

(COUNCIL PAPER No. 5.)

DESPATCHES FROM SECRETARY OF STATE RESPECTING TENDERS FOR
A NEW CONTRACT FOR WEST INDIA MAIL SERVICE.*The Secretary of State to the Governor.*

TRINIDAD.

No. 14.

DOWNING STREET,
16TH JANUARY, 1884.

Sir,

With reference to previous correspondence on the subject of of the West India Mail Service, I have the honour to transmit to you the accompanying copies of a correspondence which has passed between the Treasury and this Department, with respects to which I should be glad to receive any observation you may have to make at an early date.

I should wish to receive an early reply to my Despatch Trinidad, No. 178 of 15th ultimo.

I have, &c.,

DERBY.

*The Secretary, Treasury, to the Under Secretary of State, Colonial Office.*TREASURY CHAMBERS,
18TH DECEMBER, 1883.

Sir,

With reference to previous correspondence, I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith to be laid before the Earl of Derby a Report from the Postmaster General dated the 10th instant with the original inclosures thereto consisting of a report from the Comptroller of the London Postal Service on the respective advantages of Southampton and Plymouth as the Ports of departure for the West India Mail Service, the tenders (twelve in number) received for such service from the 1st January 1885 and an Abstract of the tenders.

In requesting that you will move the Secretary of State to favour My Lords with such observations as he may wish to make thereon, I am directed by their Lordships to state that in their judgment the choice lies between tenders No. 1 and 2 of the Royal Mail Steam Packet Company, and as My Lords are at present advised, the advantages of No. 2 are not sufficiently great in comparison with No. 1 to justify the increase of subsidy required for it; but My Lords would be greatly influenced in their decision by the readiness of the Colonies interested especially Barbadoes and British Guiana to contribute to the increased cost. My Lords will not indeed accept any tender until a formal agreement has been effected with the contributory Colonies as to the apportionment of the cost and they invite the assistance of the Secretary of State in accelerating this agreement.

I have, &c.,

LEONARD COURTNEY.

EXTRACT.

The Royal Mail Steam Packet Company send tenders for four alternative services.

1st For a service similar to that which they now perform as regards the lines for which Tenders are invited but *once a fortnight* instead of twice a month—thus giving 2 additional Mails a year both out and home, and affording a greatly improved service to Demerara inasmuch as the Packet would go direct from Barbadoes to Demerara instead of calling intermediately at Tobago and Trinidad, for a subsidy of £80,500 a year as at present.

2nd For a fortnightly service from Southampton to Colon calling at Barbadoes on each voyage. This scheme provides a direct communication between this country and Barbadoes, and also between that Island and Demerara every fortnight, and provides conveniently for all the other British Islands. The subsidy asked is £95,500 a year.

* * * * *

On the whole the Tenders of the Royal Mail Company appear to me decidedly preferable and the important question to be decided by your Lordships is which of them should be accepted.

Their first Tender offers a much better service than that now existing without any increase of subsidy.

Their second Tender would be a decided improvement upon their Tender No. 1. It would give to the Colony of Barbadoes the important advantage of being the Central Mail Station and of securing a direct communication with this country every fortnight instead of once a month as at present, while it would practically give Demerara all the advantages it demands and would no doubt induce that Colony to contribute its quota towards the cost of the service. But the subsidy is £15,000 a year in excess of their first offer.

Treasury,
18th Decr.,
1883.
Colonial Office,
27th Decr.,
1883.
Treasury,
11th Jan.,
1884.

20837/83.

The Under Secretary of State, Colonial Office, to the Secretary, Treasury.

DOWNING STREET,

27TH DECEMBER, 1883.

SIR,

In reply to your letter No. 20,837 of the 18th instant upon the subject of the West India Mail Service and enclosing twelve Tenders for the service from the 1st of January, 1885, I am directed by the Earl of Derby to acquaint you for the information of the Lords Commissioners of the Treasury that he agrees with Their Lordships that the only Tenders which need be considered are those of the Royal Mail Steam Packet Company numbered 1 and 2.

Before communicating further with the Governors of the Colonies Lord Derby would be glad to be informed what proportion of the increase to the present subsidy Their Lordships would expect the Colonies of British Guiana and Barbadoes to contribute respectively if the Tender No. 2 of the Royal Mail Steam Packet Company were accepted.

Lord Derby considers that as these two Colonies will be the principal gainers by adopting No. 2 they ought to pay a greater proportion of the extra £15,000 than of the present subsidy the proportionate contributions to which are laid down in your letter of 10th March.

I have, &c.,

E. WINGFIELD.

The Secretary of State, Treasury, to the Under Secretary of State, Colonial Office.

150.

TREASURY CHAMBERS,

11TH JANUARY, 1884.

SIR,

With reference to Mr. Wingfield's letter of the 27th ultimo I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith for the information of the Earl of Derby, a copy of a Report from the Postmaster General dated the 2nd inst., proposing that if tender No. 2 of the Royal Mail Steam Packet Company for the West India Mail Service be accepted, this country should be responsible for half the additional cost as compared with the present contract and that the other half should be apportioned to British Guiana, Trinidad and Barbados, the Colonies that will derive most benefit from the improved service, as follows:—British Guiana £3,000, Barbados £3000, Trinidad £1,500. Total £7,500.

I am to state that My Lords are willing to adopt the suggestions of the Postmaster General as to the amount of the contributions from the Colonies named, but at the same time to repeat that My Lords will not accept any tender until a formal agreement has been effected with the contributory Colonies.

My Lords desire me to request that you will move the Secretary of State to urge this consideration upon the Governments of the several Colonies and to accelerate their action in the matter.

I have, &c.,

LEONARD COURTNEY.

REPORT.

GENERAL POST OFFICE,

2ND JANUARY, 1884.

MY LORDS,

I lose no time in returning the letter from the Colonial Office dated the 27th of last month on the subject of the Tenders for the West India Mail Service which Your Lordships referred to me on the 28th ultimo under the Treasury Number 22,119.

In that letter the Earl of Derby expresses his concurrence in Your Lordships opinion that the only tenders which need be considered are those of the Royal Mail Steam Packet Company numbered 1 and 2; and His Lordship before communicating further with the Colonial Governments asks to be informed what proportion of the increase of the present subsidy the Treasury would expect the Colonies of British Guiana and Barbadoes to con-

tribute respectively in the event of the Royal Mail Steam Packet Company's Tender No. 2 being accepted. Lord Derby in making this enquiry expresses the opinion that, as these two Colonies would be the principal gainers by the adoption of No. 2 Tender, they ought to pay the greater proportion of the extra subsidy of fifteen thousand pounds demanded by the Company for that improved service.

I quite agree in Lord Derby's views on this point.

Having compared the course of post between this country and British Guiana and Barbadoes under the present service and under that proposed (by No. 2 Tender) I find that both of these Colonies would gain considerably in point of time (as shown by the enclosed statement in figures.) The course of post would be shortened, in the case of British Guiana by several days, both out and home, and in the case of Barbadoes by more than 3 days out and 5 days home, as compared with the present route via St. Thomas; while Barbadoes would reap the further very considerable advantage of becoming the centre of the Mail communication and passenger and cargo traffic between England and the West Indies on every voyage instead of on each alternate voyage as now.

I find that Trinidad would also be a gainer on each alternate Mail exchanged with England to the extent of several days and in these circumstances should, I am inclined to think, contribute though in a lesser degree to the extra subsidy of £15,000.

Subject to Your Lordships consideration and assuming that the Mother Country would, as usual be expected to bear one half of the extra cost—say £7500—it seems to me that the other half might fairly be apportioned between the 3 Colonies to be specially benefitted in the following rates—

To British Guiana	2-5ths	...	...	£3,000
Barbadoes	2-5ths	...	...	£3,000
Trinidad	1-5th	...	—	£1,500
				£7,500

and I think, considering the important advantages that would be derived by the Colonies from the greatly improved service contemplated they should not hesitate to contribute such proportions.

I have, &c.,

HENRY FAWCETT.

STATEMENT showing the advantage in point of time which would be gained by the under-mentioned three Colonies by a Mail Service in accordance with Tender No. 2 of the Royal Mail Steam Packet Company as compared with the present service.

	COURSE OF POST.												
	Under present Contract.				Under proposed Scheme No. 2.				Gain.				
	Out.		Home.		Out.		Home.		Out.		Home.		
	D.	H.	D.	H.	D.	H.	D.	H.	D.	H.	D.	H.	
DRMERARA													
Via Barbadoes ...	15	23	17	10	14	12	14	12	{	1	11	2	22
Via St. Thomas...	19	23	22	14						5	11	8	2
BARBADOES													
Direct ...	12	13	13	10	12	13	12	13	{	—	—	—	21
Via St. Thomas...	15	18	18	4						3	5	5	15
TRINIDAD													
Via Barbadoes ...	13	23	15	10	Assuming same as at present outward via Barbadoes				{	—	—	1	11
Via St. Thomas...	17	13	20	4						13	23	13	23	3	14	6	5

The Secretary of State to the Governor.

TRINIDAD.

No. 178.

DOWNING STREET,

15TH DECEMBER, 1883.

SIR,

With reference to your Despatch No. 169, of the 17th August, I have the honour to transmit to you an extract from a letter of the Postmaster-General, explaining the mode of assessing the contributions to the loss incurred under any new contract for the Mail service with the West Indies.

The forms of tender for the new contract will provide for a fortnightly service.

I have, &c.,

DERBY.

*Extract from a letter from the General Post Office to the Treasury, dated
23rd November, 1883.*

"In forwarding these despatches to the Treasury, the Earl of Derby requests to be informed. Colonial Office,
16th Oct., 1883.

"First, how the amounts assessed as the contributions to the loss, to be paid by the several Colonies, have been arrived at, and secondly whether the payments now asked for from the Colonies would if assented to, remain unchanged during the whole period of the new contract, and would not be liable to any increase on account of possible further loss consequent on the entry of the Colonies into the Postal Union.

"On the first point I may explain the system of Assessment as follows:—

"The whole extent of the service performed by the Royal Mail Steam Packet Company is divided into Sections, and the gross subsidy paid to the Company (£80,500) is apportioned amongst the various sections, according to the annual mileage of each. One half of the cost of all the sections (£40,250) is assessed to the United Kingdom, the other half being charged rateably against the various colonies making use of such sections, in proportion to the number of letters conveyed on behalf of each.

"The earnings are treated in the the following manner. The whole sea postage collected by the Colonies is remitted in the first instance to the Imperial Post Office, where it is included with the collections of the United Kingdom for the purposes of the apportionment. It is then divided into two categories, (1) Sea Postage derived from Mails exchanged by the Colonies with the United Kingdom and (2) Sea Postage accruing from intermediate Mails, and from Mails conveyed on behalf of Foreign countries.

"The former description of postage is allotted half to the United Kingdom and half to the Colony with which the Mails are exchanged, whilst the latter is shared in the same proportions as the cost of the section or sections over which the Mails may be carried.

"The share of the loss appertaining to each Colony is arrived at by deducting the Colonial Share of the earnings from the Colonial Share of the cost; the difference representing the amount of the contribution required from each Colony.

"On the second point, I think that the rate of payment once fixed would be allowed to continue during the whole currency of the new Contract quite irrespective of any change on account of further possible losses.

"Lord Derby points out that British Guiana and Trinidad are both desirous that a *fortnightly* service should, if possible, be substituted for the present bi-monthly service, and in reply to this it may be stated that such is equally the desire of Her Majesty's Government and that the forms of tender have been framed for a regular fortnightly service, *i. e.* twenty-six services in each year instead of twenty-four as at present."

SAN FERNANDO TRAMROAD DEBENTURES.

NOTICE is hereby given that on the 31st DAY OF MARCH, 1884, there will be redeemed at the Colonial Treasury the undermentioned Debentures, issued under the provisions of Ordinance No. 10 of 1864:—

Nos. 18—31—52—61—64—93.

The interest on the above Debentures will cease on the same day.

By Command,

J. SCOTT BUSHE,
Colonial Secretary.

Government House,
15th December, 1883.—(No. 223.)

RAILWAY DEBENTURES.

NOTICE is hereby given that the following Debentures, issued under the provisions of Ordinances Nos 7 of 1873, and 15 of 1873, will be redeemed at the Colonial Treasury on the 15th DAY OF MARCH, 1884, when the interest on the said Debentures will cease and determine.

Nos. 1211—1212—1300—1387—of £100 each.

W. R. PYNE,
Receiver General.

Receiver-General's Office,
21st February, 1884.

NOTICE.

A PILLAR LETTER-BOX has been opened in King Street, opposite the old Post Office. The Box will be cleared daily (Sundays excepted) at

6.20 A.M.
9.20 A.M.
10.20 A.M.
12.20 P.M.
2.20 P.M.
3.20 P.M.

Additional clearances on Royal Mail Packet days—

1.30 P.M. with ordinary postage.
3 P.M. with late fee.

J. A. BULMER,
Postmaster-General.

MAYARO WARD UNION.

