

Enclosure 2, in No. 28.

Monsieur le Ministre,

Turin, le 28 Août 1862.

PAR la note dont je m'empresse de joindre ici une copie, mon collègue au Département des Travaux Publics répond aux observations faites par la Direction des Postes Anglaises sur les difficultés qu'on rencontrerait dans l'établissement d'un service pour le transport de la malle des Indes sur le territoire Italien d'Ancone à Suse, et à travers le Mont Cenis, observations qui trouvent leur explication dans les documents joints à votre note du 25 Juillet dernier.

De cette réponse il résulte que ces difficultés pourraient bien être aplanies, moyennant des accords avec l'Administration des Postes Françaises et avec celle des chemins de fer Français, le Gouvernement du Roi étant de son côté disposé à y concourir de bon gré.

En vous priant, Monsieur le Ministre, de communiquer la dite réponse de mon collègue à l'Administration des Postes Anglaises, j'attendrai que vous vouliez bien me faire connaître les dispositions que cette Administration croira prendre par conséquent sur ce sujet.

Je saisis en même temps l'occasion,

&c. &c.

Pour le Ministre,

(signé) Melegari.

Sir James Hudson.

Enclosure 3, in No. 28.

(Translation.)

COPY of a Note of the Ministry of Public Works, dated 21st August 1862.

FROM the Report of the Director General of the British Post Office, communicated to this Ministry the 30th July, the undersigned has observed that many serious obstacles present themselves to the proposed conveyance of the Indian mail *via* Ancona, consisting chiefly, firstly, in the enormous expense which, from the calculations of the Administration of the French Post, the transit over Mount Cenis would occasion; 2ndly, from there being only one direct train between Turin and Macon; 3rdly, from the absence of a double rail on the line of Culoz, St. Michel, Turin, and Susa, and between Alessandria and Ancona.

The undersigned has procured the most ample information upon the eventual cost of the transfer of the Indian mail between Susa and St. Michel; and it results, from the estimates of the French Post, that the expense, which was rated at 450,000 francs, has been greatly exaggerated, for it is not a question of organising a new service of transit, for which certainly that sum would not have been excessive, but of merely amplifying the existing one.

The Administration of Conveyance over Mount Cenis, which unites with the two branches of the Victor Emmanuel line at Turin, of Susa and St. Michel to Culoz, is bound to provide the needful for the conveyance of an indefinite number of passengers and goods. However, it was found practicable to make accurate estimates, from which it results that the transport of the Indian mail over Mount Cenis may be confidently rated at a cost not exceeding 100,000 francs per annum.

The fact that only one direct train between Turin and Macon exists, is undoubtedly a drawback to our relations with France, and which for some time past has been matter of regret; but assuredly, on the Italian side, there would be no opposition to the establishment of two direct trains, were France disposed to concur.

The third difficulty is the greatest, as it arises from the want of a double line between Culoz and St. Michel, between Turin and Susa, and between Alessandria and Ancona. But that difficulty would be greatly diminished by the establishment of a second train direct between Macon and Turin, for these trains might be, as a general rule, used for the transport of the Indian mail in the direction of Susa to Ancona, as the arrival at Susa might be regulated at fixed hours. In the contrary direction, viz., from Ancona to Susa, when the departure would depend upon the arrival of the steamers, the need of special trains to catch the postal train, as is practised in France, would frequently occur. Upon this point the Italian railway companies interested therein are entirely disposed to provide special trains, upon the same conditions as they are now supplied by the French railways. It must, however be understood that the prices established by the Italian Administration of Posts for the transit of the Indian mail from Ancona to the French frontier, proposed at the rate of 30 centimes per ounce for letters, and of 50 centimes per kilogramme for book post, was not to comprise the obligation on the part of the Administration to incur the extraordinary expense of special trains, nor of the transport over Mount Cenis, it being evident that such would not be sufficient to cover even the cost of the special trains alone.

App. No. 1.

By the note of the British Legation, with the accompanying Ministerial Despatch of the 12th instant, it would appear that the actual cost of special trains between Calais and Marseilles is incurred by the Administration of the French Post. Certain unofficial information, which there were grounds for believing correct, led to the belief that the cost was borne by the British Government.

However it may be, it should be remarked that the price of 1*l.* for 30 grammes weight of letters paid by England to France for the transit of the Indian mail over French territory, is nearly four times as much as we offered, and therefore not only sufficient to compensate the French Administration for any cost incurred by the transport of the said mail, but also to leave a large profit.

From this it would not appear that the obstacles alluded to in the note of the Directors of the British Post are of a nature to abandon the project of the transport of the Indian mail *viâ* Ancona.

The enclosures in the note from the Ministry of the 30th July are herewith returned.

The Minister,
(signed) *Jo. Depretis.*

No. 29.

(No. 802—N.)

Mr. F. Hill to Mr. Hammond.

Sir,

General Post Office, 16 October 1862.

I HAVE laid before the Postmaster General your letter of the 20th ultimo, enclosing copy of a Despatch from Her Majesty's Minister at Turin, forwarding an answer which he has received from the Italian Government, upon the question of the transmission of the Indian mails *viâ* Ancona.

It appears from the report now furnished by the Minister of Public Works, dated 21st August 1862, that the prices fixed by the Italian Administration of Posts in the Report of the 28th April last, for the transit of the Indian mails from Ancona to the French frontier, at the rate of 30 centimes per ounce for letters, and of 50 centimes per kilogramme for printed papers, do not include the expense of special trains, nor the transport of the mails over Mount Cenis.

The interpretation, however, which the British Post Office put on the report referred to, was different from this, it being stated in that report "that the postal facilities offered are not the only advantages which the King's Government is willing to concede; that 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."

From the foregoing statement it was fully understood that the sum for which the Italian Government had offered to convey the mails over the Italian territory would include all expenses of conveyance, whether by express trains between Ancona and the French frontier, or by the exceptional means of transport over Mount Cenis; and it was in consequence of this understanding that, in my letter to you of the 6th June last, I stated that the terms offered by the Italian Government were quite satisfactory to this department.

If the view originally taken by this department as to the offer of the Italian Government was erroneous, the whole question of the transit rate to be paid for the Indian mails *viâ* Ancona, must be re-opened; and, therefore, before proceeding further in the matter, the Postmaster General requests that Earl Russell will have the goodness to instruct her Majesty's Minister at Turin to communicate the above observations to the Italian Government, and if that Government still thinks the railway sufficiently advanced to make it desirable at the present stage to pursue the matter further, to inquire at what rate per ounce for letters, and per kilogramme for printed papers, it would undertake the entire cost and responsibility of conveying the mails over the Italian territory, including the passage of Mount Cenis, and the employment, whenever necessary, of express trains, and also in what number of hours it would guarantee the complete transit to and from the French frontier.

When this information is supplied it will be necessary, before coming to a decision, to obtain similar information respecting the transit through France.

E. Hammond, Esq.,
Foreign Office.

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

P. S.—I return, as requested, the enclosures which accompanied your letter.

No. 30.

Mr. Hammond to Sir Rowland Hill.

Sir,

Foreign Office, 15 October 1863.

WITH reference to previous correspondence upon the subject of the transmission of the Indian mails through Italy, I am directed by Earl Russell to inclose to you, for the consideration of the Postmaster General, a copy of a despatch from Her Majesty's Consul General at Naples, recommending that an Englishman should be appointed vice-consul at Brindisi, in the event of the Indian mails being sent by that post.

I am also to transmit to you a copy of a letter which has been received from the India Office upon this subject; and I am to request that you will move the Postmaster General to inform Lord Russell of the decision he may come to in regard to the passage of the Indian mail through Brindisi.

No. 56.

Sir Rowland Hill, K.C.B.

I am, &c.
(signed) E. Hammond.

Enclosure 1, in No. 30.

(No. 56—Consular.)

Mr. Bonham to Earl Russell.

My Lord,

Naples, 22 September 1863.

WITH reference to my despatch, No. 52, Consular, of 11th September, I have the honour to report to your Lordship that great progress is being made in the railway along the coast of the Adriatic, the works being, I am assured, in a forward state all along the line; it is already opened to Ortona, in the Abruzzi Litorale, and there seems reason to hope that it will be completed and opened to Foggia by the beginning of December, and to Brindisi, in January 1864.

The postal authorities here believe that as soon as this line is opened the Indian mail will be sent by way of Brindisi instead of by Marseilles; whether they have grounds for this belief I am, of course, unable to say; but if such should be the intention of Her Majesty's Government, I would venture to submit to your Lordship, that it is very important the post of vice-consul at Brindisi should be occupied by an Englishman instead of by a native, as that port will in such case speedily become a place of importance, and the amount of English interests large.

The projected lines from hence to the Adriatic coast are, unfortunately, by no means in so forward a state; and it will, I fear, be some years before a direct communication can be completed between this coast and the Adriatic, owing to the great difficulty of crossing the Apennines.

The Earl Russell,
&c. &c. &c.

I have, &c.
(signed) E. W. Bonham.

Enclosure 2, in No. 30.

Mr. Baring, M.P., to the Under Secretary of State for Foreign Affairs.

Sir,

India Office, S.W., 10 October 1863.

IN acknowledging the receipt of your letter, dated 2nd October 1863, I am directed by the Secretary of State for India in Council, to convey his thanks to Earl Russell for the accompanying copy of Mr. Bonham's letter relative to the probable completion of the railroad to Brindisi, and to state that it rests with Her Majesty's Postmaster General to determine whether, on the opening of the railway, that port shall be made use of for the transit of the Indian mails.

The Under Secretary of State,
for Foreign Affairs.

I am, &c.
(signed) T. G. Baring.

No. 31.

Mr. Baring, M.P., to the Secretary to the Post Office.

Sir,

India Office, S.W., 10 October 1863.

WITH reference to my letter dated 20th December 1861, 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 he has learnt from a despatch of Her Majesty's consul at Naples, that the railroad to Brindisi will probably be opened in January 1864, and he requests to be informed whether, with reference to the importance of shortening as much as possible the time occupied in the transit of the mails to and from India, it is the intention of Lord Stanley of Alderley to make any change in the route of the Indian mails in consequence of the extension of railway communication to the south east coast of Italy.

The Secretary, General Post Office.

I am, &c.
(signed) T. G. Baring.

App. No. 1.

No. 32.

Mr. F. Hill to Mr. Hammond.

Sir,

General Post Office, 15 October 1862.

WITH reference to my letter of the 16th October 1862, I am directed by the Postmaster General to inquire whether Earl Russell has received from Her Majesty's minister at Turin, any further information respecting the terms on which, in the event of the mails between this country and India and Australia being forwarded *viâ* Ancona or Brindisi, the Italian Government would undertake the entire cost and responsibility of conveying those mails over the Italian territory, including the passage of Mont Cenis, and the employment whenever necessary of express trains; as well as the information asked for as to the number of hours in which the Italian Government would guarantee the complete transit of the mails to and from the French frontier.

If Lord Russell has not yet received a reply to these questions, Lord Stanley of Alderley will be glad if his Lordship will be good enough to write again to Her Majesty's Minister at Turin on the subject.

E. Hammond, Esq., Foreign Office.

(signed) F. Hill.

No. 33.

Mr. Hammond to Sir Rowland Hill.

Sir,

Foreign Office, 15 October 1863.

WITH reference to previous correspondence upon the subject of the transmission of the Indian Mails through Italy, I am directed by Earl Russell to inclose to you, for the consideration of the Postmaster General, a copy of a despatch from Her Majesty's Consul General at Naples, recommending that an Englishman should be appointed vice-consul at Brindisi, in the event of the Indian mails being sent by that port.

I am also to transmit to you a copy of a letter which has been received from the India Office upon this subject, and I am to request that you will move the Postmaster General, to inform Lord Russell of the decision he may come to in regard to the passage of the Indian Mail through Brindisi.

Sir Rowland Hill, K.C.B.
&c. &c. &c.

I am, &c.
(signed) E. Hammond.

Enclosure 1, in No. 33.

(No. 56.—Consular.)

Mr. Bonham to Earl Russell.

My Lord,

Naples, 22 September 1863.

WITH reference to my Despatch No. 52, Consular, of 11th September, I have the honour to report to your Lordship that great progress is being made in the railway along the coast of the Adriatic, the works being, I am assured, in a forward state all along the line. It is already opened to Ortona, in the Abruzzi Litteriore, and there seems reason to hope that it will be completed and opened to Foggia by the beginning of December, and to Brindisi in January 1864.

The postal authorities here believe that as soon as this line is opened, the Indian Mail will be sent by way of Brindisi instead of by Marseilles. Whether they have grounds for this belief, I am of course unable to say; but if such should be the intention of Her Majesty's Government, I would venture to submit to your lordship that it is very important the post of vice-consul at Brindisi should be occupied by an Englishman instead of by a native, as that port will in such case speedily become a place of importance, and the amount of English interests large.

The projected lines from hence to the Adriatic coast are unfortunately by no means in so forward a state, and it will, I fear, be some years before a direct communication can be completed between this coast and the Adriatic, owing to the great difficulty of crossing the Apennines.

The Earl Russell,
&c. &c. &c.

I have, &c.
(signed) E. W. Bonham.

Enclosure 2, in No. 33.

Mr. Baring, M.P., to the Under Secretary of State for Foreign Affairs.

Sir,

India Office, S.W., 10 October 1863.

IN acknowledging the receipt of your letter dated 2nd October 1863, I am directed by the Secretary of State for India in Council to convey his thanks to Earl Russell for the accompanying copy of Mr. Bonham's letter relative to the probable completion of the railroad

railroad to Brindisi, and to state that it rests with Her Majesty's Postmaster General to determine whether, on the opening of the railway, that port shall be made use of for the transit of the Indian mails. App: No. 1.

The Under Secretary of State
for Foreign Affairs.

I am, &c.
(signed) *T. G. Baring.*

No. 34.

Mr. F. Hill to Mr. Hammond.

Sir,

General Post Office, 21 October 1863.

WITH reference to your letter of the 15th instant, I am directed by the Postmaster General to inform you that his lordship is unable to come to a decision on the question of forwarding the Indian mails through Italy, until he has ascertained the conditions on which the Italian Government would undertake the expense and responsibility of conveying those mails over the Italian territory, and the time in which they would guarantee the transit of the mails.

In my letter of the 16th October 1862 I requested that Earl Russell would be good enough to obtain information on these points through her Majesty's minister at Turin, and in my letter of the 15th instant, I renewed the request; and pending the receipt of such information, Lord Stanley of Alderley will defer making a definitive reply to the question asked in your letter.

E. Hammond, Esq.,
Foreign Office.

(signed) *F. Hill.*

No. 35.

Mr. Hammond to the Secretary to the Post Office.

Sir,

Foreign Office, 17 February 1864.

WITH reference to your letters of the 16th and 21st of October last, I am directed by Earl Russell to transmit to you herewith, for the information of Her Majesty's Postmaster General, a copy of a despatch from Her Majesty's minister at Turin, forwarding the reply of the Italian Government as to the terms and conditions on which they would undertake to forward through Italy the English mails for India and China.

The Secretary
to the General Post Office.

I am, &c.
(signed) *E. Hammond.*

P.S.—I am to request that the enclosures in Mr. Elliot's letter, which are sent in original, may be returned to this office when done with.

Enclosure 1, in No. 35.

(No. 32.)

The Hon. H. Elliot to Earl Russell.

My Lord,

Turin, 3 February 1864.

By your despatch No. 9, of 19th October last, your lordship instructed me to recall the attention of the Italian Government to the inquiries which had already been made by Her Majesty's Government respecting the terms and conditions upon which they would be disposed to undertake the conveyance of the mails between England and India and China through the Italian territory.

I have now received from the Italian Government the note of which I have the honour to enclose a copy, as well as a translation of its enclosure, in reply to these inquiries.

Your lordship will perceive from these documents that the Italian Government is willing to undertake the conveyance of the mails from St. Michel, in Savoy, including the crossing of Mont Cenis, at the following rates:—

To Ancona, 50 centimes per oz. of 30 grammes for letters, and per kilogramme for printed papers.

To Brindisi, 75 cents. per oz. for letters, and per kilogramme for printed papers

If Her Majesty's Government are disposed to make use of Italian steamers for the conveyance of the letters to Alexandria, this Government is prepared to take them at the rate of 40 cents. per oz. for letters, and per kilogramme for printed papers, guaranteeing a speed of 10 knots an hour; the proposed charge from Brindisi being apparently the same as that from Ancona, notwithstanding the considerably shorter distance of the passage from the former port.

The rates above given are upon the understanding that Her Majesty's Government guarantee a minimum weight of 664,000 ounces.

According to the enclosed statement the mail could be conveyed from London by Ancona to Alexandria in 170 hours, being a gain of 15 hours over the Marseilles route, and

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when

App. No. 1.

when the railway at present under construction is open to Brindisi, the time to Alexandria from London would then be 154 hours, making a saving of 31 hours upon the Marseilles line.

The Earl Russell, K.G.

I have, &c.
(signed) H. Elliot.

Enclosure 2, in No. 35.

M. le Ministre,

Turin, 1 Février 1864.

PAR un office en date du 23 Octobre dernier vous avez exprimé au nom de votre Gouvernement le désir d'avoir au plutôt une réponse à la dernière communication de votre honorable prédécesseur concernant l'éventualité du passage de la malle des Indes à travers l'Italie, notamment de connaître à quel prix par once de lettres et par kilogramme d'imprimés l'Administration Italienne se chargerait, dans le cas prévu, du transport à tous ses frais de la malle des Indes de St. Michel (Savoie) à Ancône et *vice versa*, et en combien d'heures le parcours entre ces deux points pourrait s'effectuer.

La communication sus-mentionnée de Sir J. Hudson n'avait point été perdue de vue, mais le Département des Travaux Publics, avait pensé qu'il était préférable de remettre l'examen des détails pratiques de la question au moment où l'état d'avancement des travaux du chemin de fer du littoral Italien de l'Adriatique permettrait d'envisager la question du transit de la malle des Indes par le territoire Italien, non seulement au point de vue du transport de la malle à Ancône, mais aussi à celui du transport jusqu'à Brindisi, comme port d'embarquement.

La construction du dit chemin de fer a fait dans l'intervalle des progrès rapides; et l'Administration des Travaux Publics, de qui dépend aussi la Direction Générale des Postes, est occupée dès lors de recueillir les données et d'établir les calculs nécessaires pour répondre dans des termes positifs aux demandes que rappelle votre office précité. Le résultat de cette information se trouve consigné dans une note que j'ai l'honneur de vous adresser sous ce pli et dont le contenu me paraît de nature à satisfaire de la manière la plus complète les désirs exprimés à ce sujet par l'administration des postes Britanniques.

Vous y remarquerez, M. le Ministre, qu'en prenant pour base le poids net des lettres et imprimés contenus dans la malle des Indes, tel qu'il a été indiqué par la direction des postes Britanniques, l'Administration Italienne se chargerait de leur transport à tous ses frais, de St. Michel à Ancône et *vice versa*, au prix de 50 centimes par once (30 gra.) de lettres et par kilogramme d'imprimés; de St. Michel à Brindisi au prix de 75 centimes par once des lettres et par kilogramme d'imprimés.

Vous y verrez également qu, suivant les calculs de l'Administration Italienne, le transport de la malle des Indes pourrait s'effectuer, sans les cas de mauvais temps extraordinaires ou d'accidents imprévus, de Londres à Alexandrie d'Egypte en 170 heures par la voie de Ancône, et en 154 heures par la voie de Brindisi, tandis que le même trajet exige 185 heures par la voie actuelle de Marseille.

Enfin, vous remarquerez aussi dans la note ci-jointe que dans le cas où la direction des postes Anglaises serait disposée à se servir des paquebôts Italiens pour le transport de la malle des Indes d'Ancône ou de Brindisi à Alexandrie, l'Administration Italienne se chargerait encore du transport maritime au prix de 40 centimes par once de lettres et par kilogramme d'imprimés, en garantissant une vitesse moyenne semestrielle de 10 noeuds par heures.

Veillez agréer, &c.
(signé) M. Cerruti.
Pour le Ministre.

A l'Honorable Henry Elliot,
&c. &c. &c.

Enclosure 3, in No. 35.

(Translation.)

It was difficult till now to find a fitting opportunity of forwarding Her Britannic Majesty's note upon the transit of the Indian mail over Italian territory, without previously collecting all the required data to establish a starting point for negotiation upon a matter of such importance, and of evidently reciprocal advantage.

These were not to be obtained until after the opening of the Ancona Susa Line, which, though in activity for some time past, required some modification for the subsequent opening of the Foggia Susa Line, and for the opening of the important Brindisi Susa Line, which will soon take place.

In the aforesaid note of the British Legation, the English Government expresses a wish to know precisely the price which it would have to pay per ounce for despatches, and that per kilogramme for book-post in return for which the Italian Government would assume the responsibility and cost of transport of the Indian mail over Italian territory, inclusive of the Cenis Road, and express conveyance whenever required; as also to know in what time the transit would be performed and guaranteed to the French frontier.

Not to dwell upon the evident advantage which the Italian route presents for celerity, it remains only to explain the mode and means by which the transit of the same over Italian territory can be effected.

Admitting

50 centimes.

75 centimes.

170 heures.

154 heures.

185 heures.

40 centimes.

Admitting the gross weight of the Indian mail adduced from the official data of the English post (marked A.) not to exceed three tons per journey, and that only in cases of conveyance of the Australian mail, this weight would amount to six tons. The Italian Government is of opinion that it might guarantee the transport from St. Michel to Susa in seven hours' time, excepting in the event of bad weather and extraordinary and exceptional accidents. Whenever, therefore, the British Government shall obtain from the French Government that the omnibus train which leaves Culoz at 9.35 a.m., and which is in correspondence with the trains which leave Paris at 8 p.m. of the preceding day, shall be required to arrive at St. Michel at 12.35 p.m., instead of 1.35 p.m. easily to be accomplished, as the distance is only 135 kilometres, a very advantageous combination would be obtained, whereby the Indian mail might, for instance, be despatched from London in the morning of the 4th, would arrive at St. Michel on the 5th, at 12.35 p.m.; at Ancona, the 6th, at noon; and at Alexandria on the 11th, at 7 a.m.; thus not employing more than 170 hours between London and Alexandria, whereas *viâ* Marseilles, not less than 185 hours are required, as shown in the accompanying Table:

<i>Viâ</i> MARSEILLES.			<i>Viâ</i> ANCONA.		
STATION.	Days.	Hours.	STATION.	Days.	Hours.
Departure from London - -	3 Feb.	7.30 p.m.	Departure from London - -	4 Feb.	7.30 a.m.
" from Marseilles - -	5 "	7 a.m.	" " Paris - -	4 "	8 p.m.
Arrival in Alexandria - -	11 "	12 noon.	Arrival at St. Michel - -	5 "	12.30
			Departure from St. Michel - -	5 "	1.0
			Arrival Susa - -	5 "	8.0
			Departure from Susa - -	5 "	8.30
			Arrival Ancona - -	6 "	12 noon.
			Departure from Ancona - -	6 "	3 p.m.
			Arrival Alexandria - -	11 "	10 a.m.
TOTAL - - -		185 hours.	TOTAL - - -		170 hours.

In the direction from Ancona to Susa, express trains are required for the transport of the mail every journey, as there is now only one train which leaves Ancona in direct correspondence with that which leaves St. Michel for Paris at 12.35 p.m. In the supposition that the Indian mail from Alexandria be despatched on the 4th, it would arrive at Ancona on the 9th, about 7 a.m., and be forwarded by a special train not later than 12 noon, to arrive at St. Michel on the 10th, at 11 a.m., leaving by the express train at 12.35, to arrive on the morning of the 11th in Paris, and in London on the evening of the same day, whereas *viâ* Marseilles, it would not arrive before the morning of the 12th, as will be seen in the following Table, which shows that in the route from Ancona to London the Italian way also offers a decided advantage over that of Marseilles.

<i>Viâ</i> MARSEILLES.			<i>Viâ</i> ANCONA.		
STATIONS.	Days.	Hours.	STATIONS.	Days.	Hours.
Departure from Alexandria - -	4 Feb.	12 noon.	Departure from Alexandria - -	4 Feb.	12 noon.
Arrival Marseilles - - -	10 "	10 p.m.	Arrival Ancona - - -	9 "	7 a.m.
" Paris - - -	11 "	6.30	" St. Michel - - -	10 "	11 "
" London - - -	12 "	6.45 a.m.	" Paris - - -	11 "	6 "
			" London - - -	11 "	5.45 p.m.
TOTAL - - -		187 hours.	TOTAL - - -		174 hours.

The advantage to the British Government thus proved in regard to celerity for the Indian mail *viâ* Italy, it now remains, in accordance with the request of the English Government, to establish a rate of charge for every ounce of despatches.

Taken for granted that the weight of letters and book-post contained in the mails to and from India averages, as stated by the English post office (reference B), 19,344 kilogrammes of despatches per annum, equal to 664,000 ounces and 108,000 kilogrammes book-post, the rate for transit which the British Government should pay to the Italian Government should not be less than 56 centimes for every ounce of despatches (30 grains), nor less than 50 centimes per kilogramme for book-post.

Hitherto we have treated upon hypothesis that the transport both to and from India should be by Italian steamers; but as we have said above, the land transit will eventually be as far as Brindisi, and it becomes necessary to give our attention to this circumstance, which will ensure an incontestable preference for the Italian transport of the Indian mail.

App. No. 1. We have said that the mail despatched from London on the morning of the 4th, would reach Ancona at noon on the 6th.

If we substitute the port of Brindisi, the mail arriving at Ancona at noon, and starting at 12.30, would reach Brindisi at 4 a.m. of the 7th.

The steamer would leave Brindisi about 7 a.m., and reach Alexandria on the 10th at 5 p.m., the distance from Brindisi to Alexandria being only 822 marine miles, and hence not more than 82 hours sea voyage.

By the following itinerary, it would result that the transport from London to Alexandria would not take more than 154 hours, and we may here observe that, when the line is provided with a double rail, a greater speed may be obtained :

STATION.	Days.	Hours.
Departure from London - - - -	4	7.30 a.m.
Arrival at Brindisi - - - - -	7	3 "
Departure from Brindisi - - - - -	7	7 "
Arrival at Alexandria - - - - -	10	5 "
TOTAL - - -		154 hours.

But even with the accomplishment of the Brindisi Line to St. Michel, the same necessity exists of trains extraordinary on the arrival of every Indian mail, which involves an increase of expenditure, and obliges the Italian Government to increase the rate of transit for the British Government of from 50 to 75 centimes for every ounce of despatches, and for every kilogramme of book-post.

In summing up what has been stated as the basis upon which the Italian Government would be disposed to treat with the British Government, we have the following results :

1st. The Italian Government would assume the charge and responsibility of conveying the Indian mail from St. Michel to Ancona, and *vice versa*, within 24 hours, and from St. Michel to Brindisi in 40 hours, save and except in bad weather or casualties.

2nd. The Italian Government also undertakes all expenditure required to ensure the transport of the Indian mail between St. Michel and Ancona or Brindisi; and in return the British Government will reimburse the Italian Government, as follows :

(a.) For the transport of the Indian mail, *via* St. Michel and Ancona, 50 centimes per ounce of despatches (30 grains), 50 centimes for book-post.

(b.) For the transport of the Indian mail, between St. Michel and Brindisi, 75 centimes per ounce for despatches, and 75 centimes per kilogramme for book-post.

These charges have been rated at the minimum, upon the basis that the net weight of the correspondence contained in the Indian mail for one month, and that the British Government will guarantee such weight at the lowest, for if less than 66,400 ounces of despatches the Italian Government would not be reimbursed for the actual outlay it would have to incur.

It is advisable to show that, as the Italian Government upon this important question is far from speculating upon the transit over its territory, a clause might be inserted in the conditions whereby the rights of transit should be subject to revisal after a period of two years; and if the requirement of express trains was not so frequent, and which is now the main outlay, a reduction might be practicable.

If, however, the British Government were not opposed to availing itself of the Italian steamers for the transport of the Indian mail between the ports of Ancona or Brindisi, and that of Alexandria, the Italian Government would also undertake the maritime conveyance, lowering the price to 40 centimes per ounce of despatches, and to 40 centimes per kilogramme of book-post, and would guarantee a medium speed in six months of ten knots per hour.

Should the above-stated basis be found by the British Government favourable to an understanding upon the matter the Italian Government would hope to avail itself of the opportunity for revising the postal convention with Great Britain, of the 12th December 1857, and obtaining a reciprocity of advantages in the reduction of the rates now paid for the transport of despatches by the British transatlantic steamer.

January 1864.

Enclosure 4, in No. 35.

ITINERARY of the Indian Mail between *London* and *Alexandria*, and *vice versa*.

O U T W A R D.

Viâ MARSEILLES.			Viâ ANCONA.			Viâ BRINDISI.		
STATIONS.	Days.	Hours.	STATIONS.	Days.	Hours.	STATIONS.	Days.	Hours.
Departure from London -	3 Feb.	7-30 p.m.	Departure from London	4 Feb.	7-30 a.m.	Departure from London	4 Feb.	7-30 a.m.
" " Marseilles	5 "	7 a.m.	" " Paris -	4 "	8 p.m.	Arrival Brindisi -	7 "	3 "
Arrival Alexandria -	11 "	12 noon.	Arrival St. Michel -	5 "	12-30 "	Departure Brindisi -	7 "	7 "
			Departure St. Michel -	5 "	1 "	Arrival Alexandria -	10 "	5 p.m.
			Arrival Susa -	5 "	8 "			
			Departure Susa -	5 "	8-30 "			
			Arrival Ancona -	6 "	12 noon.			
			Departure Ancona -	6 "	3 p.m.			
			Arrival Alexandria -	11 "	10 a.m.			
TOTAL - - -		185 hours.	TOTAL - - -		170 hours.	TOTAL - - -		152½ hours.

H O M E W A R D.

Viâ MARSEILLES.			Viâ ANCONA.			Viâ BRINDISI.		
STATIONS.	Date.	Hours.	STATIONS.	Date.	Hours.	STATIONS.	Date.	Hours.
Departure Alexandria -	4 Feb.	12 noon.	Departure Alexandria -	4 Feb.	12 noon.	Departure Alexandria -	4 Feb.	12 noon.
Arrival Marseilles -	10 "	10 p.m.	Arrival Ancona -	9 "	7 a.m.	Arrival Brindisi -	7 "	10 p.m.
" Paris -	11 "	6-30 "	" St. Michel	10 "	11 "	" St. Michel -	9 "	11 a.m.
" London -	12 "	6-15 a.m.	" Paris -	11 "	6 "	" Paris -	10 "	6 "
			" London -	11 "	5-45 "	" London -	10 "	5-45 p.m.
TOTAL - - -		187 hours.	TOTAL - - -		174 hours.	TOTAL - - -		150 hours.

Enclosure 5, in No. 35.

A.—STATEMENT of the average Number of Boxes despatched by each of the four Monthly Mails *viâ France*, to and from *India*, *China*, and *Australia*.

Approximate weight of each Box, its contents, and cubical measurement of each Mail.

FOR INDIA.

Mails Despatched.	Number of Boxes.				Gross Weight, Cubical Measurement.				
					Tons.	cwt.	qrs.	lbs.	English feet.
3rd day of every month -	89	-	-	-	2	3	8	-	178
10th " " -	92	-	-	-	2	2	1	-	184
18th " " -	87	-	-	-	2	1	3	20	174
26th " " -	282	-	-	-	6	4	3	9	670

FOR LONDON.

Mails on Arrival.	Number of Boxes.				Gross Weight, Cubical Measurement.				
					Tons.	cwt.	qrs.	lbs.	English feet.
4th day every month -	20	-	-	-	-	12	1	3	40
12th " " -	58	-	-	-	1	9	3	9	151
20th " " -	18	-	-	-	-	11	1	-	36
27th " " -	27	-	-	-	1	19	1	17	54

App. No. 1.

No. 36.

The Postmaster General to the Treasury.

My Lords,

General Post Office, 9 March 1864.

THE completion of the Italian Railway between Turin and Ancona has opened up a continuous and uninterrupted line of railway, with the exception of the break at Mont Cenis, between Calais and Ancona, and the Italian Government have made overtures, through Her Majesty's minister at Turin, for the conveyance by the route of Ancona of the Indian and Australian mails which are now forwarded *via* Marseilles.

Being impressed with the importance of shortening, to the utmost possible extent, the time occupied in the transit of these mails, I requested Earl Russell to obtain from the Italian Government the fullest information as to the facilities they were prepared to afford for the carriage of the mails between the Italian frontier of France and the port of Ancona, and as to the terms upon which they would undertake the entire cost and responsibility of conveying the mails over the Italian territory, including the passage of Mont Cenis, and the employment, whenever necessary, of special trains.

I also requested that the Italian Government might be asked to state the number of hours in which they would guarantee the complete transit of the mails to and from the French frontier.

From the reply which I have now received (a copy * of which I enclose) it appears that the utmost gain that could be effected at present in the transit of the mails by the route of Ancona over that of Marseilles, would not be more than 15 hours, and that even this gain would be in part dependent on the acceleration by the French Government of an omnibus train which leaves Culoz for St. Michel in correspondence with the night mail train from Paris.

A further extension of the Italian railway to Brindisi is now in progress, and, I understand, will soon be open, when a saving of 31 hours, as compared with the time occupied by the Marseilles route, may, it is stated, be effected; and under these circumstances, I am of opinion that it is not desirable at present to disturb the arrangements for the conveyance of the Indian and Australian mails; but that it will be better to continue their transmission by the route of Marseilles until the railway from Turin to Brindisi is complete and open for public traffic, when the subject can be again considered.

If you Lordships concur in this view, I will inform Earl Russell, and also Sir Charles Wood, with whom I have been in communication on the subject of the decision come to.

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

No. 37.

(3846—11—3.)

Mr. F. Peel, M.P., to the Postmaster-General.

My Lord,

Treasury Chambers, 12 March 1864.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords have had before them your Lordship's letter of the 9th instant representing that the Italian Government have made overtures through Her Majesty's Minister at Turin for the conveyance by the route of Ancona of the Indian and Australian mails which are now forwarded *via* Marseilles. I am to state that my Lords concur with your Lordship in opinion that it is not desirable at present to disturb the arrangement for the conveyance of the Indian and Australian mails, but that it will be better to continue their transmission by the route of Marseilles until the railway from Turin to Brindisi is complete and open for public traffic, when the subject can be again considered.

I am to request that your Lordship will inform Earl Russell and Sir Charles Wood of this decision as proposed.

I am, &c.
(signed) F. Peel.

No. 38.

Mr. F. Hill to Mr. Hammond.

Sir,

General Post Office, 18 March 1864.

THE Postmaster General has had before him your letter of the 17th ultimo, in which you transmitted a copy of a despatch from Her Majesty's Minister at Turin, communicating the reply of the Italian Government as to the terms and conditions on which they would undertake to forward through Italy the English mails for India and China.

It appears, from Mr. Elliot's despatch, that the utmost gain that could be effected at present in the transit of the mails by the route of Ancona over that of Marseilles, would not

* See Letter No. 35, and Enclosures.

not be more than 15 hours, and that even this gain would be in part dependent on the acceleration by the French Government of an omnibus train which leaves Culoz for St. Michael in correspondence with the night mail train from Paris. A further extension of the Italian Railway to Brindisi is now in progress, and it is understood will soon be open, when a saving of 31 hours as compared with the time occupied by the Marseilles route, may, it is stated, be effected.

The Postmaster General has brought the whole subject under the consideration of the Lords of the Treasury, and, with their concurrence, he has decided not to disturb the present arrangement for the conveyance of the Indian and Australian mails, but to continue their transmission by the route of Marseilles until the railway from Turin to Brindisi is complete and open for public traffic, when the subject can be again considered.

Earl Russell will no doubt communicate this decision to the Italian Government.

E. Hammond, Esq.,
Foreign Office.

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

No. 39.

Mr. F. Hill to Mr. Baring, M.P.

Sir,

General Post Office, 18 March 1864.

THE Postmaster General duly had before him your letter of the 10th October last, in which, by direction of the Secretary of State for India in Council, you inquired whether it was his Lordship's intention to make any change in the route of the Indian mails, in consequence of the extension of railway communication to the South Eastern coast of Italy.

Before replying to that letter, Lord Stanley of Alderley thought it desirable to obtain from the Italian Government information as to the terms on which they would undertake to convey the Indian mails through Italy, and the number of hours in which they would guarantee the complete transit of those mails.

The information asked for has just been received through the Foreign Office, and it appears that the utmost gain that could be effected in the transit of the Indian mails by the route of Ancona over that of Marseilles would not be more than 15 hours, and that even this gain would be in part dependent on the acceleration by the French Government of an omnibus train, which leaves Culoz for St. Michael in correspondence with the night mail train from Paris. A further extension of the Italian Railway to Brindisi is now in progress, and, it is understood, will soon be open, when a saving of 31 hours as compared with the time occupied by the Marseilles route may, it is stated, be effected.

Under these circumstances the Postmaster General has brought the whole subject under the consideration of the Lords of the Treasury, and, with their concurrence, he has decided not to disturb the present arrangement for the conveyance of the Indian and Australian mails, but to continue their transmission by the route of Marseilles until the railway from Turin to Brindisi is complete and open for public traffic, when the subject can be again considered.

T. G. Baring, Esq., M.P.,
&c. &c.
India Office.

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

No. 40.

Mr. Hammond to the Secretary of the Post Office.

Sir,

Foreign Office, 23 November 1864.

WITH reference to previous correspondence upon the subject of the proposal for the conveyance through Italy of the Indian mails, I am directed by Earl Russell to transmit to you for the consideration of the Postmaster General a copy of a Despatch from Her Majesty's Minister at Turin upon the same subject.

The Secretary to the General Post Office.

I am, &c.
(signed) E. Hammond.

Enclosure in No. 40.

(No. 289.)

The Honourable H. Elliot to Earl Russell.

My Lord,

Turin, 2 November 1864.

M. JACINI, the Minister of Public Works, expresses much anxiety to know whether Her Majesty's Government would now be disposed to resume the consideration of the Italian route for the mails between Great Britain and India.

He says that the works of the railroad as far as Brindisi are so nearly finished, that their completion can now be foreseen with tolerable accuracy, but that if they are to be calculated for the passage of an express train, such as that which should convey the Indian mail, it would be necessary to make certain preparations, for which it would be a convenience for him to have sufficient notice.

I said I would readily make known his wishes to Her Majesty's Government, but it
0.43. X X appeared

App. No. 1. appeared to me that it would be more convenient if the Italian Government would express in writing their wish that the question should be considered, stating precisely the period at which they could undertake to commence the service.

I did not understand M. Jacini to propose any change in the conditions which were forwarded to your Lordship in my Despatch, No. 32, of the 3d of February last, but he expressed himself as very ready to listen to any suggestions which might be made by Her Majesty's Government.

He said he could guarantee the line being in complete working order by the month of April next, and he expects it to be open for public traffic two months earlier.

The Earl Russell, K.G.

I have, &c.
(signed) *H. Elliot.*

No. 41.

Mr. Hammond to the Secretary to the Post Office.

Sir,

Foreign Office, 3 December 1864.

WITH reference to previous correspondence with regard to the question of the conveyance of the Indian mails through Italy, I am directed by Earl Russell to transmit to you herewith, to be laid before Her Majesty's Postmaster General, a copy of a Despatch from Her Majesty's Minister at Turin, forwarding a further communication from the Italian Government suggesting a fresh examination of their proposals.

The Secretary, General Post Office.

I am, &c.
(signed) *E. Hammond.*

Enclosure 1, in No. 41.

(No. 318.)

The Honourable *H. Elliot* to Earl *Russell*.

My Lord,

Turin, 23 November 1864.

I HAVE the honour to forward herewith the copy of a note from M. Cerrutè, enclosing the extract of a communication from the Minister of Public Works, of which I likewise enclose a copy and translation, inquiring whether Her Majesty's Government would not now be disposed to enter upon an examination of the proposal for the conveyance of the Indian mails by the Italian route.

The Italian Government consider themselves able to engage that the distance from Susa to Brindisi shall be accomplished in 27 hours, as soon as the line is completed to the latter place, which time would by degrees be reduced to 24 hours, the speed in the first instance having only been calculated at about 23 miles an hour between Ancona and Brindisi.

In reply to my inquiries whether punctuality could be ensured over a distance of between 700 and 800 miles of single line of rail, I have been assured that it would be guaranteed, and that all the ordinary traffic would give way to the express trains carrying the Indian mails.

I have, &c.
(signed) *H. Elliot.*

Enclosure 2, in No. 41.

M. le Ministre,

Turin, 22 Novembre 1864.

PAR un office en date du 26 Mars dernier, vous avez bien voulu faire connaître au Gouvernement du Roi que celui de Sa Majesté Britannique n'était point pour le moment, dans l'intention de modifier les arrangements existants relativement au transport de la malle des Indes, mais qu'il se réservait de revenir sur le projet de faire transiter la dite malle par l'Italie lorsque le chemin de fer qui doit relier Turin à Brindisi serait terminé.

Je viens aujourd'hui de recevoir à ce sujet une communication de mon collègue au Département des Travaux Publics, de laquelle il résulte que les travaux de la dernière section de la ligne susdite approchent leur terme, qu'au printemps prochain l'Administration Italienne sera, selon toute probabilité, en mesure de se charger du transport de la malle des Indes de Suse à Brindisi, et que le trajet entier n'exigera tout d'abord que l'espace de 27 heures lequel pourra par suite être réduit à 24 heures.

Dans cet état de choses M. le Ministre des Travaux Publics pense que le moment serait venu d'inviter le Gouvernement Britannique à reprendre l'examen du projet en question, afin que dans le cas où il serait disposé à l'accueillir les deux Administrations puissent se concerter des à présent et conclure les arrangements nécessaires au sujet du transport de la malle des Indes par la voie de Brindisi, dès que le chemin de fer fonctionnera jusqu'à ce port.

Je m'empresse, M. le Ministre, à vous remettre l'extrait ci-joint de la note de mon collègue en vous priant d'en communiquer le contenu à votre Gouvernement, et de m'informer, si comme nous l'aimons à espérer il partage l'avis de l'Administration Italienne touchant l'opportunité de préparer dès à présent un accord pour l'exécution d'un projet qui réclame à juste titre de sa part, comme de la notre, une attention spéciale.

The Honourable *H. Elliot*.

(signé) *M. Cerrutè.*

Enclosure 3, in No. 41.

(Translation.)

EXTRACT from a Note from the Minister of Public Works to the Minister of Foreign Affairs, dated 19 November 1864.

THE certainty of being able shortly to open to public traffic the line of railway from Turin to Brindisi, and at the same time of consolidating the line from Turin to Ancona, allows us to hope that next spring we shall be enabled by means of express trains to effect the transport of the Indian mail across Italy, thereby saving much time in the transit between that distant country and London.

In order to be sure of my information I have thought it right to seek it of the different Companies who own the various divisions of the Adriatic Coast line, and I am informed that as far as the line between Brindisi and Ancona is concerned, no greater speed could be reckoned upon, at least at first, than that of 38 kilomètres per hour by a fast express train, while for the transit from Ancona to Susa, by way of Bologna, Piacenza, and Turin, there would be no difficulty in attaining, or even in exceeding, the speed of 50 kilomètres per hour.

Reckoning, therefore, from these data, we shall employ 15 hours to go from Brindisi to Ancona, and 12 more from Ancona to Turin and Susa, to which place the line would be complete through the whole of Italy. Therefore from Brindisi to Susa would occupy not more than 27 hours; a time which may gradually be reduced to 24 hours, when the first portion of the line as far as Ancona shall have been rendered strong enough to admit of the highest speed.

Knowing, therefore, the interest which an undertaking of such great importance from an international point of view must inspire, I hasten to bring to the knowledge of H. E. the Minister of Foreign Affairs the result of my inquiries, as I think that the moment is come for commencing negotiations between Great Britain and Italy for the attainment of this desirable result.

No. 42.

Mr. F. Hill to Mr. Howell.

Sir,

General Post Office, 9 January 1865.

THE Postmaster General has under consideration the question of transmitting the Indian, China, and Australian mails, by way of Brindisi, having been given to understand that the railroad from Turin will be open for traffic for the entire distance to Brindisi early in the ensuing spring.

I am desired by his Lordship to request that the Directors of the Peninsular and Oriental Steam Navigation Company will be good enough to inform him whether, in consideration of the reduced mileage which the vessels of the Company would then have to perform, the directors would be prepared to make a reduction in the amount of the subsidy now paid for the service, in the event of Brindisi being substituted for Marseilles, as the port for landing and embarking the Indian, &c., mails, and, if so, to what extent.

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

I have, &c.
(signed) F. Hill.

No. 43.

Mr. Howell to the Secretary to the Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices 112, Leadenhall-street, London, E.C.,

10 January 1865.

Sir,

I HAVE the honour to acknowledge the receipt of your letter, dated 9th instant (No. 1178 P.), requesting that the Directors of this Company will state for the information of the Postmaster General whether, in consideration of the reduced mileage which the Company's vessels would have to perform in the event of Brindisi being substituted for Marseilles as the port for landing and embarking the overland mails, they would be prepared to make a reduction in the amount of the subsidy now paid for the service, and, if so, to what extent.

Having laid the same before the Board of Directors this day, I am instructed to state that they are unable to give a definite reply on the subject until they can obtain reliable information on the following points, viz.:

1. How far the port of Brindisi affords the necessary accommodation as a terminal station for a line of large steam vessels carrying Her Majesty's mails, in combination with a passenger and goods traffic.
2. How far the change of route contemplated may affect the revenue of the Company in respect to their commercial earnings by passengers, and freight on merchandize.

- App. No. 1. The Directors will endeavour to possess themselves of this information as early as possible, when they will have the honour of again communicating with you.

The Secretary of the General Post Office.

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

No. 44.

(No. 70.)

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

Sir,

Foreign Office, 2 March 1865.

I AM directed by Earl Russell to transmit to you a copy of a despatch and its enclosure from Her Majesty's Minister at Turin, from which you will perceive that the Italian Government are desirous of learning whether Her Majesty's Government have come to any decision with regard to the transmission of the Indian mails by the Susa and Brindisi railroad, which line it appears will in a few weeks be in working order, and I am to request that, in laying these papers before the Postmaster General, you will move his Lordship to cause Lord Russell to be informed what answer should be returned to the Italian Government.

The Secretary to the Post Office.

I am, &c.
E. Hammond.

Enclosure 1, in No. 44.

(No. 70.)

The Honourable *H. Elliot* to Earl *Russell*.

My Lord,

Turin, 27 February 1865.

THE Italian Government is desirous of knowing whether Her Majesty's Government has come to any decision with regard to the transmission of the Indian mails by the Mont Cénis and Brindisi.

The Minister of Public Works has informed me in a letter, of which I have the honour to enclose a copy, that the line has already been passed all the way by a locomotive to Brindisi, and that in a few weeks it will be in a state to permit the opening of a special express trains.

The Earl Russell, K.G.

I have, &c.
(signed) *Henry Elliot*.

Enclosure 2, in No. 44.

M. le Ministre,

Turin, le 23 Février 1865.

LE locomotive est déjà arrivé jusqu'à Brindisi, et on m'annonce que vers la fin du mois prochain toute la grande ligne de Suse à Brindisi pourra être parcourue par le convoi ordinaire à petite et à moyenne vitesse; quelques semaines plus tard par des convois spéciaux de grande vitesse.

Je me hâte de transmettre à votre Excellence ces renseignements et je n'y ajoute pas autre chose, sachant très bien que vous êtes convaincu autant que moi qu'il est dans l'intérêt de nos deux pays de s'entendre définitivement au sujet du passage de la malle des Indes.

Agréé, &c.
(signé) *E. Jacini*.

No. 45.

Mr. *Hill* to Mr. *Hammond*.

Sir,

General Post Office, 6 March 1865.

IN reply to your letter of the 2d instant, I am directed by the Postmaster General to request that you will state to Earl Russell that he has written to the Peninsular and Oriental Steam Navigation Company, inquiring whether they will consent to a reduction in the amount of their subsidy, in the event of the Indian and Australian mails being embarked and disembarked at Brindisi, instead of at Marseilles, as this information is necessary to show the effect, in a pecuniary point of view, of transmitting those mails through Italy.

The Company have promised to give the subject full consideration, and it is understood that one or more of their principal officers will visit Brindisi shortly, and make such inquiries as they consider it necessary to make, before answering the question addressed to them.

Until the Postmaster General has obtained the information asked for, he is unable to report his opinion upon the proposed change of route.

E. Hammond, Esq., Foreign Office.

(signed) *F. Hill*.

No. 46.

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

Sir,

Foreign Office, 26 May 1865.

I AM directed by Earl Russell to transmit to you, for the information of the Postmaster General, a copy of a despatch from Her Majesty's Consul General at Naples, reporting that the railway from Bari to Brindisi was opened to the public on the 29th ultimo.

The Secretary, General Post Office.

I am, &c.
(signed) *E. Hammond.*

Enclosure in No. 46.

(No. 8.)

Mr. *Bonham* to Earl *Russell*.

My Lord,

Naples, 8 May 1865.

I HAVE the honour to report to your Lordship that the railway from Bari to Brindisi was opened to the public on the 29th of April, and two trains run daily between the above-mentioned towns.

The official opening or inauguration of this railroad is expected to be made by the King, or by His Royal Highness Prince Humbert, towards the end of this month.

By the completion of this extension, the line of railway from Brindisi to the north of Italy is now complete.

The Earl Russell, K.G.

I have, &c.
(signed) *E. W. Bonham.*

No. 47.

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

Sir,

Foreign Office, 13 July 1865.

I AM directed by Earl Russell to transmit to you, herewith, a copy of a letter from the the Italian Minister at this Court calling attention to the advantages which would result from the adoption of the route through Italy *via* Mont Cénis and Brindisi, for the transmission of the mails from this country to Her Majesty's East Indian possessions, and stating that the Government of Italy are prepared, should Her Majesty's Government desire to do so, to enter into negotiations for the purpose of establishing this line of communication; and I am to request that you will move the Postmaster General to take this letter into his consideration, and favour Lord Russell with his opinion thereupon.

The Secretary to the Post Office,
&c. &c. &c.

I am, &c.
(signed) *James Murray.*

Enclosure in No. 47.

The Marquis *d'Azeglio* to Earl *Russell*.

M. le Comte,

Londres, le 12 Juillet 1865, 49 Grosvenor-street.

LE Gouvernement du Roi m'ayant chargé de soumettre à l'attention de celui de Sa Majesté Britannique quelques nouvelles considérations sur les avantages qui présenterait pour les communications avec les Indes la voie d'Italie, j'ai cru ne pouvoir mieux faire que de les résumer ici aussi brièvement que possible. Le fait important sur lequel je dois en premier lieu appeler l'attention du Gouvernement est que grâce à l'activité qu'on a déployée en Italie, le port de Brindisi dans trois semaines sera déblayé au point de recevoir des navires du plus fort tonnage.

Une activité non moins grande ayant terminé le chemin de fer qui s'y relie, on peut depuis quelque temps parcourir en voie ferrée toute la distance de Suse à Brindisi, en n'ayant d'autre interruption depuis Calais, que le Mont Cénis, dont le service est fait même en ce moment d'une manière parfaite.

Le Gouvernement Italien est prêt à prendre en considération et à adopter toute suggestion qui pourrait lui être indiquée quant aux perfectionnements à introduire dans le système pour le parcours à travers l'Italie. Je veux dire là qu'on pourrait d'un commun accord fixer la vitesse moyenne des trains, établir les points d'arrêt des exprès; en un mot, combiner un ordre de choses qui serait satisfaisant pour tous les intéressés.

Beaucoup de ces améliorations sont rendues plus faciles dorénavant par la fusion qui vient d'avoir lieu des chemins de fer Italiens en trois grands groupes dépendant chacun d'une administration que leur est propre, et qui rend plus aisé d'arriver à une entente. Ces groupes fournissent par eux-mêmes des systèmes qui, outre le service intérieur du pays tel qu'il existait jusqu'ici, se prêtent à des arrangements internationaux et commerciaux.

D'ailleurs toutes ces questions viennent se résoudre en une question d'argent, et du moment où le service permettra de fournir à la dépense d'express-trains, cela sera facile à arranger.

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Au

App. No. 1. Au reste, dans l'état actuel des choses la durée du voyage entre Londres et Alexandrie d'Egypte est déjà diminuée de 15 heures en comparaison du trajet par Marseille.

Les sociétés particulières se mettent en avant pour établir des services de ce genre ; mais cela constituerait en dernière analyse une espèce de monopole, et nous croyons qu'il vaudrait mieux que les deux Gouvernements s'entendent pour assurer plus positivement l'avantage de leurs nationaux.

Le Gouvernement Italien verrait donc avec plaisir qu'on envoie d'ici une personne versée en pareille matière, et que pourrait étudier la question sur les lieux, se rendre compte des perfectionnements dont elle est susceptible et les indiquer au Ministère des Travaux Publics à Florence, ce Commissaire serait assuré d'y trouver d'accueil plus favorable et le plus pressé.

Au reste, il me paraît oiseux de chercher à démontrer aux Administrations Anglaises une vérité aussi claire qu'il est de leur avantage de profiter, pour les Indes d'une voie immensément plus courte et plus sûre que celle par Marseille.

Quand-même ces administrations l'oublieraient le commerce élèverait la voix pour le leur rappeler indiquer la question c'est donc la résoudre, je me borne par conséquent à constater ici les bonnes intentions du Gouvernement Italien pour arriver à une entente.

Je viens avoir recours à vous, M. le Comte, pour obtenir des vos bienveillants offices la communication de ce mémoire au Board of Trade, et au Postmaster General, et vous d'agréer mes remerciements, j'ai l'honneur vous offrir les assurances de ma plus haute considération.

Mons. le Comte Russell.

(signé) *D'Azeglio.*

No. 48.

Mr. Hill to Mr. Murray.

Sir,

General Post Office, 26 July 1865.

REFERRING to your letter of the 13th instant, relative to the conveyance of the Indian mail through Italy, I am directed by the Postmaster General to state that he has not yet received the communication from the Peninsular and Oriental Steam Navigation Company mentioned in my letter of the 6th of March last, but that, irrespective of that communication, Lord Stanley of Alderley is of opinion that until the temporary railway which it is proposed to construct over Mont Cénis has been made and brought into use, it would be premature to discuss the question of sending the Indian mails by way of Italy.

So soon, however, as that work has been completed, his Lordship will with pleasure appoint some person in the Post Office, as suggested by the Marquis d'Azeglio, to meet an officer of the Italian Post Office, with a view to a full and careful examination of the whole subject, and in the confident hope that it will be found practicable to meet the wishes of the Italian Government, and, in doing so, to effect an important acceleration of the Indian mails.

Even if the saving of time mentioned by the Marquis d'Azeglio (15 hours) as practicable under present circumstances, could, as a general rule, be really made, or even if a considerably larger saving of time could be effected, Lord Stanley is of opinion that it would not be expedient to adopt the proposed route *viâ* Brindisi, or any other route through Italy, so long as the break at Mont Cénis continues, since this break would be sure to expose the mails to occasional delays, whereas, in postal matters, perfect regularity is of greater importance than increased average speed.

To the danger of delay at Mont Cénis must be added a like danger arising from the fact that much of the railway between Turin and Brindisi is single, a circumstance which would render it difficult to have express trains starting at unusual times when the railway was under repair, to maintain the speed even of ordinary trains.

James Murray, Esq., Foreign Office.

(signed) *F. Hill.*

No. 49.

Mr. Murray to the Secretary to the Post Office.

Sir,

Foreign Office, 3 August 1865.

WITH reference to your letter of the 26th ultimo, respecting the proposed adoption of the Italian route for the conveyance of the Indian mails, the substance of which will be communicated to the Italian Minister at this Court, I am directed by Earl Russell to request that you will inform Her Majesty's Postmaster General, that the Marquis d'Azeglio has expressed to his Lordship the desire of his Government that Her Majesty's Government should send an officer to survey the railway from Mont Cénis to Brindisi, and to make such observations as may occur to him for the information of Her Majesty's Government and for subsequent communication to the Italian Government.

Lord Russell is desirous of meeting the wishes of the Italian Government in this matter, and I am accordingly to request that you will state to Lord Stanley of Alderley, that Lord Russell would be glad to be informed what arrangements can be made in furtherance of this object, in order that his Lordship may inform the Marquis d'Azeglio.

To Secretary to the General Post Office.

I am, &c.
(signed) *James Murray.*

No. 50.

App. No. 1.

Mr. Murray to the Secretary to the Post Office.

Sir,

Foreign Office, 3 August 1865.

With reference to my other letter of this day's date, I am directed by Earl Russell to transmit to you, for the information of Her Majesty's Postmaster General, a copy of a Despatch from Her Majesty's Minister at Florence, together with its enclosure, reporting a conversation which he had had with the Italian Minister of Public Works, on the subject of Captain Roberts' report upon the capabilities of the Port of Brindisi, with reference to the proposed Italian route for the overland mail to India.

The Secretary to the Post Office.

I am &c.
(signed) James Murray.

Enclosure 1, in No. 50.

Mr. Herries to Earl Russell.

My Lord,

Florence, 14 July 1865.

With a view to the eventual transit of the Indian mails through Italy, Captain Roberts, in the service of the Peninsular and Oriental Steam Navigation Company, visited this country last month for the purpose of inquiring into the state of the railway recently opened to Brindisi, and more particularly as to the capabilities of that port. On his return from his tour of inspection, he came to Florence and communicated to the Minister of Public Works the result of his inquiries. Captain Roberts expressed a very favourable opinion of the natural advantages of the harbour of Brindisi, but he declared that it must be considerably deepened by the removal of mud before it could be entered by large ships; and he represented that the dredging operations then going on were being conducted in the most feeble and inefficient manner. He also pointed out the absolute necessity of constructing wharves, docks, and other accommodations, now wholly wanting, in order to render Brindisi available as a packet station for the Peninsular and Oriental Company's vessels.

He seemed convinced that none of these works would be completed for a very long time. I had a conversation on this subject a few days ago with M. Jacini, the Minister of Public Works, who told me that the impression left on his mind by his conversation with Mr. Roberts was that the Peninsular and Oriental Company had no desire to come to an understanding with the Italian Government.

He protested against what he termed the hasty judgment pronounced by that gentleman, and declared that many of his objections were already to a great extent removed. An improved system of dredging had, since his visit, been applied with great success, the result being that vessels drawing 16 feet of water could now enter the harbour without difficulty, and he anticipated that in the course of the next two or three months a depth of about 23 feet would be obtained. As to the other works, which he desired to carry out with the greatest rapidity, he observed that a previous concert with the Peninsular and Oriental Company would facilitate their execution, and he regretted the want of encouragement he had met with on the part of the Company.

He added, that in order practically to demonstrate the superiority of the Brindisi route, even now, over any other, he had made arrangements for the conveyance of mails between Brindisi and Alexandria, by the steamers of the Adriatic and Oriental Company (Italian) in connection with special trains to and from Susa. This new service is to begin on the 1st of September.

M. Jacini calculates that the time required for the journey between Brindisi and Susa will be about 27 hours, and on the whole distance, between Alexandria and London, he estimates the immediate saving of time at 15 hours for the homeward and 24 hours for the outward line, a gain which he believes may be increased to at least 20 hours one way and 30 the other.

At my request he has given me a memorandum on this subject, which I have the honour to transmit to your Lordship herewith.

The Earl Russell, K.G.

I have, &c.
(signed) Edward Herries.

Enclosure No. 2, in No. 50.

Port de Brindes et Chemin de Fer de Brindes à Ancone.

Notices Sommaires.

Florence, 22 Juillet 1865.

IL y a à Brindes un port extérieur, un port intérieur d'une profondeur de 7 à 12 mètres, et un canal qui réunit les deux ports, et qui a dû être creusé par des dragues. Etat actuel du port de Brindes.

Des à présent les travaux de draguage sont conduits au point que des gros bateaux à vapeur de 5 mètres de jaugeage peuvent entrer dans le port intérieur, qui comme tout le monde sait, est tout à fait à l'abri des vents et de tempêtes, et s'ancrer près du quai qui est en face du canal.

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L'excavation

App. No. 1.
Travaux en cours
de construction.

L'excavation du canal et du port intérieur continue avec la plus grande activité. Quatre dragues à vapeur, deux remorqueurs à vapeur, deux porteurs, et un nombre compétent de barques à soupape travaillent pour creuser le canal d'entrée qui sépare le port extérieur du port intérieur, et aussi pour creuser les abords des quais afin d'obtenir 7 mètres et au delà de profondeur sur tous les points du canal, c'est-à-dire dans tout le parcours depuis la haute mer jusqu'aux quais du port intérieur, ce qu'on croit pouvoir obtenir dans le mois de Septembre ou d'Octobre prochain. Dans le mois d'Octobre prochain on aura achevé 100 mètres du nouveau quai en construction dans la partie est du port intérieur et qui sera porté à 260 mètres de longueur.

Dans le même mois le quai sera pourvu d'une grue de la portée de 10 tonnes.

Travaux qu'on
donnera aux
enchères très pro-
chainement.

1. Systemation du canal d'entrée dans le port intérieur par des murs solides et des quais commodes.

2. Construction de 500 à 600 mètres de quai dans le port intérieur, partie ouest.

3. Cloture de la Bocca di Puglia, de sorte que même le port extérieur deviendra parfaitement sûr.

4. Barrage de la Côte Marina, pour éviter les encombrements de terre du canal et du port intérieur.

Travaux en projet
et à l'étude.

1. Le Gouvernement est sur le point d'établir un service special pour signaler l'arrivée des paquebôts de la Société Adriatique-Orientale, afin que le convoi soit prêt à partir aussitôt que la malle des postes et les voyageurs auront débarqué.

2. Le projet d'un dock de réparation est à l'étude et le Gouvernement espère l'achever dans un an et demi.

Il y a plusieurs propositions pour des concessions de quais ou bassins flottants, des docks, magasins, etc., travaux sur lesquels on est sur le point de délibérer.

On étudie aussi pour établir un embranchement, partie ouest, d'un chemin de fer le long de port intérieur jusqu'à la Côte Guacina.

Chemin de Fer de Brindes à Ancône, Bologne, Suse.

Le chemin de fer de Brindes à Bologne est dans un bon état, et en voie de consolidation sur les tronçons de nouvelle construction.

Au 1^{er} Septembre prochain, un train special très accéléré, avec des wagons à lit et autres confort, partira de Brindes en coincidence avec l'arrivée des bateaux d'Alexandrie d'Egypte, et fera le trajet de Brindes à Bologne en 19 heures, temps qui pourra encore être abrégé au fur et à mesure que le chemin de fer, qui vient d'être ouvert, aura atteint tous les perfectionnements nécessaires auxquels on travaille.

La ligne de Bologne à Suse est d'une ancienne construction, puisque tout a double voie, exceptés quelques courts intervalles sur la plus part desquels on est pour mettre une seconde voie. Le convoi pourra par consequence avoir la plus grande vitesse dont soit capable tout autre chemin de fer d'Europe.

Le parcours de route ordinaire de Suse à S. Michel par le Mont Cénis offre le passage le plus sûr, le plus commode, le plus regulier des Alps. Dans le cas où l'on pourrait y appliquer le système Fell, le temps de la traversée du Mont Cénis sera très sensiblement abrégé. Dans tous les cas, le voyage par les moyens ordinaires est susceptible de perfectionnement, soit par rapport aux commodités, soit par rapport à la vitesse.

De S. Michel à Culoz la Compagnie Victor Emmanuel serait disposée à établir un train spécial pour rejoindre les convois de lignes Françaises.

Par les convois exprès qu'on établira l'automne prochain de Brindisi à Ancône on gagnera déjà, sur le parcours d'Alexandrie à Londres, 15 heures sur Marseille en venant, et plus que 24 en allant à Alexandrie.

No. 51.

Mr. Scudamore to Mr. Hammond.

Sir,

General Post Office, 10 August 1865.

I HAVE laid before the Postmaster General your letter of the 3d instant, in which you state that the Italian Minister at this Court has expressed to Earl Russell the desire of his Government that Her Majesty's Government should send an officer to survey the railway from Mont Cénis to Brindisi, and to make such observations as may occur to him for the information of Her Majesty's Government and for subsequent communication to the Italian Government.

You add that Lord Russell is desirous of meeting the wishes of the Italian Government in this matter.

Considering the time which must necessarily elapse before this department could advantageously make use of the route of Brindisi for the transmission of the Indian mails, as explained in my letter of the 26th ult., Lord Stanley of Alderley does not see that any

useful

useful result would follow the sending of an officer, at the present time, to make the proposed survey of the Italian railway. It appears to his Lordship that the plan, which at the suggestion of the Marquis d'Azeglio, he expressed his intention to adopt, namely, that of appointing some person in the Post Office to meet an officer of the Italian Post Office, with the view to a careful examination of the whole subject as soon as the temporary railway over Mont Cenis has been made and brought into use, is the best that can be followed. Nevertheless, if the Marquis d'Azeglio will have the goodness to point out in what manner a survey at the present time can be made profitable, his Lordship will readily give the subject his further consideration.

(signed) *F. J. Scudamore.*

E. Hammond, Esq., Foreign Office.

App. No. 1.

No. 52.

Mr. *Layard*, M.P., to the Secretary to the Post Office.

Sir,

Foreign Office, 5 September 1865.

WITH reference to your letter of the 10th ultimo, I am directed by Earl Russell to transmit to you, for the information of Her Majesty's Postmaster General, a copy of a despatch from Her Majesty's Chargé d'Affaires at Florence, reporting that the Italian Government are prepared to grant to Mr. Fell the concession for constructing a railway over the Mont Cenis, as soon as he can obtain a similar concession from the French Government.

No. 37.

The Secretary, General Post Office.

I am, &c.
(signed) *A. H. Layard.*

Enclosure in No. 52.

(No. 37.)

Mr. *Herries* to Earl *Russell*.

My Lord,

Florence, 25 August 1865.

YOUR Lordship's despatch, marked separate, of 29th June, to Mr. Elliott, having been delivered to me by Count Arrivabene, I took an early opportunity of speaking to the Minister of Public Works in favour of Mr. Fell's projected railway over the Mount Cenis.

In conformity with your Lordship's instructions I took care to explain to M. Jacini that your Government, though recommending the scheme, were not prepared to undertake any official responsibility, either for its execution or its success.

M. Jacini informed me that the Italian engineers, appointed to examine Mr. Fell's system, having declared it to be practicable, the Italian Government were prepared to grant the desired concession to Mr. Fell, as soon as he could obtain a similar concession from the French Government.

He added, that he believed Mr. Fell had to encounter great opposition at Paris.

The direct mail service to and from Alexandria *viâ* Brindisi, for which, as I reported to your Lordship in my Despatch, No. 17, of 24th July, arrangements had been made, is postponed on account of cholera.

The Earl Russell.

I have, &c.
(signed) *Edward Herries.*

No. 53.

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

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
14 September 1865.

Sir,

REFERRING to your letter of 9th January last, and my reply of the following day, relative to the proposed transmission of the Indian, China, and Australian mails by way of Brindisi, I am instructed to inform you that the directors have given their best consideration to the matter, and are now in a position to furnish an answer to the question submitted to them by the Postmaster General, viz., to what extent the Company would be prepared to reduce the subsidy now paid for the Mediterranean service in the event of Brindisi being substituted for Marseilles as the port for landing and embarking the Indian mails.

In reply, I have the honour to state that the directors are of opinion that even in the event of the adoption of Brindisi as the terminus of the mail service, the greater portion of the passengers and cargo traffic would still follow the Marseilles route.

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App. No. 1.

