

Supplemental Estimates.

1893.

<i>Heads of Services.</i>	<i>Amount Voted for 1893.</i>	<i>Amount Expended.</i>	<i>Saving.</i>	<i>Excess.</i>	<i>Sums requiring confirmation.</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
REGISTRAR-GENERAL'S DEPARTMENT.					
<i>Personal Emoluments.</i>					
Salaries ...	1,665 0 0	1,664 19 5	0 0 7	...	
<i>Other Charges.</i>					
Fees, &c., for Copyists ...	150 0 0	68 9 10	81 10 2	...	
Registration Fees for Certificates	1,500 0 0	1,199 0 6	300 19 6	...	
For Copies of Plans, &c. ...	50 0 0	5 1 0	44 19 0	...	
For re-copying Indexes and Binding } ...	100 0 0	100 13 11	...	0 13 11	
Office Contingencies ...	100 0 0	14 0 3½	85 19 8½	...	
TOTAL ...	3,565 0 0	3,052 4 11½	513 8 11½	0 13 11	...
POST OFFICE AND TELEGRAPH CABLE.					
<i>Personal Emoluments.</i>					
Salaries ...	4,435 0 0	4,395 11 11	39 8 1	...	
<i>Other Charges.</i>					
Extra Letter Carriers, &c. ...	20 0 0	20 0 0	...	...
Subsidy to R.M.S.P. Company ...	2,861 0 0	2,861 0 0	...	...
New York and Coasting Service	3,700 0 0	3,700 0 0	...	...
Subsidy for Gulf Service ...	875 0 0	1,555 11 1	...	680 11 1	
Inland Service, including Railway	1,460 0 0	1,470 0 5½	...	10 0 5½	
Transit Charges under Postal Union } ...	1,200 0 0	1,043 14 5	156 5 7	...	
Contribution to Postal Union ...	10 0 0	...	10 0 0	...	
Commission on sale of Postage Stamps } ...	150 0 0	74 13 8	75 6 4	...	
Cost of Postage Stamps ...	150 0 0	342 2 5	...	192 2 5	
Deposits in Savings Bank in Postage Stamps } ...	...	88 7 0	...	88 7 0 (1)	
Rent of Post Offices ...	370 0 0	310 8 4	59 11 8	...	
Office Contingencies ...	150 0 0	169 7 6½	...	19 7 6½ (2)	
Subsidy to W.I. and P. Telegraph Company } ...	3,000 0 0	3,750 0 0	...	750 0 0 (3)	
Travelling and Railway Charges.	50 0 0	38 1 10	11 18 2	...	
Uniforms, &c., for Postmen ...	100 0 0	64 12 2	35 7 10	...	
Lighting, &c. ...	50 0 0	34 16 7½	15 3 4½	...	
TOTAL ...	18,581 0 0	19,918 7 5½	403 1 0½	1,740 8 6	1,337 7 5½

(1) Not provided for in Estimates—Recouped by sale of Stamps.

(2) Excess covered by savings under Sub-Head "Uniforms, &c."

(3) Arrears of 1892 paid in 1893.

(COUNCIL PAPER No. 198.)

WEST INDIA MAIL SERVICE.

Minute (No. 102) from the acting Governor, laying correspondence upon the West India Mail Service.

*In continuation of Council Paper
No. 79 of 1890.**Registered No. of Correspondence,
No. 3739/1894.*

MINUTE.

No. 102 of 1894.

The acting Governor has the honour to lay before the Hon'ble the Legislative Council the correspondence noted in the margin upon the subject of the West India Mail Service.

GOVERNMENT HOUSE,
22nd September, 1894.

C. C. KNOLLYS,
Acting Governor.

The Governor to the Secretary of State.

TRINIDAD.—No. 331.

GOVERNMENT HOUSE,
23rd July, 1894.

MY LORD,

At the request of the Trinidad Chamber of Commerce I have the honour to forward a representation addressed to Your Lordship by that Body as to the terms of the renewal of the Contract for the conveyance of mails between Europe and the West Indies.

2. Apart from the natural advantages possessed by Trinidad as a Station for the Head Quarters of the Mail Service, to which the Chamber of Commerce refers, it appears to me that the importance and trade of this Colony demand that it shall be served by the Main line Steamers of the Royal Mail Company, and not by small branch boats, and I therefore strongly support the representations of the Chamber.

3. I enclose, for reference, a copy of my Annual Report* for the year 1893.

I have, etc.

F. NAPIER BROOME.

Enclosure in Governor's Despatch No. 331 of 23rd July, 1894.

The Chamber of Commerce to the Secretary of State.

PORT-OF-SPAIN,
21st July, 1894.

