

I regret exceedingly that I cannot yet give you the returns for January, February, or March 1866, but I know from inquiries made here, and latterly from the daily reports, that the improvement is very great. I hope to send the returns very shortly.

John U. Champain.

App. No. 20.

Kurrachee, 24 February 1866.

Transmission Inwards from 1st to 12th February 1866.

<i>Via Turkey:</i>										D. H. M.
The longest time occupied by a message from the United Kingdom to India was	-	-	-	-	-	-	-	-	-	6 0 0
The shortest time	-	-	-	-	-	-	-	-	-	0 2 30
Mean	-	-	-	-	-	-	-	-	-	1 19 40
(Average of 405 messages.)										

<i>Via Russia:</i>										D. H. M.
The longest time was	-	-	-	-	-	-	-	-	-	20 15 0
Shortest	-	-	-	-	-	-	-	-	-	16 0 0
Mean	-	-	-	-	-	-	-	-	-	17 8 3
(Average of 128 messages.)										

A considerable (if not the chief) part of the delay on messages *via* Russia was due to interruption on the Persian lines.

(signed) *A. Brasher*, Traffic Manager.

(A.)

EASTWARD.

RETURN showing the Number of Telegrams from the *United Kingdom* to *India*, and the Amounts Due to the Persian Gulf Line for the same, during the Year 1865.

1865.	<i>Via Fao.</i>		<i>Via Bushire.</i>		TOTAL.	
	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.
		£. s. d.		£. s. d.		£. s. d.
February -	-	-	-	-	-	-
March -	691	2,132 - -	-	- - -	691	2,132 - -
April -	874	2,788 - -	876	968 - -	1,260	3,756 - -
May -	551	1,740 - -	556	1,385 - -	1,107	8,125 - -
June -	700	2,100 - -	400	900 - -	1,100	3,000 - -
July -	500	1,500 - -	400	900 - -	900	2,400 - -
August -	679	2,177 10 -	96	223 - -	775	2,410 10 -
September -	867	2,788 10 -	335	834 - -	1,202	3,622 10 -
October -	1,226	3,905 10 -	385	927 - -	1,611	4,832 10 -
November -	927	3,051 - -	102	272 - -	1,029	3,323 - -
December -	1,040	3,438 15 -	365	968 - -	1,405	4,406 15 -
	8,055	25,621 5 -	3,015	8,068 - -	11,070	32,998 5 -

Note.—Interruption at Gwadar, cause of the decrease in receipts for July and August.

Thomas Lyne.

App. No. 20.

(B.)

EASTWARD.

RETURN showing the Number of Telegrams from the Continent of *Europe* to *India*, and the Amounts Due to the Persian Gulf Line for the same, during the Year 1865.

1865.	<i>Viâ Faô (Turkey).</i>		<i>Viâ Bushire (Persia).</i>		TOTAL.	
	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.
		£. s. d.		£. s. d.		£. s. d.
February - -	13	57 10 -	1	3 - -	14	60 10 -
March - - -	82	269 5 -	-	- - -	82	269 5 -
April - - -	95	315 15 -	9	20 - -	104	335 15 -
May - - - -	110	335 10 -	35	89 - -	145	424 10 -
June - - - -	109	370 - -	30	78 - -	139	448 - -
July - - - -	50	180 - -	15	39 - -	65	219 - -
August - - -	57	168 15 -	26	71 - -	83	239 15 -
September - -	97	419 10 -	70	200 - -	167	619 10 -
October - - -	167	630 10 -	83	204 - -	250	834 10 -
November - - -	122	439 15 -	33	98 - -	155	537 15 -
December - - -	218	703 15 -	45	151 - -	263	854 15 -
	1,120	3,890 5 -	347	953 - -	1,467	4,843 5 -

Thomas Lyne.

(C.)

WESTWARD.

RETURN showing the Number of Telegrams from *India* to the *United Kingdom*, and the Amounts due to the Persian Gulf Line for the same, during the Year 1865.

1865.	<i>Viâ Faô (Turkey).</i>		<i>Viâ Bushire (Persia).</i>		TOTAL.	
	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.
		£ s. d.		£ s. d.		£ s. d.
February - -	58	178 15 -	-	- - -	58	178 15 -
March - - -	532	1,777 10 -	-	- - -	532	1,777 10 -
April - - -	508	1,811 - -	216	628 - -	724	2,439 - -
May - - - -	555	2,016 5 -	176	500 - -	731	2,516 5 -
June - - - -	682	2,386 15 -	297	808 - -	979	3,194 15 -
July - - - -	450	1,400 - -	150	400 - -	600	1,800 - -
August - - -	716	2,515 - -	149	395 - -	865	2,910 - -
September - -	648	2,823 - -	279	774 - -	927	3,097 - -
October - - -	798	2,865 15 -	227	621 - -	1,025	3,486 15 -
November - - -	878	3,131 10 -	118	338 - -	996	3,469 10 -
December - - -	918	3,360 5 -	48	123 - -	966	3,483 5 -
	6,743	23,765 15 -	1,060	4,587 - -	8,403	28,352 15 -

Thomas Lyne.

(D.)

WESTWARD.

RETURN showing the Number of Telegrams from *India* to the Continent of *Europe*, and the Amounts due to the Persian Gulf Line for the same, during the Year 1865.

1865.	Via Fao (Turkey).		Via Bushire (Persia).		TOTAL.	
	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.	Number of Telegrams.	Amount.
		£ s. d.		£ s. d.		£ s. d.
February - -	10	85 - -	2	9 - -	12	94 - -
March - -	47	159 15 -	-	- - -	47	159 15 -
April - -	46	145 - -	26	67 - -	72	212 - -
May - -	59	205 15 -	19	53 - -	78	258 15 -
June - -	64	215 - -	34	81 - -	98	296 - -
July - -	35	112 - -	15	39 - -	50	151 - -
August - -	71	231 5 -	20	56 - -	91	287 5 -
September - -	83	308 15 -	34	103 - -	117	411 15 -
October - -	111	416 5 -	42	127 - -	153	543 5 -
November - -	142	514 10 -	21	59 - -	163	573 10 -
December - -	141	531 5 -	21	58 - -	162	589 5 -
	809	2,924 10 -	234	652 - -	1,043	3,576 10 -

India Office, 12th April 1866.

Thomas Lyne

INDO-EUROPEAN TELEGRAPH.

SUMMARY of TRAFFIC as shown in the annexed Returns, marked respectively (A.), (B.), (C.) and (D.), for the Ten Months ending 31st December 1865.

	Via Fao (Turkey).		Via Bushire (Persia).		TOTAL.		GRAND TOTAL.	
	Number of Telegrams.	Amounts.	Number of Telegrams.	Amounts.	Number of Telegrams.	Amounts.	Number of Telegrams.	Amounts.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
EASTWARD:								
(A.) United Kingdom to India	8,055	25,621 5 -	3,015	8,068 - -	11,070	32,998 5 -	12,537	37,841 10 -
(B.) Continent to India -	1,120	3,890 5 -	347	953 - -	1,467	4,843 5 -		
WESTWARD:								
(C.) India to United Kingdom	6,743	23,765 15 -	1,660	4,587 - -	8,403	28,352 15 -	9,946	31,929 5 -
(D.) India to Continent -	809	2,924 10 -	234	652 - -	1,043	3,576 10 -		
							21,983	69,770 15 -

13th April 1866.

Thomas Lyne.

INDO-EUROPEAN TELEGRAPH.

RETURN showing Average Time occupied by Telegrams in reaching *Kurrachee* from the United Kingdom since the opening of the Line in March 1865, up to the end of February 1866.

1865-66.				FROM UNITED KINGDOM TO KURRACHEE.			
Month of				Via Russia		Via Turkey.	
				Number of Telegrams.	Average Time in Transit.	Number of Telegrams.	Average Time in Transit.
1865 :					Days. hrs. m.		Days. hrs. m.
March	-	-	-	-	-	691	5 22 26
April	-	-	-	-	-	1,250	6 0 0
May	-	-	-	-	-	1,107	4 18 0
June	-	-	-	400	30 0 0	700	5 1 40
July	-	-	-	No Return		No Return.	
August	-	-	-	-	-	182	3 6 5
September	-	-	-	-	-	351	7 1 39
October	-	-	-	-	-	400	11 12 10
November	-	-	-	32	11 18 0	997	9 20 0
December	-	-	-	328	13 5 0	1,065	9 10 0
1866 :							
January	-	-	-	326	21 1 5	814	5 19 10
February	-	-	-	228	15 16 3	776	2 9 30
Mean Time				-	18 22 25	-	6 10 58

* Only the telegrams for the last week in each month are taken for these three months.

T. L.

Remarks.—It will be seen by the foregoing return that the average time occupied between the United Kingdom and Kurrachee by each telegram *via* Turkey for the year 1865-6 was under six days and a half, while, on the other hand, those *via* Russia (less than 10 per cent. of the whole number forwarded) occupied nearly 19 days.

In looking at the time occupied by telegrams *via* Turkey, it should be borne in mind that the lines in Turkey pass through an immense tract of country, comparatively speaking roadless, rendering the repairs of any fault which may occur much more difficult than such repairs would be in Europe, where the telegraph lines traverse the roadside, and in many cases that of the railroad, rendering the transport of men and material both easy and quick.

Great delays are of frequent occurrence in Europe, which are partly to be attributed to the inadequate number of wires for the amount of business passing over them. The Continental governments use the telegraph to an extent little credited in England. Thus, from Paris, Florence, Vienna, Berlin, St. Petersburg, and Constantinople, there is a constant flow out and in of thousands of government telegrams weekly; so that it is not an unusual occurrence for the messages emanating from the general public to lie in an office from three to 12 hours waiting an opportunity of being passed on. From a statistical report issued by the Italian government in 1864, I find the number of government telegrams passing over the Italian lines during 1862, was 227,231, the total number of telegrams for 1862 being 3,062,343.

I have had 18 years' experience in telegraph offices, half of that time in Constantinople and the Levant, and taking the foregoing circumstances into consideration, I do not consider the time occupied by telegrams from the United Kingdom to Kurrachee *via* Turkey excessive; but at the same time there undoubtedly remains a large margin for improvement.

The delays *via* Russia are to be attributed chiefly, I imagine, to the premature declaration of the route being ready for traffic. No telegrams have been addressed from England "*via* Russia" since the early part of December; those reaching India by that route since that date have been diverted from the Turkish route for some unexplained (and, as far as known, unwarrantable) reason by the Continental administrations, but by which of them does not yet appear.

Thomas Lyne.

India Office, 23 April 1866.

ACT No. VIII. of 1860.

Passed by the Legislative Council of India.

(Received the assent of the Governor General on the 12th March 1860.)

AN ACT for regulating the Establishment and Management of Electric Telegraphs in India.

WHEREAS it is expedient that better provision should be made for regulating the establishment and management of lines of Electric Telegraph in India; it is enacted as follows:

Preamble

I. Act XXXIV. of 1854 (for regulating the establishment and management of Electric Telegraphs in India) is hereby repealed, except as to any act or offence which shall have been done or committed, or to any fine or penalty which shall have been incurred, or to any proceedings which shall have been commenced, before this Act shall come into operation, and except also as to any license for the establishment of a line of Electric Telegraph granted under the said Act. All things done under the authority or in pursuance of the said Act, shall be as valid and effectual as if this Act had not been passed.

Act repealed.

II. Within the British territories in India, the Governor General of India in Council shall have the exclusive privilege of establishing lines of Electric Telegraph. Provided that the Governor General of India in Council may grant a license to any person or company to establish a line of Electric Telegraph within any part of such territories, which license shall be revocable on the breach of any of the conditions therein contained.

Governor General in Council to have the exclusive privilege of establishing electric telegraphs. Proviso.

III. Whoever shall otherwise than under a license duly granted as aforesaid establish, or after revocation of such license maintain, a line of Electric Telegraph within the said territories, shall be liable to a fine not exceeding 1,000 rupees; and for every week during which such line shall be maintained, shall be liable to a further fine not exceeding 500 rupees.

Penalties for establishing or maintaining unauthorised electric telegraphs.

IV. Whoever shall use a line of Electric Telegraph, knowing or having reason to believe that it is an unlicensed line, for the purpose of sending or receiving messages, or shall perform any service incidental thereto, shall, for every such offence, be liable to a fine not exceeding 50 rupees.

Penalty for using or working such telegraphs.

V. The Governor General of India in Council may, on the occurrence of any public emergency, take temporary possession of any line of Electric Telegraph established under license within the said territories.

Government may take possession of telegraphs established by license

VI. Any Railway Company, on being required so to do by the Governor General of India in Council, shall permit the Government to establish upon the land of such company adjoining the line of railway, a line of Electric Telegraph, and shall give every reasonable facility for establishing and using the same.

Government may establish telegraphs on land of railway company.

VII. The Governor General of India in Council may, from time to time, frame rules for the conduct of Electric Telegraphs established by Government, not inconsistent with this Act, and therein prescribe the regulations, conditions, and restrictions, according to which all messages and signals shall be transmitted.

Governor General in Council to frame rules for the conduct of Government telegraphs.

VIII. The Government shall not be responsible for any loss or damage which may occur in consequence of any person employed by the Government in the Electric Telegraph Department failing to transmit with accuracy any message entrusted to him for transmission; and no such person shall be responsible for any such loss or damage, unless he shall cause the same negligently, maliciously, or fraudulently.

Government not responsible for loss or damage.

IX. Whoever shall, without permission, enter into the signal room of a Government Telegraph Office, or shall refuse to quit the same on being requested to do so by any officer or servant employed therein, or shall wilfully obstruct or impede any such officer or servant in the performance of his duty, shall be liable to a fine not exceeding 100 rupees.

Penalty for intruding into signal room, &c.

X. Whoever shall wilfully cause, or attempt to cause any interruption to the transmission of signals along a line of electric telegraph established by the Government, by cutting or injuring the wire, or by injuring any portion of the line or posts or any instrument or apparatus, or by any other means, shall be liable to imprisonment, with or without hard labour, for a term not exceeding two years, or to fine, or to both.

Penalties for cutting the line.

XI. Whoever, being in the employ of the Government in the Electric Telegraph Department, shall wilfully secrete, make away with, alter, or omit to transmit any message which he may have received for transmission or delivery, or shall wilfully or otherwise than by the official order of a Secretary to the Government of India, or Government of Madras or Bombay, or Lieutenant Governor of Bengal, or of the North Western Provinces, or of the

Penalty for omitting to transmit or deliver messages, or for divulging messages, &c.

- App. No. 20.** Punjab, or Chief Commissioner of Oude, or such other officers as the Governor General of India in Council shall authorise to give such order, divulge any message, or the purport of any message or signal to any person not entitled to receive, or to become acquainted with the same, shall be liable to be imprisoned, with or without hard labour, for a term not exceeding two years, or to fine, or to both.
- Penalty for offering a bribe.** XII. Whoever offers a bribe to any person in the employ of the Government in the Electric Telegraph Department, in order to induce such person to act in a manner inconsistent with his duty, shall be liable to be imprisoned for a term not exceeding six months, or to fine, or to both.
- Penalty for misconduct.** XIII. Whoever, being in such employ, shall be guilty of any act of drunkenness, carelessness, or other misconduct, whereby the transmission or delivery of any message shall be endangered, or who shall loiter or make delay in the transmission or delivery of any message, shall be liable to imprisonment, with or without hard labour, for a term not exceeding three months, or to a fine not exceeding 100 rupees, or to both.
- Penalties for sending messages without payment to Government.** XIV. Whoever, being in such employ, shall transmit by the electric telegraph any message upon which the prescribed charge has not been paid, intending thereby to defraud the Government, shall be liable to be imprisoned, with or without hard labour, for a term not exceeding two years, or to fine, or to both.
- Penalties for sending fabricated message.** XV. Whoever shall transmit, or cause to be transmitted, by an electric telegraph established by Government a message which he knows to be false or fabricated, shall be liable to be imprisoned, with or without hard labour, for a term not exceeding two years, or to fine, or to both.
- Jurisdiction beyond limits of Supreme Court.** XVI. Any person not being a European British subject, who shall, beyond the local limits of the jurisdiction of a Court of Judicature established by Royal Charter, commit any of the offences mentioned in Sections X., XI., XII., XIII., XIV., and XV. of this Act, shall be punishable upon conviction by any magistrate within whose jurisdiction the offence shall be committed. If any such offence be committed beyond the said local limits by a European British subject, the offender shall be punishable upon conviction before a Court of Judicature established by Royal Charter.
- Jurisdiction within local limits of Supreme Court.** XVII. Any person, whether a European British subject or not, who shall, within the local limits of the jurisdiction of a Court of Judicature established by Royal Charter, commit any of the offences referred to in the last preceding Section, shall be punishable upon conviction before such Court.
- Fines how to be adjudged.** XVIII. Any person, whether a European British subject or not, who shall be guilty of any offence, for which, according to the provisions of this Act, he shall be liable to a fine only, shall be punishable for such offence by any magistrate of police for any of the Presidency towns of Calcutta, Madras, and Bombay, or for the settlement of Prince of Wales' Island, Singapore, and Malacca, magistrate, joint-magistrate, or person lawfully exercising the powers of a magistrate, within whose jurisdiction the offence shall be committed; and any person hereby made punishable by a magistrate of police shall be punishable upon summary conviction.
- Fines how levied.** XIX. All fines imposed under the authority of this Act, for offences punishable by fine only, by any police magistrate, magistrate, joint-magistrate, or person lawfully exercising the powers of a magistrate, may, in case of non-payment thereof, be levied by distress and sale of the goods and chattels of the offender, by warrant under the hand of any of the above-named officers, and in case any such fine shall not be forthwith paid, any such officer may order the offender to be apprehended and detained in safe custody until the return can be conveniently made to such warrant of distress, unless such party shall give security to the satisfaction of such officer for his appearance at such place and time as shall be appointed for the return of the warrant of distress, and such officer may take such security by way of recognisance or otherwise, and if, upon the return of such warrant, it shall appear that no sufficient distress can be had whereon to levy such fine, and the same shall not be forthwith paid, or in case it shall appear to the satisfaction of such officer, by the confession of the party or otherwise, that he has not sufficient goods and chattels whereupon such fine or sum of money could be levied if a warrant of distress were issued, any such officer, by warrant under his hand, may commit the offender to prison, there to be imprisoned only or to be imprisoned and kept to hard labour, according to the discretion of such officer, for any term not exceeding two calendar months where the amount of the fine shall not exceed 50 rupees, and for any term not exceeding four calendar months where the amount shall not exceed 100 rupees, and for any term not exceeding six calendar months in any other case; the commitment to be determinable in each of the cases aforesaid on payment of the amount.
- Imprisonment, if no sufficient distress, &c.** XX. If any servant of the Government, employed in the Electric Telegraph Department within the dominions of any Foreign Prince or State in alliance with the Government of India in which an electric telegraph is established by the Government, shall within the dominions of such Prince or State commit any act hereby prohibited, or omit to do any act hereby required to be done by any person similarly employed within the British territories in India, such servant of the Government shall be guilty of an offence, and on conviction thereof shall be punished in the same manner as if such act had been done or omitted
- Authority to punish Government servants who commit offences against this Act in foreign territory.**

omitted within the said last mentioned territories; and every such person may be tried, convicted, and punished either by fine or otherwise, according to the nature of the offence, by any court or officer duly empowered by the Governor General of India in Council to take cognisance of offences committed in such dominions by servants of the Government, or by any court or magistrate or other competent officer in any part of the British territories in India, in the same manner as if the offence had been committed in such part of the said territories.