As his Lordship is aware, the subsidy paid to the company for the conveyance of the mails covers but a small portion of the expense of the service, the greater part of its cost being defrayed by the earnings of the steamers in freight and passage moneys.

To preserve this traffic, it will be necessary for the Company to continue the service between Marseilles and Alexandria, even though the mails should be conveyed by the Italian route, and the directors would not, therefore, feel justified in making any abatement from the total subsidy now paid to the company in the event of the substitution of Brindisi for Marseilles as the port in the Mediterranean for the landing and embarkation of the over-land mails.

With the view of obtaining the fullest and most reliable information possible on the state of the communication with Brindisi and the capabilities of that port, the directors instructed Captain W. H. Roberts, one of the senior commanders in the Company's service, and who has had great experience in the Mediterranean, to proceed to Italy for the purpose of obtaining information on those points, and I have now the honour to transmit to you copy of that officer's reports to the directors (A. and B.), together with a copy of a letter (C.) from Mr. J. Nervegha (brother of the British vice-consul at Brindisi), an Italian gentleman who possesses considerable knowledge of the locality, and is now on a visit to this country.

In case the Postmaster General should decide upon establishing a mail service between Brindisi and Alexandria, the directors presume that tenders will be invited in the usual manner, and they will be glad to have the opportunity of submitting proposals for the service.

They desire me to state, however, that owing to the difficulty of the communication with Brindisi, especially in the winter, at which season the largest number of passengers are proceeding to and from the East, the earnings of the steamers employed on the line would, doubtless, be very small, and, unlike most of the mail services carried on by this Company, the cost of the service would have to be borne almost entirely by the subsidy.

To the Secretary of the
General Post Office.

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

Enclosure 1, in No. 53.

(A.)

From Captain Roberts to Peninsular and Oriental Steam Navigation Company.

Peninsular and Oriental Steam Navigation Company,
Offices, 112, Leadenhall-street, London, E.C.,
29 July 1865.

Gentlemen,

In submitting for your perusal a report upon the railway communication throughout Italy, and the present state of the port of Brindisi, I beg leave to express the general conclusions I have arrived at in respect to the establishment of an Indian mail service through that country; the small Italian railway map appended hereto will much facilitate the examination of the subject.

It can be seen at a glance that the railway system of Italy is at present separated from all other Continental states, excepting the tortuous line connecting Venice with Vienna; this, it may be safely assumed, is too much in an easterly direction to offer any advantages over the route *viâ* Marseilles.

The diligence communication maintained between France and Italy over Mont Cenis has always been subject to delays and interruptions during the winter season, notwithstanding the excellent organisation of this service by the Messageries Impériales; this being the case, the English engineer, Mr. Fell, has been allowed to lay down an experimental line upon the outer edge of the Mont Cenis road, one English mile and a quarter in length, on a system which is calculated to overcome the extraordinary but unavoidable gradient of 1 in 12.

This short line has been travelled upon by competent professional men, and is favourably spoken of (*see* also the Report of Captain Tyler, R. E., published in the "Times" of 29th June).

The next important step in hand is to obtain the joint permission of the French and Italian Governments to occupy the outer third of the road with this mountain railway, the length of which would be 48 English miles. Up to the middle of June, however, the consent of the two Governments to this scheme had not been formally obtained.

Having made careful inquiries I am satisfied that at least a year will be occupied in the construction of this railway, counting, of course, from the date of the formal permission being granted.

It is stated that the line in construction between Bolzano and Innsbruck, to effect a junction with the German lines, will be completed in about two years from the present time; all other Italian railways pointing northwards are under discussion; conflicting interests prevent decided action with respect to these lines; it is, therefore, quite evident that a permanent and certain communication for the Indian mails throughout the year depends upon

upon the completion and successful working of Mr. Fell's scheme, or the junction of Bologna and Innsbruck.

The port of Brindisi is still in its primitive state; the only thing accomplished is the removal of about 5 per cent. of the muddy deposit, which must be cleared out to render the harbour practically available. None of the projected plans, including breakwater, quays, and dry docks, have been commenced; there is, consequently, nothing done to meet the actual requirements of a mail line.

From its position, this port would naturally become the terminal point or station of the steam ships employed in such a branch of the Indian mail service; no trade, however, exists to assist in meeting the expenditure involved in the maintenance of an efficient main line.

Considering the sanguine views entertained by the Italians as to the future of Brindisi, it is to me a matter of surprise that the Government determined to establish the railway at this port (opened last May), and failed in prosecuting, at the same time, the necessary works for rendering an excellent harbour available. Until this is done, no practical views can be entertained for the punctual and efficient performance of a British mail service, *via* Brindisi.

To meet the requirements of all mail contracts a dry dock cannot be dispensed with, and the only one available on this line at Alexandria is much too short for even ordinary steamers of 800 tons.

I remain, &c.
(signed) *W. H. Roberts.*

To the Managing Directors.

Enclosure 2, in No. 53.

COPY of the REPORT of Captain *W. H. Roberts*, Commander in the Peninsular and Oriental Steam Navigation Company's Service, to the Directors of the Company.

Peninsular and Oriental Steam Navigation Company's Offices,
London, 25 July 1865.

Gentlemen,

I HAVE the honour to report that, in compliance with your instructions of the 17th of May, I left Marseilles for Italy on the 27th of that month, and have made a general examination of the railways and ports which are likely to be brought into future connection, either directly or indirectly, with the Overland route to India.

Proceeding coastwise, the double line of railway is in good working order between Marseilles and Toulon. From thence to Nice the embankment and tunnels are adapted for a double line, but at present only a single line is complete.

From Nice to Genoa, the railway works follow strictly a coast line; the mountains of the Maritime Alps here strike abruptly into the sea, and spread themselves along the entire coast, even beyond Genoa; the rugged nature of ravines and inequality of surface naturally involve a formidable amount of labour and expenditure of money in the construction of this single line. The tunnels, 77 in number, are for a single line only, and are all but completed. The entire absence of level ground, however, between them still leaves heavy work to be done, such as will take four or five years to finish when the works, now suspended, are recommenced; and, in consequence of the line being a series of curves, the speed of the fastest trains will not probably exceed an average of 15 English miles per hour between Nice and Genoa.

From Genoa to Spezia, the works of this single line are also suspended.

The British consul at Genoa expresses an opinion quite unfavourable to an early completion of it; he stated that uncertainty prevailed concerning future operations; this opinion coincided with that of the Marquis Serra Cassano, administrator of the railway works of the Riviera. He informed me that the Italian company holding the contract had met with the greatest difficulties near Spezia, the mountains to be tunnelled being formed of exceedingly hard stone, which the steam machinery brought from England had failed to break; also, that geological formations led them to believe that the fresh water observable in the Gulf of Spezia takes its source from reservoirs in the mountain ranges likely to be pierced by the present scheme. A formal meeting of the contractors and Government officers was to be held on the 12th of June to deliberate upon the advisability of making a detour inland, so as to avoid the present difficulties. His Excellency, however, added that, in his opinion, no railway communication between Genoa and Spezia will be established before the year 1870.

On arrival at Spezia, I made a cursory examination of the works, and was satisfied that they were really abandoned for the present.

The railway from Leghorn to Nunziatella is a single line; the rails are not fished at the ends to each other. This is an exception to all other lines I travelled upon in Italy.

From Nunziatella to Civita Vecchia a break occurs of 42 English miles. This portion of the line, I was informed when at Rome, is guaranteed by the concessionaire to be finished by December 1866. I observed placards inviting sub-contractors to tender forthwith for any portions of the line in question.

From Civita Vecchia to Rome the railway is a double line, in good working condition.

From Rome to Naples is a single line in good working order, the ends of rails being properly fished to each other in the usual manner.

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The railway along the French and Italian coasts will be a single line only.

Will take four or five years to finish, and when completed the speed will be unequal to the requirements of a mail service.

From Genoa to Spezia.

From Genoa to Spezia a railway communication may possibly be established in 1870.

From Nunziatella to Civita Vecchia the line is to be completed in December 1866

App. No 1.

The port of Naples.

With respect to the port of Naples, the deepest part of the port is within the Mole, near the entrance. The space adapted for ships drawing 20 feet of water is very limited, and is usually occupied by Italian men-of-war. A large mail ship would of necessity bring up a little outside the entrance. Any occasional difficulty of bad weather could be overcome by the use of a steam-tug, to land and receive mails and passengers.

The only dry dock at Naples is 223 feet long.

The only dry dock of this port is within the arsenal, an old stone construction, having keel blocks upon the old plan. The dock is closed by a caisson, and the entire length thus enclosed is 223 feet.

Naples and Ancona through Rome will have railway communication with each other at termination of the year 1865.

In describing the present and future prospects in respect to a mail communication *viâ* Naples, it is necessary to add that a single railway line is in progress between Corese Orte Fuligno and Ancona, which it is confidently affirmed will be completed in December of this year; the west and east coasts will thereby be connected. It is stated, however, by an experienced Italian engineer that the probable speed will not exceed 15 English miles per hour, as the inclines are very heavy across the Appenines.

The present communication over Mont Cenis is regular during fine weather.

The regular communication between France and Italy by Mont Cenis is three times each way per 24 hours, and is performed by the diligences of the Messageries Impériales between St. Michell and Susa. Other subordinate communications are kept up daily. The time usually taken by the Messageries Impériales, under favourable circumstances, varies between eight and ten hours. The length of road is 81 kilomètres, or 50 English statute miles, maintained in excellent condition.

Mr. Fell's experiment favourably spoken of will occupy at least a year to complete counting from time of concession which had not been obtained in middle of Junelast (1865). The railway from Susa to Bologna not at present in good order.

The present interesting experiment of Mr. Fell is working upon the outer edge of the road, on the French side of the mountain, a short distance above Lanslebourg. In addition to the detailed report thereon by Captain Tyler, R. E., to the Board of Trade, published in the "Times" of the 29th of June, I have heard it favourably spoken of by French engineers and others. It is considered probable that Mr. Fell, who is supported by the influence of Sir James Hudson with the Italian Government, will very shortly obtain the necessary concession from the two Governments to construct his single line of railway over Mont Cenis. I was informed by an English engineer at Turin connected with Mr. Fell, that a year's hard work would probably accomplish the laying down of the permanent way.

Nevertheless a speed of 25 miles per hour could be established.

From Susa to Turin is a good single line of railway, the material well laid, and the rails fished to each other in the usual manner. Distance from Susa to Turin 54 kilomètres, or 33½ English statute miles.

The Italian company, now occupying the entire line between Susa and Bologna, have but lately (about two months) been in possession of the greater portion of it. Their managing engineer, Monsieur Amilhan, a French gentleman, informed me that much of the permanent way was not in good order, and that he did not expect to complete all proper repairs under two years. He was nevertheless satisfied that within a few months an average speed of 40 kilomètres, or 25 English miles, including stoppages, could be established.

From Bologna to Brindisi railway in good order.

From Turin to Alessandria is a double line of railway, through a generally level country, without tunnels. From thence to Bologna is a single line, having an embankment for a double line of rails; the inclines are small, and the line otherwise adapted for a good average speed. The distance from Turin to Bologna is 335 kilomètres, or 208 English miles.

Present low rate of speed will be accelerated in the spring of 1866 to 28 miles per hour including stoppages.

From Bologna to Brindisi is a single line of railway; no embankment or other arrangement made for a double line, excepting that the first of the three tunnels on the line (being a little south of Pesaro) has a double set of rails laid down throughout its length, and is used as occasion requires. I was informed by Signor Ruva, the engineer and manager of the whole line, at present residing at Foggia, that all the sleepers of the permanent way were impregnated with creosote. I observed likewise that all the ends of the rails are fished to each other in the usual manner, and therefore infer from general appearances that the line is well conditioned throughout its whole length. This gentleman also stated that he intended running the direct or express trains at an average of 45 kilomètres, or 28 English miles, per hour, the whole length of their line, that is from Brindisi to Bologna, and *vice versa*, commencing in May next, the present low rate of speed being simply a precautionary measure to allow time for the settling of the line, and the necessary experience to be acquired by a staff for the most part new to the operations of a railway. He felt confident that four direct trains per 24 hours could be established next spring at intervals of six hours, and that special arrangements would be willingly entered into by both railway companies to prevent unnecessary delay of the English mails throughout these Italian lines from Brindisi to Susa.

It is here necessary to note, that from Ortona to Vasto, a distance of 46 kilomètres, or 28 English miles, the embankment skirting the sea-coast is not in good order. I observed, however, that adequate work was progressing to remedy all that appears to be faulty.

THE PORT OF BRINDISI.

The port of Brindisi is in its primitive state.

The greater part of the outer harbour is exposed, more particularly to gales from the north-east. The Petagne Islands are too distant to check completely the swell produced by this and other winds from a northerly direction.

I am of opinion that two breakwaters at least are absolutely necessary for the security of this outer port, one to join the quarantine or Fort Island to the mainland, and the other to be

be thrown out in an easterly direction from Fort Island. Without these improvements easy and certain communication, under all circumstances of wind and weather, would not exist, a primary necessity for any important mail service.

The formation of the inner harbour ensures smooth water under all circumstances of wind and weather, presenting thus far every natural advantage for a mail service. In its present state, however, neither branch of this inner harbour is available, in consequence of the accumulation of mud during many ages, which has reduced the depth of water much below the requirements of steam-ships. I was informed by good authority at Brindisi that dredging operations commenced the middle of last March. As a fair estimate, I am of opinion that the quantity of muddy deposit removed does not exceed 5 per cent. of the entire work necessary to give an uniform depth of seven mètres, or 22 feet 11 inches English, throughout the two branches of the inner harbour. This rough estimate is based upon the soundings I noted when accompanied by Louis Cafiero, the Government pilot, also upon personal observations at other times.

It is evidently in the interests of this valuable port that the work of dredging should be pursued with renewed vigour. Extra labour could with great advantage be employed during the summer months, thus increasing the present limited means applied to this most urgent necessity.

The indispensable appendage of a dry dock to a mail port does not exist; an abundance of material is, however, at hand to form first-class docks. The termination of the eastern or smaller branch naturally offers every facility for such a work, which should be commenced at once; the deepening of the port and construction of dry docks would thus progress together.

There is a tendency in Italy to originate plans having for their object many important improvements for the general welfare of the country. Upon the adoption, however, of such plans, the practical working out of the same is either neglected or imperfectly attended to: the consequence is, with a people having but little experience in such matters, that exaggerated notions prevail as to the rate of progress made, especially in the matter of public works, the port of Brindisi included. In fact, no project of any kind had been commenced there up to the 13th of last month, except the dredging already alluded to, which is in the hands of a French contractor, who up to that time was taking matters very easily.

During interviews in Florence with Signor Jacini, the Minister of Public Works, I ventured to point out the little that had really been done, and, above all, the necessity of constructing dry docks and quays without further delay. His replies were in substance that the Italian Government was deficient of money, and that the better plan would be for the company to make a dock in accordance with their own necessities, he having a grant of six millions of francs, to be expended at the rate of a million and a half per annum in works for the improvement of this port. He was of opinion that the Italian Government would readily facilitate all arrangements having in view the establishment of the company's ships at Brindisi, and reminded me that the Government was at present still unfettered with contractors, and for his part he preferred entering into arrangements with a company whose interests would evidently be connected with the port rather than with contractors whose principal object was pecuniary profit.

On my return from Brindisi I wrote the Minister, at his own request, a summary of my intended report, a copy of which is hereto annexed.

To the Managing Directors.

I have, &c.
(signed) *W. H. Roberts.*

No dry dock existing or even commenced.

Very little done up to 13 June 1865.

The Minister of Public Works would prefer that the Company should undertake the construction of dry docks rather than contractors.

Has 60,000 l. to expend per annum in works of this port.

To His Excellency the Minister of Public Works, Florence.

Sir,

21 June 1865.

HAVING had, during my interviews with your Excellency, the honour of explaining the nature and purport of my visit to this country, under instructions from the Board of Directors of the Peninsular and Oriental Steam Navigation Company, I take the liberty of submitting for your Excellency's information the substance of a report which I shall have to lay before these gentlemen on my return to London, having special reference to the railway between Bologna, Ancona and Brindisi, and the local advantages of the latter port as a point of departure and arrival for the ships of the Indian, China, and Australian mail services.

The railway is a single line throughout its entire length from Brindisi to Bologna, and appears to be well constructed, the material being sound and substantial. The average speed I experienced accorded with that of the advertised rate, viz., about 30 kilomètres, or 19 English statute miles per hour for direct trains, and about 25 kilomètres, or about 15½ English statute miles per hour for omnibus trains.

Signor Ruva informed me that about May next he intended to increase the speed of the trains very considerably, say 45 kilomètres, or 28 English statute miles per hour, including stoppages, for direct trains, and a proportionate increase for omnibus trains.

During my stay at Brindisi of three and a half days I made a personal examination of the outer and inner harbours. The result has satisfied me that the port is easy of access at night time for steamships, and the three lights are well placed for guiding ships of any class or size into port under adverse circumstances, such as dark blowy weather.

At present the outer port is not available for the permanent use of steamships requiring easy and secure communication with the shore, a primary necessity in respect to an important

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mail service. To insure these requirements under all circumstances of wind and weather, breakwaters and quays must be constructed, none of which are commenced up to this date.

The formation of the inner harbour ensures smooth water under all circumstances of wind and weather, presenting thus far every natural advantage for a mail service. In its present state, however, neither branch of this inner harbour is available, in consequence of the accumulated mud of ages, which has reduced the depth of water much below the requirements of steamships. I was informed by competent authority at Brindisi that dredging operations commenced the middle of last March. As a fair estimate, I am of opinion that the quantity of muddy deposit removed does not exceed 5 per cent. of the entire quantity necessary to give an uniform depth of seven metres, or 22 feet 11 inches English, throughout the two branches of the inner harbour. This rough estimate is based upon the soundings I noted when accompanied by Louis Cafiera, the Government pilot, also upon a personal observation at other times. It is evidently in the interests of this valuable port that the work of dredging should be pursued with renewed vigour. Extra labour could be with great advantage employed during the summer months, thus increasing the present limited means applied to this most urgent necessity.

The indispensable appendage of a dry dock to a mail port does not exist; an abundance of material is, however, at hand to form first-class docks. The termination of the Eastern or smaller branch naturally offers every facility for such a work, which should be commenced at once. The deepening of the port and construction of dry docks would thus progress together, and in a comparatively short time render available a port second to none for the great commerce of the eastern world.

I remain, &c.
(signed) *W. H. Roberts.*

Enclosure 3, in No. 53.

(B.)

From Captain *Roberts* to the Peninsular and Oriental Steam Navigation Company.

Gentlemen,

Burton, Bridport, 8 September 1865.

It has occurred to me since I left London on the 30th ultimo, that a few words at the present time on paper, respecting the Brindisi route, may not be out of place.

We know that the Italians are doing all in their power to engage the attention of the British public, in the interests of the Brindisi route, which can, without a doubt, be so perfected as to become the most expeditious communication between London and Alexandria. At present the loose statements of newspaper correspondents, casual travellers, and directly interested persons, tend to deceive the public in respect to the practical state of things. It would, therefore, be a move in the right direction if the Postmaster General were to send a competent employé to reside at the Hotel Impérial at Lansebourg (situated at the base of the mountain on the French side), during the ensuing four or six months, to note the time taken for each daily mail service by the diligence over Mont Cenis. An intimate knowledge might thus be obtained directly by the Government of the delays and difficulties experienced during one winter, and in this way a sound judgment can be arrived at concerning the disputed point, whether a punctual communication is kept up during the winter months between France and Italy over Mont Cenis or not. I fully believe that inquiries made on the spot could not produce reliable information, as the interests, fancied or real, of the inhabitants would only bring about conflicting statements; hence the necessity, therefore, of the plan I propose.

If the diligence communication is not found sufficiently regular, the public must patiently abide the completion of Mr. Fell's proposed mountain railway, which will occupy more than a year in construction, counting from the time that the concession from the French and Italian Governments shall be obtained.

The railway from Susa (the Italian side of the mountain) to Brindisi is 714 miles in length; there is really no difficulties to be met with in this part of the communication; sleeping cars, I know, are being made to ameliorate the fatigue of the journey.

As to the port of Brindisi, the Italian Government is inclined to overvalue its importance, and as the reduction of the military expenditure is determined upon, their increased activity at this port is likely to continue.

The time occupied is now the invariable standard applied in testing these matters. It stands thus:—

	Hrs.	Min.
London Bridge to St. Michel	28	40
St. Michel over Mount Cenis (50 miles) to Susa	9	40
Susa to Brindisi, 714 miles, at 25 miles per hour	28	30
Transporting mails from railway to mail steamer	1	30
From Brindisi to Alexandria, 825 miles, at 11½ knots	72	0
Hours	140	20

Or

Or 5 days, 20 hours, 20 minutes. In a general way, we may say that the communication *via* Marseilles is about eight days. It behoves us, I think, to examine from time to time the state of this question.

The Indian overland mails leave London Bridge at eight p.m., and would, by the Brindisi route, arrive at Alexandria about five p.m. of the sixth day, in time to be forwarded forthwith by railway train to Suez.

The Managing Directors of the
Peninsular and Oriental Steam Navigation Company.

I am, &c.
(signed) *W. H. Roberts.*

Enclosure 4, in No. 53.

(C.)

From *J. Nervegna*, Esq., Brother to Her Britannic Majesty's Vice Consul, Brindisi.

To the Managing Directors of the
Peninsular and Oriental Steam Navigation Company,
London.

Gentlemen,

I HAVE attentively read the Report of Captain Roberts about the Italian railways and the port of Brindisi. I am not of his opinion about the actual state of the said port, which he thinks not suitable "for the requirements of mail steamers." I have been agent for the Austrian Lloyd from 1847 to 1860, during which period of 13 years the Lloyd's steamers came twice a week to Brindisi, and anchored at the outer harbour, and I never remember that they were once prevented landing mails or passengers on account of rough sea, and the service was always regularly carried on.

This one fact is sufficient to confute Captain Roberts' opinion, "that so long as the port of Brindisi remains as it is now, no practical views can be entertained for the punctual and efficient performance of a British mail service."

The last news I have from Brindisi are, that in a few months there will be 20 feet depth of water at the canal between the two harbours; and, therefore, your steamers being able to go into the inner harbour, the assertion of Captain Roberts, "that a certain and easy communication under all circumstances of wind and weather, which is the primary necessity for any important mail service, is not possible," would entirely disappear.

Speaking plainly, it seems to me that you are very indifferent, and look very coldly at the project made to you, of establishing a weekly communication, by swift and not too large steamers, between Brindisi and Alexandria.

I think the matter is worthy of a great deal more consideration than you imagine.

That is the shortest route from India, China, Australia, to England, therefore it is not only to be considered in its detached importance, or in its isolated profit, but as an auxiliary, and a completing of your lines in Asia, by which you would enjoy an undisputable advantage over the French steamers, being able to offer a shorter, more agreeable, and less expensive route to passengers and mails.

The Italian Government being at present well disposed to encourage your company in every way in facilitating the establishment of such a communication, I think this is the true time to ask of it, and get from it, all you may require, and which, perhaps, will be too late to be obtained if you do not quickly decide.

I think it is indispensable to get from the Italian Government a part of the inner harbour, or the so called "*Fiume Piccolo*," to make there a dry dock, and all buildings required for an important maritime establishment; I say important, for the following reasons:—

The Italian Government has no dry dock wherein to repair its men-of-war; that it is obliged to send to France; but if Brindisi would offer sufficient accommodations, no doubt the Italian Government would avail itself of them, and it would be advisable to try if the said Government would be disposed to grant a certain yearly amount of work to the company.

Besides which, Brindisi being situated at the entrance to the Adriatic and opposite to Greece, would afford great advantages both to Italian and Greek shipowners, and, perhaps, to Dalmatian also, to repair there their vessels, if they can be supplied with every want.

My conclusion is, therefore—

1st. Brindisi and its port are suitable and adapted for the performance of a mail service.

2nd. To establish, as soon as possible, a line of steamers between Alexandria and Brindisi, by which the company can strike the strong competition of the French steamers, and avoid another new company to be formed (as is whispered).

3rd. The building of a dry dock ought to be considered not only necessary, or useful, for the wants of the company, but in itself would be a good speculation, as I said above.

Brindisi, 22 August 1865.

I remain, &c.
(signed) *J. Nervegna.*

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No. 54.

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

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London, E.C.,
5 October 1865.

Sir,

REFERRING to the documents which I had the honour to transmit to you on 14th ultimo, relative to the proposed adoption of Brindisi as the port for landing and embarking the Indian mails, I am now desired by the directors to enclose a Table which has been prepared by Captain W. H. Roberts, the gentleman deputed to visit Italy for the purpose of reporting on the subject, containing a variety of information relative to the communication between London and Brindisi, which the directors think may be interesting to the Postmaster General.

The Secretary of the General Post Office.

I have, &c.
(signed) *Jas. Allan.*

Enclosure in No. 54.

THE MAIL, or "Direct" Communication at present between *London* and *Brindisi*, through *Paris*, *Macon*, *St. Michel* over *Mont Cenis*, through *Turin*, *Alessandria*, *Piacenza*, *Bologna*, *Ancona*, *Foggia*, and *Bari*, is once every 24 hours, the full particulars, if we commence with a day of the week, are as follows: Time occupied, 71 hours 33 minutes; length of the journey, 1,494 miles.

NAMES OF STATIONS.	—	Times of Departures and Arrivals.	Details of the Division of Time <i>en route</i> , and Sum Total.	Distance of each Station in English Miles from London.	Average Rate travelled per Hour on each Railway Line.
		<i>H. m.</i>	<i>H. m.</i>	<i>Miles.</i>	<i>Miles.</i>
From London - - -	Monday, at	7 30 a.m.			
Arrive at Paris - - -	" -	6 0 p.m.	10 30	313	29·81
Stop " - - -	" -	- - -	2 40	3	
Leave " - - -	" -	8 40 "	Railways apart.		
Arrive at Montereau - - -	" -	10 18 "	1 38	365	
Stop " - - -	" -	- - -	0 5		
Leave " - - -	" -	10 23 "			
Arrive at Tonnerre - - -	Tuesday, at	0 36 a.m.	2 18	432	
Stop " - - -	" -	- - -	0 9		
Leave " - - -	" -	0 45 "			
Arrive at Dijon - - -	" -	3 7 "	2 22	505·3	
Stop " - - -	" -	- - -	0 10		
Leave " - - -	" -	3 17 "			
Arrive at Macon - - -	" -	5 50 "	2 33	583·6	
Stop " - - -	" -	- - -	0 10	-	23
Leave " - - -	" -	6 0 "			
Arrive at Bourge - - -	" -	6 46 "	0 46	606·5	
Stop " - - -	" -	- - -	0 3		
Leave " - - -	" -	6 49 "			
Arrive at Amberieu - - -	" -	7 30 "	0 41	626·7	
Stop " - - -	" -	- - -	0 9		
Leave " - - -	" -	7 39 "			
Arrive at Culoz - - -	" -	8 52 "	1 13	658	
Stop " - - -	" -	- - -	0 18		
Leave " - - -	" -	9 10 "			
Arrive at Charnbery - - -	" -	10 3 "	0 53	680	
Stop " - - -	" -	- - -	0 6		
Leave " - - -	" -	10 9 "			
Arrive at St. Michel - - -	" -	0 10 p.m.	2 1	731	
Stop " - - -	" -	- - -	0 30		
Leave by diligence over Mont Cenis.	" -	0 40 "			
Arrive at Susa - - -	" -	9 50 "	9 10	780	5·35
Stop " (none allowed for)	" -	- - -	-		
Leave Susa - - -	" -	9 50 "			

NAMES OF STATIONS.	—	Times of Departures and Arrivals.	Details of the Division of Time <i>en route</i> , and Sum Total.	Distance of each Station in English Miles from London.	Average Rate travelled per Hour on each Railway Line.
		<i>H. m.</i>	<i>H. m.</i>	<i>Miles.</i>	<i>Miles.</i>
Arrive at Turin - - -	Tuesday, at	11 0 p.m.	1 10	813	
Stop „ - - -	„ -	- -	0 30		
Leave „ - - -	„ -	11 30 „			
Arrive at Piacenza - - -	Wednesday, at	3 20 a.m.	3 50	930	
Stop „ - - -	„ -	- -	0 5		
Leave „ - - -	„ -	3 25 „			
Arrive at Parma - - -	„ -	4 30 „	1 5	966	
Stop „ - - -	„ -	- -	0 4		
Leave „ - - -	„ -	4 34 „			
Arrive at Reggio - - -	„ -	5 7 „	0 33	983·3	
Stop „ - - -	„ -	- -	0 2		
Leave „ - - -	„ -	5 9 „			
Arrive at Modena - - -	„ -	5 39 „	0 30	998·5	
Stop „ - - -	„ -	- -	0 2		
Leave „ - - -	„ -	5 41 „			
Arrive at Bologna - - -	„ -	6 30 „	0 49	1,021·5	
Stop „ - - -	„ -	- -	0 35		
Leave „ - - -	„ -	7 5 „			
Arrive at Rimini - - -	„ -	9 37 „	2 32	1,090	21·53·
Stop „ - - -	„ -	- -	0 9		
Leave „ - - -	„ -	9 46 „			
Arrive at Ancona - - -	„ -	Noon.	2 14	1,147	
Stop „ - - -	„ -	- -	0 50		
Leave „ - - -	„ -	0 50 p.m.			
Arrive at Pescara - - -	„ -	4 50 „	4 0	1,237·7	
Stop „ - - -	„ -	- -	0 15		
Leave „ - - -	„ -	5 5 „			
Arrive at St. Severo - - -	„ -	10 14 „	5 9	1,332	
Stop „ - - -	„ -	- -	0 3		
Leave „ - - -	„ -	10 17 „			
Arrive at Foggia - - -	„ -	11 5 „	0 48	1,349·5	
Stop „ - - -	„ -	- -	0 10		
Leave „ - - -	„ -	11 15 „			
Arrive at Bari - - -	Thursday, at	3 5 a.m.	3 50	1,425	
Stop „ - - -	„ -	- -	0 15		
Leave „ - - -	„ -	3 20 „			
Arrive at Brindisi - - -	„ -	7 3 „	3 43	1,494	
			71 33		

Note.—The contract Italian mail steamers of the Societa Peirano Danovars e Compania, carry out in fine weather a speed of 11 knots per hour and over, on the west and east coasts of Italy, and contemplate running on the Brindisi and Alexandria line.

When the coast railway from Riggio (in the Straits of Messina) to Brindisi is completed, the Messageries Impériales, *en route* to Marseilles, intend landing their homeward Indian mails at the former port.

The steamers of the Societa Anonima Italiana, Adriatico Orientale, otherwise Messrs. Palmer and Co., at present running between Ancona, Brindisi, and Alexandria, are about 600 tons burden, and 180 horse power; too small for mail communications of the present day.

REMARKS.

The average mean rate at present maintained, according to this statement, for the daily mail between London and Brindisi, is 20·90 miles per hour, including the stoppages noted.

If the French Government is not unwilling, there exist no practical difficulty against a future increase of the present low rate of speed between Paris and St. Michel, say from 23 to 27 miles per hour, including stoppages, notwithstanding that the 73 miles from Culoz to St. Michel is only a single line as yet.

The communication from St. Michel to Susa is over Mont Cenis, by diligence; this is the weak point of the Brindisi route, and however particular the passing inquirer may be, there are so many people

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people on the spot, whose interests, fancied or real, tempt them to gloss over the difficulties and probable delays of the winter months, that it becomes impossible to glean thus hastily the facts of the case; if, therefore, reliable information is required by the Government concerning the punctuality or otherwise of the present means of communication over Mont Cenis, the only sure way of arriving at such knowledge, will be to send a competent employé to Lanslebourg, situated at the base of the mountain on the French side, and another to Susa on the Italian side, to note the arrivals and departures of the diligence each day during the ensuing four or five months of winter.

In the month of July (fine weather), I travelled from Susa to St. Michel by the ordinary diligence in eight hours; we left Susa fully loaded with passengers, baggage, &c.; to ascend the mountain, from 14 to eight horses and mules were employed, the descent was performed with four, and occasionally two only.

One mile and a quarter of Mr. Fell's mountain system of railway is laid down a little above Lanslebourg; foreign engineers and others report very favourably of it. (See also Captain Tyler, R.E. report to the Board of Trade, published in the "Times" of 29th June.) The projectors of this scheme hold to the option that their system of railway will ensure punctuality, and at least double the present speed over the mountain throughout the year.

Competent engineers believe that the work of tunnelling Mont Cenis will yet occupy eight or nine years.

The 714 miles of railway from Susa to Brindisi, is commented upon in detail in my report, dated 25th July 1865, the gradients being very small, the present average of 21·53 miles per hour may be easily increased to 25 or something more, and I fully believe this increase will take place in the spring of next year.

The work of deepening the Port of Brindisi is simply dredging out the mud; this has been in operation since last March.

No dry dock was in existence the middle of last June; I consider this adjunct indispensable for the efficiency of mail ships; the expenses of a mail service between Brindisi and Alexandria would be much increased if established without the convenience of a dry dock at Brindisi.

The distance from Brindisi to Alexandria is 824 nautical miles, that is 82 hours 24 minutes, at 10 knots per hour.

The average rate of the mail trains conveying Her Majesty's Mails from Paris to Marseilles, is 27·40 miles per hour, including stoppages.

The mail steamer from Marseilles leaves that port between 9·30 and 10 a.m., of the second day from London (of the mails), and has to perform 1,450 nautical miles on her voyage to Alexandria, including at least four hours detention at Malta for mail communications and coaling purposes; her time on the voyage at the above rate of speed, is

	Hrs. min.
From Marseilles to Malta, 630 nautical miles - - - -	63 0
Detention at Malta - - - - -	4 0
From Malta to Alexandria, 820 nautical miles at 10 knots - -	82 0
Add, from London to the departure of mail ship from Marseilles -	37 30
TOTAL -	186 30

The present low rate of communication between London and Brindisi, viz., 20·90 miles per hour, delivers the daily mail in 71 hours 33 minutes.

	Hrs. min.
The time for Brindisi route is—London to Brindisi - - - -	71 33
Transporting mails from railway to mail steamer - - - -	1 30
From Brindisi to Alexandria, 824 miles nautical, at 10 knots -	82 24
TOTAL -	155 24
Marseilles route - - - -	186 30
In favour of Brindisi route -	31 6

If the average railway speed between London and Brindisi were increased from 20·90 to 24 miles per hour, the time occupied would then be

	Hrs. min.	Days hrs. min.
To Brindisi - - - - -	62 15	
Transporting mails from railway to mail steamer - - - -	1 30	
From Brindisi to Alexandria, 824 miles, at 11½ knots per hour -	72 0	
	132 45	5 15 45

The Indian overland mails leave London Bridge at 8.30 p.m., and would by the last calculation arrive at Alexandria about noon of the sixth day, in ample time to be forwarded by mail train to Suez, which always leaves Alexandria at 4 p.m. daily.

As Alexandria harbour cannot be entered between sunset and sunrise, the higher rate of $11\frac{1}{4}$ knots per hour is necessary to obviate the risk of detention off the port a whole night.

The mistral, or north-west wind of the Marseilles route is much against the homeward mail; no disadvantage of this nature exists homeward to Brindisi; the strength of the bora of the Adriatic does not reach so far south as this port.

The English miles of land carriage are, by	Marseilles route	-	-	853 miles.
"	Brindisi	"	-	1,494 "
The nautical miles of sea carriage are, by	Marseilles	"	-	1,450 "
"	Brindisi	"	-	824 "

(signed) *W. H. Roberts*, Commander.

Peninsular and Oriental S. N. Company's Offices,
London, 22 September 1865.

No. 55.

(188 R.)

Mr. *F. Hill* to Mr. *Farrer*.

Sir,

General Post Office, 14 February 1866.

WITH reference to the personal communication which Lord Stanley of Alderley has recently had with Mr. Mimer Gibson on the subject of appointing an officer of engineers to proceed to Italy, for the purpose of inquiring into the arrangements which could be made for the conveyance through that country of the British Mails to India, China, and Australia, I am directed by his Lordship to transmit to you a memorandum of instructions which he has caused to be drawn up, so far as regards the Post Office, for the guidance of Captain Tyler, R.E., the officer who is understood to have been selected for this special service

T. H. Farrer, Esq., &c. &c. &c.
Board of Trade.

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

Enclosure in No. 55.

INSTRUCTIONS to the Engineer Officer about to proceed to Italy with regard to the contemplated Conveyance through that Country of British Mails to India, China, and Australia.

You are requested to direct your chief efforts to the solution of the following questions:

- (1.) What saving in time would be made by adopting the Italian route?
- (2.) Could the time be kept punctually; or would there be a liability to irregularity, owing to a large portion of the Italian railway being single, or to any other cause?

In relation to these questions it will be necessary for you to ascertain what may safely be considered the longest time, except on rare occasions, that would be occupied in conveying the mails from the French frontier to the port of despatch. With respect to the time in which the altered French service would be performed, the Post Office will itself obtain the information.

(3.) At the completion of your second examination of the temporary railway over Mont Cenis you are requested to state what progress has been made in its construction, and whether you are still of opinion that the work will be successful, and will afford a good and safe means, at all seasons of the year, of crossing the mountain.

(4.) Can it be foretold with certainty when this temporary railway will be completed, and brought into use? If so, state the time and the grounds of your belief.

(5.) What time do you estimate the transit will take, including any loading or unloading that may be necessary?

(6.) What progress has been made in the tunnel through Mont Cenis, and when do you think this work will be completed?

(7.) What would be the probable additional cost of sending the Indian and China, and Australian Mails through Italy?

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The French and Italian territorial charges can readily be learnt by the Post Office; but with reference to the cost by sea, it is important for you to ascertain, beyond doubt, whether Brindisi and Reggio would, in their present state, or by any alteration which the Italian Government is willing to make (and that, without fail, by the time which may be proposed for the commencement of the Italian service), be suitable ports for the dispatch and arrival of the mail packets.

To secure a competition on the best terms for the department, it is important that we should be able to give the contractors the choice of either of those two ports; since, if Brindisi were excluded, the Italian and Austrian packets now plying between that port and Alexandria might be shut out; and, on the other hand, if Reggio could not be used, the Peninsular and Oriental Company's ships, if they should continue, as is probable, to run from Marseilles, could not enter into the competition; and that Company, to do the service at all, would be compelled to put on express and additional packets.

The present French packets from Marseilles to Alexandria would also be excluded.

To admit of competition in the matter, it will be necessary to terminate the present contract with the Peninsular and Oriental Company; and this can only be done on a notice of 12 months—a step which cannot, of course, be taken until the course of events can be clearly foreseen.

In order to reply satisfactorily to the foregoing queries, it will, of course, be necessary for you carefully to examine, not only the harbours of Brindisi and Reggio, but the whole of the railway to be traversed. Under the direction of the Peninsular and Oriental Steam Navigation Company, much of this duty has already been performed, and apparently with great care, by Mr. Roberts, one of the Company's commanders, a copy of whose report is herewith forwarded, together with a copy of a report from the Admiralty, on the suitability, for the purpose in view, of the ports of Brindisi and Reggio.

No. 56.

Mr. Fane to Mr. F. Hill.

(386 R.)

Board of Trade (Railway Department),
Whitehall, 2 March 1866.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 14th ult., with enclosures, on the subject of appointing an officer of engineers to proceed to Italy for the purpose of inquiring into the arrangements which could be made for the conveyance through that country of the British Mails to India, China, and Australia.

My Lords direct me to state, for the information of Lord Stanley of Alderley, that they have appointed Captain Tyler, R.E., to make the proposed inquiry, and that that officer will leave England for the purpose on the 10th April next.

My Lords have instructed Captain Tyler to place himself in communication with your Department with respect to the proposed inquiry.

F. Hill, Esq., Secretary,
General Post Office.I am, &c.,
(signed) W. D. Fane.

Appendix, No. 2.

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— No. 1. —

CORRESPONDENCE as to Negotiations for Transfer of RAILWAY TELEGRAPHS in *India* to a Private Company, 1863.

Negotiations as to Transfer of Railway Telegraphs to Private Companies.

1, Victoria-street, Westminster, S.W.,

13 April 1863.

Dear Sir,

WE beg to forward you a copy of the proposed general terms of agreement between the Great Indian Peninsular Railway Company and the Oriental Telegraph Company, with the modifications introduced to meet the views of your directors. We shall be glad if you will lay this before the Board, and obtain their sanction to it at their earliest possible convenience.

T. R. Watt, Esq.

Great Indian Peninsular Railway Company.

We have, &c.

(signed) *Bright and Clark.*

Proposed general Terms of Arrangement between the Oriental Telegraph Company and the Great Indian Peninsular Railway Company.

1. A company to be formed for the purpose of establishing a system of telegraph throughout India.

2. The Board to be composed in the first instance of a director from each of the following railway companies, and two directors from the Electric and International Telegraph Companies.

3. The telegraph company to be allowed to form a telegraph for commercial purposes along the lines of the Great Indian Peninsular Railway Company, and in consideration thereof the telegraph company to pay to the railway company at the rate of 40s. per annum for every mile of the railway upon which they shall erect their wires, and in addition 5l. per cent. of their (the telegraph company's) gross receipts beyond 20,000 l. per annum earned within the railway company's system.

4. The telegraph company to have the exclusive right of working commercial messages

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over the Great Indian Peninsular Railway Company's system, but at any station where the telegraph company may not have an office open for the receipt of messages from the public the railway company may send commercial messages by their own telegraph for their own profit.

5. The telegraph company to use railway company's telegraph posts, and to have the right of erecting thereon not exceeding six wires; the work to be executed to the satisfaction of the railway company's engineer, in accordance with a general design of which he shall have previously approved, and the telegraph company to pay for any damage occasioned to the railway company's property through the default or neglect of the telegraph company's servants.

6. The railway company to decide the form of the post, but which shall be capable of carrying eight wires. The telegraph company to pay for the use and depreciation of the posts, upon the following principle:

The actual cost of the posts on the ground to be ascertained from the railway company's books, and the telegraph company to pay to the railway company a proportion of that cost, calculated at the rate of 10 per cent. per annum for iron posts, and 25 per cent. per annum for wooden posts, in the ratio of the number of wires erected on the posts owned by the telegraph company and the railway company respectively.

7. The railway company to find a small room when the operator is a native, if required to do so by the telegraph company, and the telegraph company to pay 10 per cent. per annum on the cost, and to keep it in repair.

8. At stations where the average number of messages is less than , the railway company's porters to carry them out at the current traffic rates for portorage. When the number of messages exceeds that amount the telegraph company to find messengers.

9. The telegraph company to find all the materials for their own telegraph, except posts, and to erect and maintain their own wires.

10. The railway company to have the right to call upon the telegraph company to maintain the railway company's wires on condition that two wires are always held free for the use of the railway company, the expense of maintenance being in such case divided between the telegraph company and the railway company in proportion to the number of wires owned by each.

11. The persons employed in the telegraph service to be conveyed free over the railway.

12. The railway company's messages transmitted beyond its own system on the telegraph company's wires, to be conveyed at a reduction of 75 per cent. upon the tariff charge.

13. The telegraph company to take over the railway company's wires, instruments, &c., at a valuation, if required to do so; and in that case all the railway company's messages to be conveyed at a reduction of 75 per cent. upon the tariff charge.

14. The telegraph company to give two months' notice, in writing, of their intention to abandon any station, or pay a penalty of 50*l.*, and the railway company to have the option of taking over the instruments there at a valuation.

15. The agreement to be for 21 years, terminable by either party at the end of seven or 14 years, giving six months' previous notice in writing. If this notice proceeds from the telegraph company the railway company to have the option of taking over the property of the telegraph company at a valuation. If not taken over, the telegraph company to have the right to remove their property. If the notice proceeds from the railway company the damage sustained by the telegraph company to be assessed by an arbitrator.

16. Railway company to have the right to inspect the telegraph company's accounts, and general arbitration clause.

(No. 66, of 1863.)

Herman Merivale, Esq., C.B., Under-Secretary of State for India.

Great Indian Peninsular Railway Company Offices,
No. 3, New Broad-street, E. C., London,
20 April 1863.

Sir,

I AM desired by the Board to forward, for submission to the Right Honourable the Secretary of State for India in Council, the enclosed proposed general terms of agreement for the establishment of a Commercial Telegraph Company for India on the railway lines, and to request that he will sanction this Company's entering into an agreement with the proposed Oriental Telegraph Company upon the basis of these terms, agreeably to the Board's resolution, recorded in their minutes of the 17th instant.

I am, &c.
(signed) *Thomas R. Watt.*

Sir,

India Office, 18 August 1863.

WITH reference to your letter of the 18th April, No. 66, I am directed by the Secretary of State for India to acquaint you that he considers it desirable that he should be made acquainted with the views of the Government of India on the proposed arrangements with the Oriental Telegraph Company before coming to a decision on the subject. A copy of your letter has accordingly been sent to that authority, with a request that it may be taken into early consideration.

T. R. Watt, Esq.

I am, &c.
(signed) J. Cosmo Melvill.

(No. 1939.)

East Indian Railway House,
Alderman's Walk, New Broad-street, E. C., London,
20 July 1863.

Sir,

WITH a view to utilise, as far as possible, the expenditure which has already taken place, and which must still take place, in providing posts for this company's telegraph system, the Board have for some time past been in communication with the representatives of an association about to be formed, under the title of the Oriental Telegraph Company, for the purpose of carrying out a system of commercial telegraphs in India, and which desires to make use of this Company's posts, as well as those of some of the other railway companies, for the erection of its wires, and the conduct of its business.

I am now directed to hand you enclosed draft terms upon which it is proposed to base an agreement between this Company and the Oriental Telegraph Company, subject to the sanction of the Secretary of State, and the Board will be glad to have an early intimation of his views upon the subject.

I have, &c.
(signed) D. J. Noad, Secretary.

The Under-Secretary of State, India Office.

PROPOSED General Terms of Arrangement between the Oriental Telegraph Company and the Railway Companies.

A COMPANY to be formed for the purpose of establishing a system of telegraphs throughout India. The Board to be composed of a director from each of the following Indian railway companies, and two directors from the Electric and International Telegraph Company, viz.:

The telegraph company to be allowed the use of the railway company's posts, for the purpose of forming a telegraph communication on the following terms:

Where the line forms part of the direct route between Calcutta and Bombay and Kurrachee, the telegraph company to pay the railway company at the rate of 40s. per annum, in respect of every mile of railway upon which the telegraph company shall elect their wires, and, in addition, 5 per cent. per annum of the telegraph company's gross receipts above 28,000 l. per annum earned within the railway company's system. On all other parts of the line, the telegraph company to pay the railway company 5 per cent. upon its gross annual receipts. The telegraph company to have the exclusive right of working commercial messages over the line, except where they have no offices for the receipt of messages. At such places, the railway company to have the right of sending commercial messages for their own profit.

The telegraph company to pay the railway company for interest and depreciation, calculated at the rate of 10 per cent. per mile per annum on the actual cost of the posts of iron, or at the rate of 25 per cent, if wood, such cost to be ascertained from the railway company's books, in proportion to the number of wires owned by the telegraph company from time to time, provided always that, if it should hereafter appear that the rate of 25 per cent. on the wooden posts is excessive, it be left to an arbitrator to decide to what extent it should be reduced.

The railway company to erect posts capable of carrying eight wires but not more, the number of wires to be erected for each company to be mutually agreed; the railway company to decide the form of posts.

The railway company to find a small room when the operator is a native, if required to do so by the telegraph company, and the telegraph company to pay 10 per cent. per annum on the cost, and to keep it in repair.

At stations where the average number of messages is less than the railway company's porters to send them out at a charge of per message.

When the number of messages exceeds that amount, the telegraph company to find messengers.

The telegraph company to find its own wires, insulators, plates for hanging the same to the posts, batteries, tools, working materials of all and every kind, except posts, and its

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own operators and other servants except as before noted. The whole of the wires, &c. to be erected by the railway company or the telegraph company, as may hereafter be agreed upon, the cost being borne by the telegraph company.

The insulators to be of a pattern approved by the railway company, but with such a difference that the property of the two companies can be distinguished.

The telegraph company to find all wires and materials, except posts for renewals, and to maintain all the wires, the expense of maintenance being divided between the telegraph company and railway company, in proportion to the number of wires used by each; the men employed on the telegraph service to be conveyed free over the railway company's line.

The telegraph company to be bound to keep two wires always in perfect working order for the exclusive use of the railway company.

Damage by fire attributable to the telegraph company to be paid by them.

The railway company's messages required to be transmitted over the wires belonging to the telegraph company, to be conveyed at a reduction of 75 per cent. upon the tariff charge.

The telegraph company to take over the railway company's instruments at a valuation, if required to do so, and in that case all the railway company's messages to be conveyed at a reduction of 75 per cent. upon the tariff charge.

The telegraph company to give two months' notice in writing of their intention to abandon any station, or pay a penalty of 50% ; and the railway company to have the option of taking over the instruments there at a valuation.

The agreement to be for 21 years, terminable by either party at the end of 7 or 14 years, giving 12 months' notice in writing. In the event of the notice proceeding from the railway company, the railway company to pay back the capital expended, together with a sum of money that shall make up to the telegraph company a dividend over the whole 7 or 14 years, as the case may be, equal to the average earnings of the three years preceding the notice. In the event of the notice proceeding from the telegraph company, the railway company to have the option of taking all the property at a valuation.

Railway company to have the right to inspect the telegraph company's accounts.

A general arbitration clause to be inserted in the agreement.

Sir,

India Office, 18 August 1863.

I AM directed by the Secretary of State for India, to acknowledge the receipt of your letter of the 20th ultimo, No. 1939, and to acquaint you in reply, that he considers it desirable that he should be made acquainted with the views of the Government of India on the proposed arrangements with the Oriental Telegraph Company, before coming to a decision on the subject. A copy of your letter has accordingly been sent to that authority, with a request that it may be taken into early consideration.

D. J. Noad, Esq.

I am, &c.
(signed) J. Cosmo Melvill.

COPY RAILWAY DESPATCH to *India*, No. 42, dated 8 August 1863.

Para. 1. I TRANSMIT herewith copies of letters and enclosures, from the directors of the * East Indian and the † Great Indian Peninsular Railway Companies respectively, requesting sanction to arrangements proposed to be entered into with a telegraph company in India, under which the railway companies would transfer their business, in connection with the conveyance of commercial messages, to the telegraph company, you will observe that the conditions, although varying in some minor points, are substantially the same in both cases.

2. Before coming to a decision on these proposals, I am desirous of being informed of the views of your Government thereon, and I have accordingly to request that your Excellency will take the matter into consideration, and furnish me with your opinion on the subject, at an early date.

(Railway No. 47 of 1864.)

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

Sir,

Public Works Department, Simla,
10 June 1864.

HAVING now received reports from the Governments of Bombay, Bengal, and the North-Western Provinces, upon the proposed transfer of the public telegraph business from the East Indian and Great Indian Peninsular Railway Companies, to the Oriental Telegraph

* Letter from Mr. Noad, dated 20th July 1863, No. 1939 and enclosure.

† Letter from Mr. Watt, dated 20th April 1863, No. 66 and enclosure.

Telegraph Company, we are in a position to answer your despatch, dated 8th August 1863. But it is to be regretted that all these reports deal only in generalities, and that no facts are given on which to form a conclusive opinion as to the expediency or otherwise of these proposals. We have, however, thought it desirable to inform you at once of the general views we have adopted on the subject, at the same time calling the attention of the local governments to the points that seem to us to require further elucidation.

2. The consideration proposed to be given by the telegraph company to the railway company, is a mileage of 2*l.* for some parts of the line; five per cent. on their gross income in excess of certain fixed amounts; and a payment in proportion to the number of wires used by the telegraph company and the railway company respectively, at the rate of 10 per cent. on the actual cost of the posts.

3. In order to see the real scope of these terms, we will consider their probable result in the case of the East Indian Railway.

4. It seems to be intended that the railway company shall, at any rate for the present, do all its own business; therefore, the staff and working expenses connected with the messages will be nearly the same hereafter as now. But this is not clearly shown; for neither is the proportion of expense due to maintenance of the line, and to working the messages stated, nor the proportion of the railway business to the commercial business.

5. The railway company will still have to pay for the maintenance of the wires it requires for itself, and for the cost of sending its own messages, including the cost of the staff. It will also pay for the maintenance of the posts in proportion to the number of wires it requires.

6. The question therefore seems to be this:—What will be saved to the company, if anything, by not maintaining wires not essential for railway business; by not working commercial messages, by not paying for the entire maintenance of the posts; and will 2*l.* per mile on the through distance between Calcutta and Jubbulpoor, with 5 per cent. on the probable gross income of the telegraph company in excess of 28,000*l.*, and with the share of 10 per cent. on the cost of the posts (less the telegraph company's share of maintenance), in proportion to the number of wires, amount, with the savings above noted, to as much as the present or prospective proceeds from the commercial business of the railway company?

7. It is stated that the present annual profits from commercial messages on the East Indian Railway are about 5,760*l.* This sum we presume to be the gross income, in cash, for the whole of the staff and the telegraph lines being assumed to be necessary for railway purposes; all cash receipts are profits.

8. Considering that the gross income of the railway company from its telegraph business is now only 5,760*l.*, the value of 5 per cent. on the telegraph company's income in excess of 28,000*l.* will at all events for some time to come be quite inappreciable. For the railway company to earn 1,000*l.* from this source, the telegraph company's income must be 48,000*l.*, or not far from ten-fold the railway company's present income from this class of business.

9. The essential thing, therefore, is to see whether the stipulated share of the 10 per cent. on the cost of the posts, with the payment for mileage, or 2*l.* on 870 miles, the distance from Calcutta to Jubbulpoor, that is, 1,740*l.* will compensate for the loss of the commercial business.

10. If, as is said by the Superintendent of East Indian Railway Telegraphs, four wires are required for the railway business, while in all eight are to be used, the actual share of the 10 per cent. that will go to the railway company will be one-half or 5 per cent. As this must cover the renewals, as well as pay interest on capital sunk, the actual set-off to the company will be less than the amount of the guarantee, and Government may suffer unless the elements of saving are more considerable than seems at all likely.

11. It appears that the posts as now existing on the East Indian Railway are at best fitted to carry four wires, and that a large additional outlay will be necessary to fit them to carry eight wires. But no statement is made as to the aggregate cost of the posts on which the 10 per cent. would be chargeable, or what is the total sum at debit of capital on account of the railway telegraph as a whole, or of the posts in particular. If, for example, the present value of the posts, as it might be charged to the telegraph company were 100,000*l.*, and 75,000*l.* additional were necessary to fit them under the proposed agreement for the use of the telegraph company, the latter would pay, say 5 per cent. on 175,000*l.*, or 8,750*l.* Of this it might be said that 5 per cent. on the new capital 75,000*l.*, or 3,750*l.*, would only just cover the guarantee, but the remaining 5,000*l.* would be a distinct advantage to the railway and to Government. The railway company would then receive 1,740*l.* as mileage, and 5,000*l.* as interest on the old posts, in all 6,740*l.*, in lieu of 5,760*l.*, the receipts from the existing commercial business. On this hypothesis the railway company would benefit to the extent of 1,000*l.* per annum. In short, the equity of the

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per-centage named depends on the actual figures which are not known. If the present value of the posts is very small compared with the sum which will be necessary to fit them for carrying eight wires, the per-centage is almost certainly too low.

12. As regards the Great Indian Peninsular Railway, no facts are stated which give evidence on one side or the other.

13. The above remarks refer only to the financial aspect of the proposal. As to the administrative questions involved, we are disposed to concur with those persons who express a doubt as to the expediency of having a double telegraph agency on these railways.

14. We are of opinion that one of two arrangements should be made; either the railway company should contract with the telegraph company for the latter to do all the business, or it should do the whole itself, merely leasing a few through wires to the telegraph company, to be worked entirely by the latter.

15. In the former case, upon the telegraph company paying a fixed sum down, or a yearly rent of 10 or 12 per cent. on the capital sunk, the whole telegraph might be transferred to them, leaving the railway company a lien on it to ensure its being maintained and worked.

16. The telegraph company should engage to maintain on all parts of the line as many wires (up to four) as the railway company may require, with signallers at every signal station of the railway, and to carry the railway company's messages in preference to those of all other persons, and at a reduced price.

17. On the other hand, the railway company should have the power of repairing the line and employing signallers at the expense of the telegraph company if the latter failed in its engagements.

18. In the second case, the railway company should maintain both the wires and posts, and charge for them a sufficient rate on the actual outlay.

19. In any agreement it will be necessary to see that the full powers of the Government under the contract with the railway company are carefully guarded on the transfer of the telegraphs to a separate company.

We have, &c.
(signed) *John Lawrence.*
H. Rose.
R. Napier.
H. S. Maine.
C. E. Trevelyan.
W. Grey.
G. N. Taylor.

Sir,

India Office, 1st September 1864.

WITH reference to the correspondence that has passed relative to a proposed arrangement between the East Indian Railway Company and the Oriental Telegraph Company, I am directed by the Secretary of State for India to acquaint you that, in consequence of the receipt of the expected Report of the Government of India on the subject, he has again had the matter under consideration; and that he has come to the conclusion that it is not desirable that the railway company's public telegraph business be transferred to a separate company.

He is therefore unable to sanction the arrangement proposed in your letter of the 20th July 1863, No. 1939.
20th April 1863, No. 66.

D. J. Noad, Esq.
T. R. Watt, Esq.

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

(No. 2231.)

East Indian Railway House,
Alderman's-walk, New Broad-street, E.C.,
London, 11 January 1865.

Sir,

REFERRING to the Secretary of State's Letter of the 1st September last, stating that, in consequence of the receipt of the expected Report of the Government of India on the subject of the correspondence which has passed relative to a proposed arrangement between this Company and the Oriental Telegraph Company, he has again had the matter under consideration, and that he has come to the conclusion that it is not desirable that the railway

railway company's public telegraph business should be transferred to a separate company, I am instructed by the Board of Directors to request the favour of being furnished with a copy of the Report in question, or with any reasons which may have influenced the Government of India in drawing up the Report.

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To the Under-Secretary of
State for India.

I have, &c.
(signed) *D. J. Noad*,
Secretary.

Sir,

India Office, 26 January 1865.

I AM directed to acknowledge receipt of your letter of the 11th instant, and in reply to the request therein made, to state, that to furnish the Directors of the East Indian Railway Company with a copy of the Despatch received from the Government of India on the subject of certain proposals of the Oriental Telegraph Company, would be contrary to the usage of this office.

It was not merely on anything stated in that Despatch that Sir Charles Wood came to the conclusion that it would be undesirable to transfer the railway company's telegraphic business to a separate company.

D. J. Noad, Esq.

I am, &c.
(signed) *Dufferin*.

COPY of RAILWAY DESPATCH to Government of *India*, dated 6 September 1864;
No. 51.

Para. 1. I HAVE received and considered in Council your Excellency's Despatch of the 10th June last, No. 47, relative to the proposed transfer to a separate company of the public telegraph business of the East Indian and Great Indian Peninsular Railway Companies.

2. After attentively considering the matter in Council, I have come to the conclusion that it is not desirable that the proposed transfer should be made, and have the railway companies accordingly.

— No. 2. —

CONVENTIONS with FOREIGN POWERS for the establishment of TELEGRAPHIC COMMUNICATIONS.

CONVENTION between Her Majesty and the Sultan for the establishment of a Telegraphic Cable between *Malta* and *Alexandria*.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, being desirous, with a view to accelerate communication with India, to establish a submarine telegraphic cable from *Malta* to *Alexandria*, His Imperial Majesty the Sultan, in order to afford a fresh proof of his friendship for Her Britannic Majesty, has consented to afford Her the necessary facilities for that purpose, so far as regards the Ottoman territory. Their Majesties have accordingly resolved to record the needful arrangements in a convention, and have named as their Plenipotentiaries, that is to say,—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Sir Henry Lytton Bulwer, a Member of Her Britannic Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Honourable Order of the Bath, and Her Majesty's Ambassador Extraordinary and Plenipotentiary to the Sublime Porte;

And His Majesty the Emperor of the Ottomans, His Highness Mehemed Emin Aali Pasha, President of the Council of the Tanzimat, and Acting Minister for Foreign Affairs, decorated with the Orders of the Medjidie and Merit of the First Class, Grand Cross of the Imperial Order of the Legion of Honour of St. Stephen of Austria, of the Red Eagle of Prussia, of St. Anne of Russia, of St. Maurice and Lazarus of Sardinia, of the Polar Star of Sweden, and several other foreign orders;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following articles:—

Article 1. It being the intention of Her Britannic Majesty to establish a telegraphic cable from *Malta* to *Alexandria*, His Imperial Majesty the Sultan consents that such cable may be landed near *Alexandria*, and may there be placed in connection with the other telegraphic lines terminating at that city.

App. No. 2. His Imperial Majesty also consents that the said telegraphic cable may be landed at such points of the coast of Africa, within the Regency of Tripoli, as may be found necessary.

Article 2. The British Government may establish stations at Alexandria, and at all other points where the said cable may be landed, and may maintain such stations and work the said cable.

Article 3. The British Government shall have power to appoint, to pay, and to discharge, at its pleasure, all the officers or persons necessary for the establishment, maintenance, and working of the aforesaid cable at Alexandria, and all other places where the cable may be landed within the Ottoman territory, as well as of the stations at those places.

Article 4. The aforesaid telegraphic cable and stations, at the points where the cable touches the land, shall be watched over and protected by the Ottoman Government wherever it may have an authorised agent, without, however, any responsibility therefrom attaching to the Sublime Porte.

Article 5. The persons employed at the stations which may be established within the Ottoman territory by means of the present convention, shall be under the protection of Great Britain, and any proceeding, civil or criminal, instituted against them, shall be governed by the rules established for British subjects in like cases.

Article 6. Any message addressed to a person residing within the Ottoman territory, not being an officer of the line, shall, unless intended merely for transmission through and beyond the Ottoman territory, be delivered to such person only through an agent of the local government.

Article 7. Her Britannic Majesty engages that all despatches of the Ottoman Government shall have like priority with those of the British Government over all other despatches forwarded over this line.

The official despatches of the Ottoman Government may be sent in cypher.

Article 8. In the event of Her Britannic Majesty making over to a company the establishment or the working of the aforesaid telegraphic cable, His Imperial Majesty the Sultan engages to grant a firman for 85 years to such company, on the same conditions as are prescribed by the present convention.

In such case the company, in all that concerns the stations within the Ottoman territory, shall, in their corporate capacity, be subject to the general laws of the Ottoman Empire; but the persons in the employ of the company shall, individually, be under the protection of the nation to which they may appertain.

Article 9. The present convention shall be ratified, and the ratifications shall be exchanged at Constantinople, in two calendar months, or sooner if possible, and shall be carried into execution from the date of the exchange of the ratifications.

Done at Constantinople on the 21st day of April 1861.

(signed) *Henry L. Bulwer.* (L. s.)
Aali. (L. s.)

INDO-OTTOMAN TELEGRAPHIC CONVENTION.

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of the Ottomans, being desirous to establish between their respective States telegraphic communications, by means of which India, connected by a submarine cable with the Ottoman territory at the mouth of the Shat-el-Arab, will be in telegraphic communication with Turkey, and consequently with all the other States of Europe, have agreed to conclude a telegraphic convention, and with that object have named as their Plenipotentiaries, that is to say,—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Sir Henry Lytton Bulwer, a Member of Her Majesty's most Honourable Privy Council, Knight Grand Cross of the most Honourable Order of the Bath, and Her Majesty's Ambassador Extraordinary and Plenipotentiary to the Sublime Porte; and His Majesty the Emperor of the Ottomans, His Highness Mehemid Emir Aali Pasha, Minister for Foreign Affairs, decorated with the Imperial Orders of the Osmane, of the Medjidie, and of Merit of the First Class in Brilliants, Grand Cross of several foreign orders; who, after having communicated to each other their full powers, found in good and due form, have agreed upon the following Articles:

Article I. The Ottoman Government will continue at its own cost, to the mouth of the Shat-el-Arab, the main telegraphic line of Asia now existing between Scutari of Constantinople and Bagdad, and will connect the said main line, in the direction of Khanakain, with the Persian land lines which communicate with the submarine cable at Bushire. The maintenance and repairs of the said Ottoman lines will be at the charge of the Ottoman Administration.

Article II. On the other hand, the Government of India will lay down, at its own expense, a submarine telegraphic cable, which, starting from some point of the British Indian Empire,

Empire, and touching at Bushire, will terminate at the mouth of the Shat-el-Arab, where it will join the Ottoman land line.

The maintenance and repairs of this cable shall be at the expense of the Indian Administration.

Article III. His Majesty the Sultan authorises the establishment, on Ottoman territory at the mouth of the Shat-el-Arab, of a British telegraph office, with a staff which shall not exceed in number 50 persons, placed under the exclusive orders of a British station master, and which, as well as the apparatus and all the instruments requisite for working the submarine line, shall be at the expense of the British Government.

Article IV. The aforesaid British office shall be located in the same building occupied by the Ottoman station at the mouth of the Shat-el-Arab, with a view to facilitate the combined operations of the common service.

The apparatus of the Ottoman service and that of the British service at that joint station shall be placed in separate compartments, but in close proximity to each other, and shall not be connected.

The exchange of messages shall take place immediately on their receipt, the officers handing them to each other through a window, and the service of the British and Ottoman officers shall be permanent. The rent and cost of maintenance of the mixed telegraphic station shall be shared in equal proportions by the British and Ottoman Administrations.

Article V. It is well understood that the active service of the British office on Ottoman territory shall be limited to the receipt and delivery by hand to the Ottoman office of the messages arriving from India by the submarine cable; to the transmission of those which are delivered to it by the Ottoman office; and, lastly, to the superintendence and maintenance of the safe and regular submarine communication between the mouth of the Shat-el-Arab and India.

The direction in chief of the mixed station shall devolve on the Ottoman Administration, but without the right of interfering in the internal administration of the British office.

Article VI. In order to ensure promptitude in the Indo-European correspondence, and its regular transmission and receipt, the Ottoman Government will not fail to establish a permanent service at Bagdad and Fao, as well as at the majority of stations on the main line of Asia between Constantinople and Fao, and to appoint thereto a staff possessing a knowledge of the English language sufficient for the perfect performance of that important service.

Moreover, the Ottoman Government, being desirous that the expeditious transit of the Indo-European messages over its territory should be rendered still more satisfactory, engages to establish at Constantinople an office of transmission, devoted exclusively to the service of messages to and from India. Its officers, and especially the station master, shall be selected from those of the Ottoman telegraph officials who are thoroughly conversant with the English language.

Article VII. The Ottoman Government will take the necessary measures to ensure that one wire of the main line, from Constantinople to Fao, shall be always exclusively devoted to Indo-European messages.

In case this wire should get out of order, or in case of a press of traffic, the official Indo-European messages may be forwarded by one of the wires intended for local traffic, but after the official despatches of the Ottoman Government. In that case private Indo-European despatches shall be forwarded together with private messages already deposited at the office, and in alternative order with those messages, whatever may have been the hour at which the latter may have been deposited.

Article VIII. The Convention of Brussels of 30th June 1858, in all that relates to the details of the telegraphic service, shall be mutually observed by the two contracting Governments, in so far as it is not opposed to the terms of the present Convention.

Article IX. It is agreed between the high contracting parties, that the rates for Indo-European messages sent by the Ottoman lines, Asia, throughout their whole extent from Constantinople to Fao, or to the Persian frontier in the direction of Khanakain and *vice versa*, shall not exceed the limit of twenty-seven francs and a half (27½ francs) for a single message sent from Constantinople to Fao or *vice versa*, and of twenty-two francs and a half (22½ francs) for a single message sent from Constantinople to Khanakain or *vice versa*; as also that the rates for messages traversing the whole submarine line from India to Fao, or to Bushire and *vice versa*, shall not exceed the limit for the former of 62 francs and a half (62½ francs) for each single despatch, and for the latter of fifty francs (50 francs).