YOUR LORDSHIP,

1. At an Extraordinary General Meeting of the Trinidad Chamber of Commerce, Incorporated, held this day, the following Resolutions were unanimously carried:—

Resolved—

- (1.) That in view of the expiration of the Contract with the Royal Mail Steam Packet Company in 1895, this Chamber desires again to urge most strongly upon Her Majesty's Government (a) the paramount claims of this Colony to be the principal Station and Entrepôt in the West Indies, for which purpose the ocean steamers should come here direct for connexion with the Inter-Colonial Boats, and (b) that the new Contract should provide for a speed of 15 Knots per hour—but in any case not less than 14 Knots—thus reducing by two or three days the voyage between Southampton and Trinidad which, having regard to services in other parts of Her Majesty's Empire, is now inordinately long.
- (2.) That should it be found impracticable to come direct to Trinidad without touching at Barbados, then, in the alternative, that the ocean steamers should on the outward voyage first call at Barbados, remaining there sufficient time only to land and embark passengers, mails, and cargo for that Colony, and thence come direct here to meet the Inter-Colonial Boats, proceeding afterwards to Jamaica.
- (3.) That should either of the foregoing proposals involve any extra expense—which is not believed would be the case—then this Colony should make good the same by a more liberal subsidy.
- (4.) That these Resolutions be signed and sealed on behalf of the Chamber by the President and Secretary, and forwarded by them to the Most Honourable the Secretary of State for the Colonies, with a covering letter explaining the views of the Chamber in the matter and the claims of Trinidad in relation thereto.

2. In accordance with these Resolutions we have the honour in the first place to refer Your Lordship to the accompanying copies of proceedings of the Chamber, of date 27th August, 1888, and 4th June, 1889, which were transmitted to Your Lordship's predecessor when the present Contract was under consideration.

* Not reprinted—See Council Paper No. 134 of 1894.

3. These documents demonstrate many advantages (which still obtain) offered by Trinidad as regards harbour accommodation, and volume and variety of local and transit trade, over and above those afforded by other Islands.

4. But we desire to add for the consideration of Your Lordship certain other facts bearing strongly in favour of Trinidad becoming the Head Quarters of the Mail Service.

5. The harbour of Port-of-Spain is entirely land-locked, is unlimited in area, affords excellent and perfectly safe anchorage, and is the *only one in the West Indies absolutely free from hurricanes*. It is, besides, so calm that transhipment of passengers and cargo could be made by the steamers lying alongside each other—thus avoiding the trouble, expense, and annoyance experienced at present in the open roadstead of Barbados, where transhipment can only be effected in boats and lighters.

6. Trinidad has been by far the most progressive of any of the British West India Islands during the last forty years, and to-day ranks first amongst them in wealth, in variety of products, and in the total value of trade.

7. Population has increased from 68,600 in 1851, to 200,028 in 1891, and Revenue from £446,437 in 1883, to £551,034 in 1892. The total trade for the years 1883 to 1892, inclusive, averaged £4,590,401, or, exclusive of Bullion and Specie, £3,441,726 yearly, of which £1,653,051 was with the United Kingdom.

8. The tonnage of vessels entered and cleared for 10 years, 1883–1892, averaged 1,165,917 tons.

9. The contributions towards the Royal Mail Subsidy during 1893 of the various British Islands interested in any way in the locality of the Head Quarters of the line were respectively as follows:—

Trinidad and Tobago	...	...	...	£3,264
Barbados	...	...	...	2,433
Antigua	...	...	...	1,091
St. Kitts	...	...	...	643
St. Vincent	...	...	...	618
Grenada	...	...	...	651
St. Lucia	...	...	...	411
Dominica	...	...	...	248
Nevis	...	...	...	132
Montserrat	...	...	...	121
Tortola	...	...	...	28

10. The contributions respectively of Jamaica and British Guiana were £4,429 and £5,780, but as the date of arrival at either of these places would not be affected one way or the other by transferring the Head Quarters of the Steamers to Trinidad, special reference to them is unnecessary for the purposes of this communication.

11. Apart from this statement of facts which, added to its favourable Geographical position, renders the claim of this Colony unquestionable, we have good reason to believe that if the central station were in Trinidad, arrangements quite as satisfactory as those obtaining at present could be made for all, and better arrangements for some, of the Colonies in regard to time of arrival and departure of the Inter-Colonial Steamers at their ports.

12. It is an anomaly which will be apparent to Your Lordship that this important Colony, which is in all respects suitable for the Head Quarters of the Mail Service, which pays more subsidy, and affords more in the way of passengers and freight for Europe than any other, should be served only by Inter-Colonial Boats and subjected to the delays, inconvenience and expense attending transhipment at another port.

13. We trust that the foregoing will be sufficient to satisfy Your Lordship that this Chamber has not complained in this matter without reason in the past, and that the just demands of the Colony will receive due recognition in the Contract to be entered into in 1895.

We have the honour to be,

Your Lordship's most obedient humble Servant.

WM HOWATSON,
President.

EDGAR TRIPP,
Hon. Secretary.

The Secretary of State to the Governor.

TRINIDAD.—No. 300.

DOWNING STREET,

28th August, 1894.

Sir,

With reference to previous correspondence on the subject of the West India Mail Service, I have the honour to transmit for the consideration of your Government the accompanying copies of correspondence,* upon which I shall be glad to receive your observations at an early date.

2. I have received your despatch No. 331 of the 23rd ultimo, which I regret has reached me too late for any attention to be paid to it in calling for tenders. I have requested the Postmaster-General to communicate with the Royal Mail Company with the view of ascertaining whether they would be prepared to meet the wishes of the Chamber of Commerce.

