.

This recommendation, if carried out, will involve the establishment of the weekly mail *viâ* Bombay, which the Chamber recently took the liberty of suggesting, for such concession would be deprived of much of its value if letters did not arrive, and opportunity was not afforded of replying to them at the same stated intervals as the mails were dispatched, which, as shown in my letter above referred to, will not be possible until a weekly mail service is established *viâ* Bombay.

I am to express a hope, therefore, that in view of this concurrence of opinion between the mercantile communities here and in London, his Excellency in Council will report favourably on the suggested change in the postal service from this country, to the Right Honourable the Secretary of State.

Enclosure 5, in No. 37.

From *J. Lindley*, Esq., Secretary to the Calcutta Trades' Association, to *E. C. Bayley*, Esq., Secretary to the Government of India; dated Calcutta, 31st March 1865.

I am directed by the Committee of the Calcutta Trades' Association, to state that they have read with much pleasure the memorial of the merchants and bankers of London praying for the establishment of a weekly mail from London to Calcutta. This Association being firmly convinced of the practical importance of this memorial to the mercantile and trading communities, and to the public at large, desire on their part to urge the expediency of the establishment of a weekly mail from Calcutta to London, *viâ* Bombay, in place of the present system of dispatch, *viâ* Galle and Bombay alternately.

The Association are well aware that the direct line of railway to Bombay is still far from being completed, but the progress already made in the lines of railway has very satisfactorily set aside all objections urged in former times against the system of land carriage communication of the mails; while the economy of time since effected by the acceleration of the transit of the mails *viâ* Bombay, has rendered the other route *viâ* Galle, of very little practical benefit to the mercantile and trading communities, and to the general public. The inconvenience of the present system may be illustrated by the last outgoing mails to Europe; the mail, *viâ* Galle, and the Marseilles one, *viâ* Bombay, both closing on the 22nd instant, and a mail *viâ* Bombay and Southampton on the 21st, the practical results of such arrangements will be that very nearly the whole correspondence will be forwarded by the Bombay route, inasmuch as it would reach London six days earlier than if sent *viâ* Galle.

The Association are not aware when the existing contract with the Peninsular and Oriental Steam Navigation Company will terminate; but they would respectfully urge, on its completion, the establishment of a weekly service *viâ* Bombay, the mails, instead of closing on a fixed day of the month, to close in Calcutta on a fixed day of the week. Believing that the carrying out of this arrangement would be regarded as a valuable public boon, the Association express the hope that this proposed alteration in the dispatch of the mails for England, &c., will be favourably received by his Excellency the Governor General in Council, and recommended for adoption to the Right Honourable the Secretary of State for India.

No. 38.

Mr. *F. Hill* to Mr. *Merivale*.

Sir, General Post Office, 14 July 1865.

I am directed by the Postmaster General to acknowledge the receipt of your letter of the 23d ultimo, in which you forward the copy of a letter from the Government of India, and of its enclosures, reporting upon the questions submitted for their consideration in 1863, with reference to the establishment of a weekly communication between this country and India *viâ* Bombay, combined with an increase in the postage on letters.

It appears that the Government of India strongly recommend that a weekly communication may be established between Suez and Bombay from the commencement of the ensuing year; but with regard to the question of the increase of postage, it seems that that Government

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ment, under the impression that, as the measure had been relinquished as regards Australia, it would not be pressed in respect to India, have not entered on the discussion of the subject at any length. The Government, however, though not objecting to the small increase of charge on letters transmitted *viâ* Marseilles, suggested as a maximum by Mr. Riddell, Director General of the Post Office of India, think that the proposed increase would impose some hardship on a considerable portion of the European community in India, and would be very unpopular.

The Postmaster General fully agrees with Sir Charles Wood and the Government of India in the opinion expressed in your letter, of the advantage of substituting for the present postal service with India a weekly service, and in thinking that that service should be exclusively with Bombay; but his Lordship is of opinion that unless the object be accomplished by imposing additional taxation on the public generally (in the propriety of which, so far at least as relates to the English public, he cannot concur), these improvements can be obtained only by raising the postage, as proposed in my letter of the 8th January 1863.

Sir Charles Wood is no doubt aware that the service to India, even as now conducted, entails a heavy loss, such loss amounting to not less than about 80,000 *l.* a year; and if without requiring higher rates of postage the service were to be altered in the way desired, this loss would probably be increased to about 120,000 *l.*, and possibly to a yet larger amount.

By raising the postage, however, by way of Southampton to 1 *s.*, and, *viâ* Marseilles, (so long as the present high transit charge through France continues), to 1 *s.* 4 *d.*, the loss would, it is estimated, be reduced to about 41,000 *l.*

Should the commercial intercourse between the United Kingdom and India continue to increase at the same rate as of late, even this smaller loss would probably at no distant time disappear; and if instead of a loss a surplus should arise, then Lord Stanley of Alderley thinks that the question might properly be considered, of a gradual reduction in the rate of postage, with the hope of coming back by degrees to the present rates.

When, a few years ago, the question arose whether the packet service to China should be diminished or the postage increased (and that to the extent now suggested in regard to India), the merchants who were consulted, readily, and, I believe, cheerfully, consented to the increase of postage, an increase which, so far as Lord Stanley is aware, has not given rise to a single complaint, or caused any diminution in the amount of the correspondence; and in the communications which have taken place with the Australian Colonies, it has always been clearly stated that the Home Government can hold out no prospect of any increase in the packet service without a simultaneous increase in the rate of postage.

Thus, the suspension, not, as the Indian Government seem to suppose, the abandonment of the question of raising the postage to Australia, has been coincident with a postponement of the other question of making the service to Australia fortnightly instead of monthly.

If the benefit to be obtained by the proposed alteration in the mail service to India be as great as those who call most loudly for it stated it to be, the persons who will enjoy such benefit must surely be willing, rather than forego it, to pay the moderate rate of postage which has been named, a rate much less than that charged only 10 years ago, when the service was very inferior, for at that time besides a shilling rate, *viâ* Southampton, with an addition of 10 *d.* if the letter went through France, there was a considerable further charge in India.

With regard to those who would suffer most by an increase of postage, and who might consider the greater frequency and regularity of the mail service as no compensation for such increase, namely, the large body of private soldiers in India, it must be borne in mind that the rate of postage to them would not be altered, but would remain as now, 1 *d.* only per half ounce letter.

The calculation made by Mr. Riddell, that if the packets went exclusively to Bombay, instead of alternately to Bombay and Calcutta, the service could be established at a smaller cost than is now incurred, is fallacious. A similar statement was made by Mr. Riddell in 1860, and was replied to in a letter from this department to the India Office, dated the 15th November of that year.

The chief fallacy consists in supposing that the Indian service is paid for at a certain rate (4 *s.* 6 *d.*) per mile, and that by a reduction in the number of miles a corresponding saving would be effected.

The service is not paid for in that way; a given sum is paid, and it is true that that sum, divided by the number of miles run, yields a quotient of about 4 *s.* 6 *d.*; but so long as from commercial necessities steamboats go in certain proportions to Calcutta, and only in certain other proportions to Bombay, no material reduction in the cost of the Calcutta service can be effected by diminishing the number of mails sent by the Calcutta boats, while an increase in the number of mails sent to Bombay, by rendering necessary a corresponding increase in the number of boats on that route, would be attended with a large increase of expense.

It would be impossible to separate the Indian service from those to China and Australia, as suggested by Mr. Riddell, without having distinct services throughout, including that in the Mediterranean, an alteration which in all probability would much increase the cost of all three services.

The change in the rates of postage suggested by Mr. Riddell would be complex, irregular, and inconsistent with any existing scale, and would fail in the object in view, viz., that of making good the deficiency in the revenue. If, however, such changes as those named be suitable for India, there would be no objection on Lord Stanley's part to their adoption

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with respect to letters posted in India, provided the collection of postage, and the payment of the subsidy, be placed on the same footing as in the case of the Australian Colonies, viz., that of the Imperial and Indian Governments each paying half the subsidy, and keeping all the postage they collect.

Independently of the point under immediate consideration, Lord Stanley of Alderley would be glad to see such an alteration effected, as it would reduce the accounts between the two post offices, and be attended with other advantages.

The proposed diminution in the number of packets from Southampton would not (as ascertained by inquiry long ago) result in any decrease in the subsidy. The present packets from Southampton are required for the purposes of commerce, and must, therefore, continue to run, whether mails be sent by them or not.

I am, &c.
(signed) *F. Hill.*

Herman Merivale, Esq., C.B.,
India Office.

No. 39.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, S.W., 5 October 1865.

I HAVE laid before the Secretary of State for India in Council Mr. Hill's letter, dated the 14th of July last, on the subject of the proposed weekly postal communication between this country and Bombay, and the question of an increase in the rates of postage between England and India; and in reply I am directed to make the following observations for the consideration of Her Majesty's Postmaster General.

2. Sir Charles Wood observes with regret that the arguments of the Director General of the Post Office in India are considered by Lord Stanley of Alderley to be erroneous, and that Lord Stanley of Alderley is of opinion that, in order to carry out the proposed additional postal service to Bombay, without a largely increased charge to the State, it would still be necessary to raise the rates of Indian postage, although all postal service to Madras and Calcutta by sea should be discontinued.

3. The decision of the question is entirely in the hands of the Postmaster General. Sir Charles Wood, however, entertains a strong impression that if the question of postal communication with India were to be considered on its own merits, and apart from the interests of England and China on one side, and of England and Australia on the other, the proposed weekly mail to and from England and Bombay might be provided for at a charge for postal subsidy not exceeding that now paid for the whole of the Indian service.

4. Sir Charles Wood, however, cannot regard the question as one merely affecting the charge on the Imperial revenues. It has been the perception of the bearing of increased postal communication on the wealth and progress of a country that has induced statesmen of late years to consent to fiscal sacrifices for the purpose of obtaining it.

5. There can be no doubt that increased postal communication with India implies increasing relations with that country, increased commerce, increased investment of English capital, increased settlement of energetic middle class Englishmen; and from all of these sources the wealth and prosperity of England are probably more greatly increased than that of India; and at the present day there are classes in India, not private soldiers, to whom the increase of the rate of postage between the two countries would be not only a hardship but a positive hindrance to their progress.

6. Sir Charles Wood is thus of opinion, on the one hand, that the proposed increase of postage would be likely to have a most serious effect on the joint interests of England and India, and, on the other, that the charge of the additional service to and from Bombay might be provided for by reductions in other parts of the Indian service; and he trusts that the further consideration of the subject may lead Lord Stanley of Alderley to procure from the Lords of Her Majesty's Treasury the requisite authority to establish the weekly communication with Bombay, without any alteration of the existing rates of postage.

7. I am desired to forward, for the consideration of Lord Stanley of Alderley, a copy of a further letter, with its enclosures, which has been very recently received from the Government of India upon this subject.

I am, &c.
(signed) *Herman Merivale.*

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App. No. 1.

Enclosure 1, in No. 39.

Home Department, Post Office, No. 7 of 1865.

To the Right Honourable Sir *Charles Wood*, Bart., G.C.B., Secretary of State for *India*.

Sir, Simla, 21 July 1865.

From Bombay, No. 1126, dated 22 June 1865, and Enclosure.
To Bombay, No. 151, dated 15 July 1865.

In continuation of our Despatch, No. 5, dated the 17th April, we have the honour to transmit copy of a correspondence with the Government of Bombay, relative to a proposal for additional mail communication between Bombay and Suez, together with copy of a note on the subject by the Director General of the Post Office.

We have, &c.

(signed) *John Lawrence.* *G. A. Taylor.*
W. R. Mansfield. *W. N. Massey.*
W. Grey. *H. M. Durand.*

Enclosure 2, in No. 39.

From *F. S. Chapman*, Esq., Chief Secretary to the Government of *Bombay*, to the Secretary to the Government of *India*, Home Department.

(No. 1126, dated Bombay Castle, 22 June 1865.)

I am directed by His Excellency the Governor in Council to forward to you for submission to His Excellency the Governor General in Council, copies of the correspondence noted in the margin, relative to a proposal for additional mail communication between Bombay and Suez.

Letter from the Superintendent, Peninsular and Oriental Steam Navigation Company, dated 30 May 1865.
Report by the Postmaster General No. 1416, dated 8 June 1865.
Government Letter, No. 1124, dated 22 June 1865.

Enclosure 3, in No. 39.

From *T. Black*, Esq., Superintendent Provincial and Oriental Steam Navigation Company, to the Chief Secretary to Government *Bombay* (dated Bombay, 30 May 1865).

I have the honour to bring to your notice that the directors of this company contemplate the commencement of an additional fortnightly mail service between England and Bombay, in conjunction with their Calcutta and Suez Line, should sufficient encouragement be given to them by the Government and the public to warrant their trying the experiment.