Article X. The Administrations of the two contracting Governments will communicate to each other, with the least possible delay, the tariff of their stations and frontiers, in so far as they may have reference to the Indo-Ottoman frontier of Fao. According to that tariff the rates shall be mutually accounted for in the monthly accounts of messages exchanged between the two Administrations at the aforesaid frontier of Fao.

Article XI. The mutual account for telegraphic rates, expenses of postage, and of expresses, &c., shall be checked at the expiration of every month, and settled quarterly. The liquidation and payment of the surplus which may be due to either Administration, shall take place at the close of each quarter. The accounts of each Administration shall enumerate only the rates in debit. They shall be drawn up by the Ottoman Administration

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tion in francs and centimes, the total being reduced to shillings and pence; and by the British Administration in shillings and pence, the total being reduced to francs and centimes.

The reduction of these sums shall be calculated at the rate of,—

One pound sterling = 25 francs.
 One shilling - - = 1 franc 25 centimes.
 One penny - - = 10 centimes.

Article XII. The balance which may accrue from the quarterly liquidation in favour of one or other of the administrations, may be paid either in Turkish pounds, in pounds sterling, or in 20 franc pieces. Should the balance be in favour of the Indian Administration, payment shall be made by Turkey into the hands of the delegate of that Administration at Constantinople; and should it be in favour of the Ottoman Administration, payment shall be made by the aforesaid delegate to the Director General of the Ottoman Telegraphs.

Article XIII. In order to facilitate and accumulate the operations relating to the reciprocal settlement of the quarterly accounts with the Central Administration of Ottoman Telegraphs, the Indian Government shall be entitled to appoint a delegate to reside at Constantinople, the seat of that administration. The Ottoman Government shall likewise be entitled to name a delegate for the same purpose, to reside at the seat of the Central Telegraph Administration of the Indian Government.

The respective delegates shall be entitled to receive from the respective Central Administrations all the information and explanations which they may require.

Article XIV. All messages to or from India may be forwarded indifferently, as may be most convenient for the service, either by the line of Bussorah or by that of Khanakain.

Article XV. It is well understood that the Ottoman Government shall be in account current and shall have direct administrative relations with the Government of India in respect to all messages, whether sent by the frontier of Fao, or by the Persian route of Khanakain. Thus the two contracting Governments shall not be in account current, and shall not have direct administrative relations with Persia, except in respect to payment for those messages only which shall have traversed the Persian lines; so that as regards India-European messages, the two high contracting parties shall only account to the Persian Government for the amount due to it for their transit along the Persian lines between Khanakain and Bushire.

Article XVI. The present Convention shall come into operation as soon as the submarine cable shall be in communication with the land lines of Turkey and of India, and shall remain in force for three years from the day on which the ratifications are exchanged. Nevertheless, the high contracting parties may introduce into it, according as necessity may require, such modifications as may be considered by common agreement to be useful and indispensable.

At the end of three years the present Convention shall be deemed to be in force for an indefinite term, and until the expiration of six months, reckoning from the date on which either of the parties shall have made known to each other its intention to put an end to the same.

Article XVII. The present Convention shall be ratified, and the ratifications shall be exchanged at Constantinople as soon as possible.

Done at Constantinople on the third day of September, One thousand eight hundred and sixty-four.

(signed) *H. L. Buhrer.*
Aali.

TELEGRAPHIC CONVENTION WITH PERSIA.

As Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of all the Kingdoms of Persia, are desirous of regulating the telegraphic communication between Europe and India, and of placing this work on a sure and friendly basis, they have resolved that a Convention for that purpose shall be concluded; wherefore their Majesties have named as their Plenipotentiaries:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland;

His Excellency Charles Alison, Esq., Companion of the Most Honourable Order of the Bath, Her Envoy Extraordinary and Minister Plenipotentiary at the Court of Persia;

And His Majesty the King of all the Kingdoms of Persia;

His Excellency Mirza Saeed Khan, his Minister for Foreign Affairs, possessor of the Order of the Royal Portrait adorned with diamonds, and of the blue cordon, and bearer of the pearled tassel and the rod adorned with diamonds; possessor of the Order of the First Serteeb with its special cordons, and bearer of the Order of Saint Ann, adorned with diamonds of the first class, and of the Order of the Medjidie of the First Class, and of the First Order of the Iron Crown, and the First Order of Leopold, and the First Order of Danaborg, and of the First Order of Saint Maurice and Lazare, and the First Order of the Saviour of Greece, and the Order of the Polar Star of Sweden, and the Second Order of the Legion of Honour.

And the aforesaid distinguished representatives, after meeting in the capital of Teheran, and

and perusing and exchanging their letters of full power, and finding them to be in due order, have concluded the following articles:—

Article I. In order to improve the telegraphic communication between Europe and India, the Persian Government agrees to attach another wire to the poles now standing, from Bushire to Khanikin, and to bring it into working order as soon as possible. The wire to be used solely for international messages sent in European languages.

Article II. In order that the second wire may be attached in a complete and effective manner, the Persian Government also agrees that it shall be done under the direction and supervision of an English engineer officer and staff; and the Persian Government will use its best endeavours to collect the necessary materials, and lay down the wire with all expedition.

Article III. The British Government agrees to procure for the Persian Government, at a reasonable price, and with the cognizance of a Persian Commissioner, all the wire, insulators, Morse instruments, &c., that may be requisite for this work, inclusive of two hundred iron posts for the marshy tract of Bushire, and to deliver them over to the Government Commissioners at any seaports or frontier towns of Persia that may be suitable, receiving payment in five years, in five instalments.

Article IV. The Persian Government, moreover, agrees that an English telegraph officer, with the necessary staff, not exceeding fifty (50) in number, exclusive of families, shall be engaged, from the opening of telegraphic communication through the new wire, for five (5) years, in organising the Persian line of telegraph and giving instruction in telegraphy. And the British Government agrees that the English officer and his staff shall, at the expiration of the prescribed period, make over the said line to the Persian Government, and cease connection with the Persian telegraph.

Article V. The conditions under which the English officer shall exercise control over the second wire, during the prescribed period, are stated in the following rules:—

1. His Royal Highness the Itizad-es-Sultaneh, Minister of Science, or any other person, who, by the Shah's order, shall be appointed in his place, is to be considered the head and absolute chief of all the Persian Government telegraphs.

2. Any order which his Royal Highness, or such other person in his place, may issue concerning the protection of the line, its working, and the Persians employed on it, shall be given through, and with the approval of, the English telegraph officer.

3. For the protection of the line, the whole distance from the Turkish frontier to Bushire shall be divided, from station to station, into six sections, as follows:—

From the Turkish frontier to Hamadan.

From Hamadan to Teheran.

From Teheran to Cashan.

From Cashan to Ispahan.

From Ispahan to Shiraz.

From Shiraz to Bushire.

To each of these divisions the Itizad-es-Sultaneh shall appoint a Persian officer, who will be responsible to his Royal Highness for the protection of the line situated within his limits. To enable the said Persian officer, or Yaver of each division, to carry out his duties efficiently, a certain number of horsemen shall be stationed under his orders along the line. The Yaver will, of course, accept any suggestions which the English telegraph officer may give with reference to his charge, due regard being had to the customs of Persia, and her power of carrying out such suggestions.

4. The organization of offices, and instruction of employes, shall be exclusively in the charge of the English superintending officers, who will be responsible for the working of the line in these respects; and the Persian signallers shall be ordered to obey implicitly the instructions which the English officers may give in the performance of their duties.

5. In case of insubordination or misconduct on the part of the Persian signallers, his Royal Highness the Itizad-es-Sultaneh engages to use his best endeavours in lawfully supporting the authority of the English superintending officer, exercised under the last rule. On the other hand the English officer engages that the bounds of that authority shall in no way be exceeded.

6. The English officer shall have nothing whatever to do with receipts of money. A Mirza will be appointed at each station, who will be directly responsible for the accounts to the Itizad-es-Sultaneh. But the English superintending officer shall render to his Royal Highness, or any person who may be appointed by the Persian Government, such account of the telegrams dispatched under his authority, as may be sufficient for full information.

These rules, however general in some sense, are understood to have special application to the second wire.

Article VI. In filling up vacancies which may occur among the signallers employed under Article IV., the English telegraph officer shall give the preference to natives of Persia, provided they be qualified in his estimation, by the knowledge of the English language and other attainments necessary for this service, to perform the duties required.

Article VII. As the telegraph offices of these two wires ought to be distinct, the Persian Government shall build a new office adjoining the existing one, wherever there are not separate rooms.

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Article VIII. If any injury befall the second wire, or delay occur through press of traffic, the first wire, which is specially used for internal communication in Persia, shall give assistance to the second wire, and *vice versâ*.

Article IX. For every message of 20 words or less, from Khanikin to Bushire, or *vice versâ*, one toman five krans and eight shahis, in Persian money, or 14s. in English money, shall be charged, with proportionate rates for the intervening towns. The Persian Government accepts the tariff laid down in the last Convention between Turkey and England, so far as regards the rates of messages sent by the two Governments from Bushire to India, and from Khanikin to Constantinople or Europe.

Article X. The yearly receipts will be credited to the Persian Treasury; but, should they reach a higher sum than thirty thousand (30,000) tomans, the surplus will be made over to the officers of the English Government for the cost of their establishment.

Article XI. All Indian messages, at whatever part of the line, or from whatever place received, shall be given over to the second wire, and the accounts regularly kept.

Article XII. Should the traffic so continuously increase, as to demand more in one day than the fair day's work on the second wire, the excess of telegrams shall be handed over for dispatch to the first wire, the money received on them being separately credited to the Persian Government. The adjustment of this matter shall rest with the Itizad-es-Sultaneh, and the English superintending officer. This Article is quite irrespective of the provision for mutual assistance in the event of a slight and temporary delay.

Article XIII. The cost of all other than Indian or submarine cable messages shall be separately credited to the Persian Treasury, although conveyed by the second wire.

Article XIV. The relative values of coin shall be calculated, for purposes of account, at the following rates:—

One pound sterling = 25 francs = 22 krans.

One shilling = 1 franc 25 centimes = 1 kran 2 shahis.

One penny = 10 centimes = 2 shahis.

As a rule, accounts shall be kept in English, and payments made in Teheran, in Persian currency.

Article XV. The telegraph accounts shall be made up by the English superintending officer monthly, and sent to Constantinople, where, by comparison with the cable and Turkish accounts, they will be checked by the British Commissioner appointed for that purpose. On the return to Teheran of the audited accounts from Constantinople, the amount due to the Persian Government will be certified by the English officer, and speedily paid every six months, as stated in the last Article. The above account shall always be open to the inspection of the telegraph agent of the Persian Government at Constantinople, or any person recognised by the Persian Minister at the Ottoman Court for the settlement of accounts of international traffic on the Persian-Turkish line.

Article XVI. The telegraphic regulations drawn up at Paris, on the 13th of April, Anno Domini One thousand eight hundred and sixty-five, shall be carried out under the superintendence of the Persian Government, so far as not opposed to the terms of the present Convention or the institutions of Persia.

Article XVII. Any disagreement arising between the telegraph employés of the two Governments shall be referred to their Excellencies the Persian Minister for Foreign Affairs, and the British Minister at Teheran, in order that, after necessary investigation, a just decision may be pronounced.

Article XVIII. This Convention shall take effect from the opening of correspondence on the second wire, and remain in force for five (5) years from the day that a telegram is first dispatched thereby. At the expiration of the five years, it shall be null and void. If at any time within the term appointed, the capabilities of Persian telegraphers for their work shall be proved to the satisfaction of the chief of the Persian telegraphs and the English telegraph officer, the full period shall be curtailed, and the line made over altogether to the Persian Government.

Article XIX. The present Convention shall be ratified and the ratifications exchanged at Teheran within five months, or sooner if practicable.

Done at Teheran on the twenty-third of November, Anno Domini One thousand eight hundred and sixty-five.

(signed) C. Alison. (L. S.)

Meerza Saeed Khan. (L. S.)

— No. 3. —

CORRESPONDENCE respecting the Construction of a TELEGRAPH LINE through Persia.

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COPY of the AGREEMENT with the PERSIAN GOVERNMENT, arranged by Mr. Eastwick, in December 1862, for the purpose of Constructing a LINE of TELEGRAPH through Persia, and of all CORRESPONDENCE relating thereto.

No. 1.

Mr. Merivale to Lord Wodehouse.—(Received 18 May.)

My Lord,

India Office, 17 May 1861.

I AM directed by Sir Charles Wood to forward herewith, for Lord John Russell's information, the copy of a letter and its enclosure, which has been addressed to the Persian Ambassador at this Court, regarding a proposed agreement between the Indian and the Persian Governments for constructing a line of telegraph through Persia to India.

I have, &c.

(signed) Herman Merivale.

App. No. 2.

Enclosure 1, in No. 1.

Sir C. Wood to Meerza Djaaffer Khan.

Sir,

India Office, 17 May 1861.

IN accordance with the understanding at the last interview which I had the pleasure of having with your Excellency, I beg to forward to you a memorandum of the terms on which I am of opinion that an agreement might be made between the Persian and Indian Governments for the construction of a line of telegraph from the Turkish frontier, through Persia, to Bunder Abbas, which shall form a component part of a line of telegraph from this country to India; and, in doing so, I request that your Excellency will express to his majesty the Shah, the gratification with which Her Majesty's Government will co-operate with his Majesty in establishing a system of communication which cannot fail to be of mutual advantage to both countries.

In order to save the next season for work, it would be necessary to take immediate measures for providing the stores which must be sent from this country. I have therefore to inquire whether, in the opinion of your Excellency, his majesty the Shah will concur in the expediency of commencing operations in October next.

I have, &c.
(signed) C. Wood.

Enclosure 2, in No. 1.

MEMORANDUM of proposed Terms of Agreement.

1. THAT the line should commence at Bagdad, proceed from thence to Tehran, and, from that city, *viâ* Ispahan and Sheraz, to Bunder Abbas.
2. That the expense of constructing the work should be shared equally by the two countries.*
3. That the line should be executed under the superintendence of British officers, to be selected by the Secretary of State for India.
4. That the line should consist of two wires, one of which should be for the exclusive use of the Persian and British Governments respectively. If either wire should become unserviceable, the one in good order should be available for both Governments.
5. That the expense of working and maintaining the line be divided between the two Governments; but that each Government should be entitled to be repaid the amount of this charge from the value of the messages sent by them respectively, according to the rates specified in a tariff to be determined on.
6. As the line, when finished, will be the property of the Persian Government, the sums advanced by the British Government for the construction of the line should be repaid to them by the value of the messages sent by them beyond that required for defraying their share of the maintenance and working the line, calculated as above.
7. In the event of the line being destroyed by subjects of the Shah, or in the event of the British and Indian Governments being deprived of its use by the act of a subject of the Persian Government, before the British Government is repaid under Clause 6, the sum due to the British Government should be repaid to them by the Government of Persia.

No. 2.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 28 May 1861.

† No. 1.

I TRANSMIT for your information a copy of a letter from the India Office,† enclosing a communication which Secretary Sir Charles Wood has addressed to the Persian Ambassador at this Court, respecting a projected agreement between the Persian and Indian Governments for the construction of a telegraph through Persia to India.

I shall be glad to receive any observations which you may have to make upon this subject.

I am, &c.
(signed) Russell.

(Extract.)

No. 3.

Earl de Grey and Ripon to Lord Wodehouse.—(Received 3 June.)

India Office, 1 June 1861.

IN continuation of my letter, dated the 17th instant, I have to forward herewith, by desire of Sir Charles Wood, copy of a letter which has been received from the Persian Ambassador at this Court, and of the reply thereto, regarding the construction of a line of telegraph through Persia.

* In carrying out this condition it should be understood that the Persian Government will provide the timber posts, the inland carriage, and the labour; the Indian Government supplying the iron wire, insulators, &c., at such ports as may be decided on.

Enclosure 1, in No. 3.

(Extract.)

Meerza Djaaffer Khan to Sir C. Wood.

(Translation.)

Claridge's Hotel, 20 May 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 17th of May, and as I find that certain matters contained in it are not exactly in conformity with the wishes which I expressed to you at our recent interview, I beg to trouble you with the following observations on the points at issue :—

The Persian Government is not in itself at all anxious about the construction of telegraphs in the Persian territory, because it feels that there are many other branches of public expenditure that are of more importance to the country; and if his majesty the Shah could be thus induced to support such an undertaking, it would be mainly with a view of thereby securing the friendship and good feeling of the English Government. It appears to me that two modes of proceeding, in regard to the telegraph, offer themselves for consideration.

1st. The British Government might obtain the sanction of Persia to the construction of a telegraphic line upon Persian soil from Bagdad towards Kurrachee by whatever route might be thought advisable, the Persian Government being granted in return the privilege of transmitting a certain number of words daily through the telegraph, free of expense; and the telegraph and its revenues becoming the property of the Persian Government, after remaining for a certain number of years in the hands of the British constructors (a proposition to this effect has indeed been already made from Paris to the government of Persia); and the Persian Government would on its part engage that the material required from the country for the use of the telegraph should be supplied at the market rates, and would further use all due exertion in protecting the line.

The other mode of proceeding would lie in the construction of a telegraph from the Bagdad frontier (not from the city of Bagdad) to Bunder Abbas, at the joint expense of the English and Persian Governments, under certain conditions which I previously mentioned, and which I have now the honour to repeat; namely, that as there is really no public call for a telegraph in Persia itself, nor any possibility of the results obtained from it in the country being at all commensurate with the expense of making it, it would be necessary, in order to interest his majesty the Shah in the undertaking, and to induce him to join in the construction of the line, that there should be a handsome bonus offered by the British Government, such as the supply of wire, without deducting its expense from the value of messages transmitted, or the direct allowance of a sum of money independently of all joint outlay.

Enclosure 2, in No. 3.

(Extract.)

Sir C. Wood to Meerza Djaaffer Khan.

India Office, 31 May 1861.

I HAVE the honour to acknowledge the receipt of your Excellency's letter, dated the 20th instant, and with regard to the modified arrangements which you have proposed for taking the line of telegraph from this country to India through Persia, I have to state that, if instead of the proposed plan submitted with my letter of the 17th instant, his majesty the Shah would prefer that the line from the frontier near Bagdad to Bunder Abbas should be altogether constructed and worked by British officers, and at the expense of the Indian Government, Her Majesty's Government will not object to the arrangement, upon the condition that the line should remain in the hands of the Indian Government for a certain number of years, say 25, all expenses being paid and all receipts being retained by them, and that after this period, during which the Persian Government should have the privilege of transmitting a certain number of words daily free of expense, the telegraph and its revenues should become the property of the Persian Government, all expense attending the working and maintaining it being then, of course, borne by the government, who should undertake to keep it in perfect working order and to convey the messages of the British and Indian Governments at a rate to be mutually agreed on.

No. 4.

(Extract.)

Earl Russell to Mr. Alison.

Foreign Office, 6 June 1861.

WITH reference to my Despatch of the 28th ultimo, I transmit for your information a copy of a letter from the India Office,* enclosing further correspondence which has passed between the Secretary of State and Meerza Djaaffer Khan, on the proposed construction of a telegraph through Persia to India.

You will perceive that the Persian Ambassador has proposed to modify the terms of agreement with regard to this projected telegraph which were communicated to his Excellency on the 17th of May, and that Sir Charles Wood has stated in his letter to the Persian

App. No. 2. Ambassador of the 31st ultimo, the conditional modification to which he would agree, in the event of the non-acceptance of his original proposal by the Persian Government.

The Persian Ambassador is now on his way back to Persia, and will probably reach Tehran soon after my present instruction, and it is not, therefore, likely that much time would be lost, by waiting for his arrival, in obtaining a decision with regard to the proposed telegraphic line.

No. 5.

Mr. Merivale to Lord Wodehouse.—(Received 7 June.)

My Lord,

India Office, 6 June 1861.

WITH reference to my letters of the 17th May and 1st June, regarding the negotiations which have been going on for taking a line of telegraph from Turkey, through Persia, to India, I am desired by Sir Charles Wood to request that Sir Henry Bulwer may be instructed by Lord John Russell to tell Colonel Kemball that he is not to adopt measures for continuing the line from Bagdad to Bussorah, or any other place, without further orders from the Government.

It would at the same time be desirable that Sir Henry Bulwer should be asked to ascertain whether, in the event of the line from Bagdad to India, by Bussorah and the Persian Gulf, being superseded by one overland through Persia and Beloochistan, the Turkish Government would not consider that the Indian Government had fulfilled their engagement by connecting Bagdad with the proposed Persian line at the frontier near that place, instead of taking the line on to Bussorah.

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

No. 6.

Mr. Alison to Earl Russell.—(Received 17 October.)

My Lord,

Camp near Tehran, 4 September 1861.

I RECEIVED the letter enclosed, in copy, from the Musheer-ed-Dowleh, on the 24th ultimo.

I was encouraged to hope, from the tenour of this communication, that the government of the Shah was prepared to enter upon the subject of the telegraph line to India through Persia; but I was informed by the Minister for Foreign Affairs that it was the King's intention to wait for the arrival of Meerza Djafer Khan from Tabreez, and, under the instruction from your Lordship's office, I have assented to this course.

Meanwhile much valuable time is being lost by the dilatory movements of the ex-Ambassador; and, although he has been summoned by telegraph to proceed hither forthwith, I learn by a telegraphic dispatch received yesterday, that he has not yet left Tabreez, and cannot, therefore, be expected to arrive here under 20 days at least.

I elicit from the Minister of Foreign Affairs that the Shah's government has some misgivings as to its ability to protect the proposed line to Bunder Abbas, unless the British Government should consent to defray the expense.

His Excellency observed, "to protect the Tabreez line, which is on the safest route in Persia, we are obliged to employ 200 horsemen. To afford equal protection to the Bunder Abbas line would require nearly 2,000, and surely the Musheer-ed-Dowleh could not have meant that the expense of maintaining these should be defrayed by Persia."

These remarks, however, have reference only to the clause suggesting that the line should be constructed by and reserved for the exclusive use of the Indian Government for a certain number of years.

In this case the advantage to be derived by Persia, of having a certain number of words conveyed daily free of expense, would not compensate for the heavy expense attending the protection of the line.

I think it would be desirable that a gentleman conversant with the subject of telegraphic communication in all its details should be attached to this mission, pending the negotiations.

I have, &c.
(signed) *C. Alison.*

Enclosure in No. 6.

(Extract.)

Meerza Djafer Khan to Mr. Alison.

(Translation.)

10 August 1861.

THANK God, I have reached Tabreez in good health on my return from London. It was my intention to proceed without delay to the capital. But, owing to the non-arrival of the baggage of this Embassy, and with a view to the arrangement of certain matters connected with this Province, it became necessary that I should remain some time at Tabreez.

The British Government being desirous that a telegraph should be extended from Bagdad to Kurrachee, and that an arrangement to that effect should be made as soon as possible

possible with the Persian Ministers, and also that the necessary materials should this year be conveyed to Bunder Abbas, I gave a promise to Sir Charles Wood that I should do everything in my power to reach Tehran soon.

If you deem it expedient that no more time should be lost, you might, without waiting to hear further from me, begin to discuss the settlement of this question with the Minister for Foreign Affairs, Meerza Saeed Khan.

Please God, this important affair will, through your good exertions and zeal for the interests of both Governments, and for the welfare of Persia, be brought to a speedy and satisfactory result.

It is not improbable, that I may reach Tehran before the termination of your negotiations.

No. 7.

Mr. Hammond to Mr. Merivale.

Sir,

Foreign Office, 8 November 1861.

I AM directed by Earl Russell to transmit to you, to be laid before the Secretary of State for India, copies of a Despatch and of its enclosure from Her Majesty's Minister in Persia,* respecting the proposed line of telegraph through that country to India. Mr. Alison suggests that some person conversant with the subject of telegraphic communication in all its details should be sent out to Tehran, to remain there during the negotiations with the Persian Government; and I am to state that Lord Russell would be glad to know whether Sir Charles Wood deems it expedient to act upon this suggestion by appointing such a person to proceed to the Persian capital.

I have, &c.
(signed) E. Hammond.

* No. 6.

No. 8.

Mr. Melvill to Mr. Hammond.—(Received 27 November.)

Sir,

India Office, 26 November 1861.

I AM directed by the Secretary of State for India in Council to acknowledge the receipt of your letter of the 8th instant, and to state, in reply, that instructions will be sent to the Government of India to take immediate measures for deputing to Persia an officer in all respects qualified, not only to assist in the negotiations, but to advise as to what many be the most suitable direction for the line of telegraph.

I am, &c.
(signed) J. Cosmo Melvill.

No. 9.

(Extract.)

Earl Russell to Mr. Alison.

Foreign Office, 2 December 1861.

INSTRUCTIONS will be sent to the Government of India to take immediate measures for deputing to Persia an officer in all respects qualified, not only to assist in the negotiations, but to advise as to what may be the most suitable direction for the line of telegraph.

No. 10.

(Extract.)

Mr. Alison to Earl Russell.—(Received 14 December.)

Tehran, 5 November 1861.

ON the 24th ultimo the Under Secretary of State for Foreign Affairs called upon me, on the part of the Meerza Saeed Khan, and stated that the Persian Government accepted the proposals made on the part of Her Majesty's Government for the construction of the telegraph, with certain additional conditions, viz.:—

1. That in case of England being at war with some other state, and Persia being induced by that state to stop the working of the line, then Persia should pay to England the whole expense incurred in the construction and working of the line, deducting the amount which may have been received up to that time for messages.

2. That every person employed for the protection of the line, whether Agent, Gholaum, or Sarbaz, that is, mounted or foot patrol, should be paid by the British Government.

3. That there being a tract of country in the direction of Scinde over which Persia claimed authority, but which would not pay for holding, the English should for the present protect the line in that tract of territory, but give to Persia a paper setting forth that the claim of Persia to that tract was not invalidated, and if Persia should hereafter be strong enough to protect the line, then the British Government would resign the protection of it into the hands of Persia.

App. No. 2.

The first part of these conditions, the Under Secretary states, had been proposed by the Musheer-ed-Dowleh to Sir Charles Wood, and accepted by him, although it does not appear in the correspondence from the India Office forwarded to me by your Lordship.

With respect to the second condition, it might be impolitic on the part of Her Majesty's Government to refuse to contribute in a liberal spirit towards the protection of the line, for such a course might serve as an excuse for its frequent interruption. But it will be necessary to come to a full understanding on this subject, more particularly as the insertion of the word "Sarbaz," or soldier, would seem to imply an intention on the part of the Persian Government to provide for a certain number of its troops.

The Musheer-ed-Dowleh thinks that 6,000 *l.* per annum will cover all expenses.

With respect to the third additional clause, I think it is immaterial whether Her Majesty's Government agree to it or not.

With the view of affording Her Majesty's Government the fullest information on this subject, as well as to state with indisputable accuracy the text of the proposed additions, I have endeavoured to procure them in writing, and in a more developed state, from the Persian Minister for Foreign Affairs; but, although promised to me several times, the paper will not be forthcoming, I fear, in time to go by this messenger.

The Musheer-ed-Dowleh, in the mean time, called upon me with the evident intention of committing me to an acceptance of the proposed additions; but I told him that it was impossible for me to form a just appreciation of them, unless I received them in writing.

In the event of Her Majesty's Government being able to come to a decision on the information thus far conveyed to it, I would suggest that a Draught of Convention, or Agreement, be prepared at the Foreign Office, and sent out by a gentleman conversant with the details of the telegraphic system.

No. 11.

Mr. Alison to Earl Russell.—(Received 14 December.)

My Lord,

Tehran, 6 November 1861.

WITH reference to my Despatch of yesterday's date, respecting the proposed telegraphic line through Persia, I have the honour to enclose copy and translation of a paper which has been just sent to me by the Persian Minister for Foreign Affairs.

The report of the First Meerza, conveying his Excellency's message, is also enclosed in translation.

This Memorandum contains the additional articles stipulated for by Persia, as already reported, in a more stringent form, with an additional article, by which Persia may at any time purchase the line, and take upon itself the expense of protecting it; and which, if ever carried into effect, would annul the right of the British Government to maintain possession for 25 years.

There is no time before the departure of the messenger to see the Minister for Foreign Affairs on this subject, but I shall inform his Excellency that I have referred the question to the decision of Her Majesty's Government.

I have, &c.
(signed) C. Alison.

Enclosure 1, in No. 11.

(Translation.)

MEMORANDUM.

Tehran, 6 November 1861.

WITH regard to the carrying the line of telegraph from Bagdad to the Port of Kurra-
chee, through the Persian territory, the following conditions have been proposed:

1st. The expenses of construction shall be defrayed by the English Government from first to last.

2ndly. The line shall remain in the hands of persons appointed by the said English Government, without the interference of any other party, for 25 years, and during the said period the profits of the line shall be received by the English Government.

3rdly. The Persian Government shall have the right to transmit a number of words, which shall be agreed upon, to any place it may desire, in the form of question and answer, without payment.

4thly. The Persian Government shall issue a stringent order that in every province the materials for the telegraph shall be sold to the English officers at the current price of the day, and no higher price shall be demanded.

5thly. The Persian Government shall use its utmost endeavour to protect the line.

6thly. If the English Government shall be at war with a foreign Government, and the Persian Government, through the influence and at the instigation of that foreign power, shall stop (the extension of) the telegraph line through its own territories, then the
Persian

Persian Government shall be bound to pay, after deducting the profits, the balance of expenses incurred by the English Government for the line.

The above conditions have been submitted to his majesty the Shah, and, in accordance with his decision, the Persian Government will accept them with the following additional provisos :—

That the English Government shall pay the expenses of protecting the line, as far as the Persian Government has the power and authority to protect it.

Also, that the English Government shall engage that whatever power and authority, and proprietary right the Persian Government from former times to the present day possessed and possesses, from Bunder Abbas to the frontier of Scinde, shall remain *in statu quo*, without augmentation or diminution.

Also, that whenever the Persian Government shall, from any cause whatever, desire to increase its power in those territories, the English Government shall in no way whatever either overtly or secretly oppose the same.

Also, that if the Persian Government, through the increase of its authority and power, should be able to undertake the protection of the line in those its territories, then the expense of protecting the line there also shall be defrayed by the English Government.

If the Persian Government should at any time consider it desirable to reimburse the English Government for the expenses of the telegraph from Khanakeen to the other extremity of its territories, after deducting the profits received during the intervening period, and shall not require the expenses for protecting the line, then the telegraph from Khanakeen to the aforesaid point, both as regards the property and the profits, shall belong to the Persian Government.

Minor points, which do not require to be specified at present, shall be settled between the agents of the two Governments when the work is commenced.

Enclosure 2, in No. 11.

(Translation.)

Meerza Sultan Khan to Mr. Alison.

6 November 1861.

THE Persian Minister for Foreign Affairs having this day sent for me, gave me the Memorandum which had been written regarding the telegraph, and said that his majesty the Shah had requested that the British Minister should have the Memorandum clearly translated and sent to the English Government.

If the English Government had given to the British Minister such full powers as that he did not require a second permission, then it might be arranged that the contract be concluded. If not, the British Minister might communicate the matter to the British Government, and, after obtaining the sanction of his Government, the Persian Government was ready to conclude the contract, in accordance with the conditions specified in the Memorandum.

No. 12.

Mr. Hammond to Mr. Merivale.

Sir,

Foreign Office, 17 December 1861.

WITH reference to my letter of the 6th instant, enclosing a copy of a telegram from Her Majesty's Ambassador at the Porte, stating that the Persian Government were willing to accept the proposals of Her Majesty's Government for the construction of a line of telegraph through Persia, with three additional conditions, I am directed by Earl Russell to transmit to you, to be laid before Secretary Sir C. Wood, a copy of a Despatch from Her Majesty's Minister at Tehran, reporting the nature of these additional conditions, and giving his opinion with respect to them.

I am to add that a further Despatch from Mr. Alison on this subject, of the 6th of November, has been marked by him as having been sent in copy to the India Office.

I have, &c.
(signed) *E. Hammond.*

No. 13.

(Extract.)

Mr. Alison to Earl Russell.—(Received 23 January 1862.)

Tehran, 19 November 1861.

FERROOKH KHAN called upon me a few days ago, and dwelt much on the subject of the projected telegraph through Persia. He expressed an anxious desire that it should be carried out.

I observed to his Excellency that it was a pity the proposals made by Her Majesty's Government had not been accepted unconditionally by Persia.

App. No. 2.

On my observing that, though I had tried to elicit a clear answer, I was still kept in the dark as to the probable cost of protecting the line; Ferrookh Khan assured me that Her Majesty's Government need not trouble their minds on this score. The expense of protecting the line now established between Tehran and Tabreez could at any moment be ascertained, and taken as a basis whereon to reckon the cost of protecting the line between Khanakeen and Bunder Abbas. The amount would not, in his opinion, exceed, at the utmost, 30,000 tomans (14,500 *l.*) a year.

I then took occasion to remark that it would have been better had the conditions relative to the country between Bunder Abbas and Scinde been altogether left out; for these might require consideration and involve a delay of some time; while, if the telegraph was to be made, no time should be lost.

Ferrookh Khan thought that Persia ought not to be blamed for making some allusion to, and thus avoid future misunderstanding respecting, a country which undoubtedly belonged to her, but over which she was not at present prepared to exercise a direct control.

He concluded by expressing a strong hope that I would do my utmost to induce Her Majesty's Government to adhere to their intention of extending the telegraphic line through Persia, which he looked upon as a matter of great importance to England, and as an immense boon to this country.

Subsequently to this interview, I received a message from the Persian Minister for Foreign Affairs, that little weight need be attached to the stipulation regarding Persia's right to buy up the line at any time. Persia was never likely, his Excellency said, to pay the large sum requisite for this purpose. He added, that it was also very unlikely that action would ever be taken on the stipulation referring to Beloochistan.

The result of my inquiries respecting the telegraph between Tehran and Tabreez is, that its construction cost about 36,000 tomans (17,000 *l.*); that, besides the persons employed at its four stations, about 39 in number, it is protected by 200 mounted guards, two for every "Farsakh" or four miles; that half of these guards, being exempted from taxes, cost about 1,200 *l.* a year, and the other half about 2,500 *l.*, besides the usual subsistence allowance of a few pence a day to every man. The posts on this line are made of poplar, and cost about 8 *s.* 6 *d.* each. Those on which the bells are fixed cost about 4 *l.* each.

The person who superintends this line thinks that the construction of one from Khanakeen to Bunder Abbas would cost at least 50,000 *l.*; and that it would be a very important precaution to have a Persian Commissioner of high rank appointed, who should have the charge of supplying us with all requisite materials.

No. 14.

Mr. Baring to Mr. Hammond.—(Received 23 January.)

Sir,

India Office, 22 January 1862.

I AM directed by Sir Charles Wood to acknowledge the receipt of your letter of the 17th ultimo, with its enclosures, from Mr. Alison, announcing the conditions upon which the Persian Government has consented to accept the proposals made for the construction of a line of telegraph through Persia.

These conditions were embodied by the Persian Minister for Foreign Affairs in the Memorandum, a translation of which Mr. Alison has forwarded as Enclosure No. 1 of his letter of the 6th November last.

I am to offer the following observations upon the new articles proposed by the Persian Government, which commence with that numbered 6 in the Memorandum.

Sir Charles Wood cannot anticipate that the Persian Government will ever act in so unfriendly a manner towards Her Majesty's Government as to interrupt the communication by telegraph through Persia to India, at the instigation of a foreign power, whilst friendly relations between Great Britain and Persia are continued. In such a case, however, Her Majesty's Government would clearly be entitled to demand that the net expenses incurred by the Government of India in the construction and defence of the line should be paid by the Persian Government, and Sir Charles Wood does not see any objection to the insertion of an article in which the Persian Government admits this liability.

Sir Charles Wood cannot agree to the next new article, which stipulates that the whole expenses of protecting the line shall be borne by the English Government. No reliable estimate of the cost of protection has been furnished; but the Secretary of State for India in Council will undertake to pay half the total expense to be incurred by the Persian Government for the protection of the line between Khanakeen and Bunder Abbas, a distance of about 1,300 miles, provided that the contribution does not exceed 6,000 *l.* per annum; that payment is to cease if the communication is interrupted from want of sufficient protection; and that the cost of repairing any damages or injury to the line, resulting from the want of protection, shall be deducted from the next payments.

With regard to the third condition, Sir Charles Wood is quite ready to agree to a stipulation that whatever claims the Persian Government may possess to the territory between Bunder Abbas and the frontier of Scinde, shall not be affected by any arrangement for the construction of the telegraph between those points; but he must decline to enter into any prospective arrangement as to the protection of the line through that country.

Sir

Sir Charles Wood has no objection to offer to the remaining new article, under which the Persian Government may at any time obtain possession of the telegraph by payment of the net expenses of its construction and defence.

Sir Charles Wood is disposed to agree with the suggestion contained in Mr. Alison's letter of the 19th November, that it would very much facilitate the construction of the line of telegraph if a Persian Commissioner of high rank is appointed who shall have charge of supplying all the requisite materials.

With reference to the concluding paragraph of Mr. Alison's letter of the 5th November, I am directed to acquaint you that Sir Charles Wood has suggested to the Government of India to depute Major Patrick Stewart, late Officiating Superintendent of the Indian Telegraphs, to Persia, in order to supply Mr. Alison with the technical information required by him.

I am, &c.
(signed) T. G. Baring.

No. 15.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 18 February 1862.

HER Majesty's Government have had under their consideration your Despatches of the 5th, 6th, and 19th of November last, respecting the conditions upon which the Persian Government consents to accept the proposals of the British Government for the construction of a telegraphic line through Persia.

These conditions were embodied by the Persian Foreign Minister in a Memorandum which was enclosed in your Despatch of the 6th of November.

I have now to state to you as regards the new articles proposed by the Persian Government, which commence with that numbered 6 in the above-named Memorandum, that Her Majesty's Government cannot anticipate that the Persian Government will ever act in so unfriendly a manner towards this country, as to interrupt the communication by telegraph through Persia to India, at the instigation of any foreign power whilst friendly relations exist between Persia and Great Britain.

In such a case, however, Her Majesty's Government would clearly be entitled to demand that the net expenses incurred by the Government of India in the construction and defence of the line should be paid by the Persian Government, and there does not appear to be any objection to the insertion of an article in which the Persian Government admits this liability.

Her Majesty's Government cannot agree to the next new article, which stipulates that the whole expenses of protecting the telegraphic line shall be borne by the English Government.

No reliable estimate of the cost of protection has been furnished; but the Secretary of State for India in Council will undertake to pay half the total expense to be incurred by the Persian Government for the protection of the line between Khanakeen and Bunder Abbas, a distance of about 1,300 miles, provided that the sum to be contributed by the Indian Government does not exceed 6,000 £. per annum; that payment is to cease if the communication be interrupted from want of sufficient protection, and that the cost of repairing any damages or injury resulting to the line from the want of protection shall be deducted from the next payments.

With regard to the 3rd condition, Her Majesty's Government are quite ready to agree to a stipulation that whatever claims the Persian Government may possess to the territory between Bunder Abbas and the frontier of Scinde shall not be affected by any arrangement for the construction of the telegraph between those points; but Her Majesty's Government must decline to enter into any prospective engagement as to the protection of the line through that country.

Her Majesty's Government have no objection to the remaining new article, under which the Persian Government may at any time obtain possession of the telegraph by paying the net expenses of its construction and defence; and they are disposed to agree with the suggestion made in your Despatch of the 19th of November, that it would very much facilitate the construction of the line if a Commissioner of high rank were appointed, who should have the charge of supplying all the requisite materials.

I have to add, that the Secretary of State has suggested to the Government of India to depute Major Patrick Stewart, late Officiating Superintendent of Indian Telegraphs, to Persia, in order to supply you with the technical information which you require.

I am, &c.
(signed) Russell.

App. No. 2.

No. 16.

Mr. *Alison* to Earl *Russell*.—(Received 28 February.)

My Lord,

Tehran, 17 January 1862.

THE Ottoman Minister has mentioned to me that, at an audience which he had of the Shah a few days ago, His Majesty expressed a great desire for the establishment of an electric telegraph between Tehran and Bagdad; indeed, that the King seemed so earnest on the subject, that he assured Hayder Effendi that if the Porte began the extension of its wire from Bagdad at once, he would be ready to join it at Khanakeen on the frontier.

So far back as the 13th of October 1860, I conveyed, at the King's desire, a message of a similar nature through Her Majesty's Ambassador at Constantinople; but, although the reply was favourable, no further step was taken in the matter here.

Looking to the number of Persian merchants and other subjects established throughout Turkey, and of pilgrims of all ranks who resort to the shrines of Kerbela and Mecca, it is anticipated that the establishment of such a line would be amply remunerative.

I have, &c.
(signed) *C. Alison*.

No. 17.

Mr. *Baring* to Mr. *Hammond*.—(Received 11 March.)

Sir,

India Office, 10 March 1862.

WITH reference to your letter of the 17th December last, and to my reply of the 22nd January, I am directed by the Secretary of State for India in Council to acquaint you that the Governor General of India in Council has selected Major Patrick Stewart, of the Bengal Engineers, and late Officiating Superintendent of Telegraphs in India, to proceed to Tehran, and to remain there attached to the Mission, during the continuance of the negotiations respecting the formation of a line of telegraph through Persia.

I am, &c.
(signed) *T. G. Baring*.

No. 18.

Earl *Russell* to Mr. *Alison*.

Sir,

Foreign Office, 12 March 1862.

WITH reference to the last paragraph of my instruction to you, of the 18th ult., I have to inform you that the Governor General of India in Council has selected Major Patrick Stewart, of the Bengal Engineers, to proceed to Tehran, and to remain there attached to the British Mission during the continuance of the negotiations for the formation of a line of telegraph through Persia.

I am, &c.
(signed) *Russell*.

No. 19.

Mr. *Alison* to Earl *Russell*.—(Received 23 May.)

My Lord,

Tehran, 25 April 1862.

YOUR Lordship's Despatch, of the 18th of February, respecting the construction of the proposed telegraphic line through Persia, reached me on the 12th instant, and I lost no time in communicating its contents to the Persian Government.

On the 22nd April I received a message to the following purport from the Minister for Foreign Affairs, which was confirmed to me personally by his Excellency on the following day:—

"The Persian Government, being on the most friendly terms with that of England, was anxious to meet the wishes of the latter as far as might be regarding the proposed line of telegraph. The Paper of Conditions sent by the Persian Government to Mr. Alison had been framed in that spirit, and was all that Persia could possibly agree to in return for the concession of permission to construct the telegraph. The English Government seemed to think that Persia had not gone so far as she might be induced to do, and therefore in Lord Russell's Despatch various modifications of the Persian conditions had been proposed. The Shah was, therefore, obliged to say that he could not consent to any alteration whatever of the said conditions, nor could he agree to undertake anything which, perhaps, might be found difficult for him to carry out.

"There

"There were many public works of utility which it would be desirable to carry out besides the telegraph; but looking to the calls for military matters, &c., the resources of Persia were not adequate to meet them; and, indeed, the King had been surprised that the British Government should have limited the sum to be appropriated by it for the protection of the line, before it has ascertained what the expense of protection would be."

The subject of the telegraph may thus be considered to be completely disposed of for the present.

I have, &c.
(signed) C. Alison.

No. 20.

Mr. Alison to Earl Russell.—(Received 2 July.)

My Lord,

Tehran, 30 May 1862.

I AM informed by the Turkish Minister that, having received full powers from the Porte to conclude a convention for the establishment of the telegraphic line between Bagdad and Tehran, in pursuance of a strong desire expressed on the part of the King, as reported in my Despatch of the 17th January, he lost no time in communicating with the Persian Government on the subject.

Haidar Effendi was not a little surprised at being informed, in reply, that the King had changed his mind, and now meditated establishing a telegraphic line between Resht and Tehran.

I learn that it is the intention of the Russian Government to complete their telegraphic line to Tiflis, and to extend it, if possible, to Tabreez.

I have, &c.
(signed) C. Alison.

No. 21.

(Extract.)

Mr. Merivale to Mr. Hammond.—(Received 11 September.)

India Office, 10 September 1862.

It is evident that a second line from Bagdad, through Persia, to a suitable place on the coast, where it might be joined to the line through the Persian Gulf, would be of great value whether as an alternative or auxiliary line; and the most convenient place for such purpose would be Bushire. The great objection to the line hitherto proposed through Tehran, Ispahan, Shiraz, and Bunder Abbas, was owing to the great insecurity and consequent difficulty of providing for the protection of the last section of the route; but no such objection offers to a line to Bushire. The latter is the chief Persian seaport, and the country between it and Shiraz is perfectly tranquil.

Sir Charles Wood would, therefore, recommend that Her Majesty's Minister at Tehran be instructed to re-open negotiations with the Persian Government, with the view of ascertaining whether they are disposed to sanction the construction of a line of telegraph from Bagdad to Bushire, through Tehran, Ispahan, and Shiraz; such a line would offer greater advantages to Persia than one to Bunder Abbas, and would be free from the difficulties, political or otherwise, attending the latter. It may be expected, therefore, that proposals regarding it would be favourably received; but Mr. Alison might be directed to inquire on what conditions its construction would be likely to be sanctioned, and to submit the same for the consideration of Her Majesty's Government before committing himself by any formal offer.

No. 22.

(Extract.)

Earl Russell to Mr. Alison.

Foreign Office, 11 September 1862.

I TRANSMIT for your information a copy of a letter from the India Office, stating that it would be very desirable to have a second line from Bagdad through Persia, to a suitable place on the coast, where it might be joined to the line through the Persian Gulf. I have accordingly to instruct you to re-open negotiations with the Persian Government, with the view of carrying out the wishes of Her Majesty's Government, as set forth in the India Office letter.

App. No. 2.

No. 23.

Mr. Melvill to Mr. Hammond.—(Received 18 October.)

Sir,

India Office, 17 October 1862.

I AM directed by the Secretary of State for India to inform you that it has been determined to effect telegraphic communication with India, in the first instance, by means of a cable to be laid down the Persian Gulf, and that it is intended to establish a station at Bushire, and, if necessary, at or near Bunder Abbas. I have accordingly to request that Earl Russell may be moved to issue instructions to Her Majesty's Envoy at Tehran to obtain the necessary permission from the Government of the Shah for that purpose.

I am, &c.
(signed) J. Cosmo Melvill.

No. 24.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 18 October 1862.

I HAVE been informed by the Secretary of State for India that it has been determined to effect telegraphic communication with India, in the first instance, by means of a cable to be laid down the Persian Gulf, and that it is intended to establish a station at Bushire, and also, if necessary, at or near Bunder Abbas. I have accordingly, in compliance with Sir Charles Wood's request, to instruct you to apply to the Persian Government for the necessary permission for that purpose.

I am, &c.
(signed) Russell.

No. 25.

(Extract.)

Mr. Alison to Earl Russell.—(Received 16 December.)

Tehran, 4 November 1862.

WITH reference to your Lordship's Despatch of the 11th of September, respecting a line of telegraph from Bagdad to Tehran and the Persian Gulf, I have the honour to report that I have recommended the subject to the favourable consideration of his Majesty the Shah, and that I have directed Mr. Thomson to communicate more fully on this matter with the Persian Ministers.

I take this opportunity of acquainting your Lordship that the Shah is making arrangements to carry out a line of telegraph to the Turkish frontier near Bagdad, the cost of which is to be defrayed out of the Government Treasury, and that a company is now being formed to lay down a telegraphic wire from the capital to Shiraz. The Porte on its part prolongs its telegraph to meet the Persian line.

It must be always borne in mind that telegraphic lines in Persia are always getting out of order

No. 26.

(Extract.)

Mr. Thomson to Earl Russell.—(Received 3 January 1863.)

Tehran, 3 December 1862.

I HAVE the honour to report that I have to-day received a formal assurance from the Shah, conveyed to me verbally through the Minister for Foreign Affairs, that his Majesty had decided upon at once undertaking, at his own expense, the construction of a line of telegraph from Khanakeen, on the Bagdad frontier, to Bushire, through Tehran, Ispahan, and Shiraz, which is intended to be in connection with the proposed telegraph to India through the Persian Gulf.

Since Mr. Alison's departure, I have had frequent interviews with the Persian Ministers, with a view to ascertaining from them the most reasonable terms upon which they would sanction the construction of a telegraph on this line by the English Government; and at length, after a good deal of discussion, they stated to me the conditions which the Persian Government would be disposed to accept in such an arrangement. Although these terms have now been set aside by the resolution subsequently adopted by the Shah, it may not be uninteresting to your Lordship to learn what they were; and I therefore enclose, for your Lordship's information, a Memorandum in which they are embodied.

To-day I received a note from Meerza Saeed Khan, of which a translation is inclosed, announcing that he had received orders from the Shah to make a communication to me on the

the part of his Majesty, and I accordingly waited upon his Excellency during the afternoon. He stated that the terms which it was proposed to offer to Her Majesty's Government had yesterday been submitted to the Council of Ministers, who had approved of them, and recommended his Majesty to sanction their being forwarded to England. The Shah had, however, said, that an arrangement of this nature, if really carried out, would probably lead to endless embarrassing discussions hereafter between the Persian Government and the English mission; and that he was, therefore, of opinion that it would be better and more convenient for both parties if he caused the line to be constructed at his own expense, and undertook all the responsibility of working and guarding it himself. This proposition, the Minister of Foreign Affairs continued, had been fully discussed by the king and his ministers, and, it having been agreed to, his Majesty had ordered him to inform me officially of the determination arrived at, in order that I might communicate the same to Her Majesty's Government. His Excellency added, that the Shah had estimated the expenses of constructing this line at 100,000 tomans, but that a larger sum would not be objected to in order to insure its being of a permanent and durable character; that orders had already been given by his Majesty to commence at once purchasing and collecting the materials which were procurable in this country, and that no time would be lost in obtaining the necessary wire and other articles required from Europe.

I took an opportunity, while asking for additional particulars regarding the number of wires to be laid down, and the period at which the line would be likely to be completed, to request his Excellency to transmit this message to me in writing, in order that I might forward a translation of it to your Lordship, and he promised to consult his Majesty on the subject, and send me a reply after doing so.

As it appears in the letter from the India Office, which formed the enclosure to your Lordship's Despatch of September 11th, that the telegraph through Persia is only desired as an alternative or auxiliary line to that which is now being carried out between Bagdad and Bussorah, it may be considered preferable, I imagine, by your Lordship, that the Persian Government should itself undertake the construction of the line without the English Government being committed to any engagements with Persia, or involved in any pecuniary liability with respect to this measure.

When this line is completed, should the Turkish Government carry out their intention of extending their telegraph from Sivas to Erzeroum, from which place they might be induced to bring it up to the Persian frontier, there would be little difficulty in persuading the Shah to carry on the telegraph which now exists between Tehran and Tabreez to meet the Turkish line, and by this means the English Government would be enabled to avail themselves of two distinct and separate lines all the way from Sivas to Bushire, between which points the real danger of interruption to our telegraphic communication with India is to be apprehended.

Enclosure 1, in No. 26.

MEMORANDUM of Terms which the Persian Ministers had agreed to offer to the English Government, previous to the determination of the Shah to construct the Line between Khanakeen and Bushire at his own expense.

1. THE expenses of construction of the whole line to be defrayed by the English Government from first to last.

2. The line to remain in the hands of persons appointed by the English Government, without the interference of any other party, for a period of 25 years from the completion of the line, and during the said period the profits of the line to be received by the English Government; and after this period the telegraph and its revenues to become the property of the Persian Government, all expenses attending the working and maintaining it being then borne by the Persian Government, who undertake to keep it in perfect working order, and to convey the messages of the British Government at the rates usually charged on this line.

3. During the above period of 25 years the Persian Government to have the right to transmit, free of charge, to any station within its own territories, messages to the extent of 500 words per diem.

4. The Persian Government to agree to provide the materials for the construction of this line of telegraph to the English officers in every province at the current price of the day.

5. The Persian Government to undertake to protect this line of telegraph from the frontier at Khanakeen, to Bushire, in consideration of receiving from the British Government the sum of 25,000 tomans annually. This payment to cease so long as the communication may be interrupted from want of sufficient protection, and the cost of repairing any damages or injuries resulting to the line from the want of protection, to be deducted from the next payment.

6. The Persian Government to issue an edict making the possession of such English telegraphic stores as can be identified a penal offence.

App. No. 2.

Enclosure 2, in No. 26.

(Translation.)

Meerza Saeed Khan to Mr. Thomson.

3 December 1862.

It is necessary that I should meet you to-day, in order to convey to you a communication from his Majesty the Shah. I therefore beg to trouble you with the request that you will do me the pleasure to call upon me this afternoon, should you not be otherwise engaged, when I will state to you the message which his Majesty has been pleased, in consideration of the friendship subsisting between the two governments, to send you.

No. 27.

(Extract.)

Mr. Eastwick to Earl Russell.—(Received 31 January 1863.)

Tehran, 19 December 1862.

THE state of the negotiations as regards the telegraph from Khanakeen to Tehran, and thence to Bushire, at the date of my arrival at Tehran, was as follows:—On the 4th of November, just before his departure, Mr. Alison had informed your Lordship that the Shah was arranging to carry a line from Tehran to Khanakeen, and that a Company was being formed to construct one from Tehran to Shiraz. Mr. Alison added, with much truth, "that telegraphic lines in Persia," that is, made and managed by Persians, "are always getting out of order."

After Mr. Alison had gone, Mr. Thomson, as instructed, communicated more fully regarding the telegraph with the Persian Ministers. On the 3rd of this month Mr. Thomson informed your Lordship of the final determination of the Persian Government to construct the line themselves. On the 8th, Meerza Saeed Khan assured Mr. Thomson that the line would be constructed as strongly and durably as possible; but he, at the same time, pointed out that that perfection must not be looked for which is found in European lines.

In reply to an application made by Mr. Thomson, in obedience to your Lordship's Despatch of October 18th, respecting stations at Bushire and Bunder Abbas, for what may be called the English line from Bagdad to India, the Minister for Foreign Affairs transmitted a letter, of which a copy is enclosed, and which appears to me to be a polite refusal.

On a consideration of all these circumstances, I could not regard the negotiation as at all in a promising state.

The general assurances of the Persian Government as to the proper construction and speedy completion of the line, could not be regarded as forming any guarantee whatever, and the scheme adopted to-day might be abandoned to-morrow. It was almost certain that, as Mr. Alison anticipated, the line would be badly made and faultily worked if left entirely to Persian management, and it seemed more than probable that there would be great difficulty in arranging for the carrying out the plans of Her Majesty's Government as regards the English stations at Bushire and Bunder Abbas. I therefore determined to attempt at once to put things on a more certain and satisfactory footing, and spoke both to Meerza Saeed Khan and the Amin-ed-Dowleh, and having ascertained that they would give me their cordial support, I wrote out a short Convention. The Ameen-ed-Dowleh made some alterations in this, and I then took the paper to the King, and read it to his Majesty at my private audience. The King declared himself satisfied with it; but he made a number of autograph alterations, and returned it to me in a few hours. I trust that, in the form in which the Convention is now drawn out, it will be satisfactory to Her Majesty's Government. It seems to me to possess all the advantages with none of the disadvantages of the original agreement between Sir C. Wood and the Musheer-ed-Dowleh. It is certain that the line will be well constructed and worked under Colonel Stewart, and the expense to Her Majesty's Government will only be that officer's, or his successor's, pay. Even this might be taken out in messages, and I had inserted an article to that effect, but the Amin-ed-Dowleh recommended me not to press it. I had also inserted that the quarterly audit should be attended by the Ameen-ed-Dowleh and the English Minister, with a view to protect Colonel Stewart against any annoyance. The Shah, however, struck this out, and the Ameen-ed-Dowleh explained to me that, as Colonel Stewart would order what he wanted, but would not make payments, no responsibility as regards money could attach to him.

I have only to add, that if your Lordship should think it advisable, I could get any not very important alterations made in the Convention by obtaining the Shah's permission to allow the Ameen-ed-Dowleh and Meerza Saeed Khan to discuss and frame such alterations with me, without the intervention of other parties.

Should your Lordship approve of the Convention, I would respectfully request that, to prevent any delays or vacillation, I may be informed of the acceptance of the articles by electric telegraph through Bagdad. At the same time, perhaps, it would be well if I were made acquainted with the scale of payments for messages to which Her Majesty's Government would assent.

Enclosure 1, in No. 27.

(Translation.)

Meerza Saeed Khan to Mr. Thomson.

8 December 1862.

MR. THOMSON desired to be informed at what time the Persian Government intended to commence the construction of the telegraph, and when it would be completed. The reply is, that hitherto the Persian Ministers had not proposed to themselves to extend the telegraph to Bushire, but had simply intended to lay down a line from Tehran to Khanakeen. Two months ago they sent a special agent to Europe to purchase and forward to Persia the necessary wire, which he is now engaged in doing. Reckoning the time usually required for loads coming from Trebizond to Tehran, and considering the severe season now set in, it may be expected that these materials will arrive at the capital, if no accidents occur, about Now-Roos (March 21st), and whenever it arrives, in the commencement of spring, the work of laying down the wire from Tehran to Khanakeen will be begun, and in three months it will be completed. But with regard to that portion of the line from Tehran to Bushire, the wire has not yet been procured, nor have the necessary materials been prepared. Now, however, in compliance with the Shah's orders, another special agent will be sent to Europe with money to obtain the necessary wire; and steps will likewise be taken to get ready the materials in this country, so that the moment the wire is received operations will at once be commenced, and from the date of its reaching Tehran, in the space of four months, please God, the line to Bushire will be completed.

2. As to the question of how many wires it was proposed to lay down, it is evident that messages can be transmitted both ways by the same wire, and that it is not absolutely requisite to have two wires, one for the question, the other for the answer. The Persian Government would, therefore, consider this matter, and the requirements of the case. Should they perceive that one is insufficient for the number of communications, and that two wires would be more advantageous, they will not object to add to the number of wires; but in the event of one wire proving to be sufficient, and perhaps even there not being any necessity for using it the whole 24 hours, then, of course, the telegraph will remain with only one wire.

3. It was asked what description of wire and materials would be used in the construction of this line, and whether it was intended to carry out the work in a substantial manner, calculated to render it permanent, and diminish the risk of communications being interrupted, or whether it was proposed to construct the line similar to those now existing between Tehran, Tabreez, and Resht. Now it is certain that the Persian Government will endeavour to the utmost not to throw away its money, but to construct a telegraph which will be strong and durable, and not easily injured; but it is possible that accidents may occur, as elsewhere, either from violent storms of rain or snow, by which the line might be damaged, however solidly constructed, as sometimes occurs even in Europe. This is quite another question, and no one can feel certain that such accidents may not happen. The Tabreez and Resht wires, however, have never been injured in this way, and are in perfect working order. If they have ever suffered from these causes no real injury has been done to them. Telegraphs in Persia differ from those in Europe thus far: in European countries, the wire is carried along a straight and level road by the side of the railway, but in this country it has to be taken by most difficult and wild tracts, and at one time over a mountain of great height, and at another through a valley of considerable depth. This adds much to the difficulty both of the construction and protection of the telegraph.

Enclosure 2, in No. 27.

(Translation.)

Meerza Saeed Khan to Mr. Thomson.

9 December 1862.

I HAVE received your letter, dated the 5th instant. You state therein that a station was required at Bushire, and also, if necessary, at Bunder Abbas, for the telegraph which was, in the first instance, to be laid down in the Persian Gulf, in order to communicate with India, and you requested me to obtain the necessary permission for this purpose.

I have, in compliance with your request, represented the matter to the Shah, and his Majesty replied that the Persian Government would lay down a telegraphic wire on land to the seaside, and all that was requisite for forwarding communications, &c., would be prepared at that station; and that, under these circumstances, it would be unnecessary for the English Government to make any preparations on land at Bushire or Bunder Abbas which would become useless after the Persian Government had completed its telegraph, with all that was requisite, thus entailing on the British Government a certain pecuniary loss.

App. No. 2.

Enclosure 3, in No. 27.

ARTICLES of Convention respecting the Construction of a Telegraph between Khanakeen and Bushire, proposed by Mr. *Eastwick* to the Shah, at a private Audience on Wednesday the 17th of December 1862, subject to the approval of the British Government, and accepted by the Persian Government on the same condition.

Article I.—THE exalted Government of Persia considers it necessary to construct a line of telegraph without delay from Khanakeen to the capital, Tehran, and from Tehran to the port of Bushire, and consents that, whenever the British Government may require to communicate by that telegraph, it shall communicate accordingly by the said telegraph, paying for the same at rates to be fixed hereafter.

Article II.—The Persian Government will assign the sum sufficient for this telegraph—that is, for laying it down, and the purchase of such materials as are not procurable in Persia, or are better obtainable in Europe.

Article III.—The Persian Government agrees to purchase the materials, which are better procurable in Europe, of the English Government, and the English Government agrees to furnish the said materials at reasonable rates.

Article IV.—In order that this line of telegraph may be constructed in the best possible way, and may be efficiently worked, the Persian Government is willing to entrust it to the superintendence and direction of an English engineer officer, who will be paid by his own Government; and the Persian Government will also fix a period for the employment of the said officer, in order that he may show how to construct and work the line. And his Royal Highness the Itizad-oo-Sultaneh, who is the Minister for Public Works, and his Excellency the Amin-ed-Dowleh, will have cognizance of what the said officer does.

Article V.—The said officer will be fully empowered to call upon the Persian authorities to supply any materials that he may think requisite for this work, and the said authorities will make no alteration in his requisitions, unless in the case when it is impossible to get the thing wanted. But a Persian officer will always accompany the said superintendent, who is to be informed of what he does, and of the price of the materials called for, and the accounts shall be audited by the aforesaid Prince and his Excellency the Amin-ed-Dowleh, and the audit shall be taken quarterly, and a report of it shall be drawn up and printed in the "Tehran Gazette."

Article VI.—In order to increase the friendship between the two Governments and carry out this work, the English Government engages to convey to the Persian frontier such materials as, with the approval of the Persian Minister to the Court of St. James's, shall be purchased of the English Government, and to receive the purchase-money for the said articles from the Persian Government, by five instalments, in five years.

Written at the bottom of the Autograph of the Minister for Foreign Affairs.

The Persian Government agrees to this Convention if the English Government is willing, and the line will be commenced immediately, according to the above stipulations.

No. 28.

Mr. *Merivale* to Mr. *Hammond*.—(Received 6 February.)

Sir,

India Office, 6 February 1863.

WITH reference to Mr. *Eastwick*'s Despatch to Lord Russell, dated 19th December last, of which a copy has been forwarded to this office, I am directed by Secretary Sir Charles Wood to state that the Convention with respect to a telegraph from Khanakeen *via* Tehran to Bushire, therein reported to have been conditionally agreed to by the Shah, ought, in his opinion, to be at once accepted by the British Government; and I am to request that his Lordship may be moved to telegraph to the Chargé d'Affaires at Tehran, advising him accordingly of its acceptance.*

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

No. 29.

(Extract.)

Mr. *Baring* to Mr. *Hammond*.—(Received 20 February.)

India Office, 19 February 1863.

I AM directed to request that you will move Earl Russell to communicate the following particulars to Her Majesty's Minister in Persia:—Arrangements detailed in a separate memorandum,

* A telegram to that effect was accordingly sent through Her Majesty's Embassy at Constantinople.

memorandum, herewith enclosed, will be immediately made for providing stores for a line which in the first instance will have a single wire only, but will eventually require a second.

English superintendence of the line should be continued for a period of five years.

Colonel Stewart will not be able personally to superintend the land line until the cable shall have been laid down in the Persian Gulf.

Lieutenant Champion has already been directed to proceed to England, but will return to Persia, accompanied by a suitable staff, by the time his services will be required in that country.

The superintendent will require four superior assistants, and 10 or 12 of the class of non-commissioned officers or trained artificers, or one for about every 100 miles.

The charge for messages from Bagdad, *viâ* Tehran, to Bushire, may be fixed at first at 10 s. 6 d. for 20 words, though hereafter it may be found advisable to reduce it as low as 6 s. 6 d. for the same number of words.

In the memorandum alluded to above, and which Sir Charles Wood requests may be sent *in extenso* to the Minister at Tehran, full information is furnished as to all the operations that will become necessary during the next six months, or till the European staff will be on the spot.

Enclosure in No. 29.

MEMORANDUM of Proposed Persian Telegraphs from Khanakeen to Tehran and Bushire.

AGREEABLY to the terms of the Convention recently concluded, the European stores required for the whole extent of the line (including wire, insulators, tools, and instruments) shall be at once procured in this country for dispatch to Persia. The actual extent of line is computed at 1,090 miles. But it is desirable to allow for such contingencies as loss, waste, or breakage of stores; and it is therefore proposed to supply them in quantities sufficient for 1,200 miles of line. The greater part of these stores must be sent by sea to Bushire and Bussorah; those sent to the latter port being intended for part of the line from Khanakeen towards Tehran, must be forwarded by river steamer to Bagdad. Two months may be required for the manufacture and shipment of these stores, and four months at least must be allowed for the voyage to the Persian Gulf. It is therefore improbable that they will be delivered at Bushire before August, or at Bagdad before September next. The delay likely to be thus caused, makes it desirable to supply a larger proportion of the stores by the Tribizond and Tabreez route than the simple consideration of comparative cost of transport would seem to indicate. On these grounds it is proposed to send, *viâ* the Black Sea to Trebizond, stores sufficient for the line from Tehran to Hamadan (about 200 miles), and from Tehran to Kashan (about 170 miles), and the proportional distribution to the different ports would then be—

	Miles.
To Trebizond stores for - - - - -	375
To Bushire " - - - - -	575
To Bussorah (for Bagdad) - - - - -	250
Total Miles - - -	1,200

The weight per mile of the stores may be taken as follows:—

	Lbs.
Wire No. 6, B. W. G. - - - - -	560
Insulators, Screws, &c. - - - - -	120
Proportion of Tools, &c. - - - - -	20
TOTAL per Statute Mile - - -	700

The stores will be subdivided and packed with special reference to facility of transport on baggage animals.

The stores sent *viâ* Trebizond may be looked for at that port towards the end of May.

Operations may, however, be commenced at once in Persia by procuring and distributing strong timber posts along the whole line.

It will probably be found advantageous to complete the arrangements for the supply of the whole of the supports, and for their transport to convenient depôts at short intervals along the line, before commencing to erect any of them. The disadvantages of using perfectly "green" and undried timber will thus be in some degree lessened. Further, when the timber for erecting the posts shall have arrived, this work should be commenced in the more level, open, and straight portions of the route, leaving till the arrival of European assistants the completion of those more difficult and exceptional portions of the line where alone it is of importance to select with care the exact direction of the line and positions for its support. For example, the posts may be erected for the whole distance from Tehran to Ispahan (260 miles) without the least difficulty, excepting as regards a length of perhaps 20 miles in the neighbourhood of Kohrood. It is at such exceptional portions of the line, where the road of necessity winds considerably, that the strongest and most substantial

App. No. 2.

posts should be provided; and it is hoped that European inspectors may be on the spot to superintend and aid in the construction of these portions, long before the ordinary parts of the main line are completed.

In erecting the posts on the latter portions, the following are the only points to be observed:—

1st. The line must everywhere follow the general direction of the regular road, all the supports being so placed as to be within full view of, and easily accessible from, the road. As a general rule none of them should be at a greater distance than one quarter of a mile from the road, and ordinarily they should be within from 50 to 100 yards.