I have, etc.,

RIPON.

* Colonial Office to Treasury—7th February, 1894.
Treasury to Colonial Office—11th August, 1894.

Enclosure to Secretary of State's Despatch No. 300 of 28th August, 1894.

The Colonial Office to the Treasury.

DOWNING STREET,
7th February, 1894.

SIR,

I am directed by the Marquess of Ripon to acknowledge the receipt of your letter of the 23rd of November, (16812/93), stating that notice had been given for the termination, on the 30th of June, 1895, of the contract dated the 15th of May, 1890, with the Royal Mail Steam Packet Company for the conveyance of mails to the West Indies; and forwarding a copy of a letter from the Postmaster-General, with a copy of the proposed form and conditions of tender for a new contract.

2. In reply, I am to state that Lord Ripon is of opinion that in a new service it would be very desirable if possible, that all the Windward Islands should be connected, and he would therefore suggest that the form of tender should not be so framed as to limit the tenderer too much to existing routes. The foot-note on p. 1 to a certain extent answers this purpose, but his Lordship thinks that the suggestion of alternative routes should be invited in the body of the form, stress being laid upon the expediency of connecting St. Lucia with Grenada, and also, if possible, of including the Virgin Islands by a connection with Tortola.

3. With regard to the second proposed condition I am to suggest that it might be reasonable to require a slightly higher minimum speed, e.g., 11 knots and 9½ knots instead of 10 and 8½.

4. I am to point out that the contingent liability imposed upon St. Lucia by condition 6 is one which Lord Ripon could not undertake on behalf of that Colony, involving as it might do, considerable expense, and that the condition should therefore contain an understanding that it cannot be acted upon without the consent of the St. Lucia Government.

5. Conditions 16 to 25, I am to observe, do not directly benefit the Colonies, while on the other hand, they may unfavourably affect the terms of tenders; Lord Ripon would therefore suggest that if those conditions are retained they should include the case of Colonial Officers belonging to the Windward Islands and Leeward Islands respectively, when going from one Island to another within the same Government.

6. In conclusion I am to state that it does not appear to Lord Ripon that there is any advantage in specifying the foreign ports of call in the contract, and more especially if, as he concludes, it entails the payment of a larger subsidy.

I am, &c.,

EDWARD WINGFIELD.

The Treasury to the Colonial Office.

TREASURY CHAMBERS,
11th August, 1894.

10492/94.

SIR,

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, to be laid before the Secretary of State for the Colonies, copies of a letter from the Postmaster-General and its enclosures, upon the subject of the West India Mail Service; and I am to state that My Lords concur generally with the views of the Postmaster-General.

The Secretary of State will judge whether it is desirable to complicate the questions upon which it will be necessary to consult the Colonial Governments by submitting to them the whole of the proposals of the Royal Mail Steam Packet Company. The great expense of the fourteen knot service appears to put it out of the question so far as the Home Government is concerned, and Lord Ripon will probably be of opinion that the advantages (especially to the Colonies) afforded by the special offer of a 13½ knot service are not of sufficient importance to outweigh the difficulties involved in the substitution of Plymouth for Southampton as the Port of departure. Moreover, the cost of this offer, if the re-arrangement of the Branch lines suggested by his Lordship were also adopted, would exceed the cost of continuance of the existing arrangement by £10,000 a year.

I am, &c.,

E. HAMILTON.

The Postmaster-General to the Treasury.

No. 60797.

GENERAL POST OFFICE,
5th July, 1894.

MY LORDS,

In pursuance of the authority conveyed to me in your letter of the 12th of March last, No. 3535, I advertized for tenders from persons prepared to enter into a Contract with me for the conveyance of Her Majesty's Mails between a port in the United Kingdom and the several British Colonies of the West Indies as well as certain foreign possessions there and the port of Colon and the Isthmus of Panama.

It seemed to me that the best way of giving effect to Your Lordship's wishes in regard to the several offers to be invited was to prepare four separate forms of tender. This was accordingly done; and I enclose copies of the four forms as finally settled, marked "A," "B," "C," and "D," viz.:

("a") That originally submitted by the Post Office;

("b") The same with a speed of 14 instead of 13 knots on the main line;

("c") That suggested by the Post Office to meet the wishes of the Colonial Office in regard to the re-arrangement of the branch services, coupled with a 13 knot speed of the main line; and

("d") The same coupled with a 14 knot speed on the main line.

The only tenders received were from the Royal Mail Steam Packet Company, the present Contractors. These tenders, six in number, are now sent to Your Lordships, together with an explanatory letter which offers several additional variations of service, and a series of time tables since obtained from the Company, illustrating the several offers.

Of the whole of the offers an analytical list is annexed.

I also enclose a letter from Messrs. Leech, Harrison and Forwood, calling attention to the service of the Atlas Steamship Company to Jamaica *via* New York and to services maintained by the same Company to Hayti, the United States of Colombia, and Costa Rica, but stating that, while the Company would be prepared to negotiate for a West Indian Service which would be cheaper than the present one, they were indisposed to tender on account of the evident leaning which they profess to discern on the part of the authorities towards the present Contractors.