NOTICE.

THE ASSESSMENT ROLLS of this Union for 1884 are now ready for inspection, at the Warden's Office, Mayaro.

F. A. CANTEAUME,
Warden.

Mayaro,

18th February, 1884.

D. WILSON,
Comr. N.P.

MONTSERRAT,
12th FEBRUARY, 1884.

NOTICE.

THE ASSESSMENT ROLL of the Montserrat Ward Union for the year 1884 is open for inspection, at the Office of the Assistant Warden, from the above date.

HENRY C. WARNER,
Assist. Warden.

D. WILSON,
Comr. N. Province.

NOTICE.

DIEGO MARTIN WARD UNION.

THE ASSESSMENT ROLLS of this Ward Union for 1884, will be open for public inspection at the Warden's Office, Diego Martin, from the 27th instant.

W. L. LACROIX,
Assist. Warden.

15th February, 1884.

D. WILSON,
Comr. N. P.

NOTICE.

WARDEN'S OFFICE, COUVA,
12th FEBRUARY, 1884.

THE Assessment Roll of the Couva Ward Union is open for inspection at the Warden's Office, Couva, for one month from date.

R. F. NEEDHAM,
Actg. Warden.

D. WILSON,
Comr. N.P.

NOTICE.

THE ASSESSMENT ROLLS for the Ward Unions of the Southern Province for 1884 will be open to inspection for one month from the 25th February, 1884.

NAPARIMA WARD UNION.

NAPARIMA DISTRICT.—At the Commissioner's Office, San Fernando.

OROPUCHE DISTRICT.—At the Asst. Warden's Office, St. Mary's Village.

SAVANA GRANDE DISTRICT.—At the Asst. Warden's Office, Princes Town.

CEDROS WARD UNION.

CEDROS WARD UNION.—At the Police Station, Cedros.

J. A. HARRAGIN,
Comr. S. Province.

Commissioner's Office,
San Fernando,
18th February, 1884.

NOTICE.

THE ASSESSMENT ROLLS of this Ward Union for 1884 will be ready for inspection at this Office on the 28th instant.

HARRIS HARAGIN,
Warden.

Warden's Office, Arima,
15th February, 1884.
B. WILSON,
Comr. N.P.

Vote for Bridge on
Camaron Cross Road.

The Hon. the Colonial Secretary moved that the Governor be authorized to expend a sum not exceeding £160 for the repair of the Bridge No. 1 on the Camaron Cross Road.

Seconded by the Hon. the Attorney-General and agreed to.

Queen's Park Cricket
Ground Ordinance;
2^d postponed.

On the motion of the Hon. the Solicitor-General the second reading of the Ordinance for vesting in the Hon. George Lewis Garcia, Charles Henry Phillips, Vincent Brown and Robert Stewart Aucher Warner a certain portion of the Queen's Park to be used as a Cricket Ground" was postponed.

Ward Auditors Ordinance;
Read 2^d and
committed.

The Hon. the Solicitor-General moved the second reading of the "Ordinance to authorize the election of more than two Auditors in any Ward."

Seconded by the Hon. the Colonial Secretary and carried.

The Ordinance was read a second time and the Board went into Committee.

In Clause 2 the words "or shall refuse to fulfil," were, on the motion of Dr. de Boissiere, inserted after "fulfilling" in line 4, and corresponding amendments were made throughout the Clause.

The Ordinance then passed the Committee and the Board resumed.

Municipal Corporations
Amendment
Ordinance;
Read 2^d 3^d and
passed.

The Hon. the Attorney-General moved the second reading of the Ordinance to amend the Ordinance No. 10 of 1853, intituled "An Ordinance for the regulation of Municipal Corporations in this Island."

Seconded by the Hon. the Colonial Secretary and carried.

The Ordinance was read a second time and the Board went into Committee.

The Ordinance passed the Committee and the Board resumed.

The Ordinance was then read a third time and passed and the Colonial Secretary and Attorney-General were appointed a Committee to present it to the Governor for approval.

Governor announces
departure on leave.

The Governor announced his intended departure from the Colony on six months' leave of absence.

San Fernando Building
Ordinance;
Read 2^d 3^d and
passed.

The Hon. the Attorney-General moved the second reading of the "Ordinance for regulating the laying out of new Streets and the construction of Buildings in the Town of San Fernando."

Seconded by the Hon. the Colonial Secretary and carried.

The Ordinance was read a second time and the Board went into Committee.

In Clause 6 the following words were struck out "and it shall not be lawful to give, sell, demise or devise or to take by gift, lease or otherwise any part of such lands not being one or more of such lots and having the frontage, extent and depth shewn by such plan as applicable to such lot or lots."

Some verbal amendments were made in some of the other Clauses and the Ordinance having passed the Committee the Board resumed.

The Ordinance was then read a third time and passed, and the Colonial Secretary and Attorney-General were appointed a Committee to present it to the Governor for approval.

At 3.20 P.M. the Council adjourned.

A. C. ROSS,
Clerk of the Council.

MEMBERS ABSENT FROM MEETING :

Dr. de Verteuil,
Mr. Guiseppi,
Mr. Agostini.

CONTRACT FOR BUILDING A POST OFFICE AT SAN FERNANDO.

SEALED TENDERS will be received up to 12 noon, on MONDAY, THE 31ST MARCH, 1884, for the erection, at San Fernando, of a new Post Office, according to the drawings and specifications to be seen at the Office of Public Works on and after the 17th March, 1884.

Contractors to give security to the amount of £300 sterling.

The Government do not bind themselves to accept the lowest or any Tender.

The Contract and Bond to be prepared at the expense of the Contractor.

The Tender to state the time required for the completion of the work.

The Envelopes containing the Tenders to be marked: "Tender for Post Office, San Fernando," and to be addressed to the Colonial Secretary, Government-House.

J. SCOTT BUSHE,
Colonial Secretary.

Government-House,
5th March, 1884.—(No. 32.)

(COUNCIL PAPER No. 17.)

REPORT

OF SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL APPOINTED ON THE 1ST OF MARCH, 1884, TO CONSIDER THE SUBJECT OF AN INCREASED SUBSIDY TO BE PAID BY TRINIDAD FOR THE MAIL SERVICE BETWEEN ENGLAND AND THE WEST INDIES.

PRESENT :

The Hon'ble. W. R. PYNE, Chairman.

" L. AGOSTINI.

" T. A. FINLAYSON.

Your Committee gather from the statement subjoined to the recent correspondence which has taken place between the Colonial Office, the Treasury, and the General Post Office in England, on the subject of tenders for a new contract for the West Indian Mail Service, that, under the proposed scheme (No. 2) the allotted time for the transmission of Mails from Southampton to Trinidad will be 13 days and 23 hours, and that there will be a gain of 1 day and 11 hours on the time occupied by the present return Mail viâ Barbados to England.

It is not stated by what class of vessel, or, by what route, the Mail Service is to be performed between Trinidad and Barbados: and it would appear that Trinidad and Demerara are to be cut off from the direct communication which exists at present between these two Colonies. The importance of maintaining this communication is the more urgent now since your Committee has been made aware that the additional means of communication, which hitherto existed between these two Colonies by means of the French line of Steamers, will cease after the expiration of this month, and it is therefore of the first consequence that such direct communication should be maintained by the Steamers of the Royal Mail Steam Packet Company as heretofore.

Understanding this state of things to be the ground upon which Trinidad is asked to contribute £1500 per annum, your Committee is of opinion that the advantages promised are materially diminished by the disadvantages which will accrue under the new contract. Your Committee therefore is unable to make any recommendation until it is ascertained from the Directors of the Royal Mail Steam Packet Company whether they would on any terms entertain a proposal for making this Colony the principal station and entrepôt for their line of Steamers in the West Indies—merely touching at Barbados to land Mails and passengers for that Island only on the outward and homeward voyages.

Your Committee is of opinion that Trinidad offers many advantages not possessed by other Colonies in these parts both from the size and safety of the Harbour of Port-of-Spain which is accessible at all times of tide, and from the facilities it offers for coaling and transshipment owing to the smoothness of the water and the immunity from hurricanes.

The prospect of freight for direct Steamers is also worthy of consideration, as besides the export of fine Sugar in bags of which Trinidad exports about 12,000 tons, (and this quantity is increasing year by year,) the Island ships annually on an average over 3000 tons of Cocoa, (the last wholly by Steamer), and is the entrepôt for Gold from the Venezuelan Mines, and also for a large quantity of Produce from the Orinoco River and the neighbouring coast of Venezuela, all of which passes through Trinidad for export.

Your Committee, although they do not altogether consider themselves competent judges of the matters of detail involved, are yet inclined to think that, with some slight re-arrangement, the distances to be run would not be increased, if, indeed, they would not be diminished, inasmuch as the distance from Trinidad to either Jacmel or Jamaica is less than from Barbados to either of these ports, and the distance from Trinidad to Demerara viâ Tobago is less than the direct passage from Barbados to Demerara.

Your Committee infer from the papers before them that in order to maintain the stipulated time of 13 days and 23 hours for the passage of Mails from England to Trinidad, an Inter-Colonial Steamer must be employed to run from Barbados to Trinidad, calling only at Tobago as at present. This would be avoided by the Ocean Steamer coming on to Trinidad as proposed. Tobago would be served by the boat for Demerara from Trinidad, and thus the transmission of Mails throughout the whole of the remaining West India Islands would be accomplished by the 2nd Inter-Colonial Steamer running from Trinidad to Grenada and thence Northwards.

Your Committee is so firmly impressed with the importance of this subject that it does not hesitate to recommend that Trinidad should offer as a further inducement to the Company:—

1st. To pay an increased subsidy beyond the £1500 above alluded to, and

2ndly. To erect suitable and substantial light houses, one in Port-of-Spain and another on any part of the Northern coast of the Island which may be selected by the Company.

Your Committee have not lost sight of the fact that the acceptance by the Royal Mail Steam Packet Company of the proposal herein contained may possibly lead to the rejection by British Guiana and Barbados of the payment of their shares of the increased subsidy, in which case your Committee recommend that Trinidad should be prepared to divide with the Mother Country the entire additional expense and provide in the annual Estimates the sum of £7500 during the existence of the new contract or any future contract which shall afford equal advantages to this Colony.

W. R. PYNE,
Chairman of Committee.

Council Chamber,
13th March, 1884.

(COUNCIL PAPER No. 18.)

REPORT

OF THE SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL, APPOINTED ON THE 1st OF MARCH, 1884, TO CONSIDER MESSRS. TURNBULL, STEWART & Co's. TENDER FOR THE GULF STEAM SERVICE.

The Committee appointed by your Honourable Council to report on the Tender of Messrs. Turnbull, Stewart & Co. for maintaining Steam Communication:—

- 1st Between San Fernando and Cedros on 3 days in each week, extending the service on one of these days if required to Hicacos, and
- 2nd Between Port-of-Spain and Monos on 4 days in each week, and once a week going on to Chacachacare,

Have the Honour to report

That under the existing contract the subsidies paid are,

- 1st For the service between San Fernando and Cedros on 3 days in each week £12 10 per day.
- 2nd For the service between Port-of-Spain and Monos 4 days in each week £3 per day.

That the Tender now under consideration asks that the subsidy for the Cedros service shall be increased to £20 per day, and for the Island service to £5 per day, making a yearly increase in the cost of the first of £1,170
and a yearly increase in the cost of the Island service of 416

Making a total of £1,586

more than is now paid for the performance of precisely the same service.

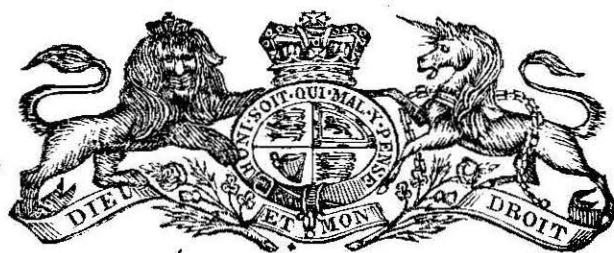
Your Committee is not prepared to recommend this large expenditure, as they consider it is excessive in relation to the service.

The Tender contains also a proposal to go once in each week, if required, from Cedros to Hicacos, for which service £10 per trip will be required. The Committee look on this as even more excessive than the terms already dealt with and therefore cannot recommend it.

Your Committee would suggest that Tenders should again be invited for the performance of the Gulf Service by two Steamers, and that the Colonial Government should advertise its willingness, if necessary, to lend such reasonable sum as may be required towards the cost of building the required Steamers, to be repaid in a prescribed time, with the view of assisting the Contractor to get the necessary Boats for the service.

W. R. PYNE,
Chairman of Committee.

Council Chamber,
22nd March, 1884.



The Trinidad Royal Gazette.

BY AUTHORITY.

No. 27.]

PORT-OF-SPAIN: WEDNESDAY, JUNE 25, 1884.

[Vol. 53.]