XXI. The word "Magistrate" in this Act shall include joint magistrates and persons lawfully exercising the powers of magistrates, and the word "Fine" shall include a penalty or forfeiture. **Explanation of terms.**

XXII. It shall be lawful for the Governor General in Council to frame rules for the conduct of any electric telegraph established by license under this Act, and to declare from time to time what portions of this Act shall be applicable to such telegraph and to persons using the same, or employed in connexion therewith. It shall also be lawful for the Governor General in Council to declare from time to time that this Act, or such portions thereof as may be specified, shall be applicable to any electric telegraph established or to be established within the British territories in India by any Foreign Prince or State with the consent of the British Government, and to persons using such telegraph or employed in connexion therewith. **Government to frame rules for telegraphs established by license. And to declare Act applicable to telegraphs established within British territories by foreign powers.**

Appendix, No. 21.

PAPERS handed in by Mr. F. Gisborne, 25 May 1866.

INDIA, SINGAPORE, CHINA, and AUSTRALIA TELEGRAPH.

GENERAL SUMMARY of the Foreign and Local TRADE and SHIPPING that will make use of the Proposed TELEGRAPH LINES (taken from Blue Books).

	Trade, Imports, and Exports.	Shipping. Square-rigged Vessels.		REMARKS.
		Vessels Entered and Cleared.	Tonnage.	
1. Straits Settlements (Singapore Penang, &c., 1863).	£. 20,486,859*	5,453	2,095,028	* Of this 4,481,721 l. was with the United Kingdom.
2. China sea-board foreign trade, and including trade between the 13 open ports, 1864.	86,601,064†	17,976	6,635,505	† External trade of 13 open ports - } £. 38,584,311
3. Java, 1862 - - - -	8,184,489	5,773	805,194	Trade between the 13 open ports - } 47,716,753
4. Australia, 1864 - - - -	38,589,979	1,893	1,121,424	£. 86,601,064
TOTALS - - - £.	153,862,392	31,095	10,657,151	

STATEMENT showing the TRADE of the following PORTS for the Year 1863-64.

	Singapore.	Penang.	Rangoon.	Moulmein.	TOTAL.
	£.	£.	£.	£.	£.
Imports - - - -	6,347,005	1,719,265	1,690,103	488,453	10,244,826
Exports - - - -	5,397,744	2,568,027	1,734,388	541,924	10,242,033
TOTAL TRADE - - £.	11,744,749	4,287,292	3,424,441	1,030,377	20,486,859*

* Of this amount 4,481,721 l. was with the United Kingdom.

STATEMENT of the SHIPPING and TONNAGE for the same Places and for the same Period.

Square-rigged Vessels.	Singapore.		Penang.		Rangoon.		Moulmein.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Arrivals - -	1,447	628,568	555	145,760	604	249,314	106	68,817	2,717	1,092,459
Departures - -	1,513	560,074	550	143,928	575	229,752	103	68,815	2,741	1,062,569
TOTAL - -	2,960	1,188,642	1,105	289,688	1,179	479,066	209	137,632	5,453	2,095,028

Statistical Department, India Office,
10 March 1866.

COMMERCIAL REPORTS from HER MAJESTY'S Consul in *China*, 1864 (presented to both Houses, February 1866).

COMPARATIVE TABLE of SEA-BOARD TRADE of *China* (i.e., the 13 Open Ports) with other Countries in 1864, p. 73.

With	Imports.	Re-Exports.	Exports.	TOTAL.
	£.	£.	£.	£.
Great Britain, British Dominions, and Colonies -	17,042,205	- -	16,552,385	33,594,590 *
Japan - - - - -	610,735	1,017,152	114,982	1,742,870
United States of America -	150,226	- -	1,494,286	1,644,512
Sundry countries (France, &c.), p. 71 - - - -	1,188,078	- -	714,261	1,902,339
Other Chinese open ports, or international trade, pp. 70 and 71 - - - -	25,582,675	7,212,043	14,922,035	47,716,753
TOTAL - - £.	44,573,919†	- -	33,797,950	86,601,064

* Of this 20,662,332 l. with the United Kingdom, and say, 13,000,000 l. with India.

† Of these imports 3,679,256 l. was treasure.

P. 74, "So that the British trade is about the 10-11th part of the whole of the foreign trade in China, or about 5-7ths of the international trade of China, Chinese re-exports to Chinese ports included. The carrying trade of the 13 ports during 1864 has occupied, entering inwards and clearing outwards, 17,976 vessels, giving a tonnage of 6,635,505 tons."

UNITED KINGDOM with *China*, including *Hong Kong* and *Macao* (taken from Blue Books).

	1864.
	£.
Imports therefrom - - - - -	15,673,930
Exports thereto (British and foreign produce) - - - - -	4,988,402
TOTAL Imports and Exports - - - £.	20,662,332

	£.
United Kingdom with Japan: Imports - - - - -	1,423,819
Exports (British and foreign produce) - - - - -	666,992
TOTAL Imports and Exports - - - £.	2,090,811

Philippine Islands: Imports and exports - - - - -	1,574,489
Java: Imports and exports - - - - -	818,660
TOTAL Imports and Exports - - - £.	4,483,960

	Vessels.	Tonnage.
Number and tonnage of vessels (sailing and steam) entered - - -	296	188,588
Ditto - - - ditto - - - ditto - - - cleared - - -	287	178,292
TOTAL - - -	583	366,880

	1862.
	£.
Java and Madeira:	
Total value of merchandise and specie exported to all countries - - -	4,330,853
Value of imports into from all countries - - - - -	3,853,636
TOTAL Exports and Imports - - - £.	8,184,489

	Vessels.	Tonnage.
Number and tonnage of vessels entered - - - - -	2,819	393,240
Ditto - - - ditto - - - cleared - - - - -	2,954	411,954
TOTAL - - -	5,773	805,194

App. No. 21.

**COMMERCIAL REPORTS from HER MAJESTY'S CONSULS in China, 1864,
presented to both Houses, 1866.**

Treasure imported, 1864.

										<i>Tael.</i>	<i>Tael.</i>
Shanghai (p. 60):											
Great Britain	-	-	-	-	-	-	-	-	-	444,188	
Hong Kong	-	-	-	-	-	-	-	-	-	4,842,886	
Total British										-	5,287,075
United States	-	-	-	-	-	-	-	-	-	297,403	
France	-	-	-	-	-	-	-	-	-	1,433,661	
Japan	-	-	-	-	-	-	-	-	-	285,344	
Total other Countries										-	2,016,408
Total Treasure Imported										-	7,303,483
Note.—Of the above has been Re-exported—											
To Japan	-	-	-	-	-	-	-	-	-	2,155,861	
To India	-	-	-	-	-	-	-	-	-	478,982	
To Singapore	-	-	-	-	-	-	-	-	-	301,833	
Total Treasure Re-exported										<i>Tael.</i>	2,937,673
This is, however, but an approximation, as no correct return of operations in treasure can be obtained.											
Hankow	-	-	-	-	-	-	-	-	-	-	4,324,856*
TOTAL TREASURE Imported into China										at 6/4	<i>Tael.</i> 11,628,339
											£. 3,679,854

* It does not appear where this treasure came from.

INDIA WITH CHINA.

										1862.
Exports to China:										£.
Merchandise	-	-	-	-	-	-	-	-	-	10,451,871
Treasure	-	-	-	-	-	-	-	-	-	15,858
Total										£. 10,467,229
Imports from China:										
Merchandise	-	-	-	-	-	-	-	-	-	£. 3,400,199
Treasure	-	-	-	-	-	-	-	-	-	995,869
										4,396,068
TOTAL TRADE										£. 14,863,297

SUMMARY of FOREIGN TRADE of *Australia*, 1864.

IMPORTS AND EXPORTS.	Trade, Imports and Exports.	Shipping.		REMARKS.
		Vessels Arrived and Departed.	Tonnage.	
	£.	£.	£.	
Victoria - - - -	21,005,155	681	501,218	
New South Wales - - -	10,726,841	583	330,280	
South Australia - - -	2,960,026	180	182,194	
Queensland - - - -	448,957	40	33,755	
Tasmania - - - -	888,000	310	- -	Not given.
New Zealand - - - -	2561,000	99	73,977	
TOTALS - - - £.	*38,589,979	1,893	1,121,424	

* Of this, 25,444,222 £. was with the United Kingdom. With other countries the returns only come up to 1862.

1. UNITED KINGDOM WITH AUSTRALIA AND NEW ZEALAND.

IMPORTS therefrom (taken from "Blue Books") 1864.

	£.	£.
New South Wales and Queensland - - - - -	3,154,277	
Victoria - - - - -	4,043,813	
South Australia - - - - -	1,203,809	
TOTAL Goods Imported - - -	8,401,899	
Tasmania and New Zealand - - - - -	1,566,703	
Gold (all Australia) - - - - -	2,656,971	
TOTAL Imports - - -	- -	12,625,573
Exports (British and Foreign produce):		
New South Wales and Queensland - - - - -	3,485,954	
Victoria - - - - -	5,776,509	
South Australia - - - - -	1,188,526	
Tasmania and New Zealand - - - - -	2,364,660	
TOTAL EXPORTS - - -	- -	12,815,649
TOTAL IMPORTS AND EXPORTS - - -	- -	25,441,222
2. Australian trade (Imports and Exports, 1862) with India and China - - - - -	- -	2,596,256
3. Ditto with Continent of Europe and North America - - -	- -	10,552,501
TOTAL Foreign Trade of Australia - - - £.	- -	38,589,979
4. Number of Vessels, Sailing and Steam, and Tonnage, 1864:	Vessels.	Tonnage.
United Kingdom to Australia and New Zealand - cleared	478	408,263
Ditto - - - - ditto - - - - entered	146	127,362
TOTAL - - -	624	535,625
Australia to India, China, Continent of Europe, and North America, cleared and entered - - - - -	1,269	585,799
TOTAL FOREIGN SHIPPING OF AUSTRALIA - - - £.	1,893	1,121,424

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27 June 1862.

A DEPUTATION connected with the Anglo-Australian and China Telegraph waited upon Sir Charles Wood on the 27th June 1862, at the India Office, concerning the establishment of telegraphic communication between India and China and India and Australia, *via* Singapore. The deputation was introduced by the Honourable A. Kinnaird, M.P., and consisted of the following gentlemen: Sir Stuart Donaldson, Messrs. J. Halliday, J. P. Watson, S. W. Hyde, H. C. E. Childers, M.P., J. Ogle, T. W. Evans, M.P., R. B. Wade, Peek, T. M. Weguelin, M.P., F. Gisborne, Fleeming Jenkin, C. H. Ebdon.

Statements were made with reference to the subsidies already voted by the Australian Legislatures for the Java-Queensland line, and those expected from the French Government for a line between Singapore and Saigon.

The proposition laid before Sir Charles Wood was that the Indian Government should give a subsidy towards the section between Singapore and Rangoon, contingent on the successful working of the cable.

Sir Charles Wood informed the deputation that until he was assured by the Treasury that the outlying telegraphic lines from Australia to Singapore on the one side, and from Hong Kong to Singapore on the other, were in a state of actual forwardness, or certain to be completed, he, as representing the Government of India, could not move in relation to the India and Singapore line; but that, upon his receiving such assurance from the Imperial Government, he, as Secretary of State for India, would feel it to be his duty either to carry out as a Government work, or to assist by subsidy or otherwise, a private company to complete the line from Rangoon to Singapore.

Sir Charles Wood's Answer to Baron Bentinck, *re* Rangoon-Singapore Telegraph.

EXTRACT from F. Gisborne's Letter to C. H. Ebdon, dated The Hague, 1 February 1864.

THE Secretary General to the Foreign Office read to me this day portions of a despatch from Baron Bentinck, dated the 26th ultimo. It was stated in that despatch that Sir Charles Wood, in answer to Baron Bentinck, told him that there was a well-founded hope that the telegraph line between Bagdad and India would be completed next spring, and that as regards the Rangoon-Singapore Telegraph, no concession had as yet been given to any company, nor had any decision been as yet come to upon the matter.

EXTRACT from F. Gisborne's Letter to C. H. Ebdon, dated The Hague, 19 March 1864.

P. S.—Baron Bentinck has received another answer from our Government about the Rangoon-Singapore telegraph, dated about the 6th instant, stating that Government are not prepared at present to subsidise either the Rangoon-Singapore or Australian line.

EXTRACT from a Letter from the late East India Company's Board of Directors, to the India Board, dated East India House, 14 July 1858.

4. AS, however, it appears, from Mr. Gisborne's letter, now under notice, that the concession granted to him by the Netherlands Government is limited in time, and is conditional upon an assurance that the link between Rangoon and Singapore will not be left undone, the court cannot hesitate to express their opinion that when measures have been matured for making such remaining portions of the line as may be required to complete the telegraphic communication between this country and Australia, it would be the duty of the Indian Government to take steps for the simultaneous construction of that part of the line which lies within its jurisdiction.

The Secretary, India Board.

I have, &c.
(signed) J. D. Dickinson.

Dear Sir,

Foreign Office, 16 April 1866.

I HAVE made inquiries about the projected telegraph from Kiahkta to Peking, and no further information on the subject seems to have reached the Foreign Office beyond that which you already know, *viz.* that the Chinese Government refused the concession.

F. Gisborne, Esq.

I am, &c.
(signed) Henry Harvey.

TELEGRAPHS TO INDIA.

1. *Viâ* Turkey and Asia Minor (existing line).

	Stat. Miles.
Belgrade to Constantinople - - - - -	590
Constantinople to Baghdad - - - - -	1,314
Baghdad to Bussorah (Head of Persian Gulf) - - - - -	320
Belgrade to Bussorah - - - - -	2,224

2. *Viâ* Persia (existing line).

	Stat. Miles.
Russian Frontier to Teheran, say - - - - -	480
Teheran to Bushire - - - - -	697
(Vide Blue Book, 15 Feb. 1864, p. 31, relating to Telegraph to Persia.)	
Russian Frontier to Bushire - - - - -	1,177

3. *Viâ* Egypt, Palestine, and Asia Minor (existing line.)

	Stat. Miles.
Alexandria to Diarbeker <i>viâ</i> Aleppo, say - - - - -	1,103
Diarbeker to Bussorah - - - - -	900
	2,003

4. *Via* Egypt and Red Sea (proposed line).

	Stat. Miles.
Alexandria to Massowah (Red Sea), <i>viâ</i> Valley of the Nile to Shandy - - -	2,333

The above distances are taken from Sir H. Rawlinson's pamphlet on the Overland Telegraph to India (1861), and show the extent to which we are dependent for our telegraphic communication with India upon the Turkish, Persian, and Egyptian Governments respectively.

The line through Europe and *viâ* the Malta and Alexandria cable to Egypt, and thence through Palestine *viâ* Diarbeker to the head of the Persian Gulf and India, has many of the advantages of the proposed Red Sea and India line, commencing at Massowah on the Red Sea and terminating at Kurrachee, where the Persian Gulf cable also terminates.

As far as Alexandria, the route is common to both the lines under comparison, and from Massowah in one direction, and the head of the Persian Gulf in the other, to India, the lines are or will be in English hands, and both of them submarine and in shoal water.

So far, therefore, there is nothing to show between them, and the point of comparison lies between the line from Alexandria to Massowah, which is 2,333 miles in length, and that from Alexandria to Diarbeker and the head of the Persian Gulf; this line is 2,003 miles long. It is only desired to indicate the real point of comparison without discussing it.