As the Atlas Company has not thought proper to conform to the terms of the invitations of the Government for offers, I have merely acknowledged the receipt of their letter, and do not propose to take any action on their vague statement that they could do a cheaper service than the present. As regards their account of the course of events before the present contract was made, I need but point out that Your Lordships are in full possession of the facts, and informed the House of Commons on the subject by means of a Treasury Minute upon the Contract.

In dealing with the various offers of the Royal Mail Company it is to be borne in mind in the first place that the official forms provide, as usual, for *minima of speed*, not for precise rates of speed. Hence, the offer of a thirteen knot service like the present is in reality an offer to go on doing something better than thirteen knots; and the offer of a fourteen knots service is in reality an offer to do that speed or as much more as may be found necessary in laying down the service on practicable lines.

The upshot of these offers is that £5,000 a year can be saved as against present expenditure without any sacrifice of efficiency, or that for the same subsidy as the present we can secure an abridgment of one day in the course of post to Barbados or the re-arrangement of the branch services desired by the Colonial Office.

It is clear that to re-arrange the branch services without calling at Tortola will cost £2,000 a year, and that the Tortola call by itself will cost £3,000 a year.

A fourteen knot service on the main line can be obtained £10,000 a year cheaper by starting from Plymouth than by starting from Southampton; but in either case a fourteen knot service will be very expensive—the lowest price being £20,000 a year more than for the cheapest thirteen knot service.

Your Lordships will doubtless be of opinion that the services offered on a fourteen knot basis are far more expensive than the requirements of the mother country would justify the Government in adopting; and as regards Colonial needs it is to be borne in mind that, up to the present time, the Colonies have been unwilling to pledge themselves to a service even as expensive as the present after the expiration of the existing Contract.

The Company's special proposal of a thirteen and-three-quarter knot service as far as Barbados is based on a departure from Plymouth at 3 p.m. on alternate Thursdays; and this, as compared with the present arrangement would admit of a despatch of the Mails from London 18½ hours later, that is to say from Paddington by the 5.30 a.m. train on Thursday instead of from Waterloo by the 11.15 a.m. train on Wednesday. As regards posting in London, the gain would be not merely as between 9.15 a.m. and 6 p.m.; for the Mail need not really be closed in St. Martins le Grand till 4.30 a.m. on Thursday, and it would thus include correspondence brought in from the night collections of London and arriving from the Country in the course of the night.

Important places in the North and elsewhere would gain from 19 to 24 hours extra time for posting. For example:—

Edinburgh	would gain 20 hours.
Glasgow,	} " " 22 "
Liverpool,	
Manchester	
Leeds	" " 19 "
Swansea	" " 24 "
Dublin	" " 17 "
Belfast	" " 15 "

No special trains or additional railway sorting would be involved; but the van service in London would be somewhat more expensive than under the Southampton arrangement; and the cost of sorting in London and at Plymouth would be higher. The total additional expenditure under these heads is roughly estimated at £700 a year.

The advantage to the Colonies would be that the advices from this Country received on the same day of the week as at present would be in general of later date by a day, and that the correspondence they despatch in the homeward direction, though sent off at the same time as at present, would reach England 11 hours earlier. The Colonies would not reap

so much advantage in regard to their correspondence from the Continent of Europe and elsewhere sent in transit through England; for while the Mails reaching London from Europe on alternate Wednesday mornings are in time for despatch to Southampton by the 11.15 a.m. train, they would be too late for despatch to Plymouth by the 5.30 a.m. train on alternate Thursdays; and, as they would thus have to be here by Wednesday evening, there would, so far as they are concerned, be a gain of twelve hours only.

In considering the question as a whole, it must be borne in mind that the Company's scheme, though devised to save in effect a business day as between this country and Barbados, involves a departure from London some six hours earlier in the morning than at present, and the total severance of Southampton's connection with the Mail Service. Your Lordships are aware of the struggle which has long gone on between those interested in Southampton and those interested in Plymouth, and there is much to be said in favour of leaving the one port its present advantages in regard to the outward Mails, and the other its present advantage in regard to the homeward Mails. There would then be no change of policy on the part of the Post Office; and I confess that the substitution of Plymouth for Southampton as the port of departure might, in my opinion, seriously increase the difficulty of obtaining the approval of Parliament for the new contract. Taking one point with another, then, I recommend Your Lordships to accept the offer of a service on the present basis at a saving of £5,000 a year, unless it should be the opinion of the Secretary of State for the Colonies that the Island Governments will be anxious to obtain the slight acceleration and willing to bear their share in the larger expense.

It still remains to consider the practical results of the tenders in regard to the variations on the branch lines.

The practical results of transferring the St. Lucia call from the Leeward to the Windward route would be that the Mails would reach St. Lucia an hour earlier, but would get to St. Vincent, Grenada, Trinidad and Tobago several hours later than at present. In the case of the important Island of Trinidad, the difference would be ten hours; and the stop there would be shorter by three hours on the outward voyage and seven hours on the homeward voyage. Moreover, the arrival at Trinidad would be so late in the day that business would be over.