GOVERNMENT HOUSE,
19TH JUNN, 1884.

WHEREAS by Her Majesty's Commission dated the 19TH DAY OF MAY, 1884, I have been appointed Lieutenant Governor of the Colony of Trinidad and its Dependencies in the event of the absence, &c, of the Governor; and, whereas His Excellency SIR SANFORD FREELING, K.C.M.G., is absent from the Colony on leave.

It is hereby notified that I have this day taken and subscribed the Oaths as required by Her Majesty's Letters Patent, dated the 1ST DAY OF OCTOBER, 1880, and assumed the administration of the Government during the absence of the Governor.

FRED. P. BARLEE,
(No. 76.) Lieut. Governor.

GOVERNMENT HOUSE,
19TH JUNE, 1884.

THE LIEUTENANT GOVERNOR has been pleased to appoint HOWARD LAURENCE, Esqr., to be His Excellency's Private Secretary.

By Command,
J. SCOTT BUSHE,
(No. 77.) Colonial Secretary.

GOVERNMENT HOUSE,
ST. ANN'S, 23rd June, 1884.

LADY BARLEE will be happy to receive Visitors at Government House, St. Ann's, on Thursdays, from 3.30 to 5.30 P.M.

HOWARD LAURENCE,
(No. 78.) Private Secretary.

GOVERNMENT HOUSE,
23RD JUNE, 1884.

REFERRING to Government Notice No. 49 of the 16th April last, the Secretary of State has been pleased to approve the appointment of C. W. LANGFORD, Esq., to be Excise Officer in the place of J. T. BOWEN, Esq., retired, of L. G. F. PYNE, Esq., to be 3rd Clerk in the Receiver General's Department vice Mr. LANGFORD, and of C. A. POLLONAI, Esq., to be 4th Clerk, vice Mr. PYNE.

By Command,
J. SCOTT BUSHE,
(No. 79.) Colonial Secretary.

POST OFFICE NOTICE.

THE sale of Postage Stamps has been transferred from the Police Station, New Town, to Mr. Patrick's residence, No. 17A, Woodford and St. Clair Streets.

J. A. BULMER,
Postmaster General.

NOTICE.

SALE OF ANCHOR AND CHAIN CABLE.

ON the 30th June will be sold by Public Auction at 1 P.M., opposite the Public Works Yard, a Ship's Bower Anchor with Oak Stock, weighing about 16 cwt.; also a Chain Cable in 5 pieces, all shackled together, measuring 152½ fathoms in length and composed as follows:—

Of 1½	chain cable	30	fathoms.
" 1	" "	29	"
" 1	" "	29½	"
" 1	stream chain	33	"
" ½	" "	31	"

J. EDWARD TANNER,
Director Public Works.

5th June, 1884.—3 Ins.

SALE OF GOVERNMENT PROPERTY IN THE TOWN OF ST. JOSEPH.

NOTICE is hereby given, that the under-mentioned properties of the Government, situate in the Town of St. Joseph, will be offered for sale, at the Warden's Office, at 12 noon, on SATURDAY, THE 12TH JULY next.

1. The remains of the old Prison in the Public Market.
2. The two houses on the escheated property of the late Kemansing.

Terms Cash. The buildings to be removed within Twenty days after sale.

J. L. O'CONNOR,
Warden.

Warden's Office, St. Joseph,
14th June, 1884.



RATES OF POSTAGE.

On and from 1st July, 1884, the undermentioned Rates of Postage will be collected in Trinidad.

FOREIGN AND COLONIAL.

CLASS A.	BARBADOES.	ST. VINCENT.	TOBAGO.
GRENADA.			
CLASS B.			
Algeria	Egypt	Liberia	Roumania
Argentine Republic	Falkland Islands	Leeward Islands	Savanilla
Austria	French Guiana	Luxembourg	San Domingo
Azores	France and French Co-	Madeira	Santa Martha
Antigua	lonies and Estab'mts.	Marquesas Islands	Syria
Bahamas	including St. Mary's	Malta	St. Lucia
Belgium	and Tamatave (Mada-	Mauritius	Sierra Leone
Brazil	gascar)	Mexico	Servia
Bermuda	Germany	Montenegro	Spain and Spanish Co-
British Guiana	Gibraltar	Moldavia	lonies (except Philli-
British Honduras	Greece	Montserrat	pine)
Bulgaria	Gambia	Newfoundland	Sweden
Canada	Gold Coast	Nevis	Switzerland
Colon	Graytown, St. Juan de	Nicaragua	St. Pierre et Miquelon
Columbia, U. States of	Nicaragua	Norway	San Salvador, Repub.of
Cuba	Greenland	Netherlands and Nether-	St. Kitts
Curacao	Guatemala	land Colonies (except	St Thoma
Canary Islands	Guadaloupe	Java)	Tahita
Costa Rica	Hayti	Panama	Turkey
Cyprus	Holland	Porto Rico	Turks Island
Denmark and Danish	Honduras, Republic of	Persia (via) Russia	Tunis
Colonies	Italy	Portugal	United Kingdom
Dominica	Ionian Islands	Peru	U. States of America
Dutch Guiana	Jamaica	Prince Edward Island	Venezuela
Ecuador	Lagos	Russia	Virgin Islands

The Rates of Postage, for Correspondence posted in Trinidad addressed to the above Countries of the Postal Union, are as follows:—

	LETTERS.		REGISTRATION FEE.	POST CARDS.		NEWS-PAPERS.		OTHER ARTICLES.		
	Not exceeding ½ oz.	Every additional ½ oz.		Single.	Double or Re- ply.	Not exceeding 2 oz. and for every additional 2 oz.	Not exceeding 4 oz. and for every additional 4 oz.	PRINTED PAPERS & BOOKS.	COMMERCIAL PAPERS.	PATTERNS.
For Countries in Class A.	2½	2½	2	1	2	½	::	½	Same as Printed Papers except that the lowest charge for each packet is 2½d in all cases.	Same as Printed Papers except that as regards those Countries where the postage is half penny per 2 oz. the lowest charge is 1d.
For Countries in Class B.	4	4	2	1½	3	::	1	1		

CLASS C.

TO THE FOLLOWING COUNTRIES THE RATES OF POSTAGE ARE AS FOLLOWS:

Countries marked * are not in the Postal Union.—(a) denotes that an additional charge will be made on delivery.—(c) denotes that prepayment is compulsory.

	LETTERS.			POST CARDS.		NEWS-PAPERS.		OTHER ARTICLES.		
	Not exceeding ½ oz.	Every additional ¼ oz.	REGISTRATION FEE.	POST CARDS ARE ONLY SENT TO COUNTRIES IN THE POST'L UNION.		Not exceeding 2 oz. and for every additional 2 oz.	Not exceeding 4 oz., and for every additional 4 oz.	PRINTED PAPERS AND BOOKS.	COMMERCIAL PAPERS.	PATTERNS.
				Single.	Double or Reply.					
Aden ...	s. 0	d. 5	d. 2	d. 2	d. 4	d. 1½	d. 1½			
*Ascension ...	c. 0	9	0 9 in. 2	...	...	...	1		
Africa, W. Coast } of, except native } possessions }	c. 0	9	0 9 2	1½	3	...	1	1		
*Australia, South } and West }	0	9	0 9 2	...	...	...	1	2	
Borneo ...	0	5	0 5 2	1½	3	...	1½	1½		
*Bolivia ...	c.a. 1	1	1 1 in. 2	...	...	...	2	2	
*Cape Colony ...	0	9	0 9 2	...	...	...	1	2	
*China, except } Hong Kong }	0	5	0 5 2	...	...	...	1½	1½	
Ceylon ...	0	5	0 5 2	2	4	...	1½	1½		
Celebes ...	0	5	0 5 2	2	4	...	1½	1½		
Chili ...	0	5	0 5 2	1½	3	...	1	1		
*Fiji Islands ...	0	6	0 6 2	...	...	...	1†	2†	
Fernando Po. ...	0	5	0 5 2	1½	...	...	1	1	
French Colonies } East of Suez }	0	5	0 5 2	2	4	...	1½	1½		
Hong Kong ...	0	5	0 5 2	2	4	...	1½	1½		
India ...	0	5	0 5 2	2	4	...	1½	1½		
Japan ...	0	5	0 5 2	2	4	...	1½	1½		
Java ...	0	5	0 5 2	2	4	...	1½	1½		
Labuan ...	0	5	0 5 2	2	4	...	1½	1½		
*Madagascar (ex. } S. Mary and } Tamatave) }	c. 1	1	1 none	...	...	...	2	3	
*Natal ...	0	9	0 9 2	...	...	...	1	2	
*New South Wales...	0	9	0 9 2	...	...	...	1†	2†	
*New Zealand ...	0	9	0 9 2	...	...	...	1	2	
Persia (via Brin- } disi and Bombay } if specially ad- } dressed) }	0	5	0 5 2	2	4	...	1½	1½		
Penang ...	0	5	0 5 2	2	4	...	1½	1½		
Philippine Islands ...	0	5	0 5 2	2	...	...	1½	1½	
*Queensland ...	0	9	0 9 2	...	...	...	1†	2†	
*St. Helena ...	c. 9	0 9 2	2	...	...	...	3	...	
Sandwich Islands...	0	6	0 6 2	1½	...	...	1	1	
Singapore ...	0	5	0 5 2	2	4	...	1½	1½		
Straits Settlements.	0	5	0 5 2	1½	3	...	2	1½		
Sumatra ...	0	5	0 5 2	2	4	...	1½	1½		
*Tasmania ...	0	9	0 9 2	...	...	...	1	2	
*Victoria (Australia)	0	9	0 9 2	...	...	...	1	2	
Zanzibar ...	0	9	0 9 2	2	4	...	1½	1½		

The Rates of Postage for Commercial Papers are the same as for Printed Papers, except that the lowest charge for each packet is 2½d., even if the packet weigh less than 2 oz.

The Rates for Patterns are the same as for Printed Papers, except that the lowest charge is 1d. for a Packet addressed to any of the Countries to which the Postage is ½d. per 2 oz. for Printed Papers.

† The weight of a Packet is limited to 3 lbs.—(in) denotes that registration is incomplete.

The two classes are subject to the same rates of postage, except that when addressed to countries in the Postal Union the minimum rate for Commercial Papers is higher than that for Printed Papers. If there be any mixture of the two in the same packet the whole packet is treated as Commercial Papers.

2. A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination,* otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

3. The limit of size for a packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. For limitation of weight see paragraph of Newspaper Regulations.

4. The rates of postage, *which must be prepaid*, on packets to places abroad are given in the Table of Foreign and Colonial Postage.

The following information respecting Books and Photographs for the United States has been received from the Post Office at Washington:—

“The only Books absolutely free from Customs Duty, under the United States laws, are those which have been printed more than 20 years; and Pamphlets, Periodicals, and other like Publications, for the personal use of the individual to whom they are addressed.”

“Nevertheless any book valued at not more than one dollar is also considered as exempt from Customs Duty; and so are Photographs, when sent in limited numbers, for the private use of the person to whom they are addressed, or for distribution to relatives or friends.”

PATTERNS AND SAMPLES.

1. There is a Pattern and Sample Post to Foreign Countries and the Colonies generally; but it is restricted to *bona fide trade patterns or samples of merchandise*. Packets containing goods for sale, or in execution of an order (however small the quantity), or any articles from one private individual to another which are not actually patterns or samples, are treated as letters.

2. No article liable to Custom Duties can be sent as a sample or pattern.

3. The rates of postage, *which must be prepaid*, will be found above.

4. Patterns or Samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, may be posted closed in boxes or in bags of linen, or other material, fastened in such a manner that they may be readily opened.

5. There must be no writing or printing upon or in any sample packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles. But a packet for any country in the Postal Union may have enclosed in it any of the articles designated as “Commercial Papers” if the rate applicable to Commercial Papers be paid for the whole packet.

6. Samples of saleable value must not be sent to any foreign country, or to any of the British Possessions which are comprised in the Postal Union. Samples of eider down, raw or thread silk, woollen or goats' hair thread, vanilla, saffron, or isinglass, are considered to fall under this rule, if they weigh more than three ounces.

7. Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to places abroad. Liquids, indigo, and powders of all kinds are absolutely prohibited.

8. The limit of weight is not the same to all countries. For particulars see paragraph 7 of Newspaper Regulations.

9. A packet of patterns or samples sent to any place comprised in the Postal Union (except Belgium, France, Greece, Luxemburg, Portugal, Switzerland via France, and the United States) must not exceed 8 inches in length, 4 in width, or 2 in depth. The limit to Belgium, France, Greece, Luxemburg, Portugal, Switzerland via France, or the United States is 12 inches in length, 8 in width, and 4 in depth. The size of a packet for a non-Union country or colony is limited to 24 inches in length and 12 in width or depth.

* In order to secure the return of book packets which cannot be delivered, the names and addresses of the senders should be printed or written *outside*; thus, “From _____ of _____”

INLAND.