23 April 1866.

21 Gresham Street, E. C.

F. Gisborne.

Monsieur,

Londres, le 23 Juin 1864.

LE Gouvernement de l'Empereur auquel j'ai transmis la demande que MM. les Directeurs de la Compagnie Télégraphique Anglo-Australienne m'ont adressée dans le courant du mois de Février dernier, en vue d'obtenir le concours de la France, me charge de vous annoncer qu'après un examen attentif du projet que lui a été soumis, l'établissement d'une ligne télégraphique que se dirigerait sur Saigon et la Chine lui a paru avoir une importance réelle pour les intérêts Français. Il est, en conséquence, disposé à prendre les mesures nécessaires pour que toutes facilités soient données à la Compagnie Anglo-Australienne pour l'atterrissement de son cable à Saigon: toutefois le Gouvernement de l'Empereur croit devoir renfermer dans ces limites la promesse de concours qu'il fait à la Compagnie. D'une part, en effet, il ne juge pas à propos d'accorder à titre exclusif le droit d'établir à Saigon une station de la ligne projetée, et d'autre part, il ne saurait assurer à la Compagnie Anglo-Australienne aucun concours financier, en présence de l'obligation où se trouve le Ministère de l'Intérieur dans l'état actuel des diverses communications télégraphiques, de réserver ses ressources pour des entreprises que touchent de plus près aux intérêts de l'Empire.

Recevez, &c.,

(signé)

L'Ambassadeur de France,
Pce. de la Tour d'Auvergne.Monsieur C. H. Ebdan,
Président de la Compagnie Télégraphique
Anglo-Australienne.

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(Translation.)

TELEGRAPH from *Java*, through *Sumatra*, to *Siak*, opposite *Singapore*.

The following notice is taken from the *Java* "Courant," of the 27th February 1866, No. 17.

In accordance with a letter received from the Colonial Minister, his Majesty the King has, with the sanction of the Cabinet of the 9th December 1865, No. 56, authorised the Indian Government to construct the following telegraphic connections, viz. :

A land line between Telok-Betong (Lampong districts, south part of Sumatra) and Palembang.

A submarine line between Sumatra and Java, and such line in case of failure to be replaced by optician telegraphs, to be placed on both sides and intermediate isles, as well as by a small powerful steamer.

A land line from Palembang, *viâ* Benkoelen and Padang to Siak.

SINGAPORE-BATAVIA TELEGRAPH.

The cable was the same as that used for the Red Sea and India Telegraph, weighing only 22 cwt. per knot.

EXTRACT from *F. Gisborne's* Diary at the Hague.

11th August 1862.

HAD a long conversation this day with J. Groll, the Government engineer in Java, who superintended the laying of the Singapore-Batavia cable in 1859, and was afterwards engaged repairing it for one year, when it finally broke down, though repairs were subsequently attempted. He would have it that the cable would have been broken by anchors wherever it was laid, even in the open sea east of Banca. I told him that Admiral Rattendijke (Minister of Marine) and others said it would not. He answered that vessels continually anchored in the whole of that sea. He had commanded the mail steamer between Batavia and Singapore; the course of the mail, however, was inside (W.) of Banca, where also the cable was laid in about 11 fathoms of water. He added that, from want of landmarks, it would be very difficult to find the cable if laid E. of Banca, whilst where it was laid it had been easily found. He said he had wanted the cable to be laid on the mudbank along the coast of Sumatra in three fathoms water, and he was decidedly of opinion that that was the best locality for it. Messrs. Newall & Co. had laid this cable very taut, being the same principle which they had adopted in the case of the Red Sea and India cable. Mr. Groll said that in repairing the cable it was found to be kinked where it happened to have been laid slack, and was not kinked where it had been laid tight; this was the case where there was any current, which existed almost everywhere along the course the cable was laid in.

During the year Mr. Groll had charge of the repairs, the cable was broken 30 to 40 times by anchors. He said that the iron wire had rusted more over some portions of the bottom than over others; that the live coral was rather advantageous than otherwise, as it grew over the cable, though inside the coral the iron was generally found rusted. He said he had never himself seen the gutta percha eaten through by the teredo, but he had the most specific accounts that such had been the case; he had himself seen the worm spring out on bending back the core. The holes were generally not perceptible till that was done. The teredo had not pierced the core till the iron wire had rusted away, and he thought the teredo would not eat the bituminous compound with which we proposed to cover the iron wires; he thought, however, the compound would drop off.

He said that the cable had once worked 59 days consecutively, and when at work had earned 6 per cent. excluding only the cost of repairs.

He felt satisfied it would pay to lay a good cable. He said the gutta percha had remained as good as ever, but now that the teredo had attacked it, the line was gone irreparably; it was out of the question to attempt to repair it.

He thought that in a shallow sea with an even bottom a cable should be laid tight.

He did not disagree with me that 50 to 100 fathoms might be the best depth; but as between Singapore and Batavia where the depth did not anywhere exceed 25 fathoms, he preferred laying the cable along the Sumatra mudbank in three fathoms.

He said the tariff had been two dollars for 25 words, and that every mail 40 to 50 messages were sent.

He thought the best route to Australia was from Madura (near Java) to Macassar, (Celebes) thence to Timor, and so on to the northern coast of Australia.

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(Translation.)

Ministère des Colonies,

La Haye, le 20 Août 1862.

EN réponse à votre lettre du 7 de ce mois, que vous avez adressé au Ministre de la Marine, j'ai l'honneur de vous faire part que les informations sur l'état du fond de la mer entre le Cap Sedano et Coepang ont été demandé par moi au Gouverneur Général des Indes Néerlandaises.

À Monsieur F. Gisborne, Hotel Paulez.

Le Ministre des Colonies,

(signé) G. N. Uhlenbeck.

ENGINEERS' REPORT to the Chairman and Directors of the Anglo-Australian and China Telegraph Company (Limited), with reference to carrying out Telegraphic Communication between *Rangoon* and *Singapore*.

Gentlemen,

6, Duke-street, Adelphi, 22 February 1865.

At your meeting, held on the 15th August, we received instructions to report upon the question of establishing telegraphic communication between Rangoon and Singapore; and especially to take into consideration how far it would be advisable to carry out this work, or any part of it, by means of land-lines.

We have now the honour to state, that we have made inquiries and carefully considered the question, and have consulted, among others, the following gentlemen, who have all much personal knowledge of the country through which the proposed land-line would pass; viz.

- Mr. Edmund Blundell - Formerly Governor of the Straits Settlements.
- Captain Magrath - - - Bombay Artillery, late Inspector of the Government Telegraph Lines at Moulmein.
- Captain R. Sprye - - - Late of the Indian Army, and some time Resident at Moulmein, &c.

The information we obtain from them and other sources is as follows:

That the land lines of the Indian Government have been completed from Rangoon, in the direction of Singapore, to Moulmein, by a circuitous route *via* Tongo, and we are informed that this portion of the line works fairly.

The line is not made between Moulmein and Amherst, but we are informed that the Indian Government had contemplated the construction of this line some years ago, and were only prevented doing so by the mutiny.

From Moulmein southwards to the extreme point of British territory, a distance of about 420 miles, all authorities that we have consulted prefer a line running close by the coast to one in the interior; and we are informed that there would not be much difficulty in carrying a line as far as Tavoy, a distance of about 150 statute miles.

From Tavoy to the limit of British territory the country is much intersected by rivers, all of which must be crossed by the line at or near their mouths, in some cases probably by short submarine cables. On this portion of the line it would be impossible in many places to avoid the jungle, which consists of large forest trees, with a thick growth of underwood.

There are no roads over which materials could be conveyed, but all would have to be carried by sea.

The natives are few in number, and are harmless and little civilised; they are not likely to damage the line, and are reported as industrious, and willing to work for from 10 to 15 rupees per month.

The coast along which this line would have to be carried and maintained is subject, during the south-west monsoons, to constant gales from May till November, but not perhaps sufficiently violent to endanger the line. The climate during this period of seven months is excessively wet and damp, and much lightning is experienced at its end and commencement.

From latitude 10 degrees north to Singapore the country does not belong to England. As far as Penang the population is scanty, unsettled, and uncivilised; from thence to Singapore, although the country is not ours, Mr. Blundell states that perhaps the safety of a land-line might be more easily insured; but he is of opinion that a submarine line would be preferable.

The foregoing statements are further confirmed by the evidence of Captain Dicey, of the Indian Navy, and many persons acquainted with the country whom we have either seen or corresponded with.

There can be no doubt that land-lines, in a civilised country such as England, are more economical than submarine lines, and more readily repaired; but in foreign countries, even as civilised as most parts of India, we consider a well-constructed submarine cable, laid in moderate depths, more to be depended upon for maintaining uninterrupted communication.

Their relative cost of construction may be taken as about one to three; but the maintenance of the land-lines in such countries is more costly than that of a submarine line, and land-lines in the Malay peninsula would, without doubt, be subject to much more frequent interruptions than a submarine cable laid in the adjoining sea, which, according

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to the very careful surveys which have been made and published by the Government, presents most favourable conditions.

A large and costly staff would be required to be kept up for the land-transmitting stations, and for watching the line, and keeping the jungle cleared. The line would be liable to frequent interruptions from the falling of trees and other accidental causes, and from lightning, which, striking the wires at any point, would enter the short lengths of cables employed for crossing the rivers, and would destroy their insulation. Its working would also be unsatisfactory during the wet season of the south-west monsoons, from the dampness of the climate. During this period of seven months the country is much inundated near the sea coast, and communications with the different stations and along the line could only be imperfectly maintained. The greater part of the line would be situated in an almost uninhabited country, without roads, and with stations of necessity very far apart; and whenever interruptions occurred it would take a considerable time for a working party to discover and repair the break.

From the official reports of the Indian Government, we find that, even in their best districts, the interruptions of their lines are frequent, and of considerable duration; and the cost of their maintenance averages, over their whole system of 11,500 miles of wires, 3 *l.* 10 *s.* per mile per annum, or five times the cost of maintenance in England. We find that in the Pegu circle it is still more costly, averaging 9 *l.* 10 *s.* per mile for wire; and the interruptions are also more frequent, in about the same proportion.

From a careful consideration of the whole question, we are of opinion that a land-line might probably be extended with advantage, from the present terminus of the Indian lines at Moulmein, to Tavoy, a distance of about 150 miles.

From thence to Singapore we consider that, in the present unsettled state of the country, the physical difficulties are such that we could not recommend a land-line over any portion of the route.

We estimate that the saving of cost, if these recommendations are carried into effect, will be about 40,000 *l.* as compared with the submarine route direct from Rangoon.

We are, &c.
(signed) *Bright & Clark,*
Forde & Fleeming Jenkin, } Engineers.

To the Directors of the Anglo-Australian and China
Telegraph Company (Limited).

PAPER handed in by Mr. H. C. Forde, 25 May 1866.

ABSTRACT of proposed system of TELEGRAPH LINES between India, China, Japan, and Australia.

Number of		NAME OF DIVISION OR SECTION. 3.	Distances between Stations.			Soundings and Nature of Bottom, &c.				GENERAL OBSERVATIONS.
Division. 1.	Section. 2.		Submarine Lines.	Land Lines.		Soundings.			NATURE OF BOTTOM, 11.	
			Each Section. 4.	Total. 5.	Each Section. 6.	Total. 7.	Maximum. 8.	Minimum. 9.		Mean. 10.
1.	-	<i>Rangoon, to Singapore:</i>	<i>Knots.</i>	<i>Knots.</i>	<i>St. Mls.</i>	<i>St. Mls.</i>	<i>Fms.</i>	<i>Fms.</i>	<i>Fms.</i>	
	1	Rangoon to Coast	-	-	40	-	-	Land line.	-	Apparently very favourable and even.
	2	Coast to King Island	305	-	3	-	-	30	15	Ditto - ditto.
	3	King Island to Penang	523	-	20	-	-	45	20	Ditto - ditto.
	4	Penang to Singapore	373	-	4	-	-	50	8	Ditto - ditto.
		TOTALS	-	1,200	-	67	-	-	28	
										<i>Memo.</i> —Estimate based on a four ton cable for 60 % of the distance, and a seven ton cable for 40 % of the distance.
2.	-	<i>Singapore to China and Japan:</i>								
	1	Singapore to Saigon	648	-	54	-	-	37	12	Apparently very favourable and even.
	2	Saigon to Hainan	620	-	55	-	-	60	15	Even, but apparently rocky in parts.
	3	Hainan to Hong Kong	360	-	5	-	-	64	35	Apparently very favourable.
	4	Hong Kong to Amoy	292	-	40	-	-	25	14	Even, but rocky in parts.
	5	Amoy to Foo-chow-foo	200	-	35	-	-	52	15	Favourable.
	6	Foo-chow-foo to Shanghai	383	-	40	-	-	65	8	Generally favourable; about 60 knots in very shallow water.
	7	Shanghai to Nagasaki	447	-	45	-	-	112	25	Very favourable. M. S. & S. G. S., dK. S. (crb. to a very slight extent).
		TOTALS	-	2,945	-	274	-	-	35	
										<i>Memo.</i> —Estimate based on a four ton cable, with about 10 % shore ends of 10 tons per knot.
3.	-	<i>Singapore to Australia:</i>								
	1	Singapore to Banca	280	-	20	-	-	22	12	Eyes, and apparently free from rocks.
	2	Banca to Batavia	286	-	13	-	-	30	10	Even, with occasional patches of rock.
	3	Batavia to C. Sedano	-	-	680	-	-	Land line.	-	
	4	C. Sedano to Macassar	353	-	3	-	-	100	17	Net very even, rocky in parts, and requires many more soundings.
	5	Macassar to Delhi	420	-	3	-	-	Partially unsounded	-	First 80 knots under 40 fathoms, remaining 340 knots unsounded, and probably deep.
	6	Delhi to Adelaide Bay	453	-	2	-	-	Ditto - ditto	-	First 500 knots unsounded, and probably deep, remaining 253 knots from 65 to 23 furlongs, and bottom even.
		TOTALS	-	1,766	-	721	-	-	-	
		GRAND TOTALS	-	5,911	-	1,062	-	-	-	
										<i>Memo.</i> —Estimate on a four ton cable, with about 7 % shore ends of 10 tons per knot.
										The cost of the three systems together will be about 2,460,000 L.; the estimated net annual receipts about 417,000 L., or about 17 per cent. per annum.

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PAPERS laid before the Committee by the Clerk of the Committee.

LETTER addressed to the Committee from Mr. Moor.

To the Committee of the Honourable the House of Commons appointed to Inquire into the
TELEGRAPHIC and POSTAL COMMUNICATION between *England* and *India*.

Mediterranean Extension Telegraph
Company, 158, Gresham House,
Old Broad-street,
London, 13 June 1866.

Gentlemen,

UNDERSTANDING that Mr. Glass in his evidence before your Honourable Committee stated, "That if there was an administration occupying only 60 miles of line (meaning the Mediterranean Extension Telegraph Company), and communication was wanted through that administration with the administration beyond, it would involve the last-named administration in hot water."

Further, "That the intermediate administration had served its own views, and had been productive of ill feeling between his, Mr. Glass's, administration and the Italian Government."

As Chairman of the intermediate administration alluded to, viz., the Mediterranean Extension Telegraph Company, I desire, with their permission, to remove from the mind of the Committee any prejudice which Mr. Glass may have raised against my Company.

So far as I know, there have only been two cases of "hot water," as connected with my Company, into which Mr. Glass has fallen with the Italian Government.

I should state, that the Mediterranean Extension Telegraph Company was formed in 1857, and that, except the two cases I shall detail, this Company has worked amicably with the Italian Government, and all other administrations.

First Case.—This arose in 1862, with regard to the Reimbursement of Messages question.

This Company works under the Berne treaty, but in 1862 the lessees of the Malta and Alexandria line, of which Mr. Glass then was, and still is, the principal manager, did not work under it.

Under the Berne treaty reimbursement is granted for messages not delivered, or delivered too late, or delivered in an unintelligible state.

The Malta and Alexandria lessees refused to grant reimbursement, except under some regulations of their own making, one of which was, that such reimbursements should depend on their opinion as to the triviality or otherwise of the claim for reimbursement.

This refusal, and the grounds of it, gave dissatisfaction to the Director General at Turin,

and that official wrote to this Company on the 29th October 1862: "All telegraph administrations adhere to the principal already shown, that of reimbursing according to the number of errors and alterations, 'without regard to their importance, &c. &c.,' but as the Alexandria Direction thinks otherwise, all the claims pending will be settled, less the proportion due from that Direction."

"We advise, however, that we shall publish a notice to the effect that from this time forward no reimbursement will be granted for messages coming from Alexandria, or that route, and that the other administrations will be invited to do the same, as we cannot, nor will, add to the complications in the accounts, that of establishing, examining, and discussing every time, what errors are trivial and what are not."

On the 19th November 1862, the same official wrote that Switzerland adopted the Italian view, and said, "Thanking the Malta administration (that is the Mediterranean Extension Telegraph Company) for the communication made to us relative to the Malta and Alexandria Telegraph Administration's refusal to concur in reimbursements for errors committed in their offices, and which they declare trivial, we beg to confirm our determination not to accede, for our part, to any reimbursements advanced by Alexandria's for messages coming from or beyond there. We have written to those administrations with which we are in direct relation, to know if they will adopt the same system, and up till now we have received affirmative reply from the Swiss Administration. It is, therefore, established that the Italian and Swiss Administrations will not grant any reimbursement for the messages as above."