On the other hand the Leeward Islands would receive their mails several hours earlier,—as much as 14 hours in the case of Antigua, which Island, however, would be put to the disadvantage of a reduction of stop from nine to two hours. The stops at other Islands would also be reduced, in order to arrange for the call at Tortola.

It seems unlikely that such a re-arrangement will be acceptable to Trinidad; and unless the Marquess of Ripon attaches great importance to it, I apprehend that he will scarcely be willing to realize it at an addition of £2,000 a year to the contributions of the Islands to be benefited by it. Similarly, an expense of £3,000 a year for calling at Tortola would be a very large sum to be added to the contribution of the Islands which would derive benefit from that call; and in this case I trust that due weight will be attached to the trepidation with which the Company views the project of risking its Steamers in the Service.

I think it right to send to Your Lordships a copy of a letter which has been addressed to the Post Office by Mr. Robert Dougall, Managing Director of the Barbuda Island Company, asking for that Island to be included in the Service. As no communication on this subject has been received from the Colonial Office, it is presumed that the Secretary of State does not attach any importance to it.

I have, &c.,

ARNOLD MORLEY.

Analytical List of the several offers of the Royal Mail Steam Packet Company.

- (1.) A service identical with the present in essentials (13 knots on the main line) for £80,000 a year instead of the actual subsidy of £85,000;
- (2.) A similar service with the re-arrangement of the branch lines desired by the Colonial Office, and the additional speed involved on those lines, £85,000;
- (3.) The same without the call at Tortola, £82,000;
- (4.) A similar service to the present but with an extra knot and-a-quarter on the main line (*i.e.*, a quicker service leaving Southampton as now and returning to Plymouth), £110,000;
- (5.) The same with the branch lines re-arranged as desired by the Colonial Office, £115,000;
- (6.) The same without the call at Tortola, £112,000;
- (7.) A similar service to the present with an extra knot, but leaving Plymouth and returning to Plymouth, £100,000;
- (8.) The same with the branches arranged as desired by the Colonial Office, £105,000;
- (9.) The same without the call at Tortola, £102,000.
- (10.) A service like the present but with 13½ knots on the main line as far as Barbados, leaving Plymouth and returning thither, £85,000;
- (11.) The same with the branch services as desired by the Colonial Office, £90,000;
- (12.) The same without the call at Tortola, £87,000.

The Governor to the Secretary of State.

TRINIDAD.—No. 458.

GOVERNMENT HOUSE,
19th September, 1894.

MY LORD,

With reference to Your Lordship's despatch No. 300 of the 28th ultimo, I have the honour to forward copy of a further letter* from the Trinidad Chamber of Commerce advocating the acceptance of the offer numbered 10 of the Royal Mail Steam Packet Company for the renewal of the West India Mail Contract, but urging further modifications of that tender.

2. The enclosures to Your Lordship's despatch will, with the despatch, and the other papers, now be laid before the Legislative Council and a Resolution obtained on the subject.

I have, etc.,

F. NAPIER BROOME.

Enclosure in Governor's Despatch No. 458 of 19th September, 1894.

The Chamber of Commerce to the Colonial Secretary.

PORT-OF-SPAIN,
17th Sept., 1894.

SIR,

I have the honour to acknowledge the receipt of your letter of the 13th instant on the subject of the West Indian Mail Service, with enclosures (returned herewith as requested), and to inform you that same was laid before a meeting of the Members of the Chamber of Commerce held this morning, by whom I am directed to reply:—

1. The Chamber desires to express its appreciation of the prompt attention and important support given by the Governor to the Resolutions of the Chamber forwarded to His Excellency on the 21st July last.

2. The Chamber notes with satisfaction that, as a result of its representations, the Postmaster-General has been requested to communicate with the Royal Mail Company in order to ascertain whether they would be prepared to meet the wishes of the Chamber.

3. In regard to the several forms of tender, and alternative offers now submitted for the remarks of the Chamber, I am to say:—

- (a) As to the Analytical list furnished by the Royal Mail Company, Numbers 1, 4, 7 and 10 are, in the opinion of the Chamber, the only offers which call for serious consideration on the part of this Colony.
- (b) Of these, No. 1, proposing an identical service with the present, may be dismissed as altogether falling short of the legitimate demands and requirements of the West India Islands generally and this Colony in particular, and the Chamber regrets that the Postmaster-General should have been so ill-advised of the wishes of these Colonies as to recommend it, on the sole ground of a saving of £5,000 a year as compared with the existing subsidy.
- (c) No. 4 would meet the views of the Chamber so far as speed on the Main Line is concerned, but the advantage of departure from Southampton would be dearly purchased at the extra cost of £25,000 per annum as compared with departure from Plymouth.
- (d) No. 7, proposing departure from Plymouth, with a speed of 14 knots, at a cost of £100,000, may also be disregarded, in favour of:—
- (e) No. 10, which this Chamber is of opinion should be strongly supported as affording the maximum of convenience, with the minimum of cost, viz. :—a service one day quicker on the Main Line to Barbados, for the same amount as is now paid.