LETTERS.

Not exceeding	½ oz.	...	...	...	...	1d.
Every additional	½ oz.	..	...	...	...	1d.

No Letter, unless it be sent to or from a Government Office, to exceed 2 lbs. in weight, 18 inches in length, and 9 inches in width or depth.

NEWSPAPERS, CIRCULARS AND PRICES CURRENT.

For each Newspaper, Circular, or Prices Current, not exceeding 4 oz. ... ½d.

A Packet containing two or more Newspapers, Circulars, or Prices Current, not to be liable to a higher rate than the Book Postage would be, viz. :—

Under	4 oz.	...	...	...	...	½d.
Every additional	4 oz.	...	...	...	...	1d.

Prepayment of Newspapers, Circulars, and Prices Current compulsory.

No Packet of Newspapers, Circulars, or Prices Current to exceed 2 lbs. in weight, 2 feet in length, and 1 foot in width or depth.

BOOK PACKETS.

For any Book Packet not exceeding	4 oz. ...	...	...	...	½d.
Every additional	4 oz. ...	...	...	...	1d.

No Book Packet, unless it be sent to or from a Government Office, to exceed 2 lbs. in weight, 18 inches in length, and 9 inches in width or depth.

POST CARDS.

Official Post Cards impressed with a halfpenny Stamp may be transmitted between places in Trinidad with Letters printed or written upon the back.

Adhesive Stamps are not accepted in payment of Postage on Post Cards. The front (or stamped) side is for the address only, in addition to the words printed thereon. Nothing else must be written, printed, or otherwise impressed on it or the Stamp. On the reverse side any communication, whether of the nature of a letter or otherwise, may be written or printed. Nothing whatever may be attached, nor may the Card be folded, cut, or otherwise altered. If any of these Rules be infringed the Card will be charged 1d. on delivery.

NOTE.—Postage Stamps, Post Cards, Registered Letter Envelopes, and Newspaper Wrappers of the following denominations may now be obtained at the General Post Office, Port-of-Spain, and the Post Offices at San Fernando and Couva. At all other Post Offices in Trinidad all the undermentioned (except 1s. and 5s. Postage Stamps) may be obtained, viz. :—

POSTAGE STAMPS.	POST CARDS.		REGISTERED LETTER ENVELOPES.	NEWSPAPER WRAPPERS.	
	Single.	Double or Reply.		½d.	1d.
½d.....	½d.	...	...	Available In-	Available outside
1d.....	1d.	2d.	Of two sizes.	land, and for	the Colony. Where
2½d.....	1½d.	3d.		Grenada, Bar-	the Postage exceeds
4d.....	2d.	4d.	2d. each.	Badoes, St. Vin-	1d. the additional
6d.....				cent & Tobago.	sum should be af-
1s.....					fixed in Postage
5s.....					Stamps.

NOTE.—The Post Cards, Registered Letter Envelopes and Newspaper Wrappers are sold to the Public at their face value.

J. A. BULMER,
Postmaster General.

GENERAL POST OFFICE,
Trinidad, June, 1884.

TRINIDAD.

Supreme Court.

Summary Jurisdiction—Port-of-Spain.
No. 85 of 1884.

Between
Charles Waidhen—Plaintiff,
and
Widow Rosette Lehour and Raymond Lehour
—Defendants.

PUBLIC NOTICE is hereby given, that by an Order of the Honourable the Acting Chief Justice made in the above matter, there will be put up for sale, before the doors of the Court House, in the Town of Port-of-Spain, between the hours of one and two o'clock in the afternoon of **THURSDAY, THE 11TH DAY OF SEPTEMBER** next, the right, title and interest of the above named defendants, of and in all that certain piece or parcel of land situate in the Ward of Laventille in this Island comprising 12 quarrés or thereabouts, abutting on the North upon lands of Guideaux Policarpe, on the South upon land of Samuel Dumetre, on the East upon land of Cirile Boutin, and on the West upon land of Angelique, or howsoever otherwise the same may be butted and bounded, together with the buildings and appurtenances.

Dated this 28th July, 1884,

E. C. M. STONE,
Acting Registrar.

CROWN LANDS OFFICE,

13TH JUNE, 1884.

NOTICE is hereby given, that if good cause to the contrary be not shewn within two months from this date a grant will be issued to Alexander Mexia in respect of Lot No. 22 of the Buena Vista Lots, in the Town of St. Joseph, originally purchased from the Crown by John Boy Prosper.

D. WILSON,
Comr. N. P. and Sub-Int.

SEWERAGE RATES FOR 1884.

THE Sewerage Rates for the year 1884 are now payable, and will be received by the Receiver General at the Colonial Treasury until **SATURDAY, THE THIRTIETH DAY OF AUGUST NEXT**, after which date those remaining unpaid will be collected by the Marshal.

W. R. PYNE,
Receiver-General.

Receiver-General's Office,
26th July, 1884.

NOTICE.

IN future the Mail which is made up for the United States of America for despatch by the Royal Mail Steamer on the 27th of each month will be sent to Barbados, to be forwarded from there by a Steamer of the Royal Mail Steam Packet Company's Service, leaving Barbados on the 29th of every month.

J. A. BULMER,
Postmaster General.

General Post Office,
Trinidad, 26th July, 1884.

COLONIAL HOSPITAL DUES.

THE undermentioned Accounts, rendered by the Resident Surgeon of the Colonial Hospital during the Week ending 26th July, 1884, will, fourteen days from the date of this Notice, unless previously paid at the Colonial Treasury, be handed over to the Crown Solicitor for recovery, with costs.

Name of Patient.	Person or Estate responsible for payment.	Amount.		
		£	s.	d.
Rawbodun ...	Man. Felecite Estate ...	1	7	10
Harasing ...	„ Laurel Hill „ ...	2	12	10
Felix Gonzales ...	A. P. St. Martin ...	1	14	0
Ed. Connelly ...	Marian Connelly ...	0	5	0
J. P. Johnson ...	A. Ambard & Son ...	0	16	0
R. B. Pope ...	Self ...	0	8	0
Bagwondat ...	Man. Endeavour Est. ...	1	12	0
Jos Barthelmy ...	Self ...	1	6	0
Jovino Gadea ...	J. M. Hernandez ...	0	6	0
A. Allen ...	E. P. Masson ...	1	5	0
Mary Deonise ...	A. Angeron ...	1	1	0
Alfred Mills ...	J. W. Eakin ...	0	5	0
		£	12	18
			8	

W. R. PYNE,
Receiver-General.

Receiver-General's Office,
29th July, 1884.

SAN FERNANDO HOSPITAL DUES.

THE undermentioned Accounts, rendered by the Resident Surgeon of the San Fernando Hospital during the week ended the 2nd August, 1884, will, on expiry of 14 days from the date of this Notice, unless previously paid at the Sub-Receiver's Office, be handed over to the Crown Solicitor for recovery, with costs.

Name of Parties Indebted.	Name of Parties for whom Indebted.	Amount.		
		£	s.	d.
Man. U. S. M. ...	Chumaroo ...	0	6	0
„ „ ...	Margaret Harper ...	0	12	0
„ Philippine Est. ...	Koosinee ...	1	11	0
„ Canaan „ ...	Chunckar ...	1	14	0
„ „ „ ...	Seeratun ...	0	12	0
„ „ „ ...	Sookair ...	2	2	0
„ St. John's, Cedros ...	Hassuraniah ...	3	6	0
„ L'Envieuse „ ...	Korimoolah ...	1	3	0
„ Petit Morne „ ...	Cherimah ...	1	11	0
„ „ „ ...	Issarce ...	1	11	0
„ Perseverance „ ...	Katoore ...	2	6	0
„ Mount Pleasant „ ...	Lutchmonea ...	1	8	0
„ „ „ ...	Umraie ...	1	17	0
„ „ „ ...	Gangerserbar ...	1	8	0
„ Cedar Hill „ ...	Initcou ...	0	18	0
„ Mount Pleasant „ ...	Sewburran ...	0	17	0
„ Bronte „ ...	Ramseroop ...	1	11	0
„ Cedar Grove „ ...	Ramdias ...	0	17	0
Chas. B. Clement ...	St. Jean Rambert ...	1	5	0
James E. Johnstone ...	Seedaram ...	0	7	0
Francis Maitland ...	Leonard Canhon. ...	0	2	0
		£	27	4
			0	

CHARLES E. MERCIER,
Sub-Receiver.

Sub-Receiver's Office, San Fernando,
4th August, 1884.

SAN FERNANDO HOSPITAL DUES.

THE undermentioned Accounts, rendered by the Resident Surgeon of the San Fernando Hospital during the Week ended the 26th July, 1884,

(COUNCIL PAPER No. 52.)

CORRESPONDENCE RELATIVE TO THE TENDERS FOR THE NEW CONTRACT
FOR THE WEST INDIA MAIL SERVICE.

TRINIDAD.

No. 172.

DOWNING STREET,

27TH AUGUST, 1884.

SIR,

With reference to your Despatch No. 73 of the 3rd of April and to previous correspondence on the subject of the new Contract for the West India Mail Service, I have the honour to transmit to you a copy of a letter from the General Post Office with its enclosures reporting upon the Tenders which have been selected for consideration, and to request that you will at an early date take the opinion of the Legislative Council on the relative advantages of the three Tenders.

I have the honour to be,

Sir,

Your most obedient humble Servant,

DERBY.

The Officer Administering

THE GOVERNMENT OF TRINIDAD.

The General Post Office to the Colonial Office.

GENERAL POST OFFICE, LONDON,

19TH AUGUST, 1884.

SIR,

In accordance with instructions from the Lords Commissioners of Her Majesty's Treasury in letter dated the 14th of June last, I am directed by the Postmaster-General to send to you for the information of the Earl of Derby full particulars of the three Tenders for the West India Mail Service which it has been decided shall form the subject of further consideration, also a statement shewing the apportionment of the loss to be anticipated under these Tenders respectively.

Mr. Fawcett will be obliged if you will have the goodness to move Lord Derby to cause copies of the Tenders, Itineraries and statement of apportionment to be forwarded to each of the Colonies concerned at his earliest convenience, at the same time inviting the opinion of those Colonies on the relative advantages offered by the several Tenders.

I have to point out that the figures in Column I. of the enclosed statement of apportionment and which relate to Tender No. 1 of the Royal Mail Company are identical with those furnished in the statement transmitted to the Colonial Office by the Treasury on the 10th of March, 1883. These figures have been calculated on the ordinary basis in accordance with the principle explained in my letter of the 10th of April last.

Under this principle the whole extent of the service performed by the Royal Mail Company is divided into Sections, and the gross subsidy paid to the Company is apportioned amongst the various Sections according to the annual mileage of each. One half of the cost of all the Sections is assessed to the United Kingdom, the other half being charged rateably against the various Colonies making use of such Sections in proportion to the number of letters conveyed on behalf of each.

The earnings are treated in the following manner: The whole Sea Postage collected by the Colonies is remitted in the first instance to the Imperial Post Office, where it is included with the collections of the United Kingdom for the purposes of the apportionment. It is then divided into two categories—(1) Sea Postage derived from Mails exchanged by the Colonies with the United Kingdom, and (2) Sea Postage accruing from intermediate Mails, and from Mails conveyed on behalf of Foreign Countries. The former description of Postage is allotted half to the United Kingdom and half to the Colony with which the Mails are exchanged, whilst the latter is shared in the same proportions as the cost of the Section or Sections over which the Mails are carried.

The share of loss appertaining to each Colony is arrived at by deducting the Colonial share of the earnings from the Colonial share of the cost, the result representing the amount of the contribution required from each Colony.

These principles have been applied in arriving at the figures shewn in Columns I. and III. of the enclosed statement of apportionment which relate respectively to Tender No. 1 of the Royal Mail Company and the joint Tenders of Mr. Hoult with Nos. 1 and 3 of the Atlas Company.

But in the case of the Royal Mail Company's Tender No. 2 an arbitrary assessment was made at the suggestion of Lord Derby under which only those Colonies which would be specially benefited by the service tendered would be required to bear a share of the extra cost.

It will be seen that under this Tender the course of Post between the United Kingdom and British Guiana would be shortened by several days in both directions, and in the case of Barbados by more than three days out and five days home, as compared with the present route via St. Thomas, while Barbados would reap the further very considerable advantage of becoming the centre of the Mail communication and passenger and cargo traffic between England and the West Indies on every voyage, instead of on each alternate voyage, as now.

Trinidad would also gain several days on each alternate Mail exchanged with England and should therefore contribute though in a less degree to the extra subsidy of £15,000.