2d. In the open, straight portions of the line, 22 posts per mile will be sufficient, of which at least two should be of not less than about 6 inches in diameter at the top. The remainder need not be more than 4 inches in diameter, but it should be understood that these dimensions refer to the extremity or smallest portion of the post. The posts should ordinarily be not less than 18 feet, of which from 8 to 3½ feet should be below the surface of the ground, and 14½ or 15 feet above. In such portions of the line as that near Kohrood, already referred to, or in the more difficult parts of the hilly country between Shiraz and Bushire, strong posts in the proportion of about 30 to the mile should be provided. But as they will frequently be placed on ridges or slight elevations, it is not necessary to stipulate for a length of more than 16 feet in all for the posts to be used in such localities.

The fixing of insulators and straining and attaching the wire will thus be made a later and a distinct operation, during the whole of which European assistance and co-operation can be provided.

The establishment and organisation of offices and mode of working the completed line need not as yet be referred to, further than by saying that these subjects shall be considered and arranged for when providing the European staff for the earlier operations of construction.

(signed) P. Stewart.

No. 30.

(Extract.)

Mr. Hammond to Mr. Merivale.

Foreign Office, 21 February 1863.

I AM directed by Earl Russell to transmit to you herewith, to be laid before Secretary Sir Charles Wood, with reference to your letter of the 19th instant, a copy of the instruction on the subject of telegraphic communication through Persia, which will be forwarded to Her Majesty's Chargé d'Affaires at Tehran on the 26th instant.*

No. 31.

Mr. Hammond to Mr. Thomson.

Foreign Office, 26 February 1863.

Sir,

I SENT you on the 11th instant, through Her Majesty's Ambassador at Constantinople, the following telegram:

"The stores, wires, and insulators for the Persian telegraph cannot be at Bushire till August next; but work may be at once commenced by procuring and distributing strong timber posts along the whole line, which should everywhere follow the regular road.

"The other points will be dealt with hereafter."

With reference to the last paragraph of the above telegram, I have now to inform you that the arrangements detailed in the enclosed memorandum will be immediately made by the India Office for providing stores for a line which, in the first instance, will have a single wire only, but which will eventually require a second.

English superintendence of the line should be continued for a period of five years.

Colonel Stewart will not be able personally to superintend the land line until the cable shall have been laid down in the Persian Gulf.

Lieutenant Champain has already been directed to proceed to England, but will return to Persia, accompanied by a suitable staff, by the time his services will be required in that country.

The superintendent will require four superior assistants, and 10 or 12 of the class of non-commissioned officers or trained artificers, or one for about every 100 miles.

The charge for messages from Bagdad, *via* Tehran, to Bushire, may be fixed at first at 10s. 6d. per 20 words, though hereafter it may be found advisable to reduce it as low as 6s. 6d. for the same number of words.

Full

Full information is furnished in the accompanying memorandum as to all the operations which will become necessary during the next six months, or until the European staff will be on the spot.

App. No. 2.

I am, &c.
(signed) *E. Hammond.*

No. 32.

Mr. Eastwick to Earl Russell.—(Received 28 March.)

My Lord,

Tehran, 7 February 1863.

WITH reference to your Lordship's Despatch of the 18th of October, I have the honour to state that I have not mentioned the subject of that Despatch to the Persian Government, because I am certain that separate stations for the Turco-Indian line of telegraph at Bushire and Bunder Abbas can be easily obtained by judicious management when the Convention for the Khanakeen and Bushire line is ratified by Her Majesty's Government. Further, I may state that when the ratification takes place, there will be no difficulty about the line being extended from Shiraz or Bushire to Bunder Abbas. I had a distinct assurance from the Itizad-oo-Sultaneh, the Minister of Public Works, that the Shah would undertake that extension.

I believe, therefore, that I am able, before leaving Tehran, to report that I have arranged the whole question of the telegraph, and that the only thing wanting is the approval of Her Majesty's Government.

I have, &c.
(signed) *Edward B. Eastwick.*

No. 33.

Mr. Baring to Mr. Hammond.—(Received 1 April.)

Sir,

India Office, 1 April 1863.

I AM directed to state, for the information of Earl Russell, that in a conversation which Sir Charles Wood had on the 24th instant with the Persian Minister, on the subject of the proposed line of telegraph from Khanakeen to Bushire, his Excellency explained that, so far as he knew, when the recent Convention regarding that line was prepared at Tehran, the Shah was under the impression that no other connecting line would be made between Bagdad and Bushire, and that the Persian line would consequently obtain the whole of the Anglo-Indian messages passing between those places.

His Excellency then pointed out that his Government might justly blame him if, being now aware of the proposed construction of a competing line through Mesopotamia, he did not endeavour to effect an arrangement as to the division of the messages between the two lines, before committing his Government to expenditure by concurring in the immediate purchase of materials for the Persian line. It was explained to him that any delay in dispatching materials to be sent by a long sea voyage to the Persian Gulf was much to be deprecated, and that, although it was impossible to discuss simultaneously here and at Tehran the terms of the convention, Sir Charles Wood would not object to give an official assurance that Her Majesty's Minister at Tehran should be instructed to discuss with the Shah's Government the question raised by his Excellency, and to come to an equitable arrangement concerning it. His Excellency finally consented to give his formal assent to the immediate purchase of materials, on receiving the written assurance, copy of which is enclosed herewith.

Sir Charles Wood thinks it desirable that what has taken place so far, should be brought immediately to Earl Russell's knowledge. His Lordship shall be made acquainted by a separate communication with the particulars of the arrangement which should, in Sir Charles Wood's opinion, be proposed to the Persian Government.

Sir Charles Wood would suggest for Earl Russell's consideration, that it might be advisable that the Turkish Government should immediately be made aware of the intention to divide, in some way, messages passing from Bagdad to Bushire, or *vice versa*, between the line which will run from Bagdad, by Bussorah, to Bushire, and that which will run from Bagdad to the Persian frontier, near Khanakeen, and thence through Persia, to Bushire.

The Turkish portion will be shorter in the latter line than in the former, but the difference is a very insignificant part of the whole line through the Turkish territory. The Turkish Government will, no doubt, readily perceive the advantage which their main line to Bagdad will derive from having an alternative line through Persia to Bushire, in the event of any interruption to the line from Bagdad to Bussorah.

I am, &c.
(signed) *T. G. Baring.*

Enclosure in No. 33.

MEMORANDUM.

WHEN the Persian Government shall have constructed a line of telegraph from the Turkish frontier near Khanakeen by Tehran to Bushire, and when the Turkish and English Governments shall have constructed a short connecting line from Bagdad to Khanakeen, and also a line from Bagdad to Bussorah, and thence to Bushire, there will be two alternative lines between Bagdad and Bushire.

Her Majesty's Minister at Tehran will be instructed to discuss and arrange with the Persian Government, on equitable terms, the distribution between the two lines of the telegraphic messages passing between England and India.

(signed) C. Wood.

No. 34.

Earl Russell to Sir H. Bulwer.

Sir,

Foreign Office, 2 April 1863.

I TRANSMIT, for your Excellency's information, a copy of a letter from the India Board,* stating what has passed between the Secretary of State for India and the Persian Minister, respecting the proposed line of telegraph between Khanakeen and Bushire, and I have to instruct your Excellency to communicate to the Porte the intention to divide in some way messages passing from Bagdad to Bushire, or *vice versa*, between the line which will run from Bagdad by Bussorah to Bushire, and that which will run from Bagdad to the Persian frontier, near Khanakeen, and from thence through Persia to Bushire.

I am, &c.
(signed) Russell.

No. 35.

Mr. Thompson to Earl Russell.—(Received 25 April.)

My Lord,

Tehran, 10 March 1863.

I HAVE the honour to inform your Lordship that during the last few days I have had interviews with the Ameen-ed-Dowleh and Meerza Saeed Khan, on the subject of your Lordship's telegram of the 11th of February, and that this afternoon, by the Shah's desire, I met the Minister for Foreign Affairs and the Prince Itizad-u-Sultaneh, when it was settled that his Royal Highness should at once dispatch agents to procure timber posts in the different districts through which the telegraph is to pass, and to distribute them along the line in the villages which are nearest to the regular road.

The number and dimensions of the posts to be thus provided are: for each mile, 20 posts, 19 feet in length, and five inches in diameter at the top; and two posts, 21 feet long, and 10 inches in diameter at the top, the whole distance being calculated at 1,092 miles.

The above figures will be found to be in accordance with the estimates prepared by Lieutenant Colonel Stewart when in this country.

I have, &c.
(signed) R. F. Thomson.

No. 36.

Mr. Baring to Mr. Hammond.—(Received 29 April.)

Sir,

India Office, 28 April 1863.

In my letter of the 1st instant, it was stated that Sir Charles Wood would, in a separate communication, acquaint Earl Russell with the particulars of the arrangement which should, in his opinion, be proposed to the Turkish and Persian Governments, for the distribution between the two lines of telegraph about to be established from Bagdad to Bushire, of the telegraphic messages passing between England and India.

I am, accordingly, now directed to make the following observations:—

The Indian Government has undertaken to advance the purchase-money of the materials provided from this country for the line through Persia. If a double wire be formed, the money so advanced will, probably, amount to 20,000 l., which, by the terms of the late Convention, will have to be repaid by the Persian Government in five annual instalments. Merely to insure punctual payment of these instalments, it would be advisable for the Indian Government to use the Persian line to at least such an extent as that the net receipts

receipts from Anglo-Indian messages during the first five years should annually amount to one-fifth of the sum advanced; but it is obviously desirable on other accounts that much more than this should be done, and that the use of the Persian line by the Indian Government should be such as to furnish a large annual surplus, the payment of which to the Shah's Government, for its own benefit, would afford to it the best possible inducement to protect the line, and to maintain and work it efficiently. With this view, as well as with that of equally interesting the Turkish Government in the due protection and maintenance of their alternative line from Bagdad to Bussorah, Sir Charles Wood considers that the most convenient arrangement would be that of an equal division of Anglo-Indian messages between the two lines, all messages from India being dispatched through Persia, and all messages to India proceeding by the Turkish line from Bagdad to Bussorah. Such an arrangement cannot, however, be efficiently carried out, unless the Persian as well as the Turkish line be provided with two wires, one of which shall be employed exclusively for the through traffic; and any agreement to the effect indicated above, entered into with the Persian Government, should be made conditional on the adoption of a double wire.

Sir Charles Wood would, therefore, recommend, if Earl Russell sees no objection, that Her Majesty's Minister at Tehran be authorised to make some such proposal as the following:—

Provided the Persian line of telegraph, with a single wire, from Khanakeen to Bushire, be constructed, protected, and worked in an efficient manner, and to the satisfaction of the English officers superintending it, the English Government agrees to dispatch by the Persian line one-fourth part of all the through traffic *via* Bagdad, between Europe and India; and, in like manner, if a second wire be added, and made available exclusively for the transmission of through traffic, to dispatch one-half of the same traffic by the Persian line.

The above agreement might be made binding for a period not exceeding 10 years, at the close of which its terms would be open to revision.

I am further directed to suggest that the necessary communications on the subject should be made simultaneously to the Turkish Government.

I am, &c.
(signed) T. G. Baring.

No. 37.

Earl Russell to Mr. Thomson.

Sir,

Foreign Office, 6 May 1863.

I TRANSMIT, for your information and guidance, copies of two letters from the India Board on the subject of telegraphic communication with India.*

You will learn from these letters the particulars of the arrangement which should, in the opinion of the Secretary of State for India, be proposed to the Turkish and Persian Governments, for the distribution between the two lines of telegraph about to be established from Bagdad to Bushire, of the telegraphic messages passing between England and India, and also what has passed between Sir Charles Wood and the Persian Minister on this subject.

I have now to instruct you to state to the Persian Government, that if the Persian line of telegraph, with a single wire, from Khanakeen to Bushire, is constructed, protected, and worked in an efficient manner, and to the satisfaction of the English officers superintending it, the English Government agrees to dispatch by that line one-fourth part of all the through traffic *via* Bagdad, between Europe and India; and in like manner, if a second wire be added, and made available exclusively for the transmission of through traffic, to dispatch one-half of the same traffic by the Persian line. In the event of the Persian Government agreeing to these terms, you are hereby authorised to make an agreement with them for a period not exceeding 10 years.

I am, &c.
(signed) Russell.

No. 38.

Earl Russell to Sir H. Bulwer.

Sir,

Foreign Office, 6 May 1863.

WITH reference to my despatch of the 2d ultimo, I transmit for your information a copy of a further letter from the India Board,† stating the particulars of the arrangement which should, in the opinion of the Secretary of State for India, be proposed to the Turkish and Persian Governments, with reference to the distribution between the two lines of telegraph about to be established from Bagdad to Bushire, of the telegraphic messages passing between England and India.

I also

* Nos. 33 and 36.

† No. 36,

App. No. 2.

I also enclose a copy of a despatch which I have addressed to Her Majesty's Chargé d'Affaires in Persia upon this subject,* and I have to instruct your Excellency to make the necessary communications to the Porte, with the view of carrying out the arrangement set forth in the India Board letter.

I am, &c.
(signed) *Russell*

No. 39.

Mr. Thomson to Earl Russell.—(Received 24 May.)

My Lord,

Tehran, 12 April 1863.

I HAVE the honour to inform your Lordship that I this day received a message from the Persian Minister for Foreign Affairs, through one of his secretaries, to say that a report had reached him from the Governor of Kerman, to the effect that English officers were engaged in making preparations to carry a line of telegraph from the Beloochistan frontier by land to Bunder Abbas, and thence on to Bushire, and that, if there was any truth in this statement, he begged that I would take steps to suspend the operations until the matter had been discussed, and an arrangement entered into on the subject at Tehran, as such a line had not been provided for in the Convention lately agreed to by the Persian Government.

I replied that I had no knowledge of the circumstance to which he alluded; that I was informed that the telegraph from Bushire would be taken down the Persian Gulf by means of a submarine cable, which was now being manufactured in England; and that I was not aware that there was any intention of landing the wire at any point in the Persian territory excepting at the two above ports of Bushire and Bunder Abbas.

I have, &c.
(signed) *R. F. Thomson.*

No. 40.

Mr. Thomson to Earl Russell.—(Received 24 May.)

My Lord,

Tehran, 13 April 1863.

I HAVE the honour to enclose translation of a firman which has been addressed by his Majesty the Shah to the Governor through whose districts the Persian telegraph is to pass, instructing them to prepare the posts required for the line, and to have them in readiness at an early date. This firman has been forwarded through two of the Shah's private attendants, Hajee Feramerz Beg and Hajee Eincz Beg, the former having proceeded to Ispahan and Shiraz, and the latter to Hamadan and Kermanshah.

I have, &c.
(signed) *R. F. Thomson.*

Enclosure in No. 40.

Firman to the Governors of the Provinces through which the Persian Telegraph is to Pass.†

(Translation).

THE construction of a telegraph being an undertaking of the utmost importance, which, when completed, cannot fail to be of the greatest utility in facilitating business, both Government and private, throughout the Persian dominions, and in promoting the interests of commerce and the welfare of our subjects, it has been determined by a Convention between the Persian Government and the agents of Her Britannic Majesty to establish a telegraphic line of communication between Khanakeen and Tehran, and from the capital to Bushire, which is to be connected with the Bagdad line, and is to be extended by a cable from Bushire to India, to be laid down by the English Government. Of the materials necessary for this work, next to the wires, &c., which have been purchased in Europe, the most important are the timber posts required for stretching the wires, and these are of two kinds, the ordinary post and the straining post. They must, therefore, be procured, and distributed along the road and at the different stations at once; so that, please God, by the end of the present year the line may be completed and in working order. We, therefore, now command that, on the receipt of this firman, you will issue stringent orders to the necessary parties

* No. 37.

† Transmitted to the Mission on 8 April 1863.

parties in your province that for every fursukh (four miles) along the road, 90 ordinary posts and 18 straining posts, according to the following dimensions, are to be prepared and held in readiness within the space of one month :—

Ordinary posts.—Ninety in number, strong, good, and quite straight, six Persian yards long, and five inches in diameter at the top.

Straining posts.—Eighteen in number, from seven and a half to eight yards long, and twice the above diameter.

The receipts for the above are to be made over to the Prince Itizad-oo-Sultaneh, the Minister for Public Works, through Hajee Einez Beg, one of our private attendants, who will superintend these arrangements. You will take care to have our instructions in this respect carried out attentively, so that the posts may be ready to be handed over within the period specified above, and on no account are you to suppose yourself exempt from, or irresponsible for the fulfilment of this command.

No. 41.

Mr. Thomson to Earl Russell.—(Received 20 June.)

My Lord,

Tehran, 12 May 1863.

I HAVE the honour to inform your Lordship, that his Excellency the Ameen-ed-Dowleh some days ago requested that I would suggest to Her Majesty's Government that either Captain Champain, or one of the officers who are to be employed in Persia in laying down the telegraphic wires, should be instructed to proceed to Tehran with as little delay as possible, as, in the opinion of the Persian Ministers, it is desirable that some experienced officer should be on the spot in order that they may have the advantage of his practical knowledge and advice in carrying out the preliminary measures for the construction of the Persian line of telegraph.

I have, &c.
(signed) R. F. Thomson.

No. 42.

Mr. Baring to Mr. Hammond.—(Received 3 July.)

Sir,

India Office, 3 July 1863.

WITH reference to the despatch of the 12th of May from Mr. Thomson, Chargé d'Affaires at Tehran, to Earl Russell, I am directed by Sir Charles Wood to state for his Lordship's information that he concurs in opinion with the Government of the Shah, that it is desirable that either Captain Champain, or some other officer to be employed in laying down the telegraphic wires in Persia, should be instructed to proceed to Tehran with as little delay as possible. If Lord Russell sees no objection to the arrangement, Sir Charles Wood will at once select an officer to proceed as expeditiously as possible to Tehran on telegraphic service.

I have, &c.
(signed) T. G. Baring.

No. 43.

Mr. Thomson to Earl Russell.—(Received 4 July.)

My Lord,

Tehran, 29 May 1863.

WITH reference to your Lordship's despatch of the 18th of October 1862, I have the honour to transmit herewith copy of a despatch addressed by me to the resident in the Persian Gulf, enclosing a translation of a letter from Meerza Saeed Khan to the Governor of Bushire, from which your Lordship will perceive that instructions have been given by the Persian Minister for the construction of a telegraph station at Bushire, which is to be made over to the British Government at an annual rent, for the exclusive use of their employes on the Indian line of telegraph.

I have, &c.
(signed) R. F. Thomson.

App. No. 2.

Enclosure 1 in No. 43.

Mr. Thomson to Colonel Pelly.

Sir,

Tehran, 26 May 1863.

COLONEL KEMBALL having forwarded to me an extract from the report drawn out by the engineer officer recently sent to survey the coast of the Persian Gulf, from which it appears that Resheer had been selected as the spot for landing the cable in the vicinity of Bushire, I have applied to the Persian Government for their permission to establish a telegraph station at that place.

I now beg to enclose copy of an order transmitted by the Persian Minister for Foreign Affairs to the Governor of Bushire, directing him, after consulting with you, and ascertaining the exact point at which the cable is to be landed, to cause a building to be erected as a station for the exclusive use of the English telegraph employés, for which a moderate amount of rent will be received by the Persian authorities.

I have no information as to the amount of accommodation required at this station; but, in order to save time, and to admit of the building being commenced at once, should it be thought advisable to have it ready before the cable is landed, it has been arranged that, in the meantime, a building, containing only a few rooms, should be erected; and, on my being made acquainted with the amount of further accommodation required, I shall take steps to obtain from the Persian Government their sanction to having such additions as may be necessary to be made.

I have, &c.
(signed) R. F. Thomson.

Enclosure 2 in No. 43.

The Persian Minister for Foreign Affairs to the Governor of Bushire.

(Translation.)

18 May 1863.

As you already know, by desire of his Majesty the Shah, the Persian Government are about to construct a telegraph from the frontier of Kermanshah to Bushire, and the English Government, as they may feel disposed, are at liberty to join their telegraphic wires, which are to be brought by a submarine line, to the Persian wires, it is therefore necessary that they should have a telegraph station on the coast, and his Majesty has ordered that a station should be erected for this purpose at Resheer, under the directions of the Prince Itizad-oo-Sultaneh, which is to be given to the British Government for an annual rent. The Prince has written the instructions necessary, and they are now sent to you. In the meantime, as the English cable may shortly reach Bushire, and on its arrival they may require a place at once in which to keep their stores and materials before the regular station is completed, you will now at once, after communicating with the resident, and ascertaining the exact spot where the cable will be landed, proceed to erect a building according to the accompanying plan given by the Prince, in a suitable position, and get it in readiness, so that they may not suffer inconvenience. You will then forward an estimate of the expenses of completing the building, and when you receive orders on the subject, you will have it finished by building the additional portion.

His Majesty has further commanded that the station also required for the employés on the Persian line of telegraph from Bushire to Khanakeen, is to be built alongside of the station constructed for the English telegraph to India, so that, for the better working of the lines, the two stations are not to be apart and distant from each other.

No. 44.

Mr. Thomson to Earl Russell.—(Received 4 July.)

My Lord,

Tehran, 5 June 1863.

I HAVE delayed till now replying to your Lordship's despatch of the 26th of February, in the hope that the Persian Government might be induced to adopt the entire suggestions offered in that communication. The Persian Ministers express themselves fully satisfied with the preliminary arrangements which Colonel Stewart proposes that they should make for the construction of the Persian telegraph, and they are now engaged in preparing the materials required, and in having them distributed along the line, for which purpose they have dispatched agents to the different provinces through which the telegraph is to pass. But with regard to the period during which the line is to be entrusted to the superintendence of English officers, I find that the views of the Persian Ministers do not coincide with those of Her Majesty's Government. It is proposed in your Lordship's despatch that five years should be fixed for this superintendence; but though the Persian Government state that they desire to retain the services of the English agents until such time as the line is in a perfectly efficient state, and until it is found to work to the satisfaction of the British Government, they are not disposed to engage formally that the Persian telegraph should be under the control of English employés for a longer space of time than one year.

As

As your Lordship's despatch of the 6th of May, however, which I have just received, authorises me to make an agreement with the Persian Government fixing the amount of messages to be transmitted by their line, on condition that it is constructed, protected, and worked in an efficient manner, and to the satisfaction of the English officers superintending it, I trust that they may now be induced to set aside their present determination on this point, as they cannot fail to perceive that, unless the line is under the control of English officers, it can never be worked with that efficiency which will render it profitable by securing to Persia a full share of the messages transmitted.

With respect to the remaining question of the amount to be charged on such messages, the Persian Government is about to send instructions to Mahmood Khan, authorising him to enter into any arrangement in London which he may consider fair and reasonable.

I have &c.
(signed) *R. F. Thomson.*

No. 45.

Mr. Hammond to Mr. Merivale.

Sir,

Foreign Office, 6 July 1863.

IN reply to your letter of the 3d instant, I am directed to request you will inform Sir Charles Wood that Earl Russell concurs in his opinion that it is desirable that Captain Champain, or some other officer, should at once proceed to Tehran to assist the Persian authorities in carrying out the preliminary measures for the construction of the Persian line of telegraph.

I am, &c.
(signed) *E. Hammond.*

No. 46.

Sir H. Bulwer to Earl Russell.—(Received July 18.)

My Lord,

Constantinople, 9 July 1863.

I HAVE the honour to transmit herewith, for your Lordship's information, copy of an official note which I have received from the Porte, in reply to my communication of your Lordship's instructions relative to the division of messages by the Bagdad telegraph.

Your Lordship will perceive that the Porte feels some disappointment at the arrangement proposed to be adopted. I have not myself expressed any opinion on the subject, but merely stated I would transmit the Porte's note to your Lordship.

I have, &c.
(signed) *H. L. Bulwer.*

Enclosure in No. 46.

Aali Pasha to Sir H. Bulwer.

M. l'Ambassadeur,

Sublime Porte, le 7 Juillet 1863.

J'AI reçu et transmis à l'Administration Générale des Télégraphes la note que vous m'avez fait l'honneur de m'adresser, en date du 11 Avril, pour m'informer que le Gouvernement de Sa Majesté Britannique est dans l'intention de se servir également des deux lignes télégraphiques de Bagdad à Bunder-Bushir par Bussorah, et de celle qui sera établie entre Bagdad et Bunder-Bushir en passant la frontière Persane près de Khanakeen.

Nous reconnaissons également l'utilité de l'établissement de cette seconde ligne qui ne peut que rendre plus sûre la communication électrique entre Bunder-Bushir et Bagdad; mais d'après nous on aurait pu mieux choisir la direction qu'on veut lui donner. Une ligne passant par Khanakeen, Zenkiabad, et Carabata, et aboutissant à Kerkiyah, présenterait d'autant plus d'avantages qu'elle offrirait plus de facilités soit pour sa pose, parcequ'elle ne rencontrerait pas de grands courants d'eau, soit pour les défenses de construction pour la raison que son parcours serait beaucoup moins long. Après ces considérations électriques une autre plus importante n'a pu nous échapper. Le Gouvernement Impérial ne devant établir et entretenir la ligne de Bagdad à Bussorah que pour unir les Indes Orientales au réseau télégraphique de l'Europe, il nous semble qu'il serait juste que les dépêches Anglaises ne fussent transmises par la ligne Persane qu'en cas d'interruption sur la ligne Ottomane.

En conséquence je vous prie, M. l'Ambassadeur, d'entretenir le Gouvernement de Sa Majesté Britannique et de provoquer de sa part un engagement dans ce sens dans le cas où votre Excellence se rangerait à mon avis.

Veuillez, &c.
(signé) *Aali.*

App. No. 2.

(Translation.)

M. l'Ambassadeur,

Sublime Porte, 7 July 1863.

I HAVE received and transmitted to the General Administration of Telegraphs the note which you did me the honour to address to me, dated the 11th of April, to inform me that the Government of Her Britannic Majesty intends to use equally the two telegraphic lines from Bagdad to Bunder Bushir by Bussorah, and the one which will be established between Bagdad and Bunder Bushir, crossing the Persian frontier near Khanakeen.

We recognise equally the utility of the establishment of this second line, which cannot fail to render the electrical communication between Bunder Bushir and Bagdad more sure; but, in our opinion, the direction which it is intended to give it might have been better chosen. A line passing by Khanakeen, Zenkiabad, and Carabata, and joining at Kerkiah, would offer as many advantages as it would offer facilities either for laying it down, because it would not encounter strong currents of water, or for the expenses of its construction, from the fact that its length would be much less. After these considerations another more important one has not escaped our observation. As the Imperial Government must establish and maintain the line from Bagdad to Bussorah only to unite the East Indies to the telegraphic network of Europe, it seems to us that it would be just that the English despatches should be only transmitted by the Persian line in the event of interruption of communication on the Ottoman line.

I beg you, therefore, M. l'Ambassadeur, to communicate with Her Britannic Majesty's Government, and to propose an engagement in this sense on their part, should your Excellency be of my opinion.

Receive, &c.
(signed) *Aali*.

No. 47.

Mr. Layard to Mr. Merivale.

Sir,

Foreign Office, 20 July 1863.

I AM directed by Earl Russell to transmit to you, for the information of Secretary Sir C. Wood, the accompanying copy of a despatch from Her Majesty's Ambassador at Constantinople,* inclosing a copy of the reply of the Turkish Government to the communication which he was instructed to make, in accordance with your letter of the 28th of April, with regard to the division of messages to be sent by the Bagdad telegraph.

I have, &c.
(signed) *A. H. Layard*.

No. 48.

Mr. Thomson to Earl Russell.—(Received August 1.)

My Lord,

Tehran, 4 July 1863.

THE difficulty of transacting business here during the first days of Moharrem, and the subsequent departure of the Shah on a hunting excursion in the neighbouring hills, have occasioned some delay in my obtaining a distinct reply to the proposal which I was directed by your Lordship's despatch of the 6th of May to make to the Persian Government respecting the distribution of messages between the two telegraphic lines from Bagdad to Bushire.

Although the Minister for Foreign Affairs and the Ameen-ed-Dowleh, to whom I was also referred on the subject, both expressed themselves strongly in favour of adding a second wire at once to the telegraph about to be constructed from Khanakeen to Bushire, I have since been given to understand by Meerza Saeed Khan that the Shah was, for the present, not disposed to give his sanction to the additional expense which would be thereby incurred. His Majesty was of opinion that the line should be constructed, as originally proposed, with only one wire, and that they should only engage to add a second when they had ascertained clearly how far it was absolutely necessary, and what the profits were which they were likely to derive from the Persian telegraph. His Excellency said that it was against his advice entirely that the Shah had adopted this view, and that he would again represent to his Majesty the advantages which both he and the Ameen-ed-Dowleh considered that the Persian Government would obtain by providing a double wire, by means of which the Persian telegraph might be worked with perfect efficiency from the outset. His Majesty's reply has not yet been received at Tehran; but, as great uncertainty seems to exist in the minds of many of those about the Court, whose advice is frequently adopted in such matters, as to the success which is likely to attend the establishment of this telegraph, it is probable that no change will take place in his Majesty's views, and that he will not be induced to embark in

* No. 46.

in any further outlay for the present than that which they have already consented to in the Convention with Her Majesty's Government.

With respect to the division of messages between the Turkish and Persian lines of telegraph from Bagdad to Bushire, the Shah's Ministers do not appear to share the apprehensions felt by the Persian Envoy in London with regard to the competing line which is now in course of construction by way of Bussorah. They have hitherto regarded the establishment of that line with apparent indifference, and as yet they have not shown any inclination to enter into the arrangement proposed by Sir Charles Wood, which would secure to them a certain share of the telegraphic messages transmitted to and from India.

I have, &c.
(signed) *R. F. Thomson.*

No. 49.

Mr. Melvill to Mr. Hammond.—(Received 8 August.)

Sir,

India Office, 7 August 1863.

I AM directed by Sir Charles Wood to state, for the information of Secretary Earl Russell, that for the purposes of the arrangements in progress for the establishment of telegraphic communication with India, through Turkey, Persia, and the Persian Gulf, some considerable disbursements will have to be made in Persia, in effecting which Sir Charles Wood would, with Earl Russell's permission, wish to avail himself of the agency of Her Majesty's Minister at Tehran. The disbursements for current and miscellaneous expenditure will amount to about 6,000*l.*, and I am to request that Mr. Alison may be apprised that he is empowered, up to the limit, and for the purposes indicated above, to draw Bills on the Government Treasury at Bombay or Calcutta, as may be found most advisable, the local Governments having been requested to honour his drafts accordingly.

I have, &c.
(signed) *J. Cosmo Melvill.*

No. 50.

Mr. Hammond to Mr. Melvill.—(Received 11 August.)

Sir,

Foreign Office, 11 August 1863.

IN reply to your letter of the 7th instant, I am directed by Earl Russell to state to you for the information of Secretary Sir Charles Wood, that his Lordship will instruct Her Majesty's Minister at Tehran to make disbursements on account of the India Office, in connection with the telegraph through Persia; and I am to suggest that you should move Sir Charles Wood to forward to this office for transmission to Mr. Alison a Memorandum containing instructions for his guidance in this matter.

I am to add that the next opportunities for sending despatches to Persia will be on Thursday the 13th, and Thursday the 27th, of this month.

I have, &c.
(signed) *E. Hammond.*

No. 51.

Sir *H. Bulwer* to Earl Russell.—(Received 12 August.)

My Lord,

Constantinople, 31 July 1863.

WITH reference to your Lordship's despatch of the 6th of May last, relative to the division of messages by the Bagdad telegraph, I have the honour to forward a copy of the Porte's reply, which reached me only this day.

I have, &c.
(signed) *H. L. Bulwer.*

Enclosure in No. 51.

Aali Pasha to Sir *H. Bulwer*.

M. l'Ambassadeur,

Ministère des Affaires Etrangères, le 31 Juillet 1863.

JE suis aujourd'hui en mesure de répondre à la note que votre Excellence m'a fait l'honneur de m'adresser, en date du 21 Mai, relativement à l'intention du Gouvernement de

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Sa

App. No. 2.

Sa Majesté Britannique de partager la transmission des dépêches pour les Indes Orientales entre les deux lignes télégraphiques de Bagdad à Bussorah, et de Khanakeen à Bunder Bushire en Perse.

Votre Excellence sait que le Gouvernement Impérial ne doit établir et entretenir la ligne de Bagdad à Bussora que dans l'unique désir de rendre un service au Gouvernement Britannique en réunissant les Indes Orientales au réseau télégraphique de l'Europe. Si la ligne Persane doit être appelée à jouir à part égale avec la ligne Ottomane des revenus de cette ligne, qui consisteront principalement de la transmission des dépêches Anglo-Indiennes, la ligne de Bagdad à Bussorah devient complètement superflue, et onéreuse même, en considération des sommes considérables qui seront dépensées pour son établissement et son entretien.

A notre avis il serait mieux de renoncer à la ligne de Bussorah à Bagdad, et se borner à celle de Khanakeen à Bunder Bushir. Cette ligne, reliée directement avec le cable de Bussora, jouirait dans ce cas de tous les revenus intégralement, et ferait aussi éviter les dépenses pour les fournitures de matériel télégraphique que le Gouvernement Indien devra faire à notre administration.

Veillez, &c.
(signé) *Aali.*

(Translation.)

Ministry of Foreign Affairs,
31 July 1863.

M. l'Ambassadeur,

I AM enabled to-day to reply to the note which your Excellency did me the honour to address to me on the 21st of May, relative to the intention of Her Britannic Majesty's Government to divide the transmission of despatches for the East Indies between the two telegraphic lines from Bagdad to Bussorah, and from Khanakeen to Bunder Bushire in Persia.

Your Excellency knows that the Imperial Government is going to establish and maintain the line from Bagdad to Bussorah solely with the desire of rendering service to the British Government by joining the East Indies to the telegraphic network of Europe. If the Persian line is to be allowed to share equally the revenues of the Ottoman line, which will consist principally of the transmission of Anglo-Indian despatches, the line from Bagdad to Bussorah becomes perfectly superfluous and even burthensome, on account of the considerable sums which will be expended on its construction and maintenance.

In our opinion it would be better to give up the line from Bussorah to Bagdad, and to confine ourselves to the line from Khanakeen to Bunder Bushire. That line, directly connected with the cable of Bussorah, would profit in that case by all the revenues integrally, and would also cause the expenses to be avoided on account of fittings and telegraphic material which the Indian Government will have to impose on our administration.

Receive, &c.
(signed) *Aali.*

No. 52.

Mr. Melvill to Mr. Hammond.—(Received 13 August).

Sir,

India Office, 12 August 1863.

I AM directed by the Secretary of State for India to acknowledge the receipt of your letter of the 11th instant, and in reply to forward a memorandum by Lieutenant Colonel Steward, in which is embodied all the information required at Tehran regarding the measures which have been, or are about to be, taken in connection with the establishment of the telegraph between Khanakeen and Bushire, and to request that Earl Russell will be pleased to cause a copy thereof to be forwarded to Her Majesty's Ministers in Persia.

I have, &c.
(signed) *J. Cosmo Melvill.*

Enclosure in No. 52.

MEMORANDUM relating to the Persian Telegraph, detailing the steps which have been taken in connection with the Despatch of Stores, &c., up to date.

7 August 1863.

THE distances have been calculated as follows, and in practice will be found sufficiently accurate :—

	<i>Miles.</i>
From Khanakeen to Kermanshah - - - - -	123
„ Kermanshah to Hamadan - - - - -	96
„ Hamadan to Tehran - - - - -	186
„ Tehran to Koom - - - - -	90
„ Koom to Kashan - - - - -	61
„ Kashan to Ispahan - - - - -	109
„ Ispahan to Koomshah - - - - -	48
„ Koomshah to Mooighaut - - - - -	152
„ Mooighaut to Shiraz - - - - -	70
„ Shiraz to Kazeroon - - - - -	67
„ Kazeroon to Bushire - - - - -	100
TOTAL - - -	<i>Miles</i> 1,102

To allow for contingencies, materials for a single wire line, 1,200 miles long, have been, or are about to be, sent out. Cost and detail are given below. The wire will be supported on single insulators on wooden posts, the number of which should be 21 ordinary and three stretching; total, 24 posts per mile. On the straight and open parts of the line 21 or 22 will suffice, while on the other hand it may prove necessary among the more difficult passes (such as those in the neighbourhood of Kazeroon or Khanakeen) to increase the number to 30 posts per mile.

TABLE showing the Number and Detail of Stores sent out.

Amount.	Description of Stores.	Cost in England.	Remarks.
		<i>£. s.</i>	
350 tons	Wire No. 5. B. W. G. - - - - -	6,212 10	} Packed in 900 boxes.
9 „	Steel Wire - - - - -	243 -	
25,200 „	Ordinary single insulators - - - - -	2,205 -	
3,600 „	Stretching ditto - - - - -	690 -	
900 „	Packing cases for insulators - - - - -	285 5	
6 sets	Tools complete in boxes - - - - -	480 -	
28,800 „	Bands for galvanized iron - - - - -	120 -	
1,600 „	Stays for angle posts - - - - -	268 5	
12 „	Field Signalling instruments - - - - -	180 -	
	TOTAL COST in England - - - £.	10,680 -	

The greater part of these stores will be landed at Bushire, and thence transported on mules along the line towards Tehran; but a proportion enough for 322 miles will be sent on to Bussora, and thence up the river to Bagdad.

The following Table shows the stores despatched up to date for the Persian lines, the whole allowance being for 1,200 miles, of which 878 will be supplied for Bushire, and 322 for Bussora.

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Total to be Sent.		Description of Stores.	Already sent in.					
			"Athene."		"Khimjee."		"Jumna."	
Bushire.	Bussora.		Bushire.	Bussora.	Bushire.	Bussora.	Bushire.	Bussora.
240	104	350 tons wire	—	104	246	—	—	—
6	8	9 tons steel ditto.	—	—	6	3	—	—
658	242	900 boxes of insulators.	—	—	100	234	116	—
20,800	8,000	28,800 bands of iron.	—	—	8,960	—	—	7,040
1,200	400	1,600 stays complete.	—	—	—	—	—	—
3	4	12 field instruments.	—	—	—	—	—	—
3	3	6 sets of tools complete.	—	—	3	—	—	3

The insulators are packed in boxes, each containing 28 ordinary and four stretching insulators, so that three boxes contain enough for four miles, or one farsakh of line. The boxes weigh 174 lbs. each, two thus forming a load for one mule.

The "Athene" will probably reach Bussora about the beginning of October, she having left Liverpool on the 30th May.

The "Khimjee Ooddoopee," a quick vessel, sailed on the 30th June, and may be expected at Bushire about the middle of October.

The "Jumna," also a very fast ship, left London on the 15th July, and will probably reach Bushire before the end of October.

The rest of the stores will be despatched as soon as possible, but it is likely that some delay may occur in completing the full number of insulators.

Messrs. Man and Walton will leave England (with one of the inspectors appointed to the line) on the 8th instant, and will be able to give every information and assistance that may be necessary until the arrival of Lieutenant Champain. The latter officer will almost immediately after reaching Tehran proceed to Bushire in time to meet the first of the vessels with stores for that port, and to arrange, in concert with Colonel Pelly and the Persian authorities, the means of transport and distribution.

Two engineer officers have been applied for from India to assist in the work, and a third will leave England *via* the overland route for Bombay, about the end of August, with 10 non-commissioned officers and men of the Royal Engineers trained to the work, and conversant with the practical duties that will be required of them.

The whole line from Khanakeen to Bushire will therefore be divided into five divisions, each division having its one officer or superintendent, one inspector, and two assistant inspectors of the Royal Engineer detachment, while the direction of the whole staff will be in the hands of Lieutenant Champain, who will fix his head-quarters at Tehran.

The following Table shows approximately what the monthly pay of the staff will be, and the additional expenditure which will thus devolve upon the British Mission has already been provided for:—

No.	Rank.	Staff Pay for Military, or Consolidated Pay for Civil Officers.	Pay and Allowance for Military.	TOTAL.
		<i>Rupees per Mensem.</i>	<i>Rupees per Mensem.</i>	<i>Rupees per Mensem.</i>
1	Director - - - -	—	—	—
1	Superintendent - - -	—	—	—
1	Engineer Officer - - -	500	265 12	765 12
1	Ditto - - - - -	350	265 12	615 12
1	Ditto - - - - -	200	265 12	465 12
1	Civil Officer - - - -	600	- - -	600 00
1	Ditto - - - - -	450	- - -	450 00
1	—	—	—	—
2	Inspectors - - - - -	250	- - -	500 00
-	Ditto - - - - -	200	- - -	600 00
10	Assistant Inspector -	Appointed pay -	—	—
	Non-Commissioned Officers of Royal Engineers.	Military and civil for 10.	- - -	1,550 00
Approximate Total, omitting Pay of the Director (not yet decided), and Travelling Allowance				5,550 00

This sum will be in addition to the actual amount expended in travelling and to Lieutenant Champain's pay, the amount of which has not yet been fixed.

The total monthly expenditure on account of telegraph superintendence, military pay of officers and soldiers employed, and contingencies, will possibly reach in round numbers the sum of 7,500 rupees, and such expenditure will probably commence from the 1st October 1863.

Lieutenant Colonel Pelly, Her Majesty's Resident at Bushire, has already been informed that the approximate weight of stores to be forwarded along the line from Bushire will be as follows:—

	Wire.	Insulators.	Total.
	Tons.	Tons.	Tons.
To Tehran - - - -	17	4½	21½
„ Koom - - - -	17	4½	21½
„ Kasham - - - -	15	4	19
„ Ispahan - - - -	50	14	64
„ Koomishah - - - -	15	4	19
„ Shiraz - - - -	70	19	89
„ Kazeroon - - - -	25	7	32
TOTAL Tons - - -	209	57	266

The remainder of the stores shipped for Bushire will be retained at that port.

Information has also been sent to Colonel Kemball at Bagdad, to the effect that the weight of stores for which carriage will be required at the cost of the British Government, as far as the Persian frontier of Khanakeen, will be as follows:—

	Tons.
Wire - - - -	104
Insulators and Stores - - - -	28
TOTAL - - -	132

The cost of transport within the Persian territory will of course be defrayed by the Persian Government, and the details of distribution will be arranged in concert with the officer in charge of each section of the line.

(signed) *P. Stewart.*

No. 53.

Mr. Layard to Mr. Merivale.

Sir,

Foreign Office, 13 August 1863.

I AM directed by Earl Russell to acknowledge the receipt of your letter of the 12th instant, enclosing a Memorandum for the use of Her Majesty's Minister at Tehran, on the line of telegraph through Persia now in course of construction; and I am to state to you, for the information of Secretary Sir Charles Wood, that Lord Russell has forwarded the Memorandum to Mr. Alison, and will instruct him to make disbursements on account of the India Office, in connection with the telegraph, but that before giving these instructions his Lordship must request to be furnished with definite directions for Mr. Alison's guidance in making disbursements, no directions on the subject being contained in your above-mentioned letter.

I have, &c.

(signed) *A. H. Layard.*

App. No. 2.

No. 54.

Mr. Melvill to Mr. Layard.—(Received August 14.)

Sir,

India Office, 13 August 1863.

I AM directed by Sir Charles Wood to acknowledge the receipt of your letter of the 20th ultimo, with its enclosures, from Sir H. Bulwer and Ali Pasha, relative to the proposed division of messages by the Bagdad telegraph.

This question originated in the manner explained in Mr. Baring's letter of the 1st April last, in consequence of the Persian Minister refusing to give his approval to the purchase of stores, as stipulated for in Article 6 of the proposed Convention. Sir Charles Wood accordingly gave the written assurance that Her Majesty's Minister at Tehran would be authorized to deal with the question if raised there; and he communicated through the Foreign Office the terms to which he would, in such an event, be willing to consent. It now appears from Mr. Thomson's letter of the 4th July (which is noticed in another letter of this date) that the Persian Government do not raise the question, and Sir Charles Wood has certainly no wish that any stipulation on the subject should be inserted in the Persian Convention. He thinks, however, that the proposal of the Turkish Government that the Persian line should be made use of, in the communication east of Bagdad, only when the more direct Turkish line is interrupted, is open to objection.

The important advantages to be expected from the establishment of a secondary line are admitted by Ali Pasha, but the effect of his Excellency's proposal would be to limit the efficiency of that line; since the mere "local" traffic to be expected on it would consist, almost exclusively, of messages transmitted by Persian signallers, in their own, or in the Turkish language; and it is clear that such a line could not be kept up in the state of efficiency required to make it at once available on an emergency for the whole of the Anglo-Indian traffic, unless the establishments were kept up to their work by the regular transmission of a certain amount of European business.

Mr. Baring's letter to Mr. Hammond of the 1st April pointed out how insignificant, as compared with the extent of the whole Turkish line, is the section the receipts from which would be effected by the withdrawal of a portion of the traffic, and Sir Charles Wood is persuaded that the Turkish Government will recognize the advantage of diverting, with the object above explained, such an amount of through-traffic as will suffice to keep the Persian offices in thorough working order, after their attention has been drawn to the importance of maintaining the alternative line in a state of complete efficiency.

I have, &c.
(signed) J. Cosmo Melvill.

No. 55.

Mr. Melvill to Mr. Hammond.—(Received August 14.)

Sir,

India Office, 13 August 1863.

SIR CHARLES WOOD has been furnished with a copy of a letter from Mr. Thomson to Earl Russell, dated Tehran the 4th July last, upon which he is desirous of making the following observations:—

With reference to the objections entertained by the Shah to the construction of the telegraph between Khanakeen and Bushire, with a double wire, I am to state that Sir Charles Wood agrees in the opinion that it is preferable that the simple operation of establishing a line with a single wire only should, in the first instance, be undertaken.

With regard to the proposed distribution between the Turkish and Persian telegraphs of through messages, I am directed to explain that Sir Charles Wood has no wish that any stipulation on the subject should be embodied in the proposed Convention.

Sir Charles Wood requests that Earl Russell will be good enough to communicate his views on the above points to Her Majesty's Minister at Tehran.

I am further to observe that as the European Staff, and the stores for the telegraph in question, have been despatched, it appears to Sir Charles Wood to be of much importance that the Convention on the subject should be ratified without loss of time.

I have, &c.
(signed) J. Cosmo Melvill.

No. 56.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 13 August 1863.

I TRANSMIT to you herewith a Memorandum drawn up for your use by Lieutenant Colonel Stewart, respecting the line of telegraph through Persia now in course of construction;* and I have further to acquaint you that I have informed Secretary Sir Charles Wood, in reply to an application which he has made to me, that I shall be ready to instruct you to make disbursements on account of the Indian Office, in connection with the telegraph works, as soon as he has furnished me with instructions for your guidance in doing so.

I am, &c.
(signed) Russell.

* Enclosure in No. 52.

No. 57.

App. No. 2

Mr. *Layard* to Mr. *Melville*.

Sir

Foreign Office, 14 August 1863.

WITH reference to my letter of the 3d instant, I am directed by Earl Russell to transmit to you, to be laid before Secretary Sir C. Wood, a copy of a Despatch from Her Majesty's Ambassador at Constantinople,* enclosing a copy of the Porte's reply to the proposal * No. 51. relative to a division of messages sent by the Bagdad telegraph.

I have, &c.
(signed) *A. H. Layard*.

No. 58.

Mr. *Melville* to Mr. *Hammond*.—(Received August 19.)

Sir,

India Office, 17 August 1863.

I AM directed by the Secretary of State for India to acknowledge the receipt of your letter of the 13th instant, and to acquaint you in reply, that before full details can be given of the disbursements to be made through Her Majesty's Minister at Tehran, on account of the Government of India, in connection with the electric telegraph, it will be necessary that a communication should be addressed to the Government of Bombay, who are responsible for the operations. That Government will, however, be instructed to furnish Mr. Alison with information regarding the disbursements and adjustment of accounts as soon as the final arrangements are matured.

I have, &c.
(signed) *J. Cosmo Melville*.

No. 59.

Earl *Russell* to Mr. *Thomson*.

Sir,

Foreign Office, 24 August 1863.

WITH reference to your Despatch of the 4th of July, I transmit to you herewith copies of two letters from the India Office,† on the subject of the line of telegraph now in course of construction between Bagdad and Bushire. † Nos. 54 and 55.

You will perceive from these papers that Sir C. Wood concurs in the opinion of the Persian Government, that it would be advisable that the line between Khanakeen and Bushire should in the first instance be constructed with a single wire.

With regard to the division of messages between the two lines of telegraph from Bagdad, Sir C. Wood states that as the question does not appear to have been raised by the Persian Government, he has no wish that any stipulation on the subject should be introduced into the Convention; but he points out the importance of a sufficient number of messages being sent by the Persian line to insure its being kept in a thorough state of efficiency.

It only remains for me, in instructing you to act in accordance with the tenor of the enclosed letters, to call your special attention to the expediency of bringing the negotiations to a speedy conclusion, in order that the Convention may be ratified as soon as possible.

I am, &c.
(signed) *Russell*.

No. 60.

Earl *Russell* to Mr. *Alison*.

Sir,

Foreign Office, 24 August 1863.

WITH reference to my Despatch of the 13th instant, I have to acquaint you that I have been informed by Sir C. Wood that the India Office will have to communicate further with the Government of Bombay with respect to the disbursements which you will be requested to make on account of the telegraph between Khanakeen and Bushire; and that full information on the subject will be furnished to you from Bombay.

You will render such assistance as may be in your power with respect to making disbursements on account of the Government of India, when you have been furnished with the requisite information for your guidance.

I am, &c.
(signed) *Russell*.

No. 61.

Earl *Russell* to Sir *H. Bulwer*.

Sir,

Foreign Office, 24 August 1863.

WITH reference to your Despatch of the 9th ultimo, I transmit to your Excellency a copy of a letter from the India Office,‡ stating that as the question of division of messages by † No. 54. 0.43. 3 F the

App. No. 2.

the Bagdad telegraph has not been raised at Tehran, Sir C. Wood has no wish that any stipulation on the subject should be introduced into the Convention with Persia.

Sir C. Wood further points out the serious objections existing to the Porte's proposal that the Persian line should be made use of in the communications east of Bagdad, only when the more direct Turkish line is interrupted; and urges the necessity, in order to maintain the Persian line in a state of efficiency, that a certain amount of European messages should be sent by that route.

Her Majesty's Government trust that in consideration of these circumstances the Porte will not object to such use being made of both lines between Bagdad and Bushire as will best ensure the efficiency of telegraphic communication between Europe and India.

I am, &c.
(signed) *Russell.*

No. 62.

Mr. Layard to Mr. Melvill.

Sir,

Foreign Office, 25 August 1863.

* Nos. 59, 60, and
61.

I AM directed by Earl Russell to transmit to you herewith, for the information of Secretary Sir Charles Wood, copies of Despatches addressed by his Lordship to Sir H. Bulwer, Mr. Alison, and Mr. Thomson, on the subject of the Persian telegraph.*

I have, &c.
(signed) *A. H. Layard.*

No. 63.

Mr. Melvill to Mr. Layard.—(Received August 27.)

Sir,

India Office, 26 August 1863.

I AM directed to acknowledge the receipt of your letter of the 25th instant, and its enclosures, on the subject of the Persian telegraph, &c., which have been duly laid before the Secretary of State for India.

I have, &c.
(signed) *J. Cosmo Melvill.*

No. 64.

Mr. Melvill to Mr. Layard.—(Received August 28.)

Sir,

India Office, 27 August 1863.

I AM directed by the Secretary of State for India to acknowledge receipt of your letter of the 14th instant, inclosing a copy of the Porte's reply to the proposal that the Indian "through" telegraph messages, *via* Bagdad, should be divided between the Persian and the Turkish lines. In reply, and in continuation of my letter of the 13th instant, I am to make the following remarks:—

In the first place I have to observe that in execution of the arrangement with the Turkish Government, the whole of the stores for the direct line from Bagdad to Bussorah have already been purchased and dispatched by the Indian Government. A submarine cable has also been provided, at great cost, to extend from Bushire the whole distance westward to the mouth of the "Shat-el-Arab," and this expenditure will be useless if the line from Bagdad to that point be not constructed. It is therefore impossible that the Porte should now be allowed to withdraw from their undertaking to construct the line for which the materials have thus been provided.

But I am to add that Sir Charles Wood is convinced that the Turkish Government has taken a mistaken view of its own interest in this matter. These interests Sir Charles Wood believes to be identical with those of the Indian Government, and that it is for the common interest of both that this duplicate line, through Persia, should be constructed.

On an extended line of telegraph (such as that from England to India) the returns depend mainly on "through" communication, and such appears to be the opinion of the Turkish Government itself. Now it is evident that the result of an interruption on any part of the line must be a loss on the whole of the line of any receipt from these messages, the transmission of which is stopped by the partial break. A further result of such interruption would be that public confidence in the security of the line would be shaken, and the development of the traffic checked, even after the defect had been repaired. Recognizing the importance of this consideration, the Indian Government has throughout acted on the principle that every precaution should be taken to render as secure as possible each and every link of the important chain of communication between Constantinople and India. On this principle, although they have nearly completed the land line from Kurrachee to Guadur, they have resolved, in addition to completing this land line, to incur the further expense of extending the submarine cable from Guadur to Kurrachee; and it was on the same principle

ciple that they consented to afford aid to the Persian Government in constructing an alternative line between Bagdad and the Persian Gulf. There will thus be alternative lines between Kurrachee and Guadar, and between Bushire and Bagdad. If the land line through Mekran should be interrupted, messages may be sent by the submarine line; and in like manner if the line from Bushire to Bagdad should be interrupted, there will be the means of sending the message *viâ* Tehran; and if the latter line be interrupted, the messages can be sent *viâ* Bussorah.

During winter the maintenance of parts of the Persian line is likely to prove difficult and uncertain, while during August and September the same may probably be the case with the Bussorah route. It is, however, very improbable that both these lines will be interrupted at the same time. The transmission of messages by either one route or the other is thus rendered as secure as can be, and the certainty of the delivery of "through" messages, on which the employment of the line so much depends, will in a great measure be insured; and, as the pecuniary return from the line depends on the extent to which it is used, the certainty of transmission is really the means of ensuring large returns on the expenditure incurred.

At first sight it appears that, in the case of messages sent by the Persian line, both the Indian and the Turkish Governments are likely to lose part of the returns that might otherwise be looked for from their respective portions of the more direct line from Bagdad, *viâ* Bussorah, to Bushire; and, as the cost of the submarine cable is nearly 300 £. per mile, it may be remarked that the interests of the Indian Government in the returns from this direct line are quite as great, or indeed greater, than those of the Porte. The consideration of an alternative line, however, affords increased security to the "through" communications in a degree that has been deemed much more than sufficient to outweigh this consideration.

In short, therefore, the Turkish Government has the strongest interest in making the communication eastward of Bagdad as certain and free from interruption as possible. The length of line from Bagdad westward to the frontier of the Turkish dominions in Europe is so great, and the payment for the transmission of messages along that line is so large, in proportion to that due to the shorter portions from Bagdad to Bussorah, or from Bagdad to Khanakeen, that the certainty on these latter portions is of the greatest importance towards securing the receipts on the longer part of their line. Any difference between the payments for messages sent by the Bagdad and Bussorah line, and for those sent on the line between Bagdad and Khanakeen, is insignificant in comparison with the security afforded by these two concurrent lines for the transmission of messages all the way through Turkey in Asia and Turkey in Europe, and the receipts to be derived from it by the Turkish Government. Sir Charles Wood entertains no doubt but that when this view is put before them, the Turkish Government will no longer hesitate to perform their part of the engagement by completing the line between Bagdad and Bussorah.

I have, &c.
(signed) *J. Cosmo Melvill.*

No. 65.

Earl Russell to Sir H. Bulwer.

Sir,

Foreign Office, 8 September 1863.

WITH reference to your Excellency's Despatch of the 31st of July, and to my Despatch of the 24th ultimo, I transmit to you herewith a copy of a letter from the India Office,* * No. 66. stating the reasons why Sir Charles Wood considers it impossible that the Porte should be allowed to withdraw from its undertaking to construct the telegraph from Bagdad to Bussorah, and pointing out how the Turkish Government has taken a mistaken view of its own interests in this matter, which Sir Charles Wood believes to be identical with those of the Indian Government, and that it is for the common interest of both Governments that a duplicate line of telegraph to India, through Persia, should be constructed.

Her Majesty's Government trust that the Turkish Government will, on learning from your Excellency their views as set forth in the India Office letter, no longer hesitate to perform their part of the engagement of completing the line of telegraph between Bagdad and Bussorah.

I am, &c.
(signed) *Russell.*

No. 66.

Mr. Merivale to Mr. Hammond.—(Received September 11.)

Sir,

India Office, 11 September 1863.

IN continuation of former correspondence,† I am directed by Sir Charles Wood to acquaint you, for the information of Earl Russell, that Lieutenant J. N. Champain, R.E., has been appointed director of the operations about to be undertaken in Persia for the construction of land lines of telegraph in connection with the Persian Gulf cable. † No. 64.

O. 43.

3 F 2

Lieutenant

App. No. 2.

Lieutenant Champain will leave England during the present week, and will pass through Tehran on his way to Bushire.

Sir Charles Wood requests that Earl Russell will cause Her Majesty's minister in Persia to be apprised of Lieutenant Champain's appointment.

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

No. 67.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 11 September 1863.

• No. 66.

I TRANSMIT for your information the accompanying copy of a letter from the India Office,* announcing the appointment of Lieutenant J. N. Champain, M.E., as director of the operations about to be undertaken in Persia for the construction of the land lines of telegraph in connection with the Persian Gulf cable.

I am, &c.
(signed) *Russell.*

No. 68.

Mr. Merivale to Mr. Hammond.—(Received September 12.)

Sir,

India Office, 11 September 1863.

IN continuation of Mr. Melvill's letter of 27th ultimo, relative to the proposed direct Turkish line of telegraph from Bagdad to the Persian Gulf, I am directed by Sir Charles Wood to request that Earl Russell will cause the following particulars regarding the steps taken here for aiding in the construction of that line, to be communicated to the Turkish Government.

It has already been intimated that stores and materials, including "compound" iron posts for the whole of this line, have been supplied by the Government of India. The first cargo of these stores may be expected at Bussorah during the present month; intimation has been made to Colonel Kemball of each successive shipment; detailed lists of the stores and descriptions of the posts have also been forwarded; and an inspector, who had previously been instructed in all details connected with the iron posts and other stores, left England for Bagdad, *via* Beyrout, on the 12th ultimo. This inspector has been instructed, on his arrival at Bagdad, to afford all information that may be required for effecting the proper distribution of the stores; and it is hoped that the line may thus be commenced before the end of October.

The total length of line from Bagdad to Fas, by the route selected by Colonel Kemball, is about 375 miles, and there is no doubt that this length of line can be readily completed before the end of January if a sufficient number of distinct working-parties are organised and set to work on different sections of the line.

With five such working parties, the average length for each will be only 75 miles; and, if efficient supervision can be secured for each party, and proper instruction afforded in the method of erecting the iron posts, the whole line should be completed with certainty within the period named. It is obviously of great importance both to the Turkish and Indian Governments, that this link in the chain of communication should be completed simultaneously with the more eastern or submarine portions—that is, before the end of January next. With a view, therefore, of affording all possible assistance, the following arrangements have been made:—

Five complete sets of tools, implements, and apparatus of every kind that can be required by a working party employed in the construction of a line with iron posts have been provided, and sent out with the other stores; one inspector and four non-commissioned officers of the Royal Engineers, who had previously been instructed in the erection of the posts, have been sent, *via* Bombay, to Bussora, where they may be expected to arrive about the end of October, the earliest time at which Europeans could be employed in Mesopotamia. The services of these men, as well as those of the inspector previously referred to, will be placed at the disposal of Colonel Kemball for employment with the different working parties, in such manner as may be most convenient to the Turkish officials. A telegraphic engineer, Mr. Greener, is also at Bagdad, and the whole of this staff will be made available, under Colonel Kemball's orders, to aid in the operations until the completion of the work.

The Government of India, by whom the whole of the staff above referred to will be paid, has made these arrangements with a view of promoting the early and effectual completion of this important line, but it is of course necessary that the approval of the Turkish Government should be given before the staff can be employed in the manner suggested. It is moreover very desirable, and Sir Charles Wood would suggest that the attention of Her Majesty's Ambassador at Constantinople should be especially drawn to this point, that this approval should be distinctly expressed to the Pasha of Bagdad, in order to insure the cordial co-operation of the Turkish officials.

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

No. 69.

App. No. 2.

Earl Russell to Sir H. Bulwer.

Sir,

Foreign Office, 15 September 1863.

WITH reference to my despatch of the 8th instant, I transmit herewith a copy of a further letter from the India Office,* reporting the steps taken for aiding in the construction of the proposed direct Turkish line of telegraph from Bagdad to the Persian Gulf, and I have to instruct your Excellency to communicate the particulars to the Turkish Government, pointing out to them that those arrangements have been made with the view of promoting the early and effectual completion of that important line of telegraph. • No. 68.

As it is of course necessary that the approval of the Porte should be given before the staff can be employed in the manner suggested, I have to instruct your Excellency to endeavour to obtain such sanction with as little delay as possible, and to take especial care that the Pasha of Bagdad is distinctly informed that the Turkish Government have approved of the arrangements in question, in order to insure the cordial co-operation of the Turkish officials.

I am, &c.
(signed) Russell.

No. 70.

Earl Russell to Mr. Alison.

Sir,

Foreign Office, 23 September 1863.

WITH reference to my despatch of the 24th ultimo, respecting the disbursements to be made through you on account of the telegraph between Khanakeen and Bushire, I transmit for your information the accompanying copy of a despatch to the Government of Bombay upon that subject.

I am, &c.
(signed) Russell.

Enclosure in No. 70.

Sir. C. Wood to the Government of Bombay.

(Telegraphic)

16 September 1863.

1. WITH reference to my despatch of 25th June last, on the subject of disbursements to be made at Tehran, Bagdad and Bushire, on account of the telegraph in Persia, copies are herewith forwarded, for your Excellency's information, of the correspondence noted in the margin.†

† Nos. 53 and 58.

2. The disbursements in question will consist chiefly of salaries of sanctioned establishments, particulars of which were furnished by my despatches of 15th August and 16th instant; but some additional payments will have to be made on account of travelling and contingent expenses.

3. It will be observed from the enclosed correspondence that Mr. Alison, Her Majesty's Minister at Tehran, will look to your Government for specific information regarding his disbursements and the subsequent adjustment of accounts, and it will be necessary that similar information should be furnished by you to Colonel Kemball at Bagdad, and to Lieutenant Colonel Pelly at Bushire.

4. In the preparation of instructions to these several officers the suggestions contained in the enclosed letter from Colonel Stewart will no doubt be found useful.

No. 71.

Mr. Merivale to Mr. Hammond.—(Received September 29.)

Sir,

India Office, 28 September 1863.

WITH reference to the correspondence on the subject of the establishment of an alternative line of telegraph from Bagdad, *viâ* Khanakeen, through Persia to Bushire, I am directed by Sir Charles Wood to state that it appears to him to be desirable that the following proposals for the construction and working of that portion of the line which will run through Turkish territory, should be made to the Government of the Porte, viz. :—

That the materials required for the construction of the line shall be provided by the Indian Government under an arrangement similar to that under which stores for the Bagdad and Bussorah line have been supplied.

That the construction of the line shall be carried out by the Turkish Government, but the Indian Government will be prepared to render such assistance as may be required, by providing superintendence, and by making advances under a similar arrangement to that referred to in the preceding paragraph, to defray the cost of construction.

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That

App. No. 2.

That having reference to the total length of the section of the line running through Turkish territory (97 miles) the expense of establishing a repeating station on the frontier be dispensed with; the line from Bagdad to the first Persian station (Kermanshah) being worked as a single direct electrical circuit; and—

That for all messages transmitted by the Persian line, the Turkish Government be credited with the proportion of tariff charge due to them for the section in the territory. But it appears to Sir Charles Wood, that in order to secure the efficiency of the whole line, it would be advantageous that the Turkish section, and the line in Persia, should be placed under the same general superintendence; and that to enable the English superintendent to make arrangements for the due despatch of messages, he should have control of that part of the office establishment at Bagdad which is employed in connection with the Persian branch line.

Sir Charles Wood accordingly requests that instructions may be issued to Her Majesty's Ambassador at Constantinople to enter into an arrangement with the Turkish Government on the basis of the above proposals.

I have, &c.
(signed) *Henry Merivale.*

No. 72.

Earl Russell to Sir H. Bulwer.

Sir,

Foreign Office, 29 September 1863.

WITH reference to my despatches, of the 8th and 15th instant, respecting the establishment of an alternate line of telegraph from Bagdad, *viâ* Khanakeen, through Persia, to Bushire, I transmit for your Excellency's information and guidance the accompanying copy of a letter from the India Office,* stating the proposals which Sir Charles Wood desires to have made to the Porte in regard to the construction and working of that portion of the line which will run through Turkish territory, and I have to instruct your Excellency to act in accordance with the wishes of the Secretary of State for India as therein explained.

I am, &c.
(signed) *Russell.*

No. 73.

Sir H. Bulwer to Earl Russell.—(Received October 24.)

My Lord,

Therapia, 15 October 1863.

IN pursuance of the instructions contained in your Lordship's despatches of the 24th of August, and 8th, 15th, and 29th of September last, I have addressed three notes to the Porte, urging it not to withdraw from the construction of a line of telegraph from Bagdad to Bussorah. I made use of all the arguments employed by the India Office to show that it is as much for the interest of the Turkish Government as it is for that of the British Government that a duplicate line of telegraph should be available to India, and after some hesitation the Porte has at length acquiesced in the views of Her Majesty's Government, and consented to avail itself of the staff of engineers provided by the Indian Government as set forth in the letters from the Indian Office of September 11 and 28th.

Aali Pasha has thought it advisable, however, to stipulate in writing the conditions on which the lines both to Bussorah and Khanakeen are to be undertaken. I have therefore, subject to your Lordship's approval, agreed to the draft protocol herewith enclosed, which appears to me to embody the principal arrangements contemplated by Sir Charles Wood.

The details, connected with the working of the lines, are left for consideration hereafter.

The payment of the materials furnished by Her Majesty's Government is made contingent upon the actual opening of the line for through traffic, by a provision that such payment shall be met out of the receipts of the lines; and this condition, under the circumstances, appeared to me so reasonable that I could offer no objection to its being inserted in the protocol.

Although it is stipulated in Article 9 that the traffic shall be equally divided between the two lines, I have, as authorised by Sir Charles Wood, informed the Porte that the Indian Government would not, without necessity, divert from the Bussorah line a greater amount of traffic than would suffice to keep the Persian offices in thorough working order.

It will, therefore, be open to the Indian Government to determine what amount of through traffic, beyond one-half, shall be transmitted by the Bussorah line. But it would, perhaps, simplify matters if an understanding were come to with the Porte that messages may be forwarded indifferently by either line, as happens to be most convenient, and that payment be calculated on the mean distance of 375 and 89 miles, the distance of Bagdad from Bussorah and Khanakeen, respectively.

I am

*No. 17.

I am now awaiting your Lordship's instructions by telegraph as to whether the protocol is approved by Her Majesty's Government. When it has been signed, orders will be transmitted to Bagdad by telegraph to commence the works on the Bussorah line as soon after the arrival of the staff of engineers from India as may be practicable.

App. No. 2.

I have, &c.
In the absence of Sir H. Bulwer,
(signed) *E. M. Erskine.*

Enclosure in No. 73.

DRAFT of PROTOCOL.

[See Protocol, as signed 20 October 1863.—Enclosure in No. 75.]

No. 74.

Mr. Hammond to Mr. Merivale.

