NARRATIVE OF A JOURNEY

FROM

SOUTHAMPTON TO BOMBAY,

VIA

PARIS, BRUSSELS, THE RHINE, PART OF SWITZERLAND
AND SAVOY; SOUTH OF FRANCE, MALTA,
UPPER EGYPT, AND ADEN,

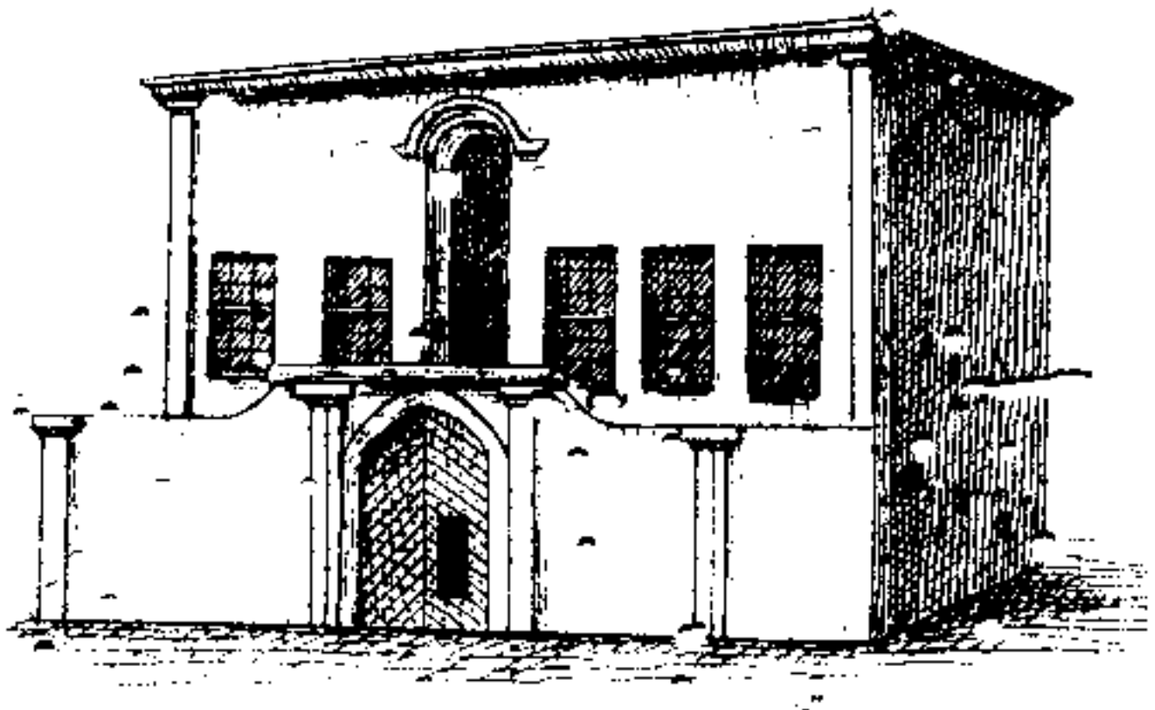
PERFORMED BETWEEN

The 12th October and the 13th December, 1842:

WITH AN APPENDIX.

BY AN OFFICER

of His Highness the Nizam's Army.



Ambe Station, Desert.

MADRAS:

B. LACEY.

1843.



RECHNUNG

Hotel de L'Europe, á: Mannheim.

NARRATIVE OF A JOURNEY

FROM

SOUTHAMPTON TO BOMBAY,

VIA

PARIS, BRUSSELS, THE RHINE, PART OF SWITZERLAND
AND SAVOY; SOUTH OF FRANCE, MALTA,
UPPER EGYPT, AND ADEN,

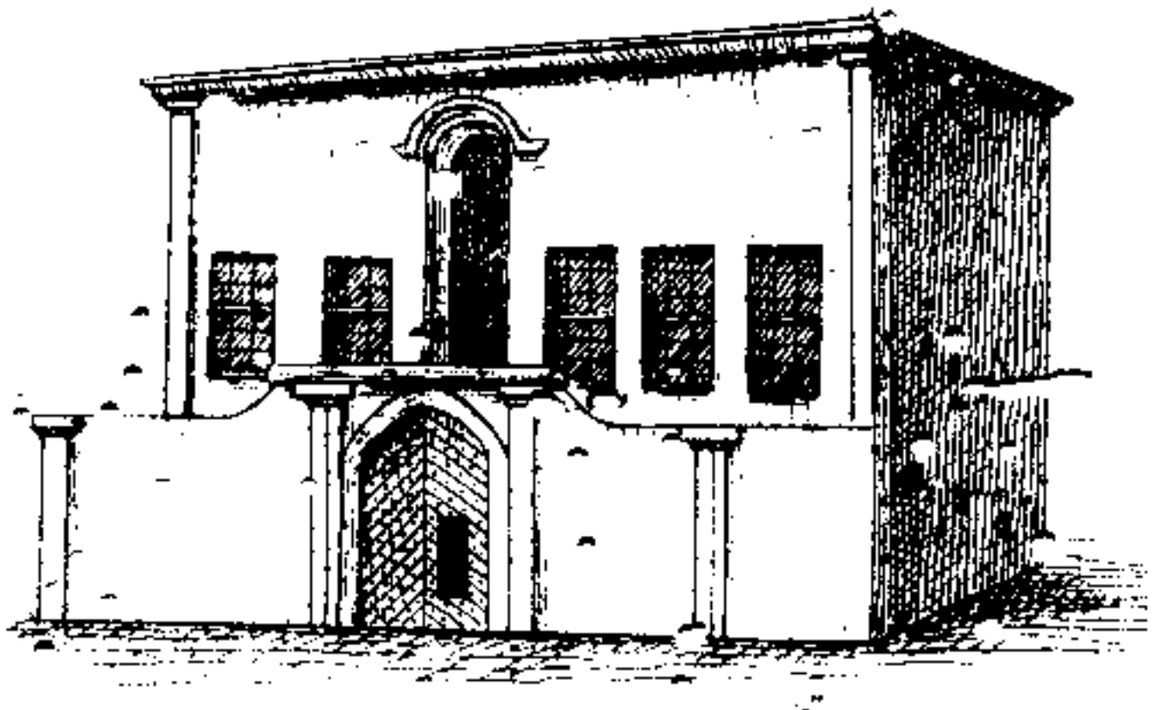
PERFORMED BETWEEN

The 12th October and the 13th December, 1842:

WITH AN APPENDIX.

BY AN OFFICER

of His Highness the Nizam's Army.



Ambe Station, Desert.

MADRAS:

B. LACEY.

1843.



Record Press.

PLATES.

Hotel de' Europe, à Manheim—Frontispiece.

Grand Hotel du Rhin, Aix-la-Chapelle to face page 29

Hotel du Rhin, Cologne ..... „ „ 30

Hotel de Belle Vue à Coblentz ..... „ „ 33

Hotel de Hollande, Mayence ..... „ „ 35

Hotel de la Ville de Paris à Strasbourg .... „ „ 40

Hotel des Alpes, Neufchatel ..... „ „ 43

Hotel Gibbon à Lausanne ..... „ „ 44

Hotel du Lac à Geneva ..... „ „ 46

Sketch of the Van used in the Desert in 4842. „ „ 62

MAPS.

Sketch of the Rhine from Cologne to Cobentz „ 33

Cobentz to Mayence „ „ 35

Mainz to Manheim „ „ 36

PREFACE.

THE following pages have been drawn up by the Writer, with a view of laying before the public, a Narrative of a journey, which he made in the almost incredible period of two months, from Southampton to Bombay, viâ Havre, Paris, Brussels, Liege, Aix-la-Chapelle, Cologne, thence up the Rhine to Manheim, Hiedelberg, Carlsruhe, Strasbourg, Basle, Neufchatel, Lausanne, Geneva, Aix-la-Baine, and Chambery in Savoy, Lyons; thence down the Rhone to Avignon and Marseilles; Malta, Alexandria, Cairo, Suez, and Aden.

The work possesses no pretensions to literary merit, but contains a simple and brief account of the "Lions," which the traveller would like to visit in his perambulations through the above noted cities of Europe, and Egypt, as well as a useful Appendix, detailing the latest intelligence connected with the "Overland Route," the Fares by Steamers, Diligences, Railroads, &c., and a correct estimate of the expenses incurred by the Writer during the whole of his trip, which exhibits a sum so trifling, that he is persuaded many of his fellow countrymen serving in India, in going to, or returning from, their much loved native land, would prefer taking that Route, to subjecting themselves to the monotony of a sea voyage from Southampton to Alexandria, or the much longer track round the Cape of Good Hope.

The Writer fearing that he would have reached Marseilles too late for the Overland Mail of November last year, thought it advisable not to spend his time in visiting all the sights mentioned in the course of his narrative; he has therefore referred his readers to Galignani's "Guide to Paris," and to Murray's "Hand Book for Northern Germany," out of both of which he has taken a few Extracts for the sole purpose of saving the time of those travellers, who may be obliged to limit it to two months on their return to India, and in consequence would not be able to search much into other books.

J. R. W.

MUKTUL, *June*, 1843.

NARRATIVE *of a Journey from Southampton to Bombay, viâ Paris, Brussels, up the Rhine, parts of Switzerland and Savoy, South of France, Malta, Upper Egypt, and Aden, performed between 12th of the October and the 13th of December* 1842.

Having made up my mind to return to India, viâ the Continent, previous to the setting in of the winter, I entered into the necessary arrangements for my journey, and having procured a "Passport" from the Foreign Office, as well as a "Letter of Credit" from Messrs. Grindlay and Co., East India Army Agents, I set out from London to Dawlish, on the south Coast of Devon, with the view of settling my family there, as they were not to accompany me. On the 11th October, 1842, I proceeded by the Royal Mail to Southampton, viâ Exeter and Dorchester, and arrived there about midnight. After breakfast the following morning I went down to the "Commercial Steam Packet Office," and secured my passage in the "Grand Turk," which was to start for Havre at 5 P. M. At the appointed time I embarked, and in less than half an hour was fairly out of sight of Southampton. Between 6 and 7 P. M. the Vessel was brought to off Portsmouth, for the purpose of taking up a few more passengers, and, after a delay of 20 minutes, got the steam up again. We skirted the picturesque Isle of Wight, but could not see much of it by moonlight. The weather was very delightful until about midnight, when it became cloudy and misty, the sea at the same time becoming so rough that it was difficult to keep one's footing on deck, from the constant pitching and rolling of the Steamer. From the clear sky, and bright appearance of the moon at starting, we had anticipated a more pleasant voyage, but the mariner is almost a stranger to a continuance of such weather in the British channel. The "Grand Turk" is a very nice-sized boat containing two cabins fore and aft, the latter neatly furnished, and provided with every comfort, for which passengers of the 1st Class

pay only a Guinea. Before taking leave of her, it would be but just to mention that the Captain and servants were extremely civil and attentive, and deserve to be patronised by travellers proceeding to Paris, viâ Havre.

At daybreak the following morning (13th October) we came in sight of Havre, and at 6 o'clock anchored in the Grand Quay, immediately opposite the Custom House (Douane), where on landing we had to undergo a personal search by the Officers of that Establishment, leaving our Luggage to be examined at their convenience. In the interim I proceeded to the London Hotel, kept by a very civil Englishman, named Johnston, where I dressed and partook of a breakfast well served up and charged for moderately. The Hotel, though not a first rate one, possesses the advantage of being situated next door to the Custom House, which travellers, wishing to proceed to Paris by one of the morning Diligences, will find convenient, as it is necessary that they should attend there for the purpose of clearing their luggage. Having got rid of this nuisance earlier than I had expected, my next step was to take time by the forelock, and book my place for Paris, which I did at the office of the "Messagerie Jumelles et Velociferes," No. 69, Grand Quay, also situated at a convenient distance from the above mentioned Hotel. I would have preferred going up the Seine as far as Saint Germain, but owing to the waters of that noble river being so low, no Steamer was advertised to start on that day. I was sadly disappointed at losing this opportunity, after reading the following Extract from Smith's "Hand Book up the Seine."

"Nobody can behold with indifference the banks of the
" Seine. Whoever the traveller may be that surveys them,
" he meets objects worthy of his attention. If he be a land-
" scape painter, they offer him admirable scenery; if a
" poet, he finds inspiration; an historian, illustrious
" reminiscences; an observer, pictures of morals which
might borrow from an elegant pen, an inexpres-
" sible charm; if a speculator, he counts with admira-
" tion the numerous thriving ports which enliven the
" fine river, and the numerous vessels which navigate it:
" an agriculturist, his eyes rest with delight, on the richest
" and best cultivated territory of our beautiful country."

At 10 A. M. I started from Havre to Paris, in company with one of my fellow Passengers from Southampton. We passed through Harfleur, Bolbec, Lillebonne, Caudebec, and Duclair to Rouen. Here we rested for two hours and a half for our dinner, which we ordered at the table d'hote of one of the principal Hotels. Our journey thus far was exceedingly pleasant as we found our road run through a very picturesque country, partly covered with orchards, and studded with towns and villages on either side, but more thickly on our right, bordering on the bank of the Seine, where the eye meets with many novelties in the scenery, such as the ruins of Gothic Chateaux, and other noble edifices, associated with the names of Cœur de Lion, and bringing to mind the days of Henry's triumphs, and Edward's victories.

Rouen is a very large city, inhabited by nearly 100,000 souls. It contains several "Lions" of interest, which the traveller ought to visit, if time permit, such as the Cathedral de St. Amand, and l'Eglises de St. Ouen, St. Vincent, St. Maclou, and La Madeleine, the painted windows of St. Patrice and St. Godard, the Palais de Justice, the Grosse L'Horlege, the Hotel Bourgtheroilde, Boieldieu's Statue in bronze, the Botanic Garden, the Museums, the Public Library, the Marts, where Joan of Arc, the unfortunate maid of Orleans, was burnt in 1431, and the different Quays, containing numerous small vessels discharging their cargoes, and taking in fresh ones, of the manufactures of the place. My friend and myself visited the Cathedral, which is a noble structure, but being late in the evening we could not inspect it throughout. After our return to the Hotel at ½ past 8 P. M., we found the Diligence getting ready to start for Paris, and in about a quarter of an hour we were summoned to the Coach Office in order to take our respective places. We regretted much that the night prevented our getting a view of the city we were leaving, from the direction of the road we were going, as it had presented to us from the side we approached a scene which we greatly admired.

From Rouen to Paris we passed through Ecouis, St. Clair, Magny, Pontoise and St. Denis, but of these places I can say nothing as this part of my journey was performed during the night when instead of being able to make any observations, I was exceedingly thankful to get some re-

freshing sleep, especially as I had a good day's work before me on my arrival at Paris. St. Denis is the place, where the tombs of the Kings of France stood, which were demolished during the revolution. It is therefore associated with historical events, which may induce the traveller to spend a few leisure hours there.

At 5 A. M. on the 14th October, I arrived at Paris, and after having paid my Fare, viz. 45 Francs, or £1-15-7½, for my place in the "Interieur," of the Diligence, including extra luggage, I proceeded to the Hotel "D'Albion et des-Pays-Bas," No. 20, Rue du Bouloi, kept by Tasset-Tercier. I selected this establishment, as it is situated in a central part of this wonderful city, from which I could conveniently lay down plans for my daily rambles. After breakfast I lost no time in procuring a guide at 5 francs or 4s. 2d. per diem, and on succeeding in entertaining one for the period I had determined to stay, I commenced with the Palais Royal, and continued to visit in succession the Palais de Tuileries, Place de la Concorde, with the Obelisk of Luxor, its fountains, Statues, &c. Place Vendome with the Colonne Nationale, L'Eglises de la Madeleine and de l'Assomption, and the Passages des Vivienne and Colbert.

First Day. Palais Royal, Rue St. Honore, opposite the Chateau d'Eau, Place du Palais Royal. This noble place formerly the residence of the late Duke of Orleans, Heir to the throne of France, and its adjoining buildings, encloses a piece of ground of 700 by 300 feet, which is a public garden. The architecture is elegant, which with the porticos, staircases, and front, cannot fail to attract the attention of strangers. It contains several handsomely furnished apartments, adorned by paintings of the old and new school, amongst which may be enumerated in particular, a large Gallery, 200 feet long, with its Ionic columns in white Stucco, gilt capitals and bases; the Salle des Aides de Camp, and Salle de Reception. The garden already mentioned contains a circular basin of water with a fine jet-d'eau, bronze copies of the Diane a la Biche of the Louvre and the Apollo Belvedere, two modern statues in white marble, one of a young man about to bathe; and the other of a Boy struggling with a goat. There are also two others, Ulysses on the sea shore, and Eurydice stung by the snake. Just behind the latter

is a solar cannon, the charge in which explodes when the sun reaches the meridian. The buildings around this delightful spot standing upon arcades, and divided from each other by fluted Corinthian pillars, are occupied for the purposes of merchandise, and may be compared to a grand bazaar, where articles of every description, even those connected with the Arts and Sciences are to be met with. Here also the stranger will find Restaurants and Cafés most elegantly fitted up, and at night brilliantly illuminated with chandeliers, and if he should be an Englishman, he will, after once resorting to one of these establishments, feel disgusted with the eating and Coffee Houses in the metropolis of his own country. Amongst the former, those that came under my notice, were Les Trois Freres Provinceaux, Very, and De Londres, where a dinner, including wine, can always be procured for a few francs. Of the latter, the Cafés de Foy, De la Rotonde, and Lemblin are the best, and well attended after sunset, both by the ladies and gentlemen of this city, exhibiting, from about 8 A. M. to midnight every day, (not even excepting Sundays,) a scene of animation and mirth. Many of the Cafés have an orchestra, where a variety of vocal and instrumental music is performed, and going into them, and calling either for a cup of coffee or a glass of liqueur one can pass two or three hours of a dull evening, in the enjoyment of hearing good music, at the small cost of six or eight sous, or from six to eight pence in English money.

Palais des Tuileries.—This palace where the King generally resides when in the metropolis, is situated near the Seine, and faces the Louvres. It derives its name from the circumstance of its having been built on the site where tiles were formerly made, and was commenced by Catherine of Medici in the year 1564. It is considered the most elegant edifice in Paris, not only from its style of architecture, but from the extensive gardens and grounds attached to it, laid out with such exquisite taste, that they have been the admiration of every person who has had the good fortune of seeing them: a description of it will be given in the following day's ramblings. I could not get admittance into the palace, as I had not obtained permission to visit it from the proper authorities, and it being one of those days on which it is not thrown open to the public. When

the King is present, one can only get in by sending a petition addressed to his Chamberlain. In the absence of further particulars respecting this grand palace, I beg to refer my readers to Galignani's "Guide to Paris."

Place de la Concorde, sometimes called Place de Louis XV, Louis XVI, and La Revolution; is situated between the Tuileries, the Champs-Elysées, the Garde Meuble, and the Palais Bourbon and Chambre des Députés. In the centre is the Obelisk of Luxor where formerly stood the Statues of Louis the 15th and Louis the 16th. From this ancient relic of Egypt, the traveller will gaze with infinite delight on the enchanting prospect before him. Look around in which way he may, his eyes will meet with objects which will delight him. Towards the Champs-Elysées and Triumphal Arch, he will see four excellent groups in marble, each representing a restive horse of checked by a groom. On the north and south are magnificent fountains ornamented with figures representing Tritons and Nereids, swimming and holding fish in the lower basin. These fountains are dedicated to Maritime and Fluvial Navigation. In the former one are figures representing the Ocean and Mediterranean; the Genii of the Pearl, Coral, Shell and Common Fisheries; the Genii of Astronomy, Commerce and Maritime Navigation. The six first supporting the middle basin, and the remainder the upper one. In the Fluvial fountain there are the same number of figures holding the lower and upper basins, which detailed in the same order, are the Rhine and the Rhone; the Genii of Flowers, Fruits, the Vintage and the Harvest; the Genii of Agriculture, Manufactures, and Fluvial Navigation. There are also allegorical figures of the principal towns in France, viz. Rouen, Strasbourg, Lyons, Marseilles, Lille, Nantes, Bordeaux and Brest. The Place de la Concorde presents a beautiful spectacle after dusk, when it is illuminated by several lamps on handsome columns surmounted by gilded globes. There are also forty iron lamp posts in its vicinity, at the bases of half of which, cocks are fixed for watering the place. The Obelisk of Luxor was presented by the present ruler of Egypt, Mahomet Ali, to the French Government, who at an expence of nearly two millions of francs, had it brought from Luxor to Paris. It has two inscriptions, one on the eastern side in Latin, and the other on the western side in French,

which if translated would run thus: In the presence of Louis Philippe, the 1st, this Obelisk transported from Luxor to France, was raised in its present position by Monsr. Lebas, Engineer, with the applause of a multitude of people, 1836. On the other faces are depicted, in gold, the mechanical instruments used in removing and embarking it from Luxor, and raising it at Paris.

The Place Vendome, situated between the Rues St. Honoré, and Petits Champs, is a splendid piece of architecture, 444 feet in length, and 420 in breadth. The buildings around it, are resting on a gallery supported on arcades, and decorated with pillars of the Corinthian Order. It is here that the National Column (la Colonne Nationale) is erected, modelled after the one of Trajan at Rome. The height of it is 130 feet, and it has a staircase in the interior leading up to the summit, round which there is a gallery. The victories of the French Armies are represented in 276 bronze plates around this Column, made out of the metal of the pieces of Artillery taken from the Austrians.

L'Eglise de la Madeleine. This magnificent Church, dedicated to the Magdalen, is situated opposite the Rue Royale. It was commenced in 1764, but in consequnce of the exents which occurred in the succeeding years, the stupendous works were suspended until 1808, when the Emperor Napoleon wished to convert it into a "Temple of Glory," dedicated to the Grand Army; in this however he was frustrated, as his design was not completed, previous to the subsequent occurrences, which placed Louis 18th on the throne of France. This monarch caused the noble edifice to be used for the purposes it was originally intended, and it now stands as a monument by which all classes of people, from the King on the throne to his meanest subject, can realize what God has said in His most holy word, that "he disappointeth the devices of the crafty, so "that their hands cannot perform their enterprise." (Job 5. 12.) The Magdalen is a splendid piece of architecture, raised on a platform surrounded by fifty-two Corinthian pillars, 60 feet high, and 6 in diameter. It contains so many objects worthy of the most minute inspection of the traveller, and all of which the author cannot well explain; he is only able to mention a few of the most

prominent and refer his readersto Galignani's 'Guide' for a description of the remainder.

1st. The doors (north and south entrances) are of solid bronze, on which are richly sculptured representations of the "Last Judgment," and the "Ten Commandments," selected from subjects in the Bible.

2d.-The Statues of the twelve Apostles, the Popes, and other remarkable characters, in the porch round the edifice.

3d. The paintings in the interior representing the Magdalen at the feet of the Saviour, surrounded by the Apostles and Evangelists; the persons who have illustrated the churches of the East and West; a group composed of Popes Urbine and Eugenius, St. Bernard and Peter the Hermit, urging the departure from the Holy Land; the Emperors Constantine, St. Maurice, St. Lawrence, and St. Augustine; and the Dukes, Counts, and Barons of the time, offering up their swords for the holy cause, while a poor man, who has nothing else to give, sends his three sons to aid in rescuing the Holy Sepulchre.

Those in front of the Magdalen, are St. Louis on his knees, Godefroy de Bouillon carrying the oriflamme, Richard Cœur de Lion, Robert of Normandy, the old blind Doge Dandolo, who in his 70th year, took Constantinople, and by his side Geoffroy de Villeleardoin, historian of the Crusade.

Then comes Louis 13th, Cardinal Richilieu, and Henry the 4th, illustrating the history of the French Church, with the Emperor Napoleon receiving the imperial crown from Pope Pius the 7th.

These paintings, together with others too numerous to detail in a journal, and the sculptured flowers, and mouldings in the several compartments of the ceiling, are so exquisitely executed, that few visitors can leave the Church of the Magdalen, without feelings of admiration and astonishment. It has been stated by persons who have visited Rome, that it rivals St. Peter's Cathedral in splendour.

Eglise de l'Assomption. This Church dedicated to the "Dames de l'Assomption," is situated in the Rue St. Honoré. It is a picturesque place of worship, but contains only two objects worthy of notice, one a picture representing the birth of the Virgin, and the other that of St. Jerome, both executed in a masterly style.

Passages Vivienne et Colbert. These Arcades near the Rue Neuve des Petits Champs, are very much resorted to by the pedestrians of Paris, and in the evening exhibit a lively scene. They are very elegantly built, and surpass any thing of the kind in London, and contain finer shops. With a stroll to these Arcades after dinner, I concluded this day's sight seeing, highly gratified with what had come under my notice.

Second Day, 15th October, 1842. Being very anxious to visit as many places of note in Paris, as I possibly could I resolved on this day (after attending at the Office of the English Ambassador for his counter-signature to my Passport) to take a long circuit, and to embrace, in my ramblings, a second visit to the Place de la Concorde, and the Church of the Magdalen. I accordingly commenced with the Musée Royal au Louvre, and passed on in succession to the Jardine de Tuileries, Chambre des Députés, Champ d'Elysée, L'Arc de Triomphe de L'Etoile, and Bourse de la Commerce.

La Musée Royal au Louvre. This Royal Museum at the Louvre extends in a Gallery as far as the Tuileries, and is composed of a rare collection of paintings by the first masters, and a valuable display of antiquities, particularly Greek and Egyptian. There are also attached to the Louvre, Museums of Designs, and of Modern Sculpture. To the latter the stranger can only gain admission by a written application to the Director of the Royal Museum, to be left at, or sent "Post Paid" to, his office in the Place du Musèe. The public are admitted to the other Museums on Sundays only, but foreigners every day, excepting Mondays, provided they produce their Passports. Catalogues in French are procurable at one of two Francs each from the door keepers.

The Gallery of Paintings is divided into nine parts. The three first contain 515 pictures of the French School;—the three next 309 of the German, Flemish, and Dutch Schools;—and the three last 453 of the Italian and Spanish Schools. There are also several paintings of the Schools above noticed, in two halls near the Gallery.

The Grand Staircase is divided in the centre, under an Arch; into two branches, one leading to the apartments surrounding the Court, and the other to the Long Gallery 1332 feet in length, by 42 in width. The ceiling of the first part is embellished with a painting, representing "the "Revival of the Arts;"—the second part is "Minerva protecting the Arts." Some fine porphery and marble Vases stand at the head of the Stair-case. As the stranger ascends the steps, which are built between two stone walls surmounted at each end by lofty Arches, resting upon marble pillars, he will be particularly struck with the appearance of the roof and walls, which are not only richly ornamented with paintings of Flowers, &c., but of the following subjects, representing "Europe civilized by the Sciences, Arts and, Letters";—"the Fine Arts rendering homage to Concord";—Medallion Portraits of Jean Goujon, Sculptor, and of Pierre Lescat, Architect, in the reign of Henry 2d; and also of Pierre Puget, Sculptor, and Hardouin Mansard, Architect, in the reign of Louis 16th. The paintings were executed by Mon. Gosse, from the designs of Mon Meynier.

The Columns of the Staircase, 22 in number, are of Flemish Marble, and of the Doric Order, with white marble Capitals, taken from the designs of Fontaine. This style of architecture completely harmonizes with the entrance of the magnificent gallery, already described; and cannot fail to attract the notice of every Visitor to the Louvre, and especially those who, like the author, have spent most of their days in such a desolate land as India.

Les Jardin des Tuileries. This garden is remarkable for its extent, the beauty of its designs, and the variety of objects it contains, such as basins with jets d'eau; statues of marble and bronze, antique vases, groves and walks bordered with orange trees, whither both sexes can resort at all hours of the day, and for a few sous have the use of

a chair and newspaper. In the afternoon the garden is crowded with the fashionable world, elegantly attired, and displays a very lively and attractive scene.

From this delightful spot I descended by a flight of steps to the Place de la Concorde, passing through which I directed my steps towards the Hotel for my dinner, and on my way revisited the Church of the Magdalen. In the evening I again set out, in company with an Englishman and a Frenchman, both of whom were living under the same roof as myself. The former a Clergyman of the Church of England, on his way to Florence, had accompanied me in my morning ramblings, and I found him a very agreeable companion. We proceeded first to the Palais Bourbon and Chamber des Dèputès, by the Palais Royal, Hotel Maurice, the Residences of the Ministers of Finances and Marines, a second time through the Place de la Concorde, and over the Pont de la Concorde. The Chamber of Deputies is a noble piece of architecture, but I regret the lateness of the day prevented our seeing its outward appearance to perfection. By the assistance of our kind French friend however, we were able to make out the Statues, and other embellishments of the front part of the building, which is supported by twelve Corinthian columns. The most prominent figure is France on a pedestal, with her right hand on the Charter; at her sides are Force and Justice; and further to the left a group, personifying Navigation, the Navy, Army, Industry, Peace and Eloquence; and to the right, Commerce, Agriculture, Eloquence, the Arts, and the Rivers Seine and Marne.—At the foot of the steps, on pedestals 18 feet high, are colossal statues of Justice and Prudence, and on the foreground, figures of Sully, Colbert, L'Hopital, and d'Aguesseau—Permission to go into the interior can be obtained every day in the week, from the Questeur of the Chamber of Deputies.

We next visited the Champ d'Elysées, which is said to be the most favourable promenade in Paris. Its appearance at first is something like a wood, but when the stranger fairly gets into the grounds, he will find it a charming rural spot, having the Triumphal Arch of L'Etoile in front, and the Tuileries in rear. Here all sorts of amusements are to be found, such as dancing, billiards, pano-

ramas, and fireworks, as well as Cafès and Restaurants, where refreshments are procurable at moderate prices.

After passing the Etoile Champs Elysées, and at the end of the Avenue de Neuilly, stands the "Arc de Triomphe de L'Etoile," another splendid piece of Architecture, commenced by Napoleon, and finished by Louis Philippe 1st. It surpasses in grandeur every thing of its kind in Paris, and harmonizes well with the singular beauties of this approach to the metropolis, and the Palace of the Tuileries. The Arch is 133 ft. high, 68 ft. in breadth, and 138 ft. in span, and being constructed of marble, it has altogether a very commanding aspect.

Being now late in the evening, and our party anxious to see something of the principal streets and shops, we proceeded by the Rue Royale, through a corner of the Place de la Madeleine, to the Boulevarts de la Madeleine, and des Capucines. Here our kind friend and guide treated us with some refreshments at the Café au Richilieu, a most elegant establishment, and after a rest of twenty minutes or half an hour, we took the direction of our Hotel by the Boulevart des Italiens, through the Passage des Panoramas, Passage Choiseul, and Passages Vivienne and Colbert, to the Palais Royal, where we were again detained about half an hour in an "Estaminet" or Cigar Divan, myself and the clergyman playing a Rubber at Billiards. On leaving the place our friend, the Frenchman, would not hear of our paying for any thing we took in the shape of refreshments, and after thanking him for his liberality, we each betook ourselves to our respective rooms in the Hotel D'Albion, and retired to rest for the night.

Third Day, 16th October, 1842.

This being Sunday I had made up my mind to accompany my friend, the clergyman, to the Episcopal Church, attached to the British Embassy, in the Rue d'Aguesseau, but having been misinformed at the Hotel as to the precise hour Divine Service commenced in the morning, we did not think of leaving until 11 o'clock, in consequence of which we were too late to take part in it. Our stay in Paris being limited to a day or two and being anxious to see the "Hotel des Invalides," we took this opportunity of gratifying our wishes, and accordingly proceeded to that

Establishment, which for the purposes it was founded, reflects great credit on the French nation.

This extensive building may be ranked amongst the other magnificent public structures in Paris, and is an Asylum for those Veterans who have served their country faithfully, and shed their blood in upholding its honour, when called upon to meet an enemy. Here, as in the Hospitals of Greenwich and Chelsea they can spend the remainder of their days in repose, and bless God that they will not have to learn the art of war any more. What soul of humanity would not rejoice, if instead of one nation lifting up her implements of destruction against another, they were turned into plough shares and pruning hooks?

The architecture of the front face of this building is very striking. The bass reliefs represents Louis 14th, having the figures of Peace and Justice on each side, at the exterior of the principal entrance, placed a little in advance are the Colossal Statues of Mars and Minerva; and on the key of the arch, is a head of Hercules in marble. At the angles of each of the pavilions are four bronze figures of "Nations" in chains; representing the power of Louis 14th, and the success of his arms. These figures were formerly in the Place des Victoires. To the right and left of the "Cour Royale," are four grand refectories on the grand Floor, embellished with fresco paintings representing the battles and conquests of Louis 14th, which, although curious, are not well executed. The kitchens are apart and are worthy of particular notice. It would be well if the stranger could manage to remain until meal time, when he would be amply repaid by a sight of the arrangements of the tables in the refectories, which combine cleanliness, good order and discipline. The Library occupies the first of the central pavilions in the front part of the court, and contains 40,000 volumes exclusively for the use of the Invalids. It is adorned with a portrait of Napoleon in his coronation robes. On the same story are the quarters allotted to the governor those of the surgeons and physicians, and the Council Chamber;—on the first and second stories of the other faces of the building are the eight dormitories, called the Salles de Louvois, d'Hau-

poult, de Luxembourg, de Mars, d'Assas, de Latour d'Auvergne, de Bayard, and de Kléber.

The Church attached to this Asylum, the majestic dome of which the stranger will perceive towering above the sacred edifice it adorns, long before he approaches it, has now become the most interesting part for inspection, especially to the Frenchman, as it contains in one of its Chapels (St. Jerome) the remains of Napoleon, which were brought over from St. Helena in 1840, by the Prince de Joinville, and in December, interred with great pomp and expence. It would also appear that the bones of this great man, were received with the greatest honour, in passing through the different towns and villages on their way to the Metropolis.

For further particulars connected with one of the grandest funeral processions which the Parisians ever witnessed, the reader is referred to a Descriptive Pamphlet in French, sold for the trifling sum of three sous, at the entrance of the Hospital. This little book also gives a good description of the several pieces of sculpture which adorn the Chapel, principally representing the Apostles, Popes, Kings of France, and other remarkable characters of past ages.

The "Hotel des Invalides," and the "Tombeau de Napoleon," are open to strangers every day, from 10 A. M. to 4 P. M.

L'Ecole Militaire, formerly the Military School, but now converted into barracks for Cavalry and Infantry, may be also classed with the buildings already mentioned in this narrative, for splendour. The front towards the Champ de Mars is embellished with Corinthian Columns, whilst those of the other faces are of the Ionic and Doric Order. We regretted much that we had not obtained permission to visit it, especially after finding out that the Chapel attached to it, can vie with any other of the sacred edifices of its kind in Paris, in sculpture and paintings. Application for admission must be made to Monsieur le Commandant de la Premiere Division Militaire, No. 1, Rue de Lille.

After contenting ourselves with inspecting the exterior appearance of this building, we returned to our Hotel to dinner, and with the exception of a quiet walk in the evening we spent the remaining portion of the Sabbath in private. Paris on this day certainly presents a scene which will not fail to shock the feelings even of the moral man, but we have only to look at home and ask, whether the same scenes do not occur in our own Metropolis. With honor be it said to our nation, that our Theatres, Ball Rooms, and other places of amusement are closed on the Sabbath, but, on the other hand, what a dreadful example the greater portion of our countrymen and countrywomen set, in breaking the commandment, on the plea of their time being occupied with labour six days in the week, and requiring recreation on the seventh. The scenes witnessed every Sunday in the year on the Thames (where Steam Boats are plying up and down the river, crowded to excess, with the votaries of pleasure,) are sufficient to prove that the Londoners are, in this respect, as bad as their continental neighbours, the Parisians. Far be it from the author to attempt to palliate the guilt that attaches to either the one nation or the other in the sight of God, still he must bear in mind that the same precious volume which teaches him that he is accountable to his Maker for breaking the Fourth Commandment, tells him also "lest by any means, when he is preaching to others, "he himself should be a castaway."

Fourth Day, 17th October, 1842. Early this morning my companion informed me to my great sorrow, that he had made up his mind to leave Paris in the course of the afternoon, as he had an engagement, which obliged him to be at Florence, if he possibly could, by the following Sunday. The few hours we had to spend together during the forenoon, were occupied in visiting the "Cathedrale de Notre Dame" and the "Morgue."

The former is a most beautiful monument of gothic architecture, and according to history, stands on the ruins of a Temple, dedicated to Isis, in the time of Tiberius. It is 414 ft. long, and 144 broad, without including the space allotted to the numerous Chapels attached to it. The two great towers in the front, are each 264 feet high by 40 feet broad, ascended by 389 steps. The principal

objects worthy of attention from the stranger, I purpose noticing briefly in the following order.

Sculpture. On the "Portail du Milieu," or the Central Doorway, is represented the last Judgment in three parts. 1st. The Angel sounding the last trump, the graves opening, and the dead rising. 2d. The separation of the righteous from the wicked. 3d. The Saviour on his throne, worshipped by the Virgin, and St. John the Evangeliet. On the arch are the figures of Moses and Aaron;—the Saviour treading under his feet the wicked, whom Satan is dragging to hell;—the rider on the red horse at the opening of the second seal;—the blessedness of the saints;—with many other scriptural subjects. Some of the base-reliefs represent the offering of Abraham; the departure of Abraham for Canaan; Job beholding the destruction of his flocks and herds by a torrent; and Job seated on a dunghill, reproved by his wife. On the door, is Christ bearing his Cross, and the Virgin veiled as the mother of sorrows.

All the other Doorways are similarly adorned, with representations, taken from the Old and New Testament.

The exterior of the Choir presents to the eye a mass of rich sculptural pieces, representing all the mysteries in the Life of Christ, from the time of his birth, to his ascension into heaven. With this sublime subject the reader must be fully acquainted, therefore it is needless to detail them in order, from the first to the last wonderful event. Pause reader, and reflect, that it was for thee, that Christ Jesus came into this world, and suffered such an ignominious death, ere he entered into heaven, where He is now inviting thee to join Him, in the same words which he used when in his sinful world, "Come unto me, all ye "that labour and are heavy laden, and I will give you "rest."

The Chapels attached to the Cathedral are very numerous, and contain figures and monuments richly sculptured, one of which is very striking and placed in the Chapelle de la Decollation de St. Jean Baptiste, de St. Eutrope, et de Ste. Foi. It has been erected to the memory of Cardinal de Belloy, Archbishop of Paris, who

died in the early part of this century, at the advanced age of 99 years. It represents the prelate seated in a chair on a sarcophagus, bestowing alms on an old woman supported by a girl, his left hand placed on the Holy Scriptures.

Paintings. Of these there are eight in the choir, crowning a cornice over two thrones with canopies, remarkable for their elegant appearance.

1. The adoration of the wise men of the East.
2. The birth of the Virgin.
3. The visitation of the Virgin.
4. The Anunciation.
5. The Assumption.
6. The presentation of the Virgin in the Temple.
7. The Flight into Egypt.
8. The presentation of Christ in the Temple.

These paintings are exquisite, and one in particular (No. 3.) is a chef d'œuvre of Jouvenet's, who did it with his left hand.

There are also eight pictures above the reliefs of the sculptured compartments, in which the mysteries of the Life of Christ are represented, already alluded to:

1. St. Stephen conducted to matyrdom.
2. St. Philip transported by the Spirit.
3. St. Peter healing the lame man at the gate of the Temple.
4. The flagellation of St. Gervais, and of St. Protene.
5. St. John de Capistour, a Franciscan Monk, at the head of a troop of Crusaders, marching against the Turks.
6. The decollation of John the Baptist.
7. St. Andrew conducted to matyrdom.
8. Christ healing the woman of a bloody flux.

The Choir. The carved work of this part of the Cathe-

dral, but especially the stalls, is neat, though not so grand as the stranger will expect to see.

The Organ. This is a very large sized instrument, and from all accounts a fine toned one.

The Windows. These are of stained glass, of very elaborate workmanship, and the effect produced by them is very beautiful.

Lastly. The coronation robes of Napoleon, and those presented by his Majesty to the Bishops and Chapter on that occasion, are deposited in this Cathedral, and can be seen by application to one of the door keepers. No fee is demanded, but it is usual for each visitor to give one franc to the person who shews them.

La Morgue, Marché Neuf. This is a building, where all bodies, found drowned, or otherwise deprived of life, are placed, to enable the relatives and friends of the person so deceased to recognise and claim them. We were glad to find that only one body was lying there, when we visited it.

At the appointed hour my friend left me, and the reader can well imagine that before 20 minutes had elapsed, how much I missed his society. It is in a strange land, and especially where the language and customs are not perfectly understood, that one feels most the loss of an agreeable companion. In the evening I visited Galignani's Reading Rooms, where for the small trifle of ten sous, I passed a short time in reading the latest English and Indian Newspapers received in Paris. There are two English papers published by Galignani. One styled "Galignani's Messenger," well known all over the world, appears every day, excepting Sundays. The other is the "London and Paris Observer," a Literary Gazette, published only on Sundays. Office No. 18, Rue Vivienne, near the Bourse de la Commerce.

Fifth Day,
18th October, 1842.

Having heard so much in praise of the Royal Palace at Versailles with the Park and Gardens attached to it, I determined upon visiting them this day, to judge for myself of their splendour. I accordingly directed my guide, a very honest

Irishman, to be ready for me by 8 A. M. so as to be able to get to the terminus of the Versailles Railway (rive droite) by 10 A. M. Thirty minutes after our arrival there, the bugle sounded for the passengers to take their respective seats in the Train, which started at a rapid pace, and in a little less than half an hour, set us down at our destination, passing the Royal Palaces of Neuilly and St. Cloud on the road to the left. My guide on our arrival took me to an Hotel, kept by an Englishman, named Johnstone, where he recommended me to leave my Cloak and walking stick, which I did, on being assured they would be taken care of by his worthy friend, mine host. Eager to see the objects of my visit to the pretty town of Versailles, I urged the necessity of strictly adhering to the old proverb "of making hay while the sun shines," in which I was happy to find my guide heartily concurred with me, for ére five or six minutes had elapsed, the Palace, with its adjoining premises, burst before my view, surpassing in magnificence and splendour every thing I had seen of the kind in Paris, even the singular beauties of the charming drive through the Trumphal Arch of L'Etoile to the Tuileries. I gazed with wonder and delight at the stupendous works before me, and regretted much that my limited time would not permit me to pay them a second and third visit, especially when I was informed that the number of objects worthy of my notice was so great, that I could not possibly see them all in one day. Before proceeding into the Palace I observed that the Royal Stables were no mean buildings, being of the first style of architecture, and adorned with a few Statues. Some parts of them are now occupied as Quarters for Cavalry. Passing through a handsome Gateway, and between two rows of marble Statues of eminent deceased characters, I reached the main entrance, and without any difficulty was permitted to ascend a flight of marble steps to the first saloon, with which we commenced in the interior of the palace. The saloons are very numerous containing an historical Museum, divided into sections as follows.

1. Historical paintings, representing the great Naval and Military battles, that have honoured the arms of France from the earliest periods.

2. Portraits of the Sovereigns of France, from Phara-

mond to Louis Philippe 1st, great Admirals and Marshals, celebrated warriors, and a collection of eminent characters of all ages and countries.

3. Busts and Statues, comprising also a great number of illustrious persons of all ages. These are placed in the apartments of the ground floor only a few being visible in other parts of the Palace.