On the 16th January 1863, a notification from the Italian Government reached us, that France and Austria intended to adopt the same course as Italy and Switzerland.

On the 2nd March 1863, the Director General telegraphed that the lessees of the Malta and Alexandria line had then informed him of their willingness to reimburse according to the laws of the Berne treaty.

This was all they were asked to do in the beginning, and thus ceased the dispute in the first case, by their withdrawing their pretensions. The second case commenced about three weeks after the adjustment of the first case, and arose out

out of the question of duplicate messages. In this case also, the lessees of the Malta and Alexandria line refused to be governed by the Berne treaty.

On the 19th March 1863, the Superintendent of the Malta and Alexandria line sent a memorandum to our Superintendent at Malta, of which the following is an extract :

“ Nos. 3,200 and 823 have been received from you in duplicate; the second copies having been transmitted to Alexandria, I have to inform you that we cannot cancel them as requested, and they will be charged to you as fresh messages.”

Our Superintendent telegraphed this information to the Director General at Turin.

No action however was taken on this, and matters remained quiet until the 10th December 1863, when the lessees of the Malta and Alexandria line wrote to our company saying, that in settling accounts for the June quarter, they, the lessees, are asked to write off a small sum for duplicate messages, that they are willing to give up the amount in question, but that in future, they should require payment for all messages, duplicate or otherwise; and they conclude with saying, “ We neither recognise nor approve of the Italian practise of sending duplicate messages without charge, and we think it is a great pity that your company does not take steps to bring about its discontinuance.” This was communicated to the Director General. Some communications then took place direct, between that official and the lessees of the Malta and Alexandria line, which resulted in a letter from him to them, dated 22nd March 1864, a copy of which was sent to us.

From this letter it appears that the lessees must have withdrawn their refusal to cancel duplicate messages upon the condition that the words “ par ampliation ” should appear on such duplicates.

The Director General in this letter states his belief that misunderstandings have arisen from the inexact manner in which the lessees' intentions had been made known to him by our company, and suggests a direct correspondence between himself and them.

To this suggestion our company could not object, and at once signified to the lessees their intention to discontinue the direct correspondence on behalf of the lessees with the Italian government.

The direct correspondence was carried on for some months, when the Director General requested that the old system should be renewed, and this company not wishing to throw any difficulties in the way, upon such request, again took on themselves the trouble of the correspondence, and have continued it up to the present time.

I am informed that Mr. Glass also stated that our company refused any amalgamation with his administration. The question of amalgamation arose in this manner :

In June last year it was suggested by Mr. Glass, and with a slight variation as to the terms of payment agreed to by this company, that a duplicate cable, at the joint cost of this company, and Mr. Glass's company, should be laid between Malta and Sicily.

This project was, however, abandoned by Mr. Glass, who proposed amalgamation between the two companies, and which amalgamation was to the following effect :

That a new company should be formed which should comprise the Mediterranean Extension Telegraph Company and the general public.

That the capital of the new company should consist, First, of our preferential capital of 32,000 £. to be taken at par, and our original capital of 120,000 £., to be valued at 60,000 £. That the whole should be paid in shares of the new company at par, and that thereupon our cables should become the property of the new company.

Secondly. That a sum to be named on a future day, should include the cost of a second cable from Alexandria to Sicily, and the repair of our cable from Malta to Sicily.

Thirdly. That a further sum, likewise undefined, but to be named on a future day as the value of the lease from the Government to Mr. Glass and his partners, of the Malta and Alexandria cable, should be paid to the Telegraph Construction and Maintenance Company, to whom Mr. Glass and his partners had sold and assigned such lease.

Fourthly. That there should be a margin for contingencies, and that the direction of the new company should be formed out of the Telegraph Construction and Maintenance Company, and the Mediterranean Extension Telegraph Company. The working staff to be amalgamated, and the officers and staff of the Mediterranean Extension Telegraph Company to be provided for.

This is believed to be strictly what Mr. Glass proposed, but as he did not submit this or any other proposal in writing, there may be some small error.

The terms of this amalgamation were declined, because the Directors of the Mediterranean Extension Telegraph Company considered the scheme impracticable, and not in the interests of the shareholders to accept.

I have, &c.
(signed) *Henry Moor*,
Chairman.

App. No. 23.

MEMORIAL of the Chamber of Commerce and Manufacturers of *Glasgow*.

Unto the Right Honourable Lord Stanley of Alderley, Her Majesty's Postmaster General.

The Memorial of the Chamber of Commerce and Manufacturers of Glasgow, Incorporated by Royal Charter.

Respectfully sheweth,

THAT the memorialists, representing the mercantile community of Glasgow, are deeply interested in the postal service between Great Britain and India, and, having had the subject under their consideration, desire to submit to your Lordship reasons which appear to them to render highly expedient, if not now absolutely necessary, the substitution of a weekly mail to and from Calcutta, *viâ* Bombay, for the existing mail arrangements.

Your memorialists desire to draw your Lordship's attention to the fact that, although there is nominally postal service to Calcutta four times a month, twice *viâ* Point de Galle, and twice *viâ* Bombay, that in consequence of the facilities rendered by railway communication in India, letters dispatched by mail, leaving London on the 10th and 26th of the month *viâ* Point de Galle, are delivered in Calcutta on or about the same day as letters leaving London one week later, and sent *viâ* Bombay; and *vice versâ*, letters leaving Calcutta *viâ* Galle, take a week longer in transit than those *viâ* Bombay; therefore, there are practically only two mails from Bengal to England per month. In point of fact, *viâ* Bombay is now the speediest and most direct route from Bengal to England; and your memorialists would respectfully urge upon Her Majesty's Government the importance of supplementing

the present service by another weekly mail *viâ* Bombay.

Your memorialists also desire to call attention to the speed of the transmission of the mail which, on comparison with other services, they are satisfied might be greatly accelerated.

Your memorialists also take the liberty to suggest, that an important benefit to the trade with India would result in the dispatch of the mails on a fixed day of every week from London, instead of, as at present, on certain days of the month.

Your memorialists believe that no loss would accrue to Government from such an arrangement; but if it should be necessary to charge any additional rate of postage to defray the extra expense, the advantage to the community would be so great that they have no doubt it would cheerfully be paid.

For the reasons now stated, the memorialists respectfully ask your Lordship to take into consideration the whole subject of postal communication with India, with a view to the establishment of a weekly mail to Calcutta *viâ* Bombay.

And your Memorialists will ever pray.

(signed) *John Ramsay*,
Vice President.
J. S. Fleming,
Secretary.

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PAPER handed in by Mr. *Howell*, 17 July 1866.

App. No. 24.

CONTRACT, dated 17 November 1865, between the POST OFFICE and the
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

AUSTRALIAN MAILS.

ARTICLES OF AGREEMENT made this Seventeenth day of November One thousand Eight hundred and Sixty-five between the Right Honourable Edward John Lord Stanley of Alderley, Her Majesty's Postmaster General for the time being of the one part and the Peninsular and Oriental Steam Navigation Company of the other part.

WITNESS that the Company for themselves and their successors hereby covenant with the Postmaster General his executors administrators successors and assigns Her Majesty's Postmaster General for the time being in manner following (that is to say)

1. That the Company will at all times during the continuance of this Agreement or so long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance thereof provide keep seaworthy and in complete repair and readiness for the purpose of conveying as hereinafter provided all Her Majesty's mails (in which term "Mails" all boxes bags or packets of letters newspapers books or printed papers and all other articles transmissible by the Post without regard either to the place to which they may be addressed or to that in which they may have originated and all empty bags empty boxes and other stores and articles used or to be used in carrying on the Post Office service which shall be sent by or to or from the Post Office are agreed to be comprehended) which shall at any time and from time to time by the Postmaster General or any of his Officers or Agents be required to be conveyed as hereinafter provided between Point de Galle in Ceylon and Sydney in New South Wales *via* King George's Sound and Melbourne a sufficient number of good substantial and efficient steam vessels of adequate power and supplied with first rate appropriate steam engines.

Company to provide steam-vessels to convey mails between Point de Galle and Sydney *via* King George's Sound and Melbourne.

2. That the vessels to be employed under this agreement shall be always furnished with all necessary and proper machinery engines apparel furniture stores tackle boats fuel lamps oil tallow provisions anchors cables fire pumps and other proper means for extinguishing fire lightning conductors charts chronometers nautical instruments and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed and also manned and provided with competent officers with appropriate certificates granted pursuant to the Act or Acts of Parliament in force for the time being relative to the granting certificates to officers in the merchant service and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men to be in all respects as to vessels engines equipments officers engineers and crew subject in the first instance and from time to time and at all times afterwards to the approval of the Postmaster General or of such other person or persons as he shall at any time or times or from time to time authorise to inspect and examine the same and the Company shall (if required by the Postmaster General) submit the designs plans and sections of every vessel intended to be employed in the performance of this Agreement to the Postmaster General and be bound to adopt such fittings and scantlings as he or the Lords Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland shall consider suitable and requisite and no vessel shall be employed under this Agreement until it and its machinery shall have been previously tried under weigh and finally approved as aforesaid.

Vessels to be equipped and manned and subject to approval.

Designs to be submitted to the Admiralty.

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Times of starting.
3. That one of such vessels so approved equipped and manned as aforesaid shall on such days and at such hours as shall be fixed by the Postmaster General upon or before the day hereinafter appointed for the commencement of this agreement (until and unless any other days or hours shall under the proviso herein in that behalf contained be substituted instead thereof) and immediately after the mails are embarked put to sea from the ports of Point de Galle and Sydney and the Company shall convey in such vessels to and from and cause to be delivered and received at such of the ports or places hereinbefore mentioned all such Mails as shall or may be tendered or delivered to or received by the Company or any of their agents officers or servants by or from the Postmaster General or any of his officers or agents.
- Postmaster-General may delay starting for 24 hours.**
4. That should it be deemed by the Postmaster General his officers or agents requisite for the public service that any vessel to be employed under this Agreement should at any time or times delay her departure from any port from which the Mails are to be conveyed under this Agreement beyond the period appointed for her departure therefrom the Postmaster General his officers or agents shall have power to order such delay (not however exceeding 24 hours) by letter addressed by him or them to the master of any such vessel or person acting as such and which shall be deemed a sufficient authority for such detention.
- Duration of voyages.**
5. That the Company shall convey the said Mails from Point de Galle *via* King George's Sound and Melbourne to Sydney in 516 hours and from Sydney *via* Melbourne and King George's Sound to Point de Galle in 564 hours which several periods of 516 hours and 564 hours respectively are exclusive of stoppages for the purpose of the delivery and reception of Mails the duration of which will be from time to time fixed by the Postmaster General And it is hereby agreed that if the Company shall fail to deliver the said Mails at Sydney from Point de Galle in 516 hours or at Point de Galle from Sydney in 564 hours then or in either of such cases and so often as the same shall happen the Company shall forfeit and pay to Her Majesty her heirs and successors the sum of 200 l. for every complete period of 24 hours consumed on the respective voyages beyond the periods hereinbefore respectively specified Provided always that the full amount of such sums payable on any one voyage shall never exceed the portion of the sum of the subsidy hereinafter agreed to be paid by the Postmaster General as applicable to such voyage and provided further that the payment of any such sum shall not be enforced against the Company if it be shown by them to the satisfaction of the Postmaster General that the delay has arisen from causes over which they had not and could not have had any control.
- Penalty for delay.**
6. And the Postmaster General doth hereby covenant to pay to the Company a premium of 50 l. for every complete period of 24 hours by which the time occupied in any voyage from Point de Galle to Sydney shall be less than 516 hours.
- Postmaster General may alter times of departure and arrival.**
7. That if at any time or times the Postmaster General shall desire to alter the particular days times or hours of departure from and arrival at any of the ports or places to or from which Her Majesty's mails are to be conveyed under this agreement he shall be at liberty so to do on giving three calendar months' previous notice in writing of such his desire to the Company at their offices in London.
- And may make certain modifications in the services on terms.**
8. That if at any time or times the Postmaster General shall desire otherwise to modify the services hereby agreed to be performed (as for example to increase or decrease the frequency of the conveyance of Mails between any of the ports or places to or from which such Mails are to be conveyed under this Agreement) or to extend the conveyance of such Mails to any other ports or places not specified in this Agreement or to discontinue the conveyance of Mails to any port he shall be at liberty so to do on giving reasonable notice to the Company and on paying to them for such increased or extended services such further consideration and in the event of the services hereby agreed to be performed being reduced on his paying to them such reduced consideration as hereinafter provided or in any case not hereinafter provided as may be mutually agreed upon between the Company and the Postmaster General or failing such mutual agreement by arbitration in the manner hereinafter provided.
- Such alterations to be binding on the Company.**
9. That the particular days times and hours of departure from and arrival at any such ports or places or other services if any which may be appointed by any such alteration under the two preceding clauses shall for the time being be deemed to be the days times and hours of departure and arrival of mails and other services under this Agreement and shall be observed and kept by the Company accordingly.
- Penalties for failing to provide vessels.**
10. That if the Company fail to provide an efficient vessel at Point de Galle or Sydney in accordance with the terms of this Agreement ready to put to sea on and at the appointed day and hour then and so often as the same shall happen the Company shall forfeit and pay unto Her Majesty her heirs and successors the sum of 500 l. and also the further sum of 100 l. for every successive 24 hours which shall elapse until such vessel actually proceeds to sea on her voyage in the performance of this Agreement Provided always that the aggregate amount of the penalties to be recoverable under this clause in respect of any one voyage or contemplated voyage shall not exceed by more than the sum of

of 2,000/. the portion of the subsidy hereinafter agreed to be paid by the Postmaster General as applicable to such voyage such portion being in all cases in proportion to the mileage of the voyage or contemplated voyage in respect of which such penalties may have been incurred.

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11. That the Company shall receive and allow to remain on board each of the vessels so to be and while employed in the performance of this Agreement and also while remaining at any port or place to or from which mails are to be conveyed under this Agreement and with or without mails in charge an officer in Her Majesty's Navy to be appointed by the Postmaster General to take charge of the said mails and also a servant of the said officer (if required) and that every such officer shall be recognized and considered by the Company their officers agents and seamen as the agent of the Postmaster General in charge of mails and as having full authority in all cases to require a due and strict performance of this Agreement on the part of the Company their officers servants and agents and to determine so far as relates to the levying of penalties every question whenever arising relative to proceeding to sea or putting into harbour or the necessity of stopping to assist any vessel in distress or to save human life and that the decision of such officer as aforesaid shall in every such case be final and binding on the Company unless the Postmaster General on appeal by the Company thinks proper to decide otherwise: Provided however that the words "to determine every question" shall not confer upon such officer the power of control over the commander of the vessel conveying the said mails.

Company to receive a Naval Officer and servant on each vessel.

Duties of officer.

12. That if the Postmaster General at any time or times think fit he shall be at liberty to substitute for such naval officer and his servant a civil officer in the service of the Postmaster General to have charge of the said mails and thereupon any such last mentioned officer and his assistant (if required) shall be received and be allowed to remain on board each of the said vessels as hereinbefore provided with respect to any such naval officer and his servant but when any civil officer in the service of the Post Office shall be in charge of the said mails his duties shall be confined to the Post Office business.

Postmaster General may substitute a civil for a naval officer.

13. That a suitable first-class cabin with appropriate bed bedding and furniture shall at the cost of the Company be provided and appropriated by them for the exclusive use and accommodation of every such naval or civil officer and also (to the satisfaction of the Postmaster General) a proper and convenient place of deposit on board with secure lock and key for the mails and that every of the said officers shall be victualled by the Company as a chief cabin passenger without any charge either for his passage or victualling and that should any such naval officer require a servant or should any such civil officer require an assistant such servant or assistant shall also be provided with a proper and suitable berth and be duly victualled by and at the cost of the Company as a fore-cabin passenger without any charge being made for the same.

Accommodation for officer and servant to be provided.

14. That the Company shall provide on board each of the vessels to be employed under this Agreement all necessary and suitable accommodation to the satisfaction of the Postmaster General for the purpose of sorting and making up the mails thereby conveyed and on being required by the Postmaster General so to do shall erect on each of such vessels a separate and convenient room the actual cost of erecting such sorting-room and of providing all such furniture lamps and other conveniences as may be necessary or convenient for the purpose of sorting and making up such mails being paid for by the Postmaster General but such furniture lamps and other conveniences being cleansed and kept in repair and the oil for the lamps supplied by the servants and at the cost of the Company.

Also for sorting mails.

15. That at each port or place where the said mails are to be delivered and received the officer having charge of mails shall whenever and as often as by him shall be deemed practicable or necessary be conveyed on shore and also from the shore to the vessel employed for the time being in the performance of this Agreement together with or (if such officer shall consider it requisite for the purposes of this Agreement so to do) without mails in a suitable and seaworthy boat of not less than four oars to be furnished with effectual covering for the mails and properly provided manned and equipped by the Company and that the directions of such officer shall in all cases be obeyed as to the mode time and place of receiving and delivering such mails.

Also a boat to convey officer between vessel and the shore.