2. The homeward steamers from Calcutta reach Suez about the 4th and 17th of the month, and it is proposed that the departure of the additional vessels from Bombay should be so timed as to allow of their reaching Suez on the same date as the Calcutta steamers.

3. In the same manner the additional Bombay mails would be despatched outward from Suez, simultaneously with the steamers for Calcutta, leaving about the 4th and 19th of each month.

4. My object in addressing you is to ascertain whether the Government of Bombay would be willing to offer substantial encouragement and pecuniary aid towards the carrying out of the proposed service.

5. The addition of two steamers a month to the postal service between Suez and Bombay could only be carried out at a very heavy outlay on the part of the company, and could not therefore be undertaken profitably without Government aid; at the same time the great and growing importance of Bombay as a commercial port, point to an increase in the means of communication with England as a most desirable and important object to be accomplished. It is also to be remembered that an increase in the mail service between England and Bombay gives equally increased means of communication to all other parts of India.

6. The memorial recently addressed to the Postmaster General by a number of leading merchants in London, and a similar memorial forwarded by the Bombay Chamber of Commerce, on the subject of the mail service, show that the commercial section of the community are fully alive to the advantages to be derived from increased postal communication, and I imagine that, in a political point of view, the scheme is equally desirable.

7. I shall be glad to be favoured with the views of the Government of Bombay on the subject, and as it is very desirable that arrangements for the proposed extension of the company's operations should be defined at as early a date as practicable, I shall be obliged by an early reply to this letter, in order that I may, if possible, convey the views of His Excellency the Governor in Council to the directors of the company, by the next outgoing mail.

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Enclosure 4, in No. 39.

REPORT by the Postmaster General (No. 1416), of 1865.

A PROPOSAL for additional communication between Suez and Bombay is, I learn, from the Director General of the Post Office in India (Appendix A.), before the Government of India.

2. The agents of the Bombay and Bengal Steamship Company, who have been running steamers casually from Bombay to Suez, and contemplate doing so regularly every fortnight, were officially asked to state what subsidy they required for such service, and have named (Appendix B.) 60,000*l.* per annum. This sum is about half the amount paid to the Peninsular and Oriental Company for the entire Mail Service between England and India by both routes of Southampton and Marseilles, westward of Egypt, and Calcutta, and Bombay, eastward of the same.

3. It would be advisable that the Peninsular and Oriental Company should be similarly called on to state the sum for which they are willing to undertake an additional fortnightly service to Suez. On the last occasion that tenders were invited from London those of the Peninsular and Oriental Company's (who tendered direct without the intervention of the India post office or Government) were so high as to preclude reception.

4. From whatever sum they ask a deduction ought, in my estimation, to be made, equal to the subsidy for the present mail service from Suez, *viâ* Galle to Calcutta, which will be unnecessary and superfluous for India as soon as direct weekly communication with Bombay is established.

5. The portion of it from Suez to Ceylon, to which, and to Australia, Tasmania, and New Zealand only, it will be necessary to be continued, ought to, and I presume will, be charged to those colonies.

6. I have no doubt, however, that these details will receive the fullest consideration from the Director General of the Post Office, who, many years ago, before the railways had advanced to one-fifth of their present extent, advocated more frequent and direct steam communication with England, *viâ* Bombay, and undertook to transport the whole of the mails across India in a shorter time, and with no greater expense than was paid by the State for the long sea route *viâ* Galle to Calcutta.

7. The extensions of the railway since have greatly increased the facilities of land transport; and as soon as the railways on this side of India are completed, on the Nagpore, extension to Nagpore or even to Surdee, from whence a made road extends to Nagpore, and upon the Jubbulpore extension as far as Kundwa, there will be available two trunk mail-cart routes, one for the Calcutta mails, and of one for those of the North Western Provinces and Punjab mails, which will admit of the rapid disposal of the entire correspondence of India in those directions with certainty and regularity. To effect the same in the direction of Madras, the completion of a mail cart road from Bruckapore to Hurryhur is essential and progressing rapidly.

Bombay, Postmaster General's Camp,
Mahableshwur, 8 June 1865.

(signed) *E. Impey*,
Postmaster General.

Enclosure 5, in No. 39.

From *F. S. Chapman*, Esq., Chief Secretary to the Government of Bombay, to the Superintendent of the Peninsular and Oriental Steam Navigation Company.

(No. 1124, dated Bombay Castle, 22 June 1865.)

I AM directed by his Excellency the Governor in Council, to acknowledge the receipt of your letter, dated 30th ultimo, and in reply, to inform you that the proposal for additional mail communication between Bombay and Suez is now under the consideration of the Government of India; that this Government fully recognise the advisability of the measure, and that if you are prepared to make any specific offer it shall be duly forwarded to the proper quarter.

Enclosure 6, in No. 39.

From *A. M. Monteath*, Esq., Under Secretary to the Government of India, Home Department, to *F. S. Chapman*, Esq., Chief Secretary to the Government of Bombay.

(No. 151, dated Simla, 15 July 1865.)

I AM directed to acknowledge the receipt of your letter, No. 1126, dated the 22d ultimo, forwarding a copy of correspondence relative to a proposal for additional mail communication between Bombay and Suez, and to forward in reply for the information of the Government of Bombay, a copy of a Despatch, No. 5, addressed to the Secretary of State, under date 17th of April last.

2. The correspondence now under reply will be forwarded to the Secretary of State in continuation of the above.

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Enclosure 7, in No. 39.

NOTE by the Director General of the Post Office of India.

I AM decidedly of opinion that it is very desirable that the contract for the conveyance of additional mails to Bombay should, if possible, be given to some other company and not to the Peninsular and Oriental Company. This course was recommended some years ago by a Committee of the House of Commons, and as there is nothing in the navigation between Suez and Bombay to prevent an association of moderate means performing the service required, I think that it will be to the advantage of the public in India that the mail service should be entrusted to two different parties.

I do not understand why the Peninsular and Oriental agent applied to the Bombay Government for a subsidy; if I am not mistaken tenders have been publicly invited in England, and therefore no tender could be accepted here.

No. 40.

The Postmaster General to the Treasury.

My Lords, General Post Office, 16 November 1865.

I HAVE the honour to lay before your Lordships a copy of some correspondence* between this department and the India Office, relative to the proposed establishment of a weekly mail service to Bombay, and to a recommendation on my part that concurrently with this alteration the rate of postage to India be increased by 6*d.* the half ounce letter, thus making the postage of such a letter *viâ* Southampton 1 *s.*, and, (so long as the present high transit rate through France continues) *viâ* Marseilles, 1 *s.* 4 *d.*

* *See* Letters Nos. 33, 37, 38, and 39.

Your Lordships will perceive by the last letter from the India Office, dated the 5th ultimo, that notwithstanding the facts and arguments which I have adduced in favour of an increase of postage, Sir Charles Wood is still averse to this measure, and the decision on this subject rests with your Lordships, I think it well without further delay to submit the case to you.

With regard to Sir Charles Wood's impression that apart from the interests of England and China on one side, and of England and Australia on the other, the proposed weekly mail to and from England and Bombay might be provided for at a charge for a postal subsidy not exceeding that now paid for the whole of the Indian service, I have to observe, first, that it was decided by your Lordships many years ago, that India had as great an interest in the postal communication with China as has the United Kingdom, and that the Indian Government therefore must pay one-half of the loss which that communication entails, so that no expense would be saved to India by the withdrawal from the China packets of Indian letters. And, secondly, that I cannot agree with Sir C. Wood in his belief respecting the postal subsidy, which, in my opinion, would, by the proposed change be materially increased, since, as already pointed out, so long as steam ships for commercial purposes ply to Calcutta, little or nothing as a set-off against the additional cost of more than doubling the service between Suez and Bombay would be gained by ceasing to send mails by sea between Galle and Calcutta.

In Sir C. Wood's remark respecting the tendency of increased postal communication with India to increase the commerce and other beneficial relations between the two countries, I fully concur, but it appears to me that if that principle were to be logically carried out irrespective of other considerations, it would not merely prevent an increase of postage, but would lead to its entire abolition, if indeed the principle would not carry us yet further.

An injurious effect, similar to that which would arise from a diminution, or rather a slower rate of increase for a time of correspondence between the two countries (for the latter would no doubt be the practical operation of my proposal) would also attend any decrease in the quantity of cotton passing between the two countries; yet I feel sure that Sir C. Wood would not for a moment suggest that in order to keep up this quantity the two Governments should grant a bounty on its export by undertaking to pay part of the cost of its carriage. In principle, however, the two cases appear to me to be strictly analogous, since to convey letters at a less charge than that which their conveyance entails, is to all intents and purposes, to give a bounty on correspondence.

Ever since the mail packet contracts were placed under the management of the post office it has been the aim of this department to make the Packet Service self-supporting, and

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partly by its success in obtaining contracts on lower terms than formerly, partly by an increase in certain cases in the rates of postage, and partly by an augmentation in the number of letters, much progress has been made towards this end; and if the same policy be steadily pursued, I have little doubt that in the course of a few years the large sum which British taxpayers are still called on to contribute towards making good the excess of the packet subsidies beyond the amount of sea postage, will nearly if not entirely disappear; but what is now urged would be a retrograde movement, and, by its own action and its influence as an example (for such a concession would in all probability cause applications for similar concessions to the Australian and other colonies) all hope of rendering the Packet Service self-supporting would probably be indefinitely postponed.

If the Indian Government be so impressed with the importance of low rates of postage between the two countries as to be willing to take upon itself the whole loss arising from the Packet Service, there can be no objection on the part of the British Post Office, nor, I presume, on that of your Lordships, to the continuance of the present rates, but I can see no other ground on which it would be right for these rates to remain unaltered so long as the only other alternative is to call on British taxpayers to make still larger contributions for the purpose of effecting more frequent communication with India, which even under present circumstances imposes such considerable burthens upon them.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

No. 41.

Mr. *Childers*, M.P., to the Postmaster General.

My Lord, Treasury Chambers, 27 November 1865.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to inquire with reference to your Lordship's letter of the 16th instant, whether if the Indian Government should agree to adopt the plan recommended in Mr. Hill's letter to Mr. Merivale of the 14th July last, namely, that the Imperial and Indian Government should pay each half the Indian mail service and keep all the postage they severally collect, the proposed weekly mail to and from Bombay could be established without additional charge to this country, it being understood that no change would be made in the rates of postage by Southampton, or in the present arrangements as to the cost of the mail service to China and Australia.

I am to state that if your Lordship should be of opinion that such a plan would not entail additional cost on this country, my Lords see no objection to its being proposed to the Government of India.

I am to add that my Lords incline to the opinion that before long the line of postal communication between this country and Egypt will be *viâ* Italy rather than by the present routes, and that in discussing any change in the rate of postage to and from India, they consider that this prospect should be especially kept in view.

I am, &c.

(signed) *H. C. E. Childers.*

No. 42.

The Postmaster General to the Treasury.

My Lords, General Post Office, 6 December 1865.

IN reply to the inquiry made in your Lordships' letter of the 27th ultimo, I have the honour to inform you that in the event of the Indian Government agreeing to adopt the plan recommended in Mr. Hill's letter to Mr. Merivale of the 14th July last, namely, that of the Imperial and Indian Governments each paying half the cost of the Indian mail service and keeping all the postage they respectively collect, the proposed weekly mail between England and Bombay could not be established without additional charge to this country.

The arrangement referred to would not in any way affect the question of the cost of the modified service; and, as that cost would certainly exceed the amount at present paid, and one-half of the excess would be payable by the Mother Country, an increased charge would necessarily fall upon this department by the establishment of a weekly mail to Bombay.

With reference to the last paragraph of your Lordships' letter, I beg leave to state that for some time past I have had under consideration the question of sending the Indian and Australian mails *viâ* Italy instead of *viâ* Marseilles, and that I will not lose sight of the advantages of this route when it shall appear that the railway communication is sufficiently advanced to admit of the mails being so forwarded with advantage.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

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No. 43.

Mr. *Childers*, M.P., to the Postmaster General.

My Lord, Treasury Chambers, 14 December 1865.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to state that my Lords have again attentively perused your Lordship's letter of the 16th ultimo, and the correspondence enclosed between your department and the India Office relative to the proposed establishment of a weekly mail service to Bombay, and to a recommendation on your part that concurrently with this alteration the rate of postage be increased by 6 *d.* the half-ounce, and have also had before them your Lordship's further letter of the 6th instant.