4. Views of Royal Residences, and other remarkable edifices, peculiarly interesting as some of them do not now exist. They give the stranger some idea of the costumes worn at the periods they were severally drawn.

5. Medals and Coins, elucidating the history of France.

The generality of the pictures are beautifully drawn, and reflect great credit on the Artists of the nation. The Saloons which contain them, as well as the other parts of the Museum, are richly ornamented with satin and gold work, their ceilings being of fresco paintings, and bearing chandeliers of the first quality, the whole producing an effect not to be surpassed in Europe.

The Chapel (especially the high altar in it) is exceedingly grand, and contains a fine collection of paintings, gildings, marbles, and sculptured pieces. The organ has the credit of being one of the best in France.

There is a Theatre attached to the Palace, which from want of time I did not visit. It is said to harmonize with those parts already described.

With respect to the Gardens belonging to this Royal Mansion I feel it is quite out of my power to give that description of them which they merit. They are of great extent, and much more remarkable for the beauty of their designs, and the variety of Fountains, Statues of Marble, &c., and Antique Vases. which they contain, than the garden of the Tuileries. The stranger will not only be astonished with the number and sculptured properties of the latter, but with the variety and striking effect produced on the scenes before him by the plantations and waters with which they abound. The several fountains are studded with figures of Tritons, Nereids, fishes, birds, rogs, turtles, &c. &c., which are all brought into use,

IMPERIAL LIBRARY.

when they are playing. The canal facing the Parterre du Midi, and the waterfalls, deserve to be particularly noticed.

Before taking leave of this delightful spot, I would briefly mention that there are two other Royal Palaces, both of rather small dimensions, but equal in style and grandeur to any other, either in the metropolis or its neighbourhood. They adjoin the grounds of the larger Palace of Versailles, and called the Grand and Petit Trianons. To the former admission is easily gained, and to the latter, foreigners before being allowed to go in, must apply with Passports at the Gate.

At 5 P. M. I left the Palace and gardens very reluctantly, and passing through the Orangory, to which I descended by a flight of steps from the Parterre du Midi, and by the beautiful avenue of Trees leading to Neuilly, adjoining the Royal Stables, I proceeded with my guide to a Restaurant, and ordered a dinner to be served up for us as soon as possible. Shortly after we had commenced to discuss the meal, it began to pour with rain, which detained us for some time from getting to the Railway Terminus. Between 9 and 10 we arrived in Paris, and as for myself, I can with truth assert, that in all my travels from the time I left India to this date, I never felt so much pleased with any place as I did with Versailles.

Sixth Day, 19th October, 1842. As I was anxious to proceed on my journey as quickly as possible, so as to reach Bombay in December, and having procured the signatures of the Prefect of Police, and the Ambassadors, resident at Paris, of the different States I purposed to pass through on my way to Marseilles, I settled upon leaving for Brussels on this day from the Office of the "Messageries Jumelles Belle Francaises" where I called and booked my place in the Banquette of the Diligence, paying 45 Francs and 16 sous, or £1, 16*s*, 10*d*, for the same, including the Conductor's and Driver's Fees and extra Luggage. On my return to the Hotel the Bill of Fare was presented to me, which exhibited the small sum of 44 Francs, 5 sous, or £1, 15*s*, 9*d*, for five days and a half board and lodging, being at the rate of six and sixpence per day. For this sum I sat down to

the usual Breakfast, and an excellent Dinner, consisting of a number of French and English dishes, with a Dessert, and a moderate quantity of light Claret, or Vin Ordinaire. In justice to the Proprietor of the Hotel and his wife, I must bear testimony to their civility and attention during the time I was under their roof, as well as to the general good conduct of their servants. To travellers who are anxious to live in a central part of the metropolis, and near the different Diligence Offices, this Establishment would be just suited, and with respect to comfort, cleanliness and accommodation, none but those of the very highest class, such as Meurice's or Bristol could excel it.

During the few hours I remained in Paris after settling all demands against me on the score of washing, guides, commissioners, &c. I could not help bringing to mind that I was about leaving one of the greatest and most noted cities in the world, without seeing all the other sights noticed by Galignani in his Hand Book, amongst the principal ones of which may be enumerated, the Jardine des Plantes, Cemetery of Pere la Chaise, the Pantheon, the Palace of Luxembourg and Chamber of Peers with its Picture Gallery, the manufactory of the Gobelins, the Royal Palaces of St. Cloud, Neuilly, and Fountainebleau, Abbey of St. Denis, and the Porcelain Manufactory at Sèvres. The stranger here will find a great field for amusement and research, and although he may spend the whole of his time from daybreak in the morning until late at night for three weeks, still he would not be able to satisfy his curiosity, and will in consequence proceed on his journey quite disappointed. Such however was not the case with the writer, for he had determined before entering Paris to visit only a certain number of places to suit the time he had to spare.

At the appointed hour the Diligence started, and in a few minutes afterwards passed through the Barrière St. Martin on its way to Brussels, viâ Senlis, Gournay Sur Aronde, Peronne, Cambrai, Valenciennes, Quevrain and Mons. Between Senlis and Paris at the village of Bourget, the traveller will be reminded that Napoleon rested there the night previous to his entry into the metropolis after his flight from the field of Waterloo. Gournay Sur Aronde is not a place of any note, but we rested there

30 minutes for our dinner. Bill of Fare including half a Bottle of Vin Ordinaire, 3 Francs or 2s. 6d. each. Peronne is a fortified town on the Somme, which was taken in 1815 by the Duke of Wellington after the garrison had resisted several attacks, and boasted of its impregnability. The Gothic Church of St. Farey is the only object of interest. Cambrai, a large town on the Scheldt, is famous for its fabrication of fine cambric, called Batiste, whilst Valenciennes, a much larger place, also on the same river, can produce a kind of Lace bearing its name, so well known and admired by the fair sex of our land. It was here that the Forces under the late Duke of York and General Abercrombie, gained such a decisive victory in 1793. Travellers on entering the gates of the fortress are required to give up their Passports for the inspection of the Police, who return them by the time the horses are changed. Quevrain is about a quarter of a mile from the river, which marks the boundaries of the French and Belgic territories, where there is a Custom House belonging to the latter Government, at which the usual examination of Luggage takes place. Passports are also called for, and countersigned by the Superintendent of Police. A delay of twenty-five minutes occurred, which gave the passengers sufficient time to partake of a breakfast already prepared for them at an Inn, nearly opposite the Custom House, at 2 Francs and 14 sous, including servants and porters for packing and unpacking Luggage. At 11 A. M. we again took our seats in the Diligence, and in a few minutes afterwards were set down at the Railway Terminus, 35 miles from Brussels, where we arrived at 3 P. M. Mons, a large fortified town, was passed through on this part of the road. It is a place of some importance, and with respect to sights, two Gothic buildings, the Church of St. Waudru and Town Hall, are the most remarkable. The first contains a few bass reliefs in marble prettily sculptured.

The writer having suffered much from cold on his journey from Paris to Brussels, a distance of 180 miles, with the exception of that part of it performed on the railway, he would strongly recommend travellers never to book their seats in the Banquette of a Diligence in the month of October. He was induced to do so from a de-

sire to get a view of the country through which he passed during the day time, but nothing of any consequence having been seen, made him repent the more for having put himself to such inconvenience. The road is beautifully shaded on either side by poplar trees, and being paved with rough stones in the middle, it is only suited to conveyances of the heavier sort, such as English Travelling Carriages, Diligences, Omnibuses and Stage Coaches.

21st October, 1842. Having reached Brussels so late as 3 A. M. yesterday, I could find no time to visit any of the "Lions" of the City. I did not however regret this, as my sole reason for taking such a circuitous route to Marseilles, was to explore the field of battle at Waterloo.

> The Psalmist number'd out the years of man:
> They are enough; and if thy tale be true,
> Thou, who didst grudge him even that fleeting span,
> More than enough, thou fatal Waterloo!
> Millions of tongues record thee, and anew
> Their children's lips shall echo them, and say—
> "Here, where the sword united nations drew,
> Our countrymen were warring on that day!"
> And this is much, and all which will not pass away.*

The Proprietor of the Hotel du Commerce (Monsr. Gilbert) previous to my retiring to bed, informed me that he had succeeded in getting the driver of a Fiacre, to agree to convey me to the small village of Waterloo for 12½ Francs or 10s. 6d., and as I had no time to lose, I started for that place between 9 and 10 A. M. on this day. It is situated about 9 miles from Brussels at the outskirt of the Forest of Soignies, through which the road passes. Immediately on my arrival I was accosted by a Belgian, who informed me that he had acted as Guide to several foreigners, and therefore took the liberty to ask me to employ him on this occasion, which I did not hesitate to do as he was the first person who offered his services to me, at the same time shewing me several testimonials of his character as a Guide. Serjeant Cotton, late of the 7th Hussars, who was present in the action, and now resides at Mount St. Jean, also acts in the same capacity, I met him at the "Chateau de Hougoumont," escorting two English gentlemen over the same ground I had tra-

* Childe Harold's Pilgrimage. Canto 3d—Byron.

versed. My guide spoke English tolerably well, and I had every reason to be satisfied with him. His hire was only five francs for the whole day's work, and well did he earn it. The Fiacre drew up at the Hotel de l'Argentine, from which point I commenced my ramblings, over the scene of one of the greatest battles ever fought and recorded in the annals of proud Britain's history. About a mile from the Hotel, the hamlet of Mount St. Jean was pointed out by my guide, whence the road gradually rises to the farm house of that name, immediately on passing which it again descends gently to "La Haye Sainte," leaving at the distance of a few paces to the left the Pillar erected to the German and Prussian Officers who fell in the action; and opposite to it on the right, a Monument raised to the memory of Sir A. Gordon, who also met the same fate. A little further on to the right stands the most conspicuous object that will meet the visitor's eye, viz. the "Mound of the Belgic Lion," from the summit of which by far the best view of the field of battle is to be obtained. I ascended up by a flight of more than 200 steps, and on examining the "Lion" (which is made of cannon taken from the enemy) I perceived that some parts of it had been injured, and on reference to "Murray's Hand Book for Northern Germany," the traveller will find that the injury was done by the French on their way to the siege of Antwerp, who vented their ill feelings towards their conquerors at Waterloo in this shameful manner. Be it repeated in this narrative to the praise and honor of Marshal Gerard, that he prevented further damage to it than the destruction of its teeth and claws, or in all probability the Lion would have been completely demolished. La Haye Sainte, of which mention has been made above, was the scene of the great conflict between the British and the Imperial Guards, which decided the fate of the battle. This bloody and gallant transaction has been so feelingly described by an eminent poet, that the writer thinks it would not be out of place, to quote the lines.

La Haye, bear witness, sacred to its height,
And sacred is it truly from that day;
For never braver blood was spent in fight
Than Briton here hath mingled with the clay.
Set where thou wilt thy foot, thou scarce can tread,
Here on a spot unhallowed by the dead.

Here was it the Highlanders withstood
The tide of hostile power, received its weight
With resolute strength, and stemmed and turned the flood;
And fitly here as in that Grecian strait
The funeral stone might say—Go traveller tell
Scotland, that in our duty here we fell.

On descending from the "Mound of the Belgic Lion," my guide directed me to a house close by, on entering which I was requested to write my name in a book, kept there for that of all visitors to the field of battle to be inserted. From this locality we proceeded to the "Chateau de Hougoumont" which was considered the stronghold of the British, and if Napoleon in his several attacks had succeeded in effectually expelling them from this position, it might have been attended with serious consequences to our Army, and decided the battle otherwise than it did. The Chateau, with its adjoining buildings and orchard walls, still bears the marks of having been well fired at both by cannon and musketry, and shew how nobly the troops engaged in this part of the action defended themselves on that memorable day, amongst which the Coldstream Guards were the most conspicuous.

Toward the grove the wall with musket holes
Is pierced; our soldiers here their station held
Against the foe, and many were the souls
Then from their fleshly tenements expelled
Six hundred Frenchmen have been burnt close by,
And underneath one mound their bones and ashes lie.

After visiting this spot I returned to the Hotel de l'Argentine by the Nivelles road, where I had ordered some dinner, which I had no sooner disposed of, than my excellent guide was in readiness to escort me to the little Church, to point out the monuments which have been erected in it, as well as in the Church-yard, to the memory of English Officers, and the soldiers under them, who fell nobly fighting by their sides.

That temple to our hearts was hallowed now;
For many a wounded Briton there was laid,
With such poor help as time might then allow
From the fresh carnage of the field conveyed;
And they whom human succours could not save,
Here in its precincts found a hasty grave.
And here on marble tablets set on high,
In English lines by foreign workmen traced,

Are names familiar to an English eye;
Their brethren here the fit memorials placed,
Whose unadorned inscriptions briefly tell
Their gallant comrades' rank and where they fell.
The stateliest monument of public pride,
Enriched with all magnificence of art.
To honour chieftains who in victory died.
Would wake no stronger feeling in the heart
Than these plain tablets by the soldier's hand,
Raised to his comrades in a foreign land.

Southey.

From the Church we went to the Tomb of the Marquis of Anglesea's Leg, and the house where His Lordship's boot is kept, after inspecting both of them, I completed my day's work, as far as it was associated with my trip to Waterloo, whence I retraced my steps to Brussels and arrived there just before dusk.

It would be as well to add that the excursion did not cost the writer so much as is recorded in the Journals of other Travellers, and he begs to annex the following small account, to facilitate the movements of those who may hereafter contemplate a visit to the field of Waterloo.

	F.	S.	£.	s.	d.
The fare of a Fiacre from Brussels to Waterloo, including the Driver, and Turnpikes.....	12	10	0	10	5
Dinner at Waterloo, including Wine and Servants.....	3	15	0	3	1½
Guide to the Field of Battle.....	5	0	0	4	2
Presents at the Church, the Tomb of the Marquis's Leg, &c.....	3	10	0	2	11
Total Frs...	24	15	£1	0	7½

22d October, 1842. Brussels the capital of Belgium, is beautifully situated, and being so near England, has become the residence of many English families. There are many sights worthy of the traveller's notice, amongst which are the following:

1. The Cathedral of St. Gudule and St. Michael, a handsome Gothic building, remarkable for the beautiful

painted glass in its windows; Statues of the 12 Apostles and a carved Pulpit, representing Adam and Eve driven out of Paradise. At the side of the choir are several monuments of the Dukes of Brabant. The pictures are few in number, and not being of the first rate school, the stranger will pass them over.

2. The Church of Notre Dame de la Chapelle, containing a picture of Jesus appearing to Mary Magdalene; and a singular Pulpit, representing Elijah fed by an Angel, under a canopy of Palm Trees.

3. The Church of Notre Dame de Victoires, containing a remarkable carved Pulpit, representing St. Jerome in the Wilderness.

4. The Town Hall, and other grand buildings in the principal square.

5. The King's and the Prince of Orange's Palaces. The latter is very magnificent, and contains some fine paintings, by Reubens, Vandyk, Velasquez, &c.

6. The Chambers of Peers and Deputies.

7. The Palace of Justice.

8. The Palace of the Fine Arts.

9. The Museums and Picture Gallery.

10. The Hotel de Ville.

11. The Park, with its Statues, &c.

12. The Botanic Gardens, containing some Indian Plants, such as the Banian, Palmyra, &c.

The Cathedral and the Park were the only places visited by the writer during his short stay at Brussels, he cannot therefore enter into any detail of the other objects of curiosity, which he has alluded to merely as a kind of guide to the traveller.

There are many excellent Hotels in the City, such as the Belle-vue, de l'Europe, de la Regeme, and de Flandres, but the plan of fixing upon one in a central position, ought to be particularly attended to by the solitary



GREAT RHENISCH HOTEL BY P.E. HAAMANN
James Street, near the Royal Post Office

GRAND HÔTEL DU RHIN DE P.E. HAAMANN
Rue St. Jacques près la Direct. Gener. des Messageries

AIX-LA-CHAPELLE

traveller, who in his ramblings should study economy and comfort, and not the foolish fashions of the world. The Hotel du Commerce in which I put up, is situated in the Vieille Halle aux Bleds, and although only a second rate Establishment, still it can vie with many superior ones, in respect to comfort, cleanliness, civility, [both from the landlord and servants], and moderate charges, the latter being only 13¼ francs or 11s. 0½d. for two nights and a day, including wine. At 5 minutes to 11 A. M. I left Brussels for Liege, and Aix la Chapelle, to the former place by the railway, and the remaining portion of the journey by Diligence. For the fares the reader is referred to the Appendix. The road to Liege passes through a very picturesque country. studded with towns, villages, chateaux and churches, none of which appeared to any advantage, from the rapidity with which the train went over the ground. Louvain was the only place of note we stayed at, where the traveller not pressed for time, could employ a day in exploring the Cathedral and other interesting objects. Arrived at Liege at 4 P. M., and after staying about half an hour for my dinner, proceeded on to Aix la Chapelle in a Diligence. Immediately after crossing the Bridge over the Meuse, a steep hill is to be ascended, from which a beautiful view of the former noted city, and the Valley as far as Huy is to be seen. Leaving the eminence, and proceeding further onwards, the face of the country bears a milder appearance, and continued to do so until the dark shades of approaching night shut out of one's view the scenery of the surrounding country. Crossed the frontier at Henri Chapelle, but was not required to alight to shew my Luggage or Passports, which I had to do on my arrival at Aix la Chapelle at ¼ to 10 P. M. The Custom House Officers are extremely civil, and do not detain travellers longer than they can possibly help, in examining their portmanteaus,—such treatment I had expected to meet with on entering the Prussian Territories. I put up for the night at the Hotel du Rhin, Rue St. Jacques, where every comfort will be found, and great attention and civility is paid to the traveller, both by the Landlord and his domestics. Charges are moderate for lodging, and board at the table d'hote: Aix la Chapelle is a celebrated watering place, and is resorted to by invalids, as Cheltenham and Tun-

bridge Wells are. The principal Pump Room is situated in the Place Guillaume, opposite the Theatre, an elegant Rotunda with a Colonnade, where a band attends every morning for the amusement of those who drink the waters. There are many "Lions" in the city, which would well occupy a day in visiting. amongst them the following may be mentioned for the reader's information.

1. The Town Hall, ornamented with Paintings and Sculptures, most of the former are bad Portraits of the Ambassadors who were assembled at the Congress in 1748.

2. The Cathedral, a beautiful edifice, said to contain most valuable relics, and many pieces of sculpture. The former are, a white marble chair found in Charlemagne's tomb, on which many of the Emperors have sat at their coronation;—a piece of the wood from our Saviour's Cross;—golden cross ornamented with precious stones;—the girdles of Jesus Christ and the Virgin;—the cord made use of to bind Jesus Christ;—a piece of Aaron's rod;—some of the manna from the wilderness;—the gown in which Christ's body was wrapped up;—and the cloth in which John the Baptist was beheaded. The two last are only shewn to the public once in seven years. There are some good paintings in the copula of the old dome.

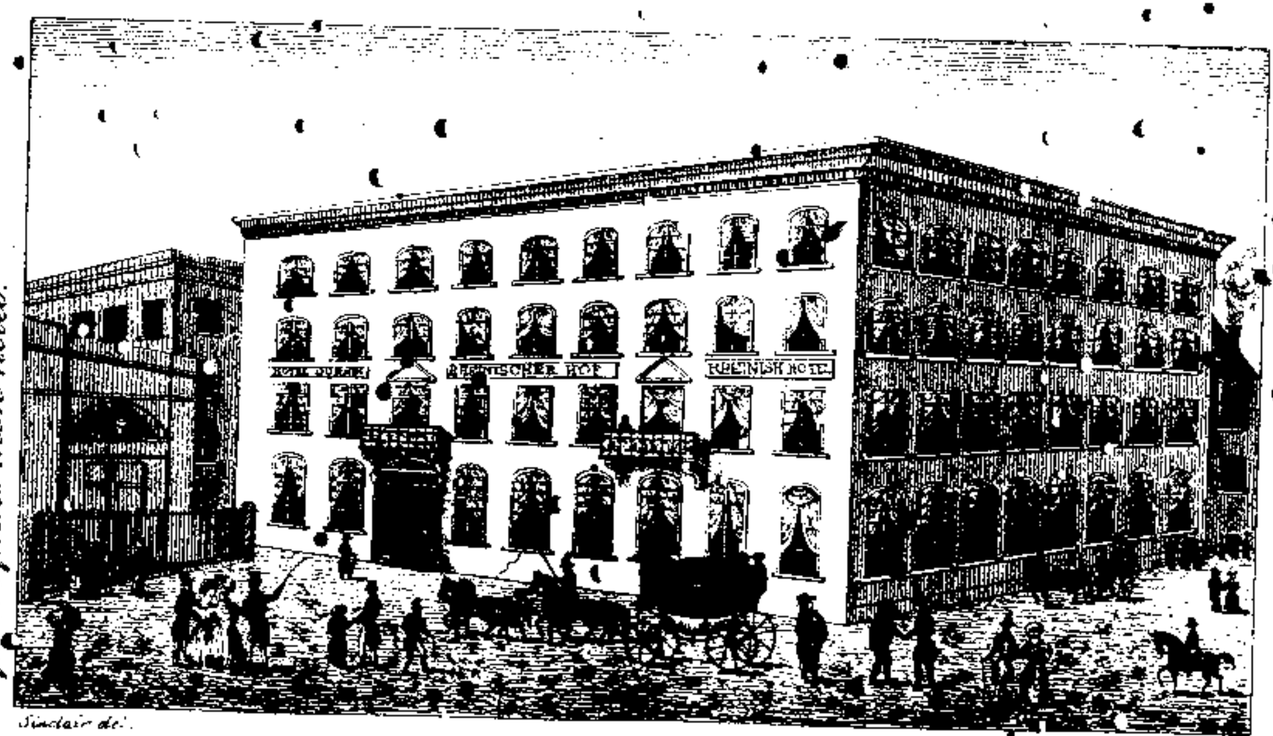
3. The Church of St. Nicholas contains a fine Altar piece by Reubens, representing "the Descent from the Cross."

4. The Church of St. Paul contains a copy of the same picture.

23d October, 1842. At 7 A. M. this morning left Aix la Chapelle for Cologne by Railway, and arrived at the Terminus outside the walls of the latter place at ¾ past 9 A. M. Put up at the "Hotel du Rhin," opposite the Exchange in the Marché aux Foin, which I found a first rate and comfortable Establishment, but exceedingly expensive (Vide Appendix.) Landlord and servants were very civil and attentive.

Cologne, or Cöln, is a very ancient fortified city situated on the left bank of the Rhine, and is connected with Deutz on the opposite bank by a bridge of boats. In con-

Dans le cœur de station du chemin de fer une voiture extra attend les voyageurs qui fréquent mon hôtel.



Sinclair del. *Dumpier Lith. Madras*

At the court of the railway station, an extra carriage is in attendance for travellers wishing to frequent my hotel.

Hôtel du Rhin
à
COLOGNE

M. M. les Voyageurs voudront bien faire attention à l'adresse afin d'éviter de méprises.

C. A. STAUDT.
Rheinischer Hof
in
CÖLN.

Rhenish Hotel
COLOGNE

Please to pay particular attention to the address in order to avoid mistakes through similarity of names.

tains many interesting objects, amongst which the ruins of the Cathedral, and several of the Churches, claim particular attention. The former must have been a superb building, and, by the well known liberality of the Monarch of Prussia, who has a great taste for the fine arts, it is being rapidly restored to its former splendour. The Shrine of the Magi, or the three Kings of the East,* immediately behind the high altar, is shewn on the payment of five francs. It is in a small chapel, kept locked up in consequence of its enormous value, which is estimated at six millions of francs. The Tabernacle of Relics, and the grave of the heart of Maria de Medicis; are also worthy of notice. The former are deposited in the sacristy, and it is said, that amongst them, there is a bone of St. Matthew. These are also exhibited to the stranger for a fee. Of statues there are several, representing the 12 Apostles, and the Archbishops of Cologne and Bavaria, which are well executed. I visited the Cathedral during the performance of low Mass, and I must say that I never in my life beheld such a mockery of religion. The Doctrine of Transubstantiation has led to many superstitions, and being repugnant to the feelings of a true Protestant, he must reject it as both impious and unscriptural. This and other gross errors of the Church of Rome, such as the Doctrines concerning Purgatory, worshipping of relics, invoking the saints, auricular confession, and extreme unction, are without warranty of Scripture, and only calculated to lull men's consciences to sleep in the midst of their crimes. What a great blessing it is that the Pope has no power or authority in our much favoured land, especially at the present time, when the false and pernicious doctrines preached by Puseyites are rapidly gaining ground, and leading many people to desert the ranks of Protestantism, and to embrace a religion, whose ways instead of being ways of pleasantness and peace, tend to destruction and misery for ever. We would point to that great seat of learning, the University of Oxford, and ask what the Puseyites, who are at the heart's core Popish, have been doing there! Why, with mingled feelings of pain and pity, we behold them endeavouring to prepare the national mind to receive Dissent in the horrors of Popery, and leading the young, step by step, to im-

* Also called the "Three Kings of Cologne."

bibe their own false doctrines, until at last they cross the barrier, and become members of the Church of Rome. It is therefore when we see such an awful crisis at hand, that we call upon all true Protestants to defend, maintain, and make known to the utmost of their power the great and distinguishing Doctrines of the blessed and glorious Reformation; and earnestly to pray that the Almighty Disposer of all events, will strengthen the ranks of the faithful disciples of Christ to stand to the established Church of the land, which acknowledges no other rules for her guidance but those taken from the pure word of God. Wherein we are mercifully told, "This is the way, walk ye in it," and with this revelation in our possession, let us pray that the sword of the Spirit may be effectually wielded against our universal foe, Popery; and that 'ere it be too late, its mighty operations may pull down this strong hold of Satan.

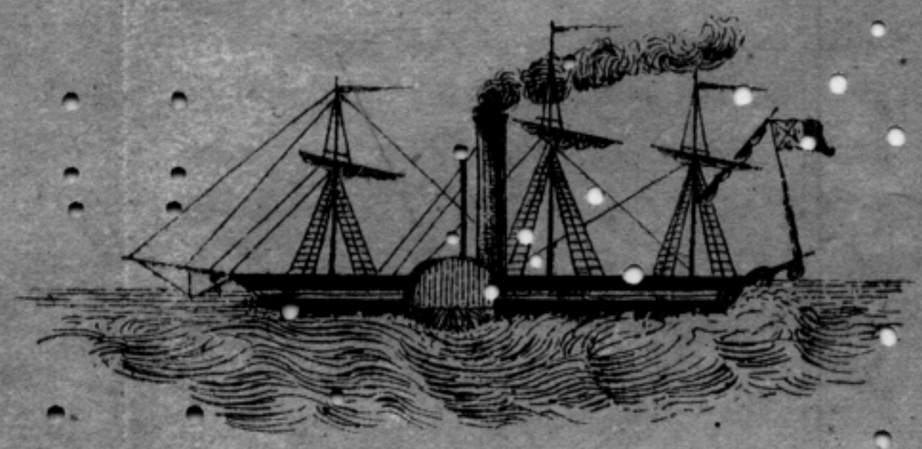
The next place to which the traveller's attention may be drawn, is the Church of St. Peter, where the famous altar piece of the Matyrdom of that Saint by Reubens is to be seen. A wretched copy of the original is first shewn to deceive visitors, and unless a fee is offered, they are likely to leave the Church quite disappointed, and in perfect ignorance of the deception.

The other Churches are those of Saint Ursula, and her 11,000 Virgins, St. Mary of the Capitol; St. Gereon, and the Theban Martyrs and the Jesuits, all of which are remarkable either for pictures, sculptures, or painted glass windows.

The Museum contains a good collection of paintings, &c. but being open only on Sundays to the public, I did not visit it.

Cologne is noted all over the world for its "Extract of Eau de Cologne," one of finest and most useful perfumes ever offered to the public. It has also several manufactories of cotton, silk, cloth, &c., and is in consequence a place of some importance in the mercantile world.

Before proceeding on the Rhine it is as well to notice that Reubens, the celebrated Painter, was born at Cologne, No. 10 Rue de Tival, or Sternen Gasse. Here was also the residence of Maria de Medicis, and strange



Dusseldorf: Steam Company.

COLOGNE
Deutz
Poll
Portz
Bruhl
Nied Cassel
Auger River
Siegberg
Switz
Rheindorf
BONN
Gothic Cross called Höchkreuz
Seig River
Ober Cassel
Godesberg (ruined Castle)
Königswinter
Drachenfels and Seven Mountains
Rolandseck (ruins & Island)
Nonnenwerth, or Nuns Island
St. Apolinarisberg (Church &c.)
Unkel
Erpel (Black basaltic precipices, 700 ft. high)
Rheinnagen
Ockenfels
River Ahr
Linz
Ahrgeufels (Chateau)
Sinzig
Ehrizig
Honingen
Laacher See and Abbey
Hammerstein (ruined Castle)
Kaimedy (pretty Church)
Friedrichstein (ruined Castle) (or Devil's House.)
Andernach
General Hoche's Mont.t
Weissenthurm (White Tower)
NUWEID
Kesselheim
Zoll-Engers
R.t Stein Castles in ruins
Schönbornlust ruined Castle
Benndorf
Monument of General Marienne at the junction of the Moselle with the Rhine.
Moselle R.r
Vallendor
COBLENTZ
EHRENBREITZTIEN

British Miles 69½ to a degree
1 2 3 4 5 10 20

Sketch of the Rhine from Cologne or Cöln to Coblentz.

Dumphy. Lith. Madras.



Pilsnpaw. lith. Madras. 1823.

HÔTEL de BELLE VUE à COBLENZ

Propriétaire Hoche.

to say, she expired in the same room in which Reubens was ushered into the world. It is now a kind of lounging place, where wine and other refreshments are procurable at a trifling cost, which makes it agreeable to those travellers, who visit it to satisfy their curiosity.

24th October, 1842. Embarked at 10 A.M. in one of the Dusseldorf Steam Company's Packets for Coblentz, where she came to at 9 P. M. Took up my Quarters at the Hotel de Belle Vue, nearly opposite the Pier. The landlord and servants were civil and attentive, the apartments clean and comfortable, and the charges reasonable (vide Appendix.) On the trip to this place I had the good fortune to become acquainted with an English gentleman and his family, with whom I travelled in company as far as Manheim, where we were obliged to part, as our routes laid in different directions from that place. Bonn, situated on the left bank, is the first place of any note that we passed, from which it may be truly said the beauties of the Rhine commence.

Thus on the banks of thy majestic Rhine,
Where Harold gazes on a work divine,
A blending of all beauties; streams and dells,
Fruit, foliage, crag, wood, cornfield, mountain, vine,
And chiefless castles breathing stern farewells
From gray but leafy walls, where ruin greenly dwells.

Byron.

Bonn possesses many attractions that will induce the traveller to spend a short time there, if his time is not precious. The town itself not only contains a splendid University, to which is attached a Medical Hall, beautifully adorned with Fresco paintings;—and a Museum of Rhenish Antiquities; but an object of as great interest in its neighbourhood, also belonging to the University, is the Chateau of Poppelsdorf with its Museum of Natural History (illustrative of the geology of the Rhine) and Botanical Garden. An avenue of Chesnut Trees leads from Bonn to this Chateau. The Minster is a conspicuous building with several towers, which are seen at some distance from the town.

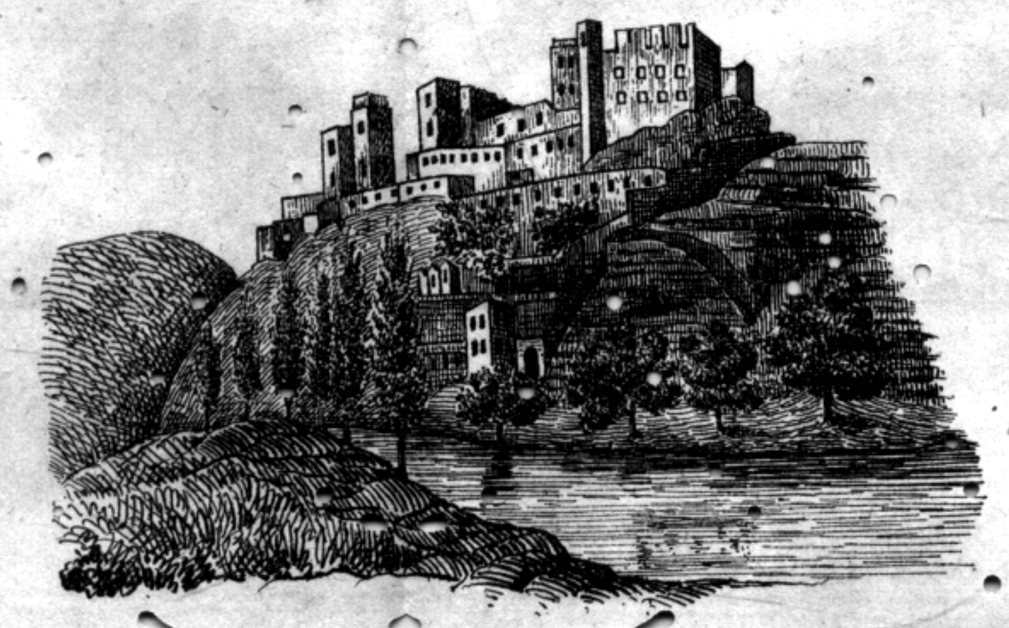
The Rhine is crossed here by a flying bridge, which connects Bonn with the opposite bank, and leads to Swartz Rheindorf, where there is a Church, which from

its extraordinary structure, is considered worthy of a visit.

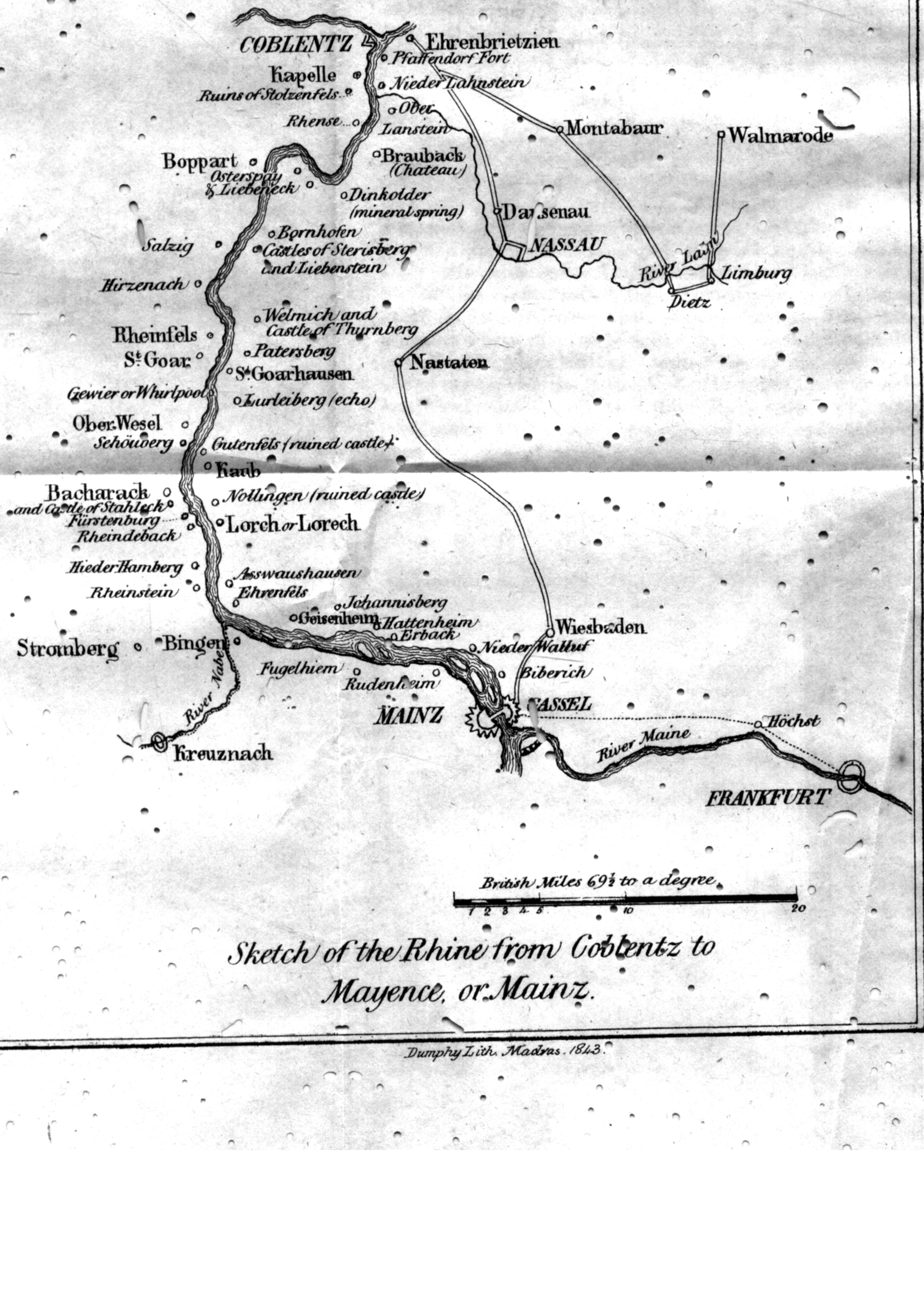
Soon after leaving Bonn, the Steamer passed in succession to the left, a Gothic Cross, called in German Hochkreuz, and a few miles further on the ruined Castle of Godesberg; to the right Konigswinter, and the "Seven Mountains," the nearest of which, and most remarkable is Drachenfels. From this vicinity the views before me were strikingly beautiful, and continued so as far as Andernack, where they became dull from the flatness of the country. The giant forms of the "Das Sieben Gebürge" or "Seven Mountains" first appear in sight above Bonn, near the village of Nied Cassel, from which the scenes to come, steal gradually upon the vision of the traveller. He will pass town after town, village after village, with their pretty churches, ruins of castles, mountains, vineyards, &c., most all of them extending to the water's edge on both banks, and forming a Panorama, the grandeur and majesty of which cannot fail to rivet the attention of the least sensitive mind and bring to its remembrance those truly descriptive lines of Byron in his Childe Harold's Pilgrimage, from Stanzas 46th to 58th, Canto 3d.

Coblentz (already alluded to as the place of our rendezvous for the night) is very picturesquely situated at the junction of the Moselle with the Rhine, and strongly fortified. It contains a few objects of interest, such as the Town Hall, the Castle of the Electors of Treves, the Church of Saint Castor, the modern Palace of the Electors and its beautiful Chapel in the new town, the Cassino or Town Club, the ancient Convent of Jesuits, and a monument, erected by the French in 1812, to commemorate their invasion of Russia. Opposite Coblentz, and connected by a Bridge of Boats, is the celebrated Fortress of Ehrenbreitzien, built on a precipice 800 feet high, and was in former years the scene of many bloody encounters.

With a view of saving the traveller the inconvenience of opening a large Panoramic Sketch of the Rhine, such as Delkeskamp's or Friedrichsen's, the writer at this stage of his humble work, begs to annex separate Sketches of his daily trips up that noble River, which will, according to



Fortress of Rheinfels



Sketch of the Rhine from Coblentz to Mayence, or Mainz.

Dumphy Lith. Madras. 1843.



KERN & HAHN

früher J. KERN SOHN seel. Wwe

GASTHAUS ZUM HOF VON HOLLAND

in

Mainz

Dem Landungsplatze der Dampfschiffe gegenüber.

HÔTEL DE HOLLANDE

vis-a-vis la place de l'arrivée et du départ des bateaux à vapeur

MAYENCE.

HOLLAND HOTEL

opposite the landingplace of the steamboats.

MENTZ.

Table d'hôte à 1 heure et à 4 heures.

their arrangement, be found particularly useful in tracing the several ruins, &c., too numerous to mention in detail in a Journal of this nature.

25th October, 1842. At 8 o'clock this morning we left Coblentz for Mayence or Mainz, and the Steamer having passed the aperture made for her in the bridge of Boats, we were again indulged with a similar panoramic view as yesterday, perhaps having a more picturesque and noble appearance from the mountains being higher, and some of them rising almost perpendicularly from the very bank of the river. Towns, villages, ruins of castles, mountains, &c., were passed too rapidly to attempt to give any description of them, but suffice it to say that the traveller whose time is limited, will greatly regret leaving such scenes without a lengthened examination. The Castles of Thurnberg and Rheinstein have a most imposing appearance, and cannot fail to attract the attention of even the most casual observer. The former is used as a state prison, and the latter, which has been lately restored, is splendidly furnished, and now the residence of one of the Prussian Princes. Its walls are hung with ancient armour,—in fact, the whole arrangment of this residence of bygone nobles, is made to accord entirely with the fashions of former days.

Between the towns of St. Goar and Oberwesel the Steamer safely passed the whirlpool, called the Gowier, and on coming under the rock of Lurlei, the traveller will be roused with the mysterious echos, which are caused by people on the left bank blowing a horn and firing off muskets, which reverberate seven times.

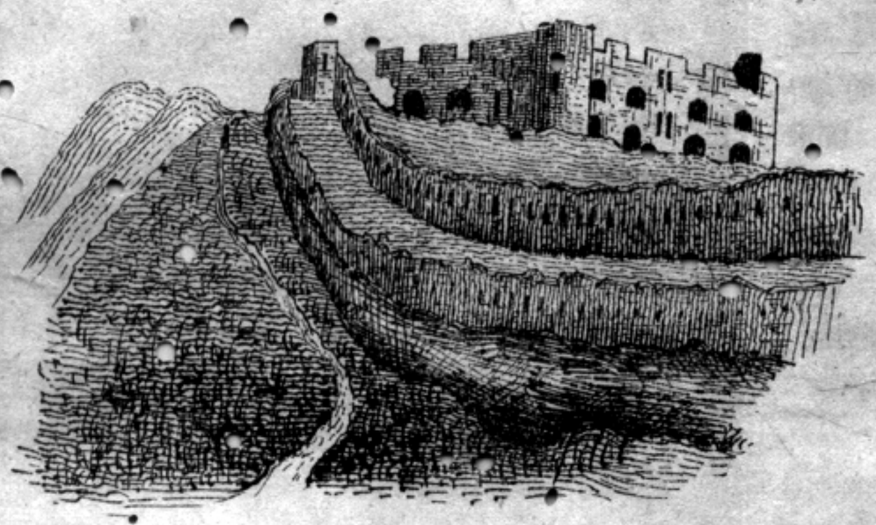
The vineyards of Johannisberg, where the famous Rhenish wine of that name is made, were also passed on this day's trip. They are not the exclusive property of Prince Metternich, and it is therefore difficult to procure any quantity, which a connoisseur would pronounce genuine wine. The other good sorts, are from the vineyards of Steinback, Assmannshausen, Markobruner, and the Rheingau.