Sir,
Foreign Office, 24 October 1863.
WITH reference to my letter of the 6th instant, I am directed by Earl Russell to transmit to you for the consideration of Sir C. Wood, the accompanying copy of a despatch from Her Majesty's Ambassador at Constantinople,* enclosing a copy of the protocol which the Porte is anxious his Excellency should sign relative to the Bagdad and Bussorah Telegraph. * No. 73.

I have, &c.
(signed) *E. Hammond.*

No. 75.

Sir H. Bulwer to Earl Russell.—(Received November 1.)

My Lord,

IN accordance with the instructions conveyed to me by your lordship's telegram of the 17th instant, I have this day signed a protocol with Aali Pasha, herewith enclosed, determining the conditions on which the Porte is prepared to construct and work a duplicate line of telegraph between Bagdad and Bussorah, and Bagdad and the Persian frontier, in connection with the submarine cable from India by the Persian Gulf.

As your lordship appears to me in doubt with respect to the exact tenor of the Convention of Brussels, referred to in Article 11 of this protocol, I think it better to transmit also a copy of that instrument. It was framed, as your lordship will perceive, mainly with the view of settling a uniform regulation and tariff for international telegraphic communications on the Continent; and as its provisions are already in force throughout the Turkish Empire, the Porte is desirous that it should, as far as may be practicable become the basis of any future arrangements with Her Majesty's Government in respect with the traffic in India.

The Persian minister is, I believe, instructed to negotiate a telegraphic convention with the Porte on somewhat similar terms, and your lordship may perhaps see fit to comprise Persia also in the arrangements to be adopted for working the different lines.

It is my intention to forward a copy of this protocol to Colonel Kemball by to-morrow's post, for his information and guidance.

I have, &c.
In the absence of Sir H. Bulwer,
(signed) *E. M. Erskine.*

Enclosure in No. 75.

PROTOCOL.

A LA suite d'un échange de notes qui a eu lieu entre l'Ambassade de Sa Majesté Britannique et le Ministre des Affaires Etrangères de Sa Majesté le Sultan, au sujet de la prolongation de la ligne aérienne de Bagdad jusqu'à Bussorah et Khanakain, dans le but de relier par deux lignes différentes les télégraphes Indiens au réseau télégraphique de l'Europe, l'Ambassadeur de la Reine de la Grande Bretagne près la Sublime Porte et le Ministre des Affaires Etrangères du Sultan, en vue d'assurer la réalisation de ces entreprises, ont arrêté l'arrangement suivant:—

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Article

App. No. 2

Article 1. Le Gouvernement Ottoman fera prolonger à ses frais :

1. La ligne de Bagdad à Bussorah.

2. Il construira une ligne aérienne de Bagdad jusqu'à Khanakain, sur la frontière Persane. Ces deux lignes seront à deux fils, dont l'un sera destiné au service exclusif des messages directs.

Art. 2. Le Gouvernement Indien portera, de son côté, à ses frais, le câble sousmarin Indien, aboutissant à Bushire, soit à Bussorah soit à un autre point quelconque de l'embouchure du Sehat-el-Arab, qui sera désigné plus tard, et qui sera relié à la ligne aérienne.

Art. 3. Le Gouvernement Indien fournira en outre au Gouvernement Ottoman tout les matériaux nécessaires, y compris les pôleaux en fer, pour la construction des deux lignes aériennes ci-dessus indiquées.

Les deux ingénieurs télégraphiques qui se trouvent déjà à Bagdad, ainsi que l'inspecteur et les quatre sous-officiers de génie Britannique qui sont attendus prochainement dans cette ville, seront mis à la disposition des autorités Ottomanes pour coopérer à la construction de ces lignes.

Art. 4. Le Gouvernement Ottoman payera les matériaux ainsi fournis par le Gouvernement Indien, sur la recette des messages télégraphiques Indiens, qui traverseront la ligne de l'extrême frontière Européenne de l'Empire Ottoman, soit jusqu'à Bussorah, soit jusqu'à Khanakain, d'après un arrangement spécial que les deux Gouvernements se réservent d'établir pour déterminer la mode et l'époque des versements du prix de ces matériaux.

La rétribution des ingénieurs reste à la charge du Gouvernement Indien.

Les matériaux qui sont fournis par le Gouvernement Indien seront consignés, à leur arrivée, entre les mains des autorités Ottomanes contre leur reçu.

Art. 5. Les autorités Impériales recevront l'ordre de faire commencer immédiatement les travaux de la ligne de Bagdad à Bussorah.

Art. 6. Le câble sousmarin qui doit se relier à la ligne aérienne de Bagdad à Bussorah devra être posé le plutôt possible, afin d'en assurer le fonctionnement simultané.

Art. 7. Aussitôt que cette ligne aura été achevée le Gouvernement Ottoman mettra la main à celle de Bagdad à Khanakain, pour laquelle le Gouvernement Indien s'engage à fournir également les matériaux et les ingénieurs aux mêmes conditions qui ont été stipulées pour la ligne de Bussorah.

Art. 8. La Sublime Porte aura soin, selon la nécessité, d'employer pour la service de ces lignes des personnes possédant la langue Anglaise.

Art. 9. Toutes les dépêches à destination ou provenant des Indes seront partagées à portion égale entre la ligne projetée de Bagdad à Bussorah d'une part, et celle de Khanakain d'autre part.

Pour éviter toute difficulté d'exécution, l'application du partage aura lieu de la manière suivante :

Toutes les dépêches provenant des Indes devront de passer par la ligne de Khanakain. Par contre, toutes celles à destination des Indes traverseront la ligne de Bagdad à Bussorah.

Art. 10. La stipulation de l'Article 9 sera en vigueur pendant dix ans, à l'expiration desquels il pourra être révisé moyennant une nouvelle entente entre les deux Gouvernements.

Art. 11. Les deux Gouvernements se réservent d'arrêter et de conclure une convention télégraphique sur les bases de l'Acte de Bruxelles, qui constitue la loi internationale des lignes électriques.

En foi de quoi, l'Ambassadeur de Sa Majesté Britannique et le Ministre des Affaires Etrangères de Sa Majesté Impériale le Sultan ont signé le présent protocole, en double expédition, et y ont apposé le sceau de leurs armes.

Fait à la Sublime Porte, le vingt du mois d'Octobre, de l'an mil huit cent soixante-trois.

Pour Sir Henry Bulwer,
(L.S.) *E. M. Erskine.*

(L.S.) *Aali.*

(Translation).

CONSEQUENT upon the exchange of notes which has taken place between the Embassy of Her Britannic Majesty and the Ministry of Foreign Affairs of His Majesty the Sultan, on the subject of the extension of the line above ground from Bagdad to Bussorah and to Khanakain, with the object of connecting, by two different lines, the Indian telegraphs with the telegraphic network of Europe, the Ambassador of Her Britannic Majesty at the Sublime Porte and the Minister of Foreign Affairs of the Sultan, with a view to this, have decided on the following arrangement:—

Article 1. The Ottoman Government will extend at its own expense:—

1. The line above ground from Bagdad to Bussorah.

2. It will construct a line above ground from Bagdad to Khanakeen on the Persian frontier. These two lines shall consist of two wires, of which the one shall be kept exclusively for direct messages.

Art. 2. The Indian Government, on its side, at its own cost, shall carry the Indian submarine

marine cable, which joins at Bushire, either to Bussorah or to some other point at the mouth of the Shat-el-Arab, which shall be designated later, and which shall be connected with the line above ground.

Art. 3. The Indian Government besides shall furnish to the Ottoman Government all the necessary materials, including the poles of iron for the construction of the two lines above ground before-mentioned.

The two telegraphic engineers who are already at Bagdad, as also the inspector and the four sub-officers of the British engineers which are soon expected to arrive in that city, shall be placed at the disposal of the Ottoman authorities to co-operate in the construction of these lines.

Art. 4. The Ottoman Government shall pay for the materials thus furnished by the Indian Government with the money received from the telegraphic messages from India, which shall traverse the line from the extreme European frontier of the Ottoman Empire, be it to Bussorah or as far as Khanakeen, according to a special arrangement, which the two governments reserve to themselves to establish, to determine the mode and the period of the payment of the price of these materials.

The salaries of the engineers to be paid by the Indian Government. The materials which shall be furnished by the Indian Government shall be consigned on their arrival to the hands of the Ottoman authorities, and a receipt given to them.

Art. 5. The Imperial authorities shall immediately receive orders to begin the works upon the line from Bagdad to Bussorah.

Art. 6. The submarine cable which is to meet the line above ground from Bagdad to Bussorah shall be laid as soon as possible, in order to secure simultaneous operations.

Art. 7. As soon as this line shall have been completed the Ottoman Government shall commence the line from Bagdad to Khanakeen, for which the Indian Government equally engages to furnish materials and engineers on the same conditions as those which have been stipulated for the line from Bussorah.

Art. 8. The Sublime Porte shall take care, if need be, to employ for the working of these lines, persons acquainted with the English language.

Art. 9. All the despatches addressed to or coming from India shall be equally divided between the line from Bagdad to Bussorah on the one hand, and that of Khanakeen on the other.

To avoid all difficulty of execution, the application of this system of division shall be as follows :

All despatches coming from India shall pass by the line from Khanakeen. On the other hand, all those from India shall be sent by the line from Bagdad to Bussorah.

Art. 10. The stipulation of Art. 9 shall remain in force for 10 years, at the end of which it can be revised by means of a new understanding between the two Governments.

Art. 11. The two Governments reserve to themselves the right to determine on and conclude a telegraphic convention on the bases of the Act of Brussels which constitutes the International Law of Lines of Electric Telegraphs.

In faith of which the Ambassador of Her Britannic Majesty and the Minister for Foreign Affairs of His Imperial Majesty the Sultan have signed the present Protocol in duplicate, and have annexed their seals.

Done at the Sublime Porte, the 20th day of October, 1863.

For Sir Henry Bulwer,
(L. s.) *E. M. Erskine.* (L. s.) *Aali.*

No. 76.

Mr. Baring to Mr. Hammond.—(Received 2 November.)

Sir,

India Office, 2 November 1863.

I AM directed by the Secretary of State for India to acknowledge the receipt of your letter of the 24th ultimo, with enclosure from Her Majesty's Ambassador at Constantinople, and in reply, to state that he is ready to assent to all the conditions of the Protocol respecting the Mesopotamian land lines of telegraph, which the Porte are desirous that his Excellency should sign.

Instead, however, of dividing the traffic, as stipulated in the Protocol, equally between the Bussorah and Khanakeen lines, Sir Charles Wood would prefer that, as suggested by Sir Henry Bulwer, messages left shall be forwarded indifferently by either line, as happened to be most convenient, and that payment should be calculated on the mean of 375 and 89 miles, the distances between Bagdad and Bussorah, and Bagdad and Khanakeen respectively. But if a change to this effect be made in the Protocol, it will be necessary, in order to ensure the maintenance of the Bussorah line, to provide that the mean rate of payment should continue in force only as long as both lines are kept in efficient working order.

It might, too, be perhaps desirable to modify the wording of that part of Article 3, which places the English engineers sent out to construct the lines at the disposal of the Turkish authorities, by providing that all communication from the latter to the former should be made through Colonel Kemball.

I have, &c.,
(signed) *T. G. Baring.*

App. No. 2.

No. 77.

Mr. *Alison* to Earl *Russell*.—(Received 3 November.)

My Lord,

Tehran, 5 October 1863.

I HAVE the honour to inform your Lordship that Mr. Man, with two other English engineers, who have been selected at the India Office to superintend the construction of portions of the Persian line of telegraph, arrived at Tehran on the 1st instant.

The wire and materials required for this line have not, so far as I am informed, yet reached the Persian Gulf, but I consider it advisable that no time should be lost in making such preparations as might be practicable in the absence of these stores, and I accordingly instructed Mr. Thompson to wait upon the Minister of Foreign Affairs, with the above gentlemen, in order to present them to his Excellency, and to arrange for commencing operations at once.

The Prince Itizad-oo-Sultaneh, under whose directions the Persian telegraph is to be constructed, was also present at the interview which Mr. Thomson had with Meerza Saeed Khan yesterday for this purpose, and his Royal Highness expressed it as his opinion, that it would not be expedient to begin erecting the posts until the insulators had been received, as it would be found very inconvenient, and perhaps impossible, to fix the insulators by means of ladders after the supports had been placed in the ground. He therefore considered that it would be on the whole better that the engineers who have just arrived should proceed to survey carefully the portions of the line allotted to them, in order to determine the exact route along which the wires should be laid down, and to satisfy themselves at the same time that the posts which had been prepared by the Persian Government were perfectly distributed along the road, and that they were sufficiently strong for the purpose required.

From the list of telegraph stores which have been forwarded to this country, it seems that the number of insulators sent out will only suffice for a comparatively small portion of the entire line, and unless this is speedily rectified, it may cause considerable delay hereafter in completing the work. Mr. Man, it is true, appears to think that insulators will scarcely be required in this climate, but until Lieutenant Champain reaches Tehran, which will probably be in the course of two or three weeks, no decision will be arrived at on this question.

In the meantime, ten Persian signallers are to be placed with the English superintendents, in order that they may receive daily instruction in the use of the telegraphic instruments, which are to be furnished for this line; though in signifying his readiness to adopt this measure the Itizad Sultaneh-oo pointed out the inconvenience which would eventually be felt from these instruments being intended for communicating in the English language only, instead of having also the Persian character, as is the case with those hitherto used by the Persian Government.

I have, &c.
(signed) *C. Alison.*

No. 78.

Mr. *Hammond* to Mr. *Merivale*.

Sir,

Foreign Office, 4 November 1863.

I AM directed by Earl Russell to transmit to you, to be laid before Secretary Sir C. Wood the accompanying copy of a Despatch from Her Majesty's Ambassador at Constantinople,* enclosing the Protocol signed on the 20th ultimo, relative to the Bagdad and Bu-sorah Telegraph.

I have, &c.
(signed) *E. Hammond.*

No. 79.

Earl *Russell* to Sir *H. Bulwer*.

Sir,

Foreign Office, 5 November 1863.

WITH reference to your Despatch of the 15th ultimo, I transmit herewith, for your Excellency's information, a copy of a letter from the India Office,† from which you will perceive that while Secretary Sir C. Wood concurs in the conditions laid down in the Protocol which you have signed relative to the Bussorah Telegraph, he makes certain suggestions which, he thinks, may be advantageously carried into effect, if practicable, in connection with that Protocol.

I have accordingly to instruct your Excellency to be guided by the wishes expressed in the India Office letter in this matter.

I am, &c.
(signed) *Russell.*

• No. 75.

† No. 76.

No. 80.

App. No. 2.

Mr. *Alison* to Earl *Russell*.—(Received 9 November.)

(Extract.)

Tehrin, 5 October 1863.

IN the concluding paragraph of Mr. Cosmo Melvill's letter to Mr. Hammond, dated August the 13th, enclosed in your Lordship's Despatch to me of the 24th August, it is said, "as the European staff, and the stores for the telegraph in question, have been despatched, it appears to Sir Charles Wood to be of much importance that the Convention on the subject should be ratified without loss of time."

I am informed by Mr. Thomson that there has been no question of the formal conclusion of a convention respecting the telegraph, and that he had not himself taken any steps for that purpose. There are no precise instructions from your Lordship's office, nor are there any full powers for the conclusion of this instrument. A formal engagement has been entered into on the part of the Persian Government, for the construction of a line of telegraph from Khanakeen to Bushire, which has been agreed to by Her Majesty's Government, and which is deposited in the archives of this mission.

On bringing the proposal for entering into a convention before the Minister for Foreign Affairs, I was informed by his Excellency that the Shah's Government had never contemplated such a measure, and that the King did not see any necessity for it at present. I enclose copy of Mr. Thomson's report on this subject. Since that was drawn up, Mirza Saeed Khan has confirmed to me personally the views entertained by his Majesty.

The engagement with the Persian Government is equally valid for the purpose in contemplation, which both the King and his Ministers declare themselves most anxious to carry out without loss of time.

Enclosure in No. 80.

Mr. *Thomson* to Mr. *Alison*.

Sir,

Gulahek, 25 September 1863.

HAVING, in compliance with your instructions, prepared, under the form of a convention, in Persian and English, the necessary papers respecting the construction of the Persian telegraph, I yesterday waited upon the Minister for Foreign Affairs for the purpose of submitting them to him, with a view to their subsequent signature.

His Excellency appeared to be unprepared for the proposal thus made. He said that a formal convention of this nature had not been contemplated by the Shah's Government, and that he considered that the paper which he had already sealed and delivered to Her Majesty's Mission was sufficient to answer all the purposes required. That document was a formal engagement on the part of the Persian Government to construct the line of telegraph from Khanakeen to Bushire, under certain conditions, and the Persian Government was fully prepared to carry out all the stipulations therein set forth without loss of time; but no proposal having been made hitherto to draw up a treaty or convention on the subject, he was of opinion that the King would not now be disposed to make any change in the form of the agreement already made, which had been submitted to, and entirely approved of, by his Majesty before it was signed and transmitted to the mission. In order to prove that no convention was proposed at the outset, he said it would only be necessary to call attention to the concluding phrase in the engagement he had signed, wherein it was stated, that if the English Government approved of the terms offered, the Persian Government would at once commence the construction of the line, no mention being made of any intention on either side to conclude a convention on the subject.

His Excellency desired me to state to you, that in making the above remarks he had simply expressed his own private opinion, and that he would refrain from giving any official reply until he had ascertained what the Shah's wishes were on this question.

I have, &c.
(signed) *R. F. Thomson*.

No. 81.

Mr. *Alison* to Earl *Russell*.—(Received 21 November.)

My Lord,

Tehran, 19 October 1863.

MY attention having been drawn to certain inaccuracies in the translation of the Persian Agreement respecting the telegraph, which was forwarded to your Lordship by Mr. Eastwick in his despatch of the 19th of December, 1862, I have desired Mr. Thomson to make a correct translation of that document, which I now do myself the honour to enclose for your Lordship's information.

I have, &c.
(signed) *C. Alison*.

App. No. 2.

Enclosure in No. 81.

ENGAGEMENT entered into by the Persian Minister for Foreign Affairs for the Construction of a Line of Telegraph from Khanakeen to Bushire.

(Translation.)

1. THE Persian Government considers it necessary to construct a line of telegraph without delay from Khanakeen to the capital, Tehran, and from Tehran to the port of Bushire; and they agree that, whenever the English Government may require to communicate by the said telegraph, they are to be at liberty to do so through the Persian telegraph officers in the way they may desire, paying for the same at rates to be specified hereafter.

2. The Persian Government will assign a sum sufficient for the construction of this telegraph, and for the purchase of such materials as are not procurable in Persia, or can be better obtained in Europe.

3. The Persian Government engages to purchase from the English Government all the materials which are better procurable in Europe, and the English Government agrees to supply such materials at moderate prices.

4. In order that the said line of telegraph may be well constructed and officially worked, the Persian Government agrees to place it under the superintendence of an English engineer officer, who is to be paid by the English Government, and they further agree to fix a period during which instruction may be given and the line may be brought into good working order; and his Royal Highness the Itizad-oo-Sultaneh, the Minister of Public Instruction, and his Excellency the Amin-ed-Dowleh will have cognizance of the aforesaid officer's proceedings.

5. The said officer will be fully empowered to call upon the Persian authorities to supply any materials he may consider requisite for this work, and the Persian authorities will make no alteration in his requisitions unless it should be impossible to obtain the thing required. But a Persian officer will accompany him everywhere, so that he may be informed of what is done, and of the prices of the materials; and the accounts will be audited by the above-mentioned Prince and by the Amin-ed-Dowleh every three months, when a report will be drawn up and printed in the "Tehran Gazette."

6. In order to increase the friendship between the two Governments, and to promote the above undertaking, the English Government engages to purchase in England at reasonable rates, with the approval of the Persian Minister Plenipotentiary, the materials required for this work, and to convey them to the Persian frontier, and to receive from the Persian Government the price paid for the above articles by five instalments in five years after they are delivered on the frontier of Persia.

(In the handwriting of the Persian Minister for Foreign Affairs.)

THE Persian Government accepts this engagement. If the English Government desires it, the construction of the line of telegraph will be commenced in conformity with the above stipulation.

No. 82.

Mr. *Erskine* to Earl *Russell*.—(Received 21 November.)

My Lord,

Constantinople, 11 November 1863.

By a telegraphic despatch from Her Majesty's Consul General at Bagdad, dated the 7th instant, I learn that arrangements have been made with the Governor General for the commencement of the line of telegraph to Bussorah, and that three English and two Turkish engineers are already at work superintending the distribution of the materials along the line.

The staff expected from India had not then arrived at Bagdad.

I have, &c.
(signed) *E. M. Erskine*.

No. 83.

Mr. *Merivale* to Mr. *Hammond*.—(Received 2 December.)

Sir,

India Office, 2 December 1863.

I AM directed by Secretary Sir Charles Wood to state, for the information of Earl Russell, that all arrangements requisite in this country for extending the electric telegraph from Bagdad to India have now been completed, and that Lieutenant-Colonel P. Stewart has left England, to superintend, with the aid of Sir Charles Bright, the submersion of the submarine portions of the line, and to organize official establishments, and make other indispensable preparations for working it.

Before, however, a satisfactory system of working can be established, it is desirable that the

the assent of the Porte should be obtained to the direct participation by British officers in the service of the Turkish lines; and there are also several other points the settlement of which must probably become the subject of negotiation. Among these may be mentioned the periodical interchange of returns, the adjustment of tariffs, and of liability for loss or "mutilation" of messages, the distribution of traffic between concurrent lines, the mode of insuring the requisite priority of Government despatches, and the methods to be adopted for forwarding written despatches during the occurrence of interruption on any link of the line.

The usual European practice (and that to which in their recent despatches the Turkish Government refer) is to embody, in a formal Convention, all that may be mutually agreed on between the various administrations concerned; and if practicable it would, in Sir Charles Wood's opinion, be desirable to enter into such a detailed Convention both with Turkey and Persia before commencing to use the through line. It has, however, been represented to him that the changed conditions which apply to so extended a system of lines as that between India and Europe will necessitate very considerable alterations in the principles on which the Conventions now in force for the more limited system of telegraph in Europe have been based. At present it is impossible to foresee the exact nature of the alterations required; and the best plan would, therefore, seem to be to work the line experimentally for a short time, adopting, so far as they are applicable, the terms of the Brussels Convention, but postponing the formal introduction of alterations until some actual experience in the working of the extended line shall have supplied sufficient data for the preparation of such a Convention as shall be permanently applicable.

There are still other preliminaries, connected principally with the mode of accounting for and apportioning traffic receipts, which must be disposed of before even the experimental working can be commenced. On these and other points, which cannot be settled without the concurrence of the Turkish Government, Sir C. Wood has caused memoranda to be prepared which are herewith transmitted, and copies of which he requests may, if Earl Russell sees no objection, be forwarded to Her Majesty's Ambassador at Constantinople, with a view to his effecting a temporary agreement upon the basis therein laid down. If this be done, it will be necessary for the purposes of the agreement to station a traffic-manager at Constantinople on behalf of the Indian Government; and Sir C. Wood has selected for the office Mr. Walter Courtenay, who, as Secretary of the Submarine Telegraph Company, has become thoroughly conversant with all the details of telegraphic business, and has, moreover, had much experience in considering and maturing the terms of telegraph conventions. It is probable that Mr. Courtenay's presence at Constantinople might be very useful for the purpose of supplying information on technical points; and Sir Charles Wood will desire him to proceed at once to his post, and to place himself at the disposal of Her Majesty's Ambassador, if Earl Russell agrees with him in thinking the step advisable.

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

Enclosure in No. 83.

Memorandum.

PROPOSED Political Convention with Turkey for the Working of the Indo-European Telegraph, on the First Opening of the Through Line, and during the Period that must elapse before the Preparation of a more Detailed and Formal Convention.

ALL the terms of the Protocol recently signed at Constantinople to have effect, and the following, or some similar terms, to be added to that deed, or to be agreed to, in substance, by the Turkish Government:—

1. As regards that part of the office to be established on Turkish territory, at or near the mouth of the Shat-el-Arab, which is required for the service of the submarine line:—The British Government to provide and maintain, at its own cost, the whole of the signalling and other staff, as well as the instruments and stores required for working the submarine line, and the staff so employed to be solely under the orders of the British superintendent.

2. All "through" despatches received at this office through the Turkish land lines, to be transferred at once by the Turkish to the British superintendent, for transmission through the submarine, and *vice versa*.

3. For the satisfactory preparation of returns and adjustment of accounts between the two Governments concerned, it is proposed that a traffic manager, paid by the British Government, be stationed at Constantinople, and another at Bagdad or Bussorah, and such traffic managers at all times to have free access to the returns of through traffic in the Turkish office.

The accounts and money payments for transmission of through messages to be adjusted in accordance with the general terms of memorandum attached (Annex No. 1); and periodical settlement to take place at intervals not exceeding six months.

4. The tariff to be permanently adopted, for the transmission of through messages over the Turkish lines east of Constantinople, to be regulated hereafter on the basis of the Brussels Convention of 1858.

5. But for the period during which the line may be worked under this preliminary convention a higher rate to be charged.

App. No. 2.

This, however, should not exceed—

20 s. per message of 20 words between Constantinople and mouth of the Shat-el-Arab.

15 s. ditto to Khanakeen.

14 s. ditto to Bagdad.

6. The tariff to be permanently adopted on the submarine or other lines, the property of the Government of India, between the mouth of the Shat-el-Arab and Kurrachee, to be reconsidered hereafter in preparing the later Convention. But neither during the preliminary nor the subsequent period is the tariff on this portion of the line to exceed—

50 s. per message of 20 words between Kurrachee and mouth of the Shat-el-Arab.

45 s. ditto between Kurrachee and Bushire.

7. During the continuance of this preliminary Convention, the rules and regulations for the detailed working of the lines to be as nearly as practicable those of the Brussels Convention, at present adopted by the Porte in their relations with European telegraphic administrations.

But it appears to be the interest of both the Governments concerned that the following arrangements for the respective use of the two wires east of Constantinople should be agreed to (*vide* Annex No. 2). Also that an additional wire between Constantinople and Belgrade be provided by the Turkish Government, or that one of the existing wires be allotted exclusively to through traffic, on same general terms as "English" wire east of Constantinople.

15 November 1863.

(signed) P. Stewart.

No. 1. Accounts.—It is proposed, with regard to the settlement of accounts for messages from England to India, or any point east of Constantinople, that companies receiving or collecting such messages should, after retaining the proportion due to themselves, hand over to the continental administrations (with whom they are in the habit of settling accounts) the continental rates, as far as Constantinople only; and that the balance, or the charge from Constantinople to the destination, be handed over to the traffic manager appointed by the Government of India in London, it being the province of that officer to prepare the accounts with the Ottoman and Persian Governments, deducting periodically the whole or part of sums to be recovered from those Governments on account of stores advanced to them, and to credit to the Government of India the amount due on account of the submarine or Persian Gulf line, or on account of the Government lines within the frontier of India.

For this measure the assent of the Ottoman Government will be required; and, in the document communicating such assent, it should be distinctly set forth that, for all messages originating in England, the Porte will look to the India Office for the proportion due on account of Turkish lines east of Constantinople. Copy of such document would have to be sent by the Submarine Telegraph Company to the French, Belgian, Danish, and Hanoverian Administrations, and by the Electric and International Telegraph Company to the Dutch Administration.*

Each Company will have to furnish a periodical return of Indian messages for which they have received payment, and copies of these and similar returns must be interchanged periodically between the Government of India's traffic managers in London, Constantinople, and Kurrachee, with a view to affording a complete check on the returns for this, perhaps, the most important part of the through traffic passing towards India.

For messages originating in the continental offices, the amount due to each administration, as far as Constantinople, to be adjusted by successive transfers, just as at present. The Turkish Government will receive, in this manner, the gross amount of payment for such messages, minus the deduction made by western administrations. That Government will retain the whole amount due to her for the extent of line between her western frontier on the one hand, and Khanakeen or mouth of Shat-el-Arab on the other; and, according to the proposals now made, she will hand over to the traffic manager at Constantinople (appointed by the Government of India), the remaining balance, including whatever may be due to Persia, as well as the larger proportion due to the Government of India.

As regards messages originating in India, and transmitted towards Europe, it is proposed that the Indian Telegraph Department should account (to the traffic manager already appointed for Kurrachee) for the whole amount realised in India on account of such messages, minus the proportion due for lines east of Kurrachee, which proportion will, of course, be retained by the Indian Department. The traffic manager at Kurrachee, will divide the amount so received as follows:—

First.—Proportion due to Government of India for line from Kurrachee to Bushire or Bussorah to be retained.

Second.—Proportion due on account of Persian Government for messages transmitted *via* Teheran, to be credited to Persia, with periodical deductions on account of cost of stores supplied to that Government.

And Third.—The remaining balance, which will be credited to the Constantinople office, and paid through that office to the Turkish Government. The Turkish Government will thus receive the amount due (for such messages) to western administrations, as well as to herself, and will adjust the former amounts by transfer, under the system at present existing.

Under

* No possible objection on the part of these Administrations can be anticipated, as their interests are in no way whatever affected by the change.

Under the general arrangements thus proposed, the adjustment of accounts may be effected with great regularity, and the British Government will be enabled to recover with certainty the amounts advanced to Turkey and Persia.

App. No. 2.

No. 2.—Draft of some Clauses proposed to form part of subsequent Convention.

1. In the event of communication being interrupted upon the English line, the Porte to undertake that the Turkish line be given up for the through traffic until the English line is again in efficient working order.*

2. Should a contact at any time occur between the two wires,† so as to render it impossible to work both at the same time, or so as to cause delay to the Indian messages by attempting to do so, the Turkish wire to be insulated until the wires are freed from each other.

3. If a press of messages arise upon the English line, rendering delays unavoidable from their accumulation, the use of the Turkish line to be as much as an auxiliary means of transmission of the through traffic.‡

4. Should, at any time, a total break down of the English and Turkish lines occur, the terminal station on each side to dispatch a special messenger every four hours, with copies of all messages on hand, to the terminal station on the other side of the break down, such special messenger to travel at a speed of not less than miles an hour. As soon as telegraphic communication is restored, each station to ascertain the messages that have not, up to that time, been received by the other, and to transmit them according to priority. In such case, Clause 3 to come into especial operation.

5. In order to maintain the line in a thoroughly efficient state, line-men to be stationed upon its whole length, at a distance not exceeding miles apart.

6. Each line-man to be furnished with the necessary tools, spare insulators, wire, &c., and to examine his section of miles not less frequently than once every two days.

7. A head line-man to be placed over every line-men, and to ride over his section not less than once a-week, and to be held strictly responsible for its thorough order.

No. 84.

Mr. Hammond to Mr. Merivale.

Sir,

Foreign Office, 3 December 1863.

I AM directed by Earl Russell to acquaint you, for the information of Secretary Sir Charles Wood, that instructions will this day be sent to Her Majesty's Chargé d'Affaires at Constantinople respecting the telegraph to India, in accordance with the contents of your letter of yesterday's date; and I am to add that Lord Russell thinks it would be desirable that Mr. Courtenay should proceed at once to Constantinople, to assist Mr. Erskine in settling matters with the Porte.

I have, &c.
(signed) *E. Hammond.*

No. 85.

Earl Russell to Mr. Erskine.

Sir,

Foreign Office, 3 December 1863.

I TRANSMIT, for your information and guidance, the accompanying copy of a letter from the India Office,* reporting that all the arrangements requisite in this country for extending the electric telegraph from Bagdad to India have now been completed, and that steps will immediately be taken for completing the submarine portions of the line, and making other necessary preparations for working it; but that before any satisfactory system of working can be established, there are certain preliminary arrangements to be made, and points to be settled with the Turkish Government, the particulars of which are contained in the accompanying printed memorandum,† which has been prepared at the India Office; and I have to instruct you to endeavour to effect with the Turkish Government a temporary agreement upon the basis therein laid down. * No. 83.

I have informed the India Office that I consider it desirable that Mr. Courtenay, who has been selected for the office of traffic manager at Constantinople, should proceed there as soon as possible, in order to assist you in settling matters with the Porte. † Inclosure in No. 83.

I am, &c.
(signed) *Russell.*

* As the "through" traffic must always be much more important and remunerative than the "local" traffic it is clearly in the interest, both of the Turkish and British Governments, that this should be arranged.

† *Vide* above note.

‡ This point also affects the interests of both Governments alike.

App. No. 2.

No. 86.

Mr. *Alison* to Earl *Russell*.—(Received 5 December.)

My Lord,

Tehran, 3 November 1863.

CAPTAIN CHAMPAIN, director of the telegraph operations, arrived here on the 20th of October. On the same day a meeting was held at the Foreign Office, by the order of the king, of their Royal Highnesses Ferhad Mirza, the Itizad-oo-Sultaneh, their Excellencies Ferookh Khan, the Minister for Foreign Affairs, and myself, to decide whether the operations for fixing the posts, before the arrival of the wire and the insulators, as pressed by Mr. Man, should be proceeded with. It was decided in the affirmative, and Mr. Man will go to Ispahan in a day or two for that purpose.

The day after the return of the King, from an absence of a fortnight, I presented Captain Champain, Mr. Man and Mr. Walton to his Majesty, who expressed a lively interest in the work committed to their charge.

Captain Champain left for Bushire yesterday, and the necessary orders are being issued for affording every facility for the prompt execution of the operations along the different parts of the line.

I have, &c.
(signed) *C. Alison*.

No. 87.

Mr. *Erskine* to Earl *Russell*.—(Received 19 December.)

My Lord,

Constantinople, 7 December 1863.

I HAVE the honour to transmit to your Lordship herewith a translated copy of a telegraphic convention which has recently been concluded between the Sublime Porte and the Persian Government.

I have, &c.
(signed) *E. M. Erskine*.

Enclosure in No. 87.

TREATY between the Sublime Porte and the Shah of Persia for the Establishment of a Line of Telegraph.

Article I. LE Gouvernement Persan promet d'étendre une de ses lignes télégraphiques jusqu'à un endroit situé sur les frontières Ottomanes, et de son côté le Gouvernement Ottoman s'engage d'établir un embranchement d'un endroit quelconque de sa ligne télégraphique entre Scutari et Bagdad jusqu'à l'endroit où la ligne télégraphique Persane serait porté.

Article II. Il fut convenu entre les deux Parties Contractantes que l'endroit nommé Hankin sera fixé comme point de rencontre des deux lignes; cependant, si plus tard il y a nécessité de faciliter et d'élargir les communications télégraphiques, elles pourront être réunies également sur d'autres points des frontières.

Article III. Le Gouvernement Ottoman promet d'admettre et de faire passer sans difficulté les dépêches télégraphiques transmises du Royaume Persan ou bien d'un Etat qui est en communication télégraphique avec la Perse, en destination pour les Etats de Sa Majesté le Sultan, ou bien pour un Etat étranger qui est en communication télégraphique avec le Gouvernement Ottoman; et il est de même convenu que le Gouvernement Persan admettra et fera passer sans difficulté les dépêches télégraphiques transmises de la Turquie ou bien d'un Etat qui est en communication télégraphique avec le Gouvernement Ottoman, en destination pour la Perse ou pour un Etat étranger qui est en communication télégraphique avec le Gouvernement Persan.

Les dépêches télégraphiques de la Perse dans les Etats Ottomans, et les dépêches télégraphiques des Etats Ottomans en Perse, participeront aux mêmes avantages et obligations que les dépêches intérieures respectives ou bien celles d'un autre Etat étranger.

Article IV. Les deux Parties Contractantes s'engagent d'employer l'appareil Morse, employé actuellement en Europe, pour la transmission des dépêches télégraphiques qu'ils auront à échanger; et de même en ajoutant la Convention de Bruxelles à ce Traité, elles établissent qu'elles se conformeront en toutes choses aux clauses de la susdite Convention pour ce qui regarde la transmission des dépêches télégraphiques.

Article V. Les dépêches télégraphiques, qui seront échangées entre les deux Parties Contractantes, sont divisées en deux: 1, les dépêches Persanes et Ottomanes qui partent d'un des bureaux télégraphiques de l'un des susdits Gouvernements pour les Etats de autre; et 2, les dépêches des Gouvernements étrangers qui passent par les Etats de l'une des Parties Contractantes en destination pour l'étranger.

Article VI. La taxe à percevoir pour les dépêches de la première catégorie est fixée à 30 paras par *fersah*, ou bien à 20 paras par heure, en commençant de Hankin jusqu'à l'endroit

l'endroit de leur destination. La taxe ainsi calculée ne concerne que les dépêches qui contiennent 20 mots ou moins que cela, tant dans l'Empire Ottoman qu'en Perse; quant à celles qui contiennent plus de 20 mots, elles seront grevées de 10 piastres par chaque 10 mots ou même d'une fraction de 10 mots qu'elles contiennent.

Article VII. Les dépêches télégraphiques de la seconde catégorie seront taxées d'après la Convention de Bruxelles annexée au présent Traité, seulement lorsque celles-ci passent par les domaines Asiatiques du Sultan et par les lignes Persanes, elles y seront taxées d'après le mode ci-dessus mentionné; de sorte que la taxe des dépêches qui appartiennent à cette catégorie sera perçue dans le bureau établi à la frontière Persane en *sahib kerans* et en piastres, tandis que la taxe de ces dépêches dans les parties d'Europe jusqu'à l'endroit de leur destination sera perçue en francs, et ce mode de perception de taxes sera observé dans la transmission des dépêches télégraphiques des Etats Ottomans aux Indes Orientales.

Article VIII. Les dépêches télégraphiques partant de l'Europe par les lignes télégraphiques Ottomanes, en destination pour les pays Asiatiques situés au-delà des domaines Persans, et celles transmises de ces pays au Continent Européen, sont divisées en deux parties égales, dont l'une passera par les lignes de Hankin et de la Perse, et l'autre par Bagdad et Bussorah.

Article IX. La correspondance télégraphique entre les Etats Ottomans et ceux de la Perse sera faite en langue Turque, Persane, Française, et Anglaise.

Article X. Les employés du télégraphe, au service des deux Parties Contractantes, échangeront leurs comptes à la fin de chaque mois, et chaque semestre ils régleront définitivement leurs comptes d'après l'évaluation monétaire suivante:—

							Piastres.	Paras.
Sahib Keran	..	-	-	-	-	-	5	0
Toman	-	-	-	-	-	-	50	0
Franc	-	-	-	-	-	-	4	14
Abas	-	-	-	-	-	-	1	0

Article XI. La présente Convention sera mise en exécution à l'expiration de quatre mois et plutôt si cela est possible, et elle sera en vigueur pendant dix ans depuis le jour de l'échange des ratifications.

Article XII. Cette Convention sera ratifiée par les deux Gouvernements et les ratifications seront échangées à Constantinople dans l'espace de trois mois depuis ce jour.

Constantinople, 17 Djemaziul-ahir, 1280 (le 28 Novembre 1863).

(Translation.)

Article I. THE Persian Government promises to extend one of its lines of telegraph to a spot situated on the Ottoman frontiers, and the Ottoman Government on its side engages to establish a branch from some point of its telegraphic line between Scutari and Bagdad to the spot where the Persian telegraphic line shall be carried.

Article II. It was agreed upon by the two contracting parties, that the place called Hankin should be fixed upon as the point where the two telegraphic lines should meet; however, if it should become necessary later to facilitate or increase the telegraphic communications they can still be made to meet on other points of the frontiers.

Article III. The Ottoman Government promises to allow the transit without hindrance of telegraphic despatches transmitted from the Persian Empire or from a State which is in telegraphic communication with Persia, addressed to the States of His Majesty the Sultan, or to some foreign State which is in telegraphic communication with the Ottoman Government; and it is likewise agreed that the Persian Government will admit and transmit without hindrance telegraphic despatches transmitted from Turkey, or from a State which is in telegraphic communication with the Ottoman Government, addressed to Persia, or to some foreign State which is in telegraphic communication with the Persian Government.

The telegraphic despatches of Persia in the Ottoman States, and despatches of the Ottoman States in Persia, shall share the same advantages and obligations as their respective home despatches or those of another foreign State.

Article IV. The two contracting parties engage to employ the Morse apparatus, actually employed in Europe, for the transmission of the telegraphic despatches which they will have to transmit; and likewise, in joining the Convention of Brussels to this Treaty, they establish that they will conform in all things to the clauses of the aforesaid convention as regards the transmission of telegraphic despatches.

Article V. The telegraphic despatches, which shall be exchanged between the two contracting parties, are divided into two classes: 1, Persian and Ottoman despatches, which are sent from one of the telegraph offices of one of the afore-mentioned Governments addressed to the States of the other; and 2, the despatches of foreign governments which pass through the States of one of the contracting parties to a foreign destination.

Article VI. The charge for despatches of the first category is fixed at 30 paras a *fersah*, or 20 paras an hour, beginning from Hankin to their destination. This charge so calculated only affects despatches which contain 20 words or less than that, equally in the Ottoman Empire as in Persia; as to those containing more than 20 words, they will be charged 10 piastres for every 10 words or even fraction of 10 words which they consist of.

Article VII. Telegraphic despatches of the second category will be charged according to

App. No. 2.

the Convention of Brussels annexed to the present Treaty, only when they pass through the Asiatic dominions of the Sultan and by the Persian Lines, they will be charged in the afore-said manner; so that the charge on despatches which belong to this category will be made at the office established on the Persian frontier in *sahib kerans* and in piastres, while the charge of these despatches in the parts of Europe to their destination shall be made in francs, and this system of charge shall be observed in the transmission of telegraphic despatches from the Ottoman dominions to the East Indies.

Article VIII. The telegraphic despatches leaving Europe by the Ottoman telegraph lines addressed to countries of Asia situated beyond the Persian dominions, and those transmitted from these countries to the European Continent, are divided into two equal parts, of which one shall pass by the lines of Hankin and Persia, and the other by Bagdad and Bussorah.

Article IX. The telegraphic correspondence between the Ottoman States and those of Persia shall be conducted in the Turkish, Persian, French, and English languages.

Article X. The telegraph officials in the employ of the two contracting parties shall verify their accounts at the end of every month, and every six months they will definitely settle their accounts according to the following rate of exchange:—

									Piastres.	Paras.
Sahib Keran	-	-	-	-	-	-	-	-	5	0
Toman	-	-	-	-	-	-	-	-	50	0
Franc	-	-	-	-	-	-	-	-	4	14
Abas	-	-	-	-	-	-	-	-	1	0

Article XI. The present Convention shall be put into operation at the end of four months, and sooner if it be possible, and it shall continue in force for ten years from the day of the exchange of ratifications.

Article XII. This Convention shall be ratified by the two Governments, and the ratifications shall be exchanged at Constantinople in the space of three months from this day.

Constantinople, 17 Djemaziul-ahir 1280 (28 November 1863).

No. 88.

Mr. *Erskine* to Earl *Russell*.—(Received 19 December.)

My Lord,

Constantinople, 9 December 1863.

IN accordance with the instruction contained in your Lordship's Despatch to Sir Henry Bulwer of the 5th ultimo, I have proposed to the Porte that messages should be left to be forwarded indifferently by either of the lines of telegraph which are being constructed between Bagdad and Bussorah and Bagdad and Khanakeen.

The Porte having consented to modify the arrangement already made, in the sense suggested by the India Office, I have, with the assent of Aali Pasha, drawn up an additional article to the Protocol of the 20th of October, embodying the proposal of a mean rate of payment for the two lines, which was signed by Aali Pasha and myself this day, and is transmitted to your Lordship herewith, in original.

As the Protocol was already executed when your Lordship's Despatch reached Constantinople, I have not thought it advisable to propose to the Porte any modification of Article 3; but I have informed Aali Pasha that all communications between the Turkish authorities and the British engineers who are to superintend the construction of the lines should be made through Her Majesty's Consul General at Bagdad, a course to which his Highness was quite ready to assent.

I have, &c.
(signed) *E. M. Erskine*.

No. 89.

Mr. *Erskine* to Earl *Russell*.—(Received 19 December.)

Constantinople, 10 December 1863.

I HAVE the honour to transmit herewith a copy of a Despatch from Colonel Kemball, Her Majesty's Consul General at Bagdad, reporting on the present condition of the works for the intended line of telegraph to Bussorah.

I have, &c.
(signed) *E. M. Erskine*.

Enclosure in No. 89.

Consul General *Kemball* to Sir *H. Bulwer*.

Sir,

Bagdad, 18 November 1863.

I HAD the honour to receive yesterday the Honourable Mr. Erskine's Despatch of 20th ultimo, transmitting copy of the Protocol relating to the construction and working of the proposed lines of telegraph from Bagdad to Bussorah and Khanakeen.

By my telegram, dated 7th instant, your Excellency will have learnt that, in anticipation of the orders now received, arrangements had been concluded between his Excellency Namik Pasha and myself, for undertaking immediately the works on the Bussorah line. Accordingly the supplementary distribution of materials has been effected at different points along the first section to Billeh, and its construction has been commenced by Mr. Inspector of Telegraphs, Joyce Perceval, Indian Service, with whom is associated Yuz-Bashee Omer Feizee Effendi. Mr. Carthew is engaged in carrying the wires across this river and beyond the limits of the town, which particular duty will be entrusted to him to all the stations where masts or wooden poles must of necessity be substituted for iron; and it is my intention presently to depute my telegraph assistant, Mr. Greener, at Bussorah, to meet the non-commissioned officer, Royal Engineers, who may be expected to arrive there about the 25th instant, and to superintend the construction of the sections north and south of that place. In the meantime the distribution of stores at the intermediate stations between Medineh and Hilleh will, I hope, be effected; and so soon as the working parties are ready at either end to undertake the intervening sections, where alone any serious difficulties may be apprehended, I propose myself to proceed to that quarter, accompanied by Samee Effendi, the officer appointed to the charge of the Turkish Department.

With the exception of a small remnant daily expected from Bussorah per steamer, the materials assigned for the use of the Persian line have been deposited at Khanakeen, and those required for the construction of the Bagdad Khanakeen section are already stored at Bagdad.

I have, &c.
(signed) *A. R. Kemball*.

No. 90.

Mr. Hammond to *Mr. Merivale*.

Sir,

Foreign Office, 22 December 1863.

WITH reference to your letter of the 2d of November last, on the subject of the Bagdad and Bussorah telegraph, I am directed by Earl Russell to transmit to you, to be laid before Secretary Sir Charles Wood, the accompanying copy of a Despatch from Her Majesty's Chargé d'Affaires at Constantinople,* enclosing an additional article to the Protocol of the 20th of October, signed by Aali Pasha and himself, embodying the suggestions contained in your before-mentioned letter. * No. 88.

I am, &c.
(signed) *E. Hammond*.

No. 91.

Mr. Hammond to *Mr. Merivale*.

Sir,

Foreign Office, 22 December 1863.

I AM directed by Earl Russell to transmit to you, for the information of Sir Charles Wood, the accompanying copy of a Despatch and of its enclosure, from Her Majesty's Chargé d'Affaires at Constantinople,† containing information respecting the Bagdad and Bussorah telegraph. † No. 89.

I am, &c.
(signed) *E. Hammond*.

No. 92.

Mr. Hammond to *Mr. Merivale*.

Sir,

Foreign Office, 24 December 1863.

I AM directed by Earl Russell to transmit to you, for the information of Secretary Sir Charles Wood, a copy of a Despatch from Her Majesty's Chargé d'Affaires, at Constantinople,‡ enclosing a translation of a telegraphic convention between Turkey and Persia. ‡ No. 87.

I am, &c.
(signed) *E. Hammond*.

App. No. 2.

— No. 4. —

CORRESPONDENCE relative to the FALSIFICATION of OPIUM MESSAGES.

(Home Department.—Electric Telegraph. No. 5 of 1861.)

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

Sir,

WITH reference to your despatch, No. 4, dated the 23d of March, we have the honour to transmit for your information a copy of the papers noted on the margin, relative to the falsification of opium messages despatched from Galle to Bombay, and also to an attempt to bribe signallers at the Sattara office. A further report on the latter case and on other similar cases has been promised by the Director General in his letter of the 5th instant.

To Officiating Director General, No. 181, dated 24th January 1861.
 To Government of Bombay, No. 194, dated 24th January.
 Telegram from Captain Murray, dated 26th January.
 To Officiating Director General, No. 185, dated 28th January.
 Telegram to Chief Secretary Bombay, dated 28th January.
 To Officiating Director General, No. 415, dated 2d March.
 From ditto, No. 9131, dated 16th March.
 From Government of Bombay, No. 496, dated 19th April, with the following Enclosures, viz.:
 1. Report by Captain Murray, No. 66, dated 6th February 1861.
 2. Memorial of a Committee appointed at a Public Meeting at Bombay.
 From Officiating Director General of Telegraphs, No. 410, dated 8th June.

2. As regards the general question for the improvement of the Department, the suggestions made by the Government of Bombay for that object, as well as for the amendment of the law in respect of the punishment of those concerned in falsifying, divulging, or tampering with messages, will be taken into consideration, in connection with the separate report referred to by Colonel Douglas at the conclusion of the letter now transmitted.

Fort William,
 14 June 1861.

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

From *W. Grey*, Esq., Secretary to the Government of India, to Major *C. Douglas*, Officiating Director General of Telegraphs in India (No. 181); dated 24th January 1861.

THE attention of the President in Council has been drawn to the statements made in the "Bombay Times" and "Standard" of the 10th, 12th, and 15th instant, copies of which are forwarded herewith, relative to the alleged falsifications of opium advices from China, transmitted by the telegraph from Galle.

2. The President in Council does not doubt that you have already instituted an inquiry into the matter, and he desires me to signify his expectation that it will be a searching and thorough one. You are requested to report the result to Government, taking in the meantime what steps you may think proper to punish the guilty parties, if they are discovered. The Bombay Government has been requested to afford every assistance in its power to the officers of the Telegraph Department in prosecuting their inquiries.

From *W. Grey*, Esq., Secretary to the Government of India, to the Secretary to the Government of Bombay (No. 194); dated 24th January 1861.

• No. 181.

I AM directed by the President in Council to forward the accompanying copy of a letter* this day addressed to the Officiating Director General of Telegraphs, directing him to institute a searching inquiry into the statements made in the "Bombay Times" and "Standard," of the 10th, 12th, and 15th instant, relative to the alleged falsification of opium advices from China to Bombay, *via* Galle, and to request that the Government of Bombay will direct its officers to co-operate with the Electric Telegraph Department, and to give every assistance in their power towards the detection of the guilty parties.

TELEGRAM from Captain *Murray*, Superintendent of Electric Telegraph, Western Circle, to the Secretary to the Government of India; dated 26th January 1861.

As copies of messages are by order of the Director General sent only to Calcutta, up to present date I have not been able to take any steps regarding falsification of opium messages, not having any clue as to where the alterations were made. On 15th instant, a second falsification occurred between Belgaum and Bombay; the line was cut between Sattara and Poona; and two native merchants taken into custody at Sattara for bribery. The case is now in the hands of the civil authorities and police. On 18th, I sent detailed report to the Director General.

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From *W. Grey*, Esq., Secretary to the Government of India, to Major *C. Douglas*, Officiating Director General of Electric Telegraphs (No. 185); dated 28th January 1861.

I AM directed by the President in Council to forward to you the accompanying copy of a message* received from the Superintendent of Telegraphs, Western Division, in reply to a telegram from me of the 25th, regarding the recent falsification of opium messages between Galle and Bombay, and to request that you will call upon Captain Murray to explain the neglect with which he seems to have treated a matter so deeply affecting the character of the department, and especially why he did not communicate with you, as the head of the department, immediately he obtained information of these fraudulent transactions. * Dated 26th instant.

TELEGRAM from the Secretary to the Government of India, to the Chief Secretary to the Government of Bombay; dated 28th January.

I AM to request that the police may be directed to exert themselves to the utmost in co-operation with the telegraph officers in tracing and bringing to punishment the parties concerned in the recent falsification of opium messages.

From Lord *H. Ulick Browne*, Under Secretary to the Government of India, to Major *C. Douglas*, Officiating Director General of Telegraphs in India (No. 415); 2 March 1861.

I AM directed to call attention to this office letter, No. 185, dated the 28th January last, and to request that Captain Murray's explanation of the neglect with which he treated the matter of the recent falsification of opium messages between Galle and Bombay may be submitted without delay.

From Major *C. Douglas*, Officiating Director General of Telegraphs in India, to Lord *H. Ulick Browne*, Under Secretary, Government of India (No. 9131), dated the 16th March 1861.

IN reply to your No. 415, dated the 2nd March, and in reference to Home Secretary's No. 185, of the 28th January, requesting me to call upon Captain Murray, Superintendent of Telegraphs in Western Division, to "explain the neglect with which he seems to have treated a matter (falsification of opium messages) so deeply affecting the character of this Department, and especially why he did not communicate with me immediately he obtained information of the fraudulent transactions," I have the honour to state that although Captain Murray, while replying to Mr. Grey's telegram, merely mentioned his having reported the circumstance to me officially on the 18th of the month, he had on the 8th idem communicated with me privately on the subject. Under these circumstances, it appears to me that the imputation of treating the matter with neglect seems to be removed, and the necessity of explanation from Captain Murray no longer exists.

2. A report of the circumstances connected with the fraud will be submitted to Government as soon as the result of the trial of Peetall and Allen, now pending at Bombay, becomes known.

From *W. Grey*, Esq., Secretary to the Government of India, to the Director General of Electric Telegraphs (No. 829); dated 29th April 1861.

IN continuation of the correspondence noted on the margin, I am directed to forward to you, in original, the accompanying letter, and its enclosures, from the Government of Bombay (No. 496, dated the 19th instant), and I am desired to express the hope of the Governor General in Council, that a full and clear report of all the circumstances connected with the recent occurrences at Bombay, may shortly be submitted, as promised in your letter of the 16th ultimo. The case has attracted the attention of the Secretary of State, and the Governor General in Council will be glad to be able to forward your report to England at an early date.

To Director General, No. 181, dated 24th January.
Ditto, No. 185, dated 28th January.
From ditto, No. 9131, dated 16th March.

2. In the present letter from the Bombay Government, you will observe that some suggestions are made for the improvement of the Department. These you are requested, after careful consideration, to report upon, and the report should, if possible, be submitted at the same time as your report upon the Bombay frauds. It will be convenient, however, that it should form the subject of a separate letter.

3. The return of the original enclosures is requested.

App. No. 2.

From Lieutenant Colonel C. Douglas, Officiating Director General of Telegraphs in India, to W. Grey, Esq., Secretary to the Government of India, (No 410); dated 5th June 1861.

IN continuation of my No. 9131, of the 16th March, and in reply to your No. 829, of the 29th ultimo, wherein the Governor General in Council expressed a hope that a full report of all the circumstances connected with the recent falsifications of messages at Bombay might be shortly submitted, I have the honour to report as follows:—

2. At 8 h. 45 m. a. m., of the 31st of last December, the steamer "Pekin," from China, arrived at Galle, bringing the usual public commercial intelligence, and numerous private despatches, for transmission by telegraph to merchants in Bombay, regarding the price of opium at the date steamer left Hong Kong. The commercial news, by a rule of the Department taking precedence of all other messages, was first transmitted, and reached Bombay at 12 h. 45 m. of the same day, and was published for the information of the public. The private messages followed in due course, and were received by the various merchants to whom they were addressed.

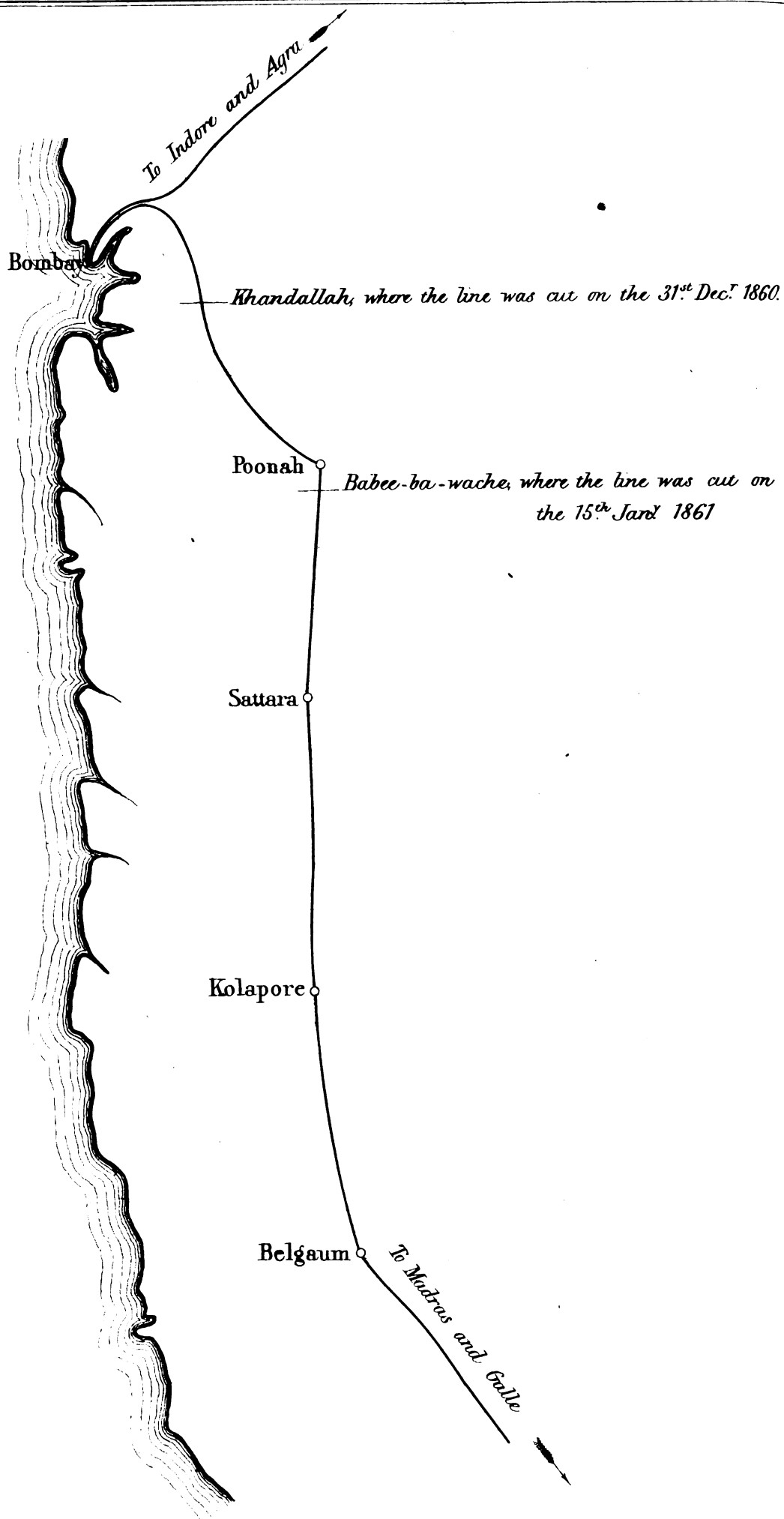
3. In consequence of the press of work on our lines, usual on the arrival of mail steamers, some of these private messages did not reach Bombay till the following day, and in all such there was a great discrepancy in the quotations of Opium, as compared with the messages of the previous day, and it was evident that the messages of the one or other of these days had been falsified. The extent to which this falsification was carried out, and its nature will perhaps be more clearly understood from the following table, giving extracts from the Opium quotations in the original messages.

Description of Messages.	Correct.					Falsified.				
	Rates of Opium as Telegraphed from Galle.					Rates of Opium as received in Bombay.				
Public news -	Malwa	-	-	-	675	Malwa	-	-	-	645
	Patna	-	-	-	895 to 900	Patna	-	-	-	845
	Benares	-	-	-	895	Benares omitted.				
Private, No. 1 -	Benares	-	-	-	800	Benares	-	-	-	750
	Malwa	-	-	-	580	Malwa	-	-	-	550
Private, No. 2 -	Benares	-	-	-	800	Benares	-	-	-	750
	Market firm	-	-	-	-	Market dull.				
	Malwa	-	-	-	580	Malwa omitted.				
Private, No. 3 -	Benares	-	-	-	900	Benares	-	-	-	850
	Malwa	-	-	-	680	Malwa	-	-	-	650
	Market firm	-	-	-	-	Market dull.				
Private, No. 4 -	Malwa	-	-	-	675	Malwa	-	-	-	645
	Patna	-	-	-	900	Patna	-	-	-	850
Private, No. 5 -	Hong Kong, 15th December - 906					Hong Kong, 15th December - 856				
Private, No. 6 -	Patna, 250 more double - 125					Patna, 200 more double - 100				
Private, No. 7 -	Malwa	-	-	-	525	Malwa	-	-	-	495
	Patna	-	-	-	640	Patna	-	-	-	590
Private, No. 8 -	Malwa	-	-	-	150	Malwa	-	-	-	120
	Patna	-	-	-	275	Patna	-	-	-	205
Private, No. 9 -	Malwa	-	-	-	675	Malwa	-	-	-	645
	Benares	-	-	-	900	Benares	-	-	-	840

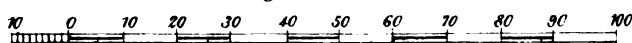
4. The intention of the instigators of this fraud was evidently to lower the value of the drug in the Bombay market, as it will be observed, that in every instance, with two exceptions in the quotations regarding Malwa, and with but one exception in those regarding Benares and Patna, the value of the drug was, in the former case, lowered by 30 dollars, and that of the two latter by 50 dollars per chest, while in every instance where the state of the market has been given "Firm," it has been changed to "Dull." I must here remark that the original of every message transmitted, as well as the copies of such, taken *en route* at repeating stations, are forwarded to the complaint office in Calcutta, where the progress of every message can be traced, the time of its receipt into, and despatch from, every office is known, as also the name of the despatching and receiving signallers.

5. Immediately

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The position of the offices between Belgaum and Bombay is given in the annexed sketch map.

5. Immediately on receipt of these messages in Calcutta from the various offices, they were examined, and the result showed that no error or falsification had occurred as far as Belgaum. This station was, at the time, working direct with Bombay, to which the messages were signalled, and in the copies in the Bombay office only did the falsification appear. It then seemed almost certain that either the transmitting signaller at Belgaum, or the receiving signaller at Bombay, was guilty of making these falsifications, though it was certainly possible that the perversion might have been effected by the signallers at any of the intermediate stations of Kolapore, Sattara, or Poonab, but still it was not probable, as such an arrangement could scarcely have been carried out without the complicity of the assistant in charge, and the whole establishment of signallers on duty, as it would have necessitated the repeating of each message at the station where it was desired to falsify them, instead of allowing them to pass through without repetition in the usual manner, each intermediate office being, as it were, simply a portion of the main line. While this examination, however, was in progress in Calcutta, the solution of the question was arrived at in Bombay, in the following manner.

6. An interruption to telegraph communication occurred between that station and Poona on the 3rd January, and on the inspector passing down the line in view to ascertain the cause, he discovered that it had been cut, and the ends rejoined by a piece of copper wire. The interruption had been caused by one of the fastenings of the copper wire (which had been imperfectly connected with the main line) slipping off.

7. It was now apparent that the falsification of messages, which occurred on the 31st December, had been effected by some person or persons intimately acquainted with our code of signals, and with the names of the signallers at Belgaum and Bombay, who had cut the line at the place discovered, inserted an instrument, and received the messages from Belgaum in the name of a signaller at Bombay, and transmitted them (falsified) to Bombay in the name of a signaller at Belgaum. It appears that the opium speculators implicated in this business at Bombay must have become possessed of the correct quotations of opium previous to the receipt of the public news message; for (and as if in impatience of the delay in the arrival of the public news message which they knew would be falsified), they caused a forged message to be posted outside the receiving office in the fort in a verandah convenient to that and other public offices, but at some little distance from the place on which these reports are always exhibited, and bearing the signature of the assistant in charge of the Bombay telegraph office, which had been cut from an old notice reporting the arrival of the English mail steamer "Nubia" at Madras. This forged message conveyed the same intelligence as the falsified public news message subsequently received, and was discovered by one of the clerks of the receiving office shortly after it had been posted, and was removed. It does not appear that any notice was issued from the Bombay telegraph office warning the public against accepting the correctness of the public news message, the receipt of which had been anticipated by a palpable forgery, nor is it shown how the parties who caused the fictitious message to be posted up outside the receiving office became acquainted with the intelligence before the receipt of the public news message, but it is clear that it must have been effected through the agency of the telegraph. All private messages received into the Bombay office prior to the arrival of the public news message have been examined, but none have been discovered which it is considered could have conveyed the particulars of the coming public news message either openly or by a concealed meaning. It is, therefore, supposed that the railway telegraph must have been employed for this purpose. This supposition is strengthened by the fact that there is a railway station at Khandalia, near to the place where the line is cut.

8. Application should have been made for permission to search the records of the railway company's office in view to ascertain if any such message had been sent. For although the transmission of private telegrams is in contravention of the terms of their license, I have already pointed out to Government in my No. 9036 of 11th March, that the license is constantly infringed by the railway company on this side of India, and as the practice was with some difficulty put a stop to in the case of G. I. P. Railway Company at Bombay, it is not improbable that this company's telegraph may have been the means of transmitting the private message in question.

9. As soon as it became known that the line had been cut, the police were put on the alert, and every effort was made to discover the guilty party, but without any result.

10. Having disposed of the falsification of the 31st December, we now come to the consideration of those of the 15th January, as it has been shown that the inquiry thus far had merely proved the fact of falsification. On the 15th January, the steamer "Ottawa" arrived at Galle from China, bringing messages for transmission as on the last occasion of the arrival of the "Pekin." These messages were duly transmitted, and after the receipt of the public news message at 13 hours 45 minutes on the 15th, and four private messages, an interruption occurred between Poonah and Sattarah, thus stopping the receipt of any other message for that day. Communication was restored the following morning, the 16th, at 7.30, and Bombay was placed in communication with Bellary, and the messages of the previous evening were repeated, when it was discovered

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that the quotations had been again falsified. The following Table will show the particulars of the quotations in those messages :—

Description of Messages.	Correct Rate.		Falsified Rate.	
	As Transmitted from Galle.		As Received in the Bombay Office.	
Public News -	New Patna -	900 dollars	New Patna -	880 dollars.
	New Benares -	900	New Benares -	880
	Malwa -	665	Malwa -	652
	Patna -	680 taels, nominal	Patna -	670 taels, nominal
	Malwa -	580 " "	Malwa -	514 " "
Private, No. 1 -	Patna -	901	Patna -	881
	Benares -	901	Benares -	881
	Malwa -	65	Malwa -	52
	Patna -	75	Patna -	70
	Malwa -	10	Malwa -	6
Private, No. 2 -	Patna -	277	Patna -	257
	Malwa -	150	Malwa -	137
	Bills -	222	Bills -	225
Private, No. 3 -	Patna -	277	Patna -	20 lower
	Malwa -	5 lower	Malwa -	15 "
Private, No. 4 -	-	-	Patna -	880
	-	-	Malwa -	652
			Market dull.	