I am to state that, adverting to the objections which the Secretary for India appears to entertain to the proposed increase to the postage on the correspondence between the United Kingdom and India, my Lords are not prepared to adopt such a measure at the present time, and that they would not feel warranted in sanctioning the large increase to the charge for postal communication with India which would be entailed by the alteration in the service proposed, unless the Government of India should think fit to defray the entire amount of that increase.

I am, &c.
(signed) *H. C. E. Childers.*

No. 44.

Mr. *F. Hill* to Mr. *Merivale.*

Sir, General Post Office, 21 December 1865.

WITH reference to your letter of the 5th October last, I have to request that you will state to Sir Charles Wood that the Postmaster General has brought under the consideration of the Lords Commissioners of Her Majesty's Treasury the whole of the correspondence which has taken place between the India Office and this department on the subject of the proposed weekly communication between this country and Bombay, and the recommendation, on the part of his Lordship, that concurrently with this alteration the rate of postage on letters to and from India should be increased from 6 *d.* to 1 *s.* the single rate.

The Lords Commissioners, adverting to the objections which Sir Charles Wood entertains to the proposed increase of postage, state that they are not prepared to adopt such a measure at the present time, and that on the other hand they should not feel warranted in sanctioning the large increase to the charge for postal communication with India which would be entailed by making the service to Bombay weekly, unless the Government of India should think fit to defray the entire amount of that increase.

I am, &c.
Herman Merivale, Esq., C.B., India Office. (signed) *F. Hill.*

— No. 10. —

COPIES of CORRESPONDENCE relative to the proposed Transmission of the INDIAN and AUSTRALIAN MAILS by the Route of *Italy.*

No. 1.

Mr. *Hammond* to Sir *Rowland Hill.*

Sir, Foreign Office, June 7, 1861.

I AM directed by Lord John Russell to transmit to you, to be laid before the Postmaster General, the accompanying copy of a despatch from Her Majesty's Minister at Turin, enclosing a memorandum communicated to him by the Italian Postmaster General, relative to a shorter route to the East Indies *viâ* Ancona and Alexandria. No. 256.

I am, &c.
Sir Rowland Hill, K.C.B., &c., &c., &c. (signed) *E. Hammond.*

Enclosure 1, in No. 1.

(No. 256.)

Sir *James Hudson* to Lord *John Russell*, M.P.

My Lord. Turin, 1 June 1861.

IN the early part of next year there will be a continuous and uninterrupted line of railway, with the exception of the break at the Mont Cenis, between Calais and Ancona.

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App. No. 1.

The means of communication with the East Indies, *viâ* Alexandria will therefore be accelerated between London and Alexandria, *viâ* Ancona, as compared with the present route *viâ* Marseilles by 22 hours, and when the same line is continued from Ancona to Brindisi there will be a further saving in time of 16 hours, in all 38 hours, as between London and Alexandria.

The Italian Government is quite prepared, as Count Cavour and Chevalier Peruzzi (Minister of Public Works) have informed me, to do all that lies in their power to facilitate the carriage of the Indian mail over this line.

I am told that a steamboat company, at the head of which is the late Commander in Chief of the Indian Navy is in the course of formation in England, and has already made proposals to this Government to carry the mails between Ancona and Alexandria.

I have the honour to annex to this despatch a memorandum upon this project which I have received from the Italian Postmaster General.

I have, &c.

The Lord John Russell. (signed) *James Hudson.*

Enclosure 2, in No. 1.

(Translation.)

There can be no doubt that the Ancona route is preferable for the transmission of the Indian mails to that of Marseilles.

The distance from Alexandria to Marseilles is:—

Nautical miles	1,500
From Alexandria to Ancona	1,080
A mean difference of	420

The English steamers between Marseilles and Alexandria take 155 hours.

The quick trains between Marseilles and London take 29 hours, making a total between Alexandria and London of 184 hours.

If the English steamers made for Ancona, instead of Marseilles, they would go from Alexandria to London in 162 hours; thus in 22 hours less than by Marseilles as appears below:—

From Alexandria to London by Marseilles.

From Alexandria to Malta	86 hours.
From Malta to Marseilles	69 „
From Marseilles to Paris	19 „
From Paris to London	10 „
	184 hours.

From Alexandria to London, by Ancona.

Alexandria to Ancona	108 hours.
Ancona to Turin	12 „
Turin to Paris	32 „
Paris to London	10 „
	162 hours.

When the railway shall be completed to Brindisi the distance between Alexandria and London will be done in 146 hours, *i. e.*:—

Alexandria to Brindisi	84 hours.
Brindisi to Turin	20 „
Turin to London	42 „

It is also to be remarked that a few hours will soon also be gained between Susa and St. Giovanni di Moriani on the Victor Emmanuel Railway, as the railway will soon be finished from St. Giovanni di Moriana to Modane.

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No. 2.

Mr. *F. Hill* to Mr. *Hammond.*

Sir, General Post Office, 29 June 1861.

I HAVE laid before the Postmaster General your letter of the 7th instant, enclosing the copy of a despatch from Her Majesty's Minister at Turin, accompanied by a memorandum communicated to him by the Italian Postmaster General, on the subject of a continuous and uninterrupted line of railway (with the exception of a break at Mont Cenis), between Calais and Ancona, which will be open in the early part of next year, by means of which the mails between the United Kingdom and the East Indies, if forwarded *viâ* Ancona and Alexandria, might be accelerated by 22 hours as compared with the present route *viâ* Marseilles. The memorandum further states that when the same line is continued from Ancona to Brindisi, there will be a further saving in time of 16 hours.

Lord Stanley of Alderley has received this communication with much interest, and he will not lose sight of the advantage to be derived from the opening of this new line of railway, but he desires me to state to you, for the information of Lord John Russell, that in his opinion it would be premature to take any steps at present towards changing the route for the conveyance of the Indian mails.

I am, &c.

E. Hammond, Esq., Foreign Office. (signed) *F. Hill.*

No. 3.

Mr. *F. Hill* to Mr. *Romaine.*

Sir, General Post Office, July 1, 1861.

I AM directed by the Postmaster General to acquaint you, for the information of the Lords Commissioners of the Admiralty, that his Lordship has had before him a memorandum by the Italian Postmaster General on the subject of a continuous and uninterrupted line of railway (with the exception of a break at Mont Cenis), between Calais and Ancona, which will be open in the early part of next year, by means of which the mails between the United Kingdom and the East Indies, if forwarded *viâ* Ancona and Alexandria, might it is stated be accelerated by 22 hours, as compared with the present route *viâ* Marseilles.

Before taking any steps in this matter, Lord Stanley of Alderley will be glad to know the respective distances by sea between Alexandria and Marseilles, and Alexandria and Ancona, and he requests that you will move their Lordships to supply this information.

W. G. Romaine, Esq., C. B., &c. &c. &c. Admiralty.

I am, &c.

(signed) *F. Hill.*

No. 4.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, Indian Office, S.W., 3 July 1861.

I AM directed by the Secretary of State for India in Council, to transmit to you, for the purpose of being laid before Her Majesty's Postmaster General, the accompanying copy of a letter * from her Majesty's Minister at Turin, with its enclosure, on the subject of the opportunity of accelerating the means of postal communication between England and India, which will be afforded by the approaching extension of the railway system in Italy, and I have to state that Sir Charles Wood considers the subject to be one of great importance, and that it is his request, that if Lord Stanley of Alderley concurs in this opinion, his Lordship will consider whether arrangements may not be made for taking advantage of the route pointed out by Sir James Hudson for the conveyance of the Indian mails.

See Enclosure 1, in Letter No. 1.

I am, &c.

The Secretary, General Post Office. (signed) *Herman Merivale.*

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App. No. 1.

No. 5.

Mr. *Pennell* to the Secretary to the Post Office.

Sir, Admiralty, 4 July 1861.

With reference to your letter of the 1st instant, No. 616, M., I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Postmaster General, that the distance from Alexandria to Marseilles is 1465 nautical miles, and from Alexandria to Ancona, 1090 nautical miles.

I am, &c.
(signed) *C. W. Pennell,*
Pro. Secretary.

The Secretary, General Post Office.

No. 6.

Sir *Rowland Hill* to Mr. *Merivale.*

Sir, General Post Office, 23 July 1861.

I have laid before the Postmaster General your letter of the 3rd instant, enclosing a copy of the despatch from Her Majesty's Ministers at Turin, relative to an opportunity of accelerating the postal communication between England and India, which will be afforded in the early part of next year, by the extension of the railway system in Italy.

The Postmaster General had already received with much interest a communication on this subject from the Foreign Office.

You state that Sir Charles Wood considers this matter to be one of great importance, and that it is his request that, if the Postmaster General concurs in this opinion, his Lordship will consider whether arrangements may not be made for taking advantage of the route pointed out by Sir James Hudson, for the conveyance of the Indian mails.

Lord Stanley of Alderley desires me to inform you that he entirely concurs with Sir Charles Wood, in considering the establishment of this shorter communication with Alexandria as of the greatest importance, and that he will not lose sight of the advantage to be derived from the opening of the new line of railway to Ancona, but that, in his opinion, it would be premature to take any steps at present towards changing the route for the conveyance of the Indian mails, an opinion in which his Lordship trusts that Sir Charles Wood will concur.

It will, of course, be impossible for this department to avail itself of the new line of railway, until the question of the conveyance of the mails by sea between Ancona and Alexandria shall be definitively settled, and inquiry is therefore now being made with reference to the relative distances by sea between Alexandria and Marseilles, and Alexandria and Ancona.

I am, &c.
(signed) *Rowland Hill.*

Herman Merivale, Esq., C B., India Office.

No. 7.

Mr. *Merivale* to the Secretary to the Post Office.

Sir, India Office, 20 December 1861.

With reference to my letter of the 3rd July last, and to your reply of the 23rd idem, I am directed by the Secretary of State for India in Council to state, that having received information from the Foreign Office of the completion of railway communication with Ancona, it will be gratifying to him to find that, in the opinion of Lord Stanley of Alderley, the time has come for taking some steps for rendering that route available for the transmission of letters to and from India.

Sir C. Wood is aware that any arrangements for this purpose would call for careful consideration; but as Lord Stanley of Alderley concurs in his opinion of the importance of shortening as much as possible the time occupied in the transit of the Indian mails, he trusts that it may be found practicable to take advantage of the facilities afforded by the new route now opened through Italy.

I am, &c.
(signed) *Herman Merivale.*

The Secretary, General Post Office.

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No. 8.

Mr. *Hammond* to Mr. *F. Hill.*

Sir, Foreign Office, 27 December 1861.

With reference to my letter of the 7th June last, I am directed by Earl Russell to transmit to you herewith, for the information of the Postmaster General, an extract of a despatch from Her Majesty's Minister at Turin, reporting the completion of the railroad to Ancona. No. 411.

I am, &c.

F. Hill, Esq. &c. &c. &c. (signed) *E. Hammond.*

Enclosure in No. 8.

Extract of a Despatch from Sir *J. Hudson*, dated Turin, 22 November 1861.

A line of railway has just been opened from Turin to Ancona direct, to the advantages of which line of rail, as regards the means of communication with the East Indies, I had the honour to call your Lordship's attention in my Despatch, No. 256, of 1st June last.

No. 9.

Mr. *F. Hill* to Mr. *Romaine.*

Sir, General Post Office, 13 January 1862.

I am directed by the Postmaster General to acquaint you, for the information of the Lords Commissioners of the Admiralty, that his Lordship has under consideration the question of accelerating the postal communication between this country and India by means of the Italian railways which have lately been opened between Turin and Ancona, and which it is proposed ultimately to extend to Brindisi.

Before, however, arriving at any decision on this question, his Lordship is desirous of having full information with regard to the capabilities of those ports, and whether the harbours afford sufficient accommodation for the vessels of the class employed by the Peninsular and Oriental Steam Navigation Company in the conveyance of the Indian mails in the Mediterranean; and I am accordingly to request that you will move their Lordships to be good enough to supply the necessary information on this point.

I am to add, that the Peninsular and Oriental Company are bound, under their contract, to employ on the line between Marseilles and Alexandria vessels of not less than 600 tons, but that the vessels which they actually employ are of much larger tonnage. Similar vessels would no doubt be employed on the line between Ancona or Brindisi and Alexandria, in the event of its being decided to adopt that route.

I am, &c.

W. G. Romaine, Esq., C.B., &c. &c. &c. (signed) *F. Hill.*
Admiralty.

No. 10.

Mr. *Romaine* to the Secretary to the Post Office.

Sir, Admiralty, 23 January 1862.

In reply to your letter of the 13th instant, requesting to know whether, in the event of the Italian railways being used for the purpose of accelerating the postal communication between this country and India, the ports of Ancona and Brindisi would afford suitable accommodation for the packets, and ready means of landing and embarking the mails, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Postmaster General that there is ample depth of water at both ports for the mail steamers of the Peninsular and Oriental Company, and the approaches to both are clear and well lighted at night.