At ½ past 6 P. M. we arrived at Mainz, and established ourselves at the Hotel de Hollande facing the Rhine, and

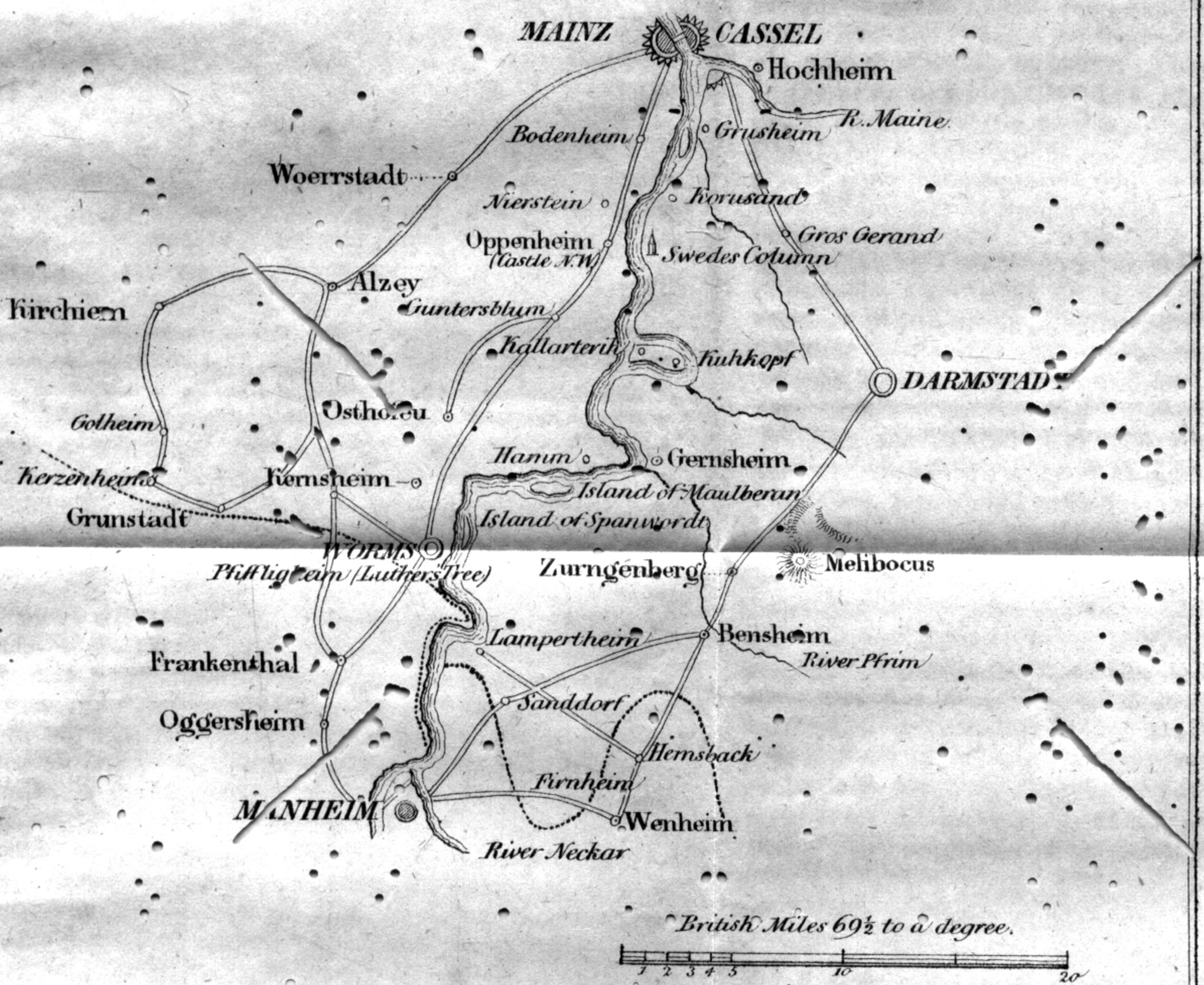
near the Pier. We were called upon here for our Passports, which on paying a small fee, were countersigned, and returned to us. The Hotel is a very comfortable one, landlord and servants exceedingly attentive and civil, and the charges moderate. (Vide Appendix). Mayence or Mainz is a pretty fortified town, and contains many objects of interest, amongst which may be detailed the Cathedral with its sculptures; the Citadel (garrisoned both by Prussian and Austrian Troops); the Palaces of the Grand Duke and Baron Dalberg; the Churches of St. Ignatius, St. Emmerson, St. Peter, and St. Stephen, the latter being adorned with some pictures of the German School; the Arsenal; and lastly the Library, which contains a good Museum of Pictures, coins and medals, and a number of specimens of natural history. Here also is to be seen the model of a Bridge, which Napoleon contemplated throwing across the Rhine. It is now connected with Cassel on the opposite bank by a Bridge of Boats, whence a railroad has been opened to Franckfort on the Maine. The writer regrets that he could not spare a day to visit that famed City.

26th October, 1842. At 8 A. M. embarked from Mainz for Manheim, without the party I had joined at Cologne, the gentleman and ladies composing which had overslept themselves, and were, in consequence, too late to take their places in the Steamer as before. They however came on by the next one which started at 11 A. M., and overtook me by dusk. The trip up this part of the Rhine was far from being so interesting and delightful, as on the two previous days, the scenery having changed at Mainz from the sublime and picturesque to the opposite extreme. We passed a few large towns containing some objects, which in some measure broke the monotony of the voyage. At Oppenheim, the Church of St. Catherine and a ruined Castle, will attract the attention of the traveller, opposite which is the Swede's Column, erected to mark the spot where King Adolphus Gustavus performed the extraordinary exploit of crossing the Rhine on a barn door. At Worms there is a Cathedral, and several fine Churches, above which at the village of Pfiffighiem, stands Luther's Elm Tree.

After getting round the bend of the River between Lam-



Castle of Lasidskrou Oppenheim.



Sketch of the Rhine from Mainz to Manheim.

Dumphy, Lith. Madras.

perstheim and Sandhofen, the Steamer came within sight of Manheim, where she arrived at ¼ to 3. P. M. Immediately on landing I went direct to the Hotel de l'Europe, which is delightfully situated between the river and the Dowager Grand Duchess's Palace and gardens. It is a first rate establishment, and well worthy the patronage of travellers, who will find the charges moderate, and every one connected with it, civil and attentive. The reader is referred to the Lithographed Views of some of the Hotels mentioned in this Journal, from which it will be seen that they are very fine buildings, and that the one at this place is the most prominent among them.

27th October, 1842. Manheim is one of the cleanest towns in Germany, and cannot fail to attract the attention of those who have travelled much on the Rhine, and put up at such filthy places as Cologne. It contains many objects worthy of notice, amongst which may be enumerated, the Palace of the Dowager Grand Duchess, in a Wing of which, is a good collection of Pictures, a Cabinet of Natural History, and several Plaster Casts. Its gardens are laid out with great taste, and extend nearly to the river's side, and being opened to the public daily, they are considered an agreeable promenade for the inhabitants. There are many other private gardens in the neighbourhood, on the right bank of the Neckar, which flows into the Rhine just here. The Jesuits Church is richly ornamented with marble, and fresco paintings. It adjoins the Convent of this sect, and is the only place of worship worth mentioning. There are three other churches, two Catholic, and one Reformed. After visiting the above places, I returned to the Hotel, and about 4 P. M. took my departure by the railway for Heidelberg, where I arrived in half an hour, and put up at a second rate Hotel, opposite the Strasbourg Diligence Office. Landlord was civil and charges were moderate. (Vide Appendix).

Having left the Rhine at Manheim, of the beauties and grandeur of which so much has already been recorded, I cannot do better than to bid adieu to it in the words of Byron (Stanzas 59—61, Canto 3d, of Childe Harold's Pilgrimage.)

59.

Adieu to thee, fair Rhine! How long delighted
The stranger fain would linger on his way!

Thine is a scene alike where souls united
On lovely contemplation thus might stray;
And could the ceaseless vultures cease to prey
On self condemning bosoms, it were here,
Where nature, nor too sombre nor too gay,
Wild but not rude, awful yet not austere,
Is to the mellow Earth as Autumn to the year.

60.

Adieu to thee again! a vain adieu!
There can be no farewell to scene like thine;
The mind is colour'd by thy very hue;
And if reluctantly the eyes resign
Their cherish'd gaze upon thee, lovely Rhine!
'Tis with the thankful glance of parting praise;
More mighty spots may rise—more glaring shine,
But none unite in one attaching maze
The brilliant, fair, and soft, the glories of old days.

61.

The negligently grand, the fruitful bloom
Of coming ripeness, the white city's sheen,
The rolling stream, the precipice's gloom,
The forest's growth, and Gothic walls between,
The wild rocks shaped as they had turrets been
In mockery of man's art; and these withal
A race of faces happy as the scene,
Whose fertile bounties here extend to all,
Still springing o'er thy banks, though Empires near them fall.

Hiedelberg is a very picturesque town on the left bank of the Neckar, which winds along the valley till it joins the Rhine at Manheim. It contains a University, several Churches, a Museum, and a Castle. The latter is a very attractive object, which the traveller will not fail to admire, as he approaches the town. I regret much that I could not remain until the following evening, in order to go all over it, especially after reading such beautiful descriptions of this part of Northern Germany, as the following.

"The Castle, anciently the residence of the Electors "Palatine, presenting the combined character of a palace "and fortress, is an imposing ruin. The building dis- "plays the work of various hands, the taste of different "founders, and the style of successive centuries; it is "highly interesting for its varied fortunes, its picturesque "situation, its vastness and the relics of architectural "magnificence, which it still displays, after having been

"three times burnt, and having ten times experienced
" the horrors of war." Vide Murray's Hand Book for Northern Germany.

Again — " The Gate leading to the Botanical garden is
" indeed an anomaly amidst the grandeur of the other
" parts. But, " take it for all in all," the most refined
" must be struck with its majesty and beauty. A visit to
" it at sunset, and during the early moonlight, will highly gratify the cultivated observer. Taking his station
" at the end of the Botanical garden, the traveller's vision
" embraces one of most exquisite views in Europe. Be-
" fore him is the venerable ruin rearing its still majestic
" form on a commanding height, sheltered by the tower-
" ing Kaiserthul, the Geissberg, and their lofty neigh-
" bours, which form a back-ground of the richest foliage,
" here expanding into deepening woods, there gracefully
" creeping, in harmonious clusters, over the lighter ver-
" dure of the soil. The lengthened side of the Castle,
" studded with windows of all dimensions, is terminated
" on the one hand by two picturesque towers, and on the
" other by an octagonal turret, and by the richly and ela-
" borately ornamented façade and terrace which overlook
" the River." (Vide " The Rhenish Album.")

28th October, 1842. At 5 A. M. left Hiedelberg for Strasbourg by an Eilwagen, viâ the Hartwald Forest, Bruchsal, Carlsruhe, Radstadt, and Kehl, the road passing through the most picturesque country clad with vineyards (and also with maize during some months of the year); having the mountains of the " Black Forest" on the left, and those of " Les Vosges" in France, at a great distance on the right, between which and this route, the traveller will sometimes get a view of the Rhine, winding through what is here termed " the Rheinstrasse."

Bruchsal is not a place of great note. It contains merely a large Palace which is seen in driving through the main street of this town. On reaching the village of Wiengarten, the road leads through a splendid avenue of Poplars to Carlsruhe, the capital of the Grand Duchy of Baden, a remarkably clean and pretty city. It contains many interesting objects worthy of a visit, such as the Castle, the Picture Gallery, and Museum; the Botanical

Garden; the Protestant and Roman Catholic Churches; the Palace of the Dowager Margravine, its Chapel containing several Picture, and its Garden laid out in the English style; the establishment for polishing and cutting agates, marbles, and other precious stones; and the Pyramid of Red Stone where the founder of the place is buried. Here myself and fellow passengers were allowed to rest for a couple of hours to partake of a "dejeuné a la fourchette," which being hastily despatched, we sallied forth to get a glimpse of some of the "Lions" detailed above. The plan of the main streets, will at first sight appear extraordinary, as they radiate like the spokes of a wheel from the Castle, which may be considered the centre. By this means a person stationed on one of its front turrets, can see what is passing around him at one view. From Carlsruhe we next proceeded to Rastadt, where there is a fine Castle, containing some pictures, and various trophies taker from Turkey. Shortly after becoming dark we reached Kehl, where we dined, and having changed conveyances, crossed over to Strasbourg by a bridge of boats. The Rhine here is divided into two branches by an Island, on which stands a Custom House, belonging to the French Government, where for the fourth time I was called upon for my Passport, and to open my Portmanteaus. The former was taken to the Prefect of Police for his countersignature, and was returned to me the following morning, on calling at his Office for it. Near the Custom House, is a monument, erected by Napoleon to the memory of General Desaix. At 9 P. M. we entered Strasbourg and in a few minutes afterwards found ourselves at the end of this day's journey. Being rather fatigued from the jolting of the Eilwagen, I lost no time in going direct to the Hotel de la Villa de Paris, No. 15, Rue de la Mesauge, under the able management of Monsieur Diemer. This Establishment is by far the best in this city, and is strongly recommended to travellers, for its cleanliness and comfort, the civility of the Landlord and his dependents, and the very moderate charges. (Vide Appendix.)

29th October, 1842. Having left my Carpet Bag by mistake at Hiedelberg, I was reluctantly obliged to remain at Strasbourg, until I was able to recover it, in which I was fortunate enough to succeed after a delay of



Sinclair del.

Dumpf.g Lith. Madras.

J. DIEMER

Propriétaire

de l'hôtel de la Ville de Paris

à Strasbourg.

Déjeuners et Soupers à la Carte.

à 1 heure Table d'hôte et à 3 heures.

three days, during which period I visited the most interesting objects in the city.

Strasbourg is a strongly fortified, and almost impregnable frontier city of the Department of the Lower Rhine, and is situated near that river, where it is divided into two parts by the Ill, connected by several bridges. The most conspicuous object which will attract notice, is the Münster, a truly magnificent Gothic edifice, with a spire 474 feet in height, which is about 140 feet higher than St. Paul's in London. I ascended as far as the roof without any difficulty or danger, whence I got a grand view of the country around me, backed at a distance by the mountains of Switzerland with their snowy tops, the Black Forest in Germany, and Les Vosges in France. A clock of very singular mechanism is to be seen here, which, besides the hours and minutes, shows also the motions of the planets, and of the sun and moon. This is placed in the south transept, around which are several statues. The beautiful painted glass windows, and the elaborate workmanship of the grand portal, are particularly worthy of the notice of every traveller. Permission must be obtained from the proper authorities before any person is allowed to mount the upper part of the spire, which is all open fret work, and would easily admit of a body dropping through, if the foot were to slip. The visitor of a timid or nervous temperament, is strongly recommended not to attempt to ascend higher than the platform, where a telegraph has been erected.

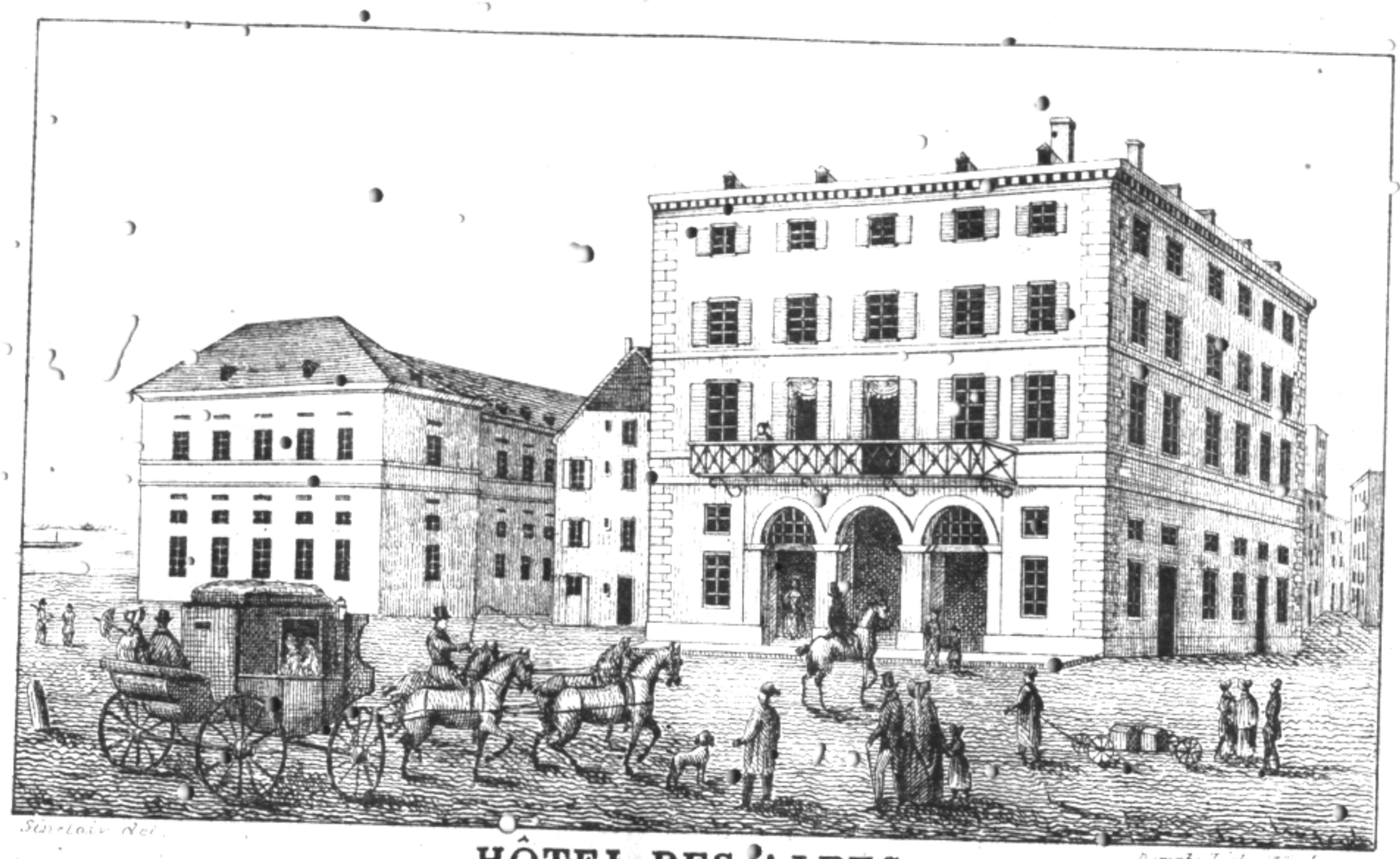
After a minute inspection of the Münster, I proceeded to the Protestant Church of St. Thomas, where there is a most splendid specimen of sculpture which has ever been exhibited to public view. It is a monument erected to the memory of Marshal Saxe by Louis 15th, and represents the gallant veteran clad in steel armour, with a baton in his right hand; whilst his left is grasped by a figure representing France endeavouring to keep off Death, who is holding open the lid of a sarcophagus with one hand; and with the other presenting to his victim's view a spent hour glass, to show him that his days are numbered. On one side of the Marshal's figure, are the emblems of England, Austria, and Holland; and on the other, the Ensigns of those nations taken by the Arms of France.

In this Church also are shewn for a small fee, two bodies in a wonderful state of preservation, supposed to be of the family of the Counts of Nassau, one of which has been there upwards of 250 years. This is not a pleasing sight, especially for the gentler sex, who might easily pass them over, to view the Tombs of Schöpflin, Oberlin, and Koch.

I next visited the Picture and Statue Gallery in the Hotel de Ville;—the Museum of Natural History in the Academie Royale, which contains a fine collection of birds, animals, fishes, reptiles, shells, fossils, minerals; and woods; the three last illustrating the geology and botany of the Province of Alsace; the Cannon Foundery;—the Statues of Kleber and Gutenberg;—and many of the principal streets, bridges, &c. A pleasing task devolves upon the writer to record here, that every attention and civility was shewn to him by the Officers and men at the Cannon Foundery, through whose assistance he was able to inspect the whole process of casting and moulding cannon from their commencement to their completion.

Strasbourg is famed for its "Patês de foces gras" made of the livers of geese, by a process which it is as well not to detail. It is also noted as the place, where upwards of four centuries ago, the first attempt at printing was made by Gutenberg, who afterwards succeeded in bringing it to perfection at Mayence.

30th October, 1842. This being Sunday I visited the Protestant Church of St. Thomas, for the purpose of attending Divine Service, which was performed in German, a language quite foreign to me. I was nevertheless much pleased with the manner in which the whole of the service was conducted, and the quiet demeanour of the congregation evincing a spirit of devotion far more acceptable to God than the false and unchristian like worship of the Roman Catholics. I also took the opportunity of attending the Münster at the performance of Mass, a service to which I have already made allusion during my stay at Cologne. The singing was remarkably fine, and tended to impress me with a solemnity which I had never before experienced, and bring to my mind what a pleasant and delightful thing it is to sing praises unto the Lord.



Sinclair Del.

Dunphy Lith. Madrid

HÔTEL DES ALPES.

Neufchatel, Switzerland.

1 From all that dwell below the skies,
Let the Creator's praise arise;
Let the Redeemer's name be sung,
Through ev'ry land, by ev'ry tongue.

2 Eternal are thy mercies, Lord;
Eternal truth attends thy word;
Thy praise shall sound from shore to shore,
Till sun shall rise and set no more.

WATTS.

31st October, 1842. At 5 P. M. left Strasbourg for Basle by the Alsace Railway, viâ Erstein, Benfield, Schlesladt, Ribeauvillé, Colmar, Rouffack, Bollwiller, Mulhouse, Sierentz, and St. Louis. Arrived at the latter place, a distance of 75 miles, at ½ past 9 P. M. and proceeded by an Omnibus to the Hotel du Sauvage at Basle, where in about a quarter of an hour I alighted, and took up my quarters for the remaining part of the night. Found the Landlord and his servants exceedingly attentive and civil, the apartments clean and comfortable, and the charges moderate. (Vide Appendix.)

At Basle I entered Switzerland for the first time. This town is the Capital of the Canton bearing the same name, through which the Rhine flows, and is connected with Germany by a bridge. It contains many objects worthy of the traveller's notice, such as the University, with its Library, which boasts of fine collections of engravings, pictures and drawings by Holbien; of antique medals, engraved stones, and several figures of Pagan gods; of pictures and engravings presented to the University by the founder of the collections of the Faseh family; and a Cabinet of Natural History. The Cathedral, containing the tombs of Erasmus, and several other celebrated characters of his time. The Ancient Palace of the Margrave of Baden. The manufactories of Ribands, Silk, Paper, and Leather. The Dyeing Establishments. The new Assembly House, and Summer Cassino, close to the Monument, erected in memory of the battle of Saint James. The time here is always too fast, and is kept so to commemorate the overthrow of certain conspirators, whose attempt to assassinate the magistrates was frustrated by putting the Cathedral clock an hour forward.

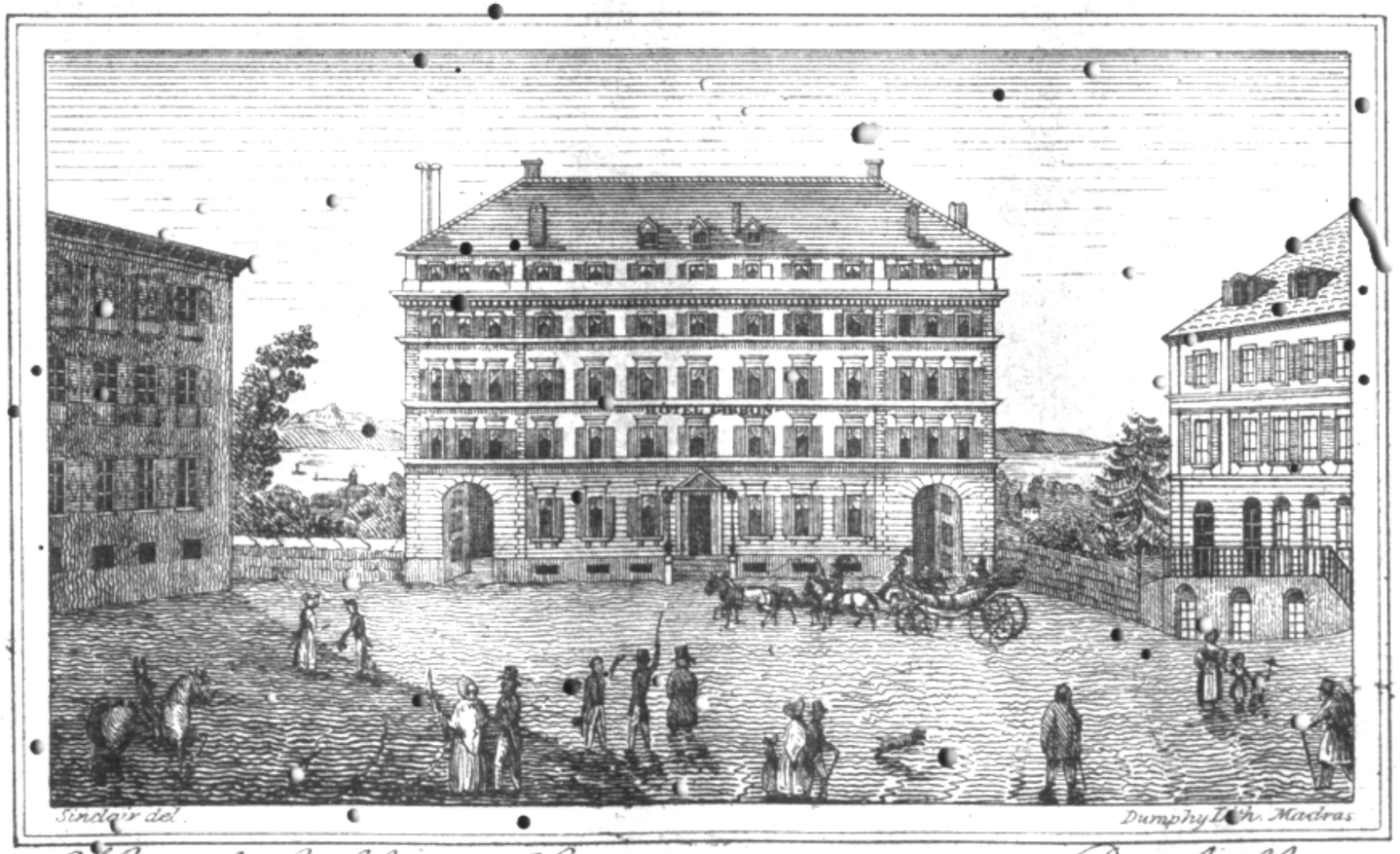
1st November, 1842. At 5 A. M. proceeded on to

Bienne by a Diligence, and from thence to Neufchatel in a Hackney Coach. Reached the latter place at ½ past 8 P. M. and put up at the Hotel-des-Alpes, which in every respect I found a snug and comfortable establishment. Charges were moderate, as will be seen by the Appendix.

Shortly after leaving Basle we entered the mountains, which, although they were covered with snow, had a very grand appearance from the great height of some of them, and being clad with pines of the darkest hue to their very summits. The streams of water on both sides of the road showed every indication of the turbulence and rapidity, with which they flow after a heavy fall of rain, or melting of the snow. The Diligence stopped at a small village in a very picturesque part of the mountains, where myself and my fellow travellers were conducted to an Inn, and at a small cost provided with a pretty good dinner, after eating which and changing horses, we continued our journey through the same kind of scenery we had seen in the earlier part of the day, until we came within sight of the Lakes of Bienne, and Neufchatel, where it changed to something more sublime. The waterfalls are innumerable, and rush down into the valleys with such a terrific noise, that the traveller cannot help being impressed with feelings of awe, when it breaks upon his ears on either side of the road.

Neufchatel, the Capital of the Canton of the same name, is beautifully situated on the border of the Lake, which extends from this place to Yverdun. It is surrounded by a hilly country, watered by several other lakes and rivers. The objects worthy of notice are the Protestant Churches, Town House, the Manufactories of printed linens and cottons, &c. &c.

2d November, 1842. At 5 A. M. left Neufchatel for Lausanne par Diligence. Arrived at the latter place between twelve and one o'Clock P. M. and put up at the Hotel Gibbon, a splendid Establishment, commanding an extensive-view of the beautiful Lake of Leman, the Alps, and, on clear days, the snowy-summit of Mount Blanc. It is situated opposite the large bridge now under construction in the town, and in the immediate vicinity of the Post, and Diligence Offices. It is also on the high road



Hôtel Gibbon à Lausanne, tenu par Bachoffner.

which leads to the Pier at Ouchy, where passengers embark in the Steam Boats, for any place on the Lake. The Proprietor of the Hotel and his dependents are remarkably civil and obliging; and, considering the superior accommodations that one meets with here, the charges are particularly moderate, both for board and lodging. (Vide Appendix.)

Lausanne is the capital of the Canton de Vaud, and is built on a hill so very steep, that neither conveyances or cattle have access to a number of the streets, on account of flights of steps being cut across them. It would appear that it was planned originally so as to keep the Lake as much as possible out of the view of the inhabitants, and it is only from the site of the houses facing this noble sheet of water, that a sight of the beautiful scenery, of which it is the most picturesque part, can be obtained. The principal objects of note here are the College and Cathedral. The latter is a fine specimen of architecture, and contains some monuments and paintings, which the curious traveller might consider deserving of inspection. The writer was too late to get admittance into the interior, and was therefore obliged to trust to any information he would pick up respecting this building.

3d November, 1842. Left Lausanne at ½ past 11 A. M. for Ouchy, thence embarked for Geneva in a comfortable Steamer. Arrived at the latter place at 3 P. M. and put up at the Hotel du Lac, immediately facing the landing place. Landlady and servants were civil and attentive, apartments clean, and charges extremely moderate. (Vide Appendix.)

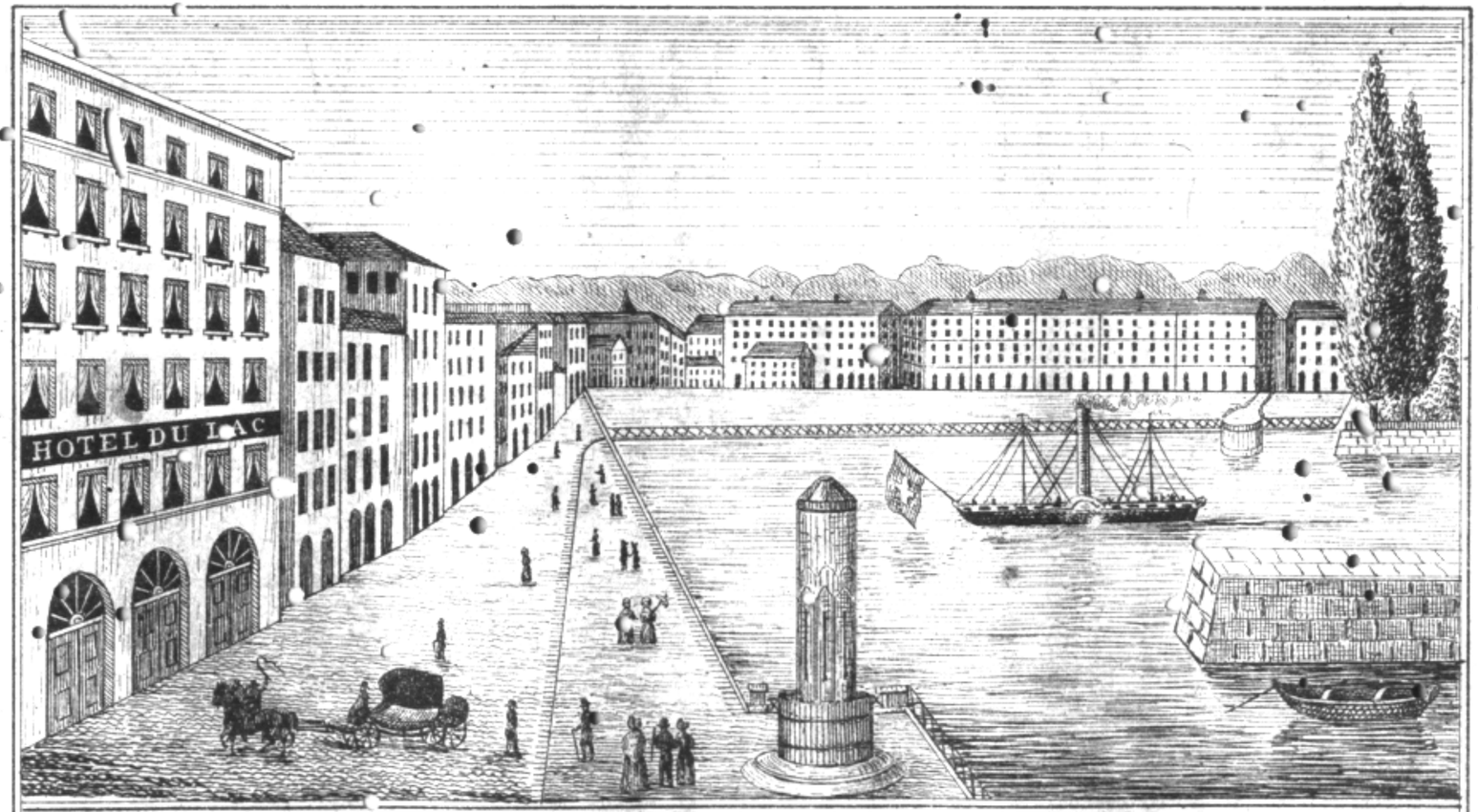
The voyage from Lausanne to Geneva on the Lake of Lemon is one of the most delightful trips that a traveller could make during a Continental tour. It is accomplished in the short space of from three and a half to four hours, including stoppages at Morges, Rolle, Niyon, and Coppét, all these places being situated in the most picturesque parts imaginable, and between them, the face of country being studded with the most splendid villas, vineyards, and paradise like gardens, backed by the lofty chain of the Jura Mountains. The opposite side of the lake presents a similar scene, with the mountains of "La Valais" tow-

ering above the surface of the plain, and even in some parts appearing to rise abruptly from the very verge of the lake. The River Rhone flows impetuously through the whole of this range fed by snow and ice, especially from the Great St. Bernard, Simplon, Grimsel, Furea, and others, and then passes through the Lake of Léman to Geneva, where a stone bridge has been constructed at the point this rapid river resumes its course. It would be satisfactory to the readers of this Journal to know that the few Steamers plying from place to place on the Lake, are remarkably neat vessels, containing excellent accommodations, and every other comfort one could possibly wish. A very superior table d'hote, as well as excellent. Wines and refreshments of every description, are served on board at moderate prices, which are to be seen in the saloon of each vessel.

4th November, 1842. Halted to-day.

Geneva, the capital of the Protestant Canton of the same name, is a regularly fortified city, surrounded on all sides by the most charming views, which will immediately attract the attention of the traveller in his walks on the ramparts. The principals "lions" of the city, are the Cathedral, University, and Arsenal. The former is the most interesting, when contrasted with the Roman Catholic buildings of the same nature, both the exterior and interior displaying nothing of any consequence worthy of remark, excepting the Portico, which is handsome. The doors are not open to strangers at all times, as is the case with most of the Cathedrals on the Continent, an arrangement which, during the hours of Divine Service, is absolutely necessary for the preservation of decency and good order. Geneva is noted for its manufactories of clocks and watches, which are now becoming more in use throughout Great Britain, owing to the great reduction that has been made in the duty upon them, under the operations of the New Tariff.

At the close of this day the writer was sadly disappointed to find, that he had applied at the Diligence Office too late, to secure a place direct to Lyons in the following morning's conveyance, which obliged him to go by another one about the same time, by the circuitous route of



HÔTEL DU LAC tenu par BIOLEY

Quai du Rhône à Genève

Chambery in Savoy. It was exceedingly fortunate that he did so, as he reached Marseilles just in time to take his passage in the Steamer, which conveyed the overland Mails of November to Bombay. Had he been detained eight hours longer en route, he must inevitably have been left behind to pass another month on the Continent. Travellers previous to leaving Geneva must send their Pas-ports to the Police Office for the countersignature of the Lieutenant of Police.

5th November, 1842. Left Geneva at 5 A. M. for Chambery. Rested there only for a few hours, that is to say, from 8 P. M. to ½ past two A. M. Dined at the Hotel de l'Europe. Landlord and servants were civil and attentive, and the charges moderate. (Vide Appendix.) The country through which we passed on this day was very picturesque, and similar to that between Basle and Neufchatel. At St. Julien, passports are again called for and countersigned by the Head of the Police; the same ceremony being repeated, as well as all foreigners' baggage being searched, immediately on leaving the village, and under a gateway on the frontiers of Savoy. Leaving this place (where a kind of breakfast was served for our party, but of which I could not partake from several causes too disgusting to mention) we proceeded on our journey through D'Annecy, Abbins, and over the "Pont de fil-de-fer-a-la-Caille," built across a most fearful ravine, in the vicinity of the grandest scenery.

Previous to leaving Chambery, the writer regrets to have to record the shameful treatment he met with at the Castle, to which he was taken on his arrival, for the purpose of delivering his passport to the Governor, and Prefect of Police, for their countersignature, although he had obtained, all that was requisite only a few hours before on the frontier, as well as the Seal of the Sardinian Minister, resident in Paris. It is distinctly to be understood however, that he does not complain of the conduct of the Authorities, but of the people immediately under them, one of whom, a soldier on duty at the Castle, endeavoured to impose upon him for a fee, which he was not inclined to give. The man on finding he could not gain his point, made use of the most insulting language, and in a ironical manner quoted the following words from the passport

"Officier Anglais, avec son Domestique." Had time permitted, redress for these insults would have been sought for through the British Chargé d'Affaires, resident at Chambery.

6th November. 1842. At half past 1 A. M. left Chambery for Lyons, where I arrived at half past 4 P. M. Put up at the Hotel de Paris, one of the first establishments of the kind in this city. Landlord and servants were civil and obliging, and the charges *exceedingly* moderate. (Vide Appendix.) The country through which I travelled on this day, was flat and uninteresting, excepting in a few spots which were covered with gardens, vineyards, and orchards. On entering the French frontier at Pont de Beauvoisin, I had again to give up my Passport which was returned, and another one supplied to me on payment of a fee of two francs. Baggage is also searched at the Dooane here.

Lyons is a large city on the right bank of the Saone, and the capital of the Department of the Rhone. It contains many objects of interest, and is supposed to be the next city to Paris in beauty, size, and population, but superior to it in trade, commerce, and manufactures. The writer remained there only during the night, and he is therefore unable to give any description of the place.

7th November, 1842. At 5 A. M. embarked from Lyons in a Steamer for Avignon, but owing to a very severe snow storm that came on during the day, the master thought it advisable to bring his vessel to, off the dirty village of Saint Andiole, where, in consequence of there being no accommodation on board, the passengers were obliged to land, and pass a very uncomfortable night. I was taken to a miserable Inn, even worse than many of the same size in the East end of London, where I had to sleep in a room containing no less than six beds, three of which were occupied. In addition to this nuisance, the sheets and counterpanes appeared to have never been washed, and the bedsteads infested with vermin. The traveller in his ramblings on the continent, especially in the smaller towns of Germany, and the South of France, is strongly recommended to apply for a bed-room contain-

ing only one bed, or in all probability he will be troubled with company, should any subsequent arrivals be announced, whatever their age or sex might be. At the Inn above alluded to, the buxom old landlady prepared an immense dinner, consisting of a certain number of Turkeys, Geese, and Fowls, either boiled, roasted, or put into made dishes, which being placed on a long table, a motley group seated themselves down, among them were men and women of every grade in life, who each partook of the repast, *sans ceremonie*, surrounded by others snoring, talking, and puffing away not at the "fine Manilla," but what may in truth be called the villainous weed, with the greatest earnestness. I did not join the dinner party, as I had already dined on board, but I took up a position, from which I could notice every- thing that was passing.

8th November, 1842. At day break this morning left Saint Audiole for Avignon, where the vessel came to at half past 8 A. M. to the great satisfaction of all the passengers who on the previous day had suffered so much from the effects of the snow, which, although it had subsided by the early part of the day, was lying so deep on the ground that it was difficult to get through it. We were also delighted to bid adieu to the Steamer, which was never intended for any thing but a freight of pigs but notwithstanding which we had to pay the enormous fare of 20 francs, or 16s. 18d, generally charged for a ticket of the first class on board the first rate vessels. At Avignon I put up at a very comfortable hotel, where I remained until 5 P. M. and then proceeded to Marseilles by a Diligence, viâ Aix. The landlord and servants were civil and attentive, and the charges moderate. (Vide Appendix.)

The scenery of the Rhone is not to be compared to that of the Rhine, which if once seen the traveller could never forget, It is however picturesque, but at the time the writer was on this fine River, the weather was so inclement, that it would not be just to offer any particular remarks.

9th November, 1842. At half past 1 P. M. arrived at

Marseilles, after a most tedious trip from Avignon, owing to the road being blocked up with snow, which in some parts was upwards of a foot deep. On my going to the Consul's Office, I was heartily rejoiced to find that the Mails had not arrived from London, but were hourly expected My readers can well imagine what a short time I had to get ready for the Steamer, which fortunately for myself and two of my fellow travellers from Lyons had been detained from the same cause which we were lamenting had prevented our reaching this port sooner and thought would keep us at least another month on the Continent. I lost no time in making preparations for my voyage to Malta, and having obtained the countersignatures of the British Vice Consul, and the Prefect of Police to my passport, on payment of five Francs to the former, and 2½ to the latter, I booked my passage on Her Majesty's Steamer of War "Polyphemus," and went on board at 4 P. M. Paid £9 for a 1st class cabin.

Of Marseilles the Writer saw but little in the hurry and bustle of getting on board the Steamer, previous to the arrival of the Mails. It however appeared to be a very flourishing commercial city, having a Port of an oblong form, defended by a Fort and citadel. During the time of the Romans it was so celebrated, that Cicero styled it the "Athens" of the Gauls, and Pliny called it the "Mistress of Education."

10th November, 1842. The Mails for India having arrived from London between 12 and 1 o'clock at night, and having been safely put on board the "Polyphemus," the Captain immediately got under weigh, and stood out to sea. The port was soon cleared, and about daybreak Marseilles was completely out of sight. Amongst the passengers on board was the celebrated Baboo Dwarkanath Tagore of Calcutta, one of the most enlightened and philanthropic native gentleman the Writer has ever met with. He is too well known, both to the British and Indian public, to require any thing to be said of him further than that he is a blessing to his country, the degraded, superstitious, and idolatrous condition of which, he is striving amidst persecution to raise in the scale of civilized nations. God grant that he may be the means in His hands of forwarding the blessed Gospel of Christ

in India, and especially amongst his own bigoted sect. Also, that he may render very efficient aid to the Missions in Calcutta, that whenever God in His providence shall be pleased to open a door in that great city, it may be a wide and an effectual one, that none shall be able to close. Christianity alone can make a people or a nation happy, for "it preached good tidings unto the meek; it "binds up the broken hearted; it proclaims liberty to "the captive, and the opening of the prison to them that "are bound."

11th November, 1842. At sea, off the Island of Sardinia. Delightful breezes, and running at the rate of ten knots per hour.

12th November, 1842. At sunset made the Island of Malta, and at 8 P. M. anchored in the Great Harbour, after a pleasant and quick passage of sixty four hours from Marseilles. The accommodations on board the "Polyphemus" are for a very limited number of passengers, but extremely comfortable, being fitted up with every requisite article. Our number (four ladies, and eleven gentlemen) had every reason to be satisfied with the Captain and his Officers, whose kind and courteous behaviour is highly to be commended. The table was well supplied with every delicacy that could be stowed in a Vessel, and the Wines and other liquors were of the first quality.