16. That if the Postmaster General during the continuance of this Agreement think fit to entrust the charge and custody of the mails to the master or commander of the vessels to be employed for the time being in the performance of this Agreement and in all cases where the officer or other person appointed to have charge of the mails shall be absent the master or commander of such vessel shall (without any charge other than that herein provided to be paid to the Company) take due care of and the Company shall be responsible for the receipt safe custody and delivery of the said mails and each of such masters or commanders shall make the usual oath or declaration or declarations required or which may hereafter be required by the Postmaster General in such and similar cases and furnish such journals returns and information to and perform such services as the Postmaster General or his agents may require And every such master or commander or officer duly authorised by him having the charge of mails shall himself immediately on the arrival at

Postmaster General may require masters of vessels to take charge of mails.

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any of the said ports or places of any such vessel deliver all mails for such port or place into the hands of the Postmaster or other person at such port or place at the Postmaster General shall authorize to receive the same receiving in like manner all the return or other mails to be forwarded in due course and that the crew of each of the said vessels respectively shall assist in conveying the mails between the mail-room and the sorting room to be erected (if required) in each of the said vessels as hereinbefore mentioned.

No letters to be received on board but Her Majesty's mails.

17. That the Company shall not nor shall any of the masters of any of the vessels employed or to be employed under this Agreement receive or permit to be received on board any of the of vessels employed under this Agreement any letters for conveyance other than those duly in charge of the said naval officer or other person authorised to have charge of the said mails or which are or may be privileged by law nor any mails for conveyance on behalf of any colony or foreign country without the consent of the Postmaster General And the said naval officer or other person shall report to the Postmaster General any default in these respects And in case of any such default respectively the Company shall be liable to be proceeded against for a breach of this Agreement.

Postmaster General may survey vessels.

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

Postmaster General's orders as to the landing, &c. of mails to be attended to.

19. That the Company and all commanding and other officers of the vessels employed in the performance of this Agreement and all agents seamen and servants of the Company shall at all times punctually attend to the orders and directions of the Postmaster General his officers or agents as to the mode time and place of landing delivering and receiving mails.

Company to convey Government Passengers.

20. That the Company shall when and as often as in writing they or the masters of their respective vessels are required so to do by the Postmaster General or by any naval or other officers or agents acting under his authority (such writing to specify the rank or description of the person or persons to be conveyed and the accommodation to be provided for him or them) receive provide for victual and convey to and from and between any of the ports or places to which any vessels are to proceed in the performance of this agreement on board every or any of the vessels to be employed in the performance of this agreement (in addition to the naval or other officer authorised to have charge of the said mails) any number of naval military or civil officers or other persons in the service of Her Majesty hereinafter described as Government contract passengers (not exceeding four in any one ship) with or without their wives and children as first-class passengers and any number of Government contract passengers (not exceeding two in any one ship) with or without their wives and children as second-class passengers and any number of Government contract passengers (not exceeding ten in any one ship) with or without their wives and children as third class passengers to be berthed below deck (due notice being given if practicable to the Company or to their agent at the port of embarkation of all such passengers as may be required to be received provided for victualled and conveyed as aforesaid) and that whenever the Company shall convey any third-class Government contract passengers (other than those hereinbefore specially provided for) the Company shall provide them with proper accommodation below deck.

Their passage money.

21. That the passage money for all passengers to be conveyed on the requisition of the Postmaster General or any persons acting under or by his authority other than and except the naval officer in charge of mails and his servant (if any) or the civil officer of the Post Office in charge thereof and his assistant (if any) shall be paid in full of all charge for mess and victualling at and after the fares and rates charged by the Company for ordinary passengers of a similar description or in cases where there is no charge to correspond at such rates as may be agreed upon between the Lords Commissioners of the Admiralty and the Company.

Their accommodation.

22. That Government contract passengers shall be treated in no respect whatever in an inferior manner to ordinary passengers of the same class and in a manner at least equal to that required by the regulations of Her Majesty's Transport Service and the messing of the first and second class Government contract passengers shall include each day

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day an imperial pint of good sound bottled or draught ale or beer and that of the first class in addition an imperial pint of good foreign wine either port or white. The several classes of Government contract passengers shall mess in separate places and they shall be provided free of extra charge with medical attendance medicine and medical comforts and with mess utensils and fittings cooking utensils articles for table use mess places cabins and berths fuel lights requisite articles of bedding and all other necessities and all third-class Government contract passengers shall have hammocks or bunks subject to the approval of the naval authorities placed between decks.

23. That the passage money for Government contract passengers shall be the same as that charged by the said Company for ordinary passengers of a similar kind and shall include everything specified in the last preceding article of this Agreement and the freight of baggage according to Government scale and returns of the embarkation and disembarkation of all Government contract passengers shall be furnished to the Director of Transport services immediately after the departure and arrival of each vessel.

What "passage money" is to include.

24. That whenever any alterations of rates for ordinary passengers shall be made by the said Company notice of such alterations shall forthwith be given by the Company to the Postmaster General and to the Lords Commissioners of the Admiralty.

Company to give notice of alterations of their ordinary passenger fares.

25. That payments for passage money of Government contract passengers shall be applied for by invoices (according to a form to be obtained from the Office of the Director of Transport Services) to be lodged in the office of the Accountant General of the Navy by the said Company or their successors and upon the production to such Director of the orders for the passages together with a certificate under the hand of the Commanding Officer specifying the number of the third-class passengers (men women and children) conveyed with the ages and sexes of such children and stating the periods during which such third-class passengers have been regularly supplied while on board with provisions and also of a certificate under the hand of each first and second class passenger of his or her having been landed at the place of destination and of having been properly accommodated and messed during the voyage and specifying the dates inclusive from and to which they were so messed computed from the first to the last dinner meal and upon the lodging of such invoices as aforesaid bills for the amounts which after examination shall be found to be due thereon shall be made out to the said Company or their successors payable by Her Majesty's Paymaster General in three days from and after the respective dates thereof.

Passage money, how paid.

26. That the passage money for the families and wives of commissioned and civil officers or other persons when not ordered to be conveyed at the public expense shall be paid to the Company by the officers themselves at the rates charged to ordinary passengers of a similar description.

Passage money of families of commissioned and civil officers.

27. That the Company will receive on board of every such vessel any number of small packages containing astronomical instruments charts wearing apparel medicines or other articles and convey and deliver the same to from or between the said ports or places to from or between which the said mails are to be conveyed when and as often as directed by the Postmaster General his Officers or Agents or by the British Naval Officer in command of the station or at any port where the vessel may touch free from all costs and charges and also will receive on board of every such vessel and convey and deliver to from and between all or any of the said ports of places (on receiving from the Postmaster General his officers or agents or from the British Naval Officer in command of the station two days' previous notice) any naval or other stores not exceeding 10 tons in weight or 15 tons of 40 cubic feet each in measurement at any one time in any one vessel at the lowest rate of freight charged by the Company for private goods of a similar description and that the Company shall in all cases be strictly responsible for the due custody and safe delivery of the said packages articles and stores and shall give immediately notice to the said Commissioners of any alteration in the rate of freight charged by them for private goods provided always that stores consisting of liquids chemical preparations or other articles of a dangerous or damaging nature shall not be ordered to be conveyed under this Agreement.

Company to convey Admiralty stores.

28. That all and every the sums of money hereby stipulated to be paid by the Company unto Her Majesty her heirs and successors shall be considered as stipulated or ascertained damages whether any damage or loss have or have not been sustained and shall and may be retained by the Postmaster General out of any monies payable or which may hereafter become payable to the Company or the payment may be enforced as a debt due to Her Majesty with full costs of suit at the discretion of the Postmaster General: Provided however that the payment by the Company of any sums of money by way of penalties shall not in any manner prejudice the right of the Postmaster General to treat the failure if any on the part of the Company to provide a proper vessel or to perform any voyage at or within the times hereinbefore respectively mentioned in that behalf as a breach of this Agreement.

Penalties to be considered as ascertained damages, and may be retained by the Postmaster General.

29. And in consideration of the due and faithful performance by the said Company of all the services hereby agreed to be by them performed the said Postmaster General doth hereby covenant and agree that there shall be paid to the said Company (out of such aids or supplies

Subsidy.

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plies as may be from time to time provided and appropriated by Parliament for the purpose) so long as they perform the voyages between Point de Galle and Sydney and the other services herein contracted to be performed in the manner and with such vessels as herein respectively mentioned the sums of money following (that is to say):—

A sum after the rate of 120,000 *l.* per annum so long as the said Company shall upon the requisition of the Postmaster General cause to be performed one such voyage each way in every calendar month.

A sum after the rate of 130,000 *l.* per annum if and so long as the said Company shall upon the requisition of the Postmaster General cause to be performed on such voyage each way in every lunar month of four weeks.

A sum after the rate of 170,000 *l.* per annum if and so long as the said Company shall upon the requisition of the Postmaster General cause to be performed two such voyages each way in every calendar month.

A sum after the rate of 184,166 *l.* per annum if and so long as the said Company shall upon the requisition of the Postmaster General cause to be performed two such voyages each way in every lunar month of four weeks.

And that the said payments shall be made in equal quarterly payments on the first day of April the first day of July the first day of October and the first day of January in each year and shall accrue due from day to day and the said payments shall be received by the said Company as full compensation for all costs and expenses which they may incur or be put unto by reason or on account of all and singular the services hereby contracted to be performed subject however to the abatement of any sums of money in respect of forfeitures which the said Company may have incurred or to the addition of any sums in respect of premiums as the case may be as herein provided.

And it is hereby further agreed and declared between and by the said parties to these presents:

30. That if at any time during the continuance of this Agreement or after the determination thereof any dispute shall arise between the parties hereto or their successors respectively concerning any breach or alleged breach by or on the part of the Company of this Agreement or the sufficiency of any such breach to justify the Postmaster General in putting an end to the same or concerning the amount of consideration to be paid to or allowed by the Company as the case may be for such altered services as hereinbefore in that behalf mentioned or concerning any of the covenants matters or things hereinbefore contained or in anywise relating thereto and notwithstanding the power herein contained to determine this agreement and any execution or attempted execution of such power such dispute shall be referred to two arbitrators one to be chosen from time to time by the Postmaster General and the other by the Company and if such arbitrators should at any time or times not agree in the matter or question referred to them then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators before they proceed with the reference to them and the joint and concurrent award of the said arbitrators or the separate award of the said umpire when the said arbitrators cannot agree shall be binding and conclusive upon both parties.

31. That the whole postage of all mails conveyed in the vessels employed under this agreement shall belong to Her Majesty and shall be at the disposal of Her Majesty's Postmaster General.

32. That this Agreement shall commence on and from the first day of February 1866 and shall continue in force until one of the said parties hereto shall give to the other of them 24 calendar months' notice of his or their desire to determine the same and on the expiration of such notice this agreement shall determine accordingly without prejudice nevertheless to any right of action or other proceeding which shall then have accrued to either party for any breach thereof.

33. AND IT IS HEREBY FURTHER AGREED that in case the Company shall fail to commence the performance of the services herein agreed to be by them performed on the first day of February 1866 then and in such case the Company shall forfeit and pay unto Her Majesty her heirs and successors the sum of 100 *l.* and also the further sum of 100 *l.* for every successive period of 24 hours which shall elapse after the first day of February 1866 until the actual and *bonâ fide* commencement of the performance by the Company of the services herein agreed to be by them performed and further that in case the Company shall fail to have the said vessels to be used in the execution of this contract complete and ready for final survey on the 15th day of January 1866 the Company shall forfeit and pay unto Her Majesty her heirs and successors the sum of 10 *l.* for every successive day which shall elapse after the said 15th day of January 1866 until such vessel shall be so complete and ready for final survey as aforesaid: Provided always that the total amount of the penalties to be incurred by the said Company by reason of such failures as aforesaid respectively shall not exceed the sum of 25,000 *l.*

34. That the Company shall not assign underlet or dispose of this Agreement or any part thereof without the consent of the Postmaster General signified in writing under his hand

Disputes to be referred to arbitration.

All postage to be at the disposal of the Postmaster General.

Commencement and duration of contract.

Penalties for failing to commence service on 1st February 1866, and not having vessels ready for survey on the 15th January 1866.

Company not to assign, &c. contract.

hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office and that in case of the same or any part thereof being assigned underlet or otherwise disposed of or of any great or habitual breach of this Agreement or of any covenant matter or thing herein contained on the part of the Company their officers agents or servants and whether there be or be not any penalty or sum of money payable by the Company for any breach it shall be lawful for the Postmaster General if he shall think fit (and notwithstanding there may or may not have been any former breach of this contract) by writing under his hand or under the hand of the Secretary or one of the Assistant Secretaries of the Post Office to determine this Agreement without any previous notice to the Company or their agents nor shall the Company be entitled to any compensation in respect of such determination.

Postmaster General may determine contract on breach without notice.

35. That if on the determination of this Agreement any vessel or vessels should have started or should start with the mails in conformity with this Agreement such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this Agreement had remained in force with regard to any such vessels and services and with respect to such vessels and services as last aforesaid this Agreement shall be considered as having terminated when such vessels and services shall have reached their port or place of destination and been performed.

On determination, voyages begun to be completed.

36. That all notices or directions which the Postmaster General his officers agents or others are hereby authorised to give to the Company their officers servants or agents other than any notice of termination of this contract may at the option of the Postmaster General his officers agents or others either be delivered to the master of any of the said vessels or other officer or agent of the Company in the charge or management of any vessel employed in the performance of this Agreement or left for the Company at their office or house of business in London or at their or any of their last known places of business or abode and any notices or directions so given or left shall be binding on the Company: Provided always that any notice of termination of this Contract shall be served on the Company their officers servants or agents at their office or last known office in London.

As to notices.

37. That the Lords Commissioners of the Admiralty for the time being shall at any time during the continuance of this Agreement in case of great public emergency have power to purchase all or any of the said vessels at a valuation or to charter the same exclusively for Her Majesty's service at a rate of hire to be mutually fixed and agreed on by the said Commissioners and the Company but if any difference should at any time or times arise as to the amount of valuation or hire so to be paid or as to the amount of damages consequent upon such purchase or hiring such difference shall be referred to two arbitrators or an umpire to be chosen respectively as aforesaid and that the said Commissioners in the case of hiring any such vessel shall return the same to the Company in the same state and condition as she was in at the time of any such hiring reasonable wear and tear excepted and if any difference should arise upon that point the same shall be settled in the same manner as the amount for the hiring is to be settled in case of difference.

Admiralty may purchase or charter vessels.

38. That in case of such purchase or hire the service hereby agreed to be performed shall be performed by other vessels of the Company if the Company can in due and proper time furnish them such other vessels as to construction machinery equipment officers and crew to be subject to the like approval as other vessels employed under this Agreement but in case the Company be unable to furnish such other vessels it shall be lawful for them to determine this Agreement from the date of such purchase or hire but the same shall be considered as in force until the completion of any voyages then already undertaken.

And Company to provide others if they can.

39. That in the event of the Company being allowed by the Postmaster General to continue to perform only a portion of the service there shall be paid to them such annual sum of money as shall be agreed upon by the Postmaster General and the Company and in case of their differing as to the amount such difference shall be settled by two arbitrators or an umpire to be chosen respectively as aforesaid.

If services reduced, reduced subsidy to be agreed on.

40. That any submission to arbitration in pursuance of this Agreement shall be made a rule of any of Her Majesty's Courts of Record pursuant to the Statute in that case made and provided on the application of either party.

Any reference to be made a rule of Court.

41. That in pursuance of the provisions contained in the Act of Parliament passed in the 22nd year of the reign of King George the Third intituled "An Act for restraining any person concerned in any Contract Commission or Agreement made for the public service from being elected or sitting and voting as a member of the House of Commons" no member of the House of Commons shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

No Member of Parliament to be admitted to any interest in Contract.

42. That this Agreement shall not be binding until it has lain upon the table of the House of Commons for one month without disapproval unless it be previously approved by a resolution of the said House of Commons.

Contract to be laid on the Table of the House of Commons.

43. And for the due and faithful performance of all and singular the covenants conditions provisoes clauses articles and agreements herein-before contained and which on the part and behalf of the said Company their officers agents or servants are or ought

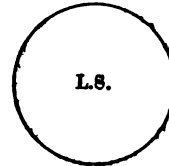
Bond Clause.

App. No. 24.

to be observed performed fulfilled and kept the said Company do hereby bind themselves and their successors unto Her Majesty the Queen in the sum of 25,000 l. sterling to be paid to Her Majesty her heirs and successors by way of stipulated or ascertained damages hereby agreed upon between the said Postmaster General and the said Company in case of the failure on the part of the Company in the execution of this Contract or any part thereof.

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

Stanley of Alderley.



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

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

The common seal of the within-named Peninsular and Oriental Steam Navigation Company was hereunto affixed in the presence of

P. D. Hadow,
Alex. Nairne,
Wm. H. Hall, } Directors.

C. W. Hennell, Secretary.

Z. Brooke,
Solicitor's Department, General Post Office.]

Appendix, No. 25.

PAPER handed in by Mr. *Frederick Hill*, 20 July 1866.

App. No. 25.

LETTER from Mr *F. Hill* to Mr. *Herman Merivale*, C.B., dated 24 May 1866.

General Post Office,
24 May 1866.

Sir,

REFERRING to your letter of the 5th instant, I am directed by the Postmaster General to state that, until the Parliamentary Committee now sitting on the subject of Postal and Telegraphic Communication with India has completed its deliberations and made its report, he thinks it would be inexpedient to take action in the matters to which your letter relates.