4. The Chamber regrets to learn from the despatch of the Postmaster-General that the proposal to substitute Plymouth for Southampton as the Port of departure might seriously increase the difficulty of obtaining the approval of Parliament for the new Contract, and I am to submit that the commercial claims of rival ports in England should not be permitted to outweigh the just claims of the Colonies in whose behalf the communication is established, and who are so vitally interested in its operation.

5. And with special reference to the claim of Trinidad to be the Head-quarters of the Service, I am to point out that a substantial saving might be effected if offer No. 10 of the Royal Mail Company were accepted, subject to the condition that the ocean boat, after touching at Barbados to land mails and passengers, came direct here, en route to Jacmel, &c., to connect with the Intercolonial Boats in this Harbour. The advantage of this would be that only two, instead of three, connecting steamers would be required—one for Demerara, the other for Grenada, St. Vincent, St. Lucia, and so on to St. Thomas. The service between Trinidad and Tobago could be performed by the steamers of the present local Contractors. If this suggestion were adopted the Company would no doubt make a substantial reduction in the subsidy demanded, Trinidad would receive her mails two days sooner, and the other Colonies would be better served than by a Service identical with the present, as proposed by the Postmaster-General, and probably at a less cost. But even in the unlikely event of the removal of the Head-quarters to Trinidad involving extra expense, this Colony should, in the opinion of the Chamber, make up the amount of the increased subsidy required.

6. The manifest injustice involved in the proposal that this Colony should be served by a branch boat calling first at St. Lucia, is so clearly set forth by the Postmaster-General in his letter of 5th July, that the Chamber deems further remarks under that head unnecessary.

7. I am respectfully to request that His Excellency the Governor will urge the views of the Chamber upon the notice of the Most Honourable the Secretary of State for the Colonies, during his approaching visit to London.

I have the honour to be,

Sir,

Your obedient Servant,

EDGAR TRIPP,
Hon. Secretary.

(COUNCIL PAPER No. 213.)

POSTAL DEPARTMENT.

Report of the Postmaster-General for the year 1893.

*Last Report, Council Paper No. 89 of 1892.**Registered No. of Correspondence,
No. 5293/1894.*

19TH OCTOBER, 1894.

THE HON'BLE THE COLONIAL SECRETARY,—

I have the honour to forward herewith a Report of the working of the Post Office Department during the year 1893, together with comparative Returns for the years 1883, 1886, 1888 and 1892.

2. The total amount of Money Orders issued in this Colony irrespective of Inland Money Orders during 1893 was £53,909 6 1 as against £17,674 9 8 in 1883. The transactions between this Colony and the United Kingdom have exactly trebled during the last 10 years.

Appendix A.
Foreign and Inter-
colonial Money
Orders issued in Tri-
nidad.

3. The issues on the United States of America have slightly fallen off, but in the reverse direction there has been a very large increase.

4. The increase in the Money Orders issued on Trinidad was not so marked in 1893 as in previous years. Total payments, 1883, £1,280 1 3½ as against £5,335 0 7 in 1893.

Appendix B.
Foreign and Inter-
colonial Money
Orders issued on Tri-
nidad.

5. Notwithstanding the very large reduction in the rate of postage on letters and printed matter introduced in 1892, the sale of stamps, owing to the increased bulk of postal matter now forwarded, still continues to show a steady advance; but, as I have previously pointed out, the actual figures of £4,316 7 7 in 1883 as against £6,249 4 8 in 1893 do not afford any comparison as to the enormous increase in the number of postal articles now dealt with under the present scale of reduced postage.

Appendix C.
Sale of Postage
Stamps.

6. The Inland Money Order transactions during 1893 show a falling off of £1,226 10 2 as compared with the previous year. Total sum remitted, 1883, £573 13 10½. In 1893 the amount had risen to £4,601 6 11. There is urgent necessity for the extension to La Brea and other places of the Inland Money Order System, and the necessary funds for carrying out these extensions will be asked for in the Estimates for 1895.

Appendix D.
Inland Money Order
transactions.

7. There has been an increase of 30,000 postal articles forwarded from Port-of-Spain to Sub-offices in Trinidad as compared with 1892.

Appendix E.
Postal articles dis-
patched from G. O. P.
to Sub-offices.
Round the Island
Service.

8. The contract entered into with Messrs. Turnbull, Stewart & Co. on 11th April, 1889, for a fortnightly service between Trinidad and New York and between Port-of-Spain, Blanchisseuse, Toco, Tobago, Saline, Manzanilla, Mayaro, Galeota, Moruga, Erin and Icacos provided for the departure of the Steamer at 11 p.m. Tuesday to return at 1 p.m. Saturday. The Contractors also verbally undertook to send the Steamer on the off week to the under-mentioned places, viz., Maracas, Blanchisseuse, Matelot, Grande Rivière, Sans Souci, Toco, Matura, Manzanilla, Mayaro, Galeota, Moruga, La Lune and Erin.

9. The New York Service was abandoned in 1891 and the subsidized journey has since been readjusted. The Steamer now calling at Blanchisseuse, Matelot, Sans Souci, Toco, Tobago, Manzanilla, Mayaro, Moruga and Erin, and returning to Port-of-Spain at 10 p.m. Saturday.