13th November, 1842. At 8 A. M. took leave of the "Polyphemus" and went on shore at Malta. Put up at Morelli's Hotel, a clean and comfortable establishment. The proprietor and servants were particularly attentive and civil, and the charges moderate. There are a few objects worthy of a visit at this place, namely the Palace of the ancient Grand Masters of the Knights of Malta (now the residence of the Governor);—the fortifications, the Public Library, the Church of St John, containing some fine specimens of marbles, monuments, &c.—and the Protestant Church, towards which Her most excellent Majesty, the Queen Dowager, has been graciously pleased to contribute the munificent sum of £10,000.

The Island of Malta is supposed to be the same called Melita in Holy Writ, on which the Apostle Paul suffered shipwreck, and was treated with such kindness by the then barbarous inhabitants. Shortly after landing a viper fastened on his hand, but which by the interposition of Providence, he was able to shake off into a fire without receiving the slightest injury from the venemous reptile. This eminent servant of God also performed many miracles during his stay on the island, which gained the good will and affection of the people, who at first looked upon him as a murderer, "whom, though he had "escaped the sea, yet vengeance suffered not to live." They highly honored him, and on his departure for Rome the shipwrecked party were provided with such things as were necessary for their voyage. Acts 28. *v.* 1-10.

During the day the Writer called at the Office of the Peninsular and Oriental Steam Navigation Company's Agent, and secured a berth in a good Cabin, leading into the superb Saloon of the "Oriental" in which noble vessel he embarked for Alexandria at 8 P. M. The passage money, including a liberal table with wine, &c., has been raised for 1st class passengers from £12-10 to £17-10; and for 2d class passengers, provision, bedding, &c., without wine, from £8-5 to £13-5. Steward's fees included. (Vide Appendix, under the lead of "Rates of Fares, &c.")

14th—16th November, 1842. Nothing particular occurred during these days, excepting that we spoke the Steamer which was conveying the bearer of the "Treaty of Peace" between England and China, from Alexandria to Malta. Stopped the Engines of both vessels for a few minutes, to receive him on board and to exchange Newspapers. Delightful weather, all the time, with strong breezes, and running at the average rate of ten knots per hour.

17th November, 1842. At ¼ to 11 A. M. anchored at Alexandria after a splendid run from Malta of eighty-five hours.

The "Oriental" of 1673 Tons, and 450 Horse-power

is certainly one of the finest Steam ships now afloat on the ocean. Her "Saloon," or "Main Cabin" is most tastefully fitted up, and contains tables which will dine at least one hundred and forty persons, without their being uncomfortably crowded together. The stranger on first entering this part of the Vessel, will be quite struck with its magnificence, as he could hardly conceive that any thing like it was to be met with at sea, in fact, in the humble opinion of the writer, it is equal to the interior of some of the first buildings on shore. All the other Cabins are fitted up with every convenience possible, and contain from two to four berths each, furnished with bedding and bed linen.

The following are the dimensions of the State Rooms in the Main and Lower Cabins.

Main.

							ft.	in.		ft.
Nos.	1	to	8	and 27 to 34	inclusive		6	10	by	6
,,	9	to	12	and 23 to 26	do.		7	5	by	6
,,	13	to	16	and 19 to 22	do.		6	4	by	6
,,	17	to	18				5	5	by	6

N. B. There are also private family Cabins for passengers, if required.

Lower.

							ft.	in.		ft.
Nos.	35	to	38			inclusive	8	10	by	6
,,	39	to	42			do.	6	0	by	6
,,	43	to	46			do.	8	10	by	6
,,	47	to	60			do.	6	2	by	6
,,	61	to	64			do.	8	10	by	6
,,	65	to	84			do.	6	2	by	6
,,	85	to	88			do.	8	0	by	8
,,	89	to	95			do.	7	5	by	8
,,	96	to	104			do.	8	0	by	12

With respect to the p ovisions, wines, &c. furnished on board, the Writer begs to add that they were of the best description. The tables were loaded with every delicacy imaginable, in the shape of soups, fresh and salted meats, made dishes, pastry, fruit, &c., for which great credit is due to the Steward, and the head of the culinary department.

All the other domestics were highly respectable, and gave the greatest satisfaction to the passengers, who rewarded them for their services on leaving the vessel.

In praise of the Captain, Surgeon, Purser, and Officers of all grades, the Writer cannot say enough; their gentlemanly deportment, and unremitting attention to the wants and comforts of the passengers, made the short time they were on board, pass off happily and agreeably, for which they unanimously voted a letter of thanks, to be presented to the worthy Commander after the removal of the cloth at the last dinner, at which we should all have the pleasure of being assembled. The writer in taking leave of the "Oriental" thinks it but just to introduce to his reader's notice one of the first and most powerful Steam Navigation Companies in England, through whose strenuous exertions a lasting benefit has been conferred on all who are in any way connected with India, and other places in the far East.

At noon the passengers bid adieu to the "Oriental" and went on shore, when (after the whole of their luggage had been searched and passed, agreeably to the new Regulations of the Custom House) no time was lost in making arrangements for their transit through Egypt to Suez, a distance of 252 miles, divided into four stages as follows:

	Distance in English Miles.	Hours occupied in performing each day's journey.
1st Stage. From Alexandria to Atfieh.....	48	12
2d Stage. From Atfieh to Grand Cairo.....	120	18½

	Distance in English Miles.	Hours occupied in performing each day's journey.
3d Stage. From Grand Cairo, to No. 4 or Centre Station in the Desert.	41	10½
4th Stage. From No. 4 or Centre Station in the Desert to Suez.	43	13½
Time allowed for refreshments, and rest at Alexandria, Cairo, Nos. 2, 4 or centre, and 6 Stations in the Desert.	„	36
Unnecessary Stoppages...	„	34½
Total.....	252	125

The first stage from Alexandria was performed in Track Boats on the great Mahmoudee Canal. The passengers set out from Mr. Rey's Hotel, situated in the Grand Square, at 5 P. M. to that part of the Canal where the Boats are usually moored, distant about two miles, the baggage having been previously sent on by Camels, which, as well as Donkeys, are to be procured in abundance. Some European Carriages were in attendance for the accommodation of the ladies and invalids, which in the case of a few of our passengers were found very acceptable, but the majority however preferred riding on donkeys. In the cold season it would be a pleasant walk to the Canal, and if time is taken by the forelock, travellers to and from India could not only explore the ruins at Alexandria, but also "Pompey's Pillar" and "Cleopatra's Needle." Having arrived at the right bank of the Canal near Mohárum Bey's Palace and Gardens, a little distance to the left of which the Track and Luggage Boats are generally stationed, we stept into the former in the hopes of proceeding on to Cairo immediately, but to our great annoyance we were kept waiting until past

9 P. M., when we started for Atfieh, inconveniently crowded with Portmauteaus, the Mail Packets of Waghorn and Co. &c &c. which obliged many of the gentlemen to spend a most uncomfortable night on deck, exposed to a heavy dew, whilst most of the ladies had to remain in a sitting posture during the whole time they were on the Canal.

18th November, 1842. Between 6 and 7 o'clock this morning we arrived at the miserable and filthy town of Atfieh, where we were transferred with our Luggage to two Steamers on the Nile. Here again we were very unnecessarily detained until ½ past 1 P. M when we started for Cairo. The Nile at this season of the year, viz. that immediately succeeding the annual overflowing of its banks, is extremely broad with a strong current in favour of the Boats going upwards, which shortens the passage to Cairo by several hours. The scenery is not so interesting as that on the rivers of the same size in Europe, but the rich state of the cultivation, added to a few groves of date trees, with here and there a village and its lofty minaret (from which the inhabitants are all called to their morning and evening devotions) tend to relieve the eye, and break the monotony of the voyage. It is as well to mention here that one of the steam Boats, belonging to the Peninsular and Oriental Steam Navigation Company (called the "Cairo,") if properly managed would conveniently accommodate from 35 to 40 passengers. She is a very nice sized Boat, about 100 feet long by 14 feet broad, containing two large Cabins, fore and aft, and a separate one for about six or eight ladies. Her deck is fitted up with every convenience so as to form an effectual shade by day, and to close in completely during the night, the latter making it comfortable and agreeable to those passengers, who are not fortunate enough to secure berths below. The other Steamer, the "Little Nile," cannot be compared to the "Cairo" either with regard to size or accommodations. She is not the property of the P. and O. Steam Navigation Company, but belongs to another party who it appears have not taken the slightest trouble in fitting her up for the comfort of those overland travellers, who from time to time may employ them. The writer regrets to add that the provisions served on both these Vessels were of the most inferior description, and that the conduct of

the Captain of the "Cairo" both to himself and some of his fellow passengers, was highly offensive and reprehensible.

19th November, 1842. At 7 A. M. we arrived at Boulac, where on disembarking from the Steam Boats, we found Donkeys, Donkey Chairs and Camels in attendance for conveying us with our Luggage to the "Great Eastern Hotel" situated in Grand Cairo, distant about two miles from the Port. Here again further trouble and annoyance awaited us, as the Agent had made no arrangements for our transit through the Desert, although we had been repeatedly assured before our arrival at the Hotel that we should find every thing ready. In fact, it would appear that instead of acting up to the strict letter of the Circulars published from time to time by the Agents employed by travellers to and from India, the passengers by this month's Mail were intentionally left to shift for themselves, and compelled to put up with every species of annoyance on the part of the Agent, resident at Cairo.

Of Cairo, the traveller can give but a faint description, unless he resides there for a few days, which can never be the case with any one who wishes to keep pace with the Mail. Twelve hours is generally allowed to passengers for rest in this City, during which time they can scarcely get free from their business with the Agent, to enable them even to pay a hasty visit to the principal sights. A few of our passengers on finding they were to be detained until the next day, embraced the opportunity of inspecting the undermentioned places, all of which in the opinion of the Writer are well worthy of a visit by those who can conveniently spare an hour or two during their stay at Cairo.

The Citadel
The Pacha of Egypt's Palace
Joseph's Well
The Grand Mosque
The Bazars and Slave Market.

The Writer was rejoiced to find that little or no traffic was going on in the latter place, which circumstance is perhaps to be considered as an indication of the probable discontinuance of the inhuman trade in Slaves in Egypt,

as in other civilized countries. The Pacha, from all accounts, does not countenance it so much as he used to do in the earlier part of his reign, and therefore might we not trust that if a deputation from the Foreign and British Anti-Slavery Society of London were sent out to wait upon him, he would enter into honorable arrangements with our Government to aid in putting it down in his dominions. The subject of the Slave Trade has of late years engaged the time and attention of many of our benevolent countrymen, as well as those of other nations who seek the welfare and happiness of their fellow creatures of whatever denomination or colour they may be; and we therefore look forward to a time, and that not far distant, when their operations in such a good cause will be extended to Egypt, and Slavery, and the horrid, appalling, and disgusting traffic in human flesh, will no more taint the land, which was once the most ancient and mighty kingdom in the world, but now bears the marks with which Prophecy had stamped its destiny in after ages.

The Pacha's Palace, situated in the Citadel, is a very superior building, partly constructed of marble, and should on no account be passed over by the traveller, The style of architecture is similar to what one meets with in some parts of the Continent; but it is still evident from the interior of the Palace, that it was built to please the taste of an eastern Prince, for, with the exception of a few Chandaliers, couches, and paltry pictures, every thing else bears an oriental appearance. Near this spot the erection of several other buildings are progressing, and as they will be constructed for the most part of the marble, lately discovered by the Pacha in lower Egypt, and sent up by him to Cairo, it is supposed they will be the greatest "Lions" of the place, when finished. From the back of one of these buildings, a very beautiful view of the City and of the surrounding country for many miles around it, including the Pyramids of Gizeh, suddenly bursts into sight, and is a scene which of itself will amply repay him for the trouble of visiting the Citadel.

Of the Pyramids the Writer regrets he can give no account from personal observation, as he did not attempt to venture on an excursion to them. They are situated

about ten miles from Cairo in a south westerly direction, but at this time of the year, just after the inundations of the Nile, one is obliged to take a circuitous route to them, which takes up at least ten hours of precious time. Two of our passengers however started off immediately after breakfast to visit them, at the great risk of losing their passage from Suez to Bombay, which would inevitably have been their fate, had we not been unnecessarily detained.

Before taking leave of Cairo, it is quite requisite to add for the information of travellers, especially those from Bombay to England, who must have suffered daily from the effects of the coal dust on board the Honorable Company's Steamers, and lost their good looks for the time being, that they will meet with splendid Turkish Baths in all parts of the City, of which if they avail themselves, they will not only be refreshed for the remaining portion of their journey through Upper Egypt, but will recover their wonted appearances, without which, in all probability, their friends at home would not recognize them. These baths, for the use of which only from three to four Piastres (6d. to 8d.) is demanded, are extremely comfortable, and attended by very civil people. After the traveller has finished his ablutions, he will be furnished with a cup of coffee, and a Turkish Pipe, either or both of which he can accept without extra payment.

20th November, 1842. At ¼ to 7 A. M. seven of our party (including the writer) having been supplied with Donkeys, and Donkey Chairs (a species of Sedan) commenced our Journey through the Desert to Suez. We collect from the writings of the first divines, that Moses and the Israelites followed the customary road still taken by caravans of pilgrims as far as Suez or Baal-zephon, passing by Birket-el-Hadj (Pilgrim's Pool) See Exodus, from the 27th verse of the 12th Chapter, to the end of the 14th Chapter. This track differs but little from the one taken by travellers to and from India by the overland route. Shortly after leaving Cairo the Desert is entered and oh! what a striking contrast there is between this wilderness, and the different parts of Europe the Writer had just visited. There was no magnificent or bold scenery to strike or relieve the sight, no fertile mountain,

vineyards, or dark woods of waving pines, no romantic valleys with their beautiful streams meandering gracefully through them, nor scarcely a shrub or blade of grass to show that it is a portion of that universe, which before the fall of man God created and pronounced "that it was good." All here is a frightful extent of barrenness, with only a few objects (such as the Station Houses, Telegraphs, and one Solitary Tree a little better than midway) to diversify the scene. A great many carcasses of Camels, which have perished for want of water, are strewed on either side of the road, and would be sufficient to indicate to the weary traveller, the track usually followed by the Overland Mails.

At ¼ to 9 A. M. we arrived at No. 1, Station House, nine miles from Cairo, and containing only stabling, and a dirty resting room. At noon reached No. 2, eleven miles further on, where we breakfasted. This building contains two public rooms (one for ladies and the other for gentlemen) two private rooms, and a servants' room. After resting here for a couple of hours, we pushed on to No. 3, and the Centre Station House. The former, distant from No. 2, ten miles, and similar to No. 1, with respect to accommodations, we reached at ¼ to 3 P. M, and the latter, eleven miles from No. 3, containing a large Saloon, a ladies room, a number of bed chambers, servants' room, kitchen, a large water tank, stabling, &c., we alighted at about 8 P. M. Here we dined, and refreshed ourselves with sleep until midnight, but the Writer regrets to say that we did not leave it without having great reason to be dissatisfied with the head servant, who was not only uncivil and inattentive, but served up one of the worst dinners that could be placed before gentlemen, who had just come off a day's journey of forty one miles, labouring under the double disadvantage of a burning sun, and seeing nothing whatever interesting to break the monotony of a stage through a desultory desert.

21st November, 1342. At ¼ to 1 A. M. left the Centre Station House and at ¼ past 4 A. M. arrived at No. 5 (similar to No. 1 and 3) distant about ten miles. At 9 A. M. alighted at No. 6, where we took breakfast, and rested for an hour and a half. This building is in every respect the

same as No. 2, and distant 12 miles from No. 5. A little past noon we reached No. 7, or the last Station House in the desert, and containing the same accommodations as Nos. 1, 3 and 5. We were fortunate to get some water in this vicinity for our Donkeys, at a well attached to a building in ruins, said to have been a residence in former days of the Pachas of Egypt. It is situated on the edge of the desert, and commands a view of the insignificant town of Suez, the Red Sea, and a few sandy mountains. Previous to our arrival at No. 7, we saw the mirage, an optical illusion, which deceived every one of our small party, excepting the Writer, to whom reference was constantly made as to whether it was the Sea we were approaching. At 4 P. M. we at length arrived at Suez, distant about 10 miles from No. 7, and 21 miles from No. 6. We were glad to find that the Steamer for Bombay was still at anchor in the roads, and that it was not the intention of the Captain to start until four o'clock the following afternoon, thereby allowing ample time for all our fellow travellers to make their appearance from Cairo. Here we fell in with a lady and six gentlemen, who had come to Egypt from different parts of the Continent, and had got the start of us in securing comfortable cabins and saloon berths in the Steamer.

During our stay at Suez, we put up at Messrs. Waghorn and Co.'s Hotels, but we were delighted to leave them, as they are in a wretched and filthy condition. It is said that amongst the contemplated improvements in Egypt, this will come under the notice of the P. and O. Steam Navigation Company. With respect to the provisions served to travellers here, they are not much superior to what one meets with on the Canal, the Nile, or in the Desert, and unless a very material alteration is made in the culinary department, families proceeding by the overland route to and from India, are strongly recommended to provide themselves with hermetically sealed meats, &c ; and, to save themselves a great deal of unnecessary expence, to add a supply of Wines, Beer, Tea, Sugar, and Water in Quart Bottles, sufficient to last them for 4 days. Under these circumstances they would be able to get on exceedingly well, especially as

servants of respectability are at all times procurable either at Suez or Alexandria at low wages, who would act in any capacity required of them.*

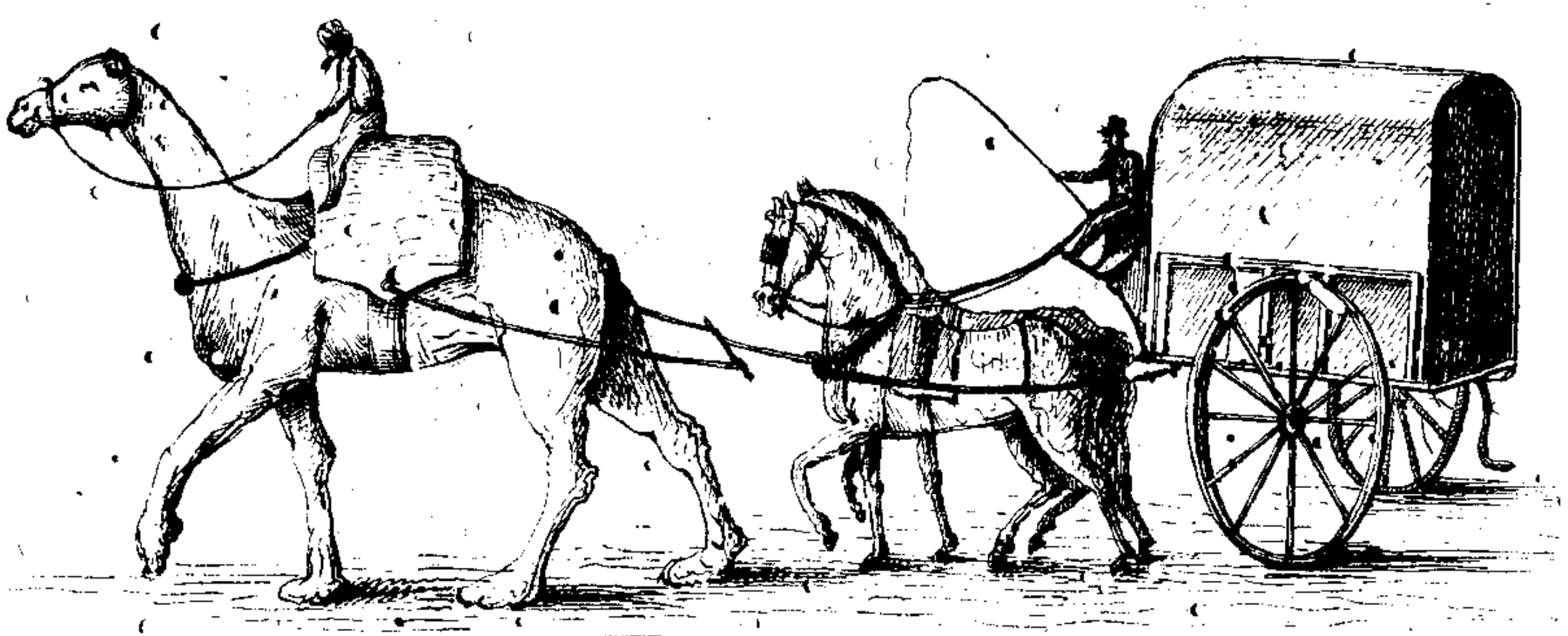
22d November 1842. All the passengers (including those who went to the Pyramids) reached Suez from Cairo during the early part of the day. Some of them had left in Vans the evening previous to our party, and others the following evening, and even so late as Monday morning, (the 21st). On the arrival of the latter batch of unfortunates, we were able to ascertain exactly what difficulties, annoyances, and fatigues we had all undergone in our transit through Egypt, and especially that part of it through the Desert, a distance of 84 miles. Complaints were very serious and numerous from the majority of the passengers, and we came to the determination of drawing up a statement of them, and forwarding the document from Bombay to England, by the first opportunity after we landed in India; a copy of it, together with some correspondence which took place relative thereto is inserted in the Appendix.

Suez is supposed to be by some travellers the Baal-zephon of Scripture. It is situated at the head of that part of the Red Sea, which forms the Gulf, and is one of the most miserable and filthy towns in Upper Egypt. The Harbour is so shallow, that Boats only of the size of Pattimars can come into it; all larger vessels being obliged to anchor in the road, at the distance of two, three and four miles from the place of embarkation, which makes it very inconvenient for the passengers to get to the Steamers, and for the shipment of Freight. The latter however is not of much consequence, as there is little or no trade now going on with this Port.

The Writer in concluding his imperfect remarks on this part of his travels, begs to annex a memorandum of

---

* Since the Writer's arrival in India, he has observed in the Newspapers, that the transit through Egypt has passed into other hands, under the auspices of the Pacha, as will be found by an Extract in the Appendix.



EGYPT.

Sketch of the Van used in the Desert in 1842.

Messrs. Waghorn and Co's charges levied upon himself, which cannot fail to attract the attention of every person who may read it as being very exorbitant, and in which no alteration appears to have been made since the transfer of the whole concern to the "Egyptian Transit Company." It is to be hoped however, that when the system works well in these new hands, a reduction will be made at least in the charge for the carriage of Luggage, camels being procurable in numbers both at Cairo and Suez from two to three dollars each, about half the sum mentioned in the Tarif.

No. 177. Cairo, 19th November, 1842.

Received from Captain.....				£	0	18 0
For transit through Egypt....	£10	13	0			
Advanced on account at Alexandria.....				12	8	0
Transport of Luggage, two Camels at £1 4 each	2	8	0			
Total.....	£13	6	9	£13	6	0

Expenses at the Hotels in Alexandria, Cairo, and Suez, including Wine and Beer, throughout the entire transit...	1	18	0
Total of actual expences throughout the entire transit from Alexandria to Suez.	£15	4	9

At noon embarked in a miserable boat from Suez, and after a most dangerous trip of three hours, reached the Steamer Atalanta, which put to sea a little after 4 P. M., having received all her passengers and Mails on board. The writer has much cause to be thankful to Almighty God for having preserved him twice during this day from a watery grave he having been nearly swamped on his way to the Steamer. It was blowing a gale, which so terrified the Arab boatmen that they completely gave themselves up to the mercy of the forming billows, and had they not been urged to exert themselves, in all probability something serious would have oc-

curred. A great many of the other passengers were also in imminent danger in the r boats, but the writer suffered the most, owing to his having been put into one, which contained forty eight large leathern bags of water for the use of the Atalanta's crew, which he at one time seriously contemplated throwing over board.

On taking leave of Egypt and of the opposite side of the Red Sea skirting the shores of Arabia, the christian traveller will, on turning to the history of Gods chosen people, find many subjects that will interest him, connected with the prophecies which have been literally fulfilled concerning both these nations. With regard to the former, God had declared by the prophet Ezekiel "that "it should be the basest of kingdoms, neither should it "exalt itself any more among the nations;—that the "pride of her power should come down, and that the land "would be sold into the hand of the wicked;—that it "should be laid waste, and all that was therein, by the "hand of strangers;—that there should be no more a "prince of the land of Egypt;—and lastly that the secptre "of Egypt should depart away." Ezekiel, 23. *v.* 14. 15; 30. *v.* 12. 13. With regard to the latter nation, God had also declared through an Angel to Hagar, before the birth of Ishmael, from whom the numerous tribes of the Arabs are descended, "that he should be a wild man, and that "his hand should be against every man, and every man's "hand against him." Genesis 16. *v.* 12. Such has been, and is still the state of both these nations. Egypt is governed by strangers, and is at the present time under the rule of a despotic Prince, who during his reign has done much to pull down the pride of her former power; whilst the Arabs are universally known to be a wild and roving race, whose hands are against every man, and every man's hand is against them.

Keith in his "Evidence on Prophecy" says, "On a "review of the prophecies concerning Egypt and Arabia, "it is a certain fact which can admit of no disputation, "and which needs no argument to support it, but which "rests on the testimony of unbelievers no less than of "Christians, that the fate of both these countries, in refer-"ence to their past history and present state, demon-

"strates the truth of the prophecies concerning them;
"and that the prophecies, ratified by the events, give the
"most decisive proof that these holy men of old, who
"all testified of Jesus, spake as they were moved by the
"Holy Ghost" and again "Surely here alone would be
"found enough of positive evidence to the truth of
"the religion of Jesus! And without dwelling upon
"the mass of other evidence, let it only be remark-
"ed, that the ruins of the moral world are as obvious
"in the sight of Omniscience as the ruins of the natural,
"—of cities or of kingdoms; and his word can foretell
"the one, as well as the other. And if those who scoff
"at religion can perceive no evidence from any histori-
"cal facts, or any external objects, they might look with-
"in, and they would find engraven on their own hearts,
"in characters sufficiently legible, a confirmation of the
"prophecies; and if they substitute railing for reason,
"and think to mar religion with their mockery, to all
"others they stand convicted, the living witnesses of
"the truth. There shall come in the last days scoffers,
"walking after their own lusts, and saying, Where is
"the promise of his coming?" &c. "There shall mockers
"in the last time." 2d Pet. 3. *v.* 3; Jude. ver. 18.

Blind unbelief is sure to err,
And scan his work in vain;
God is his own interpreter
And he will make it plain.

The true believer however knows that as the word of prophecy has been fulfilled, so also the word of promise is sure. He is looking forward by faith to the time when "the wilderness and the solitary place shall be glad for
"them, and the desert shall rejoice, and blossom as the
"rose. It shall blossom abundantly, and rejoice even
"with joy and singing: the glory of Lebanon shall be
"given unto it, the excellency of Carmel and Sharon;
"they shall see the glory of the Lord, and the excellency
"of our God." Isaiah 35 *v.* 1, 2; where also the church shall stand in all the beauty of Balaam's prophetic description of Israel's happiness, "How goodly are thy
"tents O Jacob! and thy tabernacles O Israel! As the
"valleys are they spread forth, as gardens by the river

" side, as the trees of lign aloes, which the Lord hath " planted, and as cedar trees beside the waters." Numbers 24, *v.* 5, 6. Thus will it be when Israel shall possess the land of his enemies, and when all the faithful soldiers of the Cross shall join in one unanimous shout of victory that " the kingdoms of this world, are become the king- " doms of the Lord, and his Christ."

It is supposed that the miraculous passage of the Red Sea was made hereabouts, but the great changes that must have taken place since that wonderful event, have made it difficult for travellers to define the exact spot, " where- " the waters were divided, and commanded to stand still " as a wall on the right hand and on the left, until the " children of Israel had passed through upon the dry " sands, and Pharoah and all his host whilst in pursuit of " them, were overwhelmed by the returning of the " waters." This extraordinary miracle was performed and is recorded in many parts of Holy Writ for the express purpose of encouraging God's people of every age to trust in Him in the greatest straits, and to convince us that the God of nature has not tied Himself to its laws, but can, when He pleases, dispense with them, to show His Almighty power to such an unbelieving and stubborn race as he has to deal with. The Christian traveller when he passes the supposed track of this wonderful passage of the Israelites through the Red Sea, puts implicit faith in the truth of it, and rejoices in the manifestations of God's love to His sinful creatures, in making known to them what this miracle is intended to teach them, " that " if they place their whole trust and confidence in Him, " in whatever straits they may be called to pass through " in this life, they have a Protector that will never leave " or forsake them."

23d November, 1842. During the early part of this day we saw Mounts Horeb and Sinai, the summit of the latter lifting its head as it were towards heaven, and reminding us that there in the midst of thunders and lightnings, and a thick cloud, God descended down from heaven, and summoned Moses to ascend and receive the sacred code of laws, by which His servants were thenceforth to be ruled, and which teaches man both his duty towards

his Creator, and his neighbour. How prone are we however to follow the sinful exampl of the Israelites, who, before these awful appearances had ceased, deserted the worship of the true God to serve dumb idols, as we read in the 7th and 8th verses of the 32d chapter of the book of Exodus. "And the Lord said unto Moses, Go, get thee "down; for thy people which thou broughtest out of "the land of Egypt, have corrupted themselves. They "have turned aside quickly out of the way which I com-"manded them; they have made them a molten calf, and "have worshipped it, and have sacrificed thereunto, and "said, These be thy gods, O Israel, which have brought "thee up out of the land of Egypt."

After passing Mounts Horeb and Sinai, we saw no more interesting objects along the shores of Arabia on the one side, or Nubia and Abyssinia on the other, excepting Mocha of Coffee celebrity, with its lofty Minaret and other buildings, and a large cluster of date trees towards the southward. On the 29th November we passed through the Straits of Babel Mandeb, and at 2 A. M. the following day anchored in the Back Bay of Aden. Here we remained until ½ past 8 P. M. taking in a supply of coals, for which purpose we were hauled along side of a condemned Steamer, called the "Charger," formerly the "Semiramis."

Aden is not a place which will strike the eye of the traveller, its appearance from the Bay being very barren and rocky. The town is miserable in the extreme, but owing to a large body of the Queen's and Honorable Company's Troops being stationed there, a great improvement in every respect will no doubt be visible in a few years hence. A very good Hotel, close to the landing place, was partly erected when the Writer was there, and from all accounts has since been nearly completed. This will be a convenience which cannot fail to give great satisfaction, especially to those who may have no friends on shore to receive them, as passengers are obliged to land to get clear of the coal dust, and the dreadful gullings of the people who are employed in transhipping this necessary article from the hulk to the Steamer. It is said that this extraordinary race, (who are chiefly from the coast of

Zanzibar) lose at least one or two of their number every time the Steamers touch at Aden, owing to the labour they go through, as after work is over, they go and lie down on the beach to rise no more. Parbury in his "Hand Book to India and Egypt" describes their manners and customs so well that the Writer feels he cannot do better than to give an Extract from his admirable work. He says, "The "*tout ensemble* of a party of these men is almost fear- "fully grotesque; the vociferations they utter, and the "horrid dancing they practise, while at work," suggesting "the idea of demons engaged in unearthly revels."

At 8, 30 P. M. the fires were lit, and at 10 stood out of Back Bay. During our passage from Aden to Bombay, we met with contrary winds and currents which kept us at sea much longer than we had anticipated, but it is pleasing to add that our time passed off very agreeably from the general good feeling that existed between the passengers on board, and the extreme kindness and attention of the Captain and his Officers. The former kept an excellent table, and in fact, all his arrangements in that, as well as every other particular, were admirable, for which we unanimously agreed to present him with a letter of thanks on the day previous to our leaving the Atalanta. On the 8th December we fell in with the Honorable Company's Schooner Constance, of 3 Guns, and the Steamer Victoria, bound to Suez with the overland Mail of December from India. We spoke the latter, and received the Captain and some of the passengers on board, with whom we exchanged a few words and Newspapers. At a quarter to 4 A. M. on the 13th December 1842, we came in sight of the Light House at Colabah Point, and in the course of two hours afterwards anchored in the magnificent Harbour of Bombay, after a tedious voyage from Aden of eleven days and four hours, the particulars of which are given in the Appendix in an Extract from the Log Book kept on board the Atalanta. At 9 A. M. landed at the Apollo Bunder near the Fort, and thus, with the blessing of a kind and merciful God, completed in the short space of two months an "Overland Journey from "Southampton to Bombay, viâ some of the most noted "places on the Continent."

FINIS.

APPENDIX.

Extract from the Log Book, kept on Board the Honorable Company's Steamer Atalanta, of 667 tons, 210 Horse power, and 3 Guns. From Suez to Bombay.

1843.	Dates.	Lat.	Long.	Winds.	Courses.	Daily Distance.	REMARKS.
November	23d	27° 58' N.	33° 44' E.		S. S. E. and S. by E.	127	2. 30 P. M. lit the fires, 3 45 Steam up. 4 P. M. Weighed and stood out of the bay—Sunset—Southern extreme of the African Coast S. 7° W. Noon. Ras Zerte S. 65° W. Northern extreme Gabal Island S. 26° E.
"	24th	25° 35' N.	35° 38' E.	Winds favorable.	S. E. by S. and S. S. E. ½ E.	167½	Southern extreme Shadwan N. 85° W. Northern Jafatine Island S. 6 30 A. M. Southern extreme of the Northern Brothers N. 75° E. Noon. Extreme of the Egyptian Coast in sight S. 45° W.
"	25th	22° 56' N.	36° 46' E.		S. S. E. ½ E.	171	
"	26th	20° 13' N.	38° 37' 30" E.		S. S. E. ½ E. & S. S. E.	162½	Sunset. Mount Ellis S. 88° W.
"	27th	17° 26' N.	40° 4' E.		S. S. E. ¼ E. ½ E.	170½	
"	28th	Cloudy.	Cloudy.		S. E. by S. & S. S. E.	185	Daylight. Gabel Tor S. 70° E. Noon. Haycock Rock S. 54° E. Gabel Tor N. 18° W.
"	29th	Do.	Do.		S. by E. & E. S. E.	173½	Sunset. Gabel Zehayr N. 19° W. and Gabel Zooghur S. 30° E. Midnight, Harnish Islands N. 8° W. Noon. Basel Mandep Island S. 15° E. and Peak S. 65° E.
"	30th	At Aden.		Favorable.	S. S. E. and E. by S.	103	Sunset. Gabel Mountain N. 30° E. Northern extreme of Saddle Island N. 55° E. 3. 30 A. M. Cape Aden bearing E. 6° S.
December	1st	13° 48' N.	46° 6' E.		N. E. and E. N. E.	57½	8. 30 P. M. lit the fires 9 P. M. finished coaling 9. 15 P. M. steam up, and 10 P. M. cast off from the "Charger" and stood out of Back Bay. 1. 30 A. M. Cape Aden bearing N. 60° W.
"	2d	15° 16' N.	47° 25' E.		E. by N. & E. by N. ½ N.	117	

1842.	Dates.	Lat.	Long.	Winds.	Courses.	Daily Distance.	REMARKS.
December	3d	13° 52' N.	48° 52' E.		E.byN.&E.byN.½N.	116	Daylight. Arabian Coast bearing N. 60° E. but no particular point discernable, Noon. Southern extreme, Arabian Coast, bearing N. 60° W. Northern extreme N. 30° E.
"	4th	14° 31' N.	50° 43' E.	Generally unfavorable.	E. by N; E. by N. ½ N. and E. N. E.	116	Sunset. Southern extreme of the Arabian Coast bearing N. 40° E. Northern extreme N. 75° W. Daylight. Southern extreme of the Arabian Coast N. 35° E. Northern N. 60° W. Noon. Arabian Coast bearing N. 45° W., but no particular point discernable. 9. A. M. Cape Fartash bearing N. 11° W.
"	5th	15° 0' N.	52° 40' E.		E. by N.	115	
"	6th	15° 19' N.	54° 39' E.		E. by N.	120	
"	7th	16° 3' N.	56° 37' E.		E. by N. ½ N.	145½	
"	8th	16° 41' N.	58° 57' E.		E. by N.	141	At 1 A. M. passed the H. C. Schooner (*stance*, and at 7 P. M. spoke the H. Steamer *Victoria*, bound to Sue with December Mail.
"	9th	17° 10' N.	61° 32' E.		E. by N.	134	
"	10th	17° 38' N.	64° 23' E.		E. by N.	171	
"	11th	18° 10' N.	67° 33' E.		E. by N.	183	
"	12th	18° 43' N.	70° 51½' E.		E. by N. & N. 78° E.	192	
"	13th	At Bombay.			"	111¼	12.45. A. M. saw the Light House at Colabah Point, and at 2,45 A. M. come to anchor in Bombay Harbour.
Total....						3,020	

H.C. Steamer "*Atalanta*" from Suez to Bombay.

	Hours.	Miles	Average, per hour.
From Suez to Aden.....	154	1,300¾	8 3¼ Fair Winds.
From Aden to Bombay	293	1,719¼	5 7½ winds against.
Total....	447	3,020	6 6 aver. per hour.

Stoppage at Aden 18 hours.

ESTIMATE OF EXPENSES

INCURRED FROM

SOUTHAMPTON TO BOMBAY.

Estimate of the expenses incurred by the Writer, on his Journey from Southampton to Bombay, viâ Paris, Brussels, the Rhine, Switzerland, &c. &c.

1842.	Dates.	DISBURSEMENTS.	Daily expenses. Frs.	Sous.	Grand Total. £.	s.	d.
October	12th	Passage money from Southampton to Havre	0	0	1	1	0
		Porterage from the Hotel to the Pier	0	0	0	1	6
		Pier dues at Southampton	0	0	0	1	5
"	13th	Steward's Fee on Board the Steamer	0	0	0	2	0
		Breakfast at Havre	5	0			
		Custom House charges at Havre	3	10			
		Dinner at the Table D'Hote, at Rouen	5	0	0	10	9½
"	14th	Fare by Diligence from Havre to Paris, including the Conducteur and 40 lbs. of luggage	45	0			
		Porterage at Paris	1	0	1	16	8½
"	18th	Fare by Railroad to and from Versailles for the writer and his guide	5	0			
		2 Dinners at Versailles	9	15	0	11	9
"	19th	Fare by Diligence from Paris to Quevrain, and thence by Railroad to Brussels, including 40 lbs. luggage, &c	36	0			
		Signatures to Passport	10	0			
		Board and Lodging at Paris for 6 days	44	13			
		Servants at the Hotel, Paris	5	0			
		Guide's Pay for 3 days, at 5 francs per day	15	0			
		Dinner and Servants at Gournay	3	0	4	10	11
"	20th	Breakfast and Servants at Quevrain	2	0			
		Porterage at Quevrain	1	5	0	2	7
"	21st	Fare of a "Fiacre" from Brussels to Waterloo	12	10			
		Dinner and Servants at Waterloo	3	15			
		Presents at Waterloo	3	15			
		Guide at Waterloo	5	0	1	0	0
"	22d	Hotel charges at Brussels	13	5			
		Servants at Brussels	2	0			
		Coach to the Liege Railway Terminus	1	7			
		Fare by Railway from Brussels to Liege, including 40 lbs. of luggage	6	5			
		Omnibus at Liege	1	0			
		Dinner and Servants at Liege	3	14			
		Fare by Diligence from Liege to Aix la Chapelle including 40 lbs. of luggage	8	0	1	8	9½
"	23d	Hotel charges at Aix la Chapelle	5	4			
		Omnibus Fare from the Hotel to the Cologne Railway Terminus	0	12			
		Fare by Railway from Aix la Chapelle to Cologne, including 40 lbs. of luggage	5	8			
		Total carried over			£1	11	7 5½

1842.	Dates.	DISBURSEMENTS.	Daily expenses. Frs.	Sous.	Grand Total. £.	s.	d.
		Brought forward....			11	7	5½
		Fee for countersigning the Passport at Aix la Chapelle....	0	10			
		Omnibus Fare from the Railway Terminus, to the Hotel at Cologne....	1	0			
		Fare by Steamer from Cologne to Mayence....	16	0	1	3	0
October	24th	Hotel charges at Cologne....	25	0			
		Servants and Porterage at Cologne....	2	0			
		Refreshments on Board the Steamer....	1	10	1	2	9½
"	25th	Hotel charges at Coblentz....	8	5			
		Servants at Coblentz....	1	0			
		Porterage to and from the Steamer....	3	0	0	9	9
"	26th	Hotel charges at Mayence*....	14	18			
		Servants at Mayence....	1	0			
		Porterage to and from the Steamer....	0	11			
		Fare by Steamer from Mayence to Manheim....	8	0			
		Fee for countersigning Passport at Mayence....	4	10	1	0	9
"	27th	Expenses at the Hotel at Manheim....	17	4			
		Servants at Manheim....	1	10			
		Fare by Railway from Manheim to Hiedelberg....	1	0			
		Fare by Diligence from Hiedelberg to Strasbourg (40 lbs. of luggage)....	20	8	1	12	2
"	28th	Hotel charges at Hiedelberg....	4	8			
		Servants at Hiedelberg....	0	8			
		Dinner at Kehl....	2	2			
		Porterage at Kehl....	0	12	0	6	0½
"	29th	Guide at Strasbourg for ½ a day....	2	10			
"	31st	Hotel charges at Strasbourg....	28	10			
		Servants at Strasbourg....	4	0			
		Omnibus Fare from the Hotels to the Basle Railway Terminus....	1	4			
		Fare by Railway from Strasbourg to Basle, including 40 lbs. luggage....	10	1	1	17	4½
Nov.	1st	Hotel charges at Basle....	4	0			
		Servants at Basle....	1	10			
		Fare by Diligence from Basle to Neufchatel, including 40 lbs. of luggage....	14	0			
		Dinner on the road....	2	0			
		Fare by Diligence from Neufchatel to Lausanne, including 40 lbs. of luggage....	9	15½	1	5	0
"	2d	Hotel charges at Neufchatel....	5	0			
		Porterage and Servants at Neufchatel....	1	7	0	5	1
"	3d	Hotel charges at Lausanne....	9	0			
		Servants at Lausanne....	1	17			
		Omnibus Fare to the Lake of Geneva....	1	0			
		Fare by Steamer from Ouchy to Geneva....	6	0			
		Porterage on arrival at Geneva....	1	0	0	15	1
"	4th	Fare by Diligence from Geneva to Aix la Baîne, including 40 lbs. of luggage....	11	10			
		Hotel charges at Geneva....	17	0			
		Servants at Geneva....	3	0			
		Porterage on departure from Geneva....	1	0	1	6	0
		Total carried over....			22	10	6

* Including 2 Francs for Porterage.