At Ancona, if the authorities please, the mail steamer might embark and land the mails and passengers alongside Trajan's Mole; but at Brindisi the packet must anchor at rather more than half a mile from the town.

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The relative distances between these routes to Alexandria and *viâ* Marseilles are as follows:—

Marseilles to Alexandria - - - - -	1,465 nautical miles.
Ancona to Alexandria - - - - -	1,090 „
Brindisi to Alexandria - - - - -	830 „

I am, &c.

To the Secretary of the Post Office. (signed) *W. G. Romaine.*

No. 11.

Mr. *F. Hill to* Mr. *Hammond.*

Sir, General Post Office, 30 January 1862.

In your letter of the 7th June last, you transmitted to this office the copy of a despatch from Her Majesty's Minister at Turin, enclosing a memorandum, communicated to him by the Italian Postmaster General, relative to the adoption of the route of Ancona, instead of Marseilles, for the Indian mails; and in a further letter, dated the 27th ultimo, you informed me that the line of railway from Turin to Ancona has already been opened for public traffic.

The importance of shortening, to the utmost possible extent, the time occupied in the transit of the Indian and Australian mails is so great, that the Postmaster General considers it very desirable to communicate at once with the Government of Italy, for the purpose of ascertaining what facilities they are prepared to afford for the carriage of those mails between the Italian frontier of France and the port of Ancona.

By the convention between Her Majesty and the King of Italy, signed at London, the 12th December 1857, the Post Office of Italy undertakes the conveyance across the Italian territory of the closed mails which the British office may exchange with any British colony or with any foreign country.

The rates to be paid to the Italian Post Office for this transit are fixed at 10 centimes per single letter, and one franc per kilogramme, net weight, for printed papers of every description; but in the event of the Indian and Australian mails being forwarded through Italy, the substitution of a rate per ounce of letters for a rate per single letter would be convenient to this department.

It would also be necessary to obtain permission for an officer of the British Post Office to accompany the mails, and to keep them under his special charge during the transit, a place being reserved for him in the carriages conveying the mails; a stipulation to such effect is contained in the postal convention with France, but has not been introduced into the convention with Italy.

In requesting that Earl Russell will instruct Her Majesty's Minister at Turin to bring this question under the consideration of the Italian Government, the Postmaster General thinks that it will be desirable to furnish at the same time full information with respect to the average number of boxes forwarded by each of the four mails in every month to and from India, &c., and to the weight and bulk of those boxes.

I am accordingly directed to annex a statement giving all these particulars.

Besides the mail to and from England, there is at present landed and embarked at Marseilles, on each occasion of the arrival or despatch of an overland mail, a very large French mail, and if that mail should be also forwarded hereafter *viâ* Ancona, provision for its conveyance through Italy simultaneously with the English mail would require to be made. But on this point the Italian Government would, of course, enter into communication with the Government of France.

The Postmaster General desires me to state that, under the existing arrangements, the outward Indian mails are forwarded from London by the night-mail to France, and they reach Marseilles in 34 hours after their departure from London Bridge Railway Station.

The homeward mails necessarily arrive at Marseilles at varying hours. On their arrival, they are despatched from Marseilles by ordinary train or by special train, according to the hour at which they are landed. There are two regular mail trains daily, by the use of which the mails reach London in about 32 hours; but whenever, by the employment of a special train from Marseilles, either as far as Lyons or all the way to Paris, the ordinary despatch can be overtaken, the French Post Office invariably provides for such special trains.

It is important to obtain precise information with respect to the arrangements which the Italian Post Office will be prepared to make for the conveyance from the French frontier of the outward Indian, &c. mails, and for the prompt despatch to the French frontier of the homeward mails arriving at Ancona, as the advantage of the Italian route will greatly depend upon the nature and extent of those arrangements.

E. Hammond, Esq., Foreign Office. (signed) *F. Hill.*

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Enclosure in No. 11.

STATEMENT of the AVERAGE NUMBER of BOXES forwarded by each of the four Mails sent through *France* in each Month to and from *India, China, Australia,* &c., the estimated Weight of those Boxes with their Contents, and the Cubic Measurement of each Mail.

OUTWARD.

Mails Despatched.	Number of Boxes.	Gross Weight.				Cubic Measurement.
		Tons.	*cwt.*	*qrs.*	*lbs.*	*Feet.*
3rd of the Month - - - - -	89	2	3	3	0	178
10th „ - - - - -	92	2	2	1	0	184
18th „ - - - - -	87	2	1	3	20	174
26th „ - - - - -	232	6	4	3	9	670

HOMEWARD.

Mails Due.	Number of Boxes.	Gross Weight.				Cubic Measurement.
		Tons.	*cwt.*	*qrs.*	*lbs.*	*Feet.*
4th of the Month - - - - -	20	0	12	1	3	40
12th „ - - - - -	53	1	9	3	9	151
20th „ - - - - -	18	0	11	1	0	36
27th „ - - - - -	27	0	14	1	7	54

(signed) *H. Mellersh.*

Foreign Branch Circulation Department,
7th January 1862.

No. 12.

Sir *Rowland Hill* to Mr. *Vandal.*

Sir, General Post Office, 3 February 1862.

THE great interest with which Her Majesty's Government regard every means likely to have the effect of shortening the time occupied in the transmission of the overland mails to India, China, and Australia, has led them to consider whether an important advantage in this respect may not be obtained in consequence of the opening of the complete line of Railway between Turin and Ancona, and the result of the inquiries instituted shows that under the most favourable circumstances, it will be possible, by the adoption of that route, to effect an acceleration to the extent of nearly 24 hours.

This being the case, Her Majesty's Secretary of State for Foreign Affairs is about to request the British Minister at Turin to ascertain what facilities the Italian Government are prepared to afford for the carriage of the overland mails between the Italian frontier of France and the Port of Ancona.

Looking at the admirable manner in which, from the first establishment of the overland route, the French Post Office has performed the service of conveying these mails through France, and at the readiness with which it has at all times introduced every improvement of which the service seemed susceptible, the Postmaster General considers it only due to you to give you the very earliest intimation of the course intended to be pursued, feeling assured that you will properly appreciate the motives which have induced Her Majesty's Government to enter into the consideration of this question.

Although hardly necessary, the Postmaster General desires me to remind you that France will partake equally with England in any benefit to be derived from this acceleration.

I have, &c.

M. Vandal, Paris. (signed) *Rowland Hill.*

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No. 13.

M. *Vandal* to Sir *Rowland Hill.*

Direction générale des postes.
1re Division.
Bureau de la Correspondance Etrangère.
Nota.—Vous êtes prié de rappeler en marge de votre réponse, le nom du Bureau d'où est partie la lettre ci-contre.
No. 90,244.

Monsieur, Paris, le 11 Février 1862.

J'AI l'honneur de vous accuser réception de la lettre, en date du 3 Février courant, par laquelle tout en rendant justice à la célérité et à l'exactitude avec lesquelles le service du transport des malles Anglaises de ou pour l'Inde, l'Australie, et la Chine, s'effectue entre Calais et Marseille, vous voulez bien m'informer que le Gouvernement de Sa Majesté la Reine a cru devoir faire prendre des informations à Turin, sur les conditions auxquelles les malles Anglaises pourraient être transportées entre la frontière Française et Ancône, en raison de l'accélération que peut procurer aux dites malles l'achèvement de la ligne de Turin à Ancône.

Je m'empresse de vous remercier, Monsieur, de cette information et de vous prier de croire que mon Administration s'efforcerait d'assurer la transmission des malles qui seraient confiées à son service pour être transportées entre Calais et le Mont Cenis, avec le zèle et l'exactitude que vous voulez bien reconnaître qu'elle apporte dans le service du transport des malles qui sont embarquées ou débarquées à Marseille. Il ne dépendra donc pas d'elle que les malles des Indes, de l'Australie, et de la Chine, n'obtiennent par la voie d'Ancône l'accélération que vous estimez pouvoir être obtenue par cette voie.

Agréez, monsieur, l'assurance de ma haute considération.

Le Conseiller d'Etat, Directeur General des Postes.
(signé) *E. Vandal.*

Sir Rowland Hill,
Secrétaire de l'Office Général des Postes à Londres.

No. 14.

Mr. *Hammond* to the Secretary to the Post Office.

No. 44.

Sir, Foreign Office, 10 March 1862.

WITH reference to your letter of the 30th January last, relative to the question of the transit of the Indian mails through Italy, I am directed by Earl Russell to transmit to you, to be laid before Her Majesty's Postmaster General, a copy of a despatch from Her Majesty's Minister at Turin, forwarding an inquiry from the Italian Government, as to the net weight of the letters and of the printed papers usually conveyed by those mails.

I am, &c.
(signed) *E. Hammond.*

The Secretary to the General Post Office.

Enclosure 1, in No. 14.

Sir *James Hudson* to Earl *Russell.*

My Lord, Turin, 3 March 1862.

WITH reference to your Lordship's despatch, marked No. 35, of the 17th February, I have the honour to enclose a communication received from the Director General of the Italian Post Office, requesting further particulars of the respective weights of the letters and the book-post in the mails for India.

I have, &c.
(signed) *James Hudson.*

The Earl Russell.

Enclosure 2, in No. 14.

The Director General of the Italian Post Office to Sir *James Hudson.*

M. le Ministre, Turin, le 2 Mars 1862.

LE Ministre des Affaires Etrangères vient de me communiquer la note que V. E. lui à adressée au sujet du passage de la malle des Indes par la voie d'Ancône.

Pour compléter les études auxquelles je vais soumettre cette importante question il me serait nécessaire de connaître le poids net des lettres, et le poids net des imprimés contenus dans les deux directions.

Ces données pourront être facilement fournies à V. E. par le Post Office de Londres, et me mettront à même d'apprécier dans quelle mesure peuvent être accordées les facilitations dans les prix de transit à travers le territoire Italien.

Je prie, &c.
[No signature.]

A Son Excellence Sir J. Hudson,
&c. &c. &c.

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No. 15.

Mr. *F. Hill* to Mr. *Hammond.*

Sir, General Post Office, 17 March 1862.

HAVING laid before the Postmaster General your letter of the 10th instant, and its enclosure from Her Majesty's Minister at Turin. I am directed by his Lordship to transmit to you, in compliance with the request made by the Italian Government, a statement of the average net weight of letters and papers, &c., sent through France in each month to and from India, China, and Australia, in the year 1861.

I am, &c.

E. Hammond, Esq., &c., &c., &c., Foreign Office, (signed) *F. Hill.*

Enclosure in No. 15.

STATEMENT of the AVERAGE NET WEIGHT of LETTERS and PAPERS, &c., sent through *France* in each month, to and from *India*, *China*, and *Australia*, &c., in the Year 1861.

OUTWARD.

MAILS DESPATCHED.	Net Weight of Letters.	Net Weight of Papers.	Total Net Weight.
	Cwt. qrs. lbs.	*Tons. cwt. qrs. lbs.*	*Tons. cwt. qrs. lbs.*
3rd of the month - - -	2 0 15	1 8 3 24	1 11 0 11
10th „ „ - - -	2 3 0	1 4 3 20	1 7 2 20
18th „ „ - - -	2 0 18	1 6 3 12	1 9 0 2
26th „ „ - - -	7 3 2	3 10 2 2	3 18 1 4

HOMEWARD.

MAILS DUE.	Net Weight of Letters.	Net Weight of Papers.	Total Net Weight.
	Cwt. qrs. lbs.	*Cwt. qrs. lbs.*	*Cwt. qrs. lbs.*
4th of the month - - -	2 3 25	4 2 21	7 2 18
12th „ „ - - -	7 3 27	11 1 22	19 1 21
20th „ „ - - -	2 2 4	4 0 12	6 2 16
27th „ „ - - -	3 2 4	5 1 14	8 3 18

12 March 1862. (signed) *Frank Ives Scudamore,* Receiver and Accountant General.

No. 16.

Mr. *Hammond* to the Secretary to the Post Office.

Sir, Foreign Office, 1 April 1862.

WITH reference to your letter of the 17th ultimo, on the subject of the transport of the Indian mail across Italy, *viâ* Ancona, I am directed by Earl Russell to transmit to you to be laid before the Postmaster General a copy of a despatch from Her Majesty's Minister at Turin, stating that the Director General of the Italian Post Office requests to be informed whether, in the event of the route by Ancona being decided upon, it is intended that the mails should be conveyed from Alexandria to that port in British steam vessels, or whether it is sought to enter into any arrangement with the Italian Government for their conveyance, and I am to request that you will move the Postmaster General to cause Earl Russell to be informed as to the answer which Sir James Hudson should be instructed to give to this inquiry. No. 86.