Meanwhile, however, his Lordship deems it desirable that some of the statements in the correspondence which your letter encloses should not pass unnoticed; and I am therefore instructed to make the following remarks:

In the letter dated 27th February last, from the Government of India, it is stated that while that Government are ready, in addition to a reasonable share of the cost of the service west of Suez, to defray the whole cost of the mail service between Suez and Bombay, they think that if this arrangement be attended with loss, it would hardly be desired by England that the whole of that loss should fall upon the Indian revenues, the interests of England and India being jointly concerned in this matter.

With regard to this statement I am to observe first, that Lord Stanley of Alderley entertains no doubt that exclusive even of the loss upon the China service, one half of which, as you are aware, under a decision long since arrived at by the Lords of the Treasury, India has to bear, there would, at the present rate of postage, be, for some time to come, a very considerable loss on the service of India proper; secondly, that his Lordship has never for a moment affirmed that India alone has an interest in the postal correspondence between that country and England; and lastly, that as any loss that may accrue will be chiefly attributable to the opposition of the Indian Government to even a temporary increase in the rate of postage, it seems to him but equitable that by that Government the loss shall be borne.

With reference to the last part of the 7th paragraph of the letter under consideration, I am directed to refer you to my letter of the 14th July 1865, wherein it was shown that, under present circumstances, no material saving would be effected by the discontinuance of the line to Calcutta, although Lord Stanley of Alderley is unable to say what would be the financial result, with the now early prospect of the completion of the railway between Bombay and Calcutta, of terminating the present contract with the Peninsular and Oriental Company, and throwing open the whole Indian service to competition.

In the letter of the 22nd February last from Mr. Riddell, Director General of the Post Office of India, paragraph 6, is the following passage: "The line between Galle and Suez must be con-

tinued for the conveyance of the China and Australian mails; and if the Indian mails are no longer sent by that route, the cost of the Australian and China mail service will be increased by the sum heretofore paid by India; and it would appear from the tenor of Mr. Hill's letter, that this consideration has been the ground upon which all connected with India have been so long denied the advantage of a weekly mail to and from England, and even of four mails in the month."

Lord Stanley of Alderley is at a loss to imagine how Mr. Riddell could have formed so erroneous a conception, or on what expressions in my letters he bases his opinion; and he feels bound, in vindication of his department, to state that the delay which has arisen is not attributable to the British Post Office, but to the Government of India, and to the opposition that has been manifested either on the one hand to consent to increase the rate of postage, or, on the other, to make good the expected loss out of the Indian revenue.

On the point of delay I have to remind you that my letter of the 8th January 1863, speaking of the necessity of raising the postage, "in order to place the Indian packet service in a position in which more money could properly be expended upon it, and to admit of the line to Bombay being made weekly, when a good opportunity should present itself," received no answer till June 1865, (i.e.) after an interval of nearly two years and a half.

Mr. Riddell proceeds to observe in paragraph 7, "that the cost of the Mediterranean lines might be reduced, without inconvenience to the public, by a reduction in the number of mails sent *via* Southampton."

This statement also is erroneous, and Lord Stanley of Alderley cannot but feel some surprise that Mr. Riddell should venture to pronounce authoritatively on a matter on which his knowledge must necessarily be very imperfect.

By inquiry of the Directors of the Peninsular and Oriental Company it was ascertained, some time ago, that they could not consent to any abatement from their subsidy, although a reduction were made in the service between Southampton and Alexandria, or even if that service were wholly discontinued, any more than they could do so if a similar change were effected in regard to the service between Suez and Calcutta, seeing that neither alteration would enable them to withdraw any of their ships.

There are other statements in Mr. Riddell's letter, in which Lord Stanley cannot agree, but he thinks it unnecessary to pursue the subject further.

I am, &c.

(signed) *F. Hill*.

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

Appendix, No. 26.

App. No. 26.

PAPER handed in by Mr. *Bourdillon*, 20 July 1866.

LETTER from Mr. *Stansfeld*, M. P., to the Secretary, General Post Office, dated 12 June 1866.

Sir, India Office, 12 June 1866.
I AM directed by the Secretary of State for India in Council to acknowledge the receipt of Mr. Hill's letter dated the 24th ultimo, relating to the re-arrangement of the postal service between this country and India, which formed the subject of Mr. Merivale's letter of the 5th idem; and, in reply, to state, that his Lordship acquiesces in the intention expressed by the Postmaster General not to take any action in the matter in question till the Parliamentary Committee on Indian communications shall have brought its deliberations to a conclusion.

In the meantime, Earl de Grey would wish it to be understood that he continues to be of opinion

that the proposed increase in the rates of postage would be likely to have a very prejudicial effect on the intercourse between this country and India; and that, while his Lordship cannot but hope that the cost of the proposed weekly service with Bombay will ultimately be found considerably less than is anticipated by Her Majesty's Postmaster General, his Lordship still thinks that it would not be just that any additional expense which may be incurred on this account should be borne exclusively by the revenues of India.

I am, &c.
(signed) *J. Stansfeld*.

To the Secretary,
General Post Office.

Appendix, No. 27.

CONVENTION between Her Majesty and the Shah of *Persia* relative to TELEGRAPHIC COMMUNICATION between *Europe* and *India*.

App. No. 27.

Signed, in the English and Persian Languages, at Tehran, 23 November 1865.

[Ratifications Exchanged at Tehran, 1 May 1866.]

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, Esquire, 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 pearly tassel and rod adorned with diamonds, possessor of the Order of First Serteeb with its special cordons, and bearer of the Order of St. 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 Danebrog, and the First Order of St. 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 Tehran, and perusing and exchanging their letters of full power, and finding them 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 Go-

vernment 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 200 iron posts for the marshy tract of Bushire, and to deliver them over to the Government Commissioners at any seaport or frontier town 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 may 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

App. No. 27. be divided from station to station into six sections, as follows:—

From the Turkish frontier to Hamadan.
 From Hamadan to Tehran.
 From Tehran to Kashan.
 From Kashan 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 organisation of officers and instruction of *employés* 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 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.

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 twenty words or less from Khanikin to Bushire, or *vice versâ*, one toman five kirans and eight shahis in Persian money, or fourteen shillings 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 than in one day 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 kirans.
 One shilling = 1 franc 25 centimes = 1 kiran 2 shahis.
 One penny = 10 centimes = 2 shahis.

As a rule, accounts shall be kept in English, and payments made in Tehran 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 Tehran of the audited accounts from Constantinople, the amount due

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 lines.

Article XVI.

The telegraphic regulations drawn up at Paris on the thirteenth 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 telegraphic *employés* of the two Governments shall be referred to their Excellencies the Persian Minister for Foreign Affairs and the British Minister at Tehran, 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.

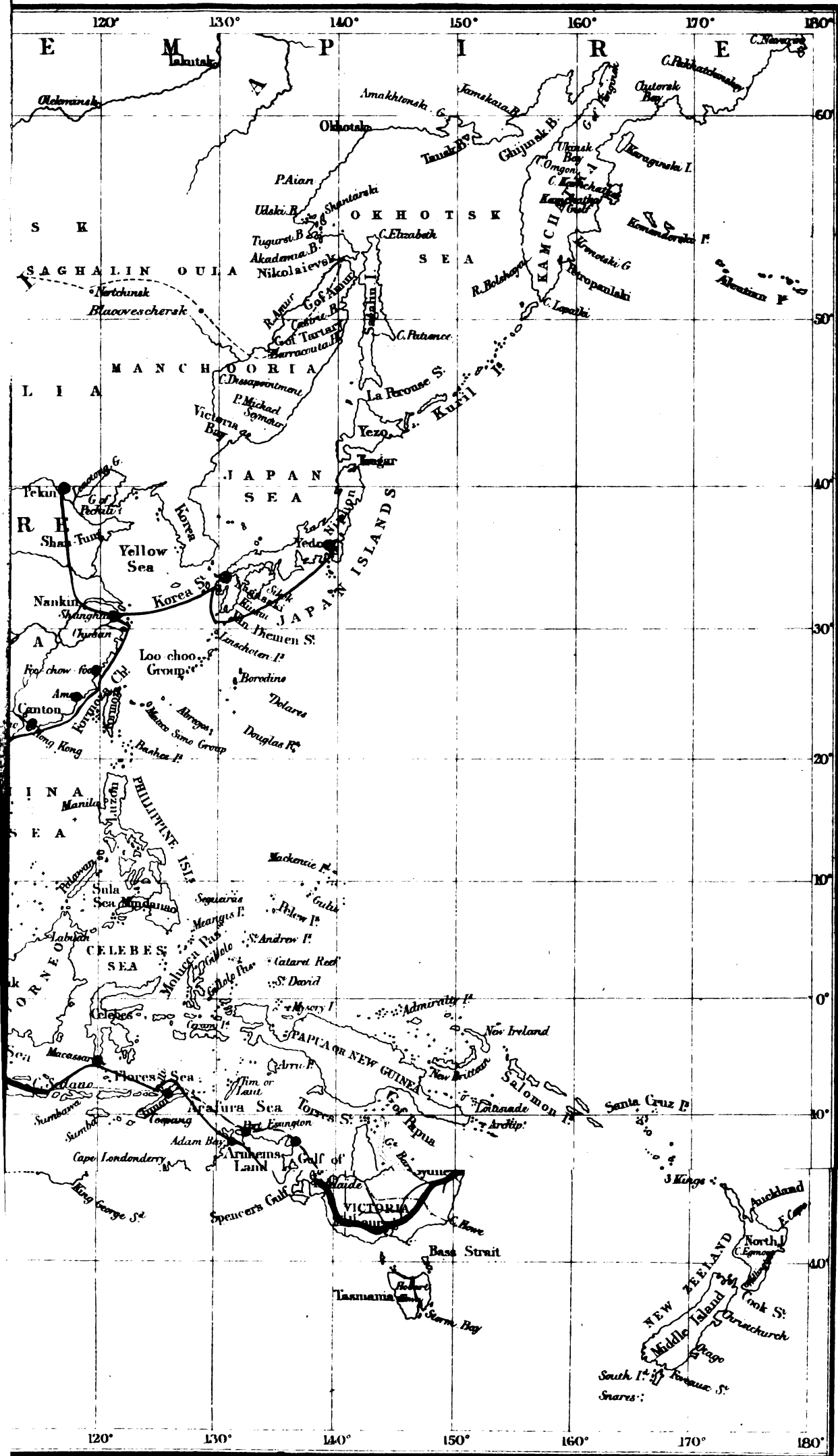
Article XIX.

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

Done at Tehran, on the twenty-third day of November, Anno Domini one thousand eight hundred and sixty-five.

C. Alison.
(L. S.)

Meerza Saeed Khan.
(L. S.)



Appendix Nº 29.

TELEGRAPH MAP

O F

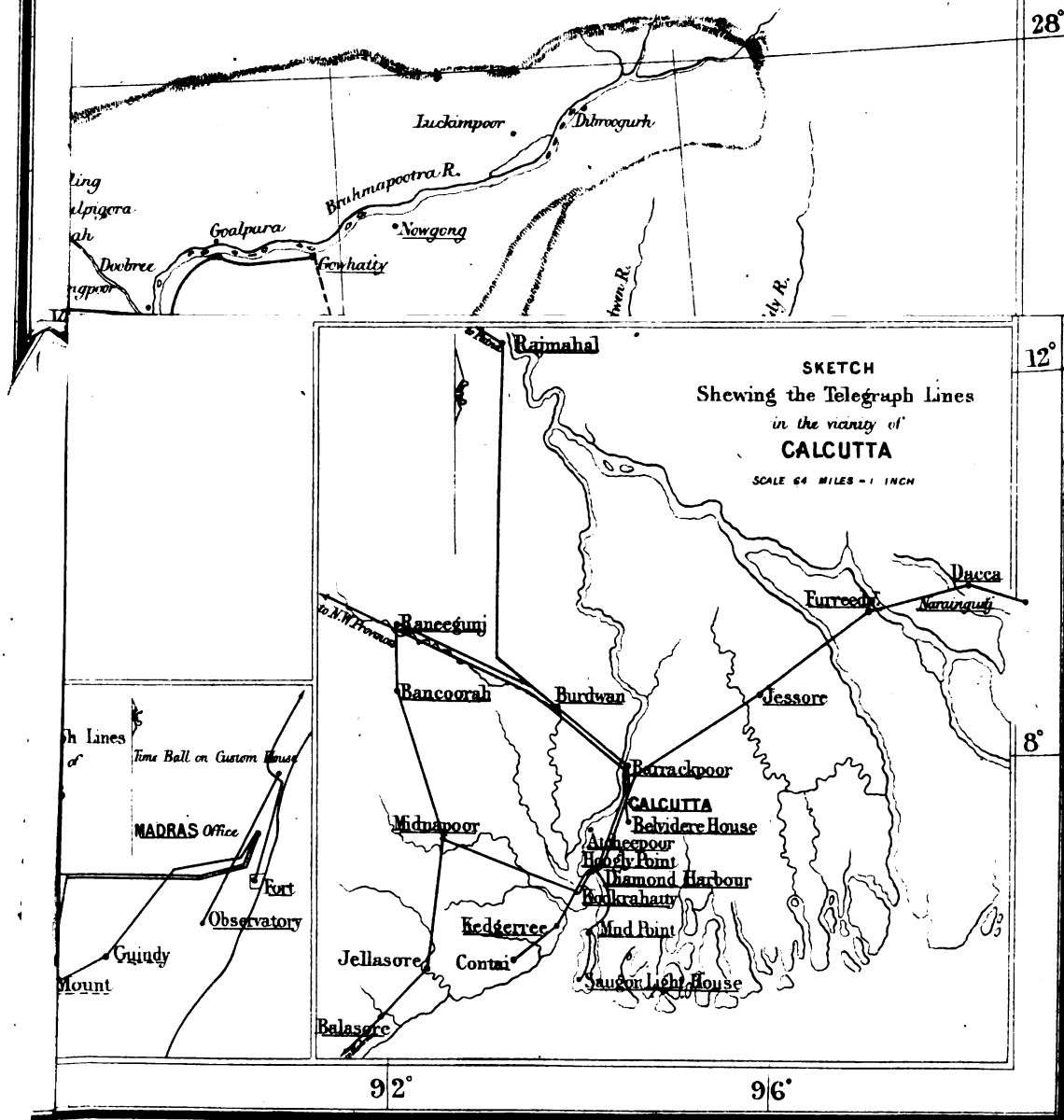
INDIA

1866.

SCALE, 128 MILES-1 INCH.



Prepared from information furnished by the Telegraph Department.



6377

I N D E X

TO THE

R E P O R T

FROM THE

SELECT COMMITTEE

ON

EAST INDIA COMMUNICATIONS.

*Ordered, by The House of Commons, to be Printed,
20 July 1865.*

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III. *Telegraphic*

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Bombay, Baroda, and Central Indian Railway. Returns showing the expenditure of the company in India and in England down to 31st December 1864, in respect of the electric telegraph, the receipts for messages, the expenses for working and maintenance, and the number of miles of telegraph lines open in 1863 and 1864, *App.* 525. 615.

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1. *Postal Communication :*

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Calcutta and South Eastern Railway. Returns showing the expenditure of the Company in India and in England, down to 31st December 1864, in respect of the electric telegraph, the receipts for messages, the expenses for working and maintenance, and the number of miles of telegraph lines open, in 1863 and 1864, *App.* 526, 615.

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COAL AND COALING ARRANGEMENTS (MAIL PACKETS):

1. *As to the Cost and the Supply of Coal at Aden, Suez, and Bombay.*
2. *As to the Consumption with reference to the Speed.*
3. *As to Practice of Coaling at Aden.*

1. *As to the Cost and the Supply of Coal at Aden, Suez, and Bombay:*

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COST OF POSTAL SERVICE:

1. *Gross and Net Cost of the present Mail Services to the East.*
2. *Calculations as to the Additional Cost of a Weekly Mail to Bombay.*

1. *Gross and Net Cost of the present Mail Services to the East:*

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Progress being made in the construction of the Egyptian line to Souakin, *Forde* 1801—Facility of laying a line successfully between Massowah and Aden, *Forde* 1802–1804; *Jenkin* 1814.

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3. *Question of Second-Class Passengers: Complaints and Explanations on this Point.*
4. *Complaints and Explanations in regard to the System of Supply of Wines and Spirits.*
5. *Total Number of First-Class Passengers in 1865.*
6. *Effect of a Weekly Mail to Bombay with reference to the Passenger Traffic.*

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY:

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2. *As to the Amount of Subsidies paid to the Company.*
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Government Officials. *Japan.* *Marseilles to Alexandria.* *Mauritius.*
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PERSIA, AND PERSIAN GULF CABLE:

1. *Particulars as to the Condition and Working of the Persian Telegraphs generally, and as to the Amendments required:*
2. *Particulars in connection with the Persian Gulf Line; its satisfactory condition and Working:*
3. *Suggestions for an Alternative Line through Persia to India, in addition to that by the Persian Gulf:*
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1. *Particulars as to the Condition and Working of the Persian Telegraphs generally, and as to the Amendments required:*

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Good condition, for the most part, of the line through Persia, *H. Walton* 2031. 2047. 2057-2060—Obstruction caused during the past winter by the snow, where a portion of the line had been taken through a defile: alteration being made at this point, so that the interruption will not again arise, *ib.* 2031, 2032—Evidence as to the advantages of the Persian line, in conjunction with the Russian, for the transmission of messages between India and England, *ib.* 2036-2055—Steps taken for putting up a second wire through Persia, to be reserved for Indo-European messages, *ib.* 2036. 2055.