1842.	Dates.	DISBURSEMENTS.	Daily expenses. Frs.	Sous.	Grand Total. £.	s.	d.
		Brought forward....			22	10	6
Nov.	5th	Fare by Diligence from Aix la Baine to Chambery including 40 lbs. of luggage..	2	0			
		Hotel charges at Chambery.....	4	2			
		Servants at Chambery.....	0	10			
		Porters at Chambery.....	0	10			
		Fee for countersigning Passport.....	4		0	8	10½
Nov.	6th	Fare by Diligence from Chambery to Lyons, including 40 lbs. of luggage.....	11	0			
		Fee for countersigning Passport on entering the frontier town of the S. of France.	2				
		Breakfast at Pont de Beauvoisin.....	1	10			
		Porterage on arrival at Lyons.....	1	5	0	12	7
,,	7th	Hotel charges at Lyons.....	6	10			
		Servants at Lyons.....	1	0			
		Porterage from the Hotel to the Rhone...	3	0			
		Fare by Steamer from Lyons to Avignon..	20	0			
		Refreshments on board the Steamer.....	2	7			
		Inn charges at St. Audiole.....	3	10	1	9	2
,,	8th	Hotel charges at Avignon.....	5	15			
		Servants at Avignon.....	0	13			
		Guide at Avignon 1-10 Porterage 4-10.....	6	0	1	10	0
,,	9th	Fare by Diligence from Avignon to Marseilles, including 40 lbs. of luggage.....	9	0			
		Breakfast at Aix.....	1	4			
		Porterage at Marseilles.....	3	0			
		Guide at Marseilles.....	3	0			
		Fees for countersigning Passport.....	7	12			
		Fare of a Boat to the Steamer at Marseilles.....	2	0	1	0	8
,,	9th	Passage money from Marseilles to Malta, per H. M. Steamer "Polyphemus".....			9	0	0
,,	14th	Servants on board the "Polyphemus".....			0	4	0
,,	,,	Boat hire at Malta.....			0	3	4
		Porterage on landing at Malta.....			0	1	5
		Hotel charges at Malta.....			0	5	2
		Servants at Malta.....			0	0	6½
		Passage money from Malta to Alexandria, per "Oriental".....			17	16	0
,,	17th	Servants on board the "Oriental".....			0	4	0
		Donkey hire at Alexandria.....			0	2	6
,,	19th	Transit from Alexandria to Suez.....			13	6	0
,,	21st	Hotel charges from Alexandria to Suez.....			1	19	0
		Present to the Donkey Boys and Boatmen.....			0	6	7
,,	30th	Expenses at Aden.....			0	4	0
Dec.	13th	Boat hire on landing at Bombay.....			0	4	0
,,	,,	Passage money from Suez to Bombay per H. C. Steamer "Atalanta".....			50	0	0
		Total £			120	2	4
Price of an English Secretary of States' Passport.....					2	7	0
Murray's "Hand Book for Northern Germany".....					0	9	0
Galignani's "Guide to Paris".....					0	8	0
Plan of Paris, &c. 1s. 8d. and Panorama of the Rhine, 6s. 4d.....					0	8	0
Smith's "Hand Book up the Seine".....					0	3	0
The "New French Manual" or "Traveller's Companion".....					0	4	0
Loss of Exchange on "Letter of Credits".....					0	18	0
Sights on the entire Route.....					0	8	10
Grand Total for the entire Route £					125	8	2

MEMORANDUM.

Amount of Expenses incurred by the Writer as above.....	£125	8	2
Deduct the amount of Passage money charged from Southampton to Bombay by the direct route.....	£112	0	0
Amount of difference between the two Routes....	£13	8	2

RATES OF FARES
BY
STEAMERS, DILIGENCES, &c.
TO WHICH IS ADDED
TABLES OF FOREIGN AND BRITISH COINS,
&c. &c. &c.

Commercial Steam Packet Company from Southampton to Havre.

For Southampton, every Tuesday and Friday.—From Havre, every Thursday and Monday.

Fares. Saloon.....	£1	1	0	Horses.....	£3 0 0
Fore Cabin.....	„ 0	14	0	Dogs.....	„ 0 5 0
Carriages.....	3	0	0	Steward's Fee.....	„ 0 2 0

The Steamer calls at Portsmouth, one hour and a quarter after leaving Southampton.

DILIGENCES IN FRANCE.

The Diligences in general carry 15 passengers; some of them, however, carry 15 inside and 3 outside, besides the "Conducteur," who corresponds to an English guard. The Conductor pays for a passenger the perquisite to the postillions at each stage, and receives at the end of the journey the whole amount which is charged at the rate of two sous per 6 or 8 miles, exclusive of his own fee, which is about double that sum. Each passenger is allowed from 40 to 50 lbs. of luggage; above that amount is charged by weight. It is customary, on being booked, to pay one half of the Fare, and a receipt is given indicating the day and hour of departure. The places are numbered, and the number of the seat the traveller is to occupy is mentioned on the receipt. The Conductor takes care that every traveller shall occupy his assigned place, by calling each in his turn.

Malle-postes leave the Post Office at each of the principal cities in France every evening at 6 P. M. Each malle-poste carries 2 to 3 passengers besides the Conducteur; the charge is 1 franc 75 cents for each myriamètre (about 6¼ English miles;) and 50 lbs. of luggage is allowed to each passenger. This is an excellent way of travelling for persons who wish to economise time, the service being admirably done.—(From Galignani's "Guide to Paris.")

Fares by Diligence from Havre to Paris including Conducteur, &c. &c. (Interieur).....	Francs 45
From Paris to Brussels including 40 lbs. luggage, Conducteur, &c. (Bauquet).....	Francs 36

Offices—Havre, Grand Quai, No. 69, and Rue de Paris, No. 84.

„ Paris—Messageries Jaunelle Belle Francaises, Rue de Buloi—Messageries Royales 22, Rue Notre Dame des Victoires; and the Messageries Geuerales of Lafitte, Caillard and Co. 18, Rue du Grenelle St. Honoré, and 150, Rue St. Honoré.

RAILROAD FARES.

From Brussels to Liege (59¾ English miles) including 40 lbs. of luggage.....	6 fr. or 6s. 5d.	
	1st Class.	2d Class.
„ Aix-la-Chapelle to Cologne(40 English miles) including 40 lbs. luggage.....	2 thalers or 6s.	1½ thalers or 4s. 6d.

FROM LIEGE TO AIX LA CHAPELLE.

The Diligence in Summer runs three times a day; in Spring or Autumn generally only twice.

Fare, including 40 lbs. of luggage, &c. 8 francs or 6s. 6d.

DUSSELDORF STEAM COMPANY.

Passengers by the Steamers of this Company are taken at the reduced fares specified in the annexed list, and have the privilege of sojourning at any place they please, and can resume their journey on producing their Ticket, without any additional charge.

A great reduction is made upon Tickets taken at once for the journey Out and Home, and entitles the owner to special advantages.

The direct Fares FROM LONDON are at the following Reduced Rates, viz.

From LONDON. To the following Places.	Via ROTTERDAM. Out or Single Journey. Ch. Cab.			Via ROTTERDAM. Out and Home, or Double Journey. Ch. Cab.			Via ANTWERP, & from Cologne. Out or Single Journey. Exclusive of land conveyance. Ch. Cab.			Via OSTEND, & from Cologne. Out or Single Journey. Exclusive of land conveyance. Ch. Cab.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Dusseldorf	2	16	7	4	10	0	..	..	..	..	..	..
Cologne	2	18	6	4	10	0	..	..	..	..	..	..
Bonn	2	19	9	4	13	0	2	3	3	1	11	3
Neuweid	3	3	11	5	1	0	2	7	5	1	15	5
Coblence	3	4	11	5	1	0	2	8	5	1	16	5
Bingen	3	10	1	5	8	0	2	13	7	2	1	7
Eberbich	3	11	1	5	8	0	2	14	7	2	2	7
Wiesbaden	3	11	9	5	10	0	2	15	3	2	3	3
Mayence	3	11	4	5	8	0	2	14	10	2	2	10
Mannheim	3	15	6	5	14	10	2	19	5	2	7	5
Leopolds-hafen, or Kniel'sgen	4	0	4	6	1	7	3	3	10	2	11	10
Iffetsheim	4	3	4	6	6	3	3	6	10	2	14	10
Kehl—Strasbourg	4	7	7	6	13	0	3	11	1	2	19	1
Basle	5	0	2	7	11	3	4	3	8	3	11	8

From LONDON. To the following Places.	Via ROTTERDAM. Out or Single Journey. Fore Ca.			Via ROTTERDAM. Out and Home, or Double Journey. Fore Ca.			Via ANTWERP, & from Cologne. Out or Single Journey. Exclusive of land conveyance. Fore Ca.			Via OSTEND, & from Cologne. Out or Single Journey. Exclusive of land conveyance. Fore Ca.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Dusseldorf	1	18	11	3	0	0	..	..	..	..	..	..
Cologne	1	19	10	3	0	0	..	..	..	..	..	..
Bonn	2	0	6	3	2	3	1	13	2	1	5	8
Neuweid	2	2	4	3	7	6	1	15	5	1	7	6
Coblence	2	2	10	3	7	6	1	15	6	1	8	6
Bingen	2	5	2	3	13	6	1	17	10	1	10	4
Eberbich	2	5	2	3	13	6	1	18	8	1	10	11
Wiesbaden	2	6	4	3	13	6	1	19	6	1	11	6
Mayence	2	5	10	3	13	6	1	18	6	1	11	6
Mannheim	2	8	8	3	17	7	2	1	6	1	14	6
Leopolds-hafen, or Kniel'sgen	2	11	10	4	2	2	2	4	6	1	17	6
Iffetsheim	2	13	10	4	5	6	2	6	6	1	19	6
Kehl—Strasbourg	2	16	10	4	9	7	2	9	6	2	2	6
Basle	3	5	1	5	0	8	2	17	9	2	10	3

Children under Ten years of age, half-price. For Dogs half the price of Fore Cabin is charged.

On Carriages and Horses booked in London direct for the Rhine, a considerable reduction is also made.

TICKETS, NOT TRANSFERABLE, serviceable for any period during the current year, for the voyage OUT and HOME, are given *vid* ROTTERDAM, with a considerable reduction on the return fare, and with the option to the Passengers of proceeding or returning by the GENERAL STEAM NAVIGATION COMPANY'S Steamers, *vid* ANTWERP or OSTEND free of extra charge.

Passengers proceeding by Belgium, who may not have secured to themselves Tickets in London, may obtain the same for the Rhine between Cologne and any place on the Rhine, as far as STRASBOURG and BASLE, at the *Agents of the General Steam Navigation Company*, at Brussels, Antwerp, and Ostend.

N. B.—A very superior table d'hote, as well as other refreshments of every description and excellent Wines, are served on board at moderate prices, which are to be seen in the Saloon.

RAILROAD FARES.

Mayence and Wiesbaden to Frankfort.

Fares. From Mayence..... 2 guild. 6 kr..... or 3s. 6d.
,, From Wiesbaden..... 2 guild. 42 kr..... or 4s. 6d.
N. B.—Including 40 lbs. of luggage.

MANHEIM TO HIEDELBERG.

Fare, including 40 lbs. of luggage 1 Franc or 9½d.

DILIGENCES.

The following Diligences leave Hiedelberg, starting after breakfast at 5 A. M., for Carlsruhe, Strasbourg, and Basle.
The fares are about—

	German Miles.	Flor.	Kreat.	£	s.	d.
To Carlsruhe.....	8.....	4	48	or 0	8	5
Strasbourg.....	1.....	11	48	1	0	8
From Strasbourg to Basle 15 French posts..		21	28*	1	17	7

* This is the fare from Hiedelberg.

N. B.—40 lbs. of luggage allowed.

From Strasbourg to Basle by Railroad (Chemins de Fer D'Alsace.)

Heures de Départ et de Passage des Convois.

CONVOIS MONTANT *(de Strasbourg à Bâle).*

	h. m.	h. m.	h. m.	h. m.	h. m.	
STRASBOURG *(stat. prov.) Dép.*		8 20	12 06	3 15	6 45	,,
Geispolsheim.....		8 32	12 12	3 27	6 57	,,
Fegersheim.....		8 39	12 19	3 34	7 4	,,
Limersheim.....		8 47	12 27	3 42	7 12	,,
ERSTEIN.....		8 58	12 38	3 53	7 23	,,
Matzenheim.....		9 5	12 45	4 00	7 30	,,
BENFELD.....		9 15	12 55	4 10	7 40	,,
Kogenheim.....		9 25	1 5	4 20	7 50	,,
Ebersheim.....		9 34	1 14	4 29	7 59	,,
SCHLESTADT.....	6 30	9 53	1 33	4 48	8 10	,,
St. Hypolite.....	6 40	10 3	1 43	4 58		,,
RIBEAUVILLÉ.....	6 51	10 14	1 54	5 9		,,
Ostheim.....	6 58	10 21	2 1	5 16		,,
Bennwihr.....	7 5	10 28	2 8	5 23		,,
COLMAR.....	7 23	10 46	2 26	5 41		,,
Eguisheim.....	7 32	10 55	2 35	5 50		,,
Herrlisheim.....	7 38	11 1	2 41	5 56		,,
ROUFFACH.....	7 52	11 15	2 55	6 20		,,
Merxheim.....	8 2	11 25	3 5	6 20		,,
BOLLWILLER.....	8 18	11 39	3 19	6 34		,,
Wittelsheim.....	8 25	11 48	3 28	6 43		,,
Lutterbach.....	8 41	12 4	3 44	6 59		,,
Dornach.....	8 47	12 10	3 50	7 5		,,
MULHOUSE.....	9 2	12 25	4 5	7 20		,,
Rixheim.....	9 12	12 35	4 15	7 30		,,
Habsheim.....	9 17	12 40	4 20	7 35		,,
Sierentz.....	9 33	12 56	4 36	7 51		,,
Bartenheim.....	9 41	1 4	4 44	7 59		,,
ST. LOUIS. *Arr*.....	9 55	1 20	5 00	8 15		,,

(Ce convoi part de Schlestadt.)

(Ce convoi s'arrête à Schlestadt.)

CONVOIS DESCENDANT (*de Bâle à Strasbourg*).

	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.
ST. LOUIS. *Dép*.....			7 45	12 46	3 30	6 00
Bartenheim.....			7 58	12 53	3 43	6 13
Sierentz.....			8 6	1 1	3 51	6 21
Jabsheim.....			8 22	1 17	4 7	6 37
Rixheim.....			8 27	1 22	4 12	6 42
MULHOUSE.....		6 45	8 44	1 39	4 29	6 55
Dornach.....		6 54	8 53	1 48	4 38	
Lutterbach.....		7 2	9 1	1 56	4 46	
Wittelsheim.....		7 16	9 15	2 10	5 00	
BOLWILLER.....		7 27	9 26	2 21	5 11	
Merxheim.....		7 40	9 39	2 34	5 24	
ROUFFACH.....		7 52	9 51	2 46	5 36	
Herrlisheim.....		8 4	10 3	2 58	5 48	
Eguisheim.....		8 10	10 9	3 4	5 54	
COLMAR.....		8 26	10 25	3 20	6 10	
Bennwihr.....		8 37	10 36	3 31	6 21	
Ostheim.....		8 44	10 43	3 38	6 28	
RIBEAUVILLÉ.....		8 53	10 52	3 47	6 37	
St. Hypolite.....		9 2	11 1	3 56	6 46	
SCHLESTADT.....	6 20	9 19	11 18	4 13	6 55	
Ebersheim.....	6 34	9 30	11 29	4 24		
Kogenheim.....	6 45	9 39	11 38	4 33		
BENFELD.....	6 57	9 51	11 50	4 45		
Matzenheim.....	7 5	9 59	11 58	4 53		
ERSTEIN.....	7 14	10 3	12 7	5 2		
Limersheim.....	7 23	10 17	12 16	5 11		
Fegersheim.....	7 31	10 25	12 24	5 19		
Geispolsheim.....	7 39	10 32	12 31	5 26		
STRASBOURG.....						
(*stat. prov.*) *Arriv*.....	7 50	10 45	12 45	5 40		

(*Ce convoi part de Schlestadt.*) — (*Partant de Mulhouse.*) — (*Ce convoi s'arrête à Schlestadt.*) — (*Ce convoi s'arrête à Mulhouse.*)

PRIX DES PLACES.

	DIL.	C-à.B	W.
	fr. c.	fr. c.	fr. c.
DE STRASBOURG A			
Benfeld.....	2 60	2 ,,	1 35
Schlestadt.....	4 40	3 35	2 25
Colmar.....	6 70	5 10	3 40
Bollwiller.....	9 30	7 05	4 75
Mulhouse.....	11 15	8 50	5 70
Saint-Louis.....	13 95	10 60	7 15
DE BENFELD A			
Schlestadt.....	1 80	1 35	,, 95
Colmar.....	4 10	3 10	2 10
Bollwiller.....	6 80	5 15	3 45
Mulhouse.....	8 55	6 50	4 35
Saint-Louis.....	11 35	8 65	5 80

	DIL.	C-à.B	W.
	fr. c.	fr. c.	fr. c.
DE SCHLESTADT A			
Colmar.....	2 40	1 85	1 25
Bollwiller.....	5 ,,	3 80	2 55
Mulhouse.....	6 80	5 15	3 45
Saint-Louis.....	9 70	7 35	4 95
DE COLMAR A			
Bollwiller.....	2 75	2 10	1 40
Mulhouse.....	4 50	3 40	2 30
Saint-Louis.....	7 40	5 65	3 80
DE BOLLWILLER A			
Mulhouse.....	1 90	1 45	1 ,,
Saint-Louis.....	4 70	3 60	2 40
DE MULHOUSE A			
Saint-Louis.....	2 95	2 25	1 50

TARIF DES VOITURES.

De Strasbourg à Bâle, et vice versa, tous frais de poste compris :	50 fr.
De Strasbourg à Colmar " "	30
De Strasbourg à Mulhouse " "	40
De Bâle à Colmar " "	30
De Bâle à Mulhouse " "	15

BAGAGES.

Les bagages des voyageurs seront transportés gratuitement jusqu'à concurrence de 20 kilog. par personne. — Les bagages excédant le poids de 20 kilog., seront soumis à la taxe déterminée par le tarif.

Il ne pourra être délivré au voyageur de bulletin pour les bagages qu'il ne pourrait prendre avec lui, qu'aux *conditions suivantes :*

1° Les bagages seront présentés au bureau des bagages *au moins une demiheure avant le départ du convoi* par lequel ils doivent être expédiés. Passé ce délai, ces bagages ne seront enregistrés qu'après le départ du convoi et pour être expédiés par

le convoi suivant —— 2° Les bagages porteront d'une manière suffisante, l'indication du nom du voyageur auquel ils appartiennent et *de la station du chemin de fer où il se rend.*

AVIS ESSENTIEL —— *Un Registre est déposé dans chaque station pour recevoir les plaintes des voyageurs. Les voyageurs sont instamment invités à signaler à l'Administration tout sujet de plainte.*

HEURES DE DÉPART
DES BATEAUX A VAPEUR, DILIGENCES ET OMNIBUS,
Correspondant avec les convois des chemins de fer.

DE STRASBOURG.

BATEAUX A VAPEUR. (Société de Cologne.) Pour *Manheim, Mayence, Cologne, Rotterdam, Londres* à 6 heures de matin.

Pour *Manheim, Mayence, Francfort* et *M*, après l'arrivée du convoi direct du chemin de fer parti de Saint-Louis (Bâle) à 7 heures du matin.

(Le trajet de Bâle à Mayence se fait en une journée.)

Des bulletins pour les voyageurs sur les bateaux à vapeur sont délivrés à Bâle et dans les stations des chemins de fer ; les voyageurs qui s'assurent ainsi leurs places, sont transportés gratuitement avec leurs bagages de Bâle à St.-Louis et de Kœnigshoffen aux embarcadères des bateaux à vapeur (quai St. Thomas, n 14.

OMNIBUS. Des omnibus spéciaux, partant du bureau de la place Kléber et desservant les principaux hôtels, correspondent avec les arrivées et les départs de tous les convois.

(Des cartes pour les omnibus sont délivrées sur toute la ligne du chemin de fer, au prix de 13 c. par voyageur avec bagages.)

DILIGENCES. Pour *Carlsrouhe, Stuttgardt, Ulm, Augsbourg* et *Munich*, tous les jours à 6½ heures du soir, administration des postes, au bureau de la direction, chez MM. Ottmann et fils, quai de la Douane.

" *Carlsrouhe* et *Heidelberg*, en correspondance avec le chemin de fer à Manheim, tous les jours à 6½ heures du soir, au même bureau.

" *Petersthal, Griesbach* et les *eaux de Rippoldsau*, tous les jours (pendant la saison des eaux) à 9 heures du matin, au même bureau.

" *Bade*, par *Rastadt* et directement, tous les jours à 6½ heures du soir, messageries, quai de la Douane, 19, et les mardi et vendredi à midi.

" *Paris* par *Nancy*, chaque jour a 2 heures ¾ du soir, Messageries Royales et Messageries générales ; à 3½ du matin, Messageries Henry, Place Kléber.

" *Paris* par *Metz*, tous les jours pairs à 11 heures du matin, en Novembre, Messageries générales ; tous les jours pairs à midi, et les jours impairs à 11 h. du matin, Messageries Lippenann et Braun, Place Kléber.

DE BALE.

" *Berne* et *Neufchatel*, par *Delémont* et *Bienne*, tous les jours à 5 heures du matin, pour la même route et par *Porrentry*, à 2½ heures du soir. Prix, Neufchatel, avec bagages 40 lbs. par personne, 14 Francs.

NEUFCHATEL TO LAUSANNE.

Diligence at 5 A. M.—Fare, including 40 lbs. of luggage..... 9 fr. 15½ c. 7s. 10d.

LAUSANNE TO GENEVA BY THE LAKE OF LEMAN.

The Steamer leaves Ouchy (off Lausanne) at ½ past 10 A. M. and arrives off Ouchy at ½ past 1 P. M.

FARES FROM OUCHY.

	After Cabin.	Fore Cabin.
To Morges.....	30 batzen or 3s. 2d.....	15 batzen or 1s. 10d.
To Geneva.....	42 do, or 5s. 3d.....	22 do. or 2s. 9d.

N. B.—A good table d'hote on board, and refreshments of every kind procurable at very moderate prices.

GENEVA TO LYONS BY DILIGENCE.

Fares. By the direct route, including 40 lbs. of luggage (three times a week)..... 25 francs or 1 £
" By Chambery, including 40 lbs. of luggage.....24 fr. 10s. or £ 1 19s. 7d.
" To Chambery, with 40 lbs of luggage.....13 fr. 10s. or 10s. 9½d.

LYONS TO AVIGNON. DOWN THE RHONE BY STEAM BOAT IN 15 HOURS.

Fares— 1st Cabin 20 francs or 16s. 0d. 2d Cabin 12½ francs or 10s. 0d.

AVIGNON TO MARSEILLES BY DILIGENCE.

Fare. (Including 40 lbs. of luggage) 9 francs or 7s. 2½d.

MARSEILLES TO MALTA BY H. M. STEAM PACKET SHIPS.

Fare. 1st Class Cabin.....£ 0 0 0

A summary of the latest intelligence connected with the "Overland Route" from India and China, to England, extracted from the public Journals of London and the three Presidencies.

STEAM COMMUNICATION WITH INDIA AND CHINA.

We willingly give space to the following correspondence, from which it will be seen that the indefatigable and zealous advocate, Captain Barber, suffers no opportunity to pass, by which he can hope to extend benefits now rapidly developing under the present partial and imperfect intercourse with India. It may well be asked, why the West Indies and British America should be highly favoured with a semi-monthly communication at the annual charge to the state of £320,000; and that the vast interests embraced by our possessions in the East should be refused the same privilege? It is so; and so it will be as long as party spirit and petty jealousy govern the East India interests. Merchants of any other class in this country are, on similar occasions, united in demanding a fair proportion of the just consideration of Government, and obtain it; whereas, with the East, division at home and dissensions abroad show them to be a rope of sand; they are dealt with accordingly; their complaints and their requests are put on the shelf to be thought of at a more convenient season.

We stated in our July number, and repeat it, the East India Company should not be called on to do more than they have already done. This is not purely an Indian Question;—it is a "National Undertaking," calculated to bestow benefits on both Empires. It would, therefore, be oppressive and unjust to seek a larger contribution from the revenue of India to establish it than is already given. The Queen's Government contribute nothing towards it. The amount charged by them in parliamentary returns is more than paid by a direct revenue in postage. *Something more* is due from, and should be conceded by, Her Majesty's Ministers; and we hope this will be impressed upon them by petitions forwarded from India and China through the present Governor General, who we have the means of knowing was always a strong advocate for a rapid and steady intercourse with India.

To Sir George Clerk, Bart., M.P.

Sir.—You will remember that on the 25th of June last, I had the honour personally to communicate with Sir Robert Peel, on the subject of steam communication with India, I beg leave now to forward the enclosed letter, addressed to the Lords of Her Majesty's Treasury, and the documents A. B. C. D. and E. referred to therein; and to request you will take an early opportunity of laying the same before their Lordships.

If further information or explanation be desired, I shall have much pleasure in waiting upon you for that purpose, and have the honour to be your very obedient servant:

JAMES BARBER.

64 Cornhill, August 16, 1842.

To the Right Honourable the Lords of Her Majesty's Treasury.

My Lords,—The subject to which I have the honour to draw your Lordships' attention, is one of such paramount importance to the political, trading, and social interests of this country, that I must crave your Lordships' indulgence if, as the organ of communication on behalf of the merchants of this city, who are interesting themselves in it, I should extend my observations beyond the precise limit of an official request.

The practicability of maintaining a communication with India *viâ* Egypt and the Red Sea, at all seasons of the year, has been amply demonstrated by experience. It cannot but be known to your Lordships, that the monthly mail from India now arrives with such punctuality, that a day's delay in its delivery causes general surprise and disappointment.

The increasing desire for a more frequent and extended transit has arisen from a sense of the great benefits that have already accrued from the present limited intercourse, and a consequent conviction of the great advantages which must flow, both to Great Britain and India, from a more frequent interchange of letters and additional means of conveying packages and passengers between the two empires.

The merchants and others whose interests are deeply involved in this question, while they disclaim any intention of making invidious comparisons, consider that they may, with truth and justice, assert that the 500,000 square miles of populous territory possessed by us in India, the trade with China, the Straits, the Indian Archipelago, and Australia claim, at least, an equal degree of attention and interest

from Great Britain, as those other dependencies in the west, for the establishment of a semi-monthly communication with which an annual expenditure of no less a sum than £320,000 of the public money has been appropriated.

These views and feelings induced the merchants and others referred to, to memorialise the East India Company and the India Board,* praying that a semi-monthly intercourse with India (now carried on with the West Indies and America) under the patronage of Her Majesty's Government, might be conceded to them all.

The meed of praise is most justly due to the East India Company, who, at the recommendation of a committee of the House of Commons, took upon themselves the initiative, and incurred a vast expense in removing doubts, and proving, beyond controversy, that a correspondence may be sustained throughout the year with regularity and dispatch; that corporate body, however, think it unreasonable they should be asked to subject the public of India to an additional charge to carry into operation an undertaking that is not exclusively Indian,† but which may with truth be said to promise equal benefits to both empires, and, moreover, forms a direct source of revenue to the Crown.

The subject is still one that presses upon the minds of the merchants throughout this country, and each day strengthens and confirms their view of the importance of more readily throwing open to British capital, enterprise, and industry the markets and products of India that have been so rapidly developed since the approximation of the two empires has been effected through the agency of steam navigation.

As the readiest available means of obtaining this object, and as one probably better fitted than any other, inasmuch as the whole capital, energies, and attention of the parties referred to have been devoted to steam navigation on a large scale for many years, the committee addressed the Peninsular and Oriental Company;‡ their establishment has hitherto carried out, with great satisfaction to the government and to the public, contracts for the conveyance of the India mail to Alexandria.

By reference to that correspondence,§ it will be seen that a semi-monthly communication with India can immediately be effected, not only without any additional charge to the East India Company or the Crown, but that taking into consideration the additional facilities to be afforded, there can scarcely exist a doubt that a considerable increase of revenue would immediately follow so popular a measure; such facilities would be received from Her Majesty's government as a boon to every class directly interested in our intimate connexion with India; and it would, at the same time, add to our national honour and greatness.

Your Lordships' reply will be waited for with deep interest and anxiety, under a firm conviction the subject will meet with that grave consideration its importance demands.

I have the honour to be, my Lords, your most obedient humble servant,

JAMES BARBER.

64 Cornhill, August 16, 1842.

To Sir George Clerk, Bart. M. P., &c. &c.

Sir,—I am directed by the merchants of this city who are interested in the communication between England and our Eastern possessions, to remind you that no reply has been received to the letter which, with accompanying documents, marked from A. to E. I had the honour to send you, for the consideration of the Right Honourable the Lords of Her Majesty's Treasury, in August last. Since that period, events have taken place in China which renders it still more urgent, not only that an extended intercourse should be established between this country and India, but, also, that a monthly communication between China and India should be carried into effect; and I am authorised to say, the Peninsular and Oriental Company would immediately send boats of adequate size and power, under contract, to perform that service.

Hoping that you will take the earliest convenient opportunity of referring this important subject to the consideration of the Lords of Her Majesty's Treasury.

I have the honour to be, sir, your most obedient humble servant,

JAMES BARBER.

64 Cornhill, November 1842.

Treasury, 9th December, 1842.

SIR,—I have laid before the Lords Commissioners of Her Majesty's Treasury, your letters dated 16th August and 23th ultimo, in regard to an extended intercourse by steam between England and India, and I am directed to acquaint you, in reply thereto, that my Lords are not prepared to enter upon the consideration of the question of a semi-monthly communication with India. I am, sir, your obedient servant,

C. E. TREVELYAN.

Captain J. Barber, 64 Cornhill.

---

* See Document, marked (A.)
† See Document, marked (B.)
‡ See Document, marked (C.)
§ See Document, marked (D.)

(A.)

London, May 27th, 1842.

To the Chairman, Deputy Chairman and Court of Directors, of the Honourable East India Company,

Honourable Sirs,—We, the undersigned Merchants and others, connected with British India, deem it proper, in the present state of affairs, to represent to you the deep interest which we feel in the speedy improvement of the means of communication with that empire.

Whether viewed with reference to the strengthening of our political power—to the facilitating of our commercial intercourse—or to the lessening of the privations of absence and separation to those who, called from their home and friends, are destined to vindicate their country's honour in those distant regions—the establishment of a more frequent and accelerated means of intercourse with British India, can scarcely fail to be considered by your Honourable Court as an object of the deepest importance.

We have grounds for believing, that if reasonable aid were afforded by the Government of India, this object might be speedily accomplished, through the agency of private enterprise.

That not only might a communication be afforded twice a month, but, in consequence of the improvements which have been made in Steam Navigation, combined with the selection of the most eligible route for the Overland portion of the India Mails, the inward Mails from India would arrive some days previous to the departure of the outward Mails for India, instead of arriving a day or two afterwards, as is the case under the existing arrangements; and thus, as compared with the present mode of communication, the course of post with all India would be shortened by one month.

When we view the decidedly greater importance for the establishment of a semi-monthly communication with our vast Asiatic Dependencies, and China, especially at the present critical conjuncture, as compared with the semi-monthly communication with the West India Islands and North America, for which so considerable a sum of the public money has been appropriated, we cannot permit ourselves to entertain a doubt of the necessary aid being afforded from the same source, to effect a semi-monthly communication with India, involving, as it does, such vastly superior public advantages.

We have the honour, therefore, respectfully, but earnestly, to urge this object upon the consideration of your Honourable Court, convinced that, beside the other important interests which it involves, it would prove the most efficient auxiliary that can be devised, for imparting due vigour to those measures which have become necessary for retrieving our recent misfortunes in the East.

We have the honour to be, Honourable Sirs,

Your most obedient Servants,

(Signed) COCKERELL and Co.

And by all the leading firms in London.

(B.)

SEMI-MONTHLY MAILS TO INDIA.

The following reply, to the Memorial which was presented to the East India Company by the Merchants of London, has been received.

(Copy.)

East India House, 29th June, 1842.

Gentlemen,—I have laid before the Court of the East India Company the letter which you and several other mercantile firms connected with India have addressed to them, and which was received in a letter from Captain Barber, under date the 27th May last, pointing out the advantage of a more frequent and accelerated means of intercourse with British India, and urging upon the consideration of the Court the importance of a communication with that country being afforded twice a month, as is now the case with the West India Islands and North America; and I am commanded to state to you, in reply, that the Court have not only anxiously directed their attention to perfecting and accelerating the present monthly communication with India by steam, but they have moreover promised a liberal pecuniary allowance to the commercial steam establishments of this country, for the express purpose of encouraging its improvement and extension. Until, therefore, the result of the measures already in progress shall have been ascertained, the Court feel that it would be premature to entertain any proposal for further extending the plan of steam communication, at the expense of the East India Company.

I am, Gentlemen,

Your most obedient humble Servant,

(Signed) JAMES C. MELVILL,

Secretary.

To Messrs. Cockerell and Co. and others.

(C.)

To the Chairman and Directors of the Peninsular and Oriental Company.

Gentlemen,—The practicability of maintaining a regular intercourse by steam vessels between Suez and Bombay, at all seasons of the year, having been now amply demonstrated by several years' experience, the importance of a more frequent communication with India, than at present exists, has, you are no doubt aware, caused the merchants, and others of this city, whose interests are deeply involved therein, to memorialise the East India Company and the India Board upon the subject. The East India Company having already with great liberality incurred a very considerable outlay to establish the present monthly communication between Bombay and Suez; being at heavy annual charge to maintain it, and, having further subjected themselves to a considerable annual grant to your Company with the view of encouraging the extension of steam communication to the other Presidencies of India, do not feel themselves called upon to incur an additional expense to effect the semi-monthly communication which the merchants and others have prayed for. It is, however, believed that through the agency of a private Company with its whole capital, energies, and attention directed to steam navigation the object could be carried out at a cost considerably below that, which would be incurred through the more expensive means of a Government establishment. Under this view of the question, I am desired on behalf of the Memorialists to put myself in correspondence with your Board, believing, as the merchants do, that an equitable contract might be made between the Peninsular and Oriental Company and the India Governments, by which, at a very small increase of expense to the State (if any) the object sought, *i. e.* a semi-monthly communication, might be carried into operation. I have not the means of accurately stating the annual expense of the present conveyance between Alexandria and Bombay; but from the best information I can obtain, taking into calculation interest on the capital, insurance, and wear and tear, its cost annually is not less than £150,000, which, under arrangement, is defrayed jointly by the Crown and the East India Company.

The merchants and others who subscribed the Memorial praying for this increased intercourse, are of opinion, that this sum, say £150,000, would be sufficient to enable such a Company as yours to keep up a semi-monthly communication between Suez and Bombay by vessels of adequate power and speed,

I am therefore requested to inquire whether you would be willing to contract for the establishment of the desired communication for the sum mentioned, and further at what period (supposing the Peninsular and Oriental company willing to undertake a contract, you would be able to commence the communication. It is right that I should inform your Board that it is intended to lay this correspondence before the Lords of Her Majesty's Treasury.

I have the honour to be, Gentlemen,
Your obedient humble Servant,
(Signed) JAMES BARBER.

64, Cornhill. July 18th, 1842.

(D.)

Peninsular and Oriental Steam Navigation Company.

Offices, 51, St. Mary Axe; London, Aug. 10, 1842.

To the Committee of Merchants who have memorialized the East India Company and the Government on the subject of a semi-monthly communication with India.

Gentlemen,—I am desired by the Court of Directors of this Company, to acknowledge the receipt of the communication from your Committee transmitted to the Chairman and Directors, by Captain James Barber, under date of 19th July.

The Court of Directors have given mature consideration to the question you have submitted, and they are of opinion that a semi-monthly communication between Suez and Bombay by vessels of adequate power and speed, could be established by this Company, under contract for the annual sum named by the Committee, viz. £150,000, and that the required number of vessels could be despatched from England in six months, from the date of any contract that might be entered into for the purpose of carrying the same into effect.

The Directors trust that the admitted regularity with which the public mail service has been hitherto conducted by this establishment, will be considered a sufficient guarantee that, in the event of being charged with the contemplated arrangement, that service would be conducted with equal efficiency.

I have the honour to be, Gentlemen,
Your most obedient servant,
JAS. ALLAN, Secretary.

(E.)

THE PLAN AS AT PRESENT IN OPERATION FOR COMMUNICATION WITH INDIA *viâ* EGYPT.

The mails are conveyed monthly from Falmouth to Alexandria, by the steamers

of the Peninsular and Oriental Company, under contract with Her Majesty's Government.

The mails are forwarded from thence, through Egypt to Suez, and on to Bombay by the East India Company under the Crown and the East India Company's arrangement made in June 1837, bearing the cost of transit from Alexandria to Bombay in equal proportions.

Her Majesty's Government receive the postage as a set-off against the expense incurred by the Crown.

The best approximate estimate of the annual outlay that can be made with the information at hand, is £150,000, paid jointly by the Government and the East India Company.

Monthly Times, January 6th, 1843.

Extracted from the Madras Spectator, 25th January, 1843.

THE STEAMER HINDOSTAN.

We had the pleasure on Saturday of paying a hasty visit to the *Hindostan* Steamer, and returned most highly gratified, as all visitors must be, after inspecting this truly magnificent vessel which may well be considered as a *chef-d' œuvre* of naval architecture. On approaching, but more especially on going on board and traversing the spacious deck, the great size and enormous proportions of the vessel, are very striking, combined with a cleanliness and order not generally visible in Steam Ships. On going below the first object which strikes the eye is the size and elegance of the Saloon which is beautifully fitted up, and decorated with well executed paintings on the pannels which have a very pleasing effect. The dimensions of the Saloon are very unusual, the breadth of the vessel at the stern giving it a spaciousness which only Steamers of this large size can admit. The cabins (and to them a large space in the vessel is of course devoted) are neatly and comfortably fitted up, and though not very spacious, contrast very favourably indeed with those of the Bombay Steamers, to which they are in every respect much superior—the ventilation throughout the vessel appeared remarkably good, and the cabins being furnished with venetians afford all the requisite privacy while admitting the air to any extent required, though a narrow passage or corridor intervenes between them and the sides of the vessel. Of the extreme attention to the comfort of the passengers and the liberal provision made for their wants, we received the most satisfactory assurance from friends among the passengers; and we may observe there is in this vessel a spaciousness, airiness and finish, far exceeding what we have ever previously seen in any steamer, English or Continental. It is evident indeed that no expense has been spared in producing a vessel of first rate qualities, and combining the essential requisites of size and power, with great elegance of finish and superiority of passenger accommodation. The Anglo-Indian community on this side of India, may well congratulate themselves on having their wishes ultimately realized by the very speedy and comfortable means of transport they at length possess, direct to Suez, from whence the remainder of the Overland journey (or voyage more properly) may be accomplished, after crossing Egypt, with equal ease and dispatch by vessels belonging to the Company, of a similar class with the *Hindostan*.

Extracted from the Bombay Courier, 21st February, 1843.

APPEAL TO THE PUBLIC.

More than a year has elapsed since the *Tontine Hotel* Society was formed, having for its object to accommodate strangers and particularly Overland Passengers on their arrival in Bombay.

The necessity of providing good Hotels at this Presidency has been so repeatedly acknowledged, that it appears hardly necessary to advert to it again, and it becomes daily more apparent from the increasing number of Overland Passengers who, without such accommodation, must frequently suffer the greatest inconvenience.

The want of a Building suited for the purpose has always however prevented the formation of an Establishment, and though from time to time persons well qualified to conduct the business might have been procured, the difficulty of making a commencement has been hitherto considered insuperable.

That the Society should therefore have met with support seemed hardly to be doubted, promising as it did to supply by the small contributions of many what could not be undertaken on the Responsibility of one Individual, and indeed as far as the Patronage of names could go, the anticipations of the projectors of the scheme were at the outset in a great degree realized; but on calling for contributions only 316 of the 1000 Shares of which the scheme consisted were taken, and as yet indeed only 25 per cent on these shares has been paid.

Hoping, however, that as the scheme became better known supporters would be found, and having a promise of a loan of the sum of 20,000 Rupees from the Steam Fund, the committee on the strength of the Funds subscribed proceeded to take

what they conceived the best measures for carrying the undertaking into effect, and as the first requisite endeavoured to procure a good situation for Building.

After much discussion and many unsuccessful attempts to obtain a desirable spot, a piece of Ground in Colabah was selected, which though in many respects most eligible, could only be had at a large price, and which besides to render it available required an embankment towards the sea, the expence of which was estimated at nearly as much as the purchase price of the ground—so that altogether the cost of the ground alone was calculated at something more than 50,000 Rupees being very nearly the whole amount subscribed including the 20,000 Rupees from the Steam Fund.

Under these circumstances, and despairing of any further contributions the Committee were at last constrained to give up the idea of building, and with their principal object still in view, issued a Circular, proposing to make over the Funds already paid up to the Proprietor of the Hope Hall Hotel—but as this plan did not appear to give general satisfaction, another meeting of the Committee was held on the 22d of December last, when it was resolved that a Lease of Hope Hall, at Mazagon, should be taken in the names of three of the Committee as Trustees, and that the Balance of the Funds under the control of the Committee, including the promised loan from the Steam Fund, and with the approbation of the Steam Fund Committee, should be made over to such Trustees, in order that it might be expended in Building and Furniture for the purposes of the Hotel.—The Trustees were directed to make such contracts for building as they should consider best adapted for the interest of the Hotel.

In pursuance of these Resolutions, Trustees were appointed who have taken a Lease of Hope Hall, and the adjoining ground for a Term of 30 years, and have proceeded on their individual Responsibility to complete the Establishment as far as possible for the reception of Guests. A large sum has been in consequence already expended and the advantages to the public as far as the experiment has been tried, have been generally acknowledged.

The situation of Hope Hall is perhaps under all circumstances the best that can be selected, and should the attempt now making there fail for want of due support the consequence will be disappointment and loss to those who have engaged in it, and most probably regret on the part of the public that it should be abandoned.

The Steam Fund Committee, however, having now determined, instead of a Loan of 20,000 Rupees to make a donation of 10 000 Rupees and as the Funds in other respects are insufficient for the required Buildings, It is proposed to distribute the remaining shares at their estimated value of Rupees 60 each, by which means a sufficient sum may be realized to supply all deficiences, and in order to obviate all chance of eventual loss, it is further proposed to set apart a sufficient portion of the Funds by way of a sinking fund so that by making from it an addition to the annual Income of the premises, a part of the shares may be annually bought in, and thus at the end of the Tontine leave the property in the hands of a few while those who have been paid off will be refunded their advance.

The particulars of this scheme will be given hereafter.

THE OVERLAND ROUTE.

PENINSULAR AND ORIENTAL S. N. COMPANY'S
Offices, 51 St. Mary Axe, London,
31*st March*, 1843.

Messrs. Brownrigg and Co., Bombay.

Gentlemen—I am requested by the Managing Directors, to transmit to you the accompanying copies of a correspondence between this Company and the Secretary of the Bombay Steam Fund, and to request that you will be good enough to communicate with that committee, in order to ascertain whether it is their intention to adopt the recommendation of their Secretary Mr. Smith, to renew the lease of the Bungalows in the Desert of Suez, to Messrs. Hill and Co. Should you find that to be their intention I am desired to request that you will please make the correspondence (together with the paper marked A) public in such a manner as to bring it best to the knowledge of that part of the Indian community interested in the question of the communication with England *viâ* Egypt.

The Directors feel compelled to adopt this measure in their own justification. They have made repeated attempts to effect such an arrangement with Hill and Co., for improving the transit of passengers across the Desert, as would ensure comfort, economy, and certainty to travellers, and were unwilling to take the matter into their own hands while any prospect remained of effecting the arrangement alluded to.