I am, &c.

The Secretary to the General Post Office. (signed) *E. Hammond.*

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Enclosure in No. 16.

(No. 86.)

Sir *James Hudson* to Earl *Russell.*

My Lord, Turin, 26 March 1862.

WITH reference to the communication which, by your Lordship's instructions, I made to the Italian Government on the subject of the transport of the Indian mail from Ancona to the French frontier, I have been requested by the Director General of the Italian Post Office to inquire of Her Majesty's Government whether in the event of the route by Ancona being decided upon it is intended that the mails should be conveyed from Alexandria to that port in British steam-vessels, or whether it is sought to enter into any arrangement with the Italian Government for their conveyance.

I have, &c.

Lord Russell. (signed) *James Hudson.*

No. 17.

Mr. *F. Hill* to Mr. *Hammond.*

Sir, General Post Office, 7 April 1862.

WITH reference to your letter of the 1st instant, I am directed by the Postmaster General to request that Earl Russell will be good enough to inform Her Majesty's minister at Turin in reply to the inquiry raised in his despatch of the 26th ultimo, No. 86, that, in the event of the route of Ancona being decided upon for the conveyance of the Indian and Australian mails, the mails will be forwarded by sea, between Ancona and Alexandria, by British packets.

At the same time the Postmaster General thinks it very desirable that it should be ascertained whether the Italian Government contemplate setting up packets of their own between Ancona and Alexandria, and, if so, on what terms they would be willing to carry the British mails should Her Majesty's Government at any time desire to make use of such packets, and his Lordship will be glad, therefore, if Earl Russell, in replying to Sir James Hudson, will instruct him to make inquiry on this point.

I am, &c.

E. Hammond, Esq., &c. &c. &c., (signed) *F. Hill.*
Foreign Office.

No. 18.

Mr. *Hammond* to the Secretary of the Post Office.

Sir, Foreign Office, 29 May 1862.

WITH reference to your letter of the 7th ultimo, I am directed by Earl Russell to transmit to you, herewith, to be laid before Her Majesty's Postmaster General, a copy of a
No. 146. despatch from Sir James Hudson enclosing copies of various papers on the subject of the proposed transmission of the Indian mails *viâ* Ancona, which have been communicated to him by the Italian Government.

I am, &c.

The Secretary to the Post Office, (signed) *E. Hammond.*
&c. &c. &c.

Enclosure 1, in No. 18.

(No. 146.)

Sir *James Hudson* to Earl *Russell.*

No. 1. My Lord, Naples, 13 May 1862.
Turin, 1 May, 1862. I HAVE the honour to enclose herewith copies and translations of the correspondence
No. 2. which I have received from General Durando, and from the Ministry for Public Works, in
Turin, 28 April, 1862. reference to the project of the transit of the Indian mail *viâ* Ancona, together with copies
No. 3. and translations of the Report of the Commission upon the proposed law for the postal
Translation of above. service between Ancona and Egypt; of the project of the law, and of the text of a conven-
No. 4. tion between this Government and Mr. Mark Palmer for the establishment of a packet
No. 5. service between Ancona and Alexandria.
No. 6.
No. 7. I have, &c.
No. 8. The Earl Russell. (signed) *James Hudson.*
No. 9.

Enclosure 2, in No. 18.

M. le Ministre, Turin, 1 Mai 1862.

J'AI eu l'honneur de recevoir l'office que vous avez bien voulu m'adresser en date du 22 Avril dernier, et qui rappelle votre communication du 22 Février précédant, concernant l'éventualité du passage de la malle des Indes par la voie d'Ancône.

Pour satisfaire le désir que vous avez été chargé d'exprimer à ce sujet, je m'empresse d'abord de vous remettre le texte ci-joint d'une convention stipulée le 2 Janvier dernier entre

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entre le Gouvernement du Roi et le Sir Charles Marck Palmer pour l'établissement d'un service régulier de paquebôts à vapeur entre Ancône et Alexandrie d'Egypte, convention actuellement soumise à l'approbation du Parlement, et en faveur de laquelle la Commission de la Chambre des Députés s'est prononcée favorablement dans son rapport.

J'ai en même temps l'honneur de vous remettre une copie de la réponse que je viens de recevoir de mon Collègue au Departement des Travaux Publics touchant l'objet de vos communications précitées. Vous y trouverez indiquées en détail les facilités que l'Administration des Postes Royales est disposée à offrir pour le transport de la malle des Indes de la frontière Italo-Française à Ancône, et même d'Ancône à Alexandrie, lorsque le service postal Italien entre le Continent et l'Egypte se trouvant établi le Gouvernement Britannique jugera convenable de confier à ce service le transport de la malle des Indes qui suivant ce que vous m'avez écrit le 22 Avril serait en attendant échangée entre Ancône et Alexandrie par des paquebôts Anglais.

Avec l'espoir que ces renseignements vous mettent en mesure de répondre d'une manière pleinement satisfaisante au désir de l'Administration Britannique,

Je saisis, &c.

Sir J. Hudson, K.C.B. (signé) *Melegari.*

Enclosure 3, in No. 18.

(Translation.)

COPY of a Note from the Ministry of Public Works (General Direction of Post Office) to the Ministry for Foreign Affairs, 28 April 1862.

THE undersigned duly received the communication of the 28th February last, accompanying that of the British Minister at Turin to the Government of the King, relative to the transit of the Indian mail through Italy.

An earlier reply was not sent, from the supposition that thé British Government intended availing itself for the maritime transit of the Anglo-Indian medium of the line from Ancona to Alessandria, recently conceded to the firm of Palmer, and from the writer wishing to know the result of the deliberations in Parliament with reference to the above concession.

But as the Elective Chamber was prorogued at the very moment that the Report of the Parliamentary Committee entrusted with the examination of the Law of Concession was presented, and the note of the British Minister having been subsequently received (the 24th instant), imparting the intention of his Government to avail itself of English steamers for the conveyance of the Indian mail between Ancona and Alexandria, the undersigned is of opinion that he should no longer delay replying to the questions contained in the communications referred to upon a matter of such vital importance to our own country.

From the moment this Ministry entertained the idea of establishing a line of navigation between Ancona and Alexandria, it believed it could rely upon the acquisition of the transit of the Indian mail through the Italian territory, for a glance at the geographical position of the Italian peninsula suffices to remove all doubt that the road of Ancona, and still more so that of Brindisi, present advantages over that of Marseilles.

In fact, the maritime distance, which from Alexandria to Marseilles is 500 marine leagues, from Alexandria to Ancona is only 374, and from Alexandria to Brindisi only 274.

Under such favourable circumstances, the result of any competition between the Italian ports and those of Marseilles and Trieste, cannot be doubtful, provided that such obstacles are removed as might retard the English mails in their land transit between Ancona and the French frontier.

Considering, above all, the postal facilities which may be granted to the British Government, the undersigned is of opinion that they will abound; for the advantages which will result from the transit of the Anglo-Indian correspondence over the Italian territory are merely accessory and of minor importance, when compared with those of much greater consequence and general interest, resulting from the preference which will be given by travellers to the more expeditious route, as well as from trade.

This being admitted, the undersigned proposes that the tax upon the sealed despatches of the British Correspondence, which by the Convention of the 12th December 1857 was fixed at 10 centimes for every single letter, and at 1 franc for every kilogramme of printed works, should be reduced to 30 centimes per ounce (30 grains) for letters, and to 50 centimes per kilogramme for printed works; which price corresponds at an average with little more than ·05 centimes per letters, and ·02 centimes for books weighing 40 grammes.

In the next place, if the British Government should avail itself of the Italian steamers for the conveyance of the mail between Ancona and Alexandria, the conveyance by sea is offered at the rate of 60 centimes per ounce for every letter, and at 50 centimes per kilogramme for printed works, which would average little more than 10 centimes per letter and ·02 centimes for every printed sheet, so that the sea conveyance and the land conveyance united would cost 90 centimes per ounce for letters and 1 franc per kilogramme for printed works.

It should be observed that the price of transit which England pays to France for the mere conveyance of the English correspondence in sealed covers from Marseilles to Calais is 1 *l.* (lire) per ounce for letters, and 50 *l.* for every pound weight (453 grammé) of printed works, whence we may infer that the prices we offer are sufficiently reduced, and such as may be accepted by the British Government. They do not, however, admit of increase, for the

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transit through Italy does not exonerate the British Administration from the charge for the French transit at the rate which it now pays.

But the postal facilities are not the only advantages which the King's Government is willing to concede. Other considerations are necessary to ensure the preference for the Ancona line, such as express trains from Ancona to the French frontier, which shall start from each extremity immediately on the arrival of the mails, whilst for the passage of Mount Cenis superior and exceptional means of transport would be supplied.

To this end the writer proposes making the needful arrangements with the several railway companies who have the greatest interest in aiding the efforts of Government to obtain a result from which they would be the first to be benefited.

Meanwhile the Minister for Foreign Affairs may assure the British Government that this Ministry shall leave nothing unperformed that the mail conveyance over the Italian territory may be carried out in such a manner as not to compromise the benefits which may arise from the sea passage whenever the Ancona line shall be elected.

The Minister,
(signed) *Depretis.*

Enclosure 4, in No. 18.

(Translation.)

REPORT of the Commissioners, Deputies, Pepoli Conti, De Cesare, Mari, D'Avala, Susani, Marliani, Scocchera and Vacca, presented at the Meeting of 11 April 1862, upon the proposed Law from the Ministry of Public Works for the Maritime Post between Ancona and Egypt.

Gentlemen,

THE project of the law, presented by the Ministry for Public Works, the 31st January 1862, has for object to establish a maritime postal service between Ancona and Alexandria in Egypt.

Italy, which is now becoming a great naval power, should not remain behind in the development of its commercial and industrial resources. The railway from London is only interrupted at the Dover Straits and on Mount Cenis, and in a few hours reaches the Adriatic at Ancona. If the celerity of communication from our railways were limited to them, their utility would be restricted to the commerce of the interior; but the position of Italy being central in the Mediterranean, it were to ignore the precious boon if we did not endeavour to render it the true centre of all the industrial and commercial communications of Europe. Our relations with the East date from remote times, and before any other European power could boast of having them on such an extensive scale in the Archipelago, the Black Sea, Egypt, and the northern coast of Africa, Italy enjoyed this privileged position which gave such an impulse to her commerce and to her international interest with those regions. Hence, many emigrated to the East, principally to Egypt, where in a short time a colony grew up, which now numbers not fewer than 12,000 resident Italians. But the great advantages which will result from rapid communication with these regions of the Mediterranean, will certainly multiply when the communication of the Mediterranean with the Red Sea is obtained by the outlet of the Isthmus of Suez. Nothing will prevent our trade, nor our Government from carrying out the postal service as far as India, nor our coasts and ports, from becoming the first emporium of European commerce.

Italy is called to great destinies, and having once been the arbitrator of, and the first among nations, she may now resume her ascendancy; thanks to her geographical position and to her political importance in the reciprocal interests of the great powers.

It is from the port of Ancona that Government proposes to continue the road to Egypt by means of steamers, which constantly, and at fixed times, shall come and depart between Ancona and Alexandria.

It needs no effort to conceive the advantages to the new kingdom of Italy which are to be derived from this undertaking. These advantages, which will place us on a level with two other great European states, will be increased when the port of Brindisi shall become the centre of the southern railways.

Unquestionably the shortest and the easiest line at all seasons will be that of Brindisi, and therefore our postal line will be preferred to the Austrian of Lloyd's, and to the Imperial Messageries.

Your Commission, under these considerations, in principle has approved the project; it remains to be seen if the way for carrying it out as proposed by the Minister by means of a contract with the firm of Palmer of London, is or not the best adapted to our national and financial interests.

The subvention of 35 francs per league for the first five years, of 32 for the second, and of 30 for the last five years, might at first appear exorbitant, and your Commission has given it full consideration, and has interrogated the Ministry for Public Works to ascertain if it were possible to reduce the conditions to more moderate proportions, finding that a subvention of 34 francs per league were applicable when the point of departure is established at Brindisi. But Mr. Palmer did not feel himself enabled to offer more favourable conditions, but proposed a reduction of one franc per league when the service is established at Brindisi. It was, therefore, found expedient to yield for the great interests which are embodied in this undertaking.

Some of the Commission argued for an experiment by Government, but this idea which is

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is plausible in theory is not practicable, as it is well known that Government are bad speculators, and that such undertakings have usually failed when under their direction.