11. The latter message was not transmitted from Galle, and appears nowhere but in the Bombay Office, and it would seem, therefore, to have originated at the place where the line was cut, and to have been the one on which the speculators operated. It will be observed that it gives the exact quotation of the falsified commercial news, and this, by a preconcerted arrangement, could easily be understood. The circumstances under which these falsifications occurred were identical with those of the 31st December. The messages were all correctly received as far as Belgaum, and transmitted from that station direct to Bombay, where the fraud first made its appearance. On the morning of the 6th, after communication had been restored, and the falsifications had become evident, it was reported by telegraph by Inspector Miller from Poonah, who had just returned after restoring communication, which had been interrupted since the previous evening, that on arriving at the place of interruption, situated on a hill about four miles from Poonah, he found the wire cut, and battery materials, consisting of salt, sulphate of copper, broken glasses, strewn about the ground. He also picked up several pieces of paper containing scraps of messages; on one piece was written, "When the price of Patna is above 890, we should lower 50 rupees, and take Maneek Chaund's name. Should the price be less than 890, we should higher 50, and take Tarra Chaund's name." He reported these circumstances to the deputy magistrate at Poonah, and on making inquiries in the village, he ascertained that two Europeans had been encamped on the spot, whom he traced to the Poonah Railway station. The papers alluded to, which were found by Inspector Miller in a very dirty state, were forwarded to Mr. Wickham, the deputy superintendent, who, after cleaning and washing them, discovered the name of G. Pectall. This lad had but five days previously been dismissed the Government Telegraph Department for refusing to proceed to a distant out-station; and on the occasion of the first falsification, on the 31st December, he had been absent without leave from the 25th December to the 2d January; and doubtless during this period he had contrived to remove undetected a spare instrument from the Bombay Office, by means of which the falsification was effected.

12. On comparing the writing on these papers with that of Pectall's in the office records, they were found to be identical.

13. Mr. Wickham then proceeded towards Poonah. On reaching Compoolie Railway station, he learnt that Pectall had been formerly employed in the railway company's telegraph, and had endeavoured to borrow an instrument from the Compoolie office about the 26th December, but did not succeed. On reaching Poonah, Mr. Wickham succeeded in tracing the Europeans who had encamped at the place where the line was cut, to the house of a Goanese, who stated that two sahibs slept at his coffee shed; that they left for two days, when they returned, and again slept there. He did not know who they were, but from his description Mr. Wickham recognised one as being the lad Pectall. The Goanese further stated that the sahibs employed coolies to carry their baggage from his house.

14. Mr. Wickham then proceeded to the railway station in search of these coolies, and while in conversation with the head signaller at the railway office, he learnt that Pectall and another person, not known to him, had been there on the evening of the 13th.

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15. After some little difficulty, two coolies were found who accompanied the Europeans from the house of the Goanese. One of these men stated that he and four other coolies accompanied the two Europeans to a village called Babee-ba-Wachee, the place where the line was cut, about four miles off, carrying with them a tent, a box, and a basket; that they pitched the tent, cut the telegraph line, and connected it with a machine which the sahibs "constructed." That they remained there part of that day and the whole of that night, as also the next day and night, and that they left on the day following; also, that they told the coolies that they were employed by the Government in repairing the line.

16. With this evidence Mr. Wickham called upon Mr. Forgett, the deputy commissioner of police in Bombay, and by his assistance Pectall's appearance was obtained. He was instantly recognised by the Goanese and the coolies as one of the persons who had slept at the coffee-house, and had encamped and cut the line at Babee-ba-Wachee. Pectall then said that he had been to the place in question, and that he was accompanied by a person named Allen, who it appears was dismissed from this department in 1857. This person, Allen, was in like manner recognised by the Goanese and the coolies as the person who had accompanied Pectall. They were then handed over to the police, and while in custody Pectall confessed to one of the European constables that they had been bribed by a native to cut the line and falsify the messages. They accompanied the constable to a house, and pointed out a man named Ram Chund Kem Chund as the person who had bribed them. This person was arrested, but released the following morning as there was not sufficient evidence to proceed with the case.

17. Pectall and Allen were subsequently brought to trial at the last criminal session, for cutting the telegraph line and falsifying the messages *en route*, found guilty, and sentenced to imprisonment with hard labour for 18 months.

18. The case was entrusted to the Government solicitor, and although it was a matter of general belief in Bombay that the person Pectall accused was the guilty party, it was the opinion of the solicitor that sufficient evidence could not be obtained to ensure a conviction.

19. It will scarcely be necessary for me to point out to Government the total inadequacy of the punishment to the offence of which Pectall and Allen were found guilty. I observe that the subject has been brought to the notice of the Supreme Government by the Government of Bombay, and I consider it most desirable that the earliest opportunity should be taken for making the law much more effective for the punishment of persons who may be found guilty of tampering with the telegraph.

20. The result of the trial is, I am of opinion, most unsatisfactory, terminating, as it has, in the comparatively slight punishment of two boys, while the instigators of the fraud, for whom scarcely any punishment would have been too severe, have escaped free. This, I consider, is in part attributable to the defects of the law in the nature of the punishment it awards. Had the persons been transported beyond India, it appears to me the prisoners would have had great difficulty in securing their reward, and would in consequence have been far less likely to have screened the instigators; whereas, as the case now stands, they have simply to remain in prison for 18 months, on leaving which, their mere presence in the neighbourhood of Bombay will be a sufficient guarantee for the full payment from the instigators of the reward of their silence. The depositions taken before the magistrate at Sattara, which accompany your letter under reply, regarding a case of bribery in the Sattara Office, will be reported upon in a future letter, and the opportunity will be taken of reporting on other cases of a similar nature which have lately occurred at Indore, and with reference to the second paragraph of your letter, I shall also make the question of proposed departmental improvement, as suggested by the Government of Bombay, the subject of a separate communication.

21. The original enclosures of your letter are returned, as requested.

From A. D. Robertson, Esq., Acting Chief Secretary to the Government of Bombay, to W. Grey, Esq., Secretary to the Government of India (No. 496); dated 19 April 1861.

WITH reference to your letter (No. 194), dated 24th January 1861, regarding the falsification of opium advices from China to Bombay, I am directed to transmit to you a report, dated the 6th February last, from Captain Murray, as also a further letter from him (No. 68), dated 8th idem, with accompaniments, together with a memorial to the Supreme Government, drawn up by a Committee appointed by a meeting of merchants and others who assembled to consider the present condition of the Telegraph Department, together with a copy of the "Bombay Times" and "Standard" of the 26th March, containing an account of the trial, at the last criminal sessions, of the two signallers charged with interrupting the transmission of messages by cutting the wire near Poona, and copy of papers relating to the trial of two natives at Sattara for an attempt to bribe signallers belonging to the department.

2. The former of these papers have been retained pending the result of the trial before the
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the Supreme Court, as it was hoped that one of these prisoners might turn Queen's evidence against the parties by whom they were instigated, and that the whole of the fraudulent practices connected with the department might be laid bare. This hope was frustrated, but Government believe that the facts which have been elicited on the trials both at Bombay and Sattara will sufficiently indicate to the Government of India the weak points, both in the law relating to electric telegraphs and in the departmental working of it, as to enable that Government to apply remedies to the case.

3. It appears to his Excellency in Council, that whilst making the law more effective for the punishment of all concerned in the tampering, falsifying, or divulging, or in instigating the tampering with, falsifying, or divulging of telegrams, that more efficient departmental arrangements should be adopted to enable the officers who have charge of the department to ascertain through whom the messages have been transmitted. From the inquiries which have been made, it has been ascertained that by the system at present in force no such record is left in the records of the department. At each of the repeating stations, also, well paid and trustworthy signallers, through whom alone all confidential messages should be transmitted, should be entertained.

4. The practice of signalling by private cypher should also be encouraged, by lowering the charges, so as to allow of groups of five figures to be charged as one word, as was formerly the case.

From Captain *R. Murray*, Superintendent of Telegraphs, Western Division, to the Secretary to the Government of Bombay (No. 66); dated 6 February 1861.

I HAVE the honour to acknowledge the receipt of Government Resolution (No. 136), dated the 5th instant, and, for the information of the Government of Bombay, to report the following:—

1. The examination of 10 of the messages containing opium quotations, sent from Galle to Bombay on the 31st December, shows that all these messages were correctly received into the Belgaum Office, and that only one of them was correctly received into Bombay Office, the remaining nine having been falsified either in the Belgaum or Bombay Office, or at some intermediate office or place. The written copies of the messages as sent from Belgaum to Bombay are correct; but this is no proof that the messages telegraphed by the signallers were word for word the same as the written copies, as there is nothing to prevent the signallers sending with them any alterations they may think proper to make; neither are there any means of proving how they may have sent them, and the exact words in which they were received in the Bombay Office, nor that the signallers in the Bombay Office recorded them as transmitted by telegraph from Belgaum. It is therefore quite impossible to determine if the falsifications were perpetrated at Belgaum or Bombay. The only message out of the 10 referred to, correctly received in the Bombay Office, was signalled by the assistant at Belgaum to the assistant at Bombay; but this fact proves nothing beyond exculpating both assistants from blame.

2. The messages of the 15th January have not yet been received from Calcutta, but four of them were examined previous to being sent to Calcutta, and were all found to be falsified. One of the messages so examined was the Commercial Bulletin, the assistant and two of the signallers were each taking a copy of it from the instrument on the quotations of Patna opium being given at 900 (before another word was signalled), a correction was signalled, and after some minutes delay 850 was substituted for 900, the 850 being a falsification; thus proving that, as far as the falsification of the messages of the 15th January were concerned, the Bombay Office was blameless.

3. On the 14th January the Bombay merchants, natives, offered bribes to the assistant in charge of the Sattara Office, if he would detain the next China news six hours; the two men were taken into custody on the 15th January, and have been, I am informed, sentenced to imprisonment with hard labour for six months, and a fine of 200 rupees each.

4. On the 15th January, after the Commercial Bulletin and four other messages had been received from Galle (all of them falsified), communication appears to have been imperfect between Sattara and Poona till 9.30 p.m., when interruption was reported. On the line being examined early on the morning of the 16th January, it was found to be cut about four or five miles from Poona, and in the immediate vicinity of where it was cut were scattered about the debris of timbers, Groves' cells, sulphate of copper, &c. &c. (the materials necessary for a battery). The inspector, on inquiry, ascertained that a small tent had been pitched there on the 15th January from 10 a.m. till 8 p.m., and that an European or Eurasian had occupied it. The situation of this place is considerably off the high road, and nothing but a footpath passes near it.

5. Mr. Wickham, the Deputy Superintendent, and myself are making every effort to obtain some clue by which to trace the parties supposed to be implicated, the result of which will be duly communicated for the information of Government.

6. In the meantime, by adopting a cypher for the transmission of the opium quotations in the Commercial Bulletin, we will frustrate any future attempt to falsify them.

7. From

7. From all the circumstances of the case which have come under my observation, I am strongly convinced that the falsifications have not been perpetrated in our offices, but by some person or persons unknown, who cut the line, inserted an instrument, received the messages, altered them, and then sent them on to the Bombay Office in their altered form.

From the Chairman and Committee of the Chamber of Commerce, Bombay, to the Chief Secretary of the Supreme Government of India; dated Bombay, 25 February 1861.

WE the undersigned, having been appointed a Committee by the public meeting held in the Chamber of Commerce in this city on Friday last, the 8th instant, to lay its proceedings before the Supreme Government, have the honour to submit the annexed report of those proceedings for the consideration of the Right Honourable the Governor General in Council.

2. They further beg to call the attention of the Supreme Government to the following Resolutions adopted by the meeting, expressing, it is believed, the unanimous sentiments of the mercantile classes of this Presidency:—

First. That the present state of the Electric Telegraph Department is such that the accurate and prompt transmission of messages cannot be relied upon with reasonable certainty, and that owing partly to the inefficiency, but still more to the apparent corruption of the department (as shown in the wholesale falsification of the late opium messages from Galle), the use of the wires has become highly dangerous to commercial operations.

Second. That this meeting is not satisfied that sufficient steps are being taken by the department itself to correct these evils, and prays the Supreme Government to take adequate measures to place the department on a safe and efficient footing.

3. In laying these proceedings before the Supreme Government, the Committee beg to direct pointed attention to the late falsification of the opium advices from Galle to this port, and to the general complaints of the speakers at the meeting as to the dangerous inefficiency of the department.

4. The Committee cannot see how irregularities so great as undoubtedly exist in the Telegraphic Department can be beyond the power of the heads of the department to eradicate, when such dereliction of duty would not be tolerated for a day in any private establishment. They would point to the efficiency of the telegraph lines throughout Europe, where interests equal to, and often greater than, any in this country are entrusted to the integrity of the signallers, without the errors, both wilful and accidental, which characterise the departments here. It appears to the Committee that military officers are not well fitted, from their previous training, for the control and management of the department, and that the work of organising a proper system of checks and supervision would be better entrusted to men who have been trained to business, and accustomed to systematic office work.

5. The Committee beg respectfully to represent further, that Act VIII. of 1860 provides no sufficient punishment for the offence of bribing, or attempting to bribe, the officers of the department, and to express their conviction that until the offence is made felony by law, and punishable with extreme severity, a radical cure of the corruption now believed to prevail cannot be looked for.

6. The Committee venture to express their hope that the answer of Government to this appeal will be such as to meet the just expectations of the public, and the importance of the subject will, the Committee has no doubt, secure for it the early and careful consideration of the Government.

7. The Committee would further respectfully submit to the Supreme Government that the system of telegraphic communication seems to be fully appreciated by the public in India, and is already so largely made use of that the amount received for private messages pays more than half the working expenses of the lines. Were the department placed on an efficient footing, so as to secure for it the entire confidence of the public, there can be little doubt that it would speedily become not only self-supporting, but a source of revenue to the State.

(signed) *Andrew Grant*,
Chairman of the Chamber of Commerce.
William Stevens,
Partner of Forbes & Co.
A. C. Gumpert,
Partner of A. H. Hushke & Co.

(signed) *Robert Knight*, Secretary.

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From *W. Grey*, Esq., Secretary to the Government of India, to the Director General of Electric Telegraphs (No. 829); dated 29 April 1861.

* To Director General, No. 181, dated 24th January. Ditto, No. 185, dated 28th January. From ditto, No. 9131, dated 16th March.

IN continuation of the correspondence noted on the margin,* I am directed to forward to you in original the accompanying letter and its enclosures from the Government of Bombay (No. 496, dated the 19th instant), and I am desired to express the hope of the Governor General in Council that a full and clear report of all the circumstances connected with the recent occurrences at Bombay may strictly be submitted, as proved in your letter of the 16th ultimo. The case has attracted the attention of the Secretary of State, and the Governor General in Council will be glad to be able to forward your report to England at an early date.

2. In the present letter from the Bombay Government, you will observe that some suggestions are made for the improvement of the department. These you are requested, after careful consideration, to report upon, and the report should, if possible, be submitted at the same time as your report upon the Bombay frauds. It will be convenient, however, that it should form the subject of a separate letter.

3. The return of the original enclosures is requested.

— No. 5. —

CORRESPONDENCE respecting the DEFECTIVE WORKING of the INDIAN TELEGRAPHS.

Home Department, Electric Telegraph, No. 4 of 1862, 18 February.

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

Sir,

IN your Despatch, No. 14, dated the 8th of October last, you expressed a wish to receive the further reports regarding the attempts to bribe signallers, and the re-organization of the establishment of the Electric Telegraph Department, promised by the Director General in his letter of the 5th June 1861, and noticed in our Despatch, No. 5, dated the 14th idem.

† E. T. Proceedings, 9th July 1861, Nos. 14 to 16. Ditto, 9th September 1861, Nos. 3 to 5.

2. Reports on these subjects have been reported on our proceedings, as per margin; † and as regards the re-organization of the Telegraphic Establishment, we beg further to refer to our Despatch, No. 1, dated the 15th ultimo, with which we forwarded a communication from the Director General, dated the 20th of August, and a copy of our resolution in the Financial Department, dated the 10th of December, sanctioning the re-organization proposed by Colonel Douglas.

‡ From Director General, No. 2563, dated 14th January. To Ditto, No. 420, dated 22nd ditto. Notification, dated 22nd ditto.

3. We now transmit copies ‡ of our subsequent proceedings, including a notification published in the "Calcutta Gazette," from which it will be seen that the establishment as now organized consists of the following officers above the grade of signaller :—

- 1 Director General, on a salary of 3,000 rupees a month.
- 3 Directors, 1 on a maximum salary of 1,500 rupees, and 2 on maximum salaries of 1,000 rupees each.

15 Superintendents, viz. :—

1	on a maximum salary of	Rs. 700	a month.		
2	"	"	"	600	" each.
4	"	"	"	500	" "
5	"	"	"	400	" "
3	"	"	"	350	" "

15 Assistant Superintendents, at 300 rupees a month each.

100 Inspectors, viz. :

20	of the first class, at	Rs. 250	a month each.		
30	" second	"	"	200	" "
40	" third	"	"	150	" "
10	" fourth	"	"	100	" "

4. With our letter (No. 5), dated the 14th of June last, above mentioned, we transmitted to you the Memorial of a committee appointed at a public meeting of merchants and others at Bombay, "who assembled to consider the present condition of the Telegraph Department." The resolutions passed at the meeting, and embodied in the Memorial of the committee, expressed an opinion very unfavourable to the working and condition of the department. We subsequently caused communications to be addressed to the Chambers of Commerce

at

at the three Presidency towns, requesting them to furnish the results of their practical experience as to the efficiency of the telegraph for commercial purposes, together with any suggestions which they might desire to offer for its improvement.

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5. The three Chambers having replied to this call, their letters were communicated to the Director General for his report on the propositions which they contained. Colonel Douglas's report,* and the communications received from the three Chambers, are herewith forwarded, and we beg to refer to our Secretary's letter (No. 360), dated the 15th instant, to the Secretary to the Bengal Chamber of Commerce, a copy of which is also sent, for the conclusions which we have formed on the various points discussed in the correspondence.

From Madras Chamber, dated 7th August 1861.
From Bombay Chamber, No. 151, dated 5th August 1861.
From Bengal Chamber, dated 14th August 1861.
From Madras Chamber, dated 7th October 1861.
To Director General, No. 1800, dated 28th September, and No. 3235, dated 22d October, 1861.
* No. 2044, dated 9th November 1861.

6. We are sanguine that the arrangements now sanctioned, together with the recent re-organization of the Telegraph Establishment, and the careful control and vigilance of Colonel Douglas and the superior officers, will conduce to increased efficiency in the working of the department.

We have, &c.

Fort William,
18 February 1862.

(signed) *Canning.* *R. Napier.*
H. B. E. Frere. *S. Laing.*
Cecil Beadon. *W. Ritchie.*

ELECTRIC TELEGRAPH—22 January 1862.

(No. 8.)

From Lieutenant Colonel *C. Douglas*, Director General of Telegraphs in India, to *W. Grey*, Esquire, Secretary to the Government of India (No. 2563); dated 14th January 1862.

In reference to the recent sanction awarded by Government, and communicated in your No. 183, of the 10th instant, to the proposition for a re-organization of the establishment of the department, submitted with my No. 1263, of the 20th August last, I beg to recommend the following nominations to the several grades of superintendents and on the salaries mentioned.

To be Superintendents.	Salary.	Names.	REMARKS.
1st Class - -	<i>Rs.</i> 700	B. C. Bailey -	From the equivalent grade of deputy superintendent, on 400 rupees, with increase to 600 rupees, from the 1st current to be raised, from 1st May 1863, 50 rupees per annum, till the maximum is attained.
2nd Class - -	600	G. O'Donnell -	From the equivalent grade of deputy superintendent, on 400 rupees, with an increase to 500 rupees, to be increased 50 rupees per annum, from the 1st May 1863 till the maximum is attained.
2nd Class - -	600	C. Galbraith -	Ditto - - ditto - - ditto.
3rd Class - -	500	J. E. Todhunter -	Ditto, on his present salary.
3rd " - -	500	H. Wickham -	Ditto - - ditto.
3rd " - -	500	H. P. Owen -	Ditto - - ditto.
3rd " - -	500	H. Man -	From the equivalent grade of deputy superintendent, on 400 rupees, with increase to 450 rupees, the maximum to be attained on 1st May 1863.
4th Class - -	400	G. H. J. Smith -	Ditto, on his present salary.
4th " - -	400	J. H. Nowill -	Ditto - - ditto.
4th " - -	400	F. G. Teale -	From his present grade of assistant deputy superintendent, 1st class, on 350 rupees. This will involve no actual increase, as a contingent allowance of 60 rupees monthly, at present drawn by Mr. Teale, will now cease.
4th Class - -	400	M. R. Man -	From his present grade of assistant deputy superintendent, 2d class, on 300 rupees, with an increase to 350 rupees, the maximum to be attained on the 1st May 1863.
4th " - -	400	H. J. Watson -	Ditto - - ditto - - ditto.
Extra superintendent.	350	Lieutenant H. Mallock.	From his present grade of assistant deputy superintendent, 2d class, on 300 rupees. The remark on Mr. Teale's case will apply also to that of Lieutenant Mallock.
Ditto - -	350	G. Moberly -	Ditto, of officiating ditto, on 275 rupees.
Ditto - -	350	J. H. Lane -	Ditto - - ditto - - ditto.

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Promotion in pay is involved in the case of 10 of the above officers; the remaining five will not be affected by the change.

* Deposited.

2. The increase in pay is, with the exception of that recommended for Messrs. Bailey, O'Donnell, and Galbraith, limited to 50 rupees per month; I have made a further exception in the case of Mr. Bailey, by recommending that the increase should have effect from the 1st current, on the grounds of Mr. Bailey's eminent merit, and of his being obliged to proceed to Europe for one year, at his own expense, for the recovery of his health, by which he will be put to very heavy expense. The annexures* will, I feel sure, support me in the view I have taken in making Mr. Bailey's case an exceptional one.

3. I have confined the recommendations in the present instance to the grade of superintendents and extra superintendents, some inquiry being necessary ere recommendation can be safely submitted for the grades below them.

(No. 9.)

From *W. Grey*, Esquire, Secretary to the Government of India, to Lieutenant Colonel *C. Douglas*, Director General of Telegraphs in India (No. 420); dated the 22d January 1862.

* Extract, Financial Department, No. 14578, dated 10th December 1861.

I AM directed to acknowledge the receipt of your letter, No. 2563, dated the 14th instant, and in reply to inform you that, with reference to the sanction recently accorded* to the reorganization of the establishments of the telegraphic department, and in accordance with the arrangement indicated in the 16th paragraph of your Report, No. 1263, dated the 20th August last, the Governor General in Council is pleased to sanction the nomination of the undermentioned officers to be superintendents, with the salaries, present and prospective, shown opposite to each.

NAMES.				Maximum Salary.	REMARKS.
				<i>Rs.</i>	
B. C. Bailey	-	-	-	700	To receive 600 rupees per month, from the 1st current, with a prospective annual increase of 50 rupees a month, from the 1st May 1863, until the maximum salary is attained.
G. O'Donnell	-	-	-	600	To receive 500 rupees, with the prospective annual increase of 50 rupees a month from 1st May 1863, till the maximum salary is attained.
C. Galbraith	-	-	-	600	Ditto - - ditto - - ditto. To receive the maximum salary, being that now engaged.
J. E. Todhunter	-	-	-	500	
H. Wickham	-	-	-	500	
H. P. Owen	-	-	-	500	
H. Man	-	-	-	500	
G. H. J. Smith	-	-	-	400	To receive 450 rupees, with an increase of 50 rupees from 1st May 1863. To receive the maximum salary, Mr. Teale's contingent allowance being absorbed in his pay.
J. H. Nowill	-	-	-	400	
F. G. Teale	-	-	-	400	
M. R. Man	-	-	-	400	
H. J. Walton	-	-	-	400	To receive 350 rupees, with a prospective increase of 50 rupees, from the 1st May 1863. Ditto - - ditto - - ditto. To receive the maximum salary.
Lieutenant H. Mallock, Extra Superintendent.	-	-	-	350	
G. Moberly	-	-	-	350	
J. H. Lane	-	-	-	350	

(No. 10.)

NOTIFICATION (No. 467); dated 22 January 1862.

THE Establishment of the Telegraph Department, above the rank of signallers, has been re-organized, and will in future comprise the following officers:—

1 Director General.	15 Assistant Superintendents.
3 Directors.	100 Inspectors.
15 Superintendents.	

The salary of the Director General is fixed at 3,000 rupees a month.

Of the Directors, the senior will ordinarily be appointed on a salary of 1,000 rupees a month, and will receive in the second year of his appointment, and in every succeeding year, an addition of 100 rupees a month, up to a maximum of 1,500 rupees. The two other Directors will ordinarily be appointed on a salary of 700 rupees a month, and will receive

receive in the second year of their appointment, and in every succeeding year, an addition of 50 rupees a month, up to a maximum of 1,000 rupees.

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The Superintendents will be paid as follows :—

1	On a maximum salary of	Rs. 700	a month.
2	"	"	600 " each.
4	"	"	500 " "
5	"	"	400 " "
3	"	"	350 " "

The Assistant Superintendents will receive each a salary of 300 rupees a month.

The Inspectors are classified as follows :—

20	First Class Inspectors, on	Rs. 250	a month each.
30	Second "	"	200 " "
40	Third "	"	150 " "
10	Fourth "	"	100 " "

The following officers have been appointed by the Governor General in Council to be Directors and Superintendents respectively :—

To be Directors :

Major Patrick Stewart, in the Eastern Division.
 Captain Robert Murray, in the Western Division.
 Mr. J. T. Blissett, in the Southern Division.

To be Superintendents :

Mr. B. C. Bailey.	Mr. J. H. Nowill.
" G. O'Donnell.	" F. G. Teale.
" C. Galbraith.	" M. R. Man.
" J. E. Todhunter.	" H. J. Walton.
" H. Wickham.	Lieutenant H. Mallock.
" H. P. Owen.	Mr. G. Moberly.
" H. Man.	" J. H. Lane.
" G. H. J. Smith.	

(signed) *W. Grey,*
 Secretary to the Government of India.

From *W. R. Arbuthnot*, Esq., Chairman of the Madras Chamber of Commerce, to *W. Grey*, Esq., Secretary to the Government of India; dated Madras, 7 August 1861.

I HAVE the honour, on behalf of the Madras Chamber of Commerce, to acknowledge the receipt of your letter of the 12th June, in which you apply to the Chamber for its opinion as to the general efficiency of the electric telegraph for commercial purposes; and you request that it will furnish a statement of the total number of messages sent or received during a given period, say from a week to a month previous to the date of your letter, by any firms or establishments connected with the Chamber, showing what proportion of them was delivered with reasonable punctuality and correctness, and in what proportion any delay or error occurred so material as to detract from the commercial value of this means of communication. You further state, by desire of his Excellency the Governor General in Council, that if the Chamber have any suggestions to offer for the improvement of the Telegraph Department, the Government will be glad to receive them.

I regret that I have been unable to procure the statistics for which you apply, the mercantile firms at this place not having anticipated the inquiry that has been instituted, and having kept therefore no separate record of the messages received and despatched by them. In the hope, however, that the information may still be useful, I have requested the members of the Chambers to record day by day their experience of the working of the Department for the current month of August, which I hope to do myself the honour of forwarding to you early in September.

The opinion of the Madras Chamber upon the general efficiency of the electric telegraph for commercial purposes is on the whole favourable.

Messages are occasionally delivered in language more or less mutilated, and for the deciphering of which the context would of itself be insufficient without a pre-acquaintance on the part of the recipient with the subject-matter. Errors too, arising from evident inattention of the signallers, but which might be productive of serious consequences, such as the substitution of the word "hundred" for "thousand," "four" for "five," and *vice versa*, sometimes occur. Still, however, I have pleasure in repeating that, upon the whole, as far as I have been able to ascertain the views of the Madras Chamber, the Department has given satisfaction, and in this Presidency we have had no complaints of the

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the messages being tampered with. Of the irregularities that do occur, I may confidently state that a large preponderance would be found in the messages transmitted from Calcutta and Bombay, while the southern and south-western lines have been comparatively free from them. I have also grounds for believing that the messages sent from hence to Calcutta would be considerably more numerous than they are, were it not for a want of confidence which, to a certain extent, prevails in regard to the prompt receipt of the reply telegrams.

The frequent interruption of the North Coast and Calcutta Line has been felt to be one very serious drawback to its satisfactory working. On a late occasion the interruption extended over a period of a week, if not 10 days, and this of necessity occasioned very great inconvenience.

Whatever may have been the causes, in times past, of such long-continued interruptions, it is hoped that a remedy prompt and effectual may be applied.

Believing that the expediency of telegraph stations being opened at every important commercial port along the coast has been fully recognized, the Chamber would take this occasion to bring to the notice of the Government that Cuddalore, the chief station of one of the most important collectorates in this Presidency, and through which the telegraph wires are already carried, is still deprived of the advantage referred to.

There are two other practical suggestions with which I will conclude. They are as follows:—

1stly. That the date and hour of despatch of a telegraphic message be included, if required, free of expense to the sender.

2dly. That in the case of messages delivered in an unintelligible shape, a refund be allowed, even though the repeating charge may not have been paid. The public at present has no redress unless, the higher charge has been levied; and the tendency of this arrangement is to make the signallers careless in the case of ordinary messages.

From *H. Brooke*, Esq., Secretary Bombay Chamber of Commerce, to *W. Grey*, Esq., Secretary to the Government of India, No. 151, dated Bombay, 5 August 1861.

By direction of the Committee of the Chamber of Commerce, I have the honour to acknowledge the receipt of your letter, No. 1176, dated 12th June 1861, requesting a statement of the total number of messages sent or received by the members of the Chamber through the electric telegraph during a given period, and desiring suggestions for the improvement of the establishment.

The Committee have circulated your letter to the members, and have received returns from 25 firms, giving the following results:

	Messages.
Received with reasonable punctuality and correctness - -	274
With important errors or delays - - - - -	16
Unintelligible, or so delayed as to be rendered useless - -	8
Total received between 1st April and 31st May - - -	298

Since the above period the delays have been very considerable on most of the lines, but more particularly on that between Bombay and Calcutta, where messages have not unfrequently taken six to eight days in transmission, and in several instances nine or ten days.

It appears to the Committee that where the contents of the messages are of no value to others than the addressee, and where the construction of the message is simple and grammatical, there is but little ground for complaint; but it would seem that where the temptations to divulge the contents of important messages were considerable, and had been systematically brought to bear on the employés, their integrity was found to give way.

The Committee feel it difficult to suggest to Government a remedy for this state of things; but as complaints of similar delinquencies are not frequent in England, they would venture to suggest that the establishment of a secret committee, under the guidance of an experienced officer trained in England, would probably have the effect of bringing to justice the real authors of these frauds. At the same time the Committee believe that an increased rate of salaries to the lower officials, with the prospect of rewards for exemplary conduct, would raise the general character of the establishment, and greatly promote its efficiency.

A copy of the return by the members is herewith forwarded for your information.

NUMBER of TELEGRAMS received by Indian Telegraphs during the Two Months from 1st April to 31st May by the following Firms.

HOW DELIVERED.

NAMES OF THE FIRMS.	With reasonable Punctuality and Correctness.	With important Errors or Delays.	Unintelligible, or so Delayed as to be rendered useless.
Messrs. Ritchie, Stewart & Co. - -	27	3	1
" William Nicol & Co. - -	29	- - None - -	- - - None.
" Robert Strong & Co. - -	11	- - " - -	- - - "
" Wallace & Co. - -	11	- - 2 - -	- - - "
" W. A. Graham & Co. - -	16	- - None - -	3 useless from delay; 1 unintelligible.
" A. H. Huschke & Co. - -	10	1	- - - None.
" Lyon Brothers & Co. - -	6	1	- - - "
" Finlay, Scott & Co. - -	15	- - None - -	- - - "
" Lawrence & Co. - -	11	- - " - -	- - - "
" Leggatt & Co. - -	4	- - " - -	- - - "
" Killick, Nixon & Co. - -	2	- - " - -	- - - "
" S. Burstall & Co. - -	6	1	1
" W. J. Morgan & Co. - -	5	- - None - -	1
" Stearns, Hobert & Co. - -	11	8	1
" Watson, Bogle & Co. - -	164	16	8
" Alex. C. Brice & Co. - -	18	Since 15th May the delays have been unusually great, probably caused by the monsoon.	
" Grey & Co. - -	6	- - None - -	- - - None.
" Cardwell, Parsons & Co. - -	4	- - " - -	- - - "
" G. S. King & Co. - -	We receive but few messages, and so far as we recollect we have no great ground for complaint.		
" Volkart Brothers - -	33	Names several times mis-spelt.	None, as far as we remember, but recently the delays have been great.
" Macindoe, Rogers & Co. - -	5	- - None - -	- - - None.
" Campbell, Mitchell & Co. - -	9	- - " - -	- - - "
" Robinson & Co. - -	35	All pretty correct.	- - - None.
P. and O. S. N. Company - -	A great number; no record kept.		
Commercial Bank of India - -	Of the period enquired about we would not complain, but since the 30th April the delays have been very frequent: one message from Calcutta of the other day took nine days to come across.		
Chartered Bank of India, Australia, and China. - -	- - -	Many; especially from Calcutta.	Three or four within last week.
Agra and United Service Bank - -	No return - -	- - None - -	- - - None.

ELECTRIC TELEGRAPH, 30 November 1861.

(No. 23.)

From H. W. J. Wood, Esq., Secretary to the Bengal Chamber of Commerce, to W. Grey, Esq., Secretary to the Government of India, dated the 14th August 1861.

I HAVE the honour to acknowledge the receipt of your letter, No. 1168, of the 12th June, relative to the Telegraph Department, which has been circulated very generally among the commercial establishments of Calcutta, and I am directed by the Committee of the Chamber of Commerce to submit the following observations for the consideration of his Excellency the Governor General in Council:

The Committee consider that the Electric Telegraph Service of India is deficient in the two great points which can alone render it valuable either to the Government or the commerce of the country, namely, dispatch and accuracy in transmission. The Committee can only speak practically as regards the latter, and, in support of their opinion, they append, for the information of his Excellency the Governor General in Council, the opinions of most of the leading merchants of Calcutta upon this subject. It is not easy to understand why the working of this service should not have improved during the six or seven years which have passed since it was first opened to the public; but, with some exceptions, the Committee, from every-day experience, believe such to be the case. They are well aware that the superior officers in charge of the service are men of ability and zealous for its efficient execution; but, in consequence of what the Committee believe to be the cause of the present unsatisfactory working of the system, namely, defective construction and bad organisation, the exertions of these gentlemen are neutralised, and but of little value to the public. The Committee are of opinion that if the construction of the line had been entrusted to persons thoroughly conversant with the European system, and not to men who, as far as this particular system was concerned, were mere theorists, the chief defects now evident would have been avoided. Can it be expected

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that the telegraphic communication for all India can be maintained with anything like correctness or dispatch when the means of transmission is limited to the use of a single wire; and when this wire is employed by Government for many hours, as it frequently is, private messages must necessarily be detained, and their correctness endangered by the delay.

As regards the gross errors which so frequently occur in the messages, the Committee believe they are to be attributed to the mistaken policy on the part of the authorities who, for economical reasons, have thought proper to employ at low salaries, as signallers and copyists, persons chiefly natives and Eurasians, whose want of education and proper training renders them unfit for the appointments which they hold. The Committee are also informed that the inspectors employed are not sufficiently numerous to keep up an efficient supervision of the several lines in work.

It is generally believed by men practically acquainted with the working of the European system, an opinion in which the Committee fully concur, that telegraphic communication in India would be worked more satisfactorily and profitably to the Government and the public if it was entrusted to private enterprise, for which capital could readily be found in England.

EXTRACTS from the Opinions of the several leading Merchants of Calcutta.

In reply to your letter of the 18th instant, we beg to say that the first thing required, in our opinion, for the improvement of the telegraph department, is that the superintendent should be ordered to be present in some part of the establishment, whence he can superintend its working, and where he will be accessible to the public. Major Douglas at present sits in a room at the top of a three-storied house; the whole working of the telegraph is carried on below on the ground floor. It is manifest, therefore, that he cannot be the least aware of the manner in which the work is done. On your wishing to have access to Major Douglas on business, (*sic*) is compelled to give a card to a peon at the bottom of the stairs, who carries it up to Major Douglas, and in time returns with permission to climb to the top of the house; this time being generally from 10 to 15 minutes, during which the victim has to walk about a dark damp passage without even anything to sit down upon.

It appears to us that the work of a telegraph office is, of all others, one which requires constant superintendence and appropriate accommodation, without which no good system can possibly be carried out. We should, before any other change, recommend that a convenient telegraph office be at once provided by Government without which the work can never be efficiently performed.

In reply to your circular regarding the electric telegraph, we beg to record our opinion that the two leading faults of which the mercantile community have a right to complain, are frequent delays in the transmission of messages, and an extraordinary want of intelligence on the part of those who reduce them to writing.

In a few messages which we lately exchanged with a firm at Madras, we find the following absurd blunders:

Hydrabbay for hydraulic.

Containing for contain.

Publication for application.

Ball for bale.

Celling for calling.

And thirtieth for thirteenth.

These six errors occurred in four messages.

With regard to the efficiency of the telegraph for commercial purposes, we think that, as it is at present managed, a merchant incurs a grave responsibility who acts upon any telegram the purport of which does not tally with his preconceived notions; or, in other words, that if a message reports an unexpected high or low rate of prices, it is probably a blunder of the telegraph, and cannot safely be acted upon.

With reference to your circular, dated 18th June, I beg to say I have no evidence to give of the working of the telegraph department for the time for which Government require it, viz., from a week to a month previous to 12th June; but former experience warrants my joining in what I believe to be the general opinion, that the telegraphic department has been culpable of gross neglect.

That the system of telegraphic communication in India has not improved as regards the correctness of the messages and the time occupied in their delivery during the last five years, is a fact to which I believe the public will generally bear testimony. The merchants and bankers certainly will.

The experience of one month in the year hardly conveys an adequate idea of the almost daily blunders which occur in the transmission of messages on all the lines, especially those received from Bombay and Madras, blunders which are liable to cause losses of great magnitude to the persons sending or receiving the telegrams. The following is an instance of this; but other facts could be adduced in which the errors were more numerous. I can only speak positively to the messages received, but there have been complaints from Bombay in regard to those dispatched:

17th

17th May to 17th June.

Messages to and from Bombay and Galle; 21 received and 17 dispatched.

On the 16th, from Galle, hundreds were quoted instead of thousands of ounces.

On the 29th, from Bombay, unintelligible on 11th June, 6 days *en route*, and quite incorrect.

On 15th June, ditto ditto.

Four out of those received were not only useless, but, in the instance of one message, we had a narrow escape of serious loss, as, though the message received was found, when compared with original received from Bombay incorrect, yet the sentence was so connected as to remove any doubt of its correctness when received; luckily a later message was received the same day, which led me to doubt the accuracy of the first.

We shall be obliged by your submitting, for the information of the Chamber, the following case of imposition, for we consider it nothing less, on the part of the electric telegraph office:

We received this morning a bill for 7-5 rupees, for a message alleged to have been sent to our address from Bombay. The number of the message not appearing on the face of the bill as usual, we returned it with a memorandum requesting the information, and were informed, in reply, that "the message did not reach Calcutta." We then asked why we were called upon to pay for it, and were again informed, in reply, that "the message was duly sent from Bombay, but appears to have been lost on the road!" Our only course was to pay the bill, which we have done, and now enclose it and the memorandum for your inspection.

We make constant use of the wires in directions, and, taking last month as a criterion, receive or send on the average 64 messages monthly, each ranging in length from 16 to 100 words, in many of which errors to a greater or lesser extent occur; but on the whole we are satisfied with their general accuracy.

We therefore confine our complaints to the following, received within the last few days, which we have brought to the notice of the telegraph officials without obtaining a satisfactory explanation of the cause of the blunders made in transmission:

A message by letter from Mauritius, and correctly given for transmission by our agents in Galle, quoted a certain staple export four dollars per bag, but in the telegraph message it is given as five dollars per bag. We are aware that a neighbouring firm received a similar message in which the same error occurred, and we cannot regard this error otherwise than a wilful one on the part of some in the employ of the telegraph.

A message transmitted from London by letter to Bombay gives us a limit of two thousand pounds, which is delivered to us as one thousand, and the only satisfaction we can obtain is the same as given in the former case.

Attention ought to be called to the state of the lines between Calcutta, Akyab, and Rangoon, and to the alleged fact that between this and Jessore the wires are suspended on slim bamboo poles which gave way in every storm. This line has been virtually closed for months past through constant interruption.

Our experience of its operations has led us to the conclusion that, for commercial purposes, it is not of the least use as at present conducted. The two great essentials to render it valuable to commerce being wanting, viz., certainty of transmission within a proper time, and the correct delivery of messages. We have found that messages by telegraph have frequently reached their destination only a few hours before the copy of the same by post, and sometimes not until after the copy by post has been delivered. And frequently messages are so distorted and rendered unintelligible that they are not of the least use when received.

For these reasons we have not of late made use of the telegraph as a means of communication, trusting in preference to the slower but more certain delivery of messages by the post.

We do get a few telegraph communications occasionally; but we have never yet received one that was of any use to us, being either totally unintelligible, or utterly useless from being "too long on the road," generally both together.

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Our messages are very often too late and behind time. We had several messages from Akyab when the cable was in order, which occupied from eight to nine days!

We have continual causes of complaint for mistakes and omissions in telegraphing our steamers, and have recently on more than one occasion brought them officially to the notice of Major Douglas, but without effecting any reform. On a recent occasion also our Madras agents telegraphed to us, prepaying for our reply. Our clerk through inadvertence paid here for our reply, and on pointing out the double payment and demanding a refund, Major Douglas on the 11th June informed us he could make no refund here.

We have a very unsatisfactory account to give of our telegrams. They are often late, sometimes missing, and rarely correct.

We have had frequent cause of complaint.

Our experience leads us to place little or no confidence in the telegraph office as a means of transmitting messages.

The messages we receive are frequently unintelligible, particularly those from Galle. We think that if the hour of dispatch was stated in the messages, it would be an improvement and a wholesome check to irregularities.

We do not think that the Electric Telegraph Department can be considered as "efficient for commercial purposes" as it ought to be, and as it might be made, and there is still a sufficient amount of uncertainty about the receipt and transmission of messages as to prevent its being used as much as it otherwise could be, and to constitute a great drawback on its usefulness. It is not nearly so well conducted as in England or America, where mistakes and delays are rare indeed, and though in India it probably never will attain to the same degree of efficiency as in those countries, we think it is much more behind hand than it ought be.

At the same time we are far from thinking it as inefficient, as many may probably suppose it to be from the way in which it is abused in the newspapers, and from the cases there given (no doubt correctly) where it has failed; these cases of failure attract attention, but when all goes on well no notice is taken.

We have referred to our accounts, and find that, in 1861, we have sent telegrams to Ceylon 19, Bombay 7, Madras 5, Mirzapore and other places in India 9, Melbourne *via* Galle 6, London 10 = 56 in all. These are telegrams the result of which we know. We may have received about half the above number, and the result is that the telegrams have generally been sent and received pretty fairly in point of time, and that the words have come generally accurate enough to be intelligible, in most cases very nearly correct, and in a good many cases quite correct. Some lines appear to be served, being much better than others; for instance, Calcutta to Colombo; we have sent 19 messages, and received 20 in reply, and they were mostly in good time, and nearly all correct; probably this may be partly owing to the fact that all were to the same house and all the same subject. When delays and mistakes have occurred in this and former years, we have generally found them to be where we have parties telegraphed to for the first time, or upon new subjects. For two years we have been sending messages to a house in London always on same subject, and they always reach regularly and correctly. Lately we sent to Bombay, for London, three telegrams at same time, one to this house, and two to new houses. Anticipating difficulty, we had written in the beginning of the year to superintendents at Bombay and Galle, and sent lists of all houses in England to whom we expected to telegraph, in order that there might be means of correcting mistakes in names. Notwithstanding this, our telegram to the old correspondent arrived correctly, but those to the new ones only reached a fortnight later and were of no value. Recently we had a message six days coming from Bombay, and one was sent from Mirzapore, and has never been received by us at all. With these three exceptions we have no special cases of complaint, but in all three it appears to us that there must have been great carelessness.

Where messages are incorrect, it seems generally to arise from a want of intelligence on the part of some of the employes of the department. We make allowance for mistakes in case of new and difficult matters, but such stupid blunders are sometimes made as would seem to show that the parties making them can hardly understand the English language,

language, such blunders as are never made in England, and which the possession of ordinary intelligence would avoid.

We have referred to our own private experience of the working of the department, but we are all interested in public news, and we think the department is freely entitled to claim credit for the generally accurate dispatch of public news from England, China, &c., and of commercial advices to the Chamber of Commerce from England, Bombay, and China; in the China quotations, however, mistakes are made more frequently than they ought to be.

We do not use the telegraph as much as we would do if it were more accurate, and we believe it might be made much more accurate by the employment of better men, and their better payment necessary to secure a better class. We believe the department pays a profit at present, and, if so, it would be only just to improve it: we believe it would pay well also to do it, as many more messages would be sent. In cases of proved neglect, what is paid for messages certainly ought to be refunded, and part or the whole of such refund should be deducted from the pay of the person in fault. Good men should be employed, they should have good pay, and be told that they would lose part if they committed serious fault. This is the system in the Bank of England in the cashier's department, or used to be. The clerks were paid "risk money"; if they over-paid a cheque or lost money in other ways, they were liable to make good the loss; if they made no mistakes, they kept the risk money. We think that if some such plan were tried here it would be well; the good men would like it. At present it takes some time and trouble to write in with particulars of complaint, and all that is ever got is an expression of regret, the announcement that no money can be returned, and an intimation that the culprit has been reprimanded. We have generally sent in complaint ourselves, but we know of others who do not, considering that it is only waste of time as well as of money.

In reply to your favour, calling on us for an expression of our opinion as to the efficiency of the electric telegraph for commercial purposes, we regret to say we have no great faith in the utility of the department while under its present management, as through the frequent disappointments we have met with in consequence of the delay, or unintelligible state of our messages, we have almost ceased to make use of this means of communication, of which we would gladly and frequently avail had we any assurance that we could do so with the certainty that our messages would meet with even ordinary care in transmission. As it is, we are doubtful of the expediency of paying heavily for messages with a great chance of their miscarrying, or which may be delivered at a time, not only to be of no use, but possibly of harm, as the features of the matter of which they treated may have altered. We have suffered considerably ourselves by the length of time our telegraphs to Akyab, Galle, and other places have been in transit, and we have been put to much inconvenience lately by a message from Galle to our address not having reached us until five days after its date, and then in an unintelligible form. It ran thus:—"Muster for Leeds, no shillings for Graham." The superintendent refused to ask for a repetition, though the wording in its present form is meaningless, and has no reference to our business; and when we inquired if we must pay for this worthless affair, the reply was, that "If you do not pay, you will never receive another bearing message." In answer to our complaints to the superintendent here, we have generally been sent printed circulars, giving us no satisfaction or explanation whatever.

Not only in the working of the telegraph itself, but in the commonest details of the office, the greatest carelessness seems to exist; for so late as yesterday we received a letter addressed to us, enclosing a returned telegram intended for Messrs. Mackinnon, Mackenzie and Company, while that firm were sent a message intended for us.

In answer to your circular letter of date 25th instant, wishing our opinion with regard to the efficiency of the electric telegraph for commercial purposes, we have to state that our own experience of the irregularity and incorrectness with which very many of our messages have been forwarded, has caused us to conclude that this department of Government has been inefficiently wrought. Not a few of our intended telegrams never reached their destination; and the same applies to messages intended for us from other stations. Many were incorrectly forwarded, leaving the receivers only to guess at the meaning, and some were quite unintelligible.

Regarding the punctuality and correctness in the transmission of messages by the electric telegraph, we have to bring to the notice of the Chamber that a message from London, dispatched from Bombay on the 9th instant, reached us only yesterday evening, taking nine days for transmission, while the copy of the above message came to hand yesterday morning by the usual Bombay mail.

On several occasions we had to complain of the general management of the telegraph office for irregularities; we have always been told by the officials that we have to make our complaint either to Galle or Bombay, as the fault was never with them, threatening

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to stop all our messages if we did not pay for those that either we were overcharged for, or they came in an unintelligible language.

Dispatched from Calcutta.	For Steamer.	Leaving Galle.	Reached Galle.	Number of Days' Transmission.	REMARKS.
25th May 1861 - - - -	About 1st June.	- -	3rd June	4	Too late.
10th June „ - - - -	About 12th June, Bombay.	- -	- -	- -	Refused, because the line was interrupted.

Received in Calcutta.	Dispatched from Bombay.	Transmission.	REMARKS.
1st June 1861 - - - -	30th May - -	2 days - -	We have seldom received an English mail message in less time.
18th „ „ - - - -	8th June - -	10 „ - -	This message took the same time as the express letter which it was intended to anticipate.

We have not tried the electric telegraph much of late, because of the unsatisfactoriness of the working of it. Above is a note of our latest messages, and their result.

We have had frequent cause of complaint regarding our messages from Saugor and Galle, those from the latter station being frequently 24 hours and more behind the last of the public news. We have also had to complain that the rule which provides for private messages being sent off in the order in which they are tendered is apparently little regarded in the Galle office, and our experience of correspondence with the department for redress of grievances (even when made in the most specific form) is most unsatisfactory. The compulsory insertion in a telegram of the date and hour at which it was dispatched would, we think, be a practical benefit, and be generally acceptable even if adding slightly to the cost of the same.

We receive messages from Bombay on arrival of every mail, which occupy three or four days in reaching us, besides receiving and sending messages from and to Bombay and other places very often. With one or two exceptions they never have reached their destination at the time they should have done so, and sometimes messages that have been sent have never reached at all. We complained at first, but never got any satisfaction, and of late have kept no record.

Home Department.—Electric Telegraph.—(No. 1800.)

From *W. Grey*, Esq., Secretary to the Government of India, to Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India; dated Fort William, 28 September 1861.

I AM directed to forward for your consideration the accompanying copies of communications from the Chambers of Commerce at Calcutta, Madras, and Bombay, in reply to a reference made to them on the working of the telegraph department, and to request that you will favour the Governor General in Council with the expression of your opinion on the propositions contained in them for the general improvement of the department.

2. With reference to the opinion given by the Calcutta Chamber of Commerce, that the work would be better done by entrusting the management of electric communication to private enterprise, I am directed to inquire whether there is any line which, in your opinion, could, as an experimental measure, be conveniently entrusted to a private company.

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

From *W. R. Arbuthnot*, Esq., Chairman, Chamber of Commerce, to *W. Grey*, Esq., Secretary to the Government of India; dated Madras, 7 October 1861.

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WITH reference to my letter of the 7th August, I have now the honour to annex a return of telegraphic messages received and dispatched during the month of August, as furnished to me by three establishments, two of them houses of business, the third a joint-stock bank.

RETURN of Telegraphic Messages.

Messages received in August - - - - - 133

Of that number one message from Akyab came to hand in an unintelligible shape, and with figures altered and mutilated. Another from Rangoon was also scarcely intelligible, and two more contained trifling errors.

Messages dispatched - - - - - 139

The fate of these messages is thus reported:—

Never delivered - - - - - 2

Of which one was addressed to Kamptee and another to Tuticorin.

Serious and unexplained delay - - - - - 1

The above was a message dispatched 30th August to Kamptee, but not delivered till 6th September.

Unremarked upon, and therefore presumed to have been duly delivered - - 136

(No. 3285.)

Copy forwarded for information to the Officiating Director General of Telegraphs in India, in continuation of Letter No. 1800, dated the 28th September.

Home Department,
22 October 1861.

By order, &c.
(signed) *J. H. Rivett Carnac*,
Officiating Under Secretary to the Government of India.

From Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India, to *W. Grey*, Esq., Secretary to the Government of India (No. 2044); dated 9 November 1861.

REPLYING to your No. 1800 of the 28th September last, forwarding copies of communications from the Chambers of Commerce at Calcutta, Madras, and Bombay, and requesting my opinion on the propositions contained in them for the general improvement of the department, and whether I consider there is any line which could, as an experimental measure, be conveniently entrusted to a private company.

2. In the letter from the Calcutta Chamber there is no definite proposition made. The allusion to the indifferent working, which the Chamber anticipate will continue so long as a single wire is the only means of communication, points to the desirability of employing a greater number. I have already alluded to the advantages to be derived from a second line to Bombay in my No. 1526, of 12th September 1861, and the earliest opportunity will be taken, on the arrival of the new insulators, which it is understood are on their way, from England to report upon their efficiency or otherwise for insulating a double set of wires in the same supports in view to the sanction of Government being obtained to the employment of an additional wire on the Bombay line.

3. The Calcutta Chamber attribute the "gross errors which so frequently occur in the messages" to the employment of natives and Eurasians. From the evidence of the Complaint Office I do not consider that gross errors are frequent when compared with the number of messages transmitted, which, during the past official year, were 240,451, exclusive of those on departmental service. The complaints regarding errors only, during the same period, were 139, and this, although any obstacles that may have been supposed by the public to exist to redress in such matters, may fairly be considered to have been removed since the establishment of the General Complaint Office in 1860, and which was in efficient operation during the entire period alluded to by the Chamber. In justice to the signallers I must remark that, in consequence of the absence of insulation, and the difficulties resulting from the great distances between contiguous offices, communication is sometimes only possible with signallers skilled to recognise a word from two or three of its letters, and in this way correspondence has frequently to be carried on during the rains. Of course this is only possible with the best signallers.

4. Among the complaints in the extract from the opinions of the leading merchants of
0.43. 3 K 4 Calcutta,

App. No. 2. Calcutta, brought prominently forward as examples, I notice that four refer to the changing of figures, and are as follows :—

Thirtieth - for Thirteenth.
 Hundreds - for Thousands.
 Five - - for Four.
 One thousand for Two thousand.

The liability of the telegraph to mistakes of this nature is pointed out in Clause XVI. of the Rules of the Department, and the means suggested to lessen the risk of errors in this particular are laid down for the guidance of senders of messages, and where the recommendations there given have been acted upon, I have never known a single instance of error. The European public, although well aware that repetition is desirable for the correct transmission of numbers, persistently neglect the inexpensive insurance obtained by this method, or by giving the doubles or the halves, and I can only ascribe this to some such reason as that lately given to me by the manager of a local bank in conversation with reference to an error in numbers which had caused loss and inconvenience. It was to this effect: that so few errors occurred in their unrepeatable messages that they did not think it worth their while to pay for repetition. The only remedy for this state of things is for the department, in justice to itself, to do what its customers decline doing, and to make it a rule that in all cases of proper names, numbers, or words used in the abstract and without connection, and where no aid is consequently afforded by the context to the detection of error, that repetition of such words be given by the department without charge. Some such rule is indispensable if the department is to be held responsible for the refund of all messages in which errors are made. The Chamber allude with reference to errors to the "mistaken policy" of employing natives and Eurasians. Without importing lads from England, natives and Eurasians must be employed. The mass of our signallers are Eurasians, the sons of persons in humble circumstances, and doubtless many errors may be attributed to the limited education of these classes. from which alone, as a rule, the signalling branch of the department has hitherto been recruited. Assuming that there is no intention of importing lads from England, I believe that a larger introduction of native signallers would be an advantage. The recent experience of the Barrackpore Training School has shown that the natives, who have presented themselves for admittance into the department, possess, as a rule, a better knowledge of English than the class of Eurasians who usually seek employment in the telegraph, although the pay of the former on the scale lately introduced is only half that of the latter class, it has been found sufficient to obtain for the Barrackpore School all the native probationers that were required.

4. I consider the chief cause of error to be the youth of the mass of the signalling portion of the department, a consequence of the rapid extension of the lines, and perhaps to carelessness resulting from dissatisfaction on the part of those employed, and consequent frequent resignations. I attribute this feeling to the late short-handed condition of the department, which led to excessive work, and also to the knowledge of the signallers that, under such circumstances, their services could not be dispensed with. This knowledge led to insubordination, and its natural result, dismissal. Another cause of error is doubtless that to which I have before alluded, viz., the defective education of the classes from which the signalling ranks are filled.

5. The number of lads that have been trained during the past season, by increasing the strength of the offices, has rendered it possible to dismiss insubordinate signallers, and as every signaller now dismissed is debarred by departmental orders from re-entering the department, there is now more hesitation in leaving than was formerly the case.

6. Something may, however, be attributed to the method of receiving messages by sound. Under circumstances otherwise similar, I am inclined to the opinion that receiving by sound admits of at least equal accuracy to that of receiving by sight, but in the former, if a signaller mistakes a word or hesitates as to its meaning while thinking what word should be put down, several others immediately following, as well as the word on which the doubt arose, will escape his attention, and will be put down inaccurately rather than let the course of the message be interrupted, and this is especially the case when a junior and comparatively unskilled signaller is receiving from an impatient and smart senior. In receiving by sound it also frequently happens that the signaller, after receiving the first three or four letters, assumes the idea present in his mind as to what the word will be as correct, and neglects to notice any change in its termination. This is particularly the case with words ending in the plural number, and with such words as "battery," "repeated," "currency," which are liable to be changed into "battalion," "repealed," and "currently," and to any others with similar terminations. There was this great disadvantage in receiving by sight from the original Morse instrument, viz., that the signs were not coloured as in ordinary writing, but were merely embossed impressions on plain white paper which were at no time very legible, and were frequently almost illegible either from the light being bad, or from its not falling in the required direction, or from the difficulties which the adjustment of the apparatus necessary for the production of clear indentations offered to signallers; nevertheless, even under these disadvantages, the system of reading from the embossed tape does appear to have secured greater accuracy than receiving by ear, a result ascribable to the circumstance that under the former plan the receiver need not have the capacity of receiving as smartly as the transmitter that of sending, as the message, on being written down, could be read

at

at leisure. The re-introduction of the system of reading by eye would, I consider, with the present instruments, be impracticable, as I feel convinced that the loud click of the apparatus would have the same effect on the signaller accustomed to receive by ear who attempted to copy from the tape, as that of a person speaking in the hearing of another writing. The introduction, however, of the new French instruments, the click of the armature of which is nearly inaudible, and by which the message is written down on paper in a black pigment, will, I have reason to hope, lead to greater accuracy than hitherto, and this the more so as our establishment is so very largely composed of recently admitted and half-trained lads with whom correct receiving by ear is still a matter of difficulty. It must not, however, be supposed that by any system not purely and entirely mechanical error can be entirely avoided. At each station at which the message has of necessity to be repeated, whether it be received by eye or ear, it must be written down in ordinary characters on paper, and errors arise both in this writing down and in the reading of what is written by the signaller who has the duty of sending it on. A double line would materially contribute to reduce this class of error by permitting the exclusive use of one line for through messages only, thereby diminishing the number of repeating stations, and reducing the proportion of error from the causes just referred to.

7. The Madras Chamber make two propositions:—

1st. "That the date and hour of dispatch of a telegraphic message be included, if required, free of expense to the sender."

2nd. "That in the case of messages delivered in an unintelligible shape, a refund be allowed even though the repeating charge may not have been paid."

8. The first proposition is already in force with regard to service messages, and I have for some time had a proposal in view to extend the arrangement to private messages by charging for every word in the address instead of only for certain words as at present, and giving the date free in every instance.

9. Regarding the 2nd proposal, I consider that the present repetition charge is heavy, and that both it and the night charge might be reduced, the former to 50 per cent. and the latter to 25 per cent. upon the ordinary message instead of 100 per cent. as they both are at present. If the Government desire, I will offer no objection to the proposal to give refunds for errors on unrepeatd messages being experimentally introduced, limiting the refund to that portion of the message rendered unintelligible, and to cases in which it is clear that the portion has been rendered worthless by the error. This principle of partial refund on repetition messages has lately been introduced in consequence of its having been found that persons have not scrupled to claim refund for the whole value of a message in which a single word only had been erroneously transmitted. If the concession in the charge for repetition and night charge above suggested be approved, I think that the proposal to give refunds on other than repeated messages might, for the present, be held in abeyance.

10. The proposal of the Bombay Chamber has reference to the late frauds in that Presidency. As the recent cases are the first which are known to have occurred since the establishment of the telegraph in 1855, it does not appear to me desirable to appoint "a secret committee, under the guidance of an experienced officer trained in England," in view to bringing the real authors of these frauds to justice, more especially as they appear to be well known, and a want of evidence alone prevented their being brought to trial at the time of Pictall and Allen's conviction.

11. With reference to the concluding paragraph of your letter, the Bengal Chamber are of opinion that "telegraphic communication in India would be worked more satisfactorily and profitably to the Government and the public if it was entrusted to private enterprise." In no part of the world, with the exception of England and America, are the lines of telegraph in private hands; and I do consider that a mixed ownership of the system of lines on the continent of India would be at all satisfactory either to the proprietors or the public. There are already several lines of telegraph in private hands, I allude to those of the several Railway Companies which have power to transmit private messages in all cases where the Government have no co-ordinate lines. Should, however, other private companies desire to undertake telegraph management, there is no line which could be so conveniently made over to them as that connecting Calcutta with Rangoon and the local lines in that province. These lines connecting three very important places of commerce, Calcutta, Akyab, and Rangoon, with the advantages of possible extension to the port of Moulmein appear to hold out every prospect of being remunerative, and the fact of the telegraph lines in Pegu being very largely used in official correspondence, owing to the tardiness of postal communication, offers additional prospect of profit. Should the Government decide on such a transfer, I think it as well to mention that the offices are being weeded of unfit signallers, and provided with the best instruments, and I have little doubt but that by the end of the year both establishments, instruments, and lines will be in good order, and the business of the lines ready for immediate transfer to a private company. I may add that a line on which I have been requested by the Bengal Government to report, viz., an extension of the Calcutta and South Eastern Railway

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Telegraph, from the port of the Mutlah to the mouth of that river, might also, if decided on, be advantageously transferred to a private company.

Of the lines and offices in India generally, some (I may instance those hence to Bombay) are much more than self-supporting. There are others, however, which can expect no business except that derived from the Government. These are lines established for political objects only, such as that from Lahore to Peshawar. The value of the political services rendered by these lines may be considered by the Government as an equivalent for their cost, but no returns they are likely to yield at any early date would offer any encouragement to a private company to be connected with them.

I assume that the reasons which might incline the Government to make over a portion of the lines to a private company are, that such an arrangement would secure a more honest and economical administration than it is in the power of the Government to command. I do not believe there are any grounds for expecting either result. The English telegraphs are not free from the imputation of dishonest trafficking with the news committed to them for transmission, and the history of English Railways and other Joint Stock Associations, both in England and other countries, I think, proves that while business, if within the compass of a single individual, is as a rule much more economically conducted than it ever could be by Government, there is no reason for believing that where the extent of the business requires the resources of a company for its management, its administration would, in any respect, be more efficient or more economical than if under the management of the Government.

(Home Department.—Electric Telegraph.—No. 360.)

From *W. Grey, Esq.*, Secretary to the Government of India, to *H. W. J. Wood, Esq.*, Secretary to Bengal Chamber of Commerce; dated Fort William, 15 January 1862.

Sir,

I AM directed to acknowledge the receipt of your letter, dated the 14th of August last, replying to my communication No. 1868, dated the 12th of June.

2. The Chamber was requested in my letter of June to favour the Government with their general opinion as to the efficiency of the electric telegraph for commercial purposes, and to furnish a statement of the total number of messages sent or received during a given period by any firm or establishment connected with the Chamber, showing what proportion of them were delivered with reasonable punctuality and correctness, and in what proportion any delay or error occurred so material as to detract from the commercial value of this means of communication. It was intimated also that the Government would be glad to receive any suggestions the Chamber might have to offer for the improvement of the telegraph.

3. The Chamber, it is presumed, has been unable to furnish the statement of messages which the Government asked for, as no such statement accompanied your letter, or has been received since.

4. The Committee of the Chamber, in reply to the request for their general opinion as to the efficiency of the Telegraph Department, state that they consider the department deficient in dispatch and accuracy, though, they add, they can only speak practically as regards the latter. In support of their view on that point, extracts from the opinions of several leading merchants of Calcutta are submitted with your letter.

5. The committee observe that they believe the unsatisfactory working of the department to be owing to "defective construction and bad organisation," and they express an opinion that if the construction had been entrusted to persons conversant with the European system, and not to mere theorists, "the chief defects now evident would have been avoided." The defects of construction here alluded to are not specified in your letter. It is urged, however, and perhaps this is meant as an instance of defective construction, that neither correctness nor dispatch can be expected when the means of transmission are limited to a single wire.

6. With regard to the organisation of the department, the committee comment on "the mistaken policy on the part of the authorities who, for economical reasons, have thought proper to employ on low salaries as signallers and copyists persons chiefly natives and Eurasians, whose want of education and proper training renders them unfit for the appointments which they hold." The committee add that they have also been informed that the inspectors are not sufficiently numerous to keep up an efficient supervision of the lines.

7. Lastly, the committee state their opinion that "telegraphic communication in India would be worked more satisfactorily and profitably to the Government and the public, if

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if it were entrusted to private enterprise, for which capital could readily be found in England."

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8. Your letter and its enclosure, as well as the replies received from the Madras and Bombay Chambers of Commerce to a similar communication addressed to them by Government on the same date as that above mentioned to the Bengal Chamber of Commerce, have been communicated to the Director General of Telegraphs, and that officer has furnished a report on the subject, a copy of which and of the replies received from the Chambers of Commerce at Madras and Bombay I am directed to transmit for the information of the Chamber, and at the same time to communicate the conclusions of the Governor General in Council on the several points discussed in the correspondence.

9. It has for some time been in contemplation to put up a second wire on the line between Calcutta and Bombay, but the Governor General in Council is quite prepared to sanction the construction of an independent telegraph on that line (which of all others presents the most likely prospect of a remunerative business) by a private company if any persons are willing to undertake it. Six months, it is presumed, is sufficient time to allow for the formation of such a company, and if within that time measures are seriously taken for effecting the object in view by private enterprise, the Government will abstain from putting up a second wire, and will promise not to compete with any private line in that direction by reducing below the present rates, or below the rates adopted by the company if they should be lower than the present rates, the charge made on messages between Calcutta and Bombay, or between any two places at which offices connected with the private line may be established.

10. It must be understood, however, that the license to be granted for the erection of a private line of telegraph between Calcutta and Bombay would include a condition enabling the Government, whenever necessary, to claim priority of transmission for all public messages at the same rate of payment as that charged to the public generally. Subject to this condition, there would be no objection made by the Government to the construction of private lines of telegraph in any direction from one part of India to another.

11. The Governor General in Council is not prepared to make over to any private company or individual any Government line of telegraph already existing or projected, because he thinks it of the greatest importance that at least one medium of telegraphic communication between all the most important places in India should be in the hands of the Government, and entirely under the control of its own officers. His Excellency in Council thinks too, advertent to the suggestion made by Colonel Douglas in the 11th paragraph of his letter, that it would be inconvenient to make over either the Hooghly or the Mutlah River lines to a private company, as these lines are chiefly occupied with messages relating to the business of the port. Should it be thought, however, that, exclusive of this business, there is sufficient correspondence to occupy a second line, there will of course be no objection to the construction of such a line by a private company.

12. With regard to the employment of a different class of signallers on the Government lines, and especially with regard to the substitution of European for Eurasian and native agency, I am directed to call the attention of the Chamber to the remarks made by the Director General in paragraphs 3 to 6 of his letter, and to observe that, while it is impossible, without reckless extravagance and an entire disregard for the fair claims of all classes to public employment for which they are qualified, to substitute Europeans for Eurasians and natives as signallers in all parts of the country, it is also certain that, for the mere business of signalling, natives of India are as apt as any other class, and that under proper supervision they perform the duty as well as Europeans. For the higher situations in the department, it has been and will continue to be the object of the Government to avail itself of European agency as far as possible, and the Director General will be authorised to employ trained European signallers in the principal offices, where the extent and nature of the business require the presence of men of higher education, and possessing other qualities in which, generally speaking, the natives of India are found to be deficient. Natives are largely employed as signallers on the railway telegraphs, and it is certain that no private company could hope to make a line of electric telegraph in India profitable as a commercial enterprise if it were to employ European signallers exclusively, or even to any great extent.