The complaints of passengers continuing, however, to increase, and a renewed effort or arrangement with Mr. Waghorn here in November last having failed, the Directors proceeded to send out to Egypt with as much promptitude as possible, such means as they considered best adapted for improving the Desert and Canal Transit, having already placed two commodious steam packets on the Nile. Following up this determination, thirteen carriages of an improved description, adapted for five persons each, forty desert sedans, a considerable number of horses, harness,

English grooms, overseers, &c., have already been dispatched to Egypt: as also a powerful tug steamer, with patent propellers, which has been found excellently adapted for towing the passenger boats on the canal,—a greatly increased rate of speed, with much more certainty, being obtained than by the former method of tracking by horses. Continuing their efforts to improve the transit through Egypt, the Directors have also contracted for an improved iron packet boat, and an iron luggage or cargo boat, for the canal; and some favourable experiments having been made by their superintendent in Egypt in adapting dromedaries for draught, a further number of improved carriages, to be drawn by these animals, were on the point of construction.

While engaged in these active measures, the Directors were not a little surprised to receive Mr. Smith's letter, dated Suez, 13th February last, varying so widely in tenor as well as tone from his communication of the 24th August 1841, opening the correspondence.

As it has been intimated to the Directors that they will have no right to any accommodation in the stables of the Bungalows, they have felt compelled to suspend the sending from this country, or elsewhere, of further supplies of horses, which are so much wanted in Egypt; and will certainly have to regret, if Mr. Smith's recommendation be adopted, to find their exertions to perfect this part of the communication with India in a great degree thwarted by a body from whom they were led to expect aid. I am, Gentlemen, your most obedient Servant,

JAMES ALLAN, *Secretary*.

Copy. BOMBAY, 24TH AUGUST, 1841.

B. M. Wilcox, A. Anderson, and F. Carleton, Esqrs., Managing Directors of the Peninsular and Oriental Steam Navigation Company.

GENTLEMEN,—The Committee of the Bombay Steam Fund, desirous of facilitating as much as possible the speedy and commodious transit of passengers between India and England across the desert of Suez, have instructed me to open a correspondence with you on this subject.

The Committee learn with pleasure from the interesting communication of Mr. Anderson, lately published in the newspapers of this presidency, the rapid and satisfactory progress of the great question of Steam Navigation between India and England, to which the exertions of the Company have so greatly contributed.

The purport of my present communication however relates more particularly to the mode and means of transit through Egypt, which it is gratifying to observe have not been overlooked.

You may be perhaps aware that about four years ago the attention of the Bombay Steam Fund Committee was directed to the difficulties experienced by travellers in crossing the desert between Suez and Cairo, with a view to remedy which they succeeded, after many opposing obstacles, in erecting a chain of Bungalows, seven in number, and at the distances of 9 to 13 miles apart between the two places, exclusively for the accommodation of overland travellers between England and India. In the original contract for the construction of the houses it was stipulated by Col. Campbell, H. M. Consul General, on the part of the Committee, that the contractors, Messrs. Hill and Raven, in addition to the amount of money agreed upon, should be allowed to occupy the Bungalows rent free, and to act therein as hosts for a term of five years from the 26th June 1838.

This arrangement, the best, indeed the only feasible one, that could be made at the time, not having worked so well as the Committee could have wished, they are desirous that immediately on the expiration of Messrs. Hill and Raven's contract, some new arrangement may be entered into, by which a greater degree of accommodation may be secured to the public at the most economical rate.

Experience proves, that the public suffers by an arrangement which places the conflicting interests of *Hotel keeper* and those of the *Conductors* of *Passengers* in the same individual's hands. It is his interest in the latter capacity to expedite, and in that of the former to retard, the transport of passengers as much as possible; and one interest or the other must necessarily and continually suffer, while both are in the management of the same party. In the hands, however, of a powerful public body deeply interested in carrying out the scheme in all its parts in the very best manner, this evil might not be expected to exist; and as the arrangements of your Company embrace the transit through Egypt, the Committee are desirous of obtaining your sentiments generally on this subject.

1st. As to whether there would be any objections on the part of the Peninsular and Oriental Steam Navigation Company, to have the Bungalows made over to them, on the expiration of Messrs. Hill and Raven's contract.

2nd. What arrangements or plans you would in this case propose, so as to secure best the full and effectual carrying out of the public object for which they were built. A guarantee on this head is the primary object of the Bombay Steam Committee, and if your Company may be willing to entertain this proposal, and can

give such assurance, the secondary consideration of terms of rent will, the Committee believes, be easily disposed of to mutual satisfaction.

I have the honour to be, Gentlemen,

Your most obedient servant,

(Signed) J. SMITH,

Secretary Bombay Steam Fund Committee.

LONDON, 4TH Nov. 1841.

J. Smith, Esq., Bombay.

Sir,—I am desired by the Managing Directors to acknowledge the receipt of your letter of 24th August, which has been laid before the Court of Directors of this Company: and I am desired by the Court to return their thanks to the Committee of the Bombay Steam Fund for the flattering terms in which they are pleased to express their confidence in the exertions of this Company, and by their offer to transfer to it the station Houses in the Suez Desert.

This offer will have the best consideration of the Directors, and a reply will be given in due time.

(Signed) J. ALLAN.

LONDON, 31*st Dec.*, 1841.

J. Smith, Esq., Bombay.

Sir,—We have the honor to acquaint you, in answer to your letter of 24th August, that the subject of your communication having been duly considered, we entirely concur in the judicious view the Committee of the Bombay Steam Fund have taken as to the future possession and management of the Bungalows in the Suez Desert, and that it will materially tend to the comfort of passengers to have them transferred, as you have suggested, at the expiration of the present term.

We therefore accept your proposal, and will be glad to learn at your convenience, the terms upon which your Committee are willing to transfer these buildings.

(Signed) F. CARLETON. A. ANDERSON.

BOMBAY. 12*th March*, 1842.

F. Carleton, and A. Anderson, Esqrs., Managing Directors of the Peninsular and Oriental Steam Company.

Gentlemen,—I am directed by the Committee of the Bombay Steam Fund, to acknowledge the receipt of your letter of 31st December in reply to mine of the 24th August last, respecting the terms on which the Committee may be willing to transfer the Bungalows in the Desert to the P. and O. Company at the expiration of Messrs. Hill and Co.'s lease.

The Committee have learned from Captain Engledue, that arrangements have been made by the Company with Messrs. Hill and Co. for the use of the Bungalows in the transport of passengers across the Desert during the currency of the existing lease; and as that does not expire until June 1843, the Committee are disposed to wait until they have an opportunity of witnessing the working of this system, when they will be in a better position to judge of the terms which they ought to propose (as expressed in my letter of 24th August), so as to secure best the full and effectual carrying out of the public object for which they were built.

(Signed) J. SMITH.

LONDON, 31*st May*, 1842.

J. Smith, Esq., Bombay.

Sir,—I am desired to acknowledge the receipt of your letter of 12th March, addressed to Mr. Carleton and Mr. Anderson, two of the Managing Directors of this Company.

In reply, I am instructed by the Directors to state that the arrangements therein referred to, which were proposed by Messrs. Hill and Co. to Captain Engledue, relative to the transit of passengers, were not confirmed by the Directors of this Company, and consequently have never taken effect.

That the Directors in any arrangement they may make for the transit of passengers through Egypt, intend to retain the supreme control in their own hands; and therefore, they submit, the best mode "to secure the full and effectual carrying out of the public object for which the houses were built" would be to transfer them, as at first proposed by your Committee, to this Company, whose interest in rendering the transit through Egypt easy, agreeable, and economical, is completely identified with that of the public.

As Mr. J. R. Hill died lately here, the Directors presume that the grant made to him of the use of the Bungalows has terminated, in which case they are prepared to accept the transfer of them forthwith, with a reservation of such pecuniary consideration, if any, which it may deemed proper to make to Mr. Hill's representatives.

(Signed) J. ALLAN.

LONDON, 31*st August*, 1842.

J. SMITH, Esq.

SIR,—I have the honor to enclose you, for the information of the Bombay Steam Fund Committee, copy of instructions transmitted to this Company's travelling superintendent in Egypt, Mr James Davidson, an active and intelligent person, who has been placed there at the expense of this Company, especially for the purpose of facilitating the transit of passengers between Alexandria and Suez, and the Directors have strong grounds for expecting that he will prove highly useful for this important object. I am desired by the Directors to say that, understanding it was your intention to apply a portion of your funds to increasing the facilities for landing and embarking Passengers at Suez, it would be very desirable if you entrusted to the Company's Agent, the building of three or four suitable boats for the object; and I am instructed to invite your earliest attention to this matter. You will be gratified to learn that a Committee of East India merchants in London, have taken up the subject of a semi-monthly communication to Bombay, and having applied to this Company, the Directors have stated that it would be in their power to send out at least five large steam ships in six months from the date of any contract made with them for this object, and further, that the payment for such services would scarcely exceed the estimated expenses of the present establishment for a monthly communication.

The highly respectable parties who have taken the matter up, after having received so satisfactory an answer as they deem it, from the Directors of this Company, have we are given to understand, submitted the whole to the consideration of Her Majesty's Government; and if a strong influential and urgent appeal was made from your side of the water, pointing out the growing importance of Bombay, it is supposed that this important national measure would speedily be carried out; the fact of the case being so strong, that the Government would have no solid grounds to justify them in declining to carry it out without delay.

(Signed) J. ALLAN.

J. Allan, Esq. BOMBAY, 28*th October*, 1842.

SIR,—I have the pleasure to acknowledge the receipt of your letter of 31st August, with enclosure.

Having occasion to proceed to Egypt by the Steamer of 1st November, I have been directed by the Steam Committee to put myself in communication with Messrs. Briggs and Co. respecting the future occupation of the Bungalows—with the view of putting the matter in such a train as will enable the Committee without difficulty to decide on the subject.

(Signed) J. SMITH.

J. Smith, Esq. LONDON, 30*th Oct.*, 1842.

SIR,—On the 31st August last, I had this pleasure, and am since without any of your favors.

Having addressed you on the 31st May, I beg to say that the Directors have not received from you any acknowledgment of that letter, which leads them to suppose that it has miscarried; and therefore I have been directed to transmit a copy of it, which is annexed, and to request the favor of an immediate answer.

The Directors regret to find that, from the limited means of the parties hitherto engaged in the transit of Passengers across the desert, there have been many complaints from Passengers; and they have reason to believe that for the same and for other reasons the facilities are more likely to be discontinued hereafter, than to be increased by those parties.

There has been so much disappointment on this subject hitherto, that the present intention of the Directors is to take into their own hands the conveyance of Passengers to and from Alexandria and Cairo, and to make an equitable arrangement with either Hill and Co. or other parties in Egypt, so as to place the desert transit on an improved footing.

To facilitate the measures called for, the early reply of your Committee is necessary, which induces me now to trouble you.

If the Directors cannot accomplish this latter measure satisfactorily to the public, they will feel bound to entertain the question of a distinct establishment, which has already been formed, namely the E. O. Transit Company, the machinery of which has not come into actual operation, under the impression that improved arrangements would have been adopted by the present parties, and a mutually advantageous arrangement be made with them.

I beg to refer you to your letter of 24th August 1841, and the reply of the managing Directors 31st December 1841, as bearing upon this communication.

(Signed) J. ALLAN.

J. Smith, Esq. LONDON, *6th January*, 1843.

SIR,—I have to acknowledge your letter of 28th October last, acknowledging our letter of 31st August. Not having received any reply to our letter of 31st May last,

and fearing that it might have gone astray, I am desired to send you a copy, which I beg to annex, and your early answer to which will oblige.

(Signed) J. ALLAN.

J. Allan, Esq. SUEZ, 18*th Feb.*, 1843.

SIR,—I have to acknowledge the receipt of your letter of 6th ultimo, together with copy of that of 31st May, handed to me by Mr. Davidson, the original of which never reached me.

The Bombay Steam Committee have observed with surprise, an announcement in the advertisements of the Company, that the Bungalows in the Desert were to be transferred to them on the expiration of the existing lease; and I am instructed to disabuse them of such an erroneous impression.

I have every reason to believe that the means of transit through the Desert will be immediately placed by Messrs. Hill and Co., on an improved footing; and that they are prepared to guarantee the interests of the public, and think it probable that the Committee will not be disposed to overlook the strong claims of these parties to a renewal of the lease of the station houses, aware as it is, of the sacrifices they have made, the trouble and expense to which they have been put, and the small return they can yet have reaped from their labors.

(Signed) J. SMITH.

J. Smith, Esq.

SIR,—I beg to confirm Mr. ALLAN's letter of the 6th ultimo.

I am instructed by the managing Directors to enclose you copy of a statement which has been placed in their hands, drawn up by the Passengers for India, who went through Egypt in November last; and detailing the difficulties and hardships to which they were exposed by the inefficient arrangements of Messrs. Hill & Co.

With this statement of facts before you, written certainly in a tone of great forbearance, and free from all suspicion of exaggeration, the managing Directors would urge upon you the expediency of effecting an immediate arrangement for the transfer of the bungalows to this Company, and thus placing in their hands to that extent, the control of the transit.

Lest there should exist any impression that now the Company are opening the Passenger intercourse with Calcutta, they are likely to forget their Bombay Friends, the managing Directors wish me to state that, in all their communications to the Company's agents and superintendent in Egypt, they have instructed them to give the preference in the transit to Passengers for Bombay.

(Signed) R. ANDREWS.

A.

The Undersigned, Passengers by the November Mail, deem it their duty to make public a statement of the disappointments, difficulties, and even as respects some of their number, the dangers connected with their recent journey from Alexandria to Suez. They do this for the following reasons, viz. 1, Because, they are of opinion, that most, if not all of the inconveniences of which they are about to speak, are removable. 2, Because, they are not aware, that in any printed form sent forth by persons undertaking to superintend the transit of Passengers and their baggage through Egypt, there is to be found such a statement of facts, as is necessary for the information and guidance of travellers, especially of such as are unable from delicate health, or being ladies, to endure fatigue and contend with difficulty. 3, Because, it is their sincere hope and confident belief, that when the experience of themselves and others shall be made known, a stimulus will be given to exertion and improvement, in regard to a most important and interesting portion of the overland journey from England to India.

Many of the present party had made special arrangements in London, through the Agency of Messrs. Waghorn and Co. (to whom they had paid the whole or a part of the required sum) for their speedy and comfortable conveyance from Alexandria to Cairo, and thence through the desert to Suez. The rest were willing to pay, and did pay all charges demanded of them by the Agents of that firm in Alexandria. The Gentlemen who came on board the *Oriental* immediately on her arrival at Alexandria, as well as the agents ashore, gave repeated assurances that every facility had been provided for the safe and expeditious conveyance of the whole of the passengers through the entire route, and gave directions that they should be on board the Canal Boats at 6 in the evening. At that hour they were assemled, but nearly two hours elapsed before any authorized person arrived, to give information, or facilitate their departure. After the arrival of the mail on Camels, the passengers were kept waiting till ½ past eight for the Baggage boat, when a further delay took place, in consequence of a large part of its contents having to be transferred to one of the passenger boats. It was past nine when the Passengers left Alexandria. The boats were inconveniently crowded. A number of the gentlemen had to spend the night on deck, exposed to a heavy dew, while the whole of the ladies in the large Cabin of one of the boats, had to remain in a sitting position during the time they were on the Canal. The passengers reached Atfeh between six and seven in the morning, where they were detained until one by the non-arrival of the baggage boat, which had been left to be brought forward by the returned and worn out

horses that had towed the passengers. The delay was increased by the circumstance that only two Camels were employed for the removal of the baggage from the boat on the Canal to the Steamers in the river, a work which required twenty.

On board the Steamers up the Nile, there was a larger number of Passengers than could be conveniently entertained, a want of several articles of food (milk and potatoes for example) that might have been easily provided, a considerable delay in the furnishing of the meals, and not sufficient sleeping room, even for the ladies.

On arriving at Cairo early on Saturday morning the 19th, every thing was uncertainty and suspense, in reference to further progress. The passengers, in consequence, were placed in the very unpleasant condition of being compelled, each for himself, to endeavour to secure the means of proceeding. Four vans were all that were available, though upwards of forty passengers were equally desirous of going forward (and these were not ready until late in the evening.)

Those who were not sent on in these, were assured that they might safely remain, and rest in Cairo until the following (Sunday) morning, when other Vans would be procured to carry them.

Those who started by the Vans on Saturday evening, were forty hours in the desert, and were subjected to every conceivable species of interruption and annoyance from the badness of the horses, the wretched description of harness upon them, the breaking down of the Vans, and the little attention to their comfort at the various stations. Some of this party had to walk a considerable part of the way, exposed to the almost unendurable heat of the sun. One lady who had the misfortune to dislocate an arm in Alexandria, was nevertheless deprived of the means of proceeding, by the breaking down of the Van, and must have been left behind, had not a Caravan of bedouin Arabs had compassion upon her and placed her upon one of their camels, the motion of which, however, occasioned her extreme suffering. Another lady, though in a very weak state of health, had with a gentleman who accompanied her, to walk seven miles, at the end of which, her strength being completely gone, she took refuge under the shade of a Telegraph station, and was happily found in her state of exhaustion, by some passengers from India who were proceeding in the opposite direction, and who not only supplied her with every comfort in their power on the spot, but gave up one of their own Vans, in which she proceeded with her fellow traveller to Suez. The rest of the passengers were sent out of Cairo upon donkeys, many of which were weak, lame and jaded. Those who left latest, would never have reached Suez in time for the Steamer, had they not insisted on taking the horses, such as they were, that they found at the stations. Two of the travellers arrested a broken Carriage on its way back to Cairo, and after assisting to mend it were fortunate enough to reach Suez in it, taking up on their way, two ladies, who most otherwise have been left in the desert; another party, consisting of two ladies and two gentlemen, who started on donkeys on Sunday night, were assured that they would find Vans at the first or second station, but were left without until they reached the 7th, 74 miles from Cairo, and were then indebted to the friendly and urgent importunity of those who had previously arrived in Suez. It would be impossible to mention all the inconveniences, annoyances and fatigues endured during a journey of 84 miles. At the second station there was neither bread nor milk, and such articles as were on the spot were reluctantly and tardily served. The Chambers for the accommodation of the passengers were in several instances in a neglected and shameful state. At number four Station, a breakfast ordered at eleven for a party who had ridden more than twenty miles, and were quite exhausted, was not served until past one. In fact, it seemed as though, instead of forethought and care to secure for the comfort of the passengers, they had been intentionally abandoned, and compelled to endure privations wholly unnecessary, had they been permitted to arrange for themselves before they left Cairo. Yet the most flattering and positive assurances had been given, that every attention to their comfort would be paid, during the entire journey. More than one passenger had to complain of gross incivility and ungentlemanly treatment on the part of the agent resident at Cairo.

It is the conviction of almost every passenger, that if the party had landed at Alexandria with the knowledge that they must make arrangements for themselves, the journey could have been performed not only without the disappointment and mortification which have been experienced, but with less trouble, less expense, and in a shorter space of time.

The passengers subscribing this are not ignorant, that a murrain among the Cattle has recently destroyed a large number of the horses used in the Desert, but this fact will not explain or justify the want of punctuality and attention at Alexandria, the lack of suitable provisions during the whole journey, the exorbitant *extra* charge for baggage, the want of good manners at almost every station, the erroneous information so frequently given, or the detention of numerous carriages at Suez, in total disregard of the sufferings of those who were crossing the desert. One additional circumstance must also be mentioned: though the Vans were crazy and unsafe, and the harness of the most worthless description, there was not to be found at any place provision against accident, nor did any spare articles or means of remedy accompany the carriages.

SIGNED BY 23 PASSENGERS.

IMPROVEMENT OF THE MEANS OF TRANSIT THROUGH EGYPT.

Extracted from the London Mail, 6th January, 1843.

We sincerely trust that the exertions which are making to promote both the comfort and convenience of passengers passing through Egypt will be duly appreciated. It escaped us last month to mention that Mr. Waghorn had forwarded five large dial-clocks to be affixed in the different Desert Stations; and also an Iron Screw Steam Boat, which it is hoped may be upon the canal in time to take up the passengers who have just left by the *Oriental* for Alexandria.

Among the improved means for travelling across the Desert of Suez provided by the Oriental Company, a number of sedans of peculiar description have been recently made for them by Porter and Son, the iron-ware manufacturers. They are something similar in form to the common sedan chair, but much lighter, and more airy; being composed of a slight frame of iron rods and wire-work, fitted with curtains, to be either drawn or left open at pleasure. They have light ash-poles, and are to be carried by two Arabian donkeys, one harnessed in front and the other behind. A machine of this description, but less complete, has been for some time used in crossing the Desert, and has been frequently preferred, especially by ladies and invalids, to carriage-travelling. The Arabian donkey is a much superior animal to the English one.

A small steam-vessel has also been constructed for the Peninsular and Oriental Company, with engines and patent propellers by Penn and Son, of Greenwich, intended to ply on the Mahmoudie Canal, and to be used for towing the Company's passage-boats. The propellers seem to be an improvement on the Archimedian screw. They consist of two small instruments in the form of the sails of a windmill working in the run, under each quarter of the vessel, and by means of multiplying wheels are turned with great velocity; their action on the water propelling the vessel either forward or backward, according to the direction in which they are turned. The boat has been tried on the river, and went at a speed of eleven miles an hour without causing any perceptible agitation of the water. She has been since shipped at Southampton on board the *Oriental* for Alexandria.

The following is an extract of a Letter from Suez:—"The new Suez hotel and transit-warehouse is now actively progressing, a great number of labourers being employed. It certainly shows Mehemet Ali's taste for the magnificent, being planned on a very extensive scale, and in my opinion much too large for the probable requirements of travellers or traffic at this place. The line of telegraphs between this and Cairo is also well advanced. An experiment of some importance to the improvement of the transit of passengers has just been made to try the capability of dromedaries for draught. One of the new carriages lately sent out by the Oriental Company was brought over here from Cairo with some difficulty, four horses being found scarcely sufficient to draw it on the heavier or sandy part of the road. It was here determined to try two dromedaries in it, and although the experiment was made under considerable disadvantage for want of proper harness, breast-plates, &c., it proved completely successful, showing that the dromedary is much more valuable for draught than the horse in this country. Drawn by dromedaries properly harnessed, these new carriages will form a vast improvement."

The Oriental and Peninsular Company have sent by the *Great Liverpool*, a further supply of horses and carriages for the transit through Egypt.

It has been settled that the Pacha is to take under his immediate management the transit of passengers and goods through Egypt for which purpose he has purchased Messrs. Hill and Co.'s entire interest, boats, carriages, horses, &c. for 12,000*l*; allowing them for the next three years 20*s*. a-head on every first-class passenger, and 10*s*. a-head for all children and servants using the desert stations. Messrs. Waghorn and Co.'s business in London will go on as usual.

Extracted from the Bombay Times.

CIRCULAR

EGYPTIAN TRANSIT COMPANY'S OFFICE.

Alexandria, 8th March 1843.

I beg to inform you, that under the auspices and patronage of his Highness the Viceroy of Egypt, the above-named Company has been formed this day for the transit through Egypt of Passengers and Goods.

The Company has purchased the whole stock and interest of Messrs. Hill and Co., purposing to carry on the said business and under the special protection of the Egyptian Government, the Company will be enabled to afford the greatest expedition and comfort in the conveyance of passengers, as well as every possible security for the transit of goods between Alexandria and Suez.

The subjoined Tariff for the transit of Passengers from Alexandria to Suez and *vice versâ*, will commence on the 1st June.

As early as possible a Tariff for Goods and Parcels will be published.

TARIFF.

1st Class Passengers from Alexandria to Suez, and *vice versâ*.....	£15	0	0
2d Class Passengers and Children under 10 years of age.....	10	0	0
Native Servants.....	7	0	0

The above charges to include 300 lbs. weight of baggage for each 1st Class Passenger, and 150 lbs. weight for each 2d Class Passenger.

All excess of baggage to be paid at the rate of 8s. per cwt. from Alexandria to Cairo, and the same from Cairo to Suez, and *vice versâ*.

Each article of baggage should be distinctly marked with the name and destination of its owner, in order to facilitate expedition, and prevent confusion.

It is requisite for passengers to apply at the Company's Office for tickets, before proceeding on their journey.

The above Tariff to include provisions throughout the route;—wines, spirits, beer, &c. charged extra, as well as all Hotel expenses at Alexandria, Cairo, and Suez.

Travellers will find in every conveyance on the Canal, Nile, and Desert stations of the Company a book, in which they are requested to state any complaints they may have to make. These books will be regularly examined by the Superintendents of the Company; but no complaints will be attended to unless they are signed.

Every attention will be paid to the forwarding of passengers' baggage; but the Company will not hold themselves responsible for any loss or damage.

EGYPT.

(FROM OUR OWN CORRESPONDENT.)

"CAIRO, 15*th March* 1843.

"As usual the "India" steamer is late: her passengers and mails have been expected since the 10th instant, but as yet we have no tidings of her having reached Suez. Should she arrive at the same time with the Bombay steamer her passengers must all be too late for the "*Oriental*," as the passengers per H. C. Steamer will have the first carriages. This is the third occasion upon which that vessel has been beyond her time, to the great disgust and inconvenience of her passengers and the Transit Company: the former having been detained at a great expense in Egypt for a month, and the latter having been obliged to keep their horses and employés in the desert. I need scarcely say, that, unless some better arrangements be made, that it is more than probable the Transit Company will cease to prepare for her arrival, and her passengers will either be detained at Suez until conveyances can be procured from this place, or necessitated to cross the desert on camels. In my last communication I mentioned that certain parties were in treaty for the purchase of Hill and Co.'s establishment. Since then Mr. Tibaldi, a gentleman well known as a merchant in this country, has (in conjunction with other gentlemen of the highest respectability) become the purchaser, and the establishments now called the "*Egyptian Transit Company*." Mr. Tibaldi upon having completed the purchase at Alexandria, immediately came here, and having made every arrangement for the increased comfort of the travellers here, started for Suez, where, as well as at the stations, he did all in his power to make the route as agreeable as possible. He is now here increasing the number of horses and carriages, and it is evident that as soon as he can obtain people from England, that travellers will find this route as convenient as any travelling in Europe. You will perceive by the enclosed circular, that this new company is patronized by the Pacha, who has not only promised to assist them in every possible manner, but has actually *given them £20,000 down*, to expend in improving the route. He has also ordered the road across the Desert to be made good; and has placed a second sum of £20,000 at their disposal, should they require it, to carry on the establishment. With such means and such protection, it is next to an impossibility that the new company can fail to satisfy the wants of the Indian community; and I feel confident that as soon as the contemplated improvements are completed the Overland route to and from India will be by far the most easy and agreeable, and the transit through Egypt will be more comfortable and less fatiguing than the voyage in the steamer from India to Suez.

Cairo, 20th March, 1843.

DEAR SIR,—I had scarcely dispatched my letter of yesterday's date when I learned the arrival of the *India* at Suez on the 18th instant. That vessel has made a longer voyage than usual, having been 35 days from Calcutta, including five days stoppages. The wind in the Red Sea was contrary, as she was 10 days from Aden. She has 45 passengers, all of whom have arrived here, and left again at 2½ P. M. The passengers by the *Oriental* from England arrived here yesterday morning, and those bound to Bombay hurried on immediately: thus your steamer will not be detained at Suez. The *India* is to leave on the 27th or 28th instant; there are about 25 pas-

sengers waiting for her. The captain is abou to visit Alexandria, and will pro ably find more passengers by the French steamer of the 24th instant. No news of the Bombay steamer. The Oriental Comp ny have sent out by their steamer six new carriages and 16 horses from England— 10 more are to come by next steamer.

CAPTAIN MACLEOD O THE GREAT LIVERPOOL.

To Captain Macleod.

Sir,—We the undersigned pas ngers by the *Great Liverpool* from England to Alexandria, are anxious, at the close of our voyage to expre s to you our sincere thanks for the kindness, courtesy and attention which you have shown to us during the course of it.

Although nothing has occurred of importance to draw forth expression of our feelings, we are not the less sensible of that willingness which you have invariably shewn to oblige us in those matters, which, though trifling in themselves tend so much to make a voyage comfortable.

We beg to present you with the accompa ying purse, requesting that you will with the contents thereof purchase some article of Plate or some other thing which may be useful to yourself, and serve to remind you of us and of our pleasant voyage.

Signed by 69 Passengers.

February 17, 1843.

Great Liverpool Steam Ship,
Alexandria Feb. 17, 1843.

Ladies and Gentlemen,—I have the honor to acknowledge the receipt of an address presented to me this day by the Passengers on board of this vessel, expressive of their approval and satisfaction of my conduct, accompanying the same with a Purse of Gold for the purpose of purchasing a piece of Plate as a Testimonial from them of the sense they entertain of my humble exertions towards their comfort during the voyage, which under Divine Providence has been brought to a prosperous and happy termination. I accept with great pleasure of the very complimentary address, and handsome present accompanying it, and beg to return my sincere and grateful thanks for the same. I will apply it for the purpose expressed, and will retain it while I live in fond remembrance of the highly respectable and esteemed individuals from whom it emanated, and the agreeable voyage we have had.

I most sincerely wish you all, health, happiness and a joyful meeting with your relatives and friends at your respective destinations, and will be delighted to again meet you on your return to old England.

I have the honor to remain,
Ladies and Gentlemen,
Your much obliged obedient Servant,
A. McLeod,
Commander.

To the Passengers on Board the Great
Liverpool, Steam Ship, Alexandria.

INSCRIPTION.

Presented to Captain McLeod by the Passengers who sailed with him from England to Alexandria, on the 1st February 1843, in testimony of his kindness and attention to them during the voyage.

THE HINDOSTAN'S FIRST TRIP FROM CALCUTTA TO SUEZ, AND SUEZ TO CALCUTTA.

Extracted from the Madras Spectator, 22d March, 1843.

In announcing the arrival of the *Hindostan* steamer in our Extra of Saturday last, we made a brief allusion to her splendid performances in the voyages to and fro between Suez and this coast. In our present issue we are glad to have the opportunity of giving a detailed and comprehensive log of these voyages, which will enable our readers to appreciate fully the powers of this very noble specimen of Naval Steam architecture. All testimony tends to confirm the opinions we have before had occasion to express regarding the *Hindostan:* her powers of steaming are very remarkable, indeed the average rate maintained in the two voyages sufficiently stamps this, and for steadiness and ease on the water we understand she is scarce equalled, certainly unsurpassed, by any vessel in any part of the world. It may be observed that she met with an accident the day before her arrival at Madras, from the breaking of the cross head of the air pump of one of the engines, and, although this caused a detention of near three hours while the engine was being disconnected, and that for the remainder of the voyage she had to work with one engine only,

yet the vessel, aided by sails and a favourable current was propelled at the rate of 8 and 8¼ knots an hour, making the trip from Galle to Madras in 60 hours! In respect of the passenger accommodation of the *Hindostan*, perhaps the best testimony that can be given is the letter which we publish in another column from the passengers who proceeded in her to Suez. Her fittings up and whole arrangements are on a costly and complete scale: no expense has been spared to promote the general convenience and ensure the coolness of a thorough ventilation, and, although this latter is susceptible of some improvement, the very indifference as to expenditure already manifested in seeking to attain this object, is sufficient guarantee for every amelioration being entered upon or attempted, which experience points out as desirable.

We have just reason indeed to be proud of the noble vessel, which has thus brought within our grasp the full benefit of the Overland route, and we heartily congratulate the Madras public on the issue of a trial so conclusively successful as the present. We are aware of all the disappointment that in many cases, we may say in all, is felt at the *Hindostan* having been the bearer of no Post Office mails to Madras; but this was unavoidable. The Post Office could not but refuse to receive packets for a vessel, for whose arrival at a distant and foreign port thy had no guarantee, and with whose proprietors they had no contract that could involve these latter in responsibility. Indeed the expectation of the *Hindostan* being at Suez, was, we have been told, rather discouraged by certain parties in London, and persons seeking to proceed were even advised to book themselves in preference for the *India*! This will all no doubt be altered when the issue of the first voyage to Suez becomes known; the Government must feel the advantages to be reaped and will open a contract with the Peninsular and Oriental Company, or, should there be any hesitation in its part, the merchants of London will feel their own interests too closely involved not to press the subject forward with their powerful voice. In the opposite case, when no packet is made up, we would, as a word of perhaps not unacceptable advice to those who have been disappointed on the present occasion, recommend that parties at home be instructed by the now out-going mail to address letters, marked for the "*Hindostan*," to the "care of Captain MORESBY at Suez," whose obliging care in conveying them by the steamer, we think, may be confidently anticipated.

For the future prospects of a Steam Communication to our doors, now so auspiciously commenced, we may observe that the "*Hindostan*" will be enabled by herself to keep up a *quarterly* communication. When the *Bentinck*, a sister vessel, comes out—she can hardly be expected here earlier than the middle of November, as she would scarcely be able to take her departure before the end of August—we shall have eight voyages performed within the year. And, if the *Precursor* should eventually be purchased by the P. and O. Company, then the communication will become a *monthly* one. Of this latter purchase there are however, some doubts: the heavy expense of the *Precursor* to her owners, while she lies idle in the East India Docks, may induce them no to be forward in pressing the sale, but the same anxiety does not now exist, we fear, on the other side to possess her, as she is reputed to consume a most extravagant quantity of coal.

Before closing we may briefly allude to two other documents connected with the Overland trip we this day publish—one a well-deserved tribute from the outward bound passengers in the "*Great Liverpool*" Steamer to her worthy Commander, M'LEOD—and other an abstract of the log of this vessel on the voyage to Alexandria, which coupled with the details of the *Hindostan's* portion of the route may have an interest to those, whose faces are set towards the Overland journey.

We have much pleasure in giving insertion to the following extract from a letter written by Lord Elphinstone on board the Steamer *Hindostan*:—

Aden, February 4th, 1843.

"We arrived here this morning, or rather in the night, at ½ past 3, having performed the voyage from Point de Galle in less than 9 days, 2100 miles! We left Galle at half past 12 on the 26th ultimo, within 2 hours after I closed my letter to you, and we have made the quickest passage ever known. I believe our run yesterday was 275 miles. The comfort of the ship is equal to her *performance* in other respects. Except being a little cramped for room, we really can find no fault. We have had fine weather, but enough sea to have made one sick on board of any other vessel, but the *Hindostan* neither rolls nor pitches, and after the first 24 hours, I was quite well. The dinner, &c., is very good, just what it ought to be—plain good fare; every thing clean, plenty of servants, and very good ones; not a native in the ship, either among the Cabin servants or crew. Small as my Cabin is, it is so well ventilated, that I have never felt it hot; it is true that it is on the windward side of the ship. You may however confidently recommend the *Hindostan*. I have seen many ships but never before saw one so comfortable. The Captain (Moresby) you know, is an excellent man and most obliging, as are all the Officers with whom we have any thing to do. They give one plenty of steam water to wash with, which has a great advantage over salt water. As yet I have not seen a single cockroach, nor is there a rat in the ship.

CAPTAIN MORESBY OF THE HINDOSTAN.

Suez, 12th February, 1843.

DEAR SIR,—Arrived at our destination, we wish before leaving the good Ship *Hindostan* to offer you our congratulations upon the successful termination of her first trip to the Red Sea. It would be superfluous in addressing an Officer of your experience, acknowledged ability and high reputation, to allude to the management or discipline of the Ship, but you will allow us briefly to record here our unqualified satisfaction with the general arrangements, on board your splendid vessel, alike creditable to the liberality of the Company and the exertions of Mr. Tronson; and we would at the same time express a hope that each subsequent voyage may be equally agreeable to your passengers, though more encouraging to your enterprising employers than the present has been.

Accept our sincere wishes for your continued health and success in life, and

We are, &c. &c. &c.

(Signed) ELPHINSTONE,

And every passenger on board.

HINDOSTAN, ROBT. MORESBY, COM. I. N.

Left Light Vessel off *Sand Heads* at 2 P. M. ..... 17th Jan. 1843
Stowed and steaming in among shipping at *Madras* at 8½ A. M. anchored at 8 30 P. M. ..... 20th do.
Weighed from Madras at 9 and set in at 30 P. M. ..... 21st do.
Arrived at *Point de Galle* at noon ..... 24th do.
Left Point de Galle at 12 30 P. M. ..... 26th do.
Anchored at *Aden* at 4 A. M. ..... 4th Feb. 1843.
Left Aden at 7 A. M. ..... 6th do.
Arrived at *Suez* at 8 P. M. ..... 12th do.

(On Thursday 23d Feb. at 4 P. M. the mails arrived at Suez from Alexandria.
On Friday 24th at 5 P. M. Steamer *Atalanta* started for Bombay.)
Left *Suez* at 11 A. M. ..... 25th Feb. 1843.
(Passed *Atalanta* on 27th, having gained on her 17 hours in 2 days.)
Arrived at *Aden* at 1 20 P. M. ..... 3d March.
Left Aden at 8 30 A. M. ..... 5th do.

THE HINDOSTAN'S PERFORMANCE.

Hindostan FROM CALCUTTA TO SUEZ AND FROM SUEZ TO CALCUTTA.

	Hours of Steam.	Noon. Lat.	Noon. Long.	Course.	Dist.	Average per hour.	Winds Fair and Foul.	Sea and Weather.	Sail set.	Average revol.	Expan-sear.
Jan. 14	.....	At 10 A. M. left Calcutta, at 2 40 P. M. anchored from want of tide to proceed.									
15	.....	At 3.40 A. M. proceeded down the river, at 1.20 P. M. anchored for want of water.									
16	.....	At 8.45 A. M. weighed and stood down river, at mud point grounded for a short time—at 1 P. M. anchored (for want of water to proceed) at Kedgeree.									
17	.....	At 7 30 weighed and stood out to Sand Heads, at 1.30 P. M. Pilot left us, at 2 abreast of light vessel.									
18	22	19 1 N.	86 14 E.	S. 43 W.	173	9 6	S. E. fair squally.	Confused sea, rain & S.E. sqls.	All sail.	12½	3d Stad.
19	24	16 45	83 54	S. 44 W.	187		Foul Sea S. W.	Confused sea,			
20	24	14	80 43	S. 49 W.	239		S. S. W. North	noon moderate.	None.	11½	3d
21	8½	Steering for Madras.		S. 26 W.	72	8	Fair E.S.E. light Fair.	Smooth, fine. Seafollows, fine weather.	All	11¾	4th
	78½				671				All	12	4th
22	14½	11 16	80 41	S. 13 E.	132		Fair E. N. E.	Sea smooth,			
23	24	8	81 47	S. 15 E.	215		Fair and foul S. E. & variable.	weather fine. Sea confused.	Half.	11½	4th
24	24	6	80 16	various.	225		E. fair South	Rain & squalls. Smooth.	Half.	11½	4th
	62½	Galle.			572				Half.	11½	4th
25											
26											
27	23½	6 57	76 57	W. 16 N.	207	9	Fair N. N. E.	Squally confused sea.	Half.	11½	4th
28	24	7 11	73 10	W. 4 N.	227	9 4	Fair N. N. E.	Fine, smooth.	do.	11¼	3d
29	24	7 44	69 28	W. 9 N.	225	9 4	Fair N. N. E.	do.	do.	12	3d
30	24	8 36	65 30	W. 12 N.	244	10	N. E. Fair.	do.	All	13¼	3d
31	24	9 35	61 11	W. 13 N.	263	11	do.	do.	do.	13½	3d
Feb. 1	24	10 33	56 46	W. 13 N.	270	11 2	do.	do.	do.	14	4th
2	24	11 45	52 32	W. 16 N.	265	11	do.	do.	do.	14½	4th
3	24	12 27	47 58	W. 9 N.	278	11 9	do.	do.	do.	14½	4th
4	15	Steering for Aden—dist.			170		do.	do.	do.	11¾	4th
	206½				2149						
5											
6	5	.....	.....	W. 15½ S.	50	9 4	S. E. Fair.	Smooth, fine.	Half.	11½	3d

	7	24	15	4	42	22	various. W. to S. W.	212	9	Calm.	do.	None.	11	4th
	8	24	17	32	40	9	N. 41 W.	197	8	N.W. light, foul.	Little hd. swell fine weather.	do.	10½	4th
	9	24	20	29	38	50	N. 24 W.	184	7	7 Foul N. W. mod.	Head swell—fine weather.	do.	10½	3d
	10	24	23	14	37	19	N. 26 W.	194	8	Foul N. W.	do.	do.	10¼	3d
	11	24	26	26	35	20	N. 29 W.	225	9	4 Foul N. N. W.	Smooth sea—fine weather.	do.	11¾	3d
	12-13	32	Noon—Distance from Suez 80 miles.					288						
		157												
			Suez to Calcutta.					1342						
Feb.	26	25	26	48	34	38	various.	226	9	S. E. fresh foul.	Smth. fine wr.	None.	12	6th
	27	24	23	36	36	42	S. 31 E.	222	9	2 Calm.	do.	do.	12½	6th
	28	24	20	40	39	10	S. 38 E.	224	9	2 Foul—fresh S.E.	do.	do.	12⅝	6th
Mar.	1	24	17	22	40	41	S. 24 E.	217	9	Foul—light S.	Little hd. swell fine weather.	do.	13	5th
	2	24	14	20	42	22	S. 28 E.	212	9	Foul—fresh S.E.	Hd. swl. fine wr.	do.	13	5th
	3	25½	12 miles from Aden.				various.	238	9	4 Foul SE fresh E.	Moderate swell.	do.	13	4th
		146⅛						1389						
	4													
	5	3	Steering out of Aden.							1½ vble. & calm.	Smooth sea—hazy weather.	None.	11	6th
	6	24	12	21	48	59	E. 5 S.	236	9	Lt. East foul.	do.	do.	11	4th
	7	24	12	5	52	32	E. 5 S.	214	9	do.	Smooth sea.	do.	11¾	4th
	8	24	11	51	56	12	E. 9 S.	223	9	2 do.	Smth. sea fm. wr.	do.	12	4th
	9	24	10	47	59	51	E. 11 S.	224	9	2 N. E. & E. N. E.	do.	do.	12¼	4th
	10	24	10	1	63	45	E. 11 S.	241	10	N. fair moderate	do.	do.	13½	4th
	11	24	9	20	67	33	E. 10 S.	238	10	N.N.E. fair mod.	do.	Half.	13¾	4th
	12	24	8	35	71	37	E. 12 S.	250	10	4 Calm.	do.	None.	13¾	3d
	13	24	7	25	75	25	E. 14 S.	238	10	Calm—foul E.	Hd. sea, fresh.	None.	13¾	3d
	14	24	6	33	79	8	E. 13 S.	239	6	Foul N. E.	Head sea.	do.	14	3d
		7						75					14	3d
		206						2169						
			Galle.											
	15													
	16	14½	6	35	81	2	various.	103		Fair.	Smooth.	Half.	13½	4th
	17	24	10	9	81	5	N. 14 W.	221		Foul—fresh.	Little head sea.	None.	13½	
	18	20					N. 15 W.	181		Fair.	Smooth.	Half.	10½	
		58¾	Madras.					525						

Detained 3½ hours from cross head of air pump breaking.

PASSAGE OF THE GREAT LIVERPOOL TO ALEXANDRIA.