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1. *Generally as to the Postage under existing Arrangements.*
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1. *Generally as to the Postage under existing Arrangements:*

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1. *Red Sea Cable ; Causes of its Failure.*
2. *Cable from Aden to Kurrachee ; Route taken and Causes of Failure.*
3. *Facility of a Line by way of the Red Sea ; Suggestions on the subject.*

1. *Red Sea Cable ; Causes of its Failure :*

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Smith, G. H. J. Communication from Mr. Smith, deputy superintendent of telegraphs, Dacca and Arracan Circle, to the director general of telegraphs in India, submitting suggestions for the re-organisation of the establishment of the department, *App.* 469, 470.

Sorting of Mails. Obstacle to the mail being sorted on board between Suez and Bombay; necessity in such case of an increase of subsidy, *Howell* 108, 109. 1424-1428, 1434, 1435.

South Australia. Summary of the home and foreign trade and shipping of the colony which will make use of the proposed telegraphic communication, *App.* 635.

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Southampton to Alexandria. Refusal of the Peninsular and Oriental Company to reduce the subsidy, even if relieved altogether of the Southampton service, *Hill* 265—Necessity of a weekly service from Southampton to Alexandria with reference to passengers and cargo, irrespectively of a weekly mail to Bombay, *Howell* 1352-1357—Witness does not contemplate any alterations in the vessels, with a view to increasing the speed from Southampton, *Samuda* 2959, 2960.

Return showing the actual days of departure of the mail packets from Southampton, and the days of arrival at Alexandria in the years 1864 and 1865, *App.* 214. 216.

Time-table of the service from Southampton to Alexandria for the year 1864, *App.* 218. 220—Also for the year 1865, *ib.* 222. 224.

Statement showing the total distance run, and the average speed, between Southampton and Alexandria in 1865, *App.* 226.

Spain. Frequent error and delay in the case of Spanish and Portuguese telegrams, *Sir J. Carmichael* 716. 779, 780.

Specie. There is a total of 10,000,000 *l.*, conveyed annually between England and India in the shape of specie, *Knight* 2322—Large saving in the interest upon specie in transit between this country and India, if the speed of the vessels were increased, *ib.* 2345—Unduly high charge made for the conveyance of specie, in the absence of competition, *ib.* 2345-2347.

Inaccuracy of Mr. Knight's calculation as to the amount of specie imported to Bombay, and

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and as to the loss of interest through alleged delay on the part of the company's vessels, *Howell* 3029, 3030—For the last ten years the average annual amount has been 6,367,000 *l.*, *ib.* 3029—Even if the vessels were four days less on the passage, the interest upon the actual amount of specie carried by them would be only 6,367 *l.* a year, *ib.* 3029, 3030.

SPEED OF MAIL PACKETS :

1. *Evidence as to the unduly low Speed at which the Indian Mail Service is performed.*
2. *Suggestions by Mr. Samuda in regard to Rate of Speed ; Expense involved therein.*
3. *Explanations on the part of the Peninsular and Oriental Company.*
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1. *Evidence as to the unduly low Speed at which the Indian Mail Service is performed :*

Belief that vessels might cover the whole distance at the rate of twelve knots an hour; probable consumption of coal required, *Rennie* 392-395, 428-444—Disreputably slow speed upon the Calcutta line; grounds for this statement considered, *ib.* 406-408, 418-428—Unduly low rate of speed under the present contract generally, *ib.* 419—Examination upon the question of being able to procure vessels performing fourteen or fourteen and a-half knots an hour, as contemplated by witness, *ib.* 429-447—Greater speed of the French boats than of those of the Peninsular and Oriental Company, *ib.* 452-455.

Average of only nine knots an hour on the Bombay line, *Knight* 464—Doubt whether the present contract rate of speed is really fulfilled, *ib.* 484, 485—Witness considers that the rate of speed under the postal contract with the Peninsular and Oriental Company is much too slow, *Shand* 955-958.

Evidence in support of the complaint as to the unduly low speed upon the Suez and Bombay line, *Knight* 2252 *et seq.*—Deterioration in the rate of speed in recent years, *ib.* 2255, 2292—The speed on the Bombay line is returned as nine and a-half knots in 1863, nine knots in 1864, and eight and a-half knots in 1865, *ib.* 2255, 2505-2508—Opinion that the speed should be eleven or eleven-and-a-half knots an hour; performances of the Cunard vessels adverted to in support of this conclusion, *ib.* 2256-2263, 2268, 2269—Witness attributes the low speed in the Peninsular and Oriental Company's vessels chiefly to the economy practised in the expenditure of fuel, *ib.* 2264, 2265, 2280, 2293.

At the present rate of speed the mails could be carried for the ocean postage without a subsidy, *Knight* 2266, 2291—Conveyance of the mails to Bombay in about twenty and a-half days instead of twenty-four and a-half days, if the speed of the Cunard boats were attained; data for this calculation, *ib.* 2268-2278—Several instances of the mails having been carried to Bombay in twenty days and a few hours, the shortest time having been nineteen days and six hours, *ib.* 2279, 2280—Habitual failure of the company to comply with the contract speed of ten knots an hour on the Bombay line, *ib.* 2289-2292, 2505-2507.

Representation by the Indian Government that a higher speed than ten knots an hour be required in future contracts, *Bourdillon* 2552—Conclusion as to a speed of nine and a-half knots an hour being too low, *Samuda* 2970.

2. *Suggestions by Mr. Samuda in regard to Rate of Speed ; Expense involved therein :*

Calculation that a speed of eleven knots an hour instead of nine and a-half knots between Suez and Bombay would involve an increased consumption of coal to the amount of 27,300 *l.* a-year, that is for fifty-two voyages, *Samuda* 2949—Calculated increase of expense for coal to the extent of 15,800 *l.* a-year, if the speed between Marseilles and Alexandria were raised from ten knots to twelve knots, fifty-two voyages being performed each way, *ib.*—Explanation as to witness fixing upon a speed higher by one knot an hour for the European service than for that in the Indian seas, *ib.* 2949-2951.

Total of 680,000 *l.* as the estimated cost for providing new vessels and improving existing ones so as to obtain the increased speed proposed, *Samuda* 2955—Witness does not contemplate any alterations for increasing the speed from Southampton, *ib.* 2959, 2960—Opinion as to its being feasible to obtain a speed of an additional knot per hour by some slight alterations in some of the existing vessels of the Peninsular and Oriental Company, *ib.* 2966-2969, 2992-2994—Circumstance of twelve knots an hour not having been maintained in any existing service, *ib.* 2970.

Allowance made for lower speed during the monsoon in calculating upon an average of eleven knots for the Indian service, *Samuda* 2974-2978—Objection to vessels of less than 2,000 tons, in order to obtain nine and a-half or ten knots an hour in the eastern

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2. *Suggestions by Mr. Samuda in regard to Rate of Speed, &c.*—continued.

seas for long distances, *Samuda* 2979-2988—Impossibility of vessels of 1,500 tons and 450-horse-power, maintaining a speed of twelve and a-half knots an hour between Suez and Bombay without stopping at Aden, *ib.* 2986—Necessity of nearly fifteen knots at the measured mile in order to get an average of twelve knots, *ib.* 2990, 2991.

3. *Explanations on the part of the Peninsular and Oriental Company:*

Regulation that, as regards the rate of speed, the company is bound to perform the whole distance between certain specified ports in a certain number of hours, *Howell* 1239-1241. 1293-1296—Requirement upon the company to perform the voyage between Suez and Bombay in 312 hours, or at the rate of nine and a-half knots an hour, *ib.* 1242-1247—Allowance of twenty-four days and sixteen hours for the whole distance from London to Bombay, *ib.* 1245-1250.

Opinion that a speed of nine and a-half knots an hour is as much as could be safely contracted for with the present fleet of the company, *Howell* 1253—Precisely similar speed of the vessels of the French Company and of witness's company, *ib.* 1254—Statement as to the average speed of the Cunard steamers in 1859-61 having been nine knots seven fathoms, *ib.* 1384-1404—The Bombay service is performed in something less than the contract time, *ib.* 1429—Requirement of a speed of fifteen and a-half or sixteen knots an hour at the measured mile in order to secure a speed of twelve and a-half knots between Suez and Bombay, *ib.* 1432, 1433.

Explanation that the speed of the Cunard vessels is about ten and a-half knots an hour on the New York and Liverpool line, the speed on the Boston line being only nine knots seven fathoms, *Howell* 1446.

Evidence in refutation of a statement by Mr. Knight, that the company's vessels maintain an average speed of only eight and a-half knots an hour between Suez and Bombay, *Howell* 3000—Further explanations in connection with the speed of the company's vessels as compared with that of the Cunard vessels, *ib.* 3006, 3007—Explanation in regard to the allowance made for the monsoon, *ib.* 3045-3068.

Admission as to the company having been disappointed with the results obtained on the Bombay line for the last year or so, *Howell* 3059, 3060.—On many voyages a much higher speed than ten knots has been attained, *ib.* 3063—Insufficient allowance made for the transit through Egypt, and the detention at Aden, in a statement purporting to show an average delay of two days on the outward passage to Bombay in 1865, *ib.* 3065, 3066.

4. *Time Tables and Returns containing sundry Details:*

Time table of the different services performed by the company, for the year 1864, as approved by the Post Office in November 1863, *App.* 218-221—Also for the year 1865, as approved in October 1864, *ib.* 222-225.

Statement showing the average speed per hour in 1865 between Southampton and Alexandria, between Marseilles and Alexandria, between Suez and Bombay, and between Suez and Calcutta, *App.* 226.

Return of the times of departure and arrival as between Suez and Bombay and between Bombay and Suez in 1864 and 1865, *App.* 564.

Return of the average performances of the Cunard mail steamers in 1859, 1860, and 1861, *App.* 567, 568.

Return exhibiting the result of the transfer of steam vessels from the Mediterranean to the Indian Seas, with regard to the consumption of fuel, and the speed, *App.* 569.

Returns showing the speed attained on the lines between Liverpool and New York and Liverpool and Boston in the year 1861, *App.* 597, 598.

5. *Conclusions and Recommendations of the Committee:*

Reference to the agreement of 27th February 1866, by which instead of the mails being carried at a nominal average speed of ten knots an hour, with latitude for divergence from a direct line, they are to be conveyed between the ports in periods equivalent to an average speed of nine and a-half knots in a direct line, *Rep.* v—Statement as to the Indian public having long complained of the low rate of speed attained by the packets, *ib.* vii—Circumstance of the Peninsular and Oriental Company having already taken steps for securing a greater rate of speed than nine and a-half knots an hour, *ib.* ix.

Recommendation, as regards the proposed weekly mail to Bombay, that the time table should be based on a prescribed speed of not less than eleven nautical miles per hour between Marseilles and Alexandria, and ten miles per hour between Suez and Bombay, *Rep.* xv—The tenders should be required to state also terms for higher rates of speed of not less than one additional half mile per hour, *ib.*

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Steam

Steam Vessels (Mail Service). Increased expense of the steamboats in about the same ratio as the tonnage, *Howell* 1493, 1494—Immense heat in the engine-room, so that there is a large per-centage of engineers and firemen on the sick list, *ib.* 1577-1579—More roomy cabins in the Peninsular and Oriental Company's vessels than in the Cunard vessels, the latter vessels being in fact fitted up in a manner quite unsuitable for the Indian service, *ib.* 1580-1583—Purchase or construction by the company of twenty-eight ships since 1859, all of the first class, *ib.* 1589, 1590.

Contemplated employment of vessels of 2,400 tons burden and 500 horse-power both on the Indian side and the European side, *Samuda* 2951, 2955—Proposed construction of five new ships which, in addition to the "Saula," should suffice for a weekly service on the Indian side at the rate of eleven knots an hour; seven vessels on this line would, however, be better, *ib.* 2955-2957, 2989—Alterations proposed in three of the vessels between Marseilles and Alexandria, on which line four vessels would be sufficient to perform a service of twelve knots an hour weekly, *ib.* 2955, 2958—Total of 680,000 L. as the estimated cost for providing new vessels and improving existing ones, so as to obtain the increased speed proposed, *ib.* 2955.

Necessity of not less than eighteen months in which to provide the new ships, *Samuda* 2961, 2962—Expediency of a lengthened term of contract in consideration of the provision of the new ships proposed by witness, *ib.* 2963-2965—Opinion as to its being feasible to obtain a speed of an additional knot per hour by some slight alterations in the existing vessels of the company, *ib.* 2966-2969, 2992-2994—Other sources of increased expense besides that of coal, in connection with the employment of larger and faster vessels, *ib.* 2971, 2972, 2976.

List of new vessels added to the fleet of the company since January 1859, showing their tonnage, horse-power, and aggregate cost, *App.* 569.

See also *Speed of Mail Packets.* *Survey of Mail Packets.*

Stearns, Hobart & Co. Copy of tender by Messrs. Stearns, Hobart & Co. on behalf of the Bombay and Bengal Company, dated 12 January 1866, for two additional mail services monthly between Suez and Bombay for 20,000 rupees a month, *App.* 603.

See also *Bombay*, II. 3.

Stephenson, Sir Macdonald. (Analysis of his Evidence.)—Is chairman of the Telegraph to India Company, 622—Object of the company to establish the Red Sea line of telegraph, and to effect a combination of interests, so as to secure an independent line from England to India under one responsible body, 623 *et seq.*—Causes of the failure of the Red Sea line first laid down, 631, 635—Grounds for concluding that a line will be successfully laid and worked by witness's company, 632-637.

Great importance of there being but one administration of the whole communication with India, so as to obtain regularity and despatch, 638-643—Immense increase anticipated in the use of the telegraph between England and the East so soon as regularity can be secured, and the charges are not excessive, 641, 642—Question still undecided whether witness's company shall apply to Government for any pecuniary aid or conditional subsidy, 645-647.

[Second Examination.]—Witness delivers in a proposal by the Telegraph to India Company for the establishment of a line of telegraphic communication by way of Egypt, 2190, 2191; and *App.* 596—Also a map of the existing and proposed lines of communication with India, Japan, and Australia, 2192; and *App.* 658.

Strachey, Colonel Richard. (Analysis of his Evidence.)—Was for three years secretary to the Public Works Department in India; had frequent opportunity of becoming conversant with the working of the Government telegraphic system, 2559-2561—Unquestionable fact that there are great deficiencies in the system, 2562—Very cheap and imperfect construction of the Government telegraphs, 2563-2565—Very inadequate salaries of the telegraphic staff up to a recent period, 2564—Material improvement lately in the salaries, *ib.*—Steps also being taken for re-constructing the lines, though this will be a work of time, 2564, 2565, 2608-2610—Transmission of all messages in the English language, 2566—Explanation in connection with the employment respectively of half castes and of natives as signallers, 2567-2570—Inaccuracy of the view that Government prohibited the employment of natives, 2569, 2570.

Restrictions subject to which the railway companies have been permitted by Government to erect and work telegraph lines, 2571-2574—Information relative to the action taken by the Public Works Department in India, and by the Government upon a proposal for the formation of a company for working all the railway telegraph lines, 2575-2583—Non-objection on the part of the Government to the formation of a private company to transmit commercial messages between Calcutta and Bombay, 2579, 2580.

Objection by Government to the interference of a private company where the Government lines are already capable of doing all the private or commercial business, 2580, 2581—Unwillingness of Government to allow any private company to work except under the Telegraph Act, and with a license, 2582, 2583—Necessity of Government

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maintaining a large portion of the telegraphs for public purposes, as many of the lines could not be worked at a profit by private companies, 2584—Witness sees no objection to the railway telegraphs being managed by a single company, 2585.

Consideration of the question whether in the interests of the Indian revenues there should not be an extensive amalgamation of the Government telegraphs with the railway telegraphs, when they both run between the same towns, 2586-2604—Belief as to the railway telegraphs being well constructed and properly managed, 2588—Admission as to the facility of inspection and repair of railway lines of telegraph, as compared with the Government lines, 2591-2598—Pecuniary interest of Government in the railways, so that they would share in any gain resulting to the latter from a rearrangement of the telegraph system, 2598-2604.

Doubt as to the expediency of Government giving up the more remunerative lines, and retaining only those which are not used for commercial purposes, 2599. 2605—Approval of Government retaining control of those lines where they are capable of doing the private business, as they would be if the lines were constructed and managed on an improved system, 2606, 2607.

Grounds for the conclusion that the inefficiencies of the telegraphic department will never be properly remedied until there is a specific and fixed responsibility, in lieu of the present system of the department, 2610-2617—It is essential, in fact, that a special member of the Council in India should be directly responsible, 2612-2615—Statement showing the evils of the system by which the business of the Public Works Department has been managed by the Government, there being no continuity, and no fixed responsibility, 2614-2617.

[Second Examination.]—Dissent from the view that because the Government telegraphs have hitherto been badly administered the proper remedy is to be found in their transfer to a private company, 2629—Argument that the telegraphs in India constitute essentially a public interest, which can better be dealt with in the hands of Government than of a private company; analogy in this respect between the telegraph and the post office, 2629, 2630. 2639-2646—Conclusion as to the impracticability of a private company finding capital for the construction and administration of telegraphs in India without the aid of a Government guarantee, 2631, 2632. 2636-2638.

Several respects in which the executive local management is calculated to be more satisfactory when under the Government of India than when under a private company, 2633, 2634—Admission that private companies in India have on the whole managed their affairs very well, 2634, 2635—Approval of the railway telegraphs still continuing in the companies' hands, 2635—Argument opposed to the view that more efficient and more economical administration is likely to result from the motive of private interest than from that of public interest, 2639-2644.