13. The training of signallers in India, so as to secure a constant supply of qualified persons, is an object which has engaged the careful attention both of Colonel Douglas and his predecessor, and it is one of which the importance, I am instructed to state, will not at any time be lost sight of. It may be confidently expected that as the supply of qualified native probationers becomes fully equal to the great and increasing demand for their services, a result which the present rates of pay and prospects of promotion seem likely soon to accomplish, instances of inaccuracy and want of dispatch, so far as they are attributable to defective agency, though impossible under any circumstances entirely to prevent, will be reduced to a minimum.

App. No. 2.

14. The Chamber will observe from the third paragraph of Colonel Douglas's report that the absence of insulation of the wires is referred to as one of the difficulties to be contended with in India in the correct transmission of messages. The question of insulation, I am directed to state, will be brought to a practical test, as soon as the new insulators, now expected from England, arrive.

15. The Governor General in Council is desirous that it should be brought prominently to the notice of the Chamber that it is almost exclusively in the case of unrepeatd messages that any cause of complaint arises, and that where repetition is resorted to mistakes do not occur. His Excellency in Council has now resolved, in accordance with the suggestion made by the Madras Chamber of Commerce, to allow refunds on unrepeatd messages on the same conditions as those on which refunds are given in the case of repeated messages, with the further proviso that no refund will be given for any error in an unrepeatd message arising from wrong figures being given, unless the precaution advised in the 16th number* of the telegraph rules shall have been adopted.

16. With reference to the suggestion contained in the 9th paragraph of the Director General's letter, that the repetition charge should be reduced from 100 per cent. to 50 per cent. extra, I am to observe that this reduction has been already carried out, repetition being now charged for at half price only, or 50 per cent. extra. The Governor General in Council sees no sufficient reason for reducing the night charge, which is also suggested by Colonel Douglas in paragraph 9 of his report, this charge being made on a wholly different principle from that on which the repetition charge rests.

17. In modification of the proposal made by the Madras Chamber of Commerce, the date and hour of dispatch from the Telegraph Office will in future be inserted on every message, free of expense to the sender, without any alteration in the present mode of charging for the address. The senders may still continue to date their messages if they please, but the sender's date, if inserted, will be charged for as at present.

18. On the whole, the Governor General in Council thinks it must be admitted by the Chamber that, considering the disadvantages under which the Indian Telegraph labours, especially the difficulty of obtaining a sufficient and constant supply of properly trained and qualified signallers, and the system of non-insulation which has been bequeathed to it under a belief that insulation in India was practically unattainable, its general efficiency, as the Madras Chamber of Commerce observes, is favourable. Out of 240,451 messages conveyed in 1860-61, only one hundred and thirty-nine (139) were complained of as erroneous, a proportion which is .0575 per cent., or little more than one-half per 1,000; while of the commercial messages delivered in Bombay during April and May last, 92 per cent. were received with reasonable punctuality and correctness, 5½ per cent. with important errors or delays, and only 2½ per cent. so delayed or mutilated as to be useless. And the statement furnished from Madras of commercial messages received at and dispatched from that place during August last is, it will be seen, even more favourable. The Governor General in Council by no means concludes that 139 represents the real number of messages in which mistakes occurred in 1860-61; but seeing that the rules of the department allow of refunds for repeated messages delivered in an unintelligible state, and for all messages in case of non-delivery or unjustifiable delay, it can hardly be denied that the proportion of complaints to the number of messages dispatched does afford some criterion of the general efficiency of the department. The statements regarding the commercial messages delivered in Bombay during April and May, and those received at and dispatched from Madras during August, I am to observe, are derived from the returns which the Bombay and Madras Chambers of Commerce have been good enough to furnish in compliance with the request contained in my circular letter of the 12th of June last, and the testimony which they afford therefore to the fair efficiency of the department cannot be doubted.

19. It is, however, freely and fully admitted by his Excellency in Council that there is great room for improvement, and that instances of messages delayed, mis-delivered, and inaccurately or unintelligibly rendered, are of much more frequent occurrence than they ought to be. The establishment has been recently re-organised and placed on a better footing as regards pay and promotion,† and the Government relies upon Colonel Douglas and the higher officers of the department to use the utmost care and vigilance in preventing mistakes, to investigate thoroughly every complaint, to visit every instance of proved neglect with suitable punishment, and to endeavour unremittingly to make the telegraph thoroughly efficient by promptly remedying such defects as can be corrected with the means at their disposal, and by suggesting to Government all other practicable measures required for the purpose.

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

† Financial resolution, dated 10th December 1861.

* The errors which chiefly occur are in the numerals, such as sixteen sixty, thirteen thirty, owing to the sound and first three or four letters being similar. To obviate this, it is recommended that in all financial or money messages the sum be given in two forms, halving or doubling the amount, thus: "Pay to my order 500 rupees or half 1,000." When this is done, an error is of very rare occurrence.

(No. 22 of 1865.)

App. No. 2. /

Indo-European Telegraph Department.

To Her Majesty's Principal Secretary of State for India, India Office, London.

Right Honourable Sir,

Bombay Castle, 20 June 1865.

WE have the honour to submit, for the information of Her Majesty's Government, the accompanying copy of a letter, No. 186, dated 14th instant, addressed under our orders to the Government of India, communicating copy of a report by Mr. Walton, Director of the Mekran Coast and Submarine Telegraph, on the defective state of the telegraphic communication between Kurrachee and Bombay.

We have, &c.

(signed) *H. B. E. Frere.**B. H. Ellis.*

(No. 186 of 1865.)

Indo-European Telegraph Department.

From Secretary Lieutenant Colonel *W. F. Marriott*, to the Secretary to the Government of India, Home Department, Simla.

Sir,

Bombay Castle, 14 June 1865.

ADVERTING to my letter, No. 124, dated 18th April last, submitting the recommendation of this Government for a double line of telegraph between Bombay and Kurrachee, I am directed to transmit, for the information of the Government of India, the accompanying copy of a further report by Mr. Walton, No 325, dated 25th May last, and its accompaniments, on the state of the telegraphic communication between Kurrachee and Bombay. His Excellency in Council trusts that the very important statements and suggestions of Mr. Walton will lead to effective measures being taken for improving the line between Kurrachee and Bombay.

Mr. Walton has been requested, so long as there is any chance of delay on the Indian line, to send by post, at the cost of the department, a duplicate of every message made over to the Indian Telegraph Office for despatch to any place in India, noting on such duplicate, the hour of transfer to the Indian Telegraph Office.

I have, &c.

(signed) *W. F. Marriott*,
Lieutenant Colonel, Secretary to
Government.

(No 325 of 1865.)

Indo-European Telegraph Department.

From the Director, Mekran Coast and Submarine Telegraph, to the Secretary to Government, Bombay.

Sir,

Kurrachee, 25 May 1865.

REFERRING to your letter, No. 84, dated 16th March, I regret that it is not in my power to comply with your request, as I have no means of ascertaining either the occurrence or duration of the interruptions to telegraphic communication between Kurrachee and Bombay, such reports being only sent to Calcutta to the Director General of telegraphs in India.

2. I deem it however my duty to bring to the notice of Government the serious delays that occur in forwarding European messages from Kurrachee to Bombay.

3. On several occasions during last month messages were detained from 30 to 60 hours in the Indian Telegraph Office here before they were even signalled to the first repeating station on the Bombay line. On personally calling at the Indian Telegraph Office on Monday last, I ascertained that at the Kurrachee and Hyderabad stations only, there were nearly 200 European messages awaiting onward transmission, and it appeared to be perfectly uncertain when these heavy arrears could be cleared off.

4. As the Chamber of Commerce at Bombay have addressed me on these frequent delays* it is apparent that much uncertainty exists as to whether this department or the Indian Telegraph is responsible, and for this reason I beg to lay before Government such facts as have come within my own knowledge and will enable his Excellency in Council the better to arrive at a correct conclusion on this subject.

* *Vide Appendix*
for a copy of their
letter and my reply.

5. Not only (as Government are doubtless aware) has no additional means been adopted to meet the constantly increasing influx of messages from Europe (there being merely a single wire from Kurrachee to Bombay precisely as when the telegraph was first constructed six or seven years ago) but the number of signallers now on the main line in the Sind Circle is actually less than it was before the Indo-European line was opened. In

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fact,

App. No. 2.

fact, at some stations the establishment is so inefficient that one signaller has to attend to two or three instruments for eight or 12 hours at a time. As a matter of course, therefore, European messages are delayed for hours and even days, and all local traffic is entirely suspended. To such a state are the intermediate stations between Kurrachee and Bombay now reduced that, unless immediate steps are taken to prevent a total collapse, it will be necessary to warn all the telegraph stations in England and Europe generally that messages can only be forwarded hence to Bombay through the post office. Even as it is messages would be conveyed more quickly by the mail steamers than by the telegraph.

6. I have this afternoon (four p.m. of the 25th May) again made inquiries regarding the onward dispatch of European messages, and I find that English messages which passed through our office here on the morning of the 22nd instant have not yet reached further than Hyderabad—a distance of 110 miles—although the whole of the line to Bombay is in good working order.

7. The Sind railway authorities agreed for a trifling consideration to rent to the Indian Telegraph Department one of their lines to Hyderabad, and thus local traffic and messages for the Punjab and Bengal would have been sent by the alternative line, and so relieve the main line of all but Indo-European messages. This proposal was telegraphed to the Director General of telegraphs in India on the 25th ultimo, but to this day no reply has been received.

8. I have above slightly sketched the state of telegraph communication between Kurrachee and Bombay during the fair season when the line is daily reported as being “in perfect working order,” but there is great reason to apprehend the usual total failure of the telegraph during the approaching monsoon, as I am credibly informed that no effective measures have been taken to prevent it.

9. I am the more anxious that Government should be accurately informed as to the real state of things in this respect, as the accumulation at Kurrachee for days of messages that have only occupied from 40 to 50 hours between London and this place must cause intense dissatisfaction both in India and England. Many of the telegrams now lying at Kurrachee arrived here and should have been delivered in Bombay in ample time to be replied to by the mail steamer to Suez of the 24th instant, and as the credit of this department may possibly be impugned, I would very respectfully suggest that the appointment of a commission to investigate generally the subject of telegraphic communication would throw much additional light on the subject and facilitate the introduction of many important reforms, more especially as the suggestion made by me in several previous letters that an officer should be appointed to make detailed arrangements for the interchange of telegraphic communication between the Indian and Indo-European Telegraph Departments has not yet received the approval of Government.

10. In concluding this letter, I beg leave to state that the present superintendent of the Sind Circle of telegraphs has done his utmost to facilitate the prompt receipt and dispatch of messages, and but for his efforts, the delays would be much greater than I have shown.

I have, &c.
(signed) *H. I. Walton*,
Director, Mekran Coast and Submarine Telegraph.

To *H. I. Walton*, Esq., Director, Mekran Coast and Submarine Telegraph.

Sir,

Bombay Chamber of Commerce,
Bombay, 29 April 1865.

I AM directed by the Committee of the Chamber of Commerce to request the favour of your supplying them with any particulars that may be in your power to furnish in respect to the receipt of telegrams by the Indo-European telegraph from London to Kurrachee; and again in regard to their further transmission from Kurrachee to Bombay.

A Committee appointed by the members of the Chamber to investigate certain facts connected with the working of the telegraph can find no data for ascertaining the time taken in transmitting a telegram between London and Kurrachee, in the first instance, and then again the time taken in the farther transmission of the same telegram from Kurrachee to Bombay. We find that telegrams from London to Bombay take on an average six days in transmission, very often eight days, but how much of this time is absorbed between Kurrachee and Bombay merchants have no means of knowing, as the telegrams received bear only the London date of dispatch, and the Bombay date of receipt. There is a very general impression that the delay complained of generally takes place on the line between Kurrachee and Bombay.

Any information you can supply in explanation of the points above mentioned will be thankfully received by the Committee.

I have, &c.
(signed) *James Taylor*, Secretary.

(No. 322 of 1865.)

Indo-European Telegraph Department.

From the Director, Mekran Coast and Submarine Telegraph, to *James Taylor, Esq.*,
Secretary to the Chamber of Commerce, Bombay.

Sir,

Kurrachee, 23 May 1865.

REFERRING to my letter, No. 283, dated 15th instant, and in reply to yours of the 29th ultimo, I have the honour to inform you that the average length of time occupied in the transmission of messages from England to Kurrachee, during the months of March and April last, was 122 hours, 26 minutes, and 144 hours respectively. This very high average is owing to the interruptions in Roumelia, at the end of March and beginning of April, caused by the floods in that country, as reported by me to Government and already published by them.

2. The number of messages transmitted by the Indo-European telegraph in March was 1,480, of which 1,443 were paid messages of a commercial and private nature, and 37 were Government despatches.

3. In April, the number of messages transmitted was 2,268, of which 2,255 were of a commercial and private nature, and 13 were Government despatches.

4. During the current month the average length of time occupied in the transmission of messages between England and Kurrachee will be considerably less than during the two previous months.

5. Regarding your inquiries as to the period occupied in forwarding messages hence to Bombay I am not in a position to give details; I have, however, strongly recommended Government to establish a Message Examiner's Office at Kurrachee for messages received from or for the Indo-European system of telegraphs, in order to afford a ready facility to the public for the investigation of complaints, and to avoid the present tedious and unsatisfactory system of reference to Calcutta. Should Government be pleased to sanction this arrangement, I shall be enabled in future to give the details for which you now ask. At present I can only say that messages after being handed over by this department to the Indian telegraph office here were detained in Kurrachee on some occasions during last month from 30 to 60 hours before they could be forwarded.

6. On inquiry to-day, I am informed that there are nearly 200 European messages now lying at the Kurrachee and Hyderabad offices alone, awaiting transmission to their destinations in India; and that exclusive of messages still pouring in from Europe it is not probable that those now on hand can be cleared off for two or three days. In the meantime local messages are altogether refused.

7. It is not in my province to enter into any explanation here as to the cause of the present state of telegraphic communication beyond Kurrachee: I have, however, communicated with Government on the subject.

8. I shall at all times be happy to give the Chamber any information as regards telegraphic communication between Kurrachee and Europe that may be consistent with my position as a Government servant. Without at present, however, venturing any opinion regarding communication eastward of Kurrachee, I might mention that the Kurrachee time is appended to all messages on their transfer to the Indian Telegraph Office here, and I would recommend the Chamber to suggest that such date should appear on the copy of the message delivered to the addressee. This course would at once obviate inquiry on the subject.

I have, &c.

(signed) *H. I. Walton,*

Director, Mekran Coast and Submarine Telegraph.

(True copies.)

(signed) *H. I. Walton,*

Director, Mekran Coast and Submarine Telegraph.

App. No. 2.

(No. 48 of 1865.)

Indo-European Telegraph Department.

To Her Majesty's Principal Secretary of State for India, India Office, London.

Right Honourable Sir,

Bombay Castle, 21 November 1865.

WE have the honour to transmit the accompanying copy of a letter from the Director of Mekran Coast and Submarine Telegraph, No. 783, dated 27th October, submitting copy of a correspondence regarding the unsatisfactory manner in which the telegraph service between India and England is being conducted.

We have, &c.
(signed) *H. B. E. Frere.*
B. H. Ellis.
C. F. Erskine.

(No. 783 of 1865.)

Indo-European Telegraph Department.

From the Director, Mekran Coast and Submarine Telegraph, to the Secretary to Government, Bombay.

Sir,

Kurrachee, 27 October 1865.

WITH regard to the very unsatisfactory manner in which the telegraph service between India and England is now being conducted, I have the honour to report that the average time occupied in the transmission of messages between Kurrachee and Fão (or nearly one-third of the whole distance) continues to be under two hours.

* *Vide Appendix I.*

2. As messages are now taking 12 or 13 days in transit,* I addressed the Director General of Ottoman Telegraphs, whose reply is appended.

3. On the 19th instant we received a message from Paris which was dated the 17th, and which must have therefore been transmitted in about 50 hours. We have received others since in from three to five days, and which arrived here very correctly.

† *Vide Appendix II.*

4. As I have received a letter from Major Champain in which he informed me that he was urging the opening of the alternative route, I telegraphed to him on the subject,† but I have not as yet received any reply.

‡ *Vide Appendix III.*

5. I have also corresponded with Colonel Goldsmid regarding the opening to the public of the Russian route, but from his replies, copies of which are attached,‡ I think there must be some difficulty in the way of immediate action in the matter.

6. On reference to my letter No. 563, dated 7th August, it will be observed that I anticipated the present inefficient state of telegraph communication, but as the alterations there referred to were doubtless made for some good reason with which I have not been made acquainted, I am not in a position to go further into the matter. The blame, however, for the present very unsatisfactory working of the line does not entirely lay with the Ottoman Government, but with the system which has lately been adopted with regard to the messages passing through Europe.

7. Should there be no objection, I beg that his Excellency the Governor in Council may be pleased to allow this communication to be placed in the Editor's room, as such a course will render unnecessary the daily complaints addressed to me on the subject of this letter.

I have, &c.
(signed) *H. I. Walton*, Director,
Mekran Coast and Submarine Telegraph.

APPENDIX I.

From Kurrachee, To Constantinople,
From Mr. Walton, To Director General of Ottoman Telegraphs.

Messages from England are now taking 10 or 12 days to reach Fão. Kindly favour me with the reason of so long a detention.

16 October 1865.

From Constantinople, To Kurrachee,
From Directeur Telegraphs Ottoman's, To Directeur Submarine Telegraphs.

Urgent.

Retards transmission Indo-Européenne dues interruptions causées principalement par des cas

cas de malveillance que direction vient de decouvrir, et en partie par la fermeture provisoire de la Station Italienne de Valona, cause maladie employés. Heureusement aujourd'hui toutes les lignes sont en bon état.

App. No 2..

21 Octobre 1865.

(True copies.)

(signed) *H. I. Walton*, Director,
Mekran Coast and Submarine Telegraph.

APPENDIX II.

From Kurrachee,
From Mr. Walton,

To London,
To Major Champain, India Office.

Messages occupying 10 or 12 days in transit through Turkey. Telegraph if Russian line can be used. Public disgusted with the present state of communication.

16 October 1865.

From Kurrachee,
From Mr. Walton,

To London.
To Major Champain, India Office.

Letter received. Messages arriving very correctly in three twice one and half days *viâ* Russia. They occupy 12 twice six days *viâ* Turkey. Telegraph when your views are carried out, as we cannot use Russian line without sanction. Acknowledge receipt of this message.

21 October 1865.

(True copies.)

(signed) *H. I. Walton*, Director,
Mekran Coast and Submarine Telegraph.

APPENDIX III.

From Kurrachee,
From Mr. Walton,

To Teheran.
To Colonel Goldsmid.

Messages arriving very badly. Latest dates 3d. Can we use Russian line yet? Public disgusted with Turkish mismanagement.

15 October 1865.

From Teheran,
From Colonel Goldsmid,

To Kurrachee.
To Mr. Walton.

Am now communicating with Turkish Director General on present bad working. Delay possibly occurs in Europe, for telegram sent to Constantinople on Thursday answered at Teheran Saturday. Average time of 13 Indian messages lately received by Russian line 10 days from Holland to Teheran. One to me from London five days. Will telegraph in answer to question again to-morrow.

16 October 1865.

From Kurrachee,
From Mr. Walton,

To Teheran.
To Colonel Goldsmid.

Latest dates *viâ* Constantinople 7th, and messages coming very irregularly. Latest *viâ* Russia 13th, and very correct.

19 October 1865.

From Kurrachee,
From Mr. Walton,

To Teheran,
To Colonel Goldsmid.

Latest dates *viâ* Turkey 12th, scarcely any messages passing since Sunday.

25 October 1865.

App. No. 2.

From Teheran,
From Colonel Goldsmid,To Kurrachee,
To Mr. Walton.

I will write you on Russian line. Director General Constantinople again promises improved working in few days.
25 October 1865.

(True copies.)

(signed) H. I. Walton, Director,
Mekran Coast and Submarine Telegraph.

(No. 2 of 1866.)

Indo-European Telegraph Department.

To Her Majesty's Principal Secretary of State for India, India Office, London.

Right Honourable Sir,

Bombay Castle, 11 January 1866.

WE have the honour to transmit, for the information of Her Majesty's Government, the accompanying copy of a letter from the Director of Indo-European Telegraph, No. 90, dated 4th November last, reporting on the present condition and prospects of the Telegraph in reference to the complaint by the Press of its unsatisfactory working.

We have, &c.

(No. 90 of 1865.)

From Lieutenant Colonel F. J. Goldsmid, Superintendent Indo-European Telegraph,
to Colonel W. F. Marriott, Secretary to Government, Bombay.

Sir,

Teheran, 4 November 1865.

THE perusal of an article headed 'Indian Telegraph,' copied into the *Bombay Times* of the 25th September last, from the *London Times* of the 26th August, has confirmed the intention which I had before entertained of submitting to Government a statement of the present condition and prospects of the Indo-European Telegraph, the direction of which has been entrusted to my hands. However temporary the nature of the charge as regards myself individually, I feel it incumbent to place on record the causes of shortcomings and failures, so that there should be no future misunderstanding on the subject at a time when successful working shall be the rule and not the exception. The public Press, especially in India, has been commenting freely on these things; and although I am not sensible that any personal allusions have been made to call for individual explanations, it is natural to infer that the Director General, or Superintendent of the Indo-European Telegraph, is the proper person to acquaint with his proceedings that Government to which he is immediately responsible. It will rest with His Excellency the Governor in Council to place such a statement* before the public, or otherwise.

* Or any portion of it.

Two years ago, after failure of the Red Sea cable, a new means of submarine communication from India westward, was found in the Persian Gulf. Under the intelligent superintendence of the late Lieutenant Colonel Patrick Stewart, this cable was laid from Kurrachee to the mouth of the Shatt-ul-Arab; and, at the active instigation of the same talented officer, a Convention was concluded with the Ottoman Government, stipulating for the use of a land line in course of completion through Asiatic Turkey, from Scutari to Fao. Further, and to provide against accident between Bagdad and Bushire, negotiations were opened for an alternative land line through Persia, of which these two stations were the termini.

The cable from Gwadar to Fao was laid in March; and the Turkish Convention signed in September 1864; the Turkish Asiatic land line first took messages from the cable in February 1865; the Persian auxiliary line opened in the following month. Colonel Stewart had died at Constantinople on the 16th January of the latter year, a few days before the first message was conveyed by the Indo-European Telegraph.

I am not aware that this *fait accompli* was received with any surprise. Reports were heard of international exchanges of congratulation; but little more. Being out of the way, at the time, of reading newspapers other than those on the table of Pera Hotel, I may have missed seeing a congratulatory notice that England had, for the first time, been linked to India by an electric wire of nearly 5,000 miles in length. Yet it did not appear unreasonable to suppose that some such article might have been written. And of the distance traversed, at least one-third was through a part of Asia where telegraphs were either comparatively new, or wholly unknown. Assuredly in this achievement, the magnitude of the work has not been exaggerated.

Now let us examine the whole line, and see, piece by piece, how it is composed, and under what control placed. We will next proceed to defects, causes, and means of amelioration, treating the subject generally and without unnecessary technicalities.

A message for despatch to India is given to a Telegraph Company, such as the Electric and International or Submarine. As a general rule Government has no connection with the London Telegraph offices, takes no part in a European Telegraphic Congress, and sends

sends its own ordinary despatches much in the same way as those of a private individual. The Indo-European message does not, therefore, start from the Government hands at all.

In finding its way to India, the telegram may take one of two great alternative lines—the Russian or the Turkish. I will not speak of the former at present, as it has been so little used, and, except for messages originating on the Continent of Europe, it is at present more or less in abeyance. By and bye I will revert to the subject.

To reach Turkey, or rather Constantinople, there are many ways. Perhaps the two principally used are through Vienna or Turin. The former transmits its despatches, to destination, by Servia, Wallachia, or such other route as may seem expedient. The latter, choosing the Italian coast line and cable across the lower Adriatic, seeks the Turkish capital by Salonica and the western shores of Marmora. The telegram may consequently be dealt with, more or less, by French, Belgian, Dutch, Prussian, Austrian, Bavarian, minor German, Italian, Servian, or Wallachian administrations, before coming into the hands of the Turks at all. A common convention, whether it be of Brussels or Paris, binds the above named *inter se*, but England has no part in the matter; and the European feeders of the Indo-European Telegraph, unprotected, to my knowledge, as far as Constantinople by any special rules, are subject to continental usage and practice.

Once arrived at Constantinople, the India-going message comes under the ægis of a convention called the "Indo-Ottoman." This provides it with an exclusive wire through Asia, regulates its tariff, and so forth, up to Fao, where a British staff awaits it for despatch by cable. But from Constantinople to Fao, or about one-third of the whole distance from London to Kurrachee, the administration is Turkish; and a convention in Asiatic Turkey is not like one in the heart of Europe. We may provide for the exclusive use of one out of two wires; the Turks may, in their anxiety to do well, set up a third; in some places a fourth wire; but we cannot provide that the line shall be in working order and the wires free from contact. We may ascertain, by inspection and inquiry, what is requisite, and advise the administration accordingly; but it is out of our power to control the Government of a Foreign Power as if it were our own. The telegram in Asiatic Turkey is, therefore, to a great extent at the mercy of unsystematic and unskilled superintendents and signallers, and a poorly qualified executive, except in the lower grades, where there is activity and intelligence as well as good will.

Sometimes the telegram turns off from Bagdad, and makes its way, by the Turco-Persian frontier at Khanikeen, through Persia to Bushire. In this country there is a British director and staff, whose control is so far exercised that a message may be said commonly to traverse the eleven hundred miles of telegraph now set up, in about one hour. But the local Government is disinclined to delegate its authority over line guards to the English officers who direct the working of their Indo-European Telegraph; consequently, there are occasional interruptions through breakage, and the posts are not always of sufficient strength, or examined and renewed with sufficient attention. Majors Champain and Smith, Lieutenants Pierson and St. John, Royal Engineers, and Mr. H. V. Walton, deserve all credit for the generally excellent order of the Persian Telegraph; and it is but common justice to them and their assistants that the public should be made aware how little of the delay in Indian telegraphic correspondence can be laid to the transit by Teheran. Had the average speed in Persia been the rule throughout the line, messages between London and Kurrachee could pass in about five hours. But this telegraph is not ours; it is an affair of the Persian Government, and though worked under the authority of a temporary convention, the cost of establishment is paid by England without return whatever, except the additional security and development of her cable traffic in the Gulf and Arabian Sea.

From Fao to Kurrachee, as also from Bushire to Kurrachee, then, we have the only section of the whole line exclusively under Government control, and for which Government and its officers are directly responsible to the public. It is submarine, and therefore, however costly, needs no provision for daily watching; but a special steamer keeps guard over its well-being at Kurrachee; the cable stations at Gwadar, Mussendom, Bushire and Fao, are supplied with efficient establishments, and the director at Kurrachee, has his own particular staff. With the exception of two or three interruptions in traffic, owing to breaks in the cable, this line has worked admirably, and has realized good returns. The Indian public are well acquainted with the zeal and earnestness of Mr. Walton in managing his section; but, in comparing it with other portions of the whole line, they must bear in mind, that it presents no difficulties with which he cannot bring his own and his assistants' energies directly to contend. An equal amount of effort may be expended on an unsuccessful as a successful object; and to direct operations with efficient workmen under discipline, and supported by the governing authorities, is a very different thing from working with an inefficient establishment in a country where all honest remonstrance is stifled by ignorance in high places or individual interests, as in Turkey; or working for the benefit of a foreign Government whose officials are frequently more disposed to throw obstacles in the way than remove them, as in Persia.

I must not omit to mention the land section, or alternative line between Kurrachee and Gwadar. My own exploration of this part of the country in 1861-62, enables me to testify to the skill and perseverance which must have been evinced in setting up effectually the telegraph in Mekran, for which Mr. Walton has no doubt received the acknowledgments of Government. I am not in a position to judge of the extent to which this portion of the line is now used, but the public have probably experienced that it is a good standby in the event of injury to the cable on the Indian side.

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—
 * Neither Government nor any officer of Government.

It will thus be understood, that Government* exercises no absolute control over outgoing telegrams to India, until they reach the submarine cable at Fao or Bushire; and no qualified control, except in the Persian alternative line. Whereas home-going telegrams are despatched by Government officials, but fall out of all Government control on reaching Turkish territory, whether at Fao or the Persian frontier at Khanikeen.

The above will, I trust, explain sufficiently the constitution and control of the Indo-European telegraph, to render intelligible an investigation of the main defects of the line, their causes, and how they can be remedied.

Resuming the old starting-point, I commence with England; and most respectfully record my opinion that as we have, in the present case, a line of telegraph, which on the Indian side, is in the hands of Government, so would it be advisable for Government to secure to the Indo-European telegraph its special wires of communication through Europe, by convention or written agreement with all continental States through which traffic to India may pass. To mature and propose in detail a scheme of the kind, might be now superfluous; but the arrangement would not be complex, and might almost be effected in a single interview at the respective head quarters of each administration. Whether a Government office should receive the messages or not in London, is another question. At present, I am merely contemplating certain minor and semi-political negotiations, which, to the best of my belief, companies would profess themselves incompetent to undertake; and which might, I submit, have been provided for, had we been represented at the late Congress of Paris.

With Turkey, as before shown, we had a convention at the time the through traffic commenced; but this document referred only to the new line in Asia, and on the European side delays and interruptions were frequent. The direct diplomatic communication already established with the Porte on the subject, was considered, however, sufficient warrant to negotiate generally upon the "Indo-Ottoman Telegraph," even after the formal convention had been concluded. It was proposed to obtain from Turkey some guarantee for efficiency west as well as east of the Bosphorus. In the end of February last, I was authorised to take up the question at Constantinople. At this time, I was not Director General of the line. But to make the matter easy of comprehension, I must become personal, and go back a twelvemonth.

My connection with the late Colonel Stewart, had been rather in a political capacity than any other. Employment on a special mission had caused me to accompany him on leaving Kurrachee to lay the cable in January 1864. We parted at Gwadur, to meet again at Mussendom, on the Arabian coast. Here orders reached me to remain with the telegraph expedition. When at Bagdad, in April, I was directed to proceed along the Turkish Asiatic line of telegraph up to Constantinople. Arriving there in August, I rejoined Colonel Stewart at the latter city. For the next three months, he was busily engaged in preparing the Ottoman Administration to meet worthily the responsibility they had incurred in their convention. They had undertaken the management of a long and difficult land line, which was to receive and return, in a foreign language, the cable communications of the Persian Gulf. There was reason to anticipate, not only irregularity in transmission, but incorrect apprehension in meaning of messages. When I returned in November from a few weeks' absence in England, he was still at his work. In December, I was about to leave him, under instructions to proceed to Persia, but the state of his health caused me to defer departure. I need not revert to the termination of his short but brilliant and useful career in the commencement of 1865.

Authorised then, as above stated, to take up the work in which the late Colonel Stewart was immediately engaged at the period of his last illness, I felt that the wisest course was to follow, as closely as practicable, that which he had himself traced out. It is unnecessary to enter into particulars of my interviews and correspondence with the Turkish authorities between February and May. The reports are on record at the India Office. I may, however, state, as a matter interesting to Government and the public, that the Ottoman administration is pledged, among other important concessions, to give us two special wires, one by Nissa, and one by Valona, and to construct an entirely new line for our telegraph by the former route. Moreover, I saw scrupulously fulfilled the engagement made to Colonel Stewart, to employ certain capable employés on the line, sent out from England, and obtained a promise, that 20 new telegraphers should be added to the insufficiently supplied stations in Asia. The delays and irregularities complained of were put before the Turkish officials in detail, and dwelt upon as forcibly as appeared advisable. And I may take this opportunity of acknowledging the invariable readiness of Mr. Stuart, Her Majesty's Chargé d'Affaires, at the Porte, to facilitate my dealings with the higher authorities of State, and the great advantage of his aid and influence whenever exercised.

In May, I was summoned to England, and, under instructions from the Home Government, took charge of the office of Director General from the 1st June. Intimation of my appointment had been telegraphed to me before this at Constantinople; but the circumstances which prevented me from acting on the telegram, cannot possess any general interest, and the letter of nomination and correspondence regarding it, were first seen by me in London some months after date.

But more remains to be said about Turkey. Our convention with that Power was to secure a means by which India was to be placed "in telegraphic communication with Turkey, and consequently with all the other States of Europe." The literal fulfilment has, however, failed hitherto to represent the spirit of the agreement. Telegraphic
despatches

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despatches may be interpreted to mean despatches of such moment, that rapidity is everything to the sender, and worth, as in the case in point, one hundred times the cost of post. Now, that which is worth so much more in actual coin, ought to be just so much the more efficacious: and I believe that the Indo-European telegraph is capable, under good and systematic organisation, of being so rendered. I see no reason why messages should not pass to and fro between London and Kurrachee, in $5\frac{1}{2}$ hours, or 1-100th part of 23 days, which may be allowed for postal communication by the Bombay overland mail.

Mr. Courtenay, Commissioner for the Indian telegraph at Constantinople, has forwarded for my information, a table by which the average rate of the first five months' working from Kurrachee to Constantinople, is shown to be two days, eight hours, and from Constantinople to Kurrachee two days, 20 hours. He has not stated whether allowance has been made for difference of time in the computation; but this circumstance is not very material. If the European States worked in conformity with the Commissioner's average for Asiatic Turkey, the messages would take at least five days in reaching India, and such time is far too long.

March to July 1865 inclusive.

European Turkey is, however, responsible for delays and interruptions, during the above period, to an extent which could not have been anticipated when the late convention was drawn up and restricted to Asia. Mr. Walton has probably made public the actual time then required for out-going telegrams in transit from London to Kurrachee. At all events these data must exist in his records; and where the average is unreasonably and inexplicably higher than that struck by Mr. Courtenay, the onus of blame must, in my opinion, be thrown upon the Ottoman Administration, who direct their telegraphs west as well as east of the Bosphorus. Not that our London companies always chose the fittest European route, or that delays and verbal errors did not occur in Austria, Italy, or other Continental States; but that experience proves the heavier percentage of complaints was fairly referable to Turkey.

August to October.

It is to be feared that in the three following months there has been considerable deterioration both in European and Asiatic Turkey, for messages have reached Teheran of late, very frequently 12 days from London, and I can guarantee that the delay is not occasioned in transit through Persia. On the 16th August last, Mr. Courtenay writes that "for several months past the telegraph service is very unsatisfactory; the delays on the Asiatic side have continued the same, if they have not even increased * * * The European lines of Turkey are, it is stated, also in a very unsatisfactory state, and nothing appears to be done to remedy the evil." On the 29th September: "Owing to the torrential rains and gales we have had during the last fortnight, the Turkish lines both in Asia and Europe are working very indifferently." On the 21st October, Agathen Effendi, the Director General of Ottoman telegraphs, replies to a telegram which I had despatched on the subject of existing delays, that these had been occasioned chiefly by malicious acts recently discovered, and partly by the temporary closing of the Valona Office owing to sickness of employés. A telegram three days later included "Line repairs" among the causes of interruption. Striking an average of eight days' messages now reaching Teheran from London, *viâ* Turkey, I find the time taken up by each amounts to nine days.

Promises of amendment abound, as they ever did, and I have no hesitation in accepting those of the Director General of Ottoman Telegraphs as perfectly sincere. At all events, he cannot be said to want data for putting in order his Asiatic lines; Colonel Kemball, accompanied by Mr. Greener, an able practical assistant, inspected the whole line from Scutari to Bagdad in 1860, passing through Asia Minor in the depth of winter. I myself, aided by Mr. Kersting, Assistant Telegraph Superintendent, inspected the same line in the summer of 1864, leaving Bagdad in May and reaching Izmid in August. Colonel Kemball's minute report and recommendations have long been available for the guidance of the Ottoman Administration. My own papers on the subject were given to Colonel Stewart, and by him made over to the Turkish Telegraph officials more than a year ago; valuable suggestions on almost every practical point were, at the same time and in the same quarter, tendered by Colonel Stewart in person.

In his latest Telegram, the Director General now informs me: "*dans peu de jours tout sera en parfait ordre*;" but we have no precedent to enable us to receive this statement as satisfactory. His own good intentions and sincerity lead him to anticipate results which the system of the Government he serves renders problematical if not impossible. I see no remedy for the state of telegraphic correspondence in Turkey, but associating Englishmen with the native employés in the higher as in the inferior duties of the line; making, at once, the principal stations "Anglo-Ottoman" as at Fao; or else giving the whole line to a company or firm competent to work and supervise it—such, for instance, as Messrs. Bright and Clark, who have, moreover, a kind of vested interest in the cable from old association.

The first of these remedies I had the honour of suggesting to the Home Government in May;* but the question involved political considerations, and the re-opening of, or supplementing, a lately ratified convention, one intended to be final. Its off-hand settlement could hardly be expected. There is manifestly no better chance, at this moment, available for successful telegraphy in Turkey, than competition. Failing to cause the adoption of any course recommended by ourselves, it is not unlikely to produce another which may be equally beneficial. The loss of revenue should stimulate to exertion, if nothing else will; and competition is already assuming shape and substance in a daily improving Russian line.

* Appendix A.

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* Appendix B.

In submitting a paper of this kind to Government, I am aware that something more is required than a simple, practical proposal to satisfy the demand for rapid and regular telegraphic communication. Attention must be paid to the political features of the scheme, as well as its more general bearings. For my own part, I am unacquainted with any reason why the Indo-Ottoman Convention is to militate against an opposition route, if the latter be proved the better. So far back as December last, I wrote strongly in support of a recognition of Russian interests in the undertaking.* But setting aside personal impressions, the case stands thus. We have a convention with Turkey to enable us to keep open telegraphic communication with India through her dominions. She has gone to expense, and taken pains to carry out the terms of this convention. We are, therefore, desirous to avail ourselves of her lines as much as possible. It is found, however, in practice, that the Turkish route is more or less a failure. Turkey has not earned the whole blame, but she has certainly earned the lion's share. Our companies—that is, the British public by their agents—learn that an opposition line is available through Russia. They take supposed advantage of this, eagerly, to transmit hundreds of telegrams; but the rush was premature. The Russian line had not then reached good working order. They revert again to Turkey; but not in regard to conventions. The convention was to give the public a desideratum, not to bind them to a particular mode of correspondence. Now, however, the Ottoman telegraph lags, and the Russian telegraph gains strength. As a rule we are not using the latter; yet it has just given us a commercial message in Teheran in 72½ hours, while its rival cannot force on its burthen from London in less than nine days. Here success may perhaps be spasmodic, but time will show. On the other hand, the failure is becoming chronic. Turkey must bestir herself, or the competition will be fatal to her. I say nothing on the difference of rates, except that the difference is favourable to traffic through Russia. I have already addressed Government on this subject, and am about to submit further particulars.

To sum up the prospects of the Indo-European Telegraph, they are encouraging, even with reference to past results. It cannot be supposed that the electric wire can be conveyed for 5,000 miles by sea and land through the whole of Europe and south-west Asia with the same facility that its progress may be traced in pencil on the map. The Indian public need be patient for a little, say another year, or till past the ensuing winter, a season trying to new telegraphs, especially in such regions as the Caucasus and Asia Minor. I am humbly of opinion that, unless some unforeseen great accident, physical or political, intervene, they will, ere long, possess, whatever the route, the means of sure and speedy communication with the old country. In the meantime Government may rest assured that the officers honoured with its confidence will not relax in their endeavours to attain the desired end.

In the month of assuming the direction, I left London for Persia. On the way I had interviews with the Director General of Ottoman Telegraphs by appointment in Paris, and with the Russian Director General at St. Petersburg. To the former I repeated a warning, often resorted to before in Constantinople, that competition in Russia would be dangerous; but he quite discarded the notion, not from ignorance that the British public would use any line they pleased, but from disbelief in the efficacy of the competing lines. At Teheran I have been unavoidably delayed for three full months; but my detention is not, I trust, detrimental to the public service. The arrangements in India are well known to, and controllable by Government. In England, Major Champain's name† is a guarantee that the public interests will be studied. The same may be said of Major Smith and his able assistant in Persia. A report of my proceedings at Teheran will, I trust, be made by next mail; and with the completion of a new convention with the Persian Government, I shall not forget to submit what are the prospects of an alternative land line to the cable between Bushire and Gwadar, and a new direct communication between Constantinople and Teheran by the junction of the wires from Erzerum to Tabriz.

I have, &c.
(signed) *F. J. Goldsmid*, Lieutenant-Colonel,
Superintendent, Indo-European Telegraph.

APPENDIX (A.)

To the Under Secretary of State for India, India Office, London.

Sir,

Constantinople, 11 May 1865.

I HAVE the honour to submit the draft of a letter, which it has appeared advisable to address to Feizi Bey, Acting Director General of Ottoman Telegraphs. With it I have enclosed an original demi-official letter from Mr. Courtenay to myself, supplying certain data from records in his department.

I have called the attention of Feizi Bey to the apparent neglect of orders on the part of the Ottoman employés in Asia, whether as regards fulfilment of the provisions in the Brussels Convention, or the ordinary duties of the service. The time taken up in transmission, the irregularity in the mode of despatch, the indifferent orthography of the telegrams; all these subjects have been, more or less dwelt on. I have also alluded to his own (the Acting Director's) verbally expressed intentions to increase the personnel of the Asiatic lines, and his admission to myself that the Indian work is greater than he had anticipated.

† Appendix C.

anticipated. I have, moreover, urged the necessity of keeping pace in Asia, with the improvements about to be introduced into European telegraphic correspondence under the late Paris convention, such as direct communication, by large wires, with principal towns like Bagdad, and have again warned him of the probable diminution of traffic, owing to the defects of the service.

The latest part of Mr. Courtenay's demi-official letter to my address shows how great a realisation has already been effected by the Indo-European Telegraph, and what results might reasonably be expected, were the communication more rapid and regular. The question of accounts is made the subject of a separate letter.

As regards the work on which I have been more immediately engaged, under letters from your office of the 13th February and 2d March last, matters have so far progressed, that the Imperial "Irâdéh" for the new special line to Nissa has, some days since, been issued, and one of the clerks to be employed in the Turkish offices has arrived from England. But I regret much to state that the manner in which the correspondence is conducted throughout the Turkish dominions, especially in Asia, is far from satisfactory. Delays are frequent; despatches are irregularly transmitted; and, though promises are profuse, I do not see that the improvement which we had a right to expect from two months' practice, has yet become manifest. I hear it urged that one of the drawbacks to present efficiency is the absence in England of Agathon Efendi, the Director General; but I am necessitated to look upon this as the excuse too readily provided for the occasion, and far from valid or sufficient.

I would not disclaim the hopes expressed at the conclusion of my letter of the 5th ultimo. Doubtless, very great delays occur in India, and many in Europe out of Turkish territory, which are erroneously attributed to the Ottoman Administration. Indeed, there are data to establish the truth of this supposition; and, on this account, I feel reluctant, without fuller information, to press the question of the more recent telegrams. Still, I would venture to express an opinion, that the surest and safest way to obtain a line which would work to the satisfaction of the public, is by supplementing the present convention with certain clauses admitting a joint control on our part, at least in the Asiatic lines, and having Anglo-Turkish Stations, such as at Fao (Article III. Indo-Ottoman Convention), for the inland offices of Bagdad, Diarbeker and Sivas or Angora. With these new personnels might be associated one or two qualified inspectors. We require in Asia a staff of men working in a different spirit from ordinary Oriental employés and evincing active interest and zeal at all times as well as for a special occasion.

But there is no doubt that such a proposal would not be entertained without refutation of many and plausible arguments for a contrary course. Under any circumstances, however, the first and most natural proceeding would be to submit to the Ottoman Government the complaints which now present themselves; and I will endeavour to make the subject of my letter to the Acting Director General, one for the consideration of the higher authorities at the Porte.

I have, &c.
(signed) *F. J. Goldsmid*, Lieutenant Colonel.
On special duty.

MEMORANDUM.

THE above, though not far from a verbatim copy, cannot be attested as such. Having no clerk or personal assistant, I have frequently to draft, copy, and record my own letters, and time sometimes fails me, at the departure of the post, to do all that is required for completeness.

F. J. Goldsmid.

Teheran, 27 November 1865.

APPENDIX (B.)

"IN talking with Colonel Stewart the other day on a revised proposition which he has recently made regarding the Persian telegraph, I could not but feel that the surest means of success would be to interest the Russian Government in the proposal, by drawing out a convention with Russia, as well as with Persia and Turkey, and utilizing the Russian line for India communication as well as those of the Mahomedan nations. Supposing the interests of Saint Petersburg joined in this instance to our own; the Persian Government would, at least, lose one of those advisers who would be jealous of the introduction of Englishmen and English measures."

The above is an extract of a letter written by the undersigned to Captain W. Eastwick, dated Constantinople, 8th December 1864. Since that period, he has been confirmed in the views here expressed, by experience on the subject acquired both in Russia and Persia.

(signed) *F. J. Goldsmid*, Lieut. Colonel,
Superintendent Indo-European Telegraph.

Teheran, 27 November 1865.

App. No. 2.

APPENDIX (C.)

(No. 35 of 1865.)

To the Under Secretary of State for *India*.

Sir,

India Office, London.

I HAVE the honour to submit for the sanction of the Right Honourable the Secretary of State a recommendation, that for the present, and until the result of the proposed convention with Persia become known, Major Champain of the Royal Engineers be authorised to remain on duty in England, receiving such references as are intended for myself, and disposing of such as do not require to be forwarded for my own opinion and report.

My object in making this proposition is to avoid the great loss of time which must ensue should all ordinary reports on telegraphic details follow me from place to place, while en route to Persia, or from Persia to India. I have made the necessary intimations to the Secretary to the Bombay Government, the Director of the Mekran Coast and Submarine Telegraph, and the Commissioner for the telegraph at Constantinople, noting that any urgent references may be made to me direct, by letter, care of Her Majesty's Minister at Teheran.

The records of the department found in possession of the late Colonel Stewart were not voluminous, but such as there are, I do not think it would be advisable that I should take them in journeying rapidly through Russia and Persia. Moreover, to these I have added some few which have accumulated during my recent stay at Constantinople. All these I would propose to leave, for the present, in charge of Major Champain. This officer's presence will be further useful in attending to indents for stores, which have been or may yet be received at the India Office. His experience and advice will be of assistance in obtaining good materials, and in some instances he would be enabled to attend to their shipment and despatch to destination.

But in our present relations with the Ottoman Government I deem it quite necessary that he should be enabled to proceed at any time to Constantinople, where great attention is still required to perfect the Asiatic lines. Before starting for St. Petersburg, I purpose attending an appointment in Paris with Agathon Effendi, the director of Ottoman Telegraph, now engaged in procuring and purchasing materials for the Turkish lines. He is anxious to see me before leaving for Constantinople, and I shall take the opportunity of mentioning to him the very useful advice and assistance he may at all times depend on receiving from Major Champain. It will be important to know that the Turks act up to their promises made independently of the convention, and do not let the favourable season pass without using their best efforts to provide for the almost inevitable interruptions occasioned by winter and bad weather to the line in its present condition.

A recent correspondence with the Secretary of the Elective and International Telegraph Company in London, has disclosed the likelihood of employment of the Russo-Persia line to the detriment of the Turkish one, against which there has been much cause for complaint; and I am of opinion that this circumstance should be brought to the notice of Agathon Effendi, with a view to draw the serious attention of his Government towards immediate and complete amelioration.

Should Major Champain's services be required in Persia, or any other arrangement than that now proposed appear desirable, after my arrival at Teheran, I will not fail to address your office again on the subject, and telegraph if necessary. But in the present state of affairs, and especially while the operations of the Indo-European Telegraph demand constant watching, I think that it would be well to take advantage of the presence of Major Champain in England to turn his experience to account in the mode proposed. I have, however, expressed but in a very general manner, the nature of the temporary duties on which he would be engaged.

I have, &c.

(signed) *F. J. Goldsmid*, Lieutenant Colonel,
Superintendent Indo-European Telegraph.

London, 24 June 1865.

(No. 214.)

To the Under Secretary of State for *India*.

Sir,

London, 31 August 1865.

As dissatisfaction with the working of the Indo-European Telegraph is being expressed by the public, I feel it my duty to request you to lay before the Right Honourable the Secretary of State for India in Council the following remarks.

On the 18th June I received a Telegram from Major Smith at Teheran, complaining that numbers of messages for transmission to India were being received at his office from Russia; that they were nearly all unintelligible, and had been very much delayed. Colonel Goldsmid was not then in London, so I drew out a short memorandum (a copy of which No. 198 A, I now enclose), which I submitted to that officer and to Colonel Baker.

The

The Secretaries of the Telegraph Companies in London were also enjoined that no despatches for India should be sent otherwise than by Constantinople, the established route. Altogether, however, not less than 400 messages were sent *via* Russia, and I fear that most of them must have proved impossible to decipher.

On the 14th July, after receiving a letter from Mr. Courtenay, our Commissioner at Constantinople, complaining of the inefficiency of the Turkish telegraphic arrangements, I wrote the accompanying Memorandum No. 202, which I also submitted to Colonel Baker and to Colonel Goldsmid.

Colonel Baker, after showing it to Sir Charles Wood, informed me that it was not considered advisable to enter into any agreement with the Russian Government with a view to improve their system, and thus develop a new line, which would, to a certain extent, diminish the traffic through Turkey.

I now, however, venture to make the following observations. There is no doubt that messages to and from India are unnecessarily and vexatiously delayed, and public confidence in the undertaking is being shaken. The organisation of the Turkish lines is defective, and, in my opinion, will continue so, unless some decided step, such as the establishment of an opposition route be taken. Mr. Courtenay invariably writes that either the Turkish Asiatic, or the Turkish-European lines are working badly; and it does not seem that Colonel Goldsmid's suggestions have yet been complied with. I know that the insulators we proposed for the new wire between Constantinople and Diarbekir were rejected as too expensive, and cheap inferior ones were to be ordered from Belgium. In some measure, however, I can account for delays of late in consequence of the cholera panic, which frightened the telegraph clerks from their posts. Still, I maintain that blame is due to the Turks, and I much fear that they are really unable to work up to our standard of efficiency. Mr. Walton, the director of the Cable, writes to me that, "Our messages from Kurrachee to Fao, and *vice versa* average 74 minutes, for the last three months;" and that "the Bagdad men report 70 or 80 messages on hand, send 12 or 15 and then smoke hookahs or say their prayers for two or three hours, during which time Fao hears nothing more of them."

Our cable, therefore, is working admirably, for months past there has been no interruption on the Persian line, and yet all our endeavours are nullified by the bad arrangements in Turkey.

On the other hand, the Russians are naturally anxious to help our through communication, and have now offered to place their line from Petersburg to the Persian Frontier entirely in the hands of a well-known London firm. Mr. Siemens, the head of that firm, spoke to me lately on the subject, and would, I believe, be willing to accept the offer, if there were any probability of his also obtaining the control of the Persian Line from the Tabreez frontier to our telegraphic centre at Teheran. I am convinced that, supported by Russian influence in Persia and not opposed by us, he would succeed; and then we should, without having taken active steps in the matter, obtain a second and a really reliable line of communication between England and the Persian Gulf. Such an arrangement would also do more to render the Constantinople line efficient than any remonstrances that we can make, now that the Turks know we are entirely dependent on them.

If I might officially, or even privately, inform Mr. Siemens, that the organisation of a duplicate line *via* St. Petersburg would not be opposed by the English Minister at Teheran, I believe that no great time would elapse before through communication with India would be placed on a firm and satisfactory basis.

I have, &c.,
(signed) J. U. Champain.

(No. 202.)

MEMORANDUM.

London, 14 July 1865.

THE object is to establish a well-organised system of telegraphic communication between England and India *via* Petersburg, Tiflis, and Teheran, which would, in case of failure of the Bagdad line, take the whole of the Anglo-Indian traffic, or, under any circumstances, tend to keep up a healthy spirit of rivalry in the management of the opposition, or Turkish line.

To do this it is necessary to consider what steps can fairly be taken in Russia and what in Persia.

It appears to me that certain proposals might be made to the Russian Government regarding the organisation of their lines, especially those in the Caucasus and Georgia, the acceptance of which proposals should depend on whether Persia were inclined to assist in the undertaking or not.

The Russians know well enough that they cannot rely on traffic, the amount of which will vary according to the condition of the Julfa and Teheran lines. But I feel sure that, if the Persian portion of the through telegraph were put in satisfactory order, the Russians would be willing, and even eager, to incur the extra expenditure which would suffice to bring their own part into a thoroughly efficient state.

With regard to Persia, I think that we might induce the Russian authorities to offer to take over the line from Julfa to Teheran on similar terms to those on which we hope to

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get the Bagdad, Teheran, and Bushire line; and I think the Persians might, if they saw the English and Russian Government anxious for it, consent to such a scheme.

We shall, if Colonel Goldsmid succeeds in his present mission, have the control of two of the three principal lines in Persia, namely, that from Bagdad to Teheran, and that from Teheran to Bushire; and it might give rise to suspicion and jealousy if we tried, at present, to get the third as well.

If, however, there should be objections to the above idea, it will be requisite to take the Julfa line into our charge on terms almost identical with those that Colonel Goldsmid is authorised to offer for the other lines. We should have to add a second wire, and supply an English staff for working it, keeping a proportion of the receipts.

Supposing either of the above measures to succeed, it would be obviously the interest of Russia to bring her lines into perfect order, to add a second wire exclusively for through traffic, and to work it by signallers acquainted with the English language, if she could be convinced that a fair portion of messages would fall to her share.

Should Russia manage the Julfa line at her own charges and risk, I think we could not be expected by Turkey to alter the rates on our line at all. Competition between the Russian and the Turkish lines would then produce advantageous results, both as regards cost of messages and general efficiency. The English companies would of course use whichever route they pleased: and I am of opinion that the Indian Telegraph Department should either use the two routes equally, or leave the choice to the sender of each message.

But if, on the other hand, the British Government organise the Julfa line, it is possible that the Turks might complain with some show of reason at our having given active assistance to a scheme which must either injure the interests of the line which the Turks put up at our instigation, or at least produce a diminution of the rate to which we agreed. It would then become our duty to devise a plan which would equalise the charges either way, and this can be done, I think, without difficulty; as, however, it demands some consideration, I will submit a further memorandum on this head hereafter.

(signed) *J. U. Champaign.*

(True copies.)

F. J. Goldsmid, Lieut.-Colonel,
Superintendent Indo-European Telegraph.

From Lieutenant Colonel *F. J. Goldsmid*, Superintendent Indo-European Telegraph, to
Major *J. U. Champaign*, R. E., &c. &c. &c., India Office.

Sir,

Teheran, 24 October 1865.

THE present state of the Turkish lines, and the probability of even less efficiency in winter than in the late fine weather, induce me to address you officially on the subject of paragraph 4 of my letter to the Under Secretary of State, No. 30, of the 21st June last.* By the mail conveying the present letter I shall probably be enabled to make some definite report to the Under Secretary of State on the subject of the Convention still pending with the Persian Government than circumstances have hitherto warranted. And it is not unlikely that ere this letter reaches you, a telegram from hence will have informed you of its completion. It will rest with yourself to combine, in as effectual a manner as possible, the work of superintendence of stores required for Persia, with that of stimulating the Turkish administration of telegraphs to place their Indo-European lines in a more satisfactory state.

2. Under any circumstances, as regards the actual locality for usefulness you are better able to judge of the matter in London than I am at Teheran; and as telegraphed, I beg you will exercise your discretion. It may be that you consider your presence would be more useful in forwarding the cause at St. Petersburg than at Constantinople. In such case the Home Government would, I doubt not, communicate its decision and instructions.

3. By the mail arriving yesterday, a copy of your letter, No. 214, to the Under Secretary of State for India reached me. The subject to which it refers had already engaged my attention so far back as the 8th December last year, when I submitted an opinion in favour of a combination of interests such as you now advocate. Since that period, I have seen reason to hold these views confirmed, and have considered it a duty to urge them, both by letter and personal interview, upon the authorities. It is not so much a convention† as of coming to an open understanding with the Persian Government on the matter of telegraphic communication to India that I have pressed. In any case it has seemed to me impossible to ignore so important and palpable an alternative route (as therein) to that which we have secured by convention in Turkey. When the replies from England, lately received here, were unfavourable to direct negotiations with the Russian authorities, I adopted what appeared to be the most advisable course, viz., to anticipate results of competition likely to arise. This was done by letter to the Government of Bombay, a copy of which I long since sent to Mr. Courtenay, with a request that he would forward it to England (No. 61 of 4th September last).

4. The

* Quoted in original.

† Except perhaps as regards tariff.

4. The memorandum (No. 198A.) to which you refer in the 2d paragraph of your letter to the Under-Secretary of State, No. 214 of 31st August last, was, if I remember rightly, discussed by us on the 19th June. I may have been a few miles distant from London on the previous day (Sunday); but, whether there or not, your recorded opinion and advice could not be other than acceptable. The copy of this document which you gave me, was, I believe, sent in original with my own comments to Colonel Baker, on the 5th July from St. Petersburg. With regard to the many telegraphic messages forwarded through Russia, the fact was brought to my notice by Mr. Thornton. That gentleman made over to me a letter to his address from the secretary, Electric and International Telegraphic Company, dated 12th June. This must have been on the 13th or 14th idem. At all events, on the same day, I went to the Company's office, as also to the Submarine, and conferred with both secretaries. On the 15th, a letter from the former, in Mr. Weaver's name, stated: "On the interests of the public, I have countermanded an order to send through Russia, and until this most extraordinary matter has been cleared up, I shall send all Indian messages, as usual, *via* Turkey." On the 26th idem, he writes again: "I have entirely abandoned the use of the Persian route for the present."

I have, &c.
(signed) *F. J. Goldsmid*, Lieut.-Colonel,
Superintendent Indo-European Telegraph.

(Home Department.—Electric Telegraph.—No. 4, of 1866.)

To the Right Honourable Sir *Charles Wood*, Bart., G.C.B., Secretary of State for India;
dated Fort William, 18 January 1866.

Sir,

REFERRING to your Despatch No. 6, dated the 8th September 1865, we have the honour to forward for your information the accompanying copy of a report,* furnished by the Director General of Telegraphs, on the present state of the line between Kurrachee and Bombay, and as to the improvements that are still requisite.

* Extract from letter from Director General of Telegraphs. (No. 2183), dated 23 December 1865, and enclosure.

2. A copy of our reply† to Colonel Robinson accompanies. We have communicated a copy of the correspondence to the Government of Bombay.

† No. 531, dated January 1866.

We have, &c.
(signed) *John Lawrence*.
W. N. Mansfield.
H. S. Maine.
W. Grey.
G. N. Taylor.
W. N. Massey.
H. M. Durand.

From Lieutenant-Colonel *D. G. Robinson*, R.E., Director General of Telegraphs in India, to *E. C. Bayley*, Esq., Secretary to the Government of India (No. 2,183); dated 23 December 1865.

IN reply to Home Office (No. 3,196) of the 25th October, covering copy of the Secretary of State's (No. 6) of the 8th September 1865, and calling upon me to report "on the present state of the line between Kurrachee and Bombay, and whether any improvements are still requisite," I have the honour to submit extracts from a very interesting Report just received from Mr. B. C. Bailey, the energetic officiating director of the Western Division.

2. Mr. Bailey has certainly earned the approbation of Government for the great improvements that have been effected during the last few months in the working of the Bombay lines; but, although much has been done, there is still an immense deal more to do ere these lines can even approach that perfect state in which it is our object, not only for the interests of Government and the public, but also for the credit of the department, to bring them to.

The non-arrival of insulators and telegraph stores from England is delaying the completion of the work of repairs, reconstruction and insulation, all over India, as well as in Bombay, to a serious extent. Instead of these stores reaching India by the close of the rains, they appear never to arrive until the working season (October to April) is drawing to a close.

I regret to say that, in the present instance, the Indian Department is almost wholly to blame. The indents for stores were sent in sufficiently early, and Captain Mallock was in England to expedite them; but the specifications which were to define the characters of these stores, and which my predecessor stated it was his intention to submit very shortly after the indents, were never sent in until after Captain Mallock had returned to India, and

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brought this most vexatious fact to my notice. No time was then lost in completing these important papers, but the evil was done, and the opportunity of making the most of the best part of the working season is now irretrievably lost. The acceleration of the despatch of these stores is of such importance that I have made it the subject of a separate letter.

The following abstract shows at a glance the exact state of the lines:—

Section of Lines.	Mile.	On	Number of Wires,	Insulators.	REMARKS.
Kurrachee to Kotree -	107	Hamilton's standards	2	Bell-shaped stone-ware.	Of these one is rented from the Railway.
Kotree to Hyderabad -	3	- - Ditto - -	2	- - Ditto.	
Hyderabad to Deesa -	316	- - Ditto - -	1	- - Ditto.	
Deesa to Ahmedabad -	98	Inferior wooden posts	1	No insulation - -	In very bad condition, now in course of reconstruction.
Ahmedabad to Broach	132	Good wooden posts -	1	- - Ditto - -	Will stand till working season 1866-7.
Broach to Bulsar -	83	Hamilton's standards	2		
Bulsar to Bombay -	116	- - Ditto - -	1		
TOTAL - - -	860				

The renting of the railway wire between Kurrachee and Kotree has proved a judicious measure.

EXTRACT from LETTER from the Officiating Director of Telegraphs, Western Division, to the Officiating Director General of Telegraphs in India (No. 1,383); dated 15 November 1865.

Para. 2. The length of telegraph line between Bombay and Kurrachee is 860 miles; of which 630 miles is permanently supported on Hamilton's $\frac{3}{4}$ iron standards, and should not require more than petty repairs for the next seven years; 132 miles is on wooden posts strong enough to stand, with ordinary care, till the working season of 1866-67; and 98 miles on wooden posts scarcely strong enough to hold one wire even in dry weather. The last-named piece is now in course of reconstruction with $\frac{3}{4}$ iron standards, and will, in all probability, be completed by the end of the present working season.

3. On the line above referred to, we have two wires in working order for 190 miles as per margin. On the remaining distance there is only a single wire at present, but the second wire is being suspended for 354 miles (Deesa to Broach and Bulsar to Bombay), and will be brought into use, section by section, during the next three or four months. Stores are now on the way round from Calcutta for the 316 miles gap between Hyderabad and Deesa, and immediately they arrive, the work on that part will be commenced.

Kurrachee to Hyderabad (Scind) 110*
Broach to Bulsar - - 80
190

Insulation.

4. There is every prospect of the second wire being opened out all the way from Bombay to Kurrachee during the present working season, but we still require a very large supply of the new pattern insulators and brackets to complete the line and ensure perfect communication at all seasons. Up to this date we have not sufficient of these stores to complete even the 120 miles section between Bombay and Bulsar. The other portions of the second wire are being nailed to the sides of the posts as a temporary arrangement for the dry weather, except in Scind where the heavy dew is found as great an obstacle to the working of uninsulated wires as the rains in other parts of the country, and consequently the second wire cannot be suspended at all between Kurrachee and Deesa (426 miles) till insulators are received.

5. The non-arrival of insulators has not only delayed the completion of the second wire, but caused serious inconvenience to the first wire, and added considerably to the work of the Line

* Of this, 107 miles (Kurrachee to Kotree) is rented from the railway company till our second wire is ready for use.

Line Officers. In April and May the second wire was suspended temporarily in expectation of the arrival of insulators before the end of the dry season, and when the rains set in both wires were brought into contact, and communication was stopped altogether till the second wire could be removed.

6. Insulators and brackets are, I am informed, expected here in December, and arrangements have been made to put them up immediately they arrive.

7. The working of the Bombay to Kurrachee line has improved gradually since May last, and for the last two months messages to and from the Indo-European line have been passed with no greater delays than those occasioned by the intermediate offices south of Deesa, disconnecting for local work, and by stoppages caused by the construction parties on the line, notwithstanding that there has been a large increase of traffic.

8. The annexed extracts from the Bombay Office, Maxima and Minima Time Interval Reports, and Cash Collection Statements for the months from April to October 1865, will show the improvement that has been made in the transmission of messages, and the increase of the traffic along the Bombay and Kurrachee line; and, I think, that I may say that a corresponding improvement has been made in all other respects,—very few complaints having been made either to the Department direct or through the newspapers.

9. These improvements have been effected—first, by renting one of the railway telegraph wires between Kurrachee and Kotree, thereby giving the Department one district line for the traffic between Kurrachee and the Punjab, and another for traffic between Kurrachee and Bombay, instead of throwing the work of two main lines on one wire; secondly, by strengthening the lines between Deesa and Bombay; thirdly, by separating the Kurrachee wire from the multiple line for nine miles at this end; and fourthly, by strengthening the signal offices, and controlling them more efficiently from the head quarters of the Division.

10. I am aware that even the present improved working is very much slower than it ought to be; but if it is considered that, on the greater portion of the line in question, there is only one wire—that five of the nine intermediate offices have a large amount of local traffic, which must of necessity interfere with the through communication, and that the signal offices are still short-handed, I think it will be admitted that a change for the better has really been made, and that we are much more likely to advance in the same direction than to revert to the bad state of affairs that existed some months ago.

11. Every section of the second wire brought into use lessens delay in the transmission of “through” messages, by relieving the main line of local traffic; and, when the whole of it is completed, I believe that the state of communication between Bombay and Kurrachee will be such as to give entire satisfaction both to the Government and to the public.

EXTRACTS from the Cash Collection Reports of the Bombay Signal Office, showing the Amount Collected for Messages to places on the Indo-European Line, during the undermentioned Months.

MONTHS.						AMOUNT.		
						<i>Rs.</i>	<i>a.</i>	<i>p.</i>
April	-	1865	-	-	-	19,575	15	9
May	-	„	-	-	-	18,035	8	3
June	-	„	-	-	-	25,320	4	3
July	-	„	-	-	-	15,494	-	6
August	-	„	-	-	-	18,595	6	-
September	-	„	-	-	-	22,337	1	3
October	-	„	-	-	-	27,281	14	3

(True Extract.)

(signed) *B. C. Bailey,*
Officiating Director of Telegraphs,
Western Division.

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(Home Department.—Electric Telegraph.—No. 531.)

From *E. C. Bayley*, Esq., Secretary to the Government of India, to Lieutenant-Colonel *D. G. Robinson*, R.E., Director General of Telegraphs in India; dated Fort William, 16 January 1866.

Sir,

I AM directed to acknowledge the receipt of your letter, No. 2,183, dated the 23d ultimo submitting a report on the present state of the line between Kurrachee and Bombay, and as to the improvements that are still requisite.

2. In reply, I am directed to request that you will use every possible means to advance the work to the utmost extent during the present working season.

3. The Governor General in Council has, I am to add, full confidence in Mr. Bailey's zeal and intelligence, and sees no reason to be dissatisfied with what he has already done with the means at his disposal.

I have, &c.

(Home Department.—Electric Telegraph.—No. 532.)

From *E. C. Bayley*, Esq., Secretary to the Government of India, to *C. Gonne*, Esq., Secretary to the Government of Bombay; dated Fort William, 16 January 1866.

Sir,

I AM directed to forward, for the information of the Government of Bombay, a copy of the correspondence, noted in the margin, relative to the Kurrachee and Bombay line of Telegraph.

From Director General of Telegraphs in India (No. 2183), dated 23 December.
Enclosure of the above.
Reply to the above (No.) of this date.

I am, &c.

(No. 271.)

Major *Champain* to the Under Secretary of State for India.

Sir,

Constantinople, 26 February 1866.

I HAVE the honour to report for the information of the Right Honourable the Secretary of State that I arrived at Constantinople on the 23d instant, and reported myself on the same date to his Excellency Lord Lyons.

During the last three or four weeks the communication by telegraph both to India and to London has been surprisingly regular and prompt, messages either way scarcely ever occupying more than one day. I am, therefore inclined to take no further steps as yet, but to remain here for the present and see whether the existing satisfactory state of affairs can possibly be maintained.

I have, &c.

(signed) *W. Mill Champain*, Major, R.E.,
Indo-European Telegraph Department.