In the last discussion of the Chamber upon the Rubaltino and Accossato contract, the utility of uniting in one all the postal lines was treated of; this would be an excellent notion, if practicable, but both by the late Ministry for Public Works and the present one, all attempts of this kind have proved ineffectual. But the Ministry does not despair of being able eventually to realise this vast project, and then it will be the proper time to oblige the company to establish in the kingdom arsenals for supplying the required steamers for the postal service. But at this moment, which under every aspect it is of the utmost emergency that these means of communication should be in operation as speedily as possible, it would be an exaggerated pretension to require that a small company should supply large funds for the establishment of machinery and building docks.

With respect to the clauses of Art. 6 of the Table of Regulations, where it is stipulated that the steamers shall command an average speed of 10 miles per hour, your Commission is unanimous upon the result of that long discussion upon the said article of the Rubaltino contract, viz., that by an average speed must be understood a medium "Semestrale," and hence, they have given their full adhesion to the project presented by the Minister.

Finally, upon the mode in which the value and size of the vessel is to be estimated, the Commission have observed that the tonnage, by builders' gauge, is the approximative measurement of capacity in proportion to the size of the vessel. This measurement is adopted in contracts with trade ship-builders. By these means and this scale of tonnage, the cost price of a vessel to be built is established. This measurement is generally adopted in England.

But measurement of capacity is likewise approximative, which more or less gives the tonnage of goods which a vessel may load. Every nation has a method of its own to determine the measurement with reference to port dues, anchorage, &c. The Commission, therefore, has not been able to establish fixed rules for such contracts, as they have reference to the country with which the contract for building a vessel is made.

The Commission, on presenting for your approval this project of law with the modifications annexed, trust that the Chamber will not impose new conditions, which, if not accepted by the Commissioners, would annul, at least for the present, the very important development of our Eastern relations.

Enclosure 5, in No. 18.

(Translation.)

PROJECT OF LAW.

Art. 1. The convention for the concession of the postal maritime service, dated 2nd January 1862, between the Minister of Public Works and the Minister of Finance, on behalf of the State, and Mr. Charles Mark Palmer, is approved.

CONVENTION for the concession of a Line of Navigation between *Ancona* and *Alexandria* (d'Egitto).

The Ministers of Public Works and of Finance, on behalf of the State, and Mr. Charles Mark Palmer, represented by Signor Ulrico Geisser, his agent, in virtue of a power of attorney, dated the 14th November last, have agreed to and stipulated, as follows:—

Art. 1. The firm of Charles Mark Palmer & Co. engages to carry on for 15 years a steam-packet service between Italy and Egypt, in conformity with the clauses and conditions contained in the table of regulations annexed to this convention.

Government awards to the Company a subvention of 35 francs per maritime league every voyage both ways for the first five years of the engagement, and of 32 per league for the following five years, and of 30 for the last five years.

Art. 2. In order to enable the Company to provide itself with the requisite materials for the service, Government will advance 1,500,000 francs, payable in fourths, on the arrival of each of the steamers belonging to the company, if possessing the qualities required by the table of regulations for the intended service.

This advance will not bear interest, and must be refunded to Government in 10 yearly payments of 150,000 francs each, payable in the 10 consecutive years from the first year of the service, and by means of a monthly instalment of 12,500 francs retained from the allowance of the subvention granted by Government.

Art. 3. As a guarantee for the advance of 1,500,000 francs, Government will hold as security the whole of the effects of the Company, which shall be made over to the Government.

The Company will be required to prove the absolute and free ownership of the vessels.

This guarantee will be proportionately reduced as reimbursement is made.

To this end a statement will be drawn up indicating the quality and quantity of the materials and their value, which shall be signed by the contracting parties, or by their representatives; the person who shall have the charge of the trust shall be named, and the act containing the statement of materials and the appointment of the trustee shall be inscribed upon the register of the marine, and note shall be made thereof in the records.

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Art. 4. As soon as the railway shall have been completed from Ancona to Brindisi, Government may remove the station (terminus from Ancona to Brindisi); if, however, this removal shall be found advisable for the exigencies of the service, by a commission duly appointed by Government.

This removal will not give rise to an indemnity in favour of the Company, and the subvention agreed upon in the first article shall be 33 francs for every marine league for the second and third periods of five years; but the subvention of 35 francs for the first five years shall remain unaltered.

Art. 5. Custom-house duties paid by the Company for machinery, iron, and utensils, introduced at Italian ports to replace worn-out machinery, or for repairs, shall be refunded in the company.

Whenever, from extraordinary circumstances, the price of coal at Ancona or Brindisi shall exceed 50 francs per ton, the excess up to 60 shall, to the extent of one-half, be contributed by Government; exceeding 60 francs, the full excess shall be contributed.

Art. 6. The present convention shall not be valid until confirmed by law.

If not approved by Parliament, this convention shall be void without right of indemnity to the company whatever, and the caution money, 500,000 francs, required by Article 20, shall be immediately restituted.

Done, in duplicate, at Turin, 2nd January 1862.

(signed) *Ubaldino Peruzzi.*
Pietro Bastogi.

Ulrico Geisser.

Enclosure 6, in No. 18.

(Translation.)

TABLE of CONDITIONS for the Concession of a Line of Navigation between *Ancona* and *Alexandria*.

Article 1.—The service shall be performed by steamers the property of the Company, and shall comprise four passages from Ancona to Alexandria per month, touching at Corfu, and *vice versâ*.

For the first year the service shall, however, be limited to two passages per month.

The number of leagues between the two points is computed at—

From Ancona to Corfu - - - - -	129	leagues.
„ Corfu to Alexandria - - - - -	245	„
	374	„
„ Brindisi to Alexandria - - - -	274	„

Art. 2.—Government will retain the right to suppress the landings and to establish others, provided they do not prolong the line.

In such cases the conditions of the contract shall be mutually agreed upon.

For any contested case a council of arbitrators shall decide.

This council shall consist of two persons appointed by Government, and of two persons appointed by the Company. These four shall appoint, by majority of votes, a fifth, who shall be president. If there be a parity of votes, the nomination of the fifth arbitrator shall be made by the President of the Tribunal of Commerce, at the residence of the Ministry.

The council of arbitrators shall judge and provide irrevocably.

Art. 3.—The days of departure shall be fixed by the Ministry for Public Works, after consultation with the Company; and they may be altered, on giving two months' notice. The time-table of arrivals and departure must, however, always correspond with the arrival and departure of the Indian mail from Alexandria.

The Ministry of Public Works and the higher authorities of the province may, by written order, retard the departure of the steamers both at the stations and intermediate points, but not for more than three hours after the time fixed for their departure. This delay shall not give a right to indemnity.

The steamers shall not land at other places than those designated in their itinerary, except in extreme cases, justified by deposition according to law.

If the landing should occur in a foreign port, the deposition must be certified by the Italian consul.

Art. 4.—In Italian ports, a Government Commissary will be entrusted with the care of superintending the fulfilment of the conditions of this contract.

The Government Commissaries will have the right of inspecting the steamers, in such wise as not to delay the voyage, and they may be accompanied on such occasions by the persons whose assistance they may require.

The Government Commissaries shall be appointed by the Minister of Public Works and the Minister of Marine jointly.

Art. 5.—Before the departure of the steamers, the Government Commissioner shall take note if the immersion does not exceed the limit fixed upon for the whole cargo, viz., if it does

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does not exceed the watermark for the load; and if the crew is complete; and also of the time of departure.

The Government Commissioner may require on all occasions to inspect the ship's journal and inventory of the instruments and stores which are indispensable for the voyage of a steamer.

Art. 6.—The steamers belonging to the service should be of the capacity of not less than 800 tons register, builder's measurement, and of an average speed of 10 knots an hour; they must bear the national flag, and be subject to all the laws and regulations to which other vessels of the kind are amenable.

The said vessels shall be solidly built, provided with good engines, such as shall meet the exigencies of their navigation, the prescriptions of the maritime laws, and fully answer the purpose for which they are destined.

No steamer shall be employed in the service until it shall have been examined and accepted by a special commission appointed by Government, who shall frame a regulation which, in conformity with the actual maritime laws, shall establish a system by which the capacity of the steamers, and their speed, the work performed by the engines, and their effectual solidity, may be rated. By means of this system, they will have to verify whether the vessels combine the requisites of the present table of conditions, and to settle the number of the crew for each steamer, in conformity with the regulations and custom of the mercantile marine.

With respect to the stores and armament requisite for the navigation, the regulations in force, and those of the assurance companies, must be observed.

The Company is required to possess the number of steamers necessary for the punctual and regular performance of the service. After the first year's service, the Company should not have fewer than four steamers, which shall each combine the conditions above stated.

Art. 7.—The Ministry of Public Works may at all times institute an inspection of the steamers, to verify if they are in a proper condition both for the regularity of the service and the accommodation of passengers.

Should they not be found to possess these requirements, they must be provided for as speedily as possible, and the instructions from the Ministry will have to be carried out, with reference to the responsibility of the Company for delays and their consequences.

In the event of any dissension between the person inspecting by order of the Ministry, and the Company, upon the state of the steamer, whether for its substitution or its repairs, the question shall be decided by a council of arbitrators, according to Article 2, who shall decide, after the inspection of the vessel by their delegate, upon the written evidence of both sides.

In case of shipwreck, or other accident whatever, whereby the steamer should be lost or rendered unserviceable, the Company will be allowed a period of 10 months to replace it. In the interim, the Company may avail itself of hired steamers, provided they are adapted to the service, and possess the speed required by Article 6.

Art. 8.—With the subvention granted by Government, the Company will be bound for the regular and complete conveyance of of all postal correspondence, &c.

The payment of the subvention shall be made in 12 parts, &c.

Art. 9.—The Company are required to provide a large room in every steamer for the storing of despatches; it must be under lock and key, and the captain of the steamer will have the custody of it upon his own responsibility.

Should the Administration of the Post require an assistant to be on board, the Company is obliged to assign him a berth, &c.

The Company is bound to maintain a medical officer of the Royal Navy, should the post authorities require it, on board each steamer, &c.

When the steamer is compelled to cast anchor, from stress of weather, the Post Office official may require that the best procurable vessel shall be at his disposal for the conveyance of despatches, of which one of the officers of the steamer shall take the command.

Art. 10.—Should the steamers have to touch at any port not indicated in the inventory, Art. 1, and not be able to continue the voyage, the captain is strictly bound to consign the despatches to the office of the local or nearest post, to be forwarded to their destination by ordinary means, whenever it is impracticable to forward them by the first national or foreign steamer proceeding to the place of destination of the said despatches, the expense to be borne by the Company.

Art. 11.—The product from the conveyance of passengers and goods belongs exclusively to the Company.

The product from the conveyance of letters belongs exclusively to the Administration of the Post.

No correspondence whatever shall be received on board but that which is consigned by the post offices.

Any contravention of the postal laws by the Company or its agents shall be punished according to law.

On every steamer there shall be a portable letter-box, which shall be delivered jointly with the despatches at the post offices on landing.

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Art. 12.—The company is required to provide at half-price for the passage of civil and military functionaries on duty, board not included.

The Company, however, is not required to receive more than six in the chief cabin, nor more than six in the after-cabin of each steamer.

Art. 13.—Indigent and shipwrecked mariners returning home shall be conveyed at the State's expense, at the rate of five francs per day, board included.

Applications for passage are to be made to the Consul or Government Agent.

Such persons shall not exceed 10 in number, every voyage without the Company's consent.

At the same rate, and under the same conditions, vagabonds ordered home by the consular agents, shall be conveyed.

Art. 14. The Company is required to convey gratis every description of correspondence, and to the transport at reduced prices of persons as stipulated in Articles 12 and 13 on such lines as are not contemplated in the contract, but which may become a prolongation of the line conceded by this convention.

Art. 15. Passengers shall be treated with consideration. A register shall be kept open on every steamer in which passengers may record their complaints.

Complaints of a grave character shall be referred by the commissary to the ministry who shall be empowered to remove such agents of the Company as may be found culpable.'

Art. 16. In the event of war, Government is empowered to suspend or continue the service, and to take possession of the vessels, on remunerating the Company as may be estimated by the council of arbitrators, named in Art. 2.

In the first place, Government will assume the responsibility of the steamers, and of all relating to the service for any damage resulting from the war.

In the next place, and during the whole period of suspension of the service, the Subvention Art. 1, of the convention will cease, and the steamers of the Company may be hired by Government. The price and conditions of freight shall be mutually agreed upon, or fixed by the council of arbitrators, as per Art. 2 of the table of regulations, and the value of the ships shall be decided, which the Company shall receive in the event of loss exclusively from the war. Sea risk and fire assurance remaining at the charge of the Company.

Should Government not consent to freight the steamers, the Company shall receive during the interruption of the service an indemnity which shall be estimated by mutual consent, or by the aforesaid council of arbitrators.