10. The Service has undoubtedly been a great boon to all the places included in the Time Table for the subsidized journeys, but owing to various causes the non-subsidized

journeys have not been made with such regularity as to prevent complaints being made that at certain places produce has been lying in the Depôt for three weeks or more before being shipped, and there is a general feeling that one steamer cannot satisfactorily perform the Service.

11. It is obvious that the Contractors being bound to provide a fortnightly Service to certain places the necessary repairs, etc., sometimes involving the sending of the vessel to Martinique, must be carried out during the off week, and that such places as Maracas, Grande Rivière, Galeota, La Lune and Iacos will therefore have no communication by steamer for three weeks.

12. Another disadvantage, arising from this interruption to the ordinary weekly Service, is that the communication by sea is depended upon by this Department for the conveyance of parcels, too bulky to be sent overland, and great inconvenience to the public results when any interruption occurs.

13. It is also a matter of serious loss and inconvenience if passengers from the interior arriving at one of the usual places of call on the non-subsidized journey wait two or three days only to find that the steamer is not running that week.

Inland Mail Service.

14. This Service continues to be performed in a very creditable manner by the Mail Contractor, Colassar. The sections between Arima and Toco and Arima and Mayaro present the greatest difficulties during the rainy season and owing to the greatly increasing weight and number not only of letters and printed matter, but more especially of parcels, it has been found necessary on several occasions to forward supplementary mails to Mayaro, but on the whole not much delay has occurred and there has been a total absence of complaints. Large consignments of bread are forwarded by Parcel Post from Port-of-Spain to Mayaro, and the bulky nature of these parcels causes difficulty in providing overland transit when the roads are bad.

Gulf Service.

15. The Contract with Messrs. Turnbull, Stewart & Co. for the Gulf Service terminated in June, 1893, and from that date the Government Steamers "Paria" and "Ière" have performed the Service in a most satisfactory manner.

The sum transferred by this Department to the credit of the steamers for the conveyance of mails is £300 per annum as against £3,500 paid to the late Contractors.

Additional Sub-office

16. An additional Sub-office was opened at Matura in May, 1893, and arrangements made for the mail messengers from Toco and Arima, respectively, to exchange mails at this point so as to avoid travelling during the night.

**Postmaster-General
absent on leave,**

17. I was absent on leave in England from June to December of 1893, during which time Mr. J. H. Collens acted as Postmaster-General.

J. A. BULMER,
Postmaster-General.

The Honourable
THE COLONIAL SECRETARY.

APPENDIX C.
1882
Sale of Postage Stamps.

1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
4,316 7 7	4,891 10 8½	5,255 12 6½	5,192 3 6½	5,503 8 0	5,678 7 5½	6,293 0 7	6,748 0 8	6,076 12 8	6,197 2 1½	6,249 4 8

APPENDIX D.

Statement of Inland Money Order Transactions at Port-of-Spain, San Fernando, Princes Town, Couva, Chaguanas, Cedros, Arima, Arouca and Mayaro.

1883.	1886.	1888.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
573 13 10½	1,602 9 0	1,762 4 4	5,827 17 1	4,601 6 11

APPENDIX E.

Statement showing the number of Postal Articles despatched from Port-of-Spain to Sub-Offices in Trinidad from 1883-4-5-6-7-8 1892 and 1893.

	1883.			1884.			1885.			1886.			1887.			1888.			1892.			1893.		
	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.	Number forwarded.	Decrease.	Increase.
Letters and Post Cards ...	146,974	...	..	157,946	...	10,972	156,354	1,592	...	167,910	...	11,556	189,734	...	21,824	199,515	...	9,781	217,642	...	18,127	222,728	...	5,086
Newspapers and Books ...	51,102	...	...	61,153	...	10,051	81,126	...	19,973	80,298	828	...	77,167	3,131	...	80,526	...	3,359	120,553	...	40,027	143,756	...	23,203
Official Letters ...	20,850	...	...	33,400	...	3,550	37,516	...	4,116	38,362	...	846	42,690	...	4,328	46,966	...	4,276	50,003	...	3,037	52,100	...	1,197
Registered Letters ...	2,948	...	...	7,425	...	4,477	6,035	1,390	...	6,162	...	127	7,032	...	870	7,570	...	538	8,952	...	1,382	8,984	...	32
	230,874	...	...	259,924	...	29,050	281,031	2,982	24,089	292,732	828	12,529	316,623	3,131	27,022	334,577	...	17,954	397,150	...	62,573	427,568	...	29,518

APPENDIX F.

Parcel Post (Foreign.)

Number of Parcels received in Trinidad from beyond Sea.

1886	1887	1888	1892	1893
1,472	2,192	2,505	3,869	4,649

Number of Parcels forwarded from Trinidad to Places beyond Sea.

1886	1887	1888	1892	1893
471	1,086	1,170	2,029	2,435

APPENDIX G.

Parcel Post (Inland.)