Nautical Time.	Long.	Lat.	Wind.	Dist.	Rate of speed.	Log.
Wed. Feb 1						Left Southampton at 10 30 A. M.
1-2				131	4 to 6.4	Strong Westerly breeezes, and at midnight hard gale with heavy confused sea.
2-3			W. N. W.	25	4.5	Anchored at Falmouth at 6-15 P. M. At 5 P. M. left Falmouth—at 8 increasing wind & heavy squalls.
3-4	6.47	47.07	N. W. & N. N. W.	152	4.4 to 74	Heavy gale from the N. W., veering to N. N. W. —much sea and the ship rolling heavily, and labouring much through the night.
4-5	9. 03	44. 08	N. & N. N W.	200	8 & 8.4	Strong breezes with heavy squalls from the N. in the morning—moderate, at noon Cape Finisterre bearing S. 8° W. 73 miles.
5-6	9.28	40. 46	N. & N. N. E,	204	8.8 4.9	Squally with rain.
6-7			N. & N. N. W.	208	8.4 & 9	Moderate breezes, exchanged colours with *Oriental* Steamer at 4 P. M. and signals with *Lady Mary Wood* Steamer at 11 P. M. At noon Cape St. Vincent bearing S. 34 E. 18 miles—stopped Engine for half an hour at 8-30 A. M. to repair paddle floats.
7-8				210	8.4 to 9	Arrived at Gibraltar at 12-30 P. M.
8-9	2 30w	36, 09	E.	128	8 & 8.4	Left Gibraltar at 7 P. M. moderate breezes.
9-10	1 32E	36. 38	E & S. E.	195	8 & 8.4	Moderate and strong breezes.
10-11	5 34	37. 02	S. E. S. & E.	192	8 & 8.4	Light breezes, cloudy at 9-30 P. M. Algiers' light W. 6 S. 2 miles.
11-12	9 50	37. 22	N. N. W; N. W, & S. W.	212	8.4 & 9	Do. do. do.
12-13	14 11	36. 8	W. S. W, & W.	228	2.4	Moderate and fresh breezes—at 4 P. M. passed I. of Zembra, at 5 30 Cape Bon S. 6 W. 9 miles, at 9 saw I. of Pantellaria.
13-14					9	Anchored in Valleta harbour at 2 P. M.
14-15						At Malta.
15-16	18 10	35. 08	S. S. W. & S,	184	8	Left Malta at 3-30 P. M., light breezes.
16-17	22 07	34. 04	S. W, & S.	204	8 & 8.4	Moderate breezes and light winds.
17-18	25 25	32. 10	variable & E. S, E.	202	8.4	Do. do. do.
18-20			variable.		8.4	Do. arrived off Alexandria at 7 P. M. and ran into the harbour the following morning.

TRANSIT THROUGH EGYPT.

From the Bombay Times of the 31st May, 1843

AMONG the various companies and schemes now formed, or in progress of formation, in Egypt, are two which are of special interest to the Indian Community.

The first of these is the "Egyptian Transit Company," formed under the immediate patronage of His Highness the Pacha, for the conveyance of goods and passengers through Egypt, We say under his patronage (for so it is stated to the public,) but we think there is very little room to doubt that His Highness is the *principal* in the new firm, The whole capital of 100,000 dollars is furnished by him, and although the plan may have originated in his desire to assist his old friend Mr. Thurburn, formerly of the firm of Briggs and Co., and latterly of Briggs, Thurburn, and Co., of London, who is the nominal chief of the concern,—yet there can be very little doubt that he will himself draw the lion's share of the profits. The active management of the company is entrusted to Mr. Tibaldi, formerly of the firm of Messrs Galloway, Tibaldi, and Co. We learn that the Bombay Steam Committee have agreed to give this company a lease of the Desert Bungalows for five years; and we presume they had no alternative, for had they granted a lease to any company or individuals in *opposition* to the Pacha. there can be very little doubt that His Highness would have thrown every obstacle in their way, and might have effectually prevented either the improvement or repairs of the Bungalows. As it is, the new company have undertaken to build additional stablings at the principal station, sufficient for sixty horses, and to erect an upper floor at stations Nos, 2 and 6 for the better accommodation of passengers. and a deposit for provisions, wines, &c. They have already increased the number of horses on the road to 300, more than double the number employed by Hill and Co., and His Highness has given orders to have the road from Cairo to Suez cleared of stones and every impediment. It was expected that by October the whole transit would be in a highly improved and efficient condition, and travellers be transported from Suez to Cairo with as much ease and comfort as on the Brighton Railway, though *not*, perhaps, so expeditiously! These are the *advantages*, the public will derive from this New Company. The *disadvantages* are neither few nor unimportant, and they lie principally in the *monopoly* it will enjoy. As, however, the Pacha had long since declared his determination not to allow of *more* Bungalows being built, a *monopoly* by one party or another, was perhaps inevitable; and the Steam Committee have, we think, acted wisely under the circumstances, in making a merit of necessity, and endeavouring to protect the interests of the public by stipulating (while there is a hope that conditions would be listened to) that passengers shall be conveyed at a moderate rate, fixed by tariff. This the Committee have done: and the high character and respectability of the managing partners of the New Company, Messrs Thurburn and Tibaldi, will be sufficient guarantee that this rate will be strictly adhered to. As the Company have nothing whatever to do with hotels, &c., the public will still benefit by the competition among these; and we know by sad experience that hotel charges are certainly not the *least* a traveller through Egypt has to incur.

The *other* Company, to which we alluded at the commencement of this article, is an *Assurance Company*, whose principal object will be to insure against the risk of transit through Egypt, all bullion and articles of value passing between India and Europe. The prospectus of this Company had not been published at the date of our last advices from Alexandria, but our correspondent informs us he had seen the rough draft of it, and he considers that the respectability of the parties concerned in it, and the large capital to be embarked, must ensure for it the confidence of the public, and be a powerful means of promoting an increasing commercial intercourse between Europe and India through Egypt.

From the Monthly Times, April 6th.

Much has been done (taking all things into consideration) in a short space of time to promote the ease and comfort of travellers across the desert, as well as to ensure regularity, security, and despatch in forwarding the mails; still it must be allowed there remains much to do to render the transit perfect—what much should be done by the people or by the ruling powers of the country and not by foreigners, will be universally admitted. We have, therefore, great pleasure at hearing the Pasha thinks so too, and has determined to take the subject under his especial patronage—if not control. Ample means will be immediately furnished (the paucity of which has been the primary cause, we think, of delay) to complete the operation on a scale commensurate with the magnitude of the object: this supersedes the necessity of further interference by the Peninsular and Oriental Company, which otherwise is imperatively called for by constant complaints from travellers out and home—not only of the exorbitant charges to which they have been subject, but of the great annoyances endured from the absence of anything like system in applying the limited means at hand. It will also relieve the Peninsular and Oriental Company from the obligation of occupying the station houses in the desert ceded to them by the Bom-

bay Steam Committee after June next. Mr. Waghorn states the entire stock of his firm has been already valued and taken by the Pasha or his agent. This looks like business, and as our great desire has been to see this important part of the communication completed, we shall rejoice to find our information confirmed.

From the Monthly Times, 6th May 1843.

When we consider the difficulties and opposition which have been removed in so comparatively short a space of time, the changes already wrought, and the benefits promised by a full flowing stream of international communication between the Western and Eastern worlds, who can receive and enjoy those results without a heartfelt offering of gratitude to those humble but useful instruments whose constant and energetic labouring at the oar, stemmed the tide of prejudice, till the stream of public opinion turned the current into a smooth and easy channel, where, under Divine assitance, it may continue to run, conveying measureless blessings to a large portion of mankind, who, but for this, might be left to feed on the husks of ignorance for ever;—for it will not be denied that wherever commerce and rapid intercourse spread their influence Christian civilisation must follow. It is true the prophetic eye of a Wellesley and the comprehensive mind of a Bentinck saw in the distance the benefits that would follow on the approximation of the two empires, and urged its adoption. It is, however, to the unerring zeal, and the steady attachment to one great principle of action, framed and carried out by Mr. Greenlaw, that intercourse by steam with India has been so soon established. Through years of trying and difficulty, deserted by his friends, and taunted by his opponents, he steered a straightforward course, and is rewarded by living to see the end for which he toiled accomplished. This, however, does not relieve the public from their obligation, and we do most cordially rejoice to see by the last mail that steps have been taken to prove they rightly estimate it.

Neither must the full measure of praise be withheld from Lieut. Waghorn; for though, happily, the conduct of the desert transit has now passed into other hands, it owes much to his energy and perseverance; indeed, he may fairly be styled the ploneer of that portion of the route. We say happily passed into other hands, because we cannot help feeling (what experience has proved) that, however ample the means of Messrs. Waghorn and Co. might have become, a want of system prevailed throughout their arrangements, without which no undertaking, but particularly one of this description, could flourish, and yield to the proprietor a fair remuneration for his outlay, by which alone permanency and efficiency could be expected. Neither without it could the traveller receive accommodation and comfort commensurate with his wants, and equal to its cost. With this view of the case, we are delighted to confirm the rumours conveyed in our last number, to the effect that the Pasha had taken under his fostering care and patronage, an "Egyptian Transit Company," at the head of which is a gentleman long intimately connected with the Viceroy of Egypt in business and friendship. Ample means, therefore, both financial and political, will be at his command.

We may, therefore, reasonably expect that in a few short months the journey through Egypt will be accomplished with less fatigue; and, we need not add, enlivened with a hundred-fold more interest, than the inmate of a London omnibus partakes during a trip in summer from the Bank to Paddington. This transfer answers also the two-fold object of giving to Lieutenant Waghorn, that which he most assuredly deserves, a liberal compensation for the wear and tear of body and mind, which even is iron-bound constitution was beginning to feel under the anxiety and fatigue undergone in this service. Our readers will, therefore, be glad to hear the "Egyptian Transit Company" have dealt by him with a liberal hand—they have purchased his stock at £12,000!! They have also stipulated that he shall receive one pound per head for first-class, and ten shillings for Children and second-class passengers, for a period of three years: this he computes at £8,000 (we estimate it at £6,000), and notwithstanding he has obtained his commission as Lieutenant in the Navy, and many grants at various times from steam committees and merchants, no one will think him overpaid: he has done the state good service, and most cordially do we wish him health and long life to enjoy his reward.

From the Spectator, 18th October 1843.

In our last issue we alluded to the desert portion of the Egyptian transit as still susceptible of improvement, more particularly at the latter stations toward Suez, which are ill provided with the very comforts most essential on such a journey, and for which the public chiefly look. That considerable attention has been paid to the line of road—now set free from many asperities and obstructions whereby it was heretofore rendered painful—we freely admit; but excellent and necessary as were the steps for this end taken, the Transit Company should not in their pursuit of one desirable object lose sight of other and equally important matters. Proper refreshment at the close of a stage is, in such an arid region, no less needful to the traveller's well being, than an easy passage over its sands. If therefore on reaching a station we find every species of liquor supplied for public use, to be of very inferior—

nay, sometimes execrable quality, and observe moreover that unusually high prices are set upon these products of a wretched cellar: the reflection that but little praise is due to the Company for their "improvements," will force itself upon us though never so disposed to give them credit. Let it not be suggested on their behalf that the difficulties and costliness of conveyance furnish an excuse for bad wine, beer, or spirit. As regards *water*, we may indeed feel prepared, in some measure, to admit the justice of the plea, though even on that score much room for grave complaint exists; but since the transit of the *best* liquors is neither more expensive nor impracticable than that of the vilest; wherefore—unless moved by false and culpable economy, or deceived by their agents—the Company should provide the latter rather than the former, is to us a mystery: yet that they at present do thus can be testified by every person, probably, who crossed the desert on the late occasion. Ample ground for exception against the solid fare provided at these stations, might, were we disposed to cavil at the company, be further found; but since nothing could be more foreign to our wishes than any such course, we shall content ourselves with simply expressing a belief, that great and numerous as unquestionably are the obstacles which present themselves to the maintenance of a respectable table in such inhospitable localities,—they nevertheless do not transcend the power of the company to accomplish that necessary object, if it be rightly undertaken. A similar cause for complaint exists also with reference to the steam boats on the Nile, which were we understand, during the recent passage, scandalously destitute of efficient provision, whether as concerns the cellar or the kitchen; and what *was* obtainable from either, proved mostly of an inferior description. Something very nearly approaching to a general scramble took place at both breakfast and dinner time, nor can we wonder at the occurrence, for many parties had otherwise, it would seem, obtained but a sorry share of such comestibles as were forthcoming. And although some apology is offered, in respect of the deficient *cuisine* by the fact of a larger number of passengers than had been looked for making their appearance, we yet cannot exonerate the Transit Company from blame, because ATFEH supplies most things that were wanting to general comfort in the Steam Boats; nor was the duration of their stay there so brief as to forbid the extra provision which circumstances rendered necessary, had any zeal or promptitude been exercised by the agents, for whose efficiency the Company are of course, responsible. A thorough reform in their system is imperatively called for, if the Transit Company would secure to themselves either a continuance of the public patronage which they now enjoy, or that augmentation of support on which they confidently reckon. Prompt and liberal arrangements can alone efface the memory of their past short coming, and substitute for the just displeasure now existing in the public mind, both here and in England, that feeling of approval so essential to their prosperous conduct of the speculation on which they have entered.

Before relinquishing this theme, we would point out two other particulars in which but little regard is had to the convenience of travellers *vid* Egypt. On reaching Alexandria, they are told that the Mahmoudi Canal boats will start at a certain hour, by which hour it behoves them to be in readiness on the banks. Eight o'clock was the time named last month; but when the passengers, obedient to command, hastened to the canal, they found nothing prepared for departure. As the sole resource left them, they—and let it not be forgotten that there were among their number ladies, some of them in delicate health,—stood or sat, as best they might, upon the brink until 10 o'clock at night, when to make matters worse they had, as the only mode of approaching the passage boats, to scramble down a slippery, precipitous bank, which awkward achievement well nigh cost several parties an immersion in the unfragrant waters of the canal.

Blunders such as these, admitting as they do of correction by even the most ordinary care, are altogether without excuse. Nothing would be easier than for the Agents at Alexandria to calculate shortly after the arrival of the Mediterranean Steamer, in what space of time that portion of baggage which it was proposed to forward by the passage boats, could be put on board, and this done, they might have a notice of the *true* hour of departure prominently exhibited in the square, as well as at the several Hotels which passengers frequent. By pursuing such a plan, they would greatly advance the public comfort, and also clear themselves of that stigma of incapability or neglect which now rests upon them. As for the absence of a proper approach to the canal boats above noticed, it is so flagrantly culpable, that we cannot suppose the Company to have suffered such a matter of reproach to endure one week after their being made acquainted with the natural indignation expressed, by every individual among their numerous passengers, last month. Were, indeed, the excellent Principals of the Transit Company, at Cairo and elsewhere, made fully cognizant of the slovenly and disreputable manner in which their orders are fulfilled by those entrusted with the execution, they would we are quite certain be the very first parties not only to reprehend, but likewise to correct everything that is amiss. Under this confident impression we have now written, trusting that our sentiments may meet the eye of those for whose guidance they are in all friendliness expressed.

At another opportunity we may not improbably find something to say also in reproof of the Peninsular and Oriental Steam Navigation Company, whose able ar-

rangements in the Mediterranean, and some other matters connected with the accommodation. on either side of Egypt, are far from being perfect.

STEAM-NAVIGATION.

THE Committee appointed under Resolutions of the Public Meetings held on the 19th September 1840, and 31st May 1841, for the purpose of promoting the cause of Steam Navigation between India and England in communication with the Peninsular and Oriental Steam Navigation Company, having now fulfilled to the best of their power the task assigned to them, and witnessed the complete establishment of that great national benefit, conceive that the time has arrived for surrendering their Commission into the hands of the Public.

In so doing they desire to communicate succinctly a general summary of their proceedings. It may be thought that a more appropriate course would have been to take these steps at a Public Meeting called for the purpose. But, knowing by experience the difficulty of assembling any number of the public on such occasions, the Committee have apprehended that, by adopting such a course, they might probably be left to address one another.

Throughout the advocacy by the Madras public of this great measure for the last fifteen years, it has been their invariable principle, and that of those who have been appointed to act for and represent them, and more particularly of their undersigned Chairman (who from first to last has occupied that honorable position with the exception of a brief period, to avoid all controversy, and all party contest, and to support and promote Steam Communication between the two Countries, in whatever direction, and by whatever means, that object was to be advanced. Consequently every effort they have applied has more or less assisted the cause.

The present Committee have constantly exerted themselves to keep alive that public-spirit, by the continued exhibition of which "Steam Navigation at their doors" has been at length attained by the people of India. No sooner was the grand scheme of the Peninsular and Oriental Company developed, than they advocated and promulgated from time to time its principles, and assisted in the arrangement of all its details, as far as the Madras Public is concerned. They subscribed liberally for shares, themselves; and they encouraged the subscribing by the public at large. They have maintained a constant and copious communication with the Directors of that Company, and they have kept the Madras Public duly apprized of all their current proceedings of general interest. That Company has throughout, and repeatedly, acknowledged their obligations to the Madras Public for the support derived to their undertaking.

For the effectual accomplishment of these labors the Committee have been most essentially indebted to Captain BIDEN their corresponding member. To the extent of these labors the Chairman can testify from past experience in a similar position as Chairman of the several original meetings. It is with much gratification that the Committee have to announce the appreciation of Captain BIDEN'S valuable services by the Company in recently appointing him their Agent at Madras, an office which he has undertaken with the sanction of Government, and upon which the public itself may be congratulated.

The management has now passed into the hands of a Proprietary, and with the system of that management this Committee do not conceive that they, on behalf of the Public who are not Members of the concern, have any right to interfere. The Directors of that Company will, of course, pursue that course which they deem their duty to their constituents, and their just interests will demand; and this Committee can only trust that their measures will be guided by such a spirit of liberality as is consistent with such duty and interests.

All sums paid to the credit of the Comprehensive Steam Navigation Fund under 2d Resolution of the public Meeting of 10th May 1839, have been pursuant to the 2d and 3d Resolutions of 31st May 1841, transferred to the credit of shares in the Peninsular and Oriental Steam Navigation Company.

All further communications must be directed to CHRISTOPHER BIDEN, Esq. Agent to the Peninsular and Oriental Steam Navigation Company.

GEO. NORTON,
Chairman.

2d February 1843.

From the Bombay Times, June 7th, 1843.

EGYPT.

(FROM OUR OWN CORRESPONDENT.)

"CAIRO, *18th May.* 1843.

"The *Hindostan* arrived at Suez on the 14th instant, having made the passage from Calcutta in less than 30 days. Upon her arrival at Suez it blew such a gale of wind that the boats were unable to put off; consequently the passengers were not landed as quickly as they would otherwise have been; and one of the boats, heavily laden with luggage, was swamped: without any other accident the passengers, 90

in number, were safely landed, and arrived here on the 15th instant. About 30 of them left this at 6 P. M., for Alexandria; the others are remaining here until the arrival of the Bombay passengers, when they will proceed in the steamers to Alexandria. Every body appears highly satisfied with the *Hindostan*, where they were sumptuously fed, and as comfortable as 90 persons could be in the Red Sea. You will be pleased to hear that the transit across the desert was performed to the satisfaction of all the passengers. The extra number of horses placed upon the road has rendered the journey more certain and expeditious, and I have no doubt that ere long there will be even more horses and carriages than can be required, as the Egyptian Transit Company continue purchasing horses and building carriages—the latter of a much more convenient form than have hitherto appeared, and I think the public will have every reason to be satisfied with the arrangements being made for their speedy and safe conveyance through this country.

"The Pacha, who is still in Alexandria, continues to render the Transit Company every assistance, and promises to do any thing and every thing that can benefit either the public or company. Enclosed are the circulars of two new companies, which have been started in Alexandria, one by M. Tezinnia, and the other by M. Terry,—for the *assurance* of merchandize through this country. Monsieur Tezinnia sets forth that he has permission to convey the goods across the isthmus, and that the Pacha has given him 40,000 dollars! This, however *is incorrect; the Pasha will not allow him to interfere with the transit*, and only promised to take a certain number of shares in the new Assurance Company, and has insisted upon the withdrawal of the present circular, and that a new one be issued.

"*20th.* The passengers by the *Oriental* arrived this morning, and leave for Suez at mid-day. The telegraphs on the Desert are now finished, and were yesterday, at the request of the *Egyptian Transit Company* worked for the first time to announce the arrival of the *Oriental*. We have not yet heard of the arrival of the Bombay steamer.

"Several hundred men were two days since sent by the Government into the desert to repair the road between this and Suez. Thus everything is being done to ensure the comfort of travellers."

HINDOSTAN'S 2D VOYAGE TO SUEZ.

	Hours.	Miles.	Average, per hour.
From Sand Heads to Madras..	87	664	S. Winds, against Current.
Madras to Ceylon.....	61½	525	
Ceylon to Aden.....	220	2,158	9 6½ Cabin.
Aden to Suez.....	142	1,320	9 3 Winds against.
Total..	512½	4,667	9 1 Average.

or days. 21 hrs. 8½
„ 4 „ 16½

Total days..26 „ 1 hour, including stoppages.

Stay at Madras.....	0	16½
Do. at Ceylon.....	0	50
Do. at Aden.....	0	46
Stoppage days.....	4	16½ hours.

Wind generally against us.

RETURN VOYAGE.

	Hours.	Miles.	Average, per hour.
From Suez to Aden.....	128	1,325	10 4 Fair wind half way.
Aden to Ceylon.....	416	2,131	9 7 Fair wind.
Ceylon to Madras.....	54½	571	
Total....	398½	4,027	Average 10 per hour.

Stoppage at Aden..... 42 hours.
Do. at Galle..... 44 „

Total days.. 3 12 hours.

Madras Spectator

From the Monthly Times, October 6th 1843.

ACCELERATION OF THE OVERLAND MAILS AND THE NECESSITY OF A SEMI-MONTHLY COMMUNICATION.

INDIAN MAILS.

Notwithstanding the very great improvements that have been effected within the last few years, in the communication between this country and India, there is good reason to complain that increased facilities lying obviously within the reach of energy and enterprise are not taken advantage of. The serious inconvenience and disappointment which the mercantile interests have borne with during the last two years, from the irregularity in the arrival and the despatch of the Indian mail, has been the subject of frequent remark; and remonstrances have been made to her Majesty's Government, and the East India Company without producing the slightest alteration, beyond that of frequently putting off the the departure of the mail at the eleventh hour, with the unavailing hope that forty-eight hours delay might enable parties to reply to letters received by the one that was hourly expected to arrive. This boon the London merchants have been *always ready* to demand, and whenever the end has been gained by the arrival of the inward mail within the space so allowed, the London merchants alone have benefitted thereby—to the prejudice it might be of those who dwell in the heart of their trade in the distant provincial towns.

Certain returns having been made to Parliament from which an approximate estimate of the present cost could be made, the attention of the Directors of the Peninsular and Oriental Company was drawn to it, and it appearing to them that greater acceleration and punctuality might be achieved without any additional cost to the state; indeed, that a saving of £30,000 annually might be made, they felt themselves called upon by a high sense of public duty, and, it may be, with a view also to their private interest or the interest of their proprietary, to place before her Majesty's Government and the East India Company an improved scheme of intercourse by which (if carried into operation by the Peninsular and Oriental Company) letters leaving Bombay on the first of the month would reach London on the first of the following month at *latest*, and that letters leaving London on the 6th of the month should arrive at Bombay on the 6th of the month following, thereby giving ample time for merchants at home and abroad to reply to letters received in course of post.

We believe that no official reply to this proposition has been received from the East India Company up to the time we now write, but it is generally understood that that Corporate Body object to any transfer of the conveyance of the mails from their own hands and talk a great deal about their responsibility and so forth. This objection seems to us to be a very absurd one. If good at all, it might equally apply to her Majesty's Government; do they give up any responsibility because they contract for the conveyance of the mails on this side the Isthmus? We are grateful to the East India Company for what they have done, but contend it is the duty of the state to avail itself of the capital and industry of private enterprise, and not to become proprietors of vessels, which require a constant change and improvement to keep pace with the age, if the service is to be efficiently performed. Suppose the East India Company had contracted, in 1836, for a term of years, instead of now waiting to wear out the steamers confessedly inadequate in every way to do the work required of them, they would be ready to make a fresh contract, receiving the benefit of every improvement that science has made in steam navigation since the opening of this line first commenced. At any rate, some parties here considered the time opportune, and that by bringing the question once more prominently before the public, good must result.

A meeting was convoked to take place in the Hall of Commerce, in this City, on the 19th ultimo. Three days previous, however, to the day appointed, the East India and China Association held a special meeting, and thereat deemed it wise to pass resolutions upholding the East India Company's objections. The members of this association, be it known, consist of many of the leading LONDON EAST INDIA MERCHANTS, gentlemen who are by friendship, or long intimate acquaintance, so allied to East India Directors, and so often obliged to them for *votes* or *patronage*, that they never resolve against their bidding. It is necessary as faithful journalists, to give this explanation, which will account for the absence of gentlemen, who, in our humble opinion, ought not only to have been present at the meeting on the 19th, but on every occasion, when the interests of India are the subject for consideration, seeing the deep debt of gratitude they owe to that country for their opulence and position in the world. The object of the meeting was for good or evil, if the former, it merited their co-operation and support; if the latter, their declared resistance.

Nevertheless the meeting was both respectably and unanimously attended; many civilians and gallant officers were present; the room, in fact, was full, when John Abel Smith, Esq., M. P., was called to the Chair, who conducted the business of the day with great tact and propriety. Our space will not allow us to give the opening speech *in extenso*; justly remarked, "He might be permitted to ob-

serve, that one great reason why the interests and proceedings of India had in past years been overlooked in this country, or at least had not occupied that share of public attention which their vast importance deserved, was the length of time which the communication between the countries occupied. It was thought that a place so far removed could not have that influence on the wealth and power of England which it was now admitted it had. He was also anxious to impress upon the meeting, that what might at first appear to be but of small importance, namely, the acceleration of the mail by three or four days, involved an acceleration of a full month in correspondence. All could testify to the prodigious effects in developing resources, and in economising time, which railways had produced in England, and the principle was just the same as it referred to India. He firmly believed, that, leaving out of view for a moment the weighty political views connected with the subject, and its effects upon civilization, the importance of facilitating the business communications between India and England could not be exaggerated. He had, therefore, consented to take the chair for the purpose of affording an opportunity for an expression of public opinion on the subject, which might induce the Government and the East India Company to facilitate communication with India by all means that were practicable and safe. He was anxious to correct a mistake which he understood was prevalent, namely, that that meeting had been called for the purpose of promoting the interests of a particular Company—he meant the Peninsular and Oriental Steam Navigation Company. Of the gentlemen composing that company all he knew was, that for some years they had been entrusted by Government with the conveyance of the mails between England and Alexandria, and had performed that trust with exemplary regularity and good order."

The resolutions, which will be found in our advertising columns, were put from the chair and agreed to.

An influential and active Committee has been formed, and very strong memorials, based on the resolutions, have been forwarded, in conformity with them.

A public meeting took place at Glasgow on the 21st, when very strong resolutions in favour of the proposition of the Peninsular and Oriental Company were passed, urging the Government and the East-India Company to permit them to work it out. Mr. Skinner, late of Bombay, spoke very disparagingly of the East India Company's steamers as compared with those belonging to the Peninsular and Oriental Company, in both of which he had frequently travelled, and instanced the case where one had beaten the other fifty-seven hours in a run of 1,350 miles!

Mr. A. Wardrop, also, a name well known to our readers at Madras, spoke strongly in favour of the plan, and of the justly merited confidence which the public entertained in the management of the Peninsular and Oriental Company.

The East India and China Associations of Glasgow, Liverpool, Manchester, Birmingham, Bristol and Hull, have all memoralised the Government in favour of the plan, earnestly praying that it may be carried into operation. Memorials from Edinburgh and other places have also been forwarded in favour, not only of the plan proposed by the Peninsular and Oriental Company, but expressing every confidence in their ability to accomplish it. We look with great interest for the result; but there can be no doubt that all public discussion of Indian topics must invariably be productive of essential benefit to the cause espoused, and our readers in the east may rest assured that our humble endeavours shall never be wanting in the promotion of their interests in every respect. As the acceleration of the overland mail is eminently connected with them, the Indian community may confidently rely upon our zeal in vigorously urging the question, while an improvement is needed, till the whole line, from Southampton to Hong Kong, be one connected chain, perfect in every link.

It is proper we should state that it has been currently reported that the Peninsular and Oriental Company contemplated the abandonment of the Calcutta line provided their tender for the conveyance of the mails now before her Majesty's Government and the East India Company should be accepted. We have taken some pains to ascertain the truth of this report, and find it to have been "a weak invention of the enemy," and that positively, *coute qui coute*, during the year 1844 the Peninsular and Oriental Company's steamers *Hindostan* and *Bentinck* will perform at *least* six voyages between Calcutta and Suez in conformity with the arrangement entered into with the East India Company.

At a MEETING of the Merchants and others interested in the Overland Mail Communication with India, China, &c., held pursuant to advertisement at the Hall of Commerce, Threadneedle-street, on Tuesday, September 19, 1843.

JOHN ABEL SMITH, Esq. M. P., in the Chair.

The following resolutions were agreed to, namely—

1. That the present arrangements for the transmission of the Mails viâ Egypt and the Red Sea to and from India, China, Ceylon, Singapore, and Australia, are defective in two essential points, namely—the non-arrival of the mails from India usually until after the outward mails have been despatched, and the non-arrival of the outward mails at Calcutta and other places in India of similar distance until after the

departure from thence of the homeward mails for Europe; that much inconvenience to the public interests results from the consequent delay in the interchange of correspondence, and that any measure which proposes to remedy these defects is deserving of the prompt attention and encouragement of Government and the public.

2. That it appears to this Meeting that if by employment of steam vessels of superior power and speed to those at present employed to transmit the mails between Suez and Bombay, such an acceleration can be obtained as to remedy the inconvenience pointed out in the preceding resolution, and give the opportunity of replying to letters from India by the outgoing mails of the same month, not only to London, but to all the great manufacturing and commercial towns and districts of the united kingdom, an advantage of great importance would be gained for this country as well as for our Indian empire and Australian colonies.

3. That the memorials to the Hon. East India Company and President of the Board of Control be prepared and be signed and transmitted by the Chairman on behalf of the Meeting, and that the Chairman be requested to transmit copies of the resolutions and of the memorials to the Right Hon. Sir Robert Peel, the Right Hon. Earl of Aberdeen, the Chancellor of the exchequer, the Postmaster-General, the President of the Board of Trade, and the Lords Commissioners of the Admiralty, and to solicit the exercise of their influence for the speedy carrying into effect of an improvement of such vital importance to the commercial and manufacturing interest of the country.

4. That the Chairman form a Committee for preparing and furthering the objects of the memorialists, with power to add to their numbers, and that they report their proceedings thereon to a public meeting to be convened by them for that purpose on or before the 1st of December, 1843.

5. That the thanks of this meeting be presented to John Abel Smith, Esq., M. P., for his efficient conduct in the Chair.

JOHN ABEL SMITH, Chairman.

LONDON MEMORIAL.

To the Right Honorable the Earl of Ripon, President of the India Board &c, &c, &c.

The memorial of merchants of London, and others interested in the overland communication with India, China, &c., agreed to at a public meeting held at the Hall of Commerce, Threadneedle-street, London, on Tuesday, 19th Sept. 1843.

Sheweth,—That about twelve months since we, with others, memorialised her Majesty's Government through your Lordship's predecessor the late Lord Fitzgerald, praying that the overland communication with India and China might be more frequent, namely, twice a month, instead of monthly as at present.

The necessity for this increased frequency of the communication still continues to be deeply felt by us in consequence of the following defect in the existing arrangements, viz:—The Mails from India dispatched from Bombay on the 1st of the month seldom, as your Lordship is aware, arrive in England until the 5th or 6th of the following month, being one or two days after the mails for India (made up in regular course on the 4th of every month), have been despatched, consequently no answer can be made to letters from India until the following monthly mail is dispatched, involving a delay of nearly a month from their receipt.

A similar disadvantage is experienced in corresponding with England from Calcutta and other places in India of the same distance from Bombay. The mails from Europe seldom, if ever, reach Calcutta until a day or two after the Dawk, with the homeward mail for Europe, has departed for Bombay, causing a delay of nearly a month before answers can be returned to letters received from Europe.

These circumstances if they continue to exist, render, we submit, a semi-monthly communication with India highly necessary.

We are now, however, informed that by the employment of vessels of superior power and speed to those at present employed in the conveyance of the mails between Bombay and Suez, together with other improved arrangements, the transit of the correspondence between this country and India may be so far accelerated as to ensure the arrival of the letters from India in sufficient time to be replied to, not only from London, but from Liverpool, Lancashire, Scotland, and all the great manufacturing districts of the united Kingdom, by the overland mail of the same month.

And that letters from England would arrive at Calcutta some days previous to the departure from thence of the Dawk with the homeward mail, thus shortening the communication by one month from Calcutta, as well as from England.

The advantages of such an acceleration can scarcely fail to be appreciated by Her Majesty's Government, and we are given to understand that a specific proposal for effecting it upon economical terms, and with a certainty of success has been recently sent in to the Court of Directors of the honourable East India Company, and is now, or will shortly be under the consideration of your Lordship and the Board of Control.

We beg to assure your Lordship that the support of Government cannot be given to a more important reform than this, nor one more vitally affecting the material interests of the trade and commerce of England with our India possessions, a trade

which is every hour expanding, and the full value of which it is hardly possible for the most sanguine to calculate.

We would likewise suggest, although it cannot have escaped your Lordship's penetration, that the improvements which we desire, will exercise a most beneficial effect upon the rapidity and punctuality of the postage communication lately opened up with our Australian colonies by way of the Red Sea and Bombay, and we entertain a confident hope from your Lordship's long and devoted attention to the trading interests of Great Britain, that no mere difficulties of detail will be allowed to interpose an obstacle to the effecting of an object of so much importance, and one likely to exercise so beneficial an influence on the commercial prosperity of the united kingdom.

We therefore respectfully but earnestly solicit your Lordship's immediate attention to an object of such vital importance to the commercial and manufacturing interests of the country.

By desire and on behalf of the meeting,

(Signed) JOHN ABEL SMITH, Chairman.

To the Chairman, Deputy-Chairman, and Directors of the Honourable East India Company.

The Memorial of Merchants of London, and others interested in the overland communication with India, China, &c., agreed to at a public meeting held at the Hall of Commerce, Threadneedle-street, London, on Tuesday, 19th September, 1843.

Sheweth—That about 12 months since we, with others, memorialised your Honourable Company, praying that the overland communication with India and China might be more frequent, namely, twice a month, instead of monthly as at present.

The necessity for this increased frequency of the communication still continues to be deeply felt by us, in consequence of the following defects in the existing arrangements, viz.—The mails from India dispatched from Bombay on the 1st of the month, seldom arrive in England until the 5th or 6th of the following month, being one or two days after the mails for India (made up in regular course on the 4th of every month), have been dispatched, consequently no answer can be made to the letters from India until the following monthly mail is dispatched, involving a delay of nearly a month from their receipt.

A similar disadvantage is experienced in corresponding with England from Calcutta, and other places in India of the same distance from Bombay. The mails from Europe seldom, if ever, reach Calcutta until a day or two after the Dawk, with the homeward mail for Europe, has departed for Bombay, causing a delay of nearly a month before answers can be returned to letters received from Europe.

These circumstances, if they continue to exist, render, we submit, a semi-monthly communication with India highly necessary.

We are, however, now informed, that a specific proposal has been made to your Honourable Court, for effecting such improvements in the arrangements for the transmission of the monthly overland mail, between this country and India, China, &c., as will ensure, under ordinary circumstances, the arrival of the letters from India and the East, in sufficient time to be replied to, not only from London, but from Liverpool, Lancashire, Scotland, and all the great manufacturing districts of the kingdom, by the outward mails of the same month; and that letters from England would arrive at Calcutta, some days previously to the departure from thence of the Dawk, with the homeward mails, thus shortening the communication by one month from Calcutta as well as from England.

The advantages of such an acceleration of intercourse between Great Britain and her vast oriental dependencies, can scarcely fail to be appreciated by your Honourable Court. We feel them to be of peculiar importance to the commercial as well as political interests of the country more especially at the present time, when the new relations which we are on the point of entering upon with China, promise to give a new impulse and a greatly increased developement to our trade with the east.

To facilitate by every reasonable encouragement such beneficial results, we cannot doubt, must be felt by your Honourable Court, to be one of the first duties of Government, and we, therefore, confidently expect, that this important subject, will receive your earliest and most attentive consideration.

By desire and on behalf of the meeting

JOHN ABEL SMITH, Chairman.

[Intelligence was received by the last Overland Mail (October) from England of Meetings held at Liverpool, Manchester, Birmingham, Glasgow, &c., and of similar Memorials having been presented to Government and the Court of Directors by the mercantile communities of those cities.]

With reference to the above proceedings and memorials, it may be as well in a work of this description to append the following

correspondence between the East India and China Association and the Peninsular and Oriental Steam Navigation Company that the reader may be enabled to draw his own conclusions therefrom. Which correspondence, together with a letter from the former body to the Bengal Chamber of Commerce, is taken from the *Hurkaru* of the 29th November 1843.

London, East India and China Association, Cowper's Court, Cornhill, Sept. 30, 1843.

W. LIMOND Esq., *Secretary.*

Bengal Chamber of Commerce, Calcutta.

SIR,—An advertisement in the *Times* of the 16th instant, gave notice of a Public Meeting to be held in this city, on the subject of an acceleration of the Overland Mails to and from India, China, &c., to which was added a paragraph, that 'Plans in detail of the proposed arrangements would be submitted to the meeting.' One of these I enclose herewith; and have to state, that they were prepared by the Peninsular and Oriental Steam Navigation Company, by whom the meeting was entirely got up. The day's proceedings and the result of the meeting you will find in detail in the *Times* of the 20th, and to which I would especially invite your attention. This Committee took no part on the occasion, and that their friends and correspondents in Calcutta may be furnished with their reasons for the course they adopted, I am directed to forward to you copy of the correspondence which took place between the Peninsular Company and this Committee upon the subject, and they are anxious, that the utmost publicity should be given to the matter, that the Calcutta and Madras communities may be assured, that their interests never fail to ensure from this Committee their utmost attention, whenever they are of opinion, they can interfere on their behalf with propriety and usefulness.

You will not fail to observe, that the Directors of the Peninsular and Oriental Steam Navigation Company confine their reply to a vague assertion, 'that this committee laboured under a misapprehension in supposing, as they inferred, that that Company desired to perform the Steam service between Bombay and Suez, divested of the salutary control of the East India Company,'—nothing could be more erroneous: the Committee clearly stating their expectation, that if the East India Company saw fit to transfer the service, which their own vessels now perform, into other hands, sufficient security would be taken for its due execution.

I am, Sir, your obedient servant,
JOHN STIKEMAN, *Secy.*

P. S.—As mentioned in my letter of the 30th June, Southampton is now the Port for the departure and arrival of the India Mails, and the Mail of this day is the first that is put on that line.

London, East India and China Association, Cowper's Court, Cornhill, Sept. 18, 1843.

SIR,—I have laid before the Committee your letter of the 11th instant, and the printed particulars of the scheme to be submitted to the public to-morrow, and I am directed to forward to you the enclosed copy of the Resolutions which have been come to upon the subject.

I am, Sir, your obedient servant,
JOHN STIKEMAN, *Secy.*

JAMES ALLAN, Esq., Secy.
Peninsular and Oriental
Steam Navigation Company.

London, September 15, 1843.

A Special Meeting of the Committee of the East India and China Association having been summoned to consider an Advertisement calling a general Public Meeting on Tuesday the 19th, on the subject of the existing mode of conveying the Mails to and from India, the following

Minute was unanimously agreed to.

1st. It is the opinion of this Committee, that several improvements may be made in the present mode of conveying the Mails, especially in regard to the period of arrival and departure: and the Committee have upon various occasions called the attention of Her Majesty's Government, and of the East India Company to the subject.

2d. But this Committee do not think the existing evils are of such character or magnitude as to induce them to support any proposal for transferring the management of the conveyances of the Mails from the East India Company, to any other hands, relying confidently as this Committee does, upon the assurances of the Honourable Company, that when relieved, as it now is, from the pressure of the War in Western India and China, arrangements will be made for increasing the number and power of their Steam Vessels, thereby ensuring the delivery of the Mails on both sides, so far as depends upon the Honourable Company in the shortest possible time, and at such periods as will afford generally to the public the means of answering with certainty within a shorter period than at present, the correspondence brought by each successive mail.

3d. That this Committee grateful to Her Majesty's Government and the Honourable East India Company for the improved means of correspondence with India are not disposed to come forward to advocate any change in the Agency unless with the entire consent and approval of those authorities.

4th. That should the plan proposed by the Peninsular and Oriental Steam Navigation Company be entertained, whereby what is now done under the sanction and with the responsibility of Her Majesty's Government and the East India Company is intended to be placed under the management of the Peninsular Company, this Committee trust that such arrangements will be made as will guarantee the permanency of the Overland Communications and the introduction from time to time of every improvement of which it may be susceptible.

Ordered,—that a copy of the Minute be sent to the Directors of the Peninsular and Oriental Steam Navigation Company.

(Signed) GEORGE LARPENT, Chairman.

Peninsular and Oriental Steam Navigation Company, 51 St. Mary Axe, Sept. 18, 1843.

SIR,—I am desired by the Directors of the Peninsular and Oriental Steam Navigation Company to acknowledge the receipt of your letter of this date with copy of a Minute made by the Committee of the London East India and China Association at a Special Meeting held by them on the 15th instant to consider an Advertisement calling a general Public Meeting on Tuesday the 19th instant, on the subject of the existing mode of conveying the Mails to and from India.

While the Directors of this Company desire to express their sense of the courtesy of your Committee in making a communication to them to which they do not consider themselves in ordinary course entitled, inasmuch as they have not solicited the interposition of your Committee in the matter referred to, they at the same time consider it proper to avail themselves of the opportunity thus afforded them to endeavour to correct some erroneous conclusions to which your Committee appear to have come in respect to the proposition of this Company for accelerating the transit of the East India Mails, a copy of which I furnished to you at your own request.

The first paragraph of the Minute of your Committee clearly recognizes the principal put forth in the Advertisement which was under their consideration, namely, that the present mode of conveying the mails is susceptible of improvement, and it moreover states that your Committee had on various occasions called the attention of Her Majesty's Government, and the Hon'ble East India Company to the subject. The opinion and practice of your Committee being thus so completely in unison with the professed object of the public meeting advertised for to-morrow, it is with much regret, that the Directors of this Company observe, that through an evident misapprehension of the precise nature of the proposition made by them to the Directors of the Hon'ble East India Company, the highly respectable gentlemen who are taking a leading part in the meeting are likely to be deprived of the valuable co-operation of your association. The Directors further regret that your communication had not been made in time to have enabled them to render the explanation which they are now about to give sufficiently early to remedy that consequence.

In the 2d, 3rd, and 4th paragraphs of their Minute, your Committee appear to assume that Her Majesty's Government and the Honourable East India Company in adopting the plan and proposals submitted by this Company would give up the management or control of the services, and their consequent responsibility to the public for its efficient performance; this assumption is entirely erroneous.

The mode of improving the mail service between Bombay and Suez submitted to the East India Company differs in no respect from that which has already been submitted to and adopted by the Imperial Government for improving other important branches of the mail service.