REMEDIAL ARRANGEMENTS.

(Home Department.—Electric Telegraph.—No. 1, of 1862.)

(N.B.—The last letter in this Department was No. 9, dated the 19th November 1861.)

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

Sir,

REFERRING to your Despatch, No. 4 of 1860, dated the 8th of March, we have the honour to transmit for your information a copy of the papers noted on the margin, from which you will perceive that a revised establishment has been sanctioned for the Electric Telegraph Department, involving a considerable saving of expenditure.

Letter from Officiating Director of Telegraphs (No. 1263), dated 20 August 1861.

Resolution, Financial Department (No. 14,578), dated 10 December 1861.

We have, &c.
(signed) *Canning*.
H. B. E. Frere.
Cecil Beadon.
R. Napier.
S. Laing.
W. Ritchie.

Fort William, 15th January 1862.

From Lieutenant Colonel C. Douglas, Officiating Director General of Telegraphs in India, to A. M. Monteith, Esq., Under Secretary to the Government of India (No. 1,263), dated 20 August 1861.

IN compliance with the orders of Government in the Financial Department, No. 5,039, of the 24th April last, and in reply to your No. 926, of the 8th May, I submit a revised Schedule of the establishment of this Department, showing a total monthly net saving of Rs. 2,906. 5. 6, which takes into account the increase of 250 rupees per month lately sanctioned by the Government to the salary of the departmental compiler of accounts.

Rs. 2,906 5 6

2. It will be seen that the principal reductions have been consequent on the abolition of the grade of European artificers and the substitution of a grade of mounted Native line guards in lieu of the present foot line guards and horse patrols. As respects the former of these proposals, I consider that, as the construction of lines has as a rule ceased throughout the department, the permanent employment of Europeans on the low pay given to the men of this grade employed in the department is both unnecessary and undesirable. Their temporary employment can be had recourse to whenever extensive construction or re-construction renders the step desirable. They would in such cases be under the eye and immediate personal control of the inspector who may have charge of the construction. Their employment in independent charge of sections of lines after construction removes them from former control, and gives them the opportunity of leaving the work entirely to the Natives under them, and of increasing their pay by the large bills they make a point of sending in, and over which neither deputy superintendent nor auditor can exercise any effective check.

3. The line guards are Natives, and are employed to patrol sections of the line varying in length from eight to twelve miles. It can rarely, however, be in their power to know when an interruption occurs, except it has arisen from some such obvious cause as the breakage of the wire or the falling of its supports; and even on the occurrence of interruptions from such causes in the larger number of cases, communication is restored not by the line guards, but by peons or others, as may be available, sent out from signal offices for the purpose, who rarely find the line guards at their posts, or, when present, willing to aid in the manual labour of restoring communication.

4. The above remarks apply also to the establishment of horse patrols.

5. In the accompanying correspondence it will be seen that eight out of ten of the deputy superintendents consider that both the above classes may be dispensed with. I extract from other letters, not now sent, opinions of three of the number on the uselessness of these men. Mr. Cappel, deputy superintendent, now in Ceylon, and late in charge of the East Coast Circle, in reply to questions put to him on this subject, remarks: "I do not approve of line guards, and consider the establishment already recommended would quite provide for the wants of this circle. In all my experience I can call to mind no instance of a line guard having repaired an accident and restored communication, although I at one time gave much thought and time to endeavour to train to usefulness a body of these men."

6. Mr. Bailey, one of the oldest and most experienced of the deputy superintendents, and at present in charge of the East Coast Circle, remarks as follows:

"These patrols are of no use whatever in preventing interruption, and very few of them will do coolie's work in cases of emergency. They are, in fact, the class of men described in paragraph 5 of the Director General's Circular (No. 83), dated the 6th instant, as men who, too idle to earn their livelihood by honest labour, contrive to get attached as peons, &c., to Government offices, knowing this to be their only chance of getting good pay with the lightest possible work."

"The line of patrols, meaning the line guards, are not only not to be depended upon to repair damages, but they do not even walk regularly over their beats, although the books are passed on from station to station in good time. I have ascertained that the books are often sent on by travellers while the patrol remains in his village, and it is a common practice for the man who draws pay from the department, and who is supposed to be acquainted with his work, to put a substitute in his place for weeks together * * *; but I submit that a patrol establishment is not at all necessary. An assistant artificer stationed at each end of the line to go out on horseback during interruption, and an inspector or an artificer to make a regular monthly inspection, would keep the line in good order and provide for all emergencies."

The following are remarks by Mr. Blissett, superintendent of telegraphs, Southern Division:

"Having myself found that they (horse and foot patrols) were not available or forthcoming for the performance of duties required of them when interruption occurred, and many of this body having been discharged for such neglect of their duties on particular and pressing occasions, I endorsed the opinion expressed by Mr. Bailey, regarding their utter uselessness."

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7. The deputy superintendent of Pegu, however, considers it absolutely necessary that a small number of line guards should be appointed to patrol the portion of the line crossing the Arracan Mountains. Considering the reported difficulties of travelling over this section of the lines, and in absolute personal ignorance of the nature of the country, I have considered it prudent for the present to allow a limited number for this duty. My proposal is, with this exception, to dispense with the entire of the present establishment of foot line guards and horse patrols.

8. The tabular statement will show that I have provided for the more efficient conservancy of the lines by increasing the number and pay of inspectors, and by appointing a sufficiency of Native artificers to admit of one being stationed at every telegraph office in India, with ten additional to provide for casualties. Under the present arrangements the line guards and horse patrols are placed under the orders of the inspectors in charge of portions of line on which they are employed. By the proposed plan the new class of mounted line guards will be under the immediate orders of the assistant in charge of each office, who alone can know when an interruption occurs. They will reside at the office, and will be prepared to proceed on the line immediately an interruption becomes known; and as the average interval between offices is 70 miles, the new line guards who will be sent from each end of the line to restore communication should, under the most unfavourable circumstances, viz., that of the interruption occurring in the centre of the interrupted section, be able to do so on the day the interruption takes place, or early on the day following, should the interruption have commenced late on the previous afternoon.

9. These new line guards will simply restore communication, obtaining assistance for this purpose from the nearest village. The permanent repairs, of whatever nature they may be, will be left to the inspector in charge of the division, who, on return of the artificer to his stations, will be immediately informed by the assistant in charge of what has taken place, and the position of the accident, and the means used to restore communication by the Native artificer. The assistants in charge of offices having the entire control over these new line guards will be held responsible for the rapid restoration of communication, but not for the permanent repair of the line, which will remain, as at present, in the hands of the inspector.

10. A reduction of upwards of 1,000 rupees monthly is proposed in the establishment of office peons; the number of this class employed is in most offices disproportionate to the work to be done; they are also, in many instances, improperly employed as private servants, and are paid at a higher rate than is necessary to secure the services of men of their class.

11. I have taken advantage of the reduction of expenditure, amounting to Rs. 13,673.13.6 monthly, to propose an increase to the pay of the signallers and officers in the higher grades. This latter part of the proposal I consider of much importance to the interests of the department. A reference to the rates of pay given in other branches of the public service to officers having duties of similar responsibility, will, I think, satisfy the Government that the remuneration of the superior officers of this department is below the average rate. The office labour and money responsibility of the deputy superintendent of a circle may be judged of from the following particulars respecting the Bengal Circle. That circle comprises 1,728 miles of line, with an establishment of 588 persons of all classes, and payments averaging monthly 39,487 rupees, and accounts current with 40 persons, involving a correspondence of 678 letters (sent and received) during the same period. The length of line, and approximately the proportionate labour and responsibility devolving on the deputy superintendent of other circles is shown in the margin. Under the existing scale of salary, the highest pay such

Circles.	Miles of Line.	Persons Employed.
Punjab - - -	1,532	300
Bombay - - -	1,287	344
East Coast - - -	1,180	352
Central India - - -	1,174	309
Madras - - -	1,030	377
Indore - - -	735	153
Scind - - -	640	172
Dacca - - -	628	220
Pegu - - -	480	148
South-east Coast - -	152	20

officer can receive is 500 rupees per mensem.

The pay of the various grades below that of deputy superintendent also appears to me to require increase, especially in the lowest grade, viz., that of 3d class inspector, which includes several morse assistants, of whom the pay is 100 rupees monthly, the amount they drew on landing in India 4½ years ago. Such pay does not permit of anything being economized to meet the heavy expenses of sick furlough to England, and even scarcely permits respectable existence in India.

12. The joint effect of the indifferent prospects offered by the higher grades and of the insufficient pay of some of the lower grades has, I believe, been to deprive the department of many good men, 25 per cent of the total number of morse assistants sent out from England having already resigned, some to return home, but the greater portion to take other appointments in India, and there are others still in the department who, to my knowledge, wait a favorable opportunity for leaving it. This tendency to seek employment elsewhere would be lessened and higher efficiency secured were there a prospect for deserving men eventually to rise to a liberally paid appointment, even though the prospects of doing so were distant. The scale I have prepared will, I consider, meet this want.

13. The scheme also embraces a new nomenclature. It is proposed to style the present "Superintendents of Divisions" "Directors," and the present "Deputy Superintendents of Circles" "Superintendents." In the origin of the department, when its head was termed "Superintendent," there was fitness in calling the officers next to him in rank, and who then

had

had charge of circles, "Deputy Superintendents," but since the alteration of the designation of the head of the department to that of "Director General" and the introduction of a grade intermediate, and, like the head of the department, without executive charge, these latter have become the deputies of the Director General, and I think may appropriately be termed "Directors." The officers in executive charge of circles in no respect act as deputies to the present superintendents, indeed while there are 10 of the former there are three only of the latter. I consider, therefore, that even were the designation "Superintendent" retained for the three officers in charge of divisions, that of the deputy superintendent would still be an inappropriate designation for the chief officers of circles. The former I therefore propose terming "Directors," and the latter "Superintendents." The officers next below the superintendents of circles, being their personal assistants, will be appropriately termed "Assistant Superintendents." In the grades of inspectors the nomenclature has been simplified, the term 1st class, 2nd class (A), 2nd class (B), and 3rd class, having been changed into 1st, 2nd, 3rd, and 4th classes.

14. The proposed arrangement of an assistant to every deputy superintendent is, I consider, a most important feature of my scheme. The deputy or his assistant should be at all times on the lines inspecting the various offices and the arrangements of the line officers, and I believe the present inability of the deputy superintendents to do this to be one of the chief causes of the frequent bad working of the lines. At present the time of the deputy superintendents is exclusively occupied in their offices and a hurried tour, not always once a year, over a limited portion of the lines, is the utmost they can devote to the important duty of inspection; but with the aid of an assistant, whose duty will be exclusively to assist the deputy superintendent, the latter will be able to exercise considerably more supervision over his offices than has hitherto been the case. He will then be able to acquaint himself with the character of his subordinates, check irregularities in his circle, insure a more constant vigilance over the lines, and thereby considerably lessen the chances of interruption.

15. The scale proposed gives two superintendents in excess of the number necessary to give one to each circle. One of these I propose shall be the personal assistant to the Director General, and the other the Superintendent of Stores. There are besides three extra superintendents; the duties I would propose for whom would be to fill temporary vacancies in the higher grades, to take charge of the important offices of Complaint, Fault, and Cash Collection examination, and to furnish an especial officer for construction when such is in progress, or for any other especial duties that may be required, or for any experiments the Director General may find it in the interest of the Department to make.

16. I do not propose to increase salaries immediately to the full rates suggested, thinking it better that increases should be progressive. The result will be to reduce the increase of expenditure shown in the present scale by about 2,000 rupees monthly during the present year, making the net saving accruing to Government by this proposal Rs. 4,906. 5. 6. instead of Rs. 2,906. 5. 6., as shown in paragraph 1.

17. Some explanation seems desirable respecting the manner in which I have arrived at the numbers proposed for the various grades. In this I have been to a considerable extent controlled by what I found existing. The grades of inspectors have been arranged so as to include in the 4th class all assistants in charge of offices on salaries exceeding 120 rupees a month, and all morse assistants, several of whom are, as already stated, drawing 100 rupees monthly. Again, in the grades of signallers it was, as a rule, necessary so to arrange the numbers of the grades as to bring all who might be drawing salaries intermediate between two consecutive rates into the higher of the two rates. Perhaps an example will place this in a clearer light. The 2nd and 3rd grades of pay proposed for the signalling branches are 100 rupees and 80 rupees; the grade at 100 rupees pay will comprise 30 persons, of whom 17 are now drawing 100 rupees, two 99 rupees, one 96 rupees, three 91 rupees, three 90 rupees, also two drawing 80 rupees, one drawing 79 rupees, and one drawing 76 rupees. Similarly the proposed grade on 70 rupees will also comprise 30 persons, of whom seven are now drawing 74 rupees, this being the only instance, however, of persons being included in a grade the pay of which is under what they are already receiving. In this case the excess must be continued to them as a personal allowance until their turn for promotion to a higher grade arrives. The remaining persons included in the 70 rupees grade are, 20 already drawing 70 rupees, two drawing 66 rupees, five drawing 65 rupees, two drawing 64 rupees, one drawing 61 rupees, and three drawing 60 rupees. For further particulars I refer you to the tabular statement.

18. All promotions in the higher grades of the Department consequent on the approval of this scheme should, as at present, be in the hands of Government; but to avoid the great inconvenience that has during the current year been felt on the necessity for referring to Government all minor departmental changes, I would suggest that it may be competent for the Director General to make any promotion or changes below the grade of inspectors he may consider necessary without further reference, provided that such are within the sanctioned limit, and that a copy of his departmental orders may be accepted as sufficient authority for such changes by the Audit Department.

19. I believe that further retrenchments are still practicable, especially under the head of

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of "Cable Guards," and "Office Servants;" but without more satisfactory data to guide one than I have at present, I have hesitated to make the reductions I could desire.

20. The present alterations in designations have stopped short with the grade of 4th class inspectors; but I intend, in a future letter, to suggest alterations in the nomenclature of the signalling branch of the Department, and to revise the "office allowance" which in many instances admits of considerable reduction, and to propose the appointment of assistants to the present assistants in charge of offices on the same principle as the assistants to the officers in charge of circles. These assistants will be selected from the present establishment of signallers, and remunerated from the savings effected in the revision of the office allowances. This arrangement will admit of a responsible person being constantly on duty in signal offices, which, under existing circumstances, is physically impossible, the offices being open day and night throughout the year, and having but one responsible person in charge.

21. From the materials which it was necessary to collect to mature this scheme of reorganization, it will be easy to prepare lists of the establishment of various signal offices, which will be done on receipt of the Government approval, modified or otherwise, of these proposals.

N.B.—This letter supplies the information required by Government in their No. 1580 of the 20th instant, ere replying to my No. 9577 of the 25th of April last.

From *G. O'Donnell*, Esq., Deputy Superintendent of Telegraphs in Pegu, to Major *C. Douglas*, Officiating Director General of Telegraphs in India (No. 385); dated Rangoon, 28 June 1861.

I HAVE the honour to acknowledge the receipt of your letter, No. 116, dated 11th May, and in reply to state—

1. That, as far as my experience goes, I consider the proposed arrangement a decidedly necessary one. Under present circumstances, I find myself absolutely precluded from visiting my lines and offices, and to this day I have not been able to inspect the line to Tounghoo. I could not go to Tounghoo and back under six weeks, and perhaps not even in that time if I travelled entirely along the line. With my present office establishment, it is evident that a tour of inspection is out of the question, unless I place one of the Inspectors of Divisions in charge of the office; but by doing that I take the inspector from his legitimate work, and the division suffers from want of proper control.

2. As arrangements now exist in Pegu, there is no necessity for a deputy assistant in charge of an office. The working hours from 8 to 20 admit of the assistant himself being always present. In case the Indian arrangement of day and night work is introduced, then the appointment of one of the signallers as deputy assistant would be advisable.

3. The present scale* of office allowance in Pegu is sufficient for the assistants in charge, except perhaps at Prome; where, on account of the importance of the office, as a repeating station at all times, and of its being the point where three lines converge now†, and where a fourth line may yet start from‡, I would advocate that the allowance be raised to 50 rupees, on the grounds of the great responsibility of the assistant in charge, and of the greater amount of work in his office than in the others. An allowance of 10 rupees a month would be a fair inducement to a deputy assistant to do his work properly, whenever it may be necessary to introduce that grade.

4. In the Pegu Circle, after the Khyook Phyoo Division is detached from it as proposed, and when the lines to Maulmain and Amherst are finally sanctioned, there ought to be one first-class inspector and three second class. There ought also to be two third-class inspectors specially for watching and keeping up the lines across the Arracan Mountains, as that is a duty requiring more than ordinary judgment and courage, and could not be safely entrusted to natives only.

5. For the conservancy of the lines in Pegu, there should be 10 artificers§, and all of them might well be natives, if it were possible to procure the services of the proper class of men in this province. But this is not an easy matter. Men with the intelligence and activity required readily find much more remunerative employment in the Forest Department and with commercial firms. Such is the demand for really trustworthy and intelligent native labour, that one firm that I am acquainted with pay 80 and 100 a month to men of the class that I think our artificers should be. These are not men who can read and write English, or who even understand our language; but they are such as can be trusted to go into the district and employ labour for bringing down timber and such purposes. It must always be borne in mind that Pegu is a country where no native seeks for employment out of necessity. With a thin population, and a prolific soil, the Burmese can afford to refuse service; and they do so to an extent that can hardly be understood by anyone who has not been in the country. Here the very menials get rates of pay that would

secure

	<i>Rs.</i>
* Rangoon -	50
Henzadah -	30
Menghu -	30
Prome -	30
Thayet Myo -	30
Padong -	30
Khyook Phyoo -	30
Pegu -	30
Shoaygheen -	30
Tounghoo -	30

† From Calcutta.	
From Rangoon.	
From Thayet Myo.	
‡ To Tounghoo.	

§ Rangoon -	2
Henzadah -	2
Menghu -	1
Prome -	2
Thayet Myo -	1
Pegu -	2
Shoaygheen -	2
Tounghoo -	2
Sittang -	2
Maulmain -	2
Amherst -	1
	<u>19</u>

secure the services of intelligent and trustworthy men in India. Cooks and sweepers are ordinarily paid 16 and 14 a month, and the people talk of rupees as they do of annas elsewhere. In fact, were it not for imported labour, I consider that all enterprise and all Government work would be brought to a dead lock. Some native artificers have been engaged, and more may perhaps be taken on by degrees, but it is hopeless to expect that an entire staff of them could be engaged at once, and I am not quite clear that East Indians might not be employed advantageously. Some of that class have done most excellent service as artificers in this province.

6. For conservancy, I anticipate no inconvenience in the abolition of the grade of European artificers so soon as an adequate staff of native artificers can be engaged; but for construction, I am satisfied that Europeans are to be preferred. Their energy, intelligence, and resource is incomparably beyond that of natives, and I have much greater confidence in the style of work that would be turned out, and in the time taken, than were only natives employed under one European Inspector. In Bengal I had once to take down and reconstruct 30 miles of what was intended to be a permanent line that was put up by one of the best native artificers ever employed in the department; a man paid at the same rate as the Europeans. I do not believe in native work that is not turned out under the eye of an European; and I have known a native engineer even in the Public Works Department drawing a salary of, I think, upwards of 250 a month, permit the most infamous work to be put into bridges and public buildings under his personal superintendence. A native artificer may be entrusted to restore communication and to execute petty repairs, but I certainly do not think that he should be allowed to construct lines. Whilst on this subject, I beg to mention a proposal I made four years ago to the late Lieutenant Chauncey. It was, that one or two establishments, specially for construction duties, should be organised for all India. That the chief officer of each party should have the grade of deputy superintendent, and be subordinate only to the chief of the department, and that the subordinates of the Construction Deputy Superintendent should be all inspectors and artificers (Europeans) specially picked on account of their fitness for their work, and all unmarried. These establishments being organised, I proposed that when new lines were sanctioned, the Deputy Superintendent of the Circle should be instructed to obtain all possible information regarding locality, facilities for procuring labour, supplies, &c., and to contract for and see to the collection of materials and their distribution along the route at convenient places. Then his duties would cease, and the construction party would be sent to the scene of operations, and put up the line, handing them over to the Deputy Superintendent of the Circle when properly completed. The benefits that I considered would arise from these arrangements were, first, uniformity in the system of construction and the style of work turned out; and second, facility for an immediate fixing of establishments, by at once laying down the scale necessary for each circle, irrespective of construction requirements, which would of course be an extraordinary charge, that could be easily dealt with if kept separate in the way I indicated. Had Lieutenant Chauncey lived, I have reason to believe that he would have given my proposal a trial, but the breaking out of the mutinies deprived me of any opportunity of again bringing it forward.

7. Mr. Lonergan, who knows the line, considers that 15 patrols are absolutely necessary along the Arracan Mountains; and I am inclined to agree with him. I also think that two cable guards, with a small canoe, should be stationed at each cable; but beyond these, I do not consider that any line or cable guards are necessary. The number shown in the margin (35), would be required for the purposes I have mentioned.

8. The following is a list of the number of signallers that I think ought to be assigned to each office in the circle as it now stands, and including the assistant in charge:—

Rangoon	-	-	-	-	6	Khyook Phyoo	-	-	-	4
Henzadah	-	-	-	-	4	Pegu	-	-	-	4
Menghu	-	-	-	-	4	Shoaygheen	-	-	-	4
Prome	-	-	-	-	6	Tounghoo	-	-	-	2
Thayet Mayo	-	-	-	-	2					
Padong	-	-	-	-	4					40

Mountain Line	-	15
Padeng cable guards	6	
Prome	-	ditto - 2
Allamyo	-	ditto - 2
Sarawak	-	ditto - 2
Ya-la	-	ditto - 2
Panthy	-	ditto - 2
Alnie	-	ditto - 2
Martaban	-	ditto - 2

35

Wherever the system of night and day work is introduced, the establishment should be increased by one-half at the very least.

9. I do not advocate the employment of writers in any signal office in this Circle. They are not necessary. If the inspectors have many native artificers under them, it will in all probability be necessary to allow each inspector a native translator, who can interpret the accounts and letters he would receive, and be able to write the replies. In the Deputy Superintendent's Office the staff of clerks decidedly require to be increased. It should be—

	Rs.
1 Head Clerk on	100
1 Clerk on	75
1 Clerk on	50
1 Accountant on	100

At present the work is not at all done satisfactorily, simply in consequence of the physical impossibility

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impossibility of doing it properly with the present establishment. Each Telegraph Office and the Deputy Superintendent's Office requires—

	Rs.
1 Sweeper - - - - -	10
1 Bheesty - - - - -	10
2 Chuprassies at 10 each - - - - -	20

The Prome office requires one chuprassie above the usual number, and Rangoon office requires two above that number, or four in all. The Deputy Superintendent's Office also needs the services of an orderly peon on 12 rupees, who can be entrusted to draw money from the Treasury, and sent with cash to a distance. One punkah man, a godown sirkar, and two godown lascars are needed at the head quarters of the circle.

10. I would beg to point out, that even the designation of the officer in charge of the circle is faulty and inconvenient. He should be called the "superintendent" of such a circle of telegraphs. It is most usual for the public to address him by that title, and the addition of the word "deputy" almost implies a local superior to him; at least I find it does so in practice. When the chief of the department was termed the "superintendent," the officers in charge of circles were then naturally enough designated "deputies." But now I submit that the latter should be termed superintendents, and the officers in charge of the three great divisions might be called say "chief superintendents," as there could be no fear of that title being in any way mistaken for that of the Director General. By this arrangement the present Assistant Deputy Superintendents would become Deputies only, and so the titles of the officers of the department would be so far simplified.

I fail to see any advantage in multiplying the rates of pay in the signal branch. Doing so is sure to complicate the accounts and returns of the department, and I do not think that the signallers generally would care to have the old arrangement, as introduced by Sir William O'Shaughnessy in Bengal and the North-Western Provinces, altered. That arrangement was—

	Rs.
1st Class Signaller - - - - -	100
2nd Class Signaller - - - - -	75
3rd Class Signaller - - - - -	50
4th Class Signaller - - - - -	30

So long as the work of the department is done efficiently, I should certainly deprecate any arrangement that would make it more complicated than it is; and I know that in this circle promotions carrying with them five rupees or so additional pay are not appreciated. I certainly advocate that the establishment in each circle should be a "fixed" one; but I submit that in the "signalling branch" promotions should be not according to a departmental list, but according to a circle list. I know the feeling is very general against the departmental seniority list as regards the "signallers," but as respects the inspectors and higher officers, it is, of course, the only practicable arrangement. I would therefore beg to propose, that there be a fixed establishment assigned to each circle, and that all vacancies that occur in the signal branch of circles be filled up by promotions in the circle only. I am sure that this would give much greater satisfaction than any other arrangement.

Respecting the designation of the officer in charge of a telegraph station, I should be very indisposed to propose an alteration in the present title, as I think that by a steady persistence in it, and a little attention to the means of bringing before the public the fact that such is the proper official designation of the officer, would, in time, result in its universal adoption. The title of "assistant in charge" may certainly not be very explanatory, but it is euphonious, which "telegraph master" is not. In case it is desirable to make the title really carry its meaning with it, I would propose that it be "telegraph station master," which is both euphonious and explanatory—the only objection being that it is so long.

From *B. C. Bailey*, Esq., Deputy Superintendent, Telegraph, East Coast Circle, to Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India (No. —); dated 18 May 1861.

I HAVE the honour to reply as follows to your Circular, No. —, dated May, 1861:—

1. An Assistant Deputy Superintendent shall be appointed to every circle, to relieve the Deputy Superintendent of some of the office work, and to enable him to make periodical inspections of the lines and offices.

2. A Deputy Assistant is greatly required in every office in which there is any local work, or which is liable to be called upon to repeat messages. At "look-out" stations, such as Jellasore, Burkool, Ongole, and Puttoocottah, a deputy assistant is not necessary.

3. I think

3. I think the present office allowances sufficient for the assistants in charge. The deputy assistant's allowance might, as a general rule, be fixed at one-half of the amount allowed the assistant.

4. One 1st class inspector to every 500 or 600 miles of line, and one 2nd or 3rd class inspector to every 100 miles.

5. Two well-trained native artificers, or one native artificer and one mistry, on from 15 to 25 rupees a month each, are required for each section of 100 miles of line.

6. The salaries allowed for European artificers are not high enough to secure good men, and, consequently, few of the European and East Indian artificers now on our list are up to their work. I would, therefore, recommend that that grade be abolished, and that 3rd class inspectors be made the lowest grade for Europeans employed on the line.

7. Line guards are not required on permanent lines, but on temporary lines I would post one to every 10 or 12 miles. Tindals, lascars, &c., are required only for construction work, and should not be allowed on the fixed establishment. It is necessary for the conservancy of the lines that the inspector should go along his section and report upon it regularly once a month, and that the native artificers should be stationed one at each end to go out during interruptions. The native artificers should be placed under the orders of the assistant in charge of the offices, and should be compelled either to live on the premises or to attend the office daily from sunrise to sunset. Every native artificer or mistry so employed should be allowed 15 or 16 rupees a month for the keep of a horse.

8. For the efficient working, at all seasons, of the offices of the East Coast Circle, 65 signallers are required, as per annexed list, to do all the office work without the assistance of writers, except one at Vizagapatam.

9. Except at 1st class repeating offices, such as Benares, Agra, and Vizagapatam, where there is much local work, writers are not required. Office servants are required as follows, namely—

1 Bearer, to prepare batteries, clean lamps and furniture, &c.; pay, from 5 to 6 rupees per month.

1 Waterman, from 1.8. to 5 rupees per month.

1 Sweeper, from 1.8. to 5 rupees per month.

Peons according to the number of messages and the distance they have to be conveyed; pay, head peons 6 rupees, others 5 rupees.

10. I would suggest the following classification:

Deputy superintendent.

Assistant deputy superintendent.

1st, 2nd, and 3rd class Inspectors.

Signal Branch.—To be divided into four groups, as per circular under reply. The first to be "assistant;" the second, 1st class signaller; the third, 2nd class signaller; and the fourth, probationers. I think the best designation for the head of an office would be "Assistant in charge," and for his deputy, "head signaller."

STATEMENT of the Number of Signallers required for the Offices of the East Coast Circle.

OFFICE.	Number of Instruments Working.	Whether a Repeating Station.	Number of Signallers Required.	REMARKS.
Midnapore - - -	3	At times -	5	Will be closed next month.
Jellasore - - -	4	No - -	3	
Balasore - - -	3	At times -	5	
Cuttack - - -	2	Yes - -	5	Will be closed in June or July.
Burkool - - -	2	No - -	2	
Berhampore - - -	2	Yes - -	5	
Chicacole - - -	3	At times -	4	Much local work.
Vizagapatam - - -	3	Yes - -	7	
Bimlipatam - - -	2	No - -	3	
Vizianagram - - -	1	No - -	2	Very much local work—collection 800 rupees a month.
Dowlaishwaram - - -	3	At times -	4	
Coconada - - -	1	No - -	3	
Beizwarah - - -	4	Yes - -	8	
Masulipatam - - -	1	No - -	2	
Ongole - - -	2	No - -	2	
Nellore - - -	2	At times -	5	
			65	

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From *H. Wickham, Esq.*, Deputy Superintendent, Telegraph Department, Bombay, to Major *C. Douglas*, Officiating Director General of Telegraphs in India, Calcutta (No. —); dated 21 May 1861.

I HAVE the honour to acknowledge the receipt of your letter (No. 90) of the 11th instant, and, in compliance with the request therein, beg respectfully to offer the following suggestions:—

1. One deputy and one assistant deputy superintendent should, as now, be employed in this circle. The assistant deputy has charge of the Guzerat division, while the deputy superintendent's time is so fully occupied with the accounts and correspondence of his circle as to almost preclude the possibility of paying attention to the state of his lines, and his information is principally gained from the inspectors. I would, therefore, beg to suggest that the assistant deputy should at times attend the Bombay office to enable the deputy to inspect his lines and offices as soon after the monsoon as practicable, so that any alterations or repairs he may deem advisable for the efficient working of the circle may be completed during the working season. The assistant deputy could carry on correspondence and letters of more than ordinary importance, and bills could be forwarded for deputy's information and opinion.

2. It would be, in my opinion, a great improvement, and materially add to the efficiency of the working of offices if the more important offices were to have two assistants attached to them. The assistant in charge cannot be at all times present in the office; but with two officers there would be no excuse whatever for delays, errors, or absence from office; at the same time all matters of importance could be referred to the head assistant, who should be always present on the receipt of the mail news.

3. The principal offices in the Bombay Circle are, Bombay, Belgaum, and Ahmedabad. I would respectfully suggest that the allowance of the Bombay office be equal to that of Calcutta, there being an equality if not an increase of the work, being 75 and 50; Belgaum 50 and 25; Ahmedabad 50 and 25. Poona also has much work during the monsoon, when the Government offices are removed from Bombay, when it is necessary to have two assistants from June to October, both inclusive. The other offices are of minor importance, and one-third of the office allowance might be given to the 2nd assistant; at the same time the rule should, I would suggest, be that none should be placed in charge of an office except those who have served as 2nd assistant.

4. The number of inspectors—I would beg respectfully to suggest that there be two 1st class inspectors attached to this circle. One to have charge of the lines from the Madras frontier to Sattara, including the line to Goa, 255 miles. One from Sattara to Bombay, including Mahableshwar, Ahmednuggur, and Matheran, 279 miles. Second class inspector—one from Callian to Bulsar. This line is one where sickness is prevalent, no regular road, and during the monsoon is a swampy marsh. Two to be placed on the Guzerat division. European artificers two; one on the Goa line, one on the Bulsar line. Native artificers suffice for line duty. The reason I would suggest two European artificers is, that they may be in training and conversant with the duties in case of a vacancy occurring among the inspectors. A native artificer should be allotted to each office, and in case of an interruption between two stations, one party should be dispatched from each office, and patrol the line until he meet the other party, even although they may have repaired a portion of the line. I would also beg to suggest, that every artificer and inspector should make himself conversant with the use of the testing instrument, that he may make his wants known when repairing an interruption; thus 16 native artificers would be required in this circle, and doing away with the line guards.

5. The only inconvenience which might arise by doing away with European artificers is, a newly appointed inspector would not be conversant with his duties, and in case of an outbreak we should place ourselves too much in the power of natives.

6. This has already been alluded to in No. 4.

7. The number of signallers necessary for the efficient working of the offices:

Ahmednugger	Needle	1	Assistant	-	-	-	2	Signallers.
Ahmedabad	-	1	ditto	-	1	Deputy	6	ditto.
Bombay	-	1	ditto	-	1	Deputy	12	ditto } Main Branch Office
Belgaum	-	1	ditto	-	1	Deputy	12	ditto } to Goa.
Bulsar	-	1	ditto	-	-	-	4	ditto.
Baroda	-	1	ditto	-	-	-	5	ditto.
Broach	-	1	ditto	-	-	-	5	ditto.
Dharwar	-	1	ditto	-	-	-	5	ditto.
Deesa	-	1	ditto	-	-	-	4	ditto.
Gudduck	-	1	ditto	-	-	-	4	ditto, during the monsoon.
Kolapore	-	1	ditto	-	-	-	5	ditto.
Poona	-	1	ditto	-	1	Deputy	5	ditto.
Surat	-	1	ditto	-	-	-	6	ditto.
Sattara	-	1	ditto	-	1	Deputy	6	ditto.
Mahableshwar	-	1	ditto	-	-	-	2	ditto.
Vingorla	-	1	ditto	-	-	-	2	ditto.
Goa	-	1	ditto	-	-	-	2	ditto.
Governor's Office	-	1	ditto	-	-	-	2	ditto.

Some

Some of these might be probationers, but I consider this number necessary, so that there shall be no excuse from sickness, which is of frequent occurrence, leaving the few who work the office tired and worn out.

I would suggest that four writers be employed in the Bombay office, none other are required for copying messages; and four, as at present, in the Receiving Office.

Each office requires $\left\{ \begin{array}{l} 1 \text{ Hamal} \\ 1 \text{ Sweeper} \\ 1 \text{ Bheesty} \end{array} \right\}$ Except Bombay office, which requires two sweepers.

Line guards will be required for the present on the Bulsar line, and from Baroda to Broach, as horses cannot travel along this route in the monsoon, but can be dispensed with after the monsoon.

I would also beg to suggest that the office and line be distinct branches of the department. The plan laid down in your letter, averaging from 120 to 20, is, I think, liberal enough to obtain respectable hands.

I would suggest the terms of office assistants be:

Assistant - - - Office inspector or signal inspector.
 Deputy assistant - - Deputy D. or assistant, deputy D. assistant.
 1st class signallers.
 2nd ditto ditto.
 1st class probationers.
 2nd ditto ditto.

Letters might be addressed to the officer in charge of the Signal Department or Office.

From *M. K. Man*, Esq., Officiating Deputy Superintendent, Telegraphs, Indore Circle, to Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India (No. 197); dated 10 June 1861.

I HAVE now the honour to reply to your Letter (No. 96) asking for my confidential opinion on points connected with the re-organization of the department.

Assistant Deputy Superintendent.—I am quite of an opinion that there should be an officer of this rank in every circle, on whom the responsibility of its working should devolve during the absence of the deputy superintendent from his head-quarters on inspection or other duty. At present, while away, his office work falls into arrears, and he is unable to devote that time to the lines and the state of distant offices which their importance require. As a rule, the senior first class inspector of the circle should be appointed to this post, unless either from a deficient education or other causes he may be unfitted for it; and while carrying out, as far as possible, the system of promotion by seniority, it must not be overlooked that the department is composed of such a mixed body that many of our oldest hands are not fit for other duty than that they are at present called upon to perform; as an instance, the senior signaller in the Indore Circle cannot be trusted with the care of an instrument.

Deputy Assistants.—Referring to paragraph 2, I think divided responsibility decidedly objectionable, and therefore do not recommend the appointment of "deputy assistants," or, as you propose to designate them, "deputy telegraph masters." In every office there should be two head signallers, one in charge of each watch; they should receive higher pay than any of the signallers (at present some head signallers receive less than signallers placed under them), and the assistants should hold the head signallers responsible for the work of the office during their absence; but I do not think it advisable to recognise that division of responsibility by appointing "deputy assistants." I have invariably adopted the above plan, and found it work well.

I consider the present amount allowed for the charge of offices in this circle ample; but am confident that if assistants had a chance of being promoted from an office to the line as inspectors, it would have the effect of making them more zealous in the performance of their duties and more anxious to obtain the good opinion of their deputy superintendent. At present a young man obtains the charge of an office, and feels that he has very little chance of rising higher; the natural consequence of which is, that he cares only about performing his duties sufficiently well to retain that charge.

Indore Circle requires the services of two first-class inspectors (or one assistant deputy superintendent and one first-class inspector), one second-class inspector, and one third-class inspector.

I have always advocated the abolishing the rank of artificer, as the pay is not sufficient to secure the services of good men, and my experience proves that the same work is performed much better by natives (who should, however, be able to read and write). I believe respectable men of this class can, in most places, be obtained for 20 rupees per month, and horse allowance. I would suggest that there be two grades of native artificers. First grade at 30 rupees, and 2nd 20 rupees; and would for this circle would ask for six, three of each grade, which being granted, would enable me to dismiss nearly all the line guards and

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sowars at present employed, which, however, is only half the number I found on taking charge from Mr. Todhunter.

I annex a statement of the staff I consider should be permanently retained at each office, together with the number and pay of office servants and others.

I do not feel at all certain that the present classification of the various grades in the department can be much improved with the exception of the signallers, who should be divided into two or three or four distinct classes, each class having its fixed rate of pay, and I consider the rate proposed by you liberal enough to secure respectable boys; the same may also be said of probationers, excepting that instead of increasing at the monthly rate of five rupees, I think 10 would have the effect of urging a lad to exert himself, while five might not have that effect. From 60 rupees, I would suggest that each promotion carry with it an increase of 15 rupees per month, until the highest rate of 120 rupees is attained. I think it would be advisable to distinguish the separate grades as head signallers, first and second class signallers, first, second, and third class; and also three classes of probationers.

I believe the term "assistants in charge" has been in use ever since the department has been in existence, and yet it appears that the public do not understand that it is to him they are to address messages for despatch, and I must respectfully state that I do not see any reason to suppose they would understand any better the designation of "telegraph masters," which I believe they would understand to mean the deputy superintendent.

There are yet two points to which I feel I should allude—and your having asked my confidential opinion enables me to do so—

First. It is an undeniable fact that we do not succeed in obtaining many of the respectable portion of the boys of India, although the pay is very considerably higher than can be obtained anywhere else, and I attribute this to the frequent changes which are made in the rules of the department, to there having hitherto been no regular system of promotion, and to the very slight chance there is for even an educated lad to reach any of the higher grades. If parents are once convinced that a lad by industry and general good conduct has a chance of becoming an inspector and of gradually ascending, I am sure we shall no longer be pushed for hands, and compelled to retain the useless trash we have on the establishment.

Secondly. A comparison of the pay of all the higher grades of this department with that of any other in the service will at once prove how inadequately its officers are remunerated for the responsible and extremely harassing duties they have to perform, and I venture to hope, while submitting your plan for the re-organization of the department, you will bring this fact to the notice of Government. Unlike officials of other departments, they are most exposed during the rainy seasons, and, from the peculiar nature of their duties, they are never free from the cares and anxieties of office.

Of the Gresham House class how few are now left, and the fact of so many having been obliged to return to England on medical certificate proves how injurious the constant exposure and continued strain on the mind acts on the health.

In conclusion, I respectfully hope you will not think I have brought forward my own ideas in too strong a manner, and that you will believe I am solely prompted by a desire to see this most important department assume its proper position and work efficiently.

From J. T. Blissett, Esq., Deputy Superintendent of Telegraphs, Madras Circle, to Lieutenant-Colonel C. Douglas, Officiating Director General of Telegraphs in India (No. 232); dated Madras, 22 June 1861.

WITH reference to your letter (No. 89), dated the 11th ultimo, calling for my opinion confidentially on the points therein adverted to, in order to enable you to prepare a schedule called for by Government, having in view the fixing, on a permanent scale, of the establishment for this department, I have the honor to state as follows:—

2. With regard to the first point, namely, the appointment of an assistant deputy superintendent to each deputy superintendent, with a view to relieve the latter of much of the drudgery of office work, and thus afford him more time to devote to his lines, I beg to state that the necessity for appointing an assistant deputy superintendent does not appear to me to be sufficiently great, in the case of every circle, to justify the appointment generally. In small circles the deputy superintendent must always be able to inspect his offices and lines once a year, and this would be sufficient to keep him thoroughly acquainted with their working and condition, while, during the absence of the deputy superintendent, a competent 1st class inspector might be appointed to take charge of his office, and to communicate with the deputy superintendent as often as occasion may require. On the other hand, in circles of great extent, an assistant deputy superintendent must be of great use in checking and controlling the work of the offices and lines, some portion of which might be placed in his separate charge and responsibility for their correct working and efficiency. The assistant deputy superintendent might be placed at one extremity of the circle to check the offices and lines thus placed under his separate charge and responsibility, while the deputy superintendent remains at head quarters; but whenever the latter proceeds on a tour of inspection, the

the assistant deputy superintendent should move to head quarters, inspecting lines and offices en route (reporting the result to the deputy superintendent), and remain in charge of the deputy superintendent's office until the return of the deputy superintendent, when the assistant deputy superintendent should resume the duties connected with the offices and lines placed under his immediate superintendence. As far as office work is concerned, it is unnecessary that both the deputy and assistant deputy superintendent should be at head quarters at one and the same time. The deputy superintendent could easily perform and conduct all office work while at head quarters without the assistant deputy superintendent, whose assistance could only be needed during the absence of the deputy superintendent from head quarters.

3. The next point is the advisability of appointing a deputy assistant in each office to ensure the presence of either the assistant or his deputy constantly in the signal room. On this point I beg to state that I cannot perceive that much benefit will result by creating the appointment of deputy assistants to aid the assistants. One would certainly relieve the other during meals, or whenever either had occasion to absent himself from office; but beyond this there would be no advantage in the appointment. An efficient head signaller might be entrusted with the duties proposed to be assigned to the deputy assistant. I do not think it advisable that there should be much divided authority, for in cases of complaint there might be difficulty in fixing the responsibility upon the proper party, besides which, the appointment of an additional assistant to each office may tend to encourage more frequent absence on the part of both without any actual necessity.

4. In regard to the 3rd point, namely, the amount of office allowance for the assistant and his deputy, which I consider would be a sufficient inducement to assistants and others to hold such appointments, it appears to me that, considering the duties and responsibility of the assistants, the allowance in question may be fixed at 50 rupees per month for the most important offices, decreasing the allowance by tens in the case of those less important, with the exception of the office at the Presidency, where the allowance may be fixed at the higher rate of 75 rupees per month, in consideration of the greater amount of labour and local correspondence inseparable from it.

5. As to the 4th point, namely, the number and grades of inspectors which I consider necessary for the conservancy of the lines of my Circle, I beg to state that I am in favour of the measure of reorganising its present line establishment in the following manner:—The Madras Circle consists of about 1,080 miles, and I propose to divide this distance into two great divisions, and to appoint one inspector of the 1st class to each of these divisions, it being their duty to make periodical inspection of the lines, to adopt the necessary measures for their preservation, and to check any irregularity or neglect on the part of the subordinates employed therein, scrutinising their accounts at the same time, and satisfying themselves that the cash balances exhibited in their accounts are actually in their possession. Again, these two great divisions, I propose, should be subdivided into five divisions, and one 2nd class inspector of the 2nd grade appointed to each of these subdivisions, with the immediate charge of about 200 miles of line. Their duty will be to inspect regularly the portion of line assigned to them, to keep the same in efficient working order, and to submit to this office monthly pay bills of the entire establishment employed within their portion of line, as well as the accounts and other periodical returns which may be required. For the purpose of securing to the utmost extent possible the conservancy of the lines, I would further propose that these five subdivisions be divided into sections of 40 or 50 miles each, and placed under the immediate charge of an artificer, whose business it will be to attend personally to the repairs of the lines under instructions from the inspectors in charge of the subdivisions, to whom he will report weekly the work performed by himself and his establishment, which will consist of three working Lascars.

6. Under the arrangement above proposed, the following staff of inspectors and artificers will be required for line duty:—

- 2 First class inspectors.
- 5 Second class inspectors of the second grade.
- 20 Artificers.

7. With regard to the 5th and 6th points, namely, the number of artificers I consider necessary, stating whether Native or European, and whether, in my opinion, any inconvenience would result from abolishing entirely the grade of European artificers, I beg to state that the number of artificers required is given in the preceding paragraph. With regard to abolishing entirely the grade of European artificers, the question is one of great importance, and respecting which I cannot express any decided opinion at present. Time alone can determine the question, after giving exclusive native agency in this branch of the department a full and fair trial. Should you finally determine to do away with the grade of European artificers, it occurs to me that it would be very advisable to retain the services of a few of the best European and East Indian artificers on the main lines of communication. Apart from the consideration that these lines should be kept in the best working order, the presence of European or East Indian artificers appears to me very desirable, if not actually necessary, inasmuch as they can temporarily supply the place of the inspectors in charge of the subdivisions, in the event of the absence of the latter caused by sickness, or other unavoidable circumstances, and whose duties cannot safely be entrusted to native artificers.

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8. The next or 7th point noticed in your letter is the number of line guards and patrols which I consider necessary, and whether they might not be entirely dispensed with by having native artificers at every office. I concur in your opinion that the desirability of entertaining line guards and patrols is very doubtful if the lines are efficiently controlled by the inspectors and others. It may be sufficient, perhaps, for additional security to have one native patrol stationed at each office, to start immediately on the occurrence of an interruption, and give notice to the working party on the line.

9. In respect to the 8th and 9th points, namely, the number of signallers I consider necessary for the efficient working of my offices, detailing these separately, and giving the number of signallers necessary for each, and the same with regard to writers and office servants, and their scale of pay, I beg to forward two lists containing the information called for. The establishments shown in these lists are absolutely necessary for the efficient working of this Circle.

10. The 10th and last point referred to in your letter is a convenient classification of the various grades of the department, and on this point it only remains for me to state that I have already adverted in this Report to the classification necessary, as regards the line establishment, and your classification as regards the signal branch is the best, in my opinion, that could have been devised.

11. In conclusion, I may observe that the same inconvenience complained of by you, regarding the different designations given by the public to the officers in charge of the signal offices, has been experienced in the offices within the Madras Circle, and the designation you propose, namely, "telegraph masters," appears to me perfectly appropriate.

GOVERNMENT TELEGRAPH DEPARTMENT.

Establishment for Deputy Superintendent's Office, Madras Circle.

		Rs.	a.	p.	Rs.	a.	p.
1	Office Assistant - - - - -	100	-	-			
1	Accountant - - - - -	75	-	-			
1	Assistant Accountant - - - - -	40	-	-			
1	Head Clerk - - - - -	75	-	-			
1	Record Keeper - - - - -	55	-	-			
1	Storekeeper - - - - -	35	-	-			
1	Clerk - - - - -	50	-	-			
2	Clerks at 40 rupees each - - - - -	80	-	-			
1	Clerk - - - - -	25	-	-			
1	Ditto - - - - -	20	-	-			
1	Moochy - - - - -	10	-	-			
1	Ditto - - - - -	8	-	-			
1	Attender - - - - -	10	-	-			
1	Duffadar - - - - -	10	-	-			
6	Peons at 7 rupees each - - - - -	42	-	-			
	<i>Printing Office.</i>				635	-	-
1	Foreman - - - - -	45	-	-			
1	Compositor - - - - -	14	-	-			
1	Ditto - - - - -	8	-	-			
1	Ditto - - - - -	7	-	-			
1	Pressman - - - - -	10	-	-			
1	Ditto - - - - -	8	-	-			
1	Baller - - - - -	7	-	-			
1	Ditto - - - - -	6	-	-			
1	Peon - - - - -	6	-	-			
					111	-	-
	TOTAL - - - Rs.				746	-	-

Deputy Superintendent's Office,
Madras, 22 June 1861.

(signed) *J. T. Blissett,*
Deputy Superintendent of Telegraphs,
Madras Circle.

GOVERNMENT TELEGRAPH DEPARTMENT.

Establishment for Signal Offices in the Madras Circle.

Madras Signal Office	Inspector or Assistant	1	Ootacamund Signal Office.	Inspector or Assistant	1
	Head Signaller	1		Head Signaller	1
	Signallers	12*		Signallers	2
	Head Clerk	1		Peons	3
	Clerks	8		Sweeper	1
	Lithographers (for printing shipping notices)	32	Mercara Signal Office	Assistant	1
	Duffadar	1		Head Signaller	1
	Peons	0		Signallers	3
	Lascars	2		Peon	1
	Waterman	1		Puckally	1
	Sweeper	1		Sweeper	1
	Scavenger	1	Cannanore Signal Office	Assistant	1
Mount Signal Office	Assistant	1		Head Signaller	1
	Head Signaller	1		Signallers	3
	Signallers	2		Peons	2
	Peons	2		Sweeper	1
	Waterman	1		Scavenger	1
Vellore Signal Office	Assistant	1	Calicut Signal Office	Assistant	1
	Head Signaller	1		Head Signaller	1
	Signallers	3		Signallers	3
	Peons	2		Clerk	1
	Sweeper	1		Peons	2
Bangalore Signal Office	Scavenger	1	Cochin Signal Office	Sweeper	1
	Inspector or Assistant	1		Assistant	1
	Head Signaller	1		Head Signaller	1
	Signallers	10		Signallers	2
	Clerk	1		Clerk	1
	Peons	9		Peons	3
	Waterman	1		Sweeper	1
Seerah Signal Office	Sweeper	1	Pondicherry Signal Office	Assistant	1
	Scavenger	1		Head Signaller	1
	Assistant	1		Signallers	4
	Head Signaller	1		Clerk	1
	Signallers	2		Peons	4
Bellary Signal Office	Peon	1	Karical Signal Office	Sweeper	1
	Sweeper	1		Scavenger	1
	Assistant	1		Assistant	1
	Head Signaller	1		Head Signaller	1
	Signallers	8		Signallers	2
Mysore Signal Office	Clerk	1	Negapatam Signal Office	Peon	1
	Peon	1		Sweeper	1
	Sweeper	1		Scavenger	1
	Puckally	1		Assistant	1
	Scavenger	1		Head Signaller	1
				Signallers	5

* Inclusive of one detached to attend to the time ball, and one for replacing any that may be sick.

Deputy Superintendent's Office,
Madras, 22 June 1861.

(signed) J. T. Blissett,
Deputy Superintendent of Telegraphs,
Madras Circle.

App. No. 2.

From *A. J. N. Cappel*, Esq., Deputy Superintendent of Telegraphs, South-East Coast Circle and Ceylon, to Colonel *C. Douglas*, Director General of Telegraphs in India (No. 310); dated Colombo, 7 June 1861.

I HAVE the honour to reply to your No. 91, dated 11th ultimo, calling for an expression of opinion on various points connected with the remodelling of the permanent establishment of the Department.

1. I think the appointment of an assistant deputy superintendent to each Circle a measure of exceeding utility. In my own case I have felt the want of a really competent assistant, one in whom I could place confidence, and who, during my necessary absences, could continue the work of the office. I was compelled lately to proceed overland to Trincomallee, to examine the road and report on the proposed extension of the telegraph line to that place. I was unavoidably detained some time en route, and on my return was attacked with fever and liver, which rendered my attention to duty impossible for upwards of a week. Under these circumstances the services of an assistant would have been most valuable, as I can place no reliance on my clerks, nor on the inspector at Colombo for the performance of even routine work.

2. The appointment of a deputy to the officer in charge of all large offices, with the object stated, would, in my opinion, be very advisable. It must be a matter for your consideration only, whether in small offices, where the expenditure is already out of all proportion to the receipts, such an addition would be expedient.

3. I would not recommend any office allowance for the deputies, as by the establishment of a graduated scale of each class of office people a certainty of promotion would be held out to them in the event of unexceptionable conduct. In some of the larger offices it may be necessary that both the officer in charge, and his deputy, should be of the first class, in which case the office allowance alone would mark the difference between the two. I think, also, that a too great similarity in point of emolument is likely to lead to ill-feeling and insubordination.

4. For the South Coast Circle I consider two inspectors sufficient, and those of the second or third grade.

5. I consider four artificers necessary for this Circle; two already employed have given satisfaction, but they are discontented with their position, and one (an European), if not promoted within a reasonable time will, in all probability, resign. It is my idea that the usefulness of these men has been secured by allowing them no mistries, nor tindals, nor working natives of any kind to whom they could entrust the performance of their own duties. As a general rule, I have but little faith in artificers either European or native, but one has proved himself so very intelligent that I should not like to lose him. Should his promotion to an inspector of the third grade be permitted, three native artificers, or overseers, provided with horses, would meet all the requirements of the Circle.

6. I beg to express entire concurrence with your remark that neither respectable Europeans nor East Indians can be obtained for the pay offered. If such enter the service, it is with the confident hope of speedy promotion, and, if this be not obtained, they leave in disgust. Those who are content with their position of artificers are generally worthless.

7. I do not approve of line guards, and consider the establishment already recommended* would quite provide for the wants of this Circle. In all my experience I can call to mind no instance of a line guard having repaired an accident and restored communication, although I, at one time, gave much thought and time to the endeavour to train to usefulness a body of these men.

8. The following is the minimum number of signallers necessary for each office:—

<i>Paumben.</i>		<i>Tuticorin.</i>		<i>Puttoocottah.</i>	
1 Officer in charge.		1 Officer in charge.		1 Officer in charge.	
6 Signallers.		3 Signallers.		2 Signallers.	
PRESENT ESTABLISHMENT AND COST.					
<i>Paumben.</i>	<i>Rs.</i>	<i>Tuticorin.</i>	<i>Rs.</i>	<i>Puttoocottah.</i>	<i>Rs.</i>
1 Assistant in charge	- 130	1 Head signaller -	- 80	1 Head signaller, sick, half-pay.	20
5 Signallers	- 165	2 Signallers -	- 100	1 Signaller in charge	- 41
				1 Signaller -	30
<i>Rs.</i> -	295	<i>Rs.</i> -	180	<i>Rs.</i> -	91
				TOTAL -	<i>Rs.</i> 566

9. Writers have been discontinued in all offices, and I do not think it necessary to revive the appointment. The following is a list of the office servants now employed:—

	<i>Paumben.</i>	<i>Rs.</i>
2 Peons, at 6 Rupees	- - - -	= 12
1 Sweeper, at 3 „	- - - -	= 3
		— 15

Tuticorin.

* Viz., 2 Inspectors, 2nd or 3rd grade; 1 artificer; to be promoted to Inspector 3rd grade; and Mounted Native Artificers or Overseers.

	<i>Tuticorin.</i>	<i>Rs.</i>
2 Peons at 6 Rupees - - - - -	=	12
1 Sweeper at 3 „ - - - - -	=	3
		<hr/> 15
	<i>Puttoocottah.</i>	
1 Peon - - - - -	-	6
1 Sweeper - - - - -	-	3
1 Waterman - - - - -	-	3
		<hr/> 12
TOTAL Rs. per Mensem - - -		<hr/> 42

10. I do not feel competent to offer an opinion on this subject. I am well aware of the unsuitableness of the present official designation of the officers in charge of telegraph offices, and I have witnessed the difficulty evidently felt by the public in addressing the assistant in charge of an office.

In England, I believe, messages for dispatch are forwarded to a telegraph office with that superscription only, and letters of inquiry, &c., are addressed to the Superintendent Electric Telegraph Office. This appears to be the general and favourite form of address, and in Ceylon I have noticed that, in nine cases out of ten, Superintendent is the word made use of in writing to the assistant or inspector in charge of an office. If some other designation could be found for the superintendents and deputy superintendents of the department, it might perhaps be as well to allow the name Superintendent to be applied to those in charge of offices.

Before concluding I would beg to call your attention to the fact, that an assistant in charge of an office (however important the duties of that office may be), has hitherto held an inferior departmental position to the lowest line inspector in the service. I consider the successful management of an office of any magnitude requires a greater amount of intelligence and application than is looked for from any line inspector, except of the highest grade.

With reference to my reply to No. 1 of your inquiries, I have the honour to state that the Ceylon Government will, I feel sure, object to any additional charge on that or any other account.

From *H. J. Walton*, Esq., Officiating Deputy Superintendent, Government Telegraphs, Bengal, to Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India, (No. 111); dated 16 May 1861.

I HAVE the honour to reply to your No. 95, dated 11th May, noticing each point seriatim as requested.

1st.—The necessity of appointing an assistant deputy superintendent to each deputy superintendent is self-evident. The deputy superintendent of a Circle is at present so confined to his office that he cannot properly control the offices and lines under him without neglecting the current duties of his own office. The assistant deputy would also thus have an opportunity of learning his duties as a deputy superintendent, for under the present system a man is suddenly placed in charge of a Circle and an extensive office without the slightest previous knowledge of the heavy and responsible duties attached to it. I would suggest that the deputy superintendents should nominate their own assistant deputy superintendents for the approval of the director general, in order to avoid the possibility of the deputy superintendent being obliged to work with a man of entirely different ideas, and who might thus be almost useless to him. This would likewise be a strong inducement to 1st class inspectors to secure the approval of the deputy superintendent by diligent attention to their duties.

The appointment of Assistant Deputy Superintendent.

2nd.—I think that it would be unadvisable to appoint deputy assistants in each office. It would divide the responsibility and prevent the assistant in charge from having that perfect control over his subordinates that it is absolutely necessary he should have. I think that the plan would be even highly objectionable in any office except in each of the Presidency offices, and in them the officer in charge should not in any way have his power curtailed, or his command over his hands in any way interfered with. Under the present system, moreover, the anxiety of the signaller to secure the approbation of his immediate superior by strict attention to his duties is a sufficient guarantee in most cases that he will satisfactorily perform his work; and on this account I consider it would be unadvisable to introduce a system of promotion by seniority. A deputy superintendent, by a perfect system of office logs, can make himself acquainted with every act of every signaller during his hours of duty, and he can thus give the director general all information on this head, and at any moment give him the character of any signaller he may wish to know about with a view to promotion or otherwise. I think that this inducement would do very much more to secure the signaller's attention to office duties than any small allowance. A system, such as I recommend, would stimulate the hands in every office to vie with one another in pleasing and satisfying their superior; whereas a system of promotion by seniority would damp their energies, and make them all dummies and mere machines.

Regarding the Deputy Assistants.

3rd.—I would suggest that in the three Presidency offices only an extra allowance of fifty rupees (50 rupees) be placed at the disposal of the officer in charge to divide between

Regarding office allowance.
his

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his two head signallers, for such I would denote them. I think the present rates of office allowance ample for the Presidency offices, viz., 75 rupees per mensem, but I think that these offices should be held by 1st class inspectors only. Thus would the 1st class inspectors be getting a knowledge of business transactions, of accounts, and of making himself thoroughly acquainted with the rules and regulations of the department, and the details of working preparatory to his promotion to the rank of assistant deputy superintendent. The 1st class inspector should immediately, before taking the office, have been a 1st class inspector on the line; thus we would have a man ready to take the berth of assistant deputy superintendent who has gone through a thorough course of line and office duties. At present it is a known fact that there are 1st class inspectors and others who never saw a joint made or screw pile put in the ground, while there are others who know as much of office duties as a probationer. We require thoroughly practical men—men who know how to implicitly obey orders as well as how to give them, men who will act and not talk, and men who can themselves undertake to do what they order their subordinates to do. I think that no man should receive any promotion who does not thoroughly understand the practical working of the instruments in use, even to being able to read perfectly by sight or sound. I would recommend that assistants in charge of offices on the main line between Calcutta and Bombay should receive a higher rate of office allowance than assistants in charge of other offices; say, for Benares, Agra and Indore, 60 rupees, and for all others on that line 40 rupees. Then for repeating stations on the other lines (400 miles apart only) I would allow 40 rupees, and 25 rupees to all other stations. I enclose a Statement (A), from which at a glance you will see the amount of allowance I would recommend for each office, showing in the aggregate a monthly excess of 95 rupees over the present scale. But by my letter No. 91, it will appear that there has been a saving in the expenditure for the establishment of this circle of 2,600 rupees. I therefore trust that this trifling increase may be sanctioned.

Numbers and Grades of Inspectors for Bengal Circle.

4th.—For the efficient conservancy of the lines in the Bengal circle, I consider there should be—

						<i>Rs.</i>	<i>a.</i>	<i>p.</i>
One 1st Class Inspector at	300	-	-	-	-	300	-	-
Two 2nd - ditto - „	250	-	-	-	-	500	-	-
Two 3rd - ditto - „	200	-	-	-	-	400	-	-
Two 1st Class Overseers,,	150	-	-	-	-	300	-	-
Two 2nd - ditto - „	100	-	-	-	-	200	-	-
TOTAL - - - <i>Rs.</i>						1,700	-	-

for 1,650 miles, or 183 miles each on an average.

**Number of Artificers
required for Bengal
Circle.**

5th.—I require 16 native artificers or one to every 103 miles; the accompanying Statement marked (B) will show the exact establishment which I consider necessary for the efficient conservancy of the lines in this circle, amounting to 2,704 rupees per mensem, or 1,638 rupees, say Rs. 1. 8 a. 0 p. per mile per mensem. From this statement it will appear that I have entirely omitted European artificers, and inserted two grades of overseers. A young man well educated and in time fit to fill the higher appointments would be induced to enter the department at 100 rupees, with the prospect of rising in the profession; but under the existing rules I dare assert that we get the scum of the country as artificers in many cases.

Regarding European Artificers.

6th.—I consider it highly desirable to do away altogether with European artificers except where an entirely new line is being constructed. They should then be taken on only as a temporary measure. I would take on native artificers at 20, with prospect of rising to 2nd class at 30, and 1st class at 40, with horse allowance each at 15. No promotion will be given during the first 18 months, and then only after an examination as to competency and skill in his duties. Those who speak or write English to have the preference.

Regarding Patrols and Line Guards.

7th.—As far as regards the Bengal Circle, there is no necessity for the employment of a single line guard or patrol except at the cable crossings, where I consider two men should be invariably employed. There are nine cable crossings* in this circle, requiring 18 men on 6 rupees each per mensem. Each inspector should be allowed also one lascar at 8 rupees, and each native artificer a peon each on 6 rupees per mensem. I have found the plan of line guards to fail in every part of India I have visited, and the employment of sowars is very expensive, and not attended with any adequate beneficial results.

1. Bidabatty.
2. Burrakur.
3. Soane at Dehree.
4. Ganges at Benares.
5. Ganges at Allahabad.
6. Soane at Arrah.
7. Ganges at Cawnpore.
8. Kookrahatty.
9. Channel Creek.

8th and 9th. The accompanying statement (C) will show the number of signallers, probationers, and office servants required to work the 24 offices in the Bengal Circle:— 40 signallers and 70 probationers exclusive of the telegraph master.

I suggest the following as a convenient classification of the various grades for the Bengal Circle, which should be extended to all India if approved of:—

				<i>Rs.</i>	
1	Deputy Superintendent	-	-	at	
1	Assistant Deputy Superintendent	-	„	400	
2	1st Class Inspectors	-	-	„	800 { 1 for Calcutta lines. 1 for Calcutta Office.
2	2nd Class Inspectors	-	-	„	250 for lines.
2	2nd Class Inspectors	-	-	„	250 for offices { Agra, Benares.
					2 3rd Class

				Rs.	
2	3rd Class Inspectors	-	-	200	for lines.
4	3rd Class Inspectors	-	-	200	for offices.
2	1st Class Overseers	-	-	150	for lines.
2	2nd Class Overseers	-	-	100	ditto.
5	1st Class Signallers	-	-	100	for offices.
15	2nd Class ditto	-	-	80	ditto.
20	3rd Class ditto	-	-	65	ditto.
30	4th Class ditto	-	-	50	ditto.
25	1st Class Probationers	-	-	40	ditto.
20	2nd Class ditto	-	-	30	ditto.
20	3rd Class ditto	-	-	20	ditto.

I can safely assert that the expense of carrying out my suggestions regarding the conservancy establishment will effect a saving, and I believe the plan for working would induce no additional expense, while it would very materially conduce to the efficient working of the department.

I would shrink from proposing any scale of pay for the higher officers in the department had you not pressed for an expression of my opinion on this subject. I think that it would be best to refer to the scale of salaries given to officers in other departments holding berths of equal responsibility, and who have been brought out from England under covenant expressly for the purpose of serving Government in such department. Uncovenanted servants even in departments where there is not one quarter the responsibility, and but little of the never-ceasing wear and tear that we are subject to by day and night, if attached to an office, and the constant exposure to all seasons if on the line, are much higher and better paid; the Postmaster General of Bengal, for instance, drawing 1,500 rupees, and the Postmaster of Calcutta drawing 700 rupees. I would mention, to illustrate this, that no insurance office will accept the life of an officer in the Government Telegraph Department except at 20 per cent extra premium for risk, extra wear and tear, and exposure in profession. This is undeniable, as I can prove from correspondence with one of the largest insurance societies; and, moreover, I have had to pay this extra premium myself. I am, however, sure that if 50 rupees were added on to the salaries of all above the rank of 2nd Class Inspectors B Grade (3rd Class Inspectors in my Statement C) to 1st Class Inspectors inclusively, it would induce many valuable hands to remain in the department, who are being induced to enter some other service merely on account of the poor remuneration they get in this.

Regarding the title to be given to the officer in charge of a telegraph station, I consider that of "Telegraph Master," irrespective of any rank in the department, would be an excellent substitute for assistant and the host of other names used at present.

I trust, while writing on this subject, that it will not be considered out of place in a confidential report to mention that I really cannot understand the use of superintendents of divisions; but on the contrary I have every reason to believe that in the divisions where they are recognised, they are much in the way of the well working of the Circles under them, causing a deal of circumlocution and red-tapism, whereas the Deputy Superintendent should have direct access to the Director General. I believe you concur in this opinion, as you but very rarely find any necessity or occasion for acting in your capacity as Superintendent of the Eastern Division. The deputy superintendent would in this case become superintendent of Circles, and the assistant deputy superintendent would be styled assistant superintendent.

I sincerely trust that some of my proposals and expressions of opinion may prove useful to you in organising our department.

From *C. Galbraith, Esq.*, Deputy Superintendent of Telegraphs, Punjab Circle, to Lieutenant Colonel *C. Douglas*, Officiating Director General of Telegraphs in India (No. 61); dated Umballah, 4 June 1861.

On your No. 92, calling for confidential opinion on certain points, I remark as follows:—

Point No. 1.—My experience of the value of assistant deputy superintendents is not such as to incline me in their favour. A good experienced book-keeper and office manager appears to me much more desirable and serviceable, and this, where procurable at all, is procurable for one-third the cost of an assistant deputy superintendent.

Point No. 2.—In large offices with six, seven, and eight signallers, supposing the department to have judicious arrangements as to the admission of candidates and their after promotion, I conceive that the two head signallers, who would of course have gained their present position not merely by dexterous signalling, but by proofs of honesty, sobriety, and general intelligence, should be made captains of their respective watches. The effect in practice of a deputy assistant in an office, as of assistant deputy superintendent in a Circle, would be that an indifferent assistant in charge will throw the whole work upon him, and make for himself a sinecure; while the active assistant in charge would find his deputy assistant more of an incumbrance than anything else. This is my private opinion, but I feel confident that an application to the six most active and successful assistants in India would produce replies in accordance therewith. In small offices, such as many of mine are, the idea of a deputy assistantship is altogether inapplicable. Several of my offices have but one signaller in all, and many but two. For these latter only could I desire the existence of such a class as deputy assistant, for out of that class I would choose the assistants for such small offices; on this account, that when a high paid assistant is appointed to