Explanation that the cause of the Government telegraphs not being remunerative is that the charges for messages have been too low, whilst Government has omitted to revise them from time to time, 2647—Admission as to the lines having in the first instance been laid down by Sir William O'Shaughnessy in an unsatisfactory manner, he having ignored the scientific knowledge which existed in England on the subject, 2648-2651—Doubt as to the lines having been laid out, as regards the routes pursued, otherwise than was proper under the circumstances, 2652-2654.

Examination opposed to the view that under a Government administration of the telegraph, as compared with administration by a company, commercial interests are likely to be set aside, and undue preference given to political considerations, 2655-2668—Political object had in view by the primary establishment of the Government lines, 2655. 2659. 2668—Opinion that by an improved organisation there is no reason why the public or commercial interests should not be amply consulted under Government administration, 2660. 2668—Expediency of an improved form of public administration in matters of commerce and agriculture as well as of the telegraph, 2669-2674.

With regard to the accommodation for passengers in the boats of the Peninsular and Oriental Company, second class passengers are not encouraged, but there are constantly some on board, and the accommodation provided for them appears to give satisfaction, 2675-2680.

Straits Settlements. Summary of the foreign and local trade and shipping which it is calculated by Mr. Gisborne will make use of the proposed telegraphic communication, App. 632.

Stronge, Charles. (Analysis of his Evidence.)—Has charge, in the Treasury, of all the business relating to telegraphs, 2193, 2194—The only lines between England and the East in which Government has practically any interest are the Mediterranean Extension, and the Malta and Alexandria line, 2195. 2210—Small and indirect interest of the Government in a line between Alexandria and Suez, 2195-2197—Payment by the Indian Government of two-fifths of the original cost of the line eventually laid between

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Stronge, Charles. (Analysis of his Evidence)—continued.

Malta and Alexandria, 2198—Arrangements being carried out for a lease of this line to the Telegraph Construction and Maintenance Company; terms of the lease, 2198-2202. 2240-2244.

Particulars in connection with the line between Malta and Sicily, in respect of which Government give a conditional guarantee of six per cent. to the Mediterranean Extension Company on a capital of 120,000 *l.* for twenty-five years from 1857; 2203-2209—Consideration of the question whether the Malta and Sicily line might not be transferred to the lessees of the Malta and Alexandria line, 2211-2217—Circumstance of the Treasury not having paid anything since the end of 1862 in respect of their agreement with the Mediterranean Extension Company, 2217-2219.

Information relative to the state of the accounts between the lessees of the Malta and Alexandria line and the Treasury up to 13 May 1865, from which date the new lease is to take effect, 2220-2225—Gross receipts in respect of messages on this line, and proportion payable to the Treasury and to the Indian Exchequer, 2221-2224—Deduction of ten per cent. from the gross receipts in order to form a reserve fund for repairs; have sufficiency of this fund, the repairs being very heavy, owing to the cable being a very light one, 2221. 2225-2232.

Good order of the Malta and Alexandria cable at the present time, though it can hardly be depended upon permanently, 2226. 2231-2237—Under the new lease the Government have nothing to do with the repairs, 2228—With regard to the line from Ragusa to Malta, witness is not aware of any recent communications on the subject from the Austrian Government, 2238, 2239.

Non-objection to the new lease of the Malta and Alexandria line being submitted to Parliament, 2240-2244. 2249—Amount of payments under the Treasury guarantee to the Mediterranean Extension Telegraph Company from the beginning of 1859 to the end of 1862, since which period the line has been self-sustaining, 2246-2248—The Treasury do not pay any subsidy or charge in respect of telegraphic lines to India, except in so far as they guarantee the line from Malta to Alexandria, 2250, 2251.

[Second Examination.]—Delivers in a memorial from commercial firms, shipowners and others, to the Colonial Office, soliciting Government to make up the difference required by the Peninsular and Oriental Company to continue the present postal service between Suez and Mauritius, 3224.

Submarine Cables. Greater wear of telegraphic cables in shallow water than in deep water, *Glass* 1659—Very careful surveys required before laying submarine cables, *ib.* 1659. 1674—Opinion as to the necessity of further and more complete surveys when cables are being laid, *Jenkin* 1814—Suggestion that preliminary surveys be made by Government at the public expense, inasmuch as the public are greatly benefited by improved communication, irrespectively of the benefit to the companies, *ib.* 1814. 1826-1828. 1832, 1833.

Great improvement in the construction of cables within the last eight or ten years, *Jenkin*, 1816, 1817—Success of those cables which are the heaviest and which weigh two tons per mile and upwards, *ib.* 1817—Advantages and disadvantages of land lines and submarine lines respectively, *ib.* 1823-1825—Rapid decay of cables in certain bottoms in the China and other seas, *ib.* 1834—Very good working of the submarine line from Fao to Gwadar, as compared with the land line, *H. J. Walton* 3171, 3172—Much greater cost of a submarine line than a land line, the latter also being more readily repaired, *ib.* 3208-3213—Much greater cheapness of land lines than of submarine lines, though the latter ought not so often to get out of order, *Gisborne* 3337, 3338—Importance of all submarine cables being protected by a coating sufficiently strong to withstand corrosion, *Siemens* 3377-3380—Much less cost of a land line than of a sea line, *ib.* 3390.

Views of Messrs. Bright and Clark, and Messrs. Forde and Fleeming Jenkin, as to the advantage of submarine lines over land lines in foreign countries, *App.* 639, 640.

See also *Australia*, 2. *China*, 2. *Singapore*, 2.

Submarine Telegraph Company. Particulars as to the routes by which messages are forwarded to India by the company, and the manner in which the transmission is carried out, *Sir J. Carmichael* 747 *et seq.*—Number of Indian messages, *via* Suez, received and forwarded by witness's company since the opening of the Persian Gulf line, *ib.* 767-770.

Memorandum submitted to the Committee by the company, dated April 1866, relating to the transmission of messages to and from India by the Persian Gulf cable, *App.* 556, 557.

Subsidies (Peninsular and Oriental Company). Circumstance of the total subsidies to the company reaching an aggregate of 400,000 *l.* or twenty per cent. upon the paid up capital, *Knicht* 2312—Witness is satisfied that too much is paid for the service performed by the Peninsular and Oriental Company, *ib.* 2322, 2323—Very lucrative business on the Bombay line without any subsidy, *ib.*

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Total of 349,000 *l.* as the subsidies of the company, instead of 400,000 *l.*, as stated by Mr. Knight, *Howell* 3024.

Statement by Mr. Chetwynd that the total sum now paid to the company for the conveyance of mails between this country and India and China (including the conveyance of the Australian mails between this country and Point de Galle) is 230,125 *l.*, *App.* 211.

Summary by the Committee of the several subsidies paid under the different contracts with the Peninsular and Oriental Company, *Rep.* iv, v.

See also *Messageries Impériales*.

Suez, Bombay and Calcutta. Return showing the actual days of departure and of arrival of the mail packets between Suez and Bombay, and Suez and Calcutta, in 1864 and 1865, *App.* 214-217.—See also *Bombay* I., II. *Calcutta.* 1.

Suez Canal. Prospect of the Suez Canal leading to a reduction in the cost of coal at Suez, *Howell* 1584-1586.

Suez Docks. Circumstance of the French Company having taken steps for providing dock accommodation at Suez, the Peninsular and Oriental Company on the other hand not having made Suez a repairing port, *Howell* 1495-1499—Question as to the French Company having the right of applying to the docks at Suez the transit money for passage through Egypt, *ib.* 1500-1502. 1567-1569—Anticipated access of the vessels of witness's company to the docks at Suez, *ib.* 1567-1570—Very fine docks being constructed by the French Company, *Knight* 2488.

"*Surat*," *The.* Statement of the tonnage and horse-power of this vessel of the Peninsular and Oriental Company, *App.* 569.

Survey of Mail Packets. Chief object of the contract of 27 February 1866 with the Peninsular and Oriental Company to discontinue certain surveys of the packets in consideration of the subsidy being reduced by 5,000 *l.*, *Hill* 160—Contract of February last adverted to as having been entered into chiefly with reference to the dispensing with certain surveys; the other contracts are, however, recited in this, *Howell* 1237, 1238—Discontinuance of the survey for speed before the vessels are put upon the line, *ib.* 1296.

Provisions in the contract of 27 February 1866, dispensing with the requirement of a survey, *App.* 227-229.

Total deduction of 4,500 *l.* in respect of abandonment of Admiralty survey of vessels, *App.* 538.

Surveys (Submarine Telegraphs). See *Submarine Cables*.

Sydney. Necessity of docking accommodation at Sydney for the Peninsular and Oriental Company's boats, *Howell* 1556—Frequent complaints in Sydney as to the mails from England being over time, whilst from Sydney to England the service is very regular, *Sir C. Nicholson* 3227-3231. 3251.

Time table of the mail service from Ceylon to Sydney and from Sydney to Ceylon for the year 1864, *App.* 218-221—Also for the year 1865, *ib.* 222-225.

Contract, dated 17 November 1865, between the Post Office and the Peninsular and Oriental Company for the conveyance of the mails between Point de Galle and Sydney, via King George's Sound and Melbourne, *App.* 645-652.

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"*Syria*," *The.* Amount of tonnage and horse-power of the "*Syria*," *App.* 569.

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"*Tanjore*," *The.* Tonnage and horse power of the "*Tanjore*," *App.* 569.

Taylor, Thomas. (Analysis of his Evidence.)—Delivers in to the Committee a paper showing the expenditure of the Great Indian Peninsular Railway Company upon telegraph service, 20, 21—Explains the probable time of completion of various portions of the company's system now in course of construction, 22-33.

Teheran. Probability of some messages from India being sent from Teheran by the Russian line, the responsibility resting with the official in charge of the office at Teheran, *Thornton* 2765-2768.—See also *Persia*, &c. *Russia*.

Telegraph Construction and Maintenance Company. Explanatory statement in connection with the lease of the Malta and Alexandria line to the Telegraph Construction and Maintenance Company, *Glass* 1624-1623—Concession lately obtained by witness's company from the Italian Government for a line from the French frontier to Sicily, to be worked by clerks of the company, *ib.* 1637—Further concession also for an independent line from Sicily to Benghazi, *ib.*

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Explanation as to the steps taken by witness's company with a view to the formation of a second line from Sicily to Malta; communication with the Italian Government on the subject, *Glass* 1638, 1639. 1712-1717—Lease now held by the company of the cable from Alexandria to Suez, *ib.* 1641, 1642.

Information relative to the terms of the lease about to be granted to the company by the treasury of the Malta and Alexandria line, *Stronge* 2198-2202. 2240-2244.

Telegraph to India Company. See *Telegraphic Communication (India)*, I. 17.

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1. *Concurrence of Opinion as to the Great Importance of Telegraphic Communication with India.*
2. *System of Telegraphy in the Transmission of Messages.*
3. *Routes by which Messages are forwarded.*
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vi. Line from Kurrachee to Bombay :

Impression that much of the inaccuracy of the telegrams exists in the line between Kurrachee and Bombay, *Nelson* 839-841—Considerable room for improvement in the telegraphic service between Kurrachee and Bombay, *Green* 1199-1205—Very bad condition of the line between Kurrachee and Bombay when witness saw it three years ago, *Greener* 1957, 1958.

Very bad state of the line between Kurrachee and Bombay, there being moreover a deficiency of clerks at Kurrachee, *H. Walton* 2077, 2078—Instances of great delay before transmission from Kurrachee, *ib.* 2077—Transmission of messages through Kurrachee without their being translated at that point, *ib.* 2097, 2098.

Statement as to the excessively inefficient working of the line between Kurrachee and Bombay, the complaints being incessant but without redress, *Knight* 2425-2432—There has been little amelioration, if any, in the Bombay line, *ib.* 2423, 2424.

The Government of India have been doing everything to improve the line between Kurrachee and Bombay, *Thornton* 2696—Exaggerated statements made as to the time occupied by messages between Kurrachee and Bombay and between Calcutta and Kurrachee, *Robinson* 2843—Nature of the former deficiencies of the line from Kurrachee to Bombay, which caused such complaint, *ib.* 2869-2876—Steps taken for putting up a second wire between Kurrachee and Bombay, *ib.* 2879-2883—Witness also hopes there will soon be a double wire, properly insulated from Kurrachee to Calcutta, *ib.* 2883.

Further statement that improvements have been going on over the Kurrachee and Bombay lines as well as over other lines, and that complaints of delay and inaccuracy in this line have been much exaggerated, *Robinson* 2916-2926—Exaggerated character of certain statements as to the time occupied between Calcutta and Kurrachee, *ib.* 2931, 2932.

Great improvement since the end of last year in the service from Kurrachee into the interior of India, *H. J. Walton* 3119-3123. 3133—Considerable delay experienced in some instances at Kurrachee through the defective working of the lines in India; great improvement having however latterly taken place, *ib.* 3124-3129. 3133—Suggestions made by witness for improving the course of line eastward of Kurrachee, *ib.* 3166—Impression as to the average time now occupied between Kurrachee and Calcutta being from fifteen to eighteen hours; Colonel Robinson, however, is a better authority on this point, *ib.* 3169, 3170. 3214-3221—Very short time required between Kurrachee and Calcutta if the line were in a proper state, *ib.* 3185-3189. 3217-3221—Further reference to the occurrence on one occasion of some considerable delay before messages could be forwarded into India from Kurrachee, this was partly owing to obstruction caused by the floods, *ib.* 3195-3202

Very rapid working over the line from Kurrachee to Bombay at the present time, the service having been greatly improved since the period of the opening of the Persian Gulf line, *Goldsmid* 3525-3531.

Letter from Mr. Walton, as director of the Mekran Coast and Submarine Telegraph in

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in 1865, with reference to the defective working of the telegraph between Kurrachee and Bombay, and the causes thereof, *App.* 431-433.

Extract from report of Lieutenant Colonel Robinson, dated 23 December 1865, with reference to the state of the line between Kurrachee and Bombay, and the evils consequent upon the delay in the arrival of insulators and telegraph stores from England, *App.* 445, 446.

Information supplied by the officiating director of telegraphs, western division, in November 1865, relative to the line between Bombay and Kurrachee, 860 miles in length, the improvement effected in its working, and the further improvement required, *App.* 446, 447.

vii. Line from Bombay to Calcutta, &c. :

Opinion as to the sufficiency of one hour instead of two days for the transmission of each message from Bombay to Calcutta, *Forde* 1808—Exceedingly irregular working of the line between Bombay and Calcutta caused very much by the centralization system and the necessity of referring to Calcutta even on the most trivial matters, *H. Walton* 2079-2082—Messages for Calcutta sometimes pass through in two hours and sometimes take three weeks, *ib.* 2080—Opinion that with special wires a message should not occupy more than two or three hours between Bombay and Calcutta, *Adley* 2167, 2168—Very unsatisfactory working of the telegraph between Bombay and Calcutta, *Knight* 2433, 2434.

Exaggerated statement by Mr. Walton as to the time occupied in messages between Bombay and Calcutta, *Thornton* 2703, 2704—Mismanagement owing to which some messages between Bombay and Calcutta having been many days on the route, *ib.* 2778, 2779.

viii. Practice in the Transmission of Government and private Messages respectively ;

The public messages are stopped on the Government lines whenever there are Government messages, and on the railway lines whenever there are railway messages, *Adley* 2152—Small proportion of Government messages as compared with public messages, *ib.* 2177—Transmission of messages in the English language, *Strachey* 2566—Question considered whether it would not be desirable to transmit messages in the native language, *Thornton* 2775-2777. 2780, 2781—The department is now generally looked upon as equally available to the public as to the Government, *Robinson* 2833-2835—Practical censorship or check exercised in regard to the transmission of Government messages, *ib.* 2836, 2837—Peculiar facilities given to Indo-European messages, these messages being repeated without extra charge, *ib.* 2839—Restriction placed upon the number of Government messages further adverted to, *ib.* 2909-2911.

ix. Instruments used in Transmission :

Use of sounding instruments in the offices in India, the messages not being printed at all ; fertile source of inaccuracy thereby, *H. Walton* 2068, 2069—Question under consideration of the authorities in India whether the Morse instrument shall be employed in its complete form or not, *Thornton* 2701, 2702—Explanation as to the sounding instrument in use in India, *Robinson* 2841.

x. Constitution and Responsibility of the Telegraph Department.

Grounds for the conclusion that the inefficiencies of the telegraphic department will never be properly remedied, until there is a specific and fixed responsibility in lieu of the present system of the department, *Strachey* 2610-2617—It is essential in fact, that a special number of the council in India should be directly responsible, *ib.* 2612-2615—Inadequacy of mere efficiency in the executive staff, if the Government control be defective, *ib.* 2612, 2613—Anomaly in the telegraph administration not being under the Public Works Department, *ib.* 2614.

Information relative to the sub-division of responsibility over the system, the whole being under the supervision of the head of the department in Calcutta, *Robinson* 2889-2895.

xi. Telegraph Act of 1860.

Act passed by the Legislative Council of India in 1860, for regulating the establishment and management of electric telegraphs in India, *App.* 629-631.

xii. Details relative to the Staff and Pay of Signallers, &c., the Deficiencies on this Score, and the Remedies proposed and adopted.

Improvement if there were Englishmen to work the lines in India, so as to secure accuracy, *Hon. R. Grimston* 571-574—Opinion as regards telegraphs in India, that the best plan for the present would be to place them under the management of English experts, both for commercial and railway purposes, *Clark* 728-732—Grounds of suspicion