The two branches of that service which have been for several years performed with unquestionable efficiency by the vessels of this Company were formerly performed by Her Majesty's vessels, Her Majesty's Government being however satisfied, that the vessels proposed by this Company were better adapted for the service, and the terms more economical to the public, did not hesitate to supersede the vessels of the Royal Navy by the superior ones, which private enterprize had furnished. But in doing so they did not relinquish the necessary control over the due execution of the service nor their own responsibility to the pubuc. On the contrary, they found as has been frequently acknowledged by the proper executive departments, a more effectual control over a service executed under contract than when performed by the vessels of the Royal Navy.

The Directors further deem it right to remind your Committee, that this Company have for upwards of three years conveyed the India Mails one half of the sea route, that is between England and Alexandria. The perfect efficiency with which that part of the service has been executed has never been questioned either by the Government or the public.

With the powerful vessels which they now possess, they therefore consider that they are entitled to the confidence of the public, for an equally satisfactory execution of the service between Suez and Bombay, should Her Majesty's Government

and the Honourable East India Company think proper to charge them with that part of the service under the usual control.

As the Directors consider the public meeting of to-morrow may be deprived of the attendance and co-operation of many members of your association through the misapprehension of your Committee just alluded to, they propose making public the Committee's Minute, with this explanation, in order to remove, as far as possible, any unfavourable impression which may be made on the public mind by that circumstance, a proceeding in the expediency of which they have no doubt your Committee will concur.

I am, Sir, &c.,

JAMES ALLAN, *Secy.*

JOHN STIRLING, Esq, *Secretary.*

London, East-India and China Association, Cowper's Court, Cornhill, Sept. 22, 1843

SIR,—I am directed by the Committee of the East India and China Association to acknowledge your letter of the 18th instant, and to assure you in reply that there was no misapprehension on the part of this Committee upon the subject of the recent Meeting. It is however gratifying to the Committee to understand from you, that in the Prospectus just put forth by the Peninsular and Oriental Steam Navigation Company for accelerating the conveyance of the mails between India and England, there was no intention whatever of withdrawing the performance of that important service from the salutary control of Her Majesty's Government and the East India Company, or placing it under any other responsibility.

Should it be considered by the East India Company expedient to contract with your Company for the conveyance of the mails on the other side of the mediterranean, it would not become this Committee (representing the large body of the merchants in London trading with India and China) to offer any objection to such a course; and if any arrangements between your Company and the Hon'ble East India Company can be made subservient to an improvement in the periods of arrival and departure of the Mails, so as to gain an acceleration of one month over the present system and thereby a near approach to certainty in enabling the public to answer, within a reasonable time, the letters received by each Mail on both sides, this Committee, and the public generally would rejoice in a result so beneficial; but this Committee having in the minute to which your letter bears reference, expressed their conviction that the East India Company have the inclination and the power to effect such improvements on the India side as will accelerate the transmission of the Mails, it did not seem necessary to call upon the Members of the Association to give any further opinion upon the subject; more especially as it appeared in the first instance, that it was intended to place before the public at the meeting called on the 19th instant, your Prospectus in which it was expressly stated, that it was considered necessary to obtain memorials from the merchants and others connected with India and China, in favour of the *specific plan* therein propounded. It is true that after more deliberate consideration the assent of the meeting was only required to a more modified proposition, viz., that, if asserting the necessity of an acceleration in the transmission of the Mails, and an application to different branches of Her Majesty's Government and the East India Company to further the accomplishment of the desired improvement in such a way as they might judge best. Yet the adoption of resolutions, however, confined to this limited object known to be brought forward chiefly at the instance of the Peninsular and Oriental Steam Navigation Company might give rise to the notion that the Trade, in general more anxious to support the particular views of your Company and were so much dissatisfied with the management of the East India Company, and so unmindful of the obligations, they be under to that Body and Her Majesty's Government for the Overland conveyance of the India Mails, as to press a transfer of the management to other hands.

This Committee moreover beg to state that they always understood that the Peninsular and Oriental Steam Navigation Company (upon the relinquishment by the comprehensive Steam Company *formed here*, and by the East India Navigation Company *formed in Calcutta*, of their respective arrangements for carrying on a direct communication by steam from Calcutta, Madras and Ceylon to Suez,) by its acceptance of a grant of £.00,000 payable in five years from the East India Company, did come under a distinct engagement to carry on that line of communication; and the Vessels *Hindostan*, and *Bentinck*, and others in succession were expressly built or building for that sole purpose. This Committee therefore cannot reconcile such an undertaking with the proposed appropriation of those Steamers to the line between Bombay and Suez as laid down in the Prospectus.

If it be correct, that two Steamers above mentioned and two more about to be provided, are the only means the Peninsular and Oriental Steam Navigation Company possess for carrying the Mails between Bombay and Suez, this Committee would ask, how does that Company intend to keep up the line between Calcutta and Suez? And if it be the intention of that Company not to fulfil their engagement in that respect after having obtained by the secession of all other parties at its own request the sole benefit of the Calcutta line and the grant from the East India Company, this Committee would not be acting consistently with their own feelings, and with their

duty to their friends and correspondents in Calcutta, Madras and other part of India, if they did not protest against such abandonment of duty on the part of the Peninsular and Oriental Steam Navigation Company.

This Committee will be gratified by learning in reply to this letter that the Peninsular and Oriental Steam Navigation Company do not entertain any such intention as it will relieve them and their friends in India from much anxiety; and without such satisfactory explanation, it cannot be expected that the India Trade would be inclined, under any circumstances, to advocate any scheme for placing the business of conveying the Mails on the India side into the hands of the Peninsular and Oriental Steam Navigation Company.

I am, Sir, your obedient Servant,
(Sd) JOHN STIKEMAN, *Secy.*

JAMES ALLAN, ESQ., *Secy.*
&c. &c. &c.

Peninsular and Oriental Steam Navigation Company, 51, St. Mary Axe, Sept. 23, 1843.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date.

As the first three pages of it serve only to confirm the impression of the Directors of this Company, that your committee in making their minute of the 15th instant, laboured under a misapprehension in supposing that this Company proposed to remove the control, and responsibility of the Mail Service from Her Majesty's Government and the East India Company, the Directors deem it unnecessary to offer any further observations on that part of it.

With regard to the remainder of it I am directed to state that this Company intend to fulfil every engagement into which they have entered with the East India Company. But, until their proposals for a contract shall have been entertained by that Honourable Company or other competent Authority, they deem it altogether premature to enter into any of the detailed information demanded by your Committee.

The Authorities, whose province it will be to arrange such contract, will of course take the necessary precautions for protecting the general interests of the public; and will be the proper quarter to which your Committee may address any representations they may desire to make on the subject alluded to.

The Directors beg to assure your Committee, that they are as deeply impressed with the importance of facilitating the convenience of the Bengal and Madras Presidencies, as your Committee can possibly be aware, as they are, that promoting such facilities, the interest of the proprietary of this Company are essentially involved.

I am further desired to state that entertaining as the Directors do, every feeling of respect for the Members of the London East India and China Association individually, they decline to recognize your Committee as a body, having the right to put such interrogatories to them as those contained in your letter.

I am, Sir, &c.

JAMES ALLAN, *Secy.*

JOHN STIKEMAN, Esq.,
Secretary, &c. &c. &c.

In noticing this correspondence it is observed in the *Hurkaru* that "All parties in India seem to be agreed concerning the character of the transaction. The question has become one of fact; and, we repeat, that the documents now published place the matter in its proper light, and prove, beyond all doubts, that the abandonment of the direct Calcutta and Suez route has been determined upon by the Oriental and Peninsular Company. If it be not carried into effect, it will be because Government have not acceded to their proposition, or because the Company have been deterred by the just indignation of a large body of shareholders, not because they have any regard for honesty and justice. Whatever may be done, the Company have forfeited all claim to the confidence of the public; and it will be long before they will recover from the heavy blow dealt to them by their own unworthy proceedings.

The apprehensions of all interested in the carrying out of the *direct* communication to Calcutta and Madras are awakened, and there is apparently much reason from the recent transactions of the P. and O. S. N. Company for alarm and suspicion, and it would be

extremely apathetic on the part of the public this side of India to shut their eyes to the proceedings and designs of the Company which has hitherto been so deserving of their gratitude. When they are informed of the disgust and indignation these have occasioned, it may be that the Company will understand what their duty is to the numerous supporters most concerned in the Comprehensive Scheme. Should the proposals of the Peninsular and Oriental Company be agreed to by the Directors of the East India Company and approved of by Her Majesty's Government, the impression generally entertained is, that the Calcutta line will be relinquished, (if not altogether, at least for the present,) and the *Hindostan* and *Bentinck* be employed in the conveyance of the mails between Bombay and Suez—the only arrangement which will enable them to fulfil the contract they are desirous of entering into. On the other hand, it is to be noticed that the Court of Directors have evinced great reluctance to transfer the transmission of mails to and from England on this side of Suez into other hands—In fact, rather than do so, it is said, they are disposed to provide more efficient means than they have hitherto employed. The reports that the P. and O. S. N. Company intend to abandon the *direct* route to Calcutta have been contradicted in a letter from the Secretary to Captain Biden, which has been published in the Madras Newspapers, and is here inserted for the information of the reader.

Peninsular and Oriental Steam Navigation Company, 51 *St. Mary Axe London*, 30*th September* 1843,

C. Biden, Esq.,
Madras,

Sir,—A report having been circulated pretty freely and with considerable industry here, that in proposing to undertake an accelerated transmission of the India Mails between Bombay and Suez, it was intended by this Company to abandon the line of Steam communication which they have opened with Calcutta, Madras and Ceylon, I am desired by the Directors to authorize you, in case you should find any similar report circulated in India, to give it the most public and unqualified contradiction.

This Company have abstained from promulgating, at present, any details of the precise mode in which they propose to combine the Mail route with the Calcutta, Madras and Ceylon communication, knowing that such details must depend for their ultimate arrangement on the authority with whom the contract may be made, should their proposals be entertained.

But in making the proposal alluded to, the Directors do not intend that it shall disturb the existing arrangements between this Company and the Hon'ble East India Company in regard to the communication with Calcutta and Madras.

I am Sir,
Your obedient Servant,
(Signed) James Allan,
Secretary.

(True Copy) Chris. Biden

—One would think this document conclusive enough, and the *London Monthly Times* (the reputed organ of the Company) for October states, the report is 'a weak invention of the enemy,' and that "positively during the year 1844 the P. and O. Company's Steamers *Hindostan* and *Bentick* will perform *at least* six voyages between Calcutta and Suez in conformity with the arrangement entered into with the East India Company." It is however difficult to reconcile such contradictory statements.

Particulars of a Meeting held at Bombay to consider a memorial praying for the favorable attention of the authorities in England

to the Plan proposed by P. and O. Company for the acceleration of the mails to and from India, extracted from the *Bombay Times* of the 22d November 1843.

STEAM COMMUNICATION WITH ENGLAND.

A meeting took place yesterday at the rooms of the Chamber of Commerce, to take into consideration the propriety of memorializing the authorities on the present state of our Steam communication with England, with a view to its improvement. We beg to call attention to the resolutions which were proposed and adopted on the occasion, and we hope to obtain a copy of the memorial to the Board of Control for our monthly summary. It is perfectly clear that the public will no longer submit to the present imperfect state of our steam arrangements, which are, instead of improving, daily growing worse. We expect when the Government tariff of freights reaches England, that the community there will redouble its exertions to get the packet-line transferred to a private company, who may be expected to be more amenable to public opinion than our Government has shown itself.

Proposed by C. B. Skinner, Esq., seconded by A. C. Maclean, Esq.—

1. Resolved—That the commercial interests of Bombay being so intimately concerned in promoting the efficiency of the Steam communication between India and England, it behoves the mercantile community to use their best efforts in support of any scheme which promises to be attended with substantial and permanent improvement of the present mode of intercourse.

Proposed by D. Miller, Esq., seconded by T. R. Richmond Esq.—

2. Resolved—That in the opinion of this meeting the plan proposed for undertaking the conveyance of the Overland Mails between Bombay and Alexandria, and which, by the last accounts, was still under the consideration of the home authorities, appears calculated to confer considerable advantages on the country at large, and to promote in particular the interests of trade, as well by effecting a great acceleration of the rate of progress, and thus facilitating correspondence, as by bringing into operation a system, as respects the transmission of goods, from which advantages may be expected, which, under present circumstances, it were in vain to look for.

Proposed by H. G. Gordon, Esq., seconded by T. R. Richmond, Esq.—

3. Resolved, therefore, that a memorial be forwarded by the next Overland Mail, to the Lords of the Treasury and also to the Board of Control, advocating the transfer of the conveyance of the mails from the hands of Government to those of a private Company, under such arrangements as those mentioned in the preceding Resolution; and that in this memorial the attention to the authorities be particularly drawn to the rules recently established here for the management of the steam Packets plying between Bombay and Suez, the prejudicial effect certain to be produced by which furnishes a strong reason, in addition to other considerations, for the adoption of the desired change.

Proposed by G. Farie, Esq., seconded by W. J. Young, Esq.—

4. Resolved—That the memorial now read be adopted by this meeting, and that the Committee be instructed to forward it to England for presentation.

Proposed by A. Cassels, Esq., seconded by S. D. Murray, Esq.—

5. Resolved—That the Resolutions now passed be published for general information.

Proposed by T. Cardwell, Esq., seconded by W. Frith, Esq.—

6. Resolved—That a copy of the memorial now adopted be sent into Goverement, with a request that they will forward the same to the Court of Directors.

MEMORIAL.

Agreed to at the Meeting.

To the Right Honorable the Board of Commissioners for the affairs of India.

The Memorial of the undersigned Members of the Bombay Chamber of Commerce.

Respectfully Sheweth—That your Memorialists, as Members of an Association instituted especially for the advancement and protection of the Commerce of this port believing that nothing could more effectually promote that object than the establishment of a closer intercourse with England, cannot but view most favorably any measure that holds out a fair prospect of increasing and extending the advantages afforded by Steam communication.

2—That, as your Right Honorable Board is aware, the public of India has now enjoyed these advantages to a limited extent for a period of six years, but that the increased importance of trade and increasing number of passengers would seem to demand that these advantages should be extended, more especially as the Steamers at present employed are wholly inadequate to the purposes required of them. That, however, so far from this being the case, the local Government has recently framed and published rules for the management of its Steam packets, which if carried out to their full extent, must deprive your Memorialists of many even of those limited

advantages they have heretofore enjoyed, by wholly prohibiting the conveyance of any sort of merchandise, and levying so high a freight upon packages of miscellaneous articles as to amount to nearly a prohibition of these likewise.

3d. That the news, therefore, brought by the last Overland Mail, of the efforts made in England to secure an acceleration of the India Mails, by placing on the line a superior class of vessels has been received here with feelings of high satisfaction, and your Memorialists are anxious, by an expression of their decided opinion in favour of the change so strongly advocated, to demonstrate the concurrence of the Mercantile Community in this part of India, in the views entertained by the different commercial bodies in Great Britain by whom memorials on the subject have been addressed to your Right Honorable Board.

4th. That your memorialists without the remotest wish or desire to further the interests of any particular Company or Association, apart from considerations of what is calculated to promote the public benefit, are nevertheless disposed to believe that the plan for improving the Overland communication, which is understood to have been submitted for the consideration of Her Majesty's Government, and of the Honorable the Court of Directors, and which has doubtless ere this been referred for the opinion of your Right Honorable Board, is one which, if effectually carried out, would be attended with immense advantage not only to the public of England and India, but to the British residents in China, who until a regular communication by steam shall be established direct with that country, must of course be strongly interested in the improvement of the line to Bombay and reap no small share of the benefits arising from any well considered change.

5th. Under this conviction therefore, your Memorialists would respectfully yet earnestly solicit the attention of your Right Honorable Board to the expediency of adopting, in conjunction with the Honorable the Court of Directors, early measures for effecting the transfer of the Overland Mail and Passengers between Bombay and Suez and Suez and Alexandria, to some private Company, who would perform the task at a reasonable cost to the State, and guarantee such an acceleration of the present rate of progress, as would admit of a regular monthly interchange of correspondence throughout the year, and at the same time afford to the community generally those other facilities and advantages which a well organized communication is so well calculated to impart.

And your Memorialists &c.

Bombay Chamber of Commerce, *30th November* 1843.

At Calcutta, a Meeting was held on the 11th December 1843 to consider the same Plan for accelerating the mails: the following resolutions and memorial were agreed upon:—a similar course will probably be taken at Madras before this Work is out of the Press.

Resolution 1*st*.—Resolved, that the Memorials now read, addressed respectively to the Right Hon'ble the Lords Commissioners of Her Majesty's Treasury—the Right Hon'ble the President of the Board of Control, and the Hon'ble the Court of Directors of the East India Company be adopted, and that the number of requisitionists by whom the present meeting was called, amounting to nearly fourteen hundred; is so large as to preclude the possibility of obtaining their signatures to these Memorials, far less those of the many others who would be desirous of signing them, in time for their despatch by the next Mail, and that, therefore, the Sheriff be requested to sign them on behalf of this meeting.

Resolution 2d.—Resolved, that the Committee of the New Bengal Steam Fund, be requested to take charge of the Memorials from the Sheriff and forward them as respectively addressed, and to co-operate generally in the objects contemplated by this Meeting.

Resolution 3d.—Resolved, that copies of the above Resolutions and Memorials be sent by the Sheriff to the Right Honorable the Governor-General, with the grateful acknowledgments of the Meeting for the deep interest which His Lordship is known to have felt for the establishment of this great object since it was first brought forward, and the earnest request of the Meeting, that His Lordship will support the prayer of the Memorials in such manner as shall seem to His Lordship to be most conducive to success.

Resolution 4th.—Resolved, that copies of the above Resolutions and Memorials be also sent by the Sheriff to the Hon'ble the Deputy-Governor of Bengal, with the request, that His Honor will use his powerful influence in the promotion of the prayer of the Memorials.

Resolution 5th.—Resolved, that the cordial thanks of this meeting be offered to the Committee of the East India and China Association, for the interest they have manifested in the object of this meeting, and for the able manner in which they have advocated our cause.

Resolution 6th.—Resolved, that the cordial thanks of this Meeting be offered to Mr. Thomas Elliot, for the interest he has manifested in the objects of this Meeting, and for the able, prompt and independent manner in which he came forward to

demonstrate, as regard the interests of two-third of India, the injury which would be inflicted by any departure from the direct line of Steam Communication between Suez and Calcutta.

MEMORIAL.

Sheweth, that your Memorialists have learnt that the Directors of the Peninsular and Oriental Steam Navigation Company have submitted to Her Majesty's Government, and the Directors of the Hon'ble East India Company, a proposal to undertake the monthly transmission of the Mails between Bombay and Suez.

That for the execution of this proposed service, combined with their other arrangements in the Indian seas, the Directors have stated that the Peninsular and Oriental Company are provided with two Steam Ships, the *Hindostan* and *Bentinck*, that they have at their disposal a new, large, and powerful Steamer, capable of being completed for sea in three months; and that though these three vessels are amply sufficient for the performance, under ordinary circumstances, of the whole services contemplated, the Company propose to provide a fourth vessel as a reserve to meet contingencies.

That, had it been announced merely that the expediency of contracting with the Peninsular and Oriental Company for the transmission of the Mails between Bombay and Suez, with a view to their acceleration and without interfering with the direct communication by means of Steam Vessels between Calcutta and Suez, was under the consideration of Her Majesty's Government and the Directors of the Hon'ble East India Company, your Memorialists would have thought it unnecessary to address your Hon'ble Court on the matter; but as the only means by which this acceleration of the Bombay Mail is proposed to be brought about, are avowedly to be supplied by diverting Steam Vessels devoted to maintaining direct communication monthly between Calcutta and Suez in which your Memorialists are deeply interested, they feel it necessary to protest most strongly against the injustice attempted to be done to them, and to press upon your Hon'ble Court the public importance of the interests thus threatened, which interests embrace nearly half the correspondence between Great Britain and the East, and about three fourths of their commercial relations.

That the proposed plan for the acceleration of the Indian Mails is confined to their transit to and from Bombay, and that it is not attempted to be shown that greater expedition will be gained for the Mails to and from Ceylon, Madras and Calcutta, by carrying them viâ Bombay that can be achieved by the direct line between Suez and Calcutta; and your Memorialists confidently submit that if the Mail is delivered at Suez thirteen days after its despatch from England, as volunteered, under a penalty, by the Peninsular and Oriental Company, it will be brought on to its several destinations more rapidly by observing such direct line than if it be carried in the first instance to Bombay and this, whether it be forwarded from that Presidency by Steamers, or across the country.

That in urging this upon the attention of your Hon'ble Court, your Memorialists would be understood as meaning by "the Mail" a full and complete delivery, and not a partial dispatch, which as a permanent arrangement they regard as most objectionable; and your Memorialists would respectfully submit to your Hon'ble Court that the question of acceleration of the Mails is not fairly considered unless it embrace this completeness of delivery.

That by continuing the *Hindostan* and *Bentinck* Steamers on the direct line between Calcutta and Suez with such other boat or boats as may be deemed necessary to preserve the monthly communication uninterrupted the entire Mail to and from this Presidency can be carried from port to port in 25 days, as has been proved by the three voyages of the *Hindostan*, which vessel has performed the entire distance in 20 days and 5 hours under steam.

That this would make the whole time between despatch and delivery 38 days, and your Memorialists strongly urge upon your Hon'ble Court that this would allow seven days between the arrival of one Mail and the despatch of another, for answering letters, &c., and thus render practicable four perfect interchanges of correspondence in the year between Europe and this side of India, which they confidently submit cannot be accomplished if the Mails for Ceylon, Madras and Calcutta, are forwarded to their respective destinations viâ Bombay.

That the Peninsular and Oriental Company's Contract time (as proposed) to Bombay is 28 days, and your Memorialists say the Europe Mails has never been fully delivered at Calcutta in 10 days after its arrival at Bombay, and that it cannot be delivered in such time unless under more extensive inland improvements than can be carried out for a lengthened period.

That the Mails could not be brought on by a Steamer from Bombay and Calcutta in ten days with two intermediate ports of detention, and that therefore the entire Mails for Ceylon, Madras, and Calcutta, cannot be delivered so expeditiously viâ Bombay either by land or sea, as by the direct route at present occupied by the *Hindostan* and *Bentinck*.

That in proof of the accuracy of your Memorialists' statement as to the greater time required for the transit of the Mail, overland, viâ Bombay, they may mention

that during the last eleven months the average time taken by the Express from Bombay to Calcutta has been upwards of 8 days and 14 hours, and by the first portion of the general Mail upwards of 10 days and 6 hours, and this independent of the time elapsing between the arrival of the Steamer at Bombay and the several dispatches from the Post Office, while the time from the arrival of the Express to that of the last portion of the Mail has averaged between 5 and 8 days.

That as a further proof of their assertion your Memorialists state, that the only Mail which has yet been brought to Calcutta by the direct route was the Falmouth portion of the September Mail, which was delivered in Calcutta by the *Hindostan* 18 days after she left Aden, while the Marseilles portion of that Mail which was carried to Bombay arrived in Calcutta in six several parcels, the last of which was not delivered until 16 days after the arrival of the Steamer at Bombay, although the *Hindostan* had relieved the dak of nearly 7,000 covers.

That, independently of the above, the correspondence of your Memorialists passing between Bombay and Calcutta is not unfrequently during the rain so damaged as to be utterly illegible, and occasionally in a state to render delivery altogether impossible.

That large sums of money had been subscribed by the public of Calcutta, Madras, and Ceylon, for the purpose of carrying out direct communication, and arrangements made for this purpose by a Company in London who proposed to undertake the whole of the direct line on both sides of the Isthmus of Suez, and by a Company to Calcutta, who proposed to limit their exertions to perfecting that part of the line which fell upon the Indian Seas, when the Peninsular and Oriental Company obtained from her Majesty's Government the exclusive privilege of conveying the Mails between Alexandria and Great Britain, and subsequently a Charter granting them peculiar advantages for navigating the Indian Seas.

That, thereafter, upon the expressed intention of the Directors of the last named Company to complete the direct communication between Calcutta and Great Britain by way of Madras and Ceylon, before engaging on any of the other lines of Steam Communication comprehended in their Charter, the London and Calcutta Companies both relinquished their undertakings, and a large number of the shareholders in the former Company, transferred their money to the Peninsular and Oriental Company.

That the Directors of the Peninsular and Oriental Company, soon afterwards sent out the *Hindostan* steam ship to ply between Calcutta and Suez intimating that the *Bentinck* Steamer was in a state of forwardness, and that they would do all in their power towards the speedy completion of the line as originally intended.

That the *Hindostan* and *Bentinck* are the only vessels which the Peninsular and Oriental Company have as yet put upon this line.

That these two vessels would be incapable under any circumstance of fulfilling the present engagement of the Peninsular and Oriental Company respecting this line, and that three vessels in the Indian Seas are the least number by which, under ordinary circumstances, that direct communication by means of Steam Vessels, at all times of the year, between Calcutta and Great Britain can be accomplished, to the speedy completion of which your Memorialists have devoted all their exertions.

That the public importance of a direct communication by means of Steam vessels between Calcutta and Great Britain, as well as between Great Britain and Bombay, has been repeatedly acknowledged by your Hon'ble Court, by Parliamentary Committees, and by the Lords of the Treasury, when the general subject of establishing Steam Communication between England and India by way of the Red Sea has been under consideration.

That a Select Committee of the House of Commons on the 15th day of July, 1837—reported to that Hon'ble House; that "inasmuch as, in the opinion of the witnesses who have appeared before your Committee, a direct communication by Steam, from the Red Sea to Ceylon, Madras, and Bengal, would be practicable at all seasons of the year, by the employment of vessels of adequate tonnage and power, and as, under judicious arrangements, such extended establishment would appear to offer a prospect of an adequate return for the increased outlay by the conveyance of passengers, and of some valuable articles of merchandize, which cannot be expected from the limited communication with Bombay alone; your Committee feel bound to recommend a continued and zealous attention to the subject on the part of Her Majesty's Government and the East India Company."

That in March 1843, the Right Hon'ble the Lords of H. M.'s Treasury recorded their judgment to the effect, that the object of establishing Steam communication between England and India by way of the Red Sea was so important as to be worthy of a public grant, but that no plan would be deserving of adoption which did not include direct communication to the three Presidencies of India, and the Right Hon'ble the President of the Board of Commissioners for the affairs of India did thereupon declare his concurrence, and also that any other course would fail to fulfil the just expectations of the people both of England and of India.

That your Honorable Court have testified your concurrence to these opinions by having liberally granted to the Peninsular and Oriental Company, on their commencing to open this direct route, and when they had placed but one vessel on the line, a yearly sum of £20,000 for five years,

That while your Memorialists must view with satisfaction any prospect of accelerating the communication between England and Bombay, they confidently trust that your Hon'ble Court will not adopt any measures tending to interrupt, or in any manner interfere with, the direct line of communication between Calcutta, Madras, Ceylon, and Suez—a line that being easily practicable at all seasons (which the Bombay line is not) is pre-eminently calculated to benefit the most extensive and valuable Provinces of India—those adjoining the Bay of Bengal and the Rivers Ganges and Burhampooter, and, now extending from Calcutta through Assam to the confines of China.

(Signed) W. P. GRANT,
Chairman of Committee.

December 11, 1843.

A plan and proposal for accelerating the transmission and reducing the expense of conveyance by the 'Overland Route' of the Mails and Despatches between the United Kingdom and India, China, &c. submitted by the Peninsular and Oriental Steam Navigation Company.

The Peninsular and Oriental Steam Navigation Company propose to undertake the transmission of the Mails between Bombay and Suez monthly, by vessels of such speed as to ensure, under ordinary circumstances, the arrival of the Mails despatched from Bombay on the 1st of every month, (the monsoon months expected) at Suez on the 17th of every month.

They will also undertake the conveyance of that portion of the monthly Mails, destined for transmission through France viâ Marseilles, by vessels of such speed as to ensure, under ordinary circumstances, their arrival at Marseilles within 144 hours, or six days, from their embarkation, at Alexandria. The Mails *from* the United Kingdom to India, &c. to be transmitted within a similar time.

The result of this proposed acceleration would be as follows:—

The Mails despatched from Bombay on the 1st of the month would arrive at Suez on the 16th, or in.	15 days
They would be brought across Egypt, and embarked at Alexandria in.	3 ,,
They would consequently be embarked at Alexandria on the 19th of the month, and would arrive at Marseilles on the 25th, or in.	6 ,,
Total time from Bombay to Marseilles.	24 days
Marseilles to London, say.	4 ,,
(N. B. The Mail of this month, July, arrived in London in 3¼ days from Marseilles)	
Total time from Bombay to London.	28 days

It therefore follows that the Mails would, under all ordinary circumstances, arrive in London on the 29th of every month. And the Company have such confidence in their ability to effect this acceleration that they will submit to a forfeiture of £1,000 for every time that the Mails despatched from Bombay on the 1st are not conveyed by their vessels so far as the respective sea voyages are concerned, say between Suez and Bombay, and between Alexandria and Marseilles, both lines inclusive, in 22 days, the monsoon months, as before mentioned, excepted, and also accidents at sea which cannot be provided for.

THE OUTWARD MAILS.

As the heavy part of the Mails conveyed by steam vessels on the whole route between England and Alexandria, *viâ* the Straits of Gibraltar, are, it is understood, about to be embarked and delivered at Southampton, instead of Falmouth, an acceleration on this route of about twenty four hours will be gained by that arrangement, and the vessel leaving Southampton on the 1st of the month, would, allowing for the usual stoppage at Malta, arrive, under ordinary circumstances, at Alexandria on the morning of the 17th.

The time of transmitting the Mails between London and Alexandria, *viâ*. Marseilles, being reduced by the proposed plan to ten days it would not be necessary to dispatch that part of the Mails until the evening of the 6th of the month, which would enable the steamer from Marseilles to Alexandria, to reach Alexandria, on the same day as the steamer from Southampton, *viâ*. Gibraltar. Hence, an interval of six or seven days would be afforded for replying to letters and despatches by the Overland outward Mail, *viâ*. France; instead of correspondents having to wait for the Outward Mail of the following month, as is now the case, and giving ample time for that purpose, not only to London, but to Liverpool, Manchester, Birmingham, Glasgow, and, in short, to all the great commercial and manufacturing towns of the kingdom.

ADVANTAGES AS REGARDS THE HOMEWARD MAILS FROM INDIA.

The plan herein proposed, besides saving a month in the communication from the United Kingdom to India would also gain a month's time in the homeward communication to England from Calcutta, and other places in India, of a similar distance from Bombay, as shewn by the following facts.

The Mails despatched from London on the 4th of the month, seldom reach Calcutta until after the *dawk* for Bombay, with the homeward Mails for Europe have departed. Consequently, the letters and despatches from England, &c. cannot be replied to, until the next month's Mail. For example:—

The overland Mails despatched from London, from January 1842 to March 1843, arrived at Calcutta, and the homeward Mails were despatched from Calcutta, and arrived at London, as shewn in the following Table:—

Left London.	Arrived at Calcutta.	Dawk left Calcutta.	Mail arrived in London.
1842.			
January. 4	February. 23	February 19	April 5
February 4	March 23 and 25	March 21	May 5
March. 4	April 18	April 21	June 6
April. 6	May 22	May 12	July 4
May.	June 17	June 8	August 4
June. 4	July 17 and 20	July 7	September 3
July. 6	August 19	August 13	October 8
August. 4	September 19	September 19	November 8
September.	October 21	October 20	December 6
			1843.
October. 4	November 24	November 20	January 9
November. 4	December 28	December 23	February 7
	1843.	1843.	
December. 6	January 24	January 23	March 13
1843.			
January. 6	February 22	February 20	April 7
February. 6	March 24	March 23	May 8
March. 4	April 23	April 22	June 5

It appears from the above, that out of fifteen mails, only one instance occurred in which the mail arrived at Calcutta in time to admit of letters being replied to by the homeward mail of the same month. That only one instance occurred of the inward mails arriving in London one day previous to the 4th of the month, the regular day for dispatching the outward mail, *viâ* France. And, that although seven outward mails were postponed two days beyond the usual time, only five opportunities were thereby obtained for replying to letters by the outward mails of the same month, which opportunities could only be availed of from London, and not from any other part of the Kingdom.

From the time required to transmit the mails under the proposed accelerated arrangements by the Peninsular and Oriental Steam Navigation Company, viz. 29 days; the mails despatched according to that arrangement on—say the 5th January, 1844, (instead of the 4th, as at present,) would arrive at Bombay on the 5th February, and at Calcutta on the 15th February, thus affording, as will be seen by reference to the dates of despatching the homeward mails from Calcutta, as exhibited in the preceding table, from five to eight days, for replying to letters by the homeward mails of the same month, the monsoon Months not included.

It therefore follows that Calcutta, and all places in India similarly situated, would gain, under the proposed plan, a month in the homeward communication to England, as well as a month on the outward communication *from* England; thus affording an aggregate acceleration of two months in the intercourse to, and from, the most important parts of India.

EXAMPLE.

UNDER THE PRESENT ARRANGEMENTS.—The Merchant in London who wrote to his correspondent in Calcutta by the mail of the 4th February, 1842, (*vide* the foregoing Table,) could not receive a reply until the 6th June, which reply being too late to be answered by the outward mail of that month, (despatched on the 4th,) his correspondent at Calcutta, could not get an acknowledgment of the same until the arrival of the July mail at Calcutta, which did not take place until the 19th August.

UNDER THE PROPOSED ARRANGEMENTS BY THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.—The Merchant writing from London would gain a month, and the Merchant writing from Calcutta would also gain a month as compared with the existing arrangements.

Summary of advantages of the proposed plan as compared with the present Arrangements.

1st—A gain of one month in the communications from the United Kingdom to India.

2d—A gain of two months in the communication between, say to and from, the United Kingdom and Calcutta.

3d—A saving in the public expense of not less than £20,000 per annum.

N. B.—For the execution of the proposed service, combined with their other arrangements in the Indian Seas, the Peninsular and Oriental Company are provided with the following means:—The Steam Ship *Hindostan* of 520-horse Power, now plying between Suez and Calcutta. The Steam Ship *Bentinck*, of 520-horse Power, now on her voyage to India. These are the two most powerful Vessels in actual service in the world, and their speed has been proved to correspond with their great power.

The Company have also at their disposal a new large and powerful Steamer, which can be launched and completed for sea in about three months. This vessel is guaranteed by the builder, under a heavy penalty, to be the fastest ocean Steam Ship yet constructed.

Although these three vessels are amply sufficient for the performance of the Service under ordinary circumstances, the Company propose to provide a fourth, as a reserve vessel, to meet contingencies.

The above, with an unincumbered property of about £500,000 liable for pecuniary penalties should any be incurred, and an experience of many years in carrying on two important branches of the public Mail Service, and which have been performed with unquestionable efficiency, form, it is submitted, a sufficient guarantee to the Public, that the accelerated plan herein detailed, if placed in the hands of the Peninsular and Oriental Company, will be satisfactorily carried out.

UNDER the consideration that it may be interesting to the majority, if not all, of the readers of this Work, the compiler adds an article extracted from *Chambers's Edinburgh Journal*, containing short but graphic descriptions of the

OVERLAND ROUTES TO INDIA.

As the British empire in the east increases in extent, so the subject of transit thither increases in importance. Hence we find that extraordinary efforts have recently been made to lessen the time and inconvenience of the journey. So well have these efforts succeeded that, instead of a tedious, sometimes dangerous voyage of from six to ten months, the English traveller may now reach Bombay, the nearest station in India, in from forty to fifty days; seeing in his way some of the most interesting objects in the civilized world.

Putting the old sea voyage out of the question, there are several other routes by which British India may be reached. Of these we purpose, with the help of the works* now before us, giving some account. The first route takes the traveller through the heart of France, for he enters that country at Calais or Boulogne, on the shores of the British channel, and leaves it at Marseilles on the Mediterranean. He is thus afforded an opportunity of visiting Paris, which, if he have started from England in good time, he may allow himself leisure to explore. He can then travel direct thence to Marseilles, but as that is by far the most fatiguing and least interesting plan, shorter stages are generally preferred; and it is better to proceed to Chalons, where he can catch a glimpse of the Alps, although they are one hundred miles distant. He is now on the banks of an important French river, the Soane, and embarks on board a small steam-boat for Lyons, at which place the Soane flows into the Rhone. The short rest allowed here (from two in the afternoon till five in the morning) may be usefully employed in seeing as much of this great manufacturing town as possible. He will be struck with the ancient and gloomy look of the houses, which are in many streets six and seven stories high; but the quays enclosing the town (for they face both rivers) will be seen to present a fine appearance. Though the cathedral is well worth a visit, the town-hall is considered the finest building in the place. It is in Lyons that nearly all the silk produced in France is woven. He next embarks on the Rhone, whose rapid current takes the steamer to Avignon, a distance 150 miles, in eleven hours. This is one of the most ancient and picturesque towns in France, and if the traveller be of a poetical temperament, he may visit the tomb of Laura de Sade, the lady to whom Petrarch addressed his celebrated sonnets: which will be found in the church of the Cordeliers. Instead of proceeding down the Rhone to its mouth in the Gulf of Lyons, and so round to Marseilles, the journey is continued to that place from Avignon by coach. It is necessary to be here on the first, eleventh, or twenty-first of the month; for on those days the French steamers take their departure for Alexandria.

Should the voyager have time to deviate from his direct route, he should here make arrangements for one of the finest tours in the world. These steamers call in

---

* Hand-Book for India and Egypt, &c. By George Parbury, Esq., M. R. A. S. 2d Edition London.

Messrs. Waghorn and Co.'s-Overland Guide to India, by Four-Routes to Egypt, London.

their way at Leghorn and Civita Vecchia, in Italy, and by landing at the latter place, the traveller will be within forty-five miles of Rome. Having received from this visit the greatest gratification it is possible for the lover of antiquity and history to enjoy, he can return to the coast at Naples, taking in his way Mount Vesuvius, Stromboli, with the half-excavated ruins of Pompeii and Herculaneum. It will be necessary to be in Naples by the fifth, fifteenth, or twenty-fifth of the month, as the steamers continue their voyage thence on those days. Nor do the charms of the voyage end here. After passing through the Straits of Messina, a panoramic view is obtained of the eastern coast of Sicily, including Mount Etna. The next place of rest is Malta, where the packets remain twenty-four hours. This island, though rendered historically celebrated by the frequency with which it has changed hands, contains little to interest the stranger, except what he will see passing before him in the streets. Situated in the centre of the Mediterranean, Malta has either permanent inhabitants, or occasional visitors from almost every nation of the eastern hemisphere, and a motley assemblage of costumes is to be seen in its public places, unequalled for variety in any other part of the globe. From Malta the traveller is conveyed direct to Alexandria. Should, however, time press, it is possible to go direct from Marseilles to Alexandria by a British steamer, which leaves the former port on the fourth of every month. A new line of French packets is also established, to perform the same voyage three times during every month.

The traveller is now in one of the ancient capitals of the "Land of Egypt," and though he have but little time to inspect its curiosities, yet some of them will force themselves upon his notice in his passage from the harbour, where he lands, to the great square. Here "he will have ample opportunity," says Mr. Parbury, "to admire its spacious area, the beauty and great size of the buildings in it, and the picturesqueness of the inhabitants and their costume. It is the situation, also, of the residences of the various consuls, many of which have elegant spiral stair-cases rising far above the roofs, whence fine views of the surrounding country can be obtained, and vessels be descried very far off at sea. By proceeding, also, but a very short distance from the square, he will find himself amidst the hillocks, and ruins of Old Alexandria where excavations are constantly going on, and fresh discoveries of interesting objects of antiquity are frequently being made. A few steps farther onward, and he is at the foot of Cleopatra's needle (two granite obelisks, the one standing, the other prostrate), after inspecting which, he may return to his hotel with the consciousness that he has seen almost everything of interest that Alexandria can furnish." Pompey's pillar—the pedestal and shaft of which are composed of single masses of granite to the height of 117 feet—may also be viewed, for it is in the outskirts of the old town, through which it is necessary to pass to get to the canal station, whence the journey is to be resumed. Being only three miles from Alexandria, this forms a most interesting walk, though, if preferred, carriages are provided. The baggage is conveyed on the backs of camels. The Alexandria canal affords communication between that city and the Canoptic, or western branch of the Nile. It was originally dug under Alexander the Great, but was subsequently closed up. Mehemet Ali, the present ruler of Egypt, determined to re-open it; and, with a despotism peculiar to him in carrying on public works, ordered 200,000 men, from all parts of the country, to meet at Atfé on the Nile by a particular day. Nor daring to disobey, the multitude assembled, were set to work, and in six weeks this canal, though 48 miles long, was completed. All then returned to their homes. The passenger to India derives great benefit from this act of tyranny; for he is towed, or tracked by horse in an iron boat, down to the Nile in eight or ten hours. Here a steamer is boarded, which completes the distance (164 miles) to Boulac, the port of Cairo, in about twenty hours. It is, during this voyage, that the active observer may obtain, by a careful scrutiny of the canal and river banks, a notion of the condition of the Fellah or Egyptian peasant mode of existence. Miserable huts, and agricultural operations of a most contracted and primitive nature, may be continually observed. He will also perceive at Babuel-Bakarah the fork or point where the Nile diverges into two great arms by which it is emptied into the sea, having flowed from Ilak in Nubia, a distance of 1350 miles, in solitary grandeur, unaided by a single tributary stream during its course—"an unexampled instance," exclaims de Humboldt, "in the hydrographic history of the globe." He will also have caught a first glimpse of the mighty pyramids, which, although at a great distance, will, from the extreme clearness of the air in these latitudes, appear to be within a mile or two of him.

Landed at Boulac, and having threaded its busy wharfs and narrow streets, the stranger proceeds through Fostat, or Old Cairo, to New Cairo, the modern capital of Egypt, which, by the aid of one of the extraordinarily swift donkeys that this country is famed for, may be explored in a short period. The great pyramids of Gizeh are only ten miles south-west of Cairo, and may also, under ordinary circumstances, be easily visited.

The passengers will next have to prepare for his journey—across the eastern desert of Egypt—to Suez, situated at the northern extremity of the Red Sea. This, though a tedious and monotonous journey in itself, is, from the associations connected with it, one of absorbing interest. The road lies, for a considerable distance, upon the track taken by the Israelites in their flight from

Egypt. Birket-el-Hadj (Pilgrim's Pool,) which is passed about twelve miles from Cairo, is conjectured to be the Succoth of Scripture, where the Jews first encamped (Exodus, chap. xiii. v. 37,) It is still a place of rendezvous for the pilgrim caravans from Cairo to Mecca. These caravans, or assemblies of travellers upon camels and dromedaries, have always travelled exactly in the same manner as when the "company of merchants" rescued Joseph from the pit into which his brothers had thrown him, and there was no other mode of travelling till the adoption of the present method. The desert between Cairo and Suez is eighty-four miles across, and is traversed in seven stages, where stables and resting-rooms have been built. Double that number have, however, lately been provided by means of a tent pitched between each of the station-houses. These tents add a singular feature to the scene, being no other than those used at the Eglinton tournament. Thus a relic of a late masquerade in Scotland is presented in juxtaposition with the monumental remains of the Pharaohs and Ptolemies! The sort of vehicles provided for the modern traveller are thus enumerated in Waghorn and Company