In these circumstances the table of apportionment No. II has been so prepared as to provide that the United Kingdom should, as usual, bear one-half of the additional £15,000, the remaining £7,500 being apportioned between the three Colonies to be specially benefited in the following rates:—

British Guiana	$\frac{2}{5}$	=	£3,000
Barbados	$\frac{2}{5}$	=	£3,000
Trinidad	$\frac{1}{5}$	=	£1,500
			£7,500

The Postmaster-General further desires me to enclose for Lord Derby's information a copy of a letter addressed to him on the 23rd of June last by the Atlas Company, and Mr. Hoult proposing important modifications in their combined tender now under consideration, the modification proposed being that a Steamer should connect at Barbados with Mr. Hoult's tendered service between Plymouth and Barbados, calling at St. Lucia, Martinique, Dominica, Guadeloupe, Antigua and St. Thomas to take the place of the Steamer running between New York, St. Thomas and Antigua.

Mr. Fawcett is aware that this communication was not made till long after the limit of time fixed for the receipt of Tenders and he has doubts whether in the circumstances its proposals can properly be entertained, but he has nevertheless caused the apportionment of loss under the Scheme offered as an alternative to the Atlas Company, Tender No. 3, to be assessed, and the figures relating to it will be found in Column IV of the enclosed Statement.

Following the course adopted in the case of the additional charge under Tender No. 2 of the Royal Mail Company, the additional cost under this alternative Scheme, namely £8,000 has been arbitrarily apportioned so that the United Kingdom should bear half the additional loss, the remaining £4,000 being shared by the Colonies to be specially benefited.

It will be seen that six of the West Indian Colonies, namely, St. Lucia, Martinique, Dominica, Guadeloupe, Antigua and St. Thomas would each derive the advantage of about two days acceleration under this Scheme and it seems fair, therefore, to divide the remaining £4,000 equally between these six Colonies under which assessment each of the three British Colonies concerned would be called upon to pay a sum of £666 per annum as its share of of the extra loss.

I am, &c.,

ALGERNON TURNOR.

STATEMENT SHEWING THE APPORTIONMENT OF THE LOSS TO BE ANTICIPATED UNDER THE VARIOUS TENDERS FOR THE PERFORMANCE OF THE WEST INDIAN PACKET SERVICE AFTER THE TERMINATION OF THE PRESENT CONTRACT WITH THE ROYAL MAIL COMPANY.

	I.	II.	III.	IV.
	Tender No. 1 of the Royal Mail Company. £80,500.	Tender No. 2 of the Royal Mail Company. £95,500.	Mr. Hoult's Tender— £35,000 Tenders of Atlas Co. No. 1— 27,500 No. 3— 8,000 £70,500	Mr. Hoult's Tender— £35,000 Tenders of Atlas Co. No. 1— 27,500 Alternative to No. 3— 8,000 £70,500
	£	£	£	£
Antigua ...	528	528	1,122	1,788
Barbados ...	1,649	4,649	1,434	1,434
British Guiana ...	5,016	8,016	3,898	3,898
Dominica ...	200	200	353	1,019
Grenada ...	401	401	421	421
Jamaica ...	4,489	4,489	2,314	2,314
Montserrat ...	93	93	185	185
Nevis ...	77	77	152	152
St. Kitts ...	507	507	1,172	1,172
St. Lucia ...	225	225	338	1,004
St. Vincent ...	334	334	458	458
Tobago ...	163	163	168	168
Tortola ...	19	19	26	26
Trinidad ...	2,786	4,286	2,445	2,445
Total Colonies ...	16,487	23,987	14,486	16,484
Do. United Kingdom.	47,388	54,888	39,389	37,391
Total loss ...	63,875	78,875	53,875	53,875
Add Sea Postage ...	16,625	16,625	16,625	16,625
Total cost ...	80,500	95,500	70,500	70,500

JAMES J. CARDIN,
Asst. Receiver and Acct. General.

General Post Office, London,
12th August, 1884.

TABLE No. I.
ATLANTIC AND COLON ROUTE VIA ST. THOMAS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
Thursday, 7 a.m.	Friday, 6 p.m.	Southampton	...	...	...	...	...	...	...
Sunday, 8 a.m.	Friday, 8 a.m.	St. Thomas	3,622	12	13	1	1	12	13
Monday, 8 a.m.	Sunday, 10 a.m.	Jacmel	470	2	...	...	2	15	14
Thursday, 5 p.m.	Tuesday, 8 a.m.	Jamaica	255	...	22	1	...	16	14
Friday, 10 a.m.	Wednesday 6 a.m.	Colon	550	2	9	12	13	19	23
Sunday, 7 a.m.	Saturday, 8 a.m.	Jamaica	550	2	4	...	22	34	16
Tuesday, 9 a.m.	Sunday, 9 a.m.	Jacmel	255	...	23	...	2	36	13
Monday, 5 p.m.	Wednesday 5 p.m.	St. Thomas	470	2	...	1	8	38	15
		Plymouth	3,500	12	...	...	...	51	23

TABLE No. II. VIA BARBADOS.

Thursday, 7 a.m.	Friday, 6 p.m.	Southampton	...	...	...	...	...	...	...
Sunday, noon	Thursday, 5 p.m.	Barbados	3,635	12	13	...	10	12	13
Monday, noon	Sunday, 2 p.m.	Jacmel	812	2	19	...	2	15	18
Thursday 5 p.m.	Tuesday, 10 a.m.	Jamaica	255	...	22	...	22	16	18
Friday, 10 a.m.	Wednesday 6 a.m.	Colon	550	2	7	12	13	19	23
Sunday, 8 a.m.	Saturday, 8 a.m.	Jamaica	550	2	4	...	22	34	16
Wednesday 7 a.m.	Sunday, 10 a.m.	Jacmel	255	1	...	...	2	36	14
Monday, 5 p.m.	Wednesday 5 p.m.	Barbados	812	2	21	...	10	39	13
		Plymouth	3,513	12	...	...	...	51	23

TABLE No. III.
ST. THOMAS, TRINIDAD & DEMERARA ROUTE AND BACK TO BARBADOS.

ARRIVAL.	DEPARTURE.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
	Thursday, 1 p.m.	St. Thomas ...	...	...	...	...	...	12	19
Friday, 5 a.m. ...	Friday, 6 a.m. ...	St. Kitts ...	150	...	16	...	1	13	11
Do. noon ...	Do. 3 p.m. ...	Antigua ...	56	...	6	...	3	13	18
Do. 10 p.m. ...	Do. 11 p.m. ...	Guadeloupe ...	74	...	7	...	1	14	4
Saturday, 5 a.m. ...	Saturday, 6 a.m. ...	Dominica ..	53	...	6	..	1	14	11
Do. 11 a.m. ...	Do. noon ...	Martinique ...	49	...	5	...	1	14	17
Do. 5 p.m. ...	Do. 10 p.m. ...	St. Lucia ..	45	...	5	...	5	14	23
Sunday, noon ...	Sunday 5 p.m. ...	Barbados ...	108	...	14	...	5	15	18
Monday, 5 a.m. ...	Monday, 7 a.m. ...	St. Vincent ...	105	...	12	...	2	16	11
Do. 4 p.m. ...	Do. 6 p.m. ...	Grenada ...	84	...	9	...	2	16	22
Tuesday, 7 a.m. ...	Tuesday, noon ...	Trinidad ...	94	...	13	...	5	17	13
Thrsday, 5 p.m.	Monday, 5 p.m. ...	Demerara ..	365	2	5	4	...	19	23
Wednesday 7 a.m.		Barbados ...	389	1	14	...	...	25	13

TABLE No. IV.
BARBADOS & DEMERARA ROUTE AND BACK VIA TRINDIAD TO ST. THOMAS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
	Thursday, 2 p.m.	Barbados ...	...	...	...	...	...	12	20
Saturday, 7 a.m. ...	Tuesday, 7 a.m. ...	Demerara ...	389	1	17	3	...	14	13
Wednesday 4 p.m.	Wednesday 6 p.m.	Tobago ...	315	1	9	..	2	18	22
Thursday, 8 a.m. ...	Thursday, 5 p.m. ...	Trinidad ..	82	...	14	..	9	19	14
Friday, 7 a.m. ...	Friday, 10 a.m. ...	Grenada ...	94	...	14	..	3	20	13
Do. 8 p.m. ...	Do. 10 p.m. ...	St. Vincent ...	84	...	10	...	2	21	2
Saturday, 7 a.m. ...	Saturday, 5 p.m. ...	Barbados ...	105	...	9	...	10	21	13
Sunday, 7 a.m. ...	Sunday, 10 a.m. ...	St. Lucia ...	108	...	14	...	3	22	13
Do. 3 p.m. ...	Do. 4 p.m. ...	Martinique ...	45	...	5	...	1	22	21
Do. 9 p.m. ...	Do. 10 p.m. ...	Dominica ...	49	...	5	...	1	23	3
Monday, 4 a.m. ...	Monday, 5 a.m. ...	Guadeloupe ...	53	...	6	...	1	23	10
Do. 1 p.m. ...	Monday, 3 p.m. ...	Antigua ...	74	...	8	...	2	23	19
Tuesday, 2 a.m. ...	Tuesday, 4 a.m. ...	St. Kitts ...	56	...	11	...	2	24	8
Do. 5 p.m. ...		St. Thomas ...	150	...	13	...	...	24	23

TABLE No. V.
St. THOMAS, TRINIDAD AND BARBADOS ROUTE.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
	Thursday, 2 p.m.	Barbados	...	...	...	...	...	12	20
Friday, 7 a.m. ...	Friday, 9 a.m. ...	Tobago	135	...	17	...	2	13	13
Do. 5 p.m. ...	Do. 7 p.m. ...	Trinidad	82	...	8	...	2	13	23
Saturday, 7 a.m. ...	Saturday, 9 a.m. ...	Grenada	104	...	12	...	2	14	13
Do. 6 p.m. ...	Do. 8 p.m. ...	St. Vincent	84	...	9	...	2	15	...
Sunday, 7 a.m. ...	Sunday, 2 p.m. ...	St. Lucia	59	...	11	..	7	15	13
Do. 7 p.m. ...	Do. 9 p.m. ...	Martinique	45	...	5	...	2	16	1
Monday, 2 a.m. ...	Monday, 4 a.m. ...	Dominica	49	...	5	...	2	16	8
Do. 9 a.m. ...	Do. 11 a.m. ...	Guadeloupe	53	...	5	..	2	16	15
Do. 5 p.m. ...	Do. 7 p.m. ...	Montserrat	53	...	6	..	2	16	23
Tuesday, 7 a.m. ...	Tuesday, 11 a.m. ...	Antigua	40	...	12	...	4	17	13
Do. 5 p.m. ...	Do. 11 p.m. ...	St. Kitts	56	...	6	...	6	17	23
Wednesday 4 p.m.		St. Thomas	150	...	17	...	...	18	22
	Thursday, 8 p.m.	St. Thomas	..	...	...	...	...	20	2
Friday, 8 p.m. ...	Friday, 10 p.m. ...	St. Kitts	150	...	24	...	2	21	2
Saturday, 7 a.m. ...	Saturday, 10 a.m. ...	Antigua	56	...	9	...	3	21	13
Do. 3 p.m. ...	Do. 4 p.m. ...	Montserrat	40	...	5	...	1	21	21
Do. 9 p.m. ...	Do. 10 p.m. ...	Guadeloupe	53	...	5	...	1	22	3
Sunday, 3 a.m. ...	Sunday, 4 a.m. ...	Dominica	53	...	5	...	1	22	9
Do. 9 a.m. ...	Do. 10 a.m. ...	Martinique	49	...	5	...	1	22	15
Do. 3 p.m. ...	Do. 5 p.m. ...	St. Lucia	45	...	5	...	2	22	21
Monday, 7 a.m. ...	Monday, 8 a.m. ...	St. Vincent	59	...	14	...	1	23	13
Do. 4 p.m. ...	Do. 6 p.m. ...	Grenada	84	...	8	...	2	23	22
Tuesday, 7 a.m. ...	Tuesday, 10 a.m. ...	Trinidad	94	...	13	...	3	24	13
Wednesday 7 a.m.		Barbados	210	...	21	...	...	25	13

TABLE No. 1.

ATLANTIC AND COLON ROUTE VIA BARBADOS TWICE EVERY FOUR WEEKS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
Friday, 7 a.m. ...	Saturday, 6 p.m. ...	Southampton ..	...	...	...	...	...	...	...
Monday, 1 p.m. ...	Friday, 5 p.m. ...	Barbados ...	3635	12	13	...	10	12	13
Tuesday, noon ...	Monday, 2 p.m. ...	Jacmel ...	812	2	20	...	1	15	19
Friday, 5 p.m. ...	Wednesday 4 p.m. ...	Jamaica ...	255	...	22	1	4	16	18
Friday, 6 a.m. ...	Tuesday, 5 p.m. ...	Colon ...	550	2	...	11	...	19	23
Sunday, 7 a.m. ...	Saturday, 7 a.m. ...	Jamaica ...	550	2	13	1	1	33	12
Wednesday 8 a.m. ...	Sunday, 8 a.m. ...	Jacmel ...	255	1	...	...	1	35	13
Tuesday, 7 a.m. ...	Thursday, 7 a.m. ...	Barbados ...	812	3	...	...	23	38	14
	...	Plymouth ...	3513	12	...	...	...	51	13

TABLE No. 2.