Art. 17. The speed required by Art. 6, being an average one, viz., independently of weather, save and except in cases of unforeseen casualties, duly justified, the steamers of the Company shall perform in every six months, dating from 1st January and 1st July; the completion of their passengers going and returning between Ancona and Alexandria in 2,692 hours, whilst the service is limited to two voyages a month, and in 5,384 hours when it shall perform four voyages per month. In the hours enumerated above, stoppages at intervening ports are not included.

Should the above limit be exceeded by one-fortieth, viz., by 67 hours in the first period, or by 134 hours in the second, a drawback upon the convention due to the Company of 4 per cent. for every fortieth, shall be retained upon the subsequent subventions when the incurred excess is verified.

Art. 18.—For every delay at starting not justified by uncontrollable causes, the Company will incur a fine of 50 francs per hour. If the delay should exceed ten hours the fine shall be 100 francs per hour.

Whenever a steamer, from unjustifiable causes, shall touch at a port or harbour not specified in the itinerary, the Company shall incur a penalty of 2,000 francs.

The delay of the Company in replacing a steamer lost or disabled shall be punished by a fine of 300 francs per day, without prejudice to the penalties imposed by Art. 19 following.

The amount of fines shall be retained monthly from the subventions payable to the Company.

Art. 19.—Whenever the departure of a steamer is delayed without justifiable cause for 24 hours, the Government Commissary or Post Office Directors, after notice to the Company, shall, jointly with the local authorities, adopt the needful measures for forwarding the despatches by immediately freighting another steamer, and the expense incurred shall be at the cost of the Company.

In the event of a repetition of such delay, Government may, in writing, urge the director to carry on the service according to the tenor of the Table of Regulations; this advice shall have the efficacy of a legal and formal notice.

If, notwithstanding such notice, further delays should ensue, Government shall be empowered to annul the contract, which the Competent Tribunal may for this sole motive dissolve.

Art. 20.—As a guarantee for its engagements, the Company, on ratifying this contract, shall deposit, as caution money, 500,000 francs in specie or in bills on the Treasury.

Should the Company not be prepared to commence the service at the time fixed, the contract shall be considered dissolved, and the caution money be forfeit to Government, unless it shall be proved that the delay was caused by circumstances over which the Company had no control.

When

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When the Company shall have commenced the service with two steamers of their own, built in conformity with the stipulations, the caution money of 500,000 francs shall be restored, and a portion of the materials shall be pledged to Government in lieu of security.

Art. 21.—The service shall commence within five months from the passing of the law approving the contract, and it shall last for 15 years from the day on which it shall commence.

During the first six months the Company may avail itself of hired steamers, if they possess the requisite conditions, and are not less than 700 tons with the prescribed speed in Art. 6, exceptionally reduced half a knot per hour.

At the end of the first year the Company is required to have all the material complete in conformity with the stipulations.

Should the Company engage to commence the service with steamers built expressly within eight months from the passing of the law approving the contract, Government will consent to the opening of the line, and to the commencement of the service, being protracted to the first day after the expiration of such period of eight months, and that the 15 years' duration of the concession shall date from that day.

Art. 22.—During the concession Government shall not award any subvention or favour to other companies for the line from Italian ports to Alexandria.

This interdiction does not apply to those lines which, leaving Italian ports, have not their chief stations in Egypt, but touch at intervening ports named in this concession; nor is it applicable to a proposed line between Genoa and Leghorn and Alexandria.

Art. 23.—The Company shall not concede to others the present undertaking, except by virtue of a law.

Should the Company act in contravention of this clause, Government is authorised to declare the contract annulled, without any judicial formality.

The Company, however, is not forbidden to take in more partners, nor to make over the "Concession en Comandite," by shares to bearer, under Mr. Palmer's direction.

The residence of the firm must be in the Royal States.

Art. 24.—All difficulties in the execution or interpretation of the clauses which may arise shall be judged by the Council of State, unless they are questions of maritime competency, in which case the Council of the Admiralty shall arbitrate.

Done at Turin, in duplicate, the 2nd January 1862.

(signed) *Ubaldino Peruzzi.*
Pietro Bastogi.

Ulrico Geisser.

No. 19.

Mr. *F. Hill* to Mr. *Hammond.*

Sir, General Post Office, 6 June 1862.

I HAVE laid before the Postmaster General your letter of the 29th ultimo, enclosing, with reference to former correspondence, the copy of a Despatch from Sir James Hudson, together with copies of various papers on the subject of the proposed transmission of the Indian mails *viâ* Ancona which have been communicated to him by the Italian Government.

The Italian Government offer to convey the British mails over the Italian territory, on payment of the following transit rates, viz.:—

Thirty centimes per 30 grammes, for letters.
Fifty centimes per kilogramme, for printed papers.

And for this payment they declare their readiness to provide express trains between Ancona and the French frontier, to start from each end of the line immediately after the arrival of the mails, as well as superior and exceptional means of transport for the passage of Mont Cenis.

These terms appear to the Postmaster General to be quite satisfactory.

Before communicating, however, with the Peninsular and Oriental Steam Navigation Company with a view to the transfer of the Mediterranean packets from Marseilles to Ancona, Lord Stanley of Alderley requests that Earl Russell will be good enough to instruct Her Majesty's Minister at Turin to inquire at what period the Italian Government will be ready to undertake this service, in the event of this department making arrangements for using the Italian route.

His Lordship further requests that the attention of Sir James Hudson may be called to that part of my letter of the 30th January last, in which it was stated that, if the Indian mails were sent through Italy, a provision similar to that existing in the postal convention between this country and France would be necessary, under which the British mails are accompanied by an officer of the British Post Office, for whom a place is reserved in the carriages conveying the mails. In the communication now received no reference is made to this point.

It would be desirable, also, to reserve similar accommodation for the British mail officers

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on board the Italian packets, in the event of those packets being used for the conveyance of the mails by sea between Ancona and Alessandria. At present, however, it is not proposed by this department to make use of the Italian packets for the conveyance of these mails.

E. Hammond, Esq., Foreign Office. (signed) *F. Hill.*

No. 20.

Mr. *Hill* to Mr. *Romaine.*

Sir, General Post Office, 9 June 1862.

With reference to your letter of the 4th July last, stating that the distance between Ancona and Alexandria is 1,090 nautical miles, I have to request that you will acquaint me, for the information of the Postmaster General, with the distance in nautical miles from Ancona to Corfu and from Corfu to Alexandria.

W. G. Romaine, Esq., C.B., Admiralty. (signed) *F. Hill.*

No. 21.

Mr. *Pennell* to the Secretary to the Post Office.

Sir, Admiralty, 11 June 1862.

In reply to your letter of the 9th instant, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Postmaster General, that the distance in nautical miles from Ancona to Corfu is 370, and from Corfu to Alexandria 760.

I am, &c.
(signed) *C. W. Pennell,*
Pro Secretary.

To the Secretary of the Post Office.

No. 22.

M. *Vandal* to Sir *Rowland Hill.*

Monsieur, Paris, le 5 Juillet 1862.

Par la lettre que vous m'avez fait l'honneur de m'écrire, le 6 Juin dernier, vous m'avez demandé à quelle heure les malles expédiées de Londres à 8 h. 30 m. du soir, les 3, 10, 18, et 26 de chaque mois, pourraient être livrées, par mon Administration, à la frontière Italienne. Vous avez ajouté que ce renseignement vous était nécessaire pour mettre le Maître Général des Postes à même de s'entendre avec l'Office des Postes Italiennes au sujet des avantages que peut offrir la voie d'Ancône pour la transmission des malles de l'Inde, de la Chine et de l'Australie.

Aussitôt la réception de cette lettre, je me suis empressé de faire recueiller tous les renseignements de nature à éclairer votre Département sur la question du transport des dites malles dans le parcours sur le territoire Français. C'est pour ce motif que je n'ai pas satisfait plutôt à votre demande.

Les dépêches partant de Londres a 8 ½ h. du soir ne parviendraient pas à Paris en coïncidence avec le train par lequel sont expédiées les dépêches de Paris pour Turin. Il y aurait donc lieu, au cas ou les malles Anglaises ne pourraient pas partir de Londres le matin, de les expédier chaque fois, en train spécial de Macon à Saint Michel. Partant de Paris à 11 h. 5 m. du matin, les malles pourraient, pendant la belle saison, être rendues le lendemain à Saint Michel à 4 h. 30 m. du matin, et à la frontière Italienne à midi et demi. Si, au contraire, les malles Anglaises étaient expédiées de Londres le matin, partant de Paris à 8 h. du soir, elles pourraient, pendant la belle saison, être rendues le lendemain à Saint Michel à 1 h. 52 m. du soir, et à la frontière Italienne à 10 h. du soir.

Quelles que soient au surplus les heures de départ de Londres des dépêches Anglaises pour l'Inde, la Chine et l'Australie, l'emploi de trains spéciaux sera beaucoup plus fréquent sur les lignes de chemins de fer qui aboutissent au Mont Cenis et au moyen desquelles Paris ne correspond qu'une fois par jour avec Turin que sur la ligne de Paris à Marseille. Sous ce rapport, la voie d'Italie sera plus onéreuse que la voie de Marseille. Mais le plus grave inconvénient qu'offre la première de ces deux voies, c'est le passage du Mont Cenis, entre Saint Michel et Suze, passage qui ne peut s'effectuer, pendant la saison la plus favorable, qu'au moyen de voitures, et pendant la mauvaise saison, en partie au moyen de voitures et en partie au moyen de traineaux; d'où résulte la nécessité d'opérer dans la montagne, des transbordements en plein air et au milieu des neiges.

J'ai fait prendre des renseignements sur les frais qu'occasionnerait le transport de la malle des Indes entre Saint Michel et Suze. La compagnie avec laquelle mon Administration a déjà traité pour le transport des dépêches ordinaires échangées chaque jour entre la France et l'Italie, se fondant sur ce qu'il lui faudrait créer et entretenir pour cet objet un matériel spécial qui n'existe pas et qui ne pourrait être employé qu'au service des malles

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malles Anglaises, a évalué à près d'un million de francs (961,320 f.) le prix de ce service. Mais suivant une autre évaluation, le service en question pourrait être effectué pour le prix de 450,000 f. environ. Il va sans dire que si, au lieu de traiter avec un seul entrepreneur, on devait établir deux services distincts, l'un pour le transport entre Saint Michel et la frontière Franco-Italienne, et l'autre pour le transport entre cette frontière et Suze les dépenses seraient à peu-près doublées. Il ne vous échappera pas non plus d'un autre côté que si la voie d'Ancône était adoptée, on pourrait peut-être obtenir une réduction sur les prix sus-mentionnés en mettant le service dont il s'agit en adjudication.

Vous savez peut-être, Monsieur, que conformément à la convention qui règle les rapports de poste entre la France et l'Italie, les frais résultant des services établis sur la frontière, par les Administrations des Postes des deux pays, pour le transport des dépêches ordinaires qu'elles échangent entre elles, sont supportés par ces Administrations proportionnellement, à la distance parcourue sur leurs territoires respectifs. Mais le transport des malles Anglaises de ou pour l'Inde, la Chine et l'Australie, constituant un service spécial qui devrait être organisé dans l'intérêt exclusif des dites malles ne saurait demeurer soumis aux régles concernant les services ordinaires.

Si l'opinion et les convenances particulières de mon Administration pouvaient être prises en considération dans la circonstance, il ne serait apporté aucun changement à la direction que suivent aujourd'hui les malles Anglaises; car, si la voie de Marseille est plus longue de quelques heures que celle d'Ancône, ce qui, à mon avis est de peu d'importance, en égard à la durée des trajets que parcourent les malles des Indes, de la Chine et d'Australie, elle a sur la voie d'Ancône l'avantage d'offrir, dans toute son étendue une ligne de chemins de fer à doubles voies sans solution de continuité, ne laissant rien à désirer sous le rapport de l'exactitude, et dont la rapidité, déjà si grande, pourra, sans doute être encore accrue ultérieurement. Par la voie d'Ancône, au contraire, il semble impossible d'obtenir jamais une vitesse et une régularité égales à celles des trains postes qui parcourent la ligne de Paris à Marseille. En effet, si les neiges opposent pendant une partie de l'année d'invincibles obstacles à la régularité de la marche des trains, et du passage des voitures à travers la chaine des Alpes, la vitesse des convois est tres-restreinte en sa voie à cause des pentes beaucoup plus fortes que présentent les chemins de fer du pays et des précautions qu'il y a lieu de prendre sur ces chemins, particulièrement pendant la nuit. J'ajoute que les transports s'effectuant sur une seule voie, non seulement entre Culoz et S. Michel, mais encore entre Suze et Turin et entre Alexandrie et Ancône, les retards de route doivent, sur cette ligne, être bien plus fréquents que sur la ligne à double voie qui relie Marseille à Calais.