Number of Parcels forwarded from Port-of-Spain to Sub-offices during

1886	1887	1888	1892	1893
Not in operation.	315	1,006	2,890	2,835

TO BE SOLD AT AUCTION,

On Thursday, 20th December, 1894, at the Custom House,
Port-of-Spain, at 12 o'Clock noon,

THE FOLLOWING GOODS, VIZ. :—

Seizures.

Date.	Rot. No.	Marks.	Goods.
1894.			
April 7 ...	21	Nil.	1 keg Rum—5 gallons.
May 9 ...	22	..	1 bottle and $\frac{2}{3}$ bottles Rum— $\frac{2}{3}$ gallons.
.. 9 ...	23	..	1 bolt Blue Duck.
.. 2 ...	24	..	1 Carpet Bag containing Wearing Apparel, $\frac{1}{2}$ gills Spirits, 11 ozs. Cigars, 4 $\frac{1}{2}$ ozs. Tea, etc.
.. 12 ...	25	..	2 demijohns Rum—4 $\frac{1}{2}$ gallons.
.. 23 ...	26	..	4 bottles Falernum— $\frac{1}{2}$ gallon.
June 7 ...	28	..	2 bottles Rum—10 gills.
.. 7 ...	29	..	Ropes, Blocks, and 112 feet Lumber
.. 19 ...	30	..	1 and $\frac{2}{3}$ bottles Rum— $\frac{1}{3}$ gallons.
.. 27 ...	32	..	2 Revolvers.
July 13 ...	33	..	1 parcel Unmanufactured Tobacco—3 $\frac{1}{2}$ lbs.
.. 16 ...	34	..	1 Revolver.
.. 23 ...	36	..	1 $\frac{1}{16}$ lbs. Opium.
August 7 ...	37	..	2 bottles Rum—9 $\frac{1}{2}$ gallons.
.. 23 ...	38	..	1 basket Wearing Apparel, 1 bottle Bitters— $\frac{2}{3}$ gallons, 1 bottle Gin— $\frac{1}{2}$ gallons.

HEAD 13.—POST OFFICE MAIL, &C., SUBSIDIES.

The item "Commission on Sale of Fee Stamps £200"—was approved but subject to the following Rider—moved by Mr. Howatson, seconded by Mr. Lange and agreed to:—

"That the present system of issuing Fee Stamps through the Postmaster-General is inconvenient and irregular, and that these Stamps should be issued by the Receiver-General to the Heads of the Departments in which they are used, who in turn should sell them to the public free of Commission."

The Committee approve the additional item "Receiving Parcels £50" under sub-head "Mail Subsidies."

HEAD 15.—PRINTING AND STATIONERY.

The Committee approve the additional item "Ledger Keeper £100" under Sub-head Printing and Binding."

HEAD 16.—LABORATORY.

The Committee approve the increase of the salary of the Assistant Government Analyst from £150 to £250.

HEAD 19.—WARDEN (page 41).

The Committee recommend that the item "Pauper Expenses" should remain as provided in the Estimates for 1894, therefore, £300 under the head "Warden Tracarigua," should be reduced to £250, and £90 under the head of "Chaguanas" be reduced to £75.

HEAD 20.—MEDICAL.

(1.) On the motion of Mr. Smyth, seconded by Mr. Lange and unanimously agreed to, it was recommended that the salary providing for the Medical Officer at Cedros in 1895 be not voted pending the settlement of the question of the permanent appointment.

(2.) On the motion of Mr. Gordon, seconded by Mr. Stollmeyer and agreed to. It is the opinion of the Committee that a Resident Medical Officer should be appointed to Toco.

HEAD 20 (page 48).

Item "Medical Officer, Chaguanas, as Medical Attendant, Convict Depôt, £50" was struck out as the prisoners had been removed from Chaguanas.

HEAD 21.—EDUCATION (page 58).

On the motion of Dr. de Verteuil, seconded by Mr. Leotaud and agreed to—"It is the opinion of the Committee that the recommendations of the Board of Education with reference to the salaries of the Inspector of Schools (Mr. Bushe) and the Accountant in the Education Office (Mr. Brereton) should be carried out.

The Committee recommend the re-adjustment of the salaries of the Teachers in the Girls Practising School, as follows:—

2nd Assistant Teacher—	£75	instead of	£50.
3rd do. do.	55	do.	50.
4th do. do.	50	do.	60.
5th do. do.	30	do.	45.
6th do. do.	15	do.	17 10.
7th do. do.	12 10	do.	15.

HEAD 27.—MISCELLANEOUS SERVICES.

Item *Victoria Institute*—£250. A Deputation consisting of:—

Sir John Goldney, Mr. R. J. L. Guppy, Mr. Bourne, Mr. Hart, and the Hon. Dr. Lovell, attended the Committee.

Sir John Goldney stated the requirements of the Institute and that, for the want of Funds, the Members were unable to carry out many improvements urgently required.

The Deputation then left.

The Committee approves the vote for the Victoria Institute—but adds the following Rider:—

"The Committee are of opinion that the subsidy should not be continued after the year 1895, unless the Institute show signs of more progress."

HEAD 28.—RAILWAY.

The Committee approves the salary of the Chief Clerk in the General Manager's