BARBADOS AND DEMERARA ROUTE TWICE EVERY FOUR WEEKS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
Sunday, 11 a.m. ...	Friday, 2 p.m. ...	Barbados ...	...	...	...	...	...	12	20
Wednesday 7 a.m. ...	Monday, 5 p.m. ...	Demerara ...	389	1	21	8	6	14	17
	...	Barbados ...	389	1	14	...	...	24	13

TABLES Nos. 3 & 4.

BARBADOS, ST. VINCENT, GRENADA, TRINIDAD AND TOBAGO ROUTE ONCE EVERY FOUR WEEKS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
Saturday, 6 a.m. ...	Friday, 8 p.m. ...	Barbados ...	...	...	...	...	...	13	2
Saturday, 6 p.m. ...	Saturday, 8 a.m. ...	St. Vincent ...	90	...	10	...	2	13	12
Monday, 3 a.m. ...	Saturday, 8 p.m. ...	Grenada ...	84	...	10	...	2	14	...
Monday, 8 a.m. ...	Sunday, 5 p.m. ...	Trinidad ...	94	...	11	...	10	14	13
Tuesday, 3 a.m. ...	Sunday, 6 p.m. ...	Tobago ...	82	...	10	6	15	15	9
Tuesday, 8 p.m. ...	Monday, 5 p.m. ...	Trinidad ...	82	...	14	...	9	22	14
Wednesday 7 a.m. ...	Tuesday, 10 a.m. ...	Grenada ...	94	...	10	...	7	23	9
	Tuesday, 10 p.m. ...	St. Vincent ...	84	...	10	...	2	24	2
	...	Barbados ...	90	...	9	...	...	24	13

BARBADOS, ST. VINCENT, GRENADA AND TRINIDAD ROUTE ONCE EVERY FOUR WEEKS.

Saturday, 6 a.m. ...	Friday, 8 p.m. ...	Barbados ...	...	...	...	...	...	13	2
Saturday, 6 p.m. ...	Saturday, 8 a.m. ...	St. Vincent ...	90	...	10	...	2	13	12
Sunday, 7 a.m. ...	Saturday, 8 p.m. ...	Grenada ...	84	...	10	...	2	14	...
Tuesday, 7 a.m. ...	Monday, 7 p.m. ...	Trinidad ...	94	...	11	8	12	14	13
Tuesday, 8 p.m. ...	Tuesday, 10 a.m. ...	Grenada ...	94	...	12	...	3	23	13
Wednesday 7 a.m. ...	Tuesday, 10 p.m. ...	St. Vincent ...	84	...	10	...	2	24	2
	...	Barbados ...	90	...	9	...	...	24	13

TABLE No. 5.

BARBADOS AND ST. THOMAS ROUTE TWICE EVERY FOUR WEEKS.

ARRIVE.	DEPART.	PLACES.	DISTANCE IN MILES.	STEAMING.		STOPS.		FROM SOUTH-AMPTON.	
				Days.	Hours.	Dys.	Hrs.	Days.	Hours.
	Friday, 5 p.m. ..	Barbados ...	...	...	...	...	...	13	23
Saturday, 7 a.m....	Saturday, 2 p.m....	St. Lucia ...	108	...	14	...	7	13	13
Saturday, 7 p.m....	Saturday, 9 p.m....	Martinique ...	45	...	5	...	2	14	1
Sunday, 2 a.m. ...	Sunday, 4 a.m. ...	Dominica ...	49	...	5	...	2	14	8
Sunday, 9 a.m. ...	Sunday, 11 a.m....	Guadeloupe ...	53	...	5	...	2	14	15
Sunday, 5 p.m. ...	Sunday, 7 p.m. ...	Montserrat ...	53	...	6	...	2	14	23
Monday, 7 a.m....	Monday, 11 a.m....	Antigua ...	40	...	12	...	4	15	13
Monday, 5 p.m....	Monday, 11 p.m....	St. Kitts ...	56	...	6	...	6	15	23
Tuesday, 4 p.m. ..	...	St. Thomas ...	150	...	17	...	..	16	22
	Saturday, 8 p.m....	St. Thomas ...	...	...	...	...	...	21	2
Sunday, 8 p.m. ...	Sunday, 10 p.m....	St. Kitts ...	150	...	24	...	2	22	2
Monday, 7 a.m....	Monday, 10 a.m....	Antigua ...	56	...	9	...	3	22	13
Monday, 3 p.m....	Monday, 4 p.m....	Montserrat ...	40	...	5	...	1	22	21
Monday, 9 p.m....	Monday, 10 p.m....	Guadeloupe ...	53	...	5	...	1	23	3
Tuesday, 3 a.m....	Tuesday, 4 a.m....	Dominica ...	53	...	5	...	1	23	9
Tuesday, 9 a.m....	Tuesday, 10 a.m....	Martinique ...	49	...	5	...	1	23	15
Tuesday, 3 p.m. ..	Tuesday, 5 p.m....	St. Lucia ...	45	...	5	...	2	23	21
Wednesday 7 a.m.	...	Barbados ...	108	...	14	...	...	24	13

*Mr. Hault to the Post Office.*REGULAR LINE OF STEAMERS BETWEEN LIVERPOOL AND DEMERARA
AND LEEWARD AND WINDWARD ISLANDS.LIVERPOOL,
29TH NOV., 1883.

SIR,

Herewith I beg to hand you tender for a portion of the West India mail service.

I would point out that by my proposal to make a main line to Barbados, Trinidad and Demerara, the service to these very important Colonies would be considerably accelerated based on the $11\frac{1}{2}$ knots speed, being Barbados in 13 days 12 hours, Trinidad 14 days 7 hours, and Demerara 16 days 15 hours, as against the present service average, 14 days 18 hours, 19 days $15\frac{1}{2}$ hours, and 18 days $3\frac{1}{2}$ hours respectively, the difference homewards being still greater as follows:—Barbados 12 days 18 hours against 15 days 4 hours average Trinidad 13 days 13 hours against 17 days $16\frac{1}{2}$ hours and Demerara 15 days 21 hours against 20 days $4\frac{1}{2}$ hours.

My tender also provides for fortnightly services to Tobago, Montserrat and Nevis. The 12 knots service would reduce the voyage to Barbados 13 hours and the 10 knot service would increase it 48 hours.

I understand the Atlas Steamship Company will give a tender for that portion not covered by my tender and the two will thus form a complete service with this Country and at the same time give a connection with the United States which would be most beneficial to the Colonies my tender embraces.

If desired by Her Majesty's Postmaster General, I would arrange for my Steamers calling at Plymouth to embark the outward mails instead of taking them from Liverpool.

I am, &c.,

JOSEPH HOULT.

THE SECRETARY,
To the Post Office, London.*No. 2.—For a portion of the whole Service.*TENDER FOR CONVEYING HER MAJESTY'S MAILS TO, FROM, OR BETWEEN
PORTS IN THE WEST INDIES.

SIR,

I hereby offer to convey, on the conditions marked "A," once a fortnight each way in every four weeks, by Steam Vessels Her Majesty's Mails between the Port of Liverpool in the United Kingdom and the Ports of Barbados, Trinidad and Demerara as a main line with a branch line between the Port of Trinidad and the several British Colonies and Foreign Ports in the West Indies specified in the following scheme, for the sum of £30,000 per annum.

Once a fortnight from Liverpool to Barbados, Trinidad and Demerara, calling at the same Ports on the return voyage and landing the Mails at Plymouth at an average speed of $11\frac{1}{2}$ knots per hour.

Once a fortnight from Trinidad to Tobago, Grenada, St. Vincent, St. Lucia, Martinique, Dominica, Guadeloupe, Montserrat, Antigua, Nevis and St. Kitts and back at an average rate of speed of 10 knots.

I further offer to do the main line service at an average speed of 12 knots for an increased payment of £5,000 per annum, and the same service at a speed of 10 knots at a reduced payment of £5,000.

I agree to pay Her Majesty the sum of Twenty-five Pounds for every complete period of twenty-four hours consumed on any voyage, whether on the main or a branch line, beyond the number of hours allowed for the voyage.

I propose as my Sureties, to be bound under me in the sum of £5,000, Mr. James George Skelton Anderson, of Fenchurch Avenue, London, and Mr. George R. Clover, of the Albany, Liverpool, and I refer you to Messrs. Williams, Deacon & Co., Bankers, Birchin

Lane, London, as to Mr. Anderson, and to Messrs. Leyland and Bullens, Bankers, King Street, Liverpool, as to Mr. Clover, as persons of whom enquiry can be made as to the responsibility of such Sureties.

I agree to commence the service on the 1st of January, 1885, and, should such service not be commenced on such day, or on the first day thereafter which the Postmaster-General may fix as the day of sailing, I agree to pay to her Majesty the sum of one hundred pounds for every day from that time until the said service shall be begun by me; but so that the whole amount payable for such failure shall not exceed £5,000.

And I agree to execute a Contract for the performance of the said service according to the said Conditions marked "A."

I am, Sir,

Your obedient Servant,

JOSEPH HOULT,

South Castle Street, Liverpool.

The Secretary of the Post Office.

CONDITIONS,

REFERRED TO AS MARKED "A."

1. The Contractors to convey, during the continuance of the Contract, by efficient Steam Vessels of adequate power, Her Majesty's Mails, between the Ports specified in the first paragraph of the Tender.

2. Under the term "*Her Majesty's Mails*" are to be comprehended all boxes, bags, or packets of letters, newspapers, books, patterns, post cards, parcels and other articles for the time being 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; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

3. A sum of one hundred pounds to be paid on each occasion when the Contractors fail in providing a Vessel in accordance with their Contract, ready to put to sea at the appointed time, or when such a Vessel shall not actually put to sea and proceed on her voyage at the appointed time, and a further sum of twenty-five pounds for every successive 24 hours which elapses before such a Vessel actually puts to sea and proceeds on her voyage; but so that these sums shall not in the aggregate, exceed the part of the subsidy applicable to a single voyage.

4. The payment by the Contractors of any sums of money shall in no way prejudice the right of the Postmaster-General to treat any failure under Condition 3, or a failure to perform a voyage at or within the appointed period, as a breach of the Contract.

5. The days and hours of departure and arrival at each Port to be fixed by the Postmaster-General, and to be subject to alteration by him, from time to time, on a notice to the Contractors of three months.

6. The Contractors to provide, to the satisfaction of the Postmaster-General, a separate and convenient place of deposit for the Mails under lock and key on board each Vessel.

7. The Contractors not to convey in any of the Vessels employed under this Contract any nitro-glycerine or any other article which shall have been legally declared specially dangerous.

8. The Contractors and all Commanding and other officers of the Vessels which may be employed in the performance of the Contract, and all agents, seamen, and servants of the Contractors, shall, at all times during the continuance of the Contract, punctually attend to the orders of the Postmaster-General, his officers or agents, as to the mode, time, and place of embarking and disembarking Mails.

9. The Commander shall take charge of the Mails, and be responsible for their due receipt and delivery. He shall also make the usual Post Office Declaration, and furnish such Journal, Returns, and other information, and perform such other services, as the Postmaster-General may, from time to time, require.

10. Except such letters as are not required by Law to pass through the Post Office, the Contractors not to receive, or permit to be received, for conveyance on board any of the Vessels employed under the Contract, any letters other than those contained in Her Majesty's Mails. No Mails must be conveyed on behalf of any Colony or Foreign Country without permission of Her Majesty's Postmaster-General; and the whole postage of every Mail shall, under all circumstances, be at his disposal.

11. Every vessel which may have started, or which should have started, before the termination of the Contract, must complete its voyage in like manner as if the Contract remained in force.

12. The Contractors to make any arrangements which may be required relative to Quarantine.

13. Every sum of money forfeited by the Contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach in dispute of which such sum shall be paid or payable. The amount to be deducted by the Postmaster-General out of any moneys then payable or which may thereafter become payable to the Contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

14. The Contract to continue in force until the expiration of a 12 calendar months' notice, to be given in writing at any time, by either party, after the expiration of 4 years from the commencement of the Contract.

15. The Contract will not be binding until it has been approved of by a Resolution of the House of Commons.

16. Subject to all deductions, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

17. All notices which the Postmaster-General or any of his officers or agents are authorized to give, either to be delivered to the Commander of any Vessel of the Contractors, or to any officer or agent of the Contractors in charge of any such Vessel, or to be left at the office or last known place of business of the Contractors.

18. The Contractors not to assign, underlet, or dispose of the Contract, or any part thereof, without the consent, in writing, of the Postmaster-General.

19. In case of the breach of the 18th Condition, or in case of a great or habitual breach of the Contract of any other kind, the Postmaster-General to have power, and that without previous notice, to terminate the Contract; such termination not to give the Contractors any claim to compensation.

20. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the Contract, or to any benefit arising therefrom.