Mon Administration préférant, à une légère accélération éventuelle qui ne peut-être achetée qu'au prix d'assez graves inconvénients, la régularité et la sécurité qu'elle est sure de trouver par la voie de Marseille, ne songe aucunement à placer dans le port d'Ancône la tête de la ligne des paquebots qu'elle doit entretenir pour le transport des malles qu'elle échangera avec l'Inde, la Cochin Chine, et la Chine. Toutefois, je comprends que votre office, dans le but d'accélérer le transport de ces malles, désire pouvoir les diriger par la voie d'Ancône, et je ferai en conséquence tout ce qui dépendra de moi, pour seconder ce désir. Mais vous trouverez sans doute équitable, Monsieur, que mon Administration n'ait pas à supporter l'augmentation de frais qui pourrait résulter de ce changement de direction. Ainsi, dans le cas où les malles Anglaises seraient dirigées par la voie d'Ancône, il demeurerait convenu que l'office Britannique tiendrait compte à mon Administration de tous les frais qu'occasionnerait le nouvel itinéraire sur le territoire Français en sus de ceux qu'elle supporte aujourd'hui.

Agréez, Monsieur, l'assurance de ma haute considération.

Le Conseiller d'Etat, Directeur Général des Postes,
(signed) *Ed. Vandal.*

Sir Rowland Hill,
Secrétaire de l'Office Générale de Postes à Londres.

No. 23.

Mr. *Layard*, M. P., to Mr. *F. Hill.*

Sir, Foreign Office, 14 July 1862.

With reference to your letter of the 6th ultimo, I am directed by Earl Russell to transmit to you herewith, to be laid before Her Majesty's Postmaster General, a copy of a further Despatch from Sir James Hudson, respecting the transport of the Indian mails by way of Ancona.

No. 200.

I am, &c.
(signed) *A. H. Layard.*

F. Hill, Esq., &c. &c. &c.

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App. No. 1.

Enclosure 1, in No. 23.

(No. 200.)

Sir *James Hudson* to Earl *Russell.*

My Lord, Turin, 30 June, 1862.

I HAVE the honour to enclose herewith to your Lordship copy of a communication from the Italian Government respecting the transport of the Indian mails by way of Ancona, in answer to the inquiries I was instructed to make by your Lordship's Despatch, No. 137, of the 9th inst.

I have, &c.

The Earl Russell. (signed) *James Hudson.*

Enclosure 2, in No. 23.

M. le Ministre, Turin, le 25 Juin 1862.

PAR votre office du 12 de ce mois vous m'avez exprimé de la part de votre Gouvernement le désir de connaître à quelle époque le Gouvernement Italien pourrait se trouver en mésure de donner suite aux engagements proposés rélativement au transport de la malle des Indes par la voie d'Ancône. Vous m'avez fait connaître en même temps que votre Gouvernement attachait aussi du prix à s'assurer, si dans le cas dont il s'agit, les malles Anglo-Indiennes pourraient être accompagnées par un officier des Postes Britanniques.

M. le Ministre des Travaux Publics, à qui je me suis empressé de faire part de cette communication, me répond qu'avant de pouvoir préciser l'époque où le projet en question pourrait être mis en exécution avec les facilités proposées, il lui est indispensable de s'entendre avec les différentes compagnies de chemins de fer intéressées. Il ajoute qu'il va s'occuper incessamment d'amener une entente avec ses compagnies, et que, dans ce but, il aurait un intérêt particulier à obtenir des renseignements précis à l'égard des facilités que le Gouvernement Français accorde à celui de S. M. B. pour le transport de la malle des Indes entre Marseille et Calais, notamement de connaître:

1. Si la dépense occasionnée par les trains spéciaux est exclusivement à la charge de l'Administration Française.

2. Quel est le prix par kilomêtre que l'on paye aux compagnies de chemins de fer pour les trains spéciaux.

3. Si ces trains spéciaux ne transportent que la malle des Indes, ou bien s'ils prennent aussi des voyageurs, et dans ce cas si le prix des places des voyageurs est perçû au profit du Gouvernement qui supporte la dépense des trains spéciaux.

4. Enfin, en combien d'heures s'effectue le transport de la malle entre Marseille et Calais, et vice versâ.

Ces renseignements pouvant, j'aime à le croire, être aisément fournis par l'Administration Britannique, je vous serais fort reconnaissant, M. le Ministre, d'avoir l'obligeance de les lui demander de la part du Gouvernement du Roi, et de me les communiquer dès qu'ils vous seront parvenûs.

En attendant, je m'empresse de vous faire connaître, pour ce qui concerne la seconde partie de votre office du 12 de ce mois, que M. le Ministre des Travaux Publics est tout disposé à prendre les dispositions nécessaires pour que l'on réserve une place, soit dans les convois des chemins de fer, soit sur les paquebôts nationaux, pour l'agent des postes Britanniques qui serait chargés d'accompagner la malle des Indes.

Veuillez, &c.

pour le Ministre,

Si James Hudson, K.C.B. (signé) *Melegari.*

No. 24.

(No. 597—N.)

Mr. *F. Hill* to Mr. *Hammond.*

Sir, General Post Office, 16 July 1862.

WITH reference to my letter of the 6th ultimo, on the subject of the proposed transmission of the mails to and from India, &c., by way of Ancona, I am directed by the Postmaster General to request that you will inform Earl Russell that, since the dispatch of that letter, his Lordship has been in communication with Monsieur Vandal, Director General of the Posts of France, for the purpose of ascertaining what arrangements the French Post Office are able and willing to make for the conveyance of the mails in question between Paris and the frontier of Italy.

Under the existing arrangement, and which it would be difficult to disturb, the Indian mails leave London at 8.0 p.m., and reach Paris at 7.20 on the following morning. They are dispatched from Paris to Lyons at 11.5 a.m., and reach Macon about half-past 8 in the evening.

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evening. The line in the direction of Turin branches off from the Lyons line at Macon, but there is no train on that line fitted to the dispatch from Paris at 11.5 a.m.

It appears by a letter just received from M. Vandal, that there is only one train daily from Paris by which mails are forwarded to Turin, and that this train leaves Paris at 8.0 p.m. Consequently the Indian mails, if sent through Turin, must either remain more than 12 hours in Paris, or a special train must be employed from Macon to St. Michel, the furthest point to which the railway goes.

With respect to the arrangements for the conveyance of those mails between St. Michel and Susa, at which the railway commences on the Italian side of the Alps, M. Vandal estimates that the lowest expense which it would be necessary to incur for this part of the service would amount to 450,000 francs, or about 18,000 *l.* per annum; and this is on the assumption that the whole service, whether on the French or the Italian territory, is performed by one contractor.

In giving this estimate M. Vandal points out that it will be requisite that this department should repay to the French Post Office all disbursements which the transit of the Indian mails may occasion over and above those now incurred in the carriage of the mails by the route of Marseilles.

The Postmaster General has directed me to transmit with this letter an extract of that part of the communication received from M. Vandal, which contains the estimate before referred to, and to request that you will move Earl Russell to forward it to Her Majesty's Minister at Turin, with instructions to ascertain whether the Italian Government can suggest any means by which the transit of the mails across Mont Cenis can be efficiently performed at a lower rate.

I am at the same time to observe that the Postmaster General cannot believe that Her Majesty's Government would be willing, for the sake of the utmost acceleration that could be obtained by the use of the Ancona route, to bear the great additional expense which it now appears likely that the change would occasion, whilst if this expense be not incurred, it seems doubtful whether any acceleration could be obtained.

In considering the question of sending the Indian mails through Italy, there is one very important fact which must not be lost sight of, and that is that the railways between Culoz and St. Michel, between Susa and Turin, and between Alessandria and Ancona, are single lines only.

Owing to this circumstance there must always be great risk of delay, and the Postmaster General will be glad if Sir James Hudson be directed to ascertain whether there is any intention of laying down a second line of rails on the railroads mentioned, and, if so, how soon this is likely to be done.

I have, &c.
(signed) *F. Hill.*

E. Hammond, Esq., Foreign Office.

No. 25.

Sir *Rowland Hill* to M. *Vandal.*

(No. 597—N.)

General Post Office, London,
17 July 1862.

Sir,

I AM directed by the Postmaster General to acknowledge the receipt of your letter of the 5th instant (52,529) on the subject of the contemplated transmission of the British Overland Mails to and from India, China, and Australia, by way of Ancona.

In adverting to the advantages of the present route, by way of Marseilles, over that *viâ* Ancona, you call attention to the fact that the former offers throughout its extent a double line of rails, without any break, whilst over several portions of the route between Macon and Ancona the line is only a single one, and you observe that the speed maintained on the Marseilles route, already great, may, no doubt, be ultimately augmented.

With reference to this remark, I am desired by his Lordship to request that you will be good enough to inform him whether there is any present intention of increasing the rate of speed of the express trains between Calais and Marseilles, and, if so, to what extent.

I have, &c.
(signed) *Rowland Hill.*

Monsieur E. Vandal, &c. &c. &c.,
Paris.

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App. No. 1.

No. 26.

(No. 605, Juillet 1859.—Tel.)

M. Vandal to Sir *Rowland Hill.*

Direction Générale des Postes.
1re Division.
Bureau de la Correspondance Étrangère.
Nota.—Vous êtes prié de reppeler en marge de vôtre réponse, le nom du Bureau d'où est partie la lettre ci-contre.
Marche des trains entre Calais et Marseille.

Monsieur, Paris, le 21 Juillet 1862.

PAR la lettre que vous m'avez fait l'honneur de m'écrire le 17 Juillet courant, vous me demandez si mon Administration est dans l'intention de faire accélérer la marche des trains entre Calais et Marseille.

Je m'empresse de vous faire connaître que mon Administration n'a en ce moment aucun projet ayant pour but l'accélération du transport des dépêches entre Calais et Marseille.

Agréez, Monsieur, l'assurance de ma haute consideration.

Le Conseiller d'Etat, Directeur Général des Postes.

(signé) *E. Vandal.*

Sir Rowland Hill,
Secrétaire de l'Office Générale des Postes à Londres.

No. 27.

(No. 622—N.)

Sir *Rowland Hill* to Mr. *Layard*, M.P.

Sir, General Post Office, 21 July 1862.

I HAVE laid before the Postmaster General your letter of the 14th instant, and its enclosures, from Sir James Hudson, and in the reply to the inquiries made by the Italian Government in the Despatch dated the 25th ultimo, I am directed to state to you, for the information of Earl Russell, that the special trains used in France for the conveyance of the Indian and Australian mails, are provided entirely at the cost of the French Post Office, and that this department is unable to afford any information with reference to the conditions under which such trains are employed, or the expense incurred in using them.

As regards the inquiry as to the time occupied in conveying the mails from Marseilles to Calais, and *vice versâ*, his Lordship desires me to state that, in the ordinary course, the outward mails are always carried by the regular mail train leaving Calais at 1.30 a.m., and the time occupied in the journey to Marseilles is 29 hours. On the homeward journey the mails leave Marseilles (if in time) by the regular mail trains, and occupy about 27 hours in the journey to Calais. If too late for the regular train, a special train is used, whenever it can be employed with advantage, to overtake the mail train.

I am, &c.

A. H. Layard, Esq., M.P., &c. &c. &c.
Foreign Office.

(signed) *Rowland Hill.*

No. 28.

Mr. *Hammond* to the Secretary to the Post Office.

Sir, Foreign Office, 20 September 1862.

No. 323.

WITH reference to your letter of the 16th of July, I am directed by Earl Russell to transmit to you, to be laid before the Postmaster General, a Despatch from Her Majesty's Minister at Turin, enclosing the answer which he has received from the Italian Government upon the question of the transmission of the Indian mails *viâ* Ancona, and I am to request that these papers may be returned to this office when done with.

I am, &c.

The Secretary to the General Post Office.

(signed) *E. Hammond.*

Enclosure 1, in No. 28.

Sir *James Hudson* to Earl *Russell.*

My Lord, Turin, 5 September 1862.

WITH reference to your Lordship's Despatch, No. 189, of the 21st July last, enclosing copy of a letter from the General Post Office, pointing out certain difficulties which stand in the way of carrying out a scheme which had been proposed for the transmission of the Indian mails *viâ* Ancona, I have the honour herewith to enclose the copy of a note, and its enclosures (with translation of the latter), which has been addressed to me by General Durando, in reply to a note of mine of the 25th of July, in which I communicated to his Excellency the letter from the General Post Office above referred to.

No. 1. August 28, 1862.
No. 2.
No. 3. Translation.

I have, &c.

The Earl Russell, K.G., &c. &c. &c.

(signed) *James Hudson.*

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