21. For the due fulfilment of the Contract, the Contractors to enter into a bond, with two responsible Sureties, to be named in their Tenders, in the sum of £5,000. Such sum to be considered and recoverable as liquidated damages.

Atlas Steamship Company to Postmaster-General.

LIVERPOOL,

29TH NOVEMBER, 1883.

The Right Hon.

HENRY FAWCETT, M.P.,

H.M. Postmaster-General.

SIR,

We respectfully submit the enclosed Tender No. 3 to your consideration in the event of our Tender No. 2 not being accepted. This Tender will we believe with our offer No. 1 and an offer from Mr. Joseph Hoult of this city provide the full Service contemplated in your advertisement.

We are, &c.,

ATLAS STEAMSHIP COMPANY,
LIMITED.

LEECH, HARRISON & FORWOOD,
Managers.

NUMBER 3 ALTERNATIVE TO TENDER NO. 2.

No. 2.—For a portion of the whole Service.

TENDER FOR CONVEYING HER MAJESTY'S MAILS TO, FROM, OR BETWEEN
PORTS IN THE WEST INDIES.

SIR,

We hereby offer to convey, on the Conditions marked "A," twice each way in every four weeks, by Steam Vessels Her Majesty's Mails between the Port of Queenstown and the Port of St. Thomas, via New York, and such other Ports en route as we may select with the Postmaster-General's approval for the sum of £5,000 per annum.

The time to be allowed for the Voyage to be 384 hours, inclusive of stoppages, if any:—Being at the rate of 12 knots per hour—and if required by the Postmaster-General to extend for a further sum of £3,000 per annum, the Service to the Island of Antigua, and so afford a complete Service between the United States and H.M. Windward Island Colonies in connection with Mr. Hoult's proposed Service.

We agree to pay Her Majesty the sum of ten pounds for every complete period of 24 hours consumed on any voyage, beyond the number of hours allowed for the voyage as per Clause 22 of the present contract.

We propose as our Sureties, to be bound under us in the sum of £5,000, Sir William Bower Forwood of Liverpool, and Mr. Thomas Henry Ismay of Liverpool, and we refer you to Messrs. Roberts Lubbock & Co. as persons of whom enquiry can be made as to the responsibility of such Sureties.

We agree to commence the Service on the 1st of January, 1885, and should such Service not be commenced on such day, or on the first day thereafter which the Postmaster-General may fix as the day of sailing, we agree to pay to Her Majesty the sum of one hundred pounds for every day from that time until the said Service shall be begun by us; but so that the whole amount payable for such failure shall not exceed £5,000.

And we agree to execute a Contract for the performance of the said Service according to the said Conditions marked "A."

We are, Sir,

Your obedient Servants,

ATLAS STEAMSHIP COMPANY, LIMITED.

LEECH, HARRISON & FORWOOD,

Managers.

The Secretary of the Post Office.

CONDITIONS,

REFERRED TO AS MARKED "A."

1. The Contractors to convey, during the continuance of the Contract, by efficient Steam Vessels of adequate power, Her Majesty's Mails, between the Ports specified in the first paragraph of the Tender.

2. Under the term "*Her Majesty's Mails*" are to be comprehended all boxes, bags, or packets of letters, newspapers, books, patterns, post cards, parcels and other articles for the time being 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; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

3. A sum of one hundred pounds to be paid on each occasion when the Contractors fail in providing a Vessel in accordance with their Contract, ready to put to sea at the appointed time, or when such a Vessel shall not actually put to sea and proceed on her voyage at the appointed time, and a further sum of twenty-five pounds for every successive 24 hours which elapses before such a Vessel actually puts to sea and proceeds on her voyage; but so that these sums shall not in the aggregate, exceed the part of the subsidy applicable to a single voyage.

4. The payment by the Contractors of any sums of money shall in no way prejudice the right of the Postmaster-General to treat any failure under Condition 3, or a failure to perform a voyage at or within the appointed period, as a breach of the Contract.

5. The days and hours of departure and arrival at each Port to be fixed by the Postmaster-General and to be subject to alteration by him, from time to time, on a notice to the Contractors of three months, provided such alterations do not necessitate an increase in the speed of the Vessels or number to be employed by the Contractors.

6. The Contractors to provide, to the satisfaction of the Postmaster-General, a separate and convenient place of deposit for the Mails under lock and key on board each Vessel.

7. The Contractors not to convey in any of the Vessels employed under this Contract any nitro-glycerine or any other article which shall have been legally declared specially dangerous.

8. The Contractors and all Commanding and other officers of the Vessels which may be employed in the performance of the Contract, and all agents, seamen, and servants of the Contractors, shall, at all times during the continuance of the Contract, punctually attend to the orders of the Postmaster-General, his officers or agents, as to the mode, time, and place of embarking and disembarking Mails.

9. The Commander shall take charge of the Mails, and be responsible for their due receipt and delivery. He shall also make the usual Post Office Declaration, and furnish such Journals, Returns, and other information, and perform such other services, as the Postmaster-General may, from time to time, require.

10. Except such letters as are not required by Law to pass through the Post Office, the Contractors not to receive, or permit to be received, for conveyance on board any of the Vessels employed under the Contract, any letters other than those contained in Her Majesty's Mails. No Mails must be conveyed on behalf of any Colony or Foreign Country without permission of Her Majesty's Postmaster-General; and the whole postage of every Mail shall, under all circumstances, be at his disposal. This Condition not to apply to Mails between the United States of America and the Countries with which the Contractors connect, or between Queenstown and New York.

11. Every vessel which may have started, or which should have started, before the termination of the Contract, must complete its voyage in like manner as if the Contract remained in force.

12. The Contractors to make any arrangements which may be required relative to Quarantine.

13. Every sum of money forfeited by the Contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach in dispute of which such sum shall be paid or

payable. The amount to be deducted by the Postmaster-General out of any moneys then payable or which may thereafter become payable to the Contractors; or, at his discretion, the payment thereof may be enforced, with full costs of suit.

14. The Contract to continue in force until the expiration of a 12 calendar months' notice, to be given in writing at any time, by either party, after the expiration of four years from the commencement of the Contract. In calculating each twelve months the amount of penalties, if any, for voyages in excess of the Contract duration the Company to have the benefit as a set-off, of the time saved on voyages performed in less than the Contract allowance in accordance with Article 9 of the existing Mail Contract. No sum, however, in excess of the subsidy to become due in any one year.

15. The Contract will not be binding until it has been approved of by a Resolution of the House of Commons.

16. Subject to all deductions payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

17. All notices which the Postmaster-General or any of his officers or agents are authorized to give, either to be delivered to the Commander of any Vessel of the Contractors, or to any officer or agent of the Contractors in charge of any such Vessel, or to be left at the office or last known place of business of the Contractors.

18. The Contractors not to assign, underlet, or dispose of the Contract, or any part thereof without the consent, in writing, of the Postmaster-General. The Contractors reserve power to employ Vessels owned by other Companies or individuals for the conveyance of the Mails—the Contractors to be liable for the full and proper performance of the Contract by such Vessel, or Vessels in the same manner as if such Vessel or Vessels were their absolute property.

19. In case of the breach of the 18th Condition, or in case of a great or habitual breach of the Contract of any other kind, the Postmaster-General to have power, and that without previous notice, to terminate the Contract; such termination not to give the Contractors any claim to compensation.

20. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the Contract, or to any benefit arising therefrom.

21. For the due fulfilment of the Contract, the Contractors to enter into a bond, with two responsible Sureties, to be named in their Tenders, in the sum of £5,000. Such sum to be considered and recoverable as liquidated damages.

Atlas Steamship Company to Postmaster-General.

LIVERPOOL,

29TH NOVEMBER, 1883,

The Right Hon.

HENRY FAWCETT, M.P.,

H.M. Postmaster-General.

SIR,

In presenting the accompanying Tender No. 1 for the conveyance of H.M. Mails between the United Kingdom and places in the West Indies, we respectfully desire to point out some of the advantages which this Tender, if accepted, is calculated to ensure.

The existing Service is performed twice in each calendar month and your advertisement for Tenders calls for a Service every 14 days. The time now allowed to and from Colon, including stoppages, exceeds 21 days. The steamers that convey the Mails from the Isthmus to Ports in the Pacific coast of America sail three times in a calendar month, consequently they connect irregularly with the present Service, and their connection with the one contemplated by you will be even less favourable.

Our offer on the contrary of a Service every ten days is intended to make the connection with the Pacific coast as close as possible, the result is that our Tender will afford 36 Mail communications per annum each way against the present 24—our time to and from Colon would be 18 days as against over 21 days allowed under the present contract, and to and from the Ports in the Pacific our proposal accelerates the Service by an average of over 8 days each way. The British Trade with the Ports thus benefited amounts to over £7,000,000 annually.

The Mails to and from Jamaica will be conveyed by our vessels which at present are under contract with the Colonial Government to carry their Mails to and from the United States.

The time occupied under our Tender between Queenstown and Jamaica will be 16 days, including stoppages, as against 18.5 allowed under the existing contract.

We are, &c.,

ATLAS STEAMSHIP COMPANY, LIMITED.

LEECH, HARRISON & FORWOOD,

Managers.

A.

MEMORANDUM REFERRED TO IN THE TENDER No. 1 OF THE ATLAS STEAMSHIP COMPANY, LIMITED, FOR THE CONVEYANCE OF H. M. MAILS BETWEEN THE UNITED KINGDOM AND PORTS IN THE WEST INDIES.

FOR THE SUM OF £27,500 PER ANNUM TO CONVEY H. M. MAILS AS FOLLOWS, VIZ:—

Between the *Port of Queenstown* and the *Port of Kingston* in the Island of Jamaica.

Twice in every Four Weeks.

Between the *Port of Queenstown* and *Port of Port au Prince* in the Island of Hayti.

Twice in every Four Weeks.

Between the *Port of Queenstown* and the *Port of Colon* (Aspinwall.)

Three times in every Calendar Month.

The said mails will be conveyed free of all charges beyond the subsidy via the port of New York and direct thence to their several destinations, and we undertake to perform the voyages within the undermentioned periods inclusive of all stopages, viz:—

Between Queenstown and Kingston in ...	...	...	384 hours.
From Queenstown to Port au Prince in ...	...	...	384 "
From Port au Prince to Queenstown in ...	...	...	456 "
Between Queenstown and Colon in ...	...	...	432 "

The mails will be conveyed at a rate of speed of 12 knots per hour on an average of each voyage of each vessel in each direction between the United Kingdom and their respective destinations.

In calculating each twelve months, the amounts of penalties if any for voyages in excess of the contract duration the Company to have the benefit as a set off on the time saved on voyages performed in less than the contract allowance in accordance with Article 9 of the existing mail contract. No sum, however, in excess of the subsidy to become due in any one year.

Mails to and from Jacmel (Hayti) will be forwarded to Port au Prince free of charge if required.

H. M. Post Master General to have the option of forwarding the mails between Queenstown and New York with the ordinary mails to and from the United States, charging the contractors the same rate per lb. for mail matter so conveyed as he may pay the Atlantic companies for the transport of the United States mails.

ATLAS STEAMSHIP COMPANY, LIMITED.

LEECH, HARRISON & FORWOOD.

Managers.

No 1.

No. 2.—*For a portion of the whole Service.*

TENDER FOR CONVEYING HER MAJESTY'S MAILS TO, FROM, OR BETWEEN PORTS IN THE WEST INDIES.

SIR,

We hereby offer to convey, on the Conditions marked "A," by Steam Vessels, Her Majesty's Mails between the Ports set out in memorandum marked A. annexed hereto for the sum stated in the said memorandum.

The time to be allowed for the Voyage to be as stated in the aforesaid memorandum.

We agree to pay Her Majesty the sum of Twenty-five pounds for every complete period of Twenty-four hours consumed on any voyage, beyond the number of hours allowed for the voyage, as per Clause 22 of the present Contract.

We propose as our Sureties, to be bound under us in the sum of £5,000, Mr. Arthur Bower Forwood, of 11, Dale Street, Liverpool, and Mr. Thomas Henry Ismay, of No. 10, Water Street, Liverpool, and we refer you to Messrs. Leyland & Bullens, Bankers, of King Street, Liverpool, as persons of whom enquiry can be made as to the responsibility of such Sureties.

We agree to commence the service on the 1st of January, 1885, and, should such service not be commenced on such day, or on the first day thereafter which the Postmaster-General may fix as the day of sailing, we agree to pay to Her Majesty the sum of One Hundred pounds for every day from that time until the said service shall be begun by us; but so that the whole amount payable for such failure shall not exceed £5,000.

And we agree to execute a Contract for the performance of the said service according to the said Conditions marked "A."

We are, Sir,

Your obedient Servants,

ATLAS STEAMSHIP COMPANY LIMITED.

LEECH, HARRISON & FORWOOD

Managers.

The Secretary of the Post Office.

CONDITIONS,

REFERRED TO AS MARKED "A."

1. The Contractors to convey, during the continuance of the Contract, by efficient Steam Vessels of adequate power, Her Majesty's Mails, between the Ports specified in the first paragraph of the Tender.

2. Under the term "*Her Majesty's Mails*" are to be comprehended all boxes, bags, or packets of letters, newspapers, books, patterns, post cards, parcels and other articles for the time being 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; also all empty bags, empty boxes, and other stores and articles, used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office.

3. A sum of one hundred pounds to be paid on each occasion when the Contractors fail in providing a Vessel in accordance with their Contracts, ready to put to sea at the appointed time, or when such a Vessel shall not actually put to sea and proceed on her voyage at the appointed time, and a further sum of twenty-five pounds for every successive 24 hours which elapses before such a Vessel actually puts to sea and proceeds on her voyage; but so that these sums shall not in the aggregate exceed the part of the subsidy applicable to a single voyage.

4. The payment by the Contractors of any sums of money shall in no way prejudice the right of the Postmaster-General to treat any failure under Condition 3, or a failure to perform a voyage at or within the appointed period as a breach of the Contract.

5. The days and hours of departure and arrival at each Port to be fixed by the Postmaster-General, and to be subject to alteration by him, from time to time, on a notice to the Contractors of three months, provided such alterations do not necessitate an increase in the speed of the Vessels or number to be employed by the Contractors.

6. The Contractors to provide, to the satisfaction of the Postmaster-General, a separate and convenient place of deposit for the Mails under lock and key on board each Vessel.

7. The Contractors not to convey in any of the Vessels employed under this Contract any nitro-glycerine or any other article which shall have been legally declared specially dangerous.

8. The Contractors and all Commanding and other officers of the Vessels which may be employed in the performance of the Contract, and all agents, seamen, and servants of the Contractors, shall, at all times during the continuance of the Contract, punctually attend to the orders of the Postmaster-General, his officers or agents, as to the mode, time, and place of embarking and disembarking Mails.

9. The Commander shall take charge of the Mails, and be responsible for their due receipt and delivery. He shall also make the usual Post Office Declaration, and furnish such Journal, Returns, and other information, and perform such other services as the Postmaster-General may, from time to time, require.

10. Except such letters as are not required by Law to pass through the Post Office, the Contractors not to receive, or permit to be received, for conveyance on board any of the Vessels employed under the Contract, any letters other than those contained in Her Majesty's Mails. No Mails must be conveyed on behalf of any Colony or Foreign Country without permission of Her Majesty's Postmaster-General; and the whole postage of every Mail shall, under all circumstances, be at his disposal. This condition is not to apply to Mails between the United States of America and the Countries with which the Contractors connect, or between Queenstown and New York.

11. Every Vessel which may have started, or which should have started, before the termination of the Contract, must complete its voyage in like manner as if the Contract remained in force.

12. The Contractors to make any arrangements which may be required relative to Quarantine.

13. Every sum of money forfeited by the Contractors to be considered as stipulated or ascertained or liquidated damages, and to be payable whether any damage shall or shall not have been sustained by reason of the breach in dispute of which such sum shall be paid or payable. The amount to be deducted by the Postmaster-General out of any moneys then payable or which may thereafter become payable to the Contractors; or, at his discretion, the payment thereof may be enforced with full costs of suit.

14. The Contract to continue in force until the expiration of a 12 calendar months' notice, to be given in writing at any time, by either party, after the expiration of 4 years from the commencement of the Contract.

15. The Contract will not be binding until it has been approved by a Resolution of the House of Commons.

16. Subject to all deductions, payments to be made quarterly at the General Post Office out of moneys to be provided by Parliament.

17. All notices which the Postmaster-General or any of his officers or agents are authorized to give, either to be delivered to the Commander of any Vessel of the Contractors, or to any officer or agent of the Contractors in charge of any such Vessel, or to be left at the office or last known place of business of the Contractors.

18. The Contractors not to assign, underlet, or dispose of the Contract, or any part thereof, without the consent, in writing, of the Postmaster-General. The Contractors reserve power to employ vessels owned by other Companies for the conveyance of the Mails, the Contractors to be liable for the full and proper performance of the Contract by such vessel or vessels in the same manner as if such vessel or vessels were their absolute property.

19. In case of the breach of the 18th Condition, or in case of a great or habitual breach of the Contract of any other kind, the Postmaster-General to have power, and that without previous notice, to terminate the Contract; such termination not to give the Contractors any claim to compensation.

20. In pursuance of the provisions of the Act 22 Geo. 3, c. 45, no Member of the House of Commons to be admitted to any share of the Contract, or to any benefit arising therefrom.

21. For the due fulfilment of the Contract, the Contractors to enter into a bond, with two responsible Sureties, to be named in their Tenders, in the sum of £5,000. Such sum to be considered and recoverable as liquidated damages.

Royal Mail Steam Packet Company to Post Office.

ROYAL MAIL STEAM PACKET COMPANY.

18, MOORGATE STREET,

LONDON, 1st DECEMBER, 1883.

SIR,

In forwarding the accompanying four Tenders for the conveyance of Her Majesty's Mails between the United Kingdom and the West Indies, I am desired by the Directors of this Company to draw the attention of the Postmaster-General to the following points.

Tender No. 1 is for a Service similar to that now performed (as regards the Lines for which a Tender is invited) but is for departures twice every four weeks instead of twice a month, and gives to Demerara once in four weeks a direct Service from and to Barbados by which the time between England and British Guiana will be reduced on that occasion to 14½ days which Service, although it involves the performance of two additional voyages in the year and a higher rate of speed, the Directors are prepared to carry out for the same sum as the Company receive for performing the service under the present contract.

Tender No. 2 provides a direct communication between this country and Barbados and between that Island and Demerara twice in four weeks, the time occupied between England and British Guiana being in both cases 14½ days, the Trinidad and Northern Island routes being each performed by a separate vessel from Barbados and Jaemel being substituted for Port au Prince. The additional charge for performing this Service is rendered necessary by the greatly increased expense which will be incurred, but it is a Service of which the Postmaster-General may wish to avail himself, giving as it does such an excellent communication with the important Colonies of Trinidad and Demerara.

Tender No. 3 differs from No. 2, in that Trinidad is called at on the route to and from Demerara at an increase however of only one day in the time to and from British Guiana, the Islands of Grenada and St. Vincent being embraced in the Northern Islands route, but Tobago is unprovided for.

Tender No. 4 is for the Service as at present performed (in respect of those Lines for which a Tender is invited) and is sent in case it may be thought desirable to continue the present plan of departures (twice a month instead of twice in four weeks) for which Service the Directors would accept a somewhat lower price than for the others. With the exception of the departures being twice a month, instead of twice in four weeks, the plan is similar to No. 1 and the time to and from Demerara will on one occasion in each month, be reduced to 14 days 13 hours outwards and 15 days 10 hours homewards.

It will be observed that in cases Nos. 1, 2 and 3 the speed between England and St. Thomas and Barbados respectively is to be 12 knots which allows of an estimated reduction in the time to be occupied between this country and Colon.

Although the Savanilla and Grey Town routes and the route between St. Thomas and Porto Rico are not included in the Services for which Tenders are invited this Company, should they continue to call at the two first named Ports with the Transatlantic Steamers from Colon as at present, and with their Intercolonial Vessels between St. Thomas and Porto Rico, would convey the Mails thither without any additional charge beyond that mentioned

in the respective Tenders sent herewith for the West India Service; or should Her Majesty's Government desire a quicker communication with Savanilla, they would be prepared, by establishing a branch service between that Port and Jamaica, and there connecting with the Atlantic Steamers, to convey the Mails from and to this country for an additional sum of £5,500, the estimated time being 19½ days.

An adjustment of Tables of Route will be necessary in connection with the questions of daylight for entering and leaving Ports, and of suitable stoppages for the Company's work, and as it is assumed that the existing practice in regard to various details connected with the working arrangements and with calculation of penalties and sets off have not been found prejudicial to the Public Service the Directors do not doubt that it will be considered convenient to continue them.

The sums mentioned in the accompanying Tenders are named on the assumption that Clause 4 does not go beyond existing practice, but if otherwise, a further sum must in consequence of the onerous character of the Clause, be added in each case to meet the extent of risk which it may be intended that the Company should bear.

The Directors desire me to add that, should neither of the plans enclosed herewith be acceptable to Her Majesty's Government it will afford them much pleasure to endeavour to arrange for performing a Service that may be more satisfactory.

I have, &c.,

J. M. LLOYD,

Secretary.

THE SECRETARY OF THE
POST OFFICE.

Mr. Hoult and the Atlas Steamship Co. to the Postmaster General.

LIVERPOOL,

23RD JUNE, 1884.

SIR,

On the 18th instant we, the undersigned, severally received communications requesting us to submit itineraries of the service we proposed to give under our respective tenders for the West India Mail contract.

As our Tenders, although submitted on distinct and separate forms were drawn up after mutual consultation so that if taken together they would form one complete service, and as this point was not observed by your Department in the first instance, we deem it better to submit our itineraries in a joint form and so prevent any further misapprehension.

The enclosed itineraries cover the whole service for which tenders were advertised and for which we offered.

The only explanation we desire to submit is that we have suggested in the itineraries an alternative service to Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, and St. Thomas to be worked by us jointly in lieu of the separate service proposed in our tenders: this joint service will be conducted viâ Barbados instead of viâ New York, and the mails will be accelerated: and it is at your option to avail of this proposal or to adhere to those embraced in our respective tenders; and it will be undertaken jointly or by one of us as you may elect.

We are, &c.,

FOR THE ATLAS STEAMSHIP COMPANY, LIMITED,

LEECH, HARRISON & FORWOOD,

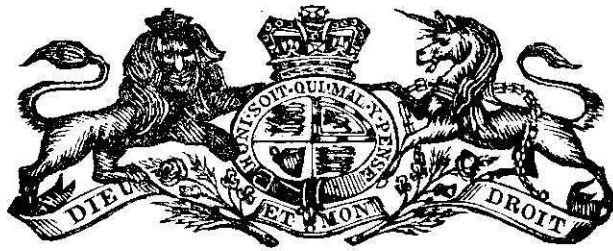
Managers.

JOSEPH HOULT.

To the Rt. Hon.

HENRY FAWCETT, M.P.,

H. M. Postmaster General.



The Trinidad Royal Gazette.

BY AUTHORITY.

No. 56.] PORT-OF-SPAIN: WEDNESDAY, DECEMBER 17, 1884. [Vol. 53.

GOVERNMENT HOUSE,
10TH DECEMBER, 1884.

THE SECRETARY OF STATE has been pleased to appoint DR. PEDRO L. DE MONTBRUN to be a Supernumerary Government Medical Officer in this Colony.

By Command,

W. R. PYNE,
(No. 152.) Actg. Colonial Secretary.

GOVERNMENT HOUSE,
11TH DECEMBER, 1884.

THE ADMINISTRATOR has been pleased provisionally to recognize ISAAC PE-REIRA, Esq., as Consul for the United States of Colombia in this Colony.

By Command,

W. R. PYNE,
(No. 153.) Actg. Colonial Secretary.

GOVERNMENT HOUSE,
12TH DECEMBER, 1884.

THE Salaries for the current month will be paid on the 26th and 27th instant. The Paysheets must be sent to the Audit Office not later than the 23rd instant.

By Command,

W. R. PYNE,
(No. 154.) Actg. Colonial Secretary.

BRANCH SAVINGS BANKS.

NOTICE is hereby given, that the several Government Branch Savings Banks in the Island, namely at Arima, St. Joseph, Chaguanas, and Couva, will be abolished as from the 31st day of December instant.

All Receipts and Payments in connection therewith will be made at the Head Office in Port-of-Spain.

W. R. PYNE,
Receiver-General.

Receiver-General's Office,
1st December, 1884.

PAYMENT OF ACCOUNTS OF 1884
DUE BY GOVERNMENT BEFORE
THE CLOSE OF THE YEAR.

GOVERNMENT HOUSE,

9TH DECEMBER, 1884.

MERCHANTS, Government Contractors and any other persons having accounts against any of the public departments, for supplies between the 1ST AND 20TH DECEMBER INSTANT, are required to transmit them to the several departments, not later than the 23rd instant in view of their being audited and passed for payment at the Treasury between the 27th and 31st instant.

It is urgently requested that the payment of all such accounts, as well as of any outstanding accounts, may be claimed before the close of the year.

Supplies between the 22nd and 31st December will be included in the accounts for January, 1885.

W. R. PYNE,

(No. 151.) Actg. Colonial Secretary.

POST OFFICE NOTICE.

ON and from 1ST JANUARY, 1885, ST. LUCIA will be included in Class A of the Official Rates of Postage.

From the above date the postage on Letters for St. LUCIA will be 2½d. per ½ oz., and on Newspapers, &c., ½d. per 2 oz.

J. A. BULMER,

Postmaster General.

General Post Office, Trinidad,
11th Decr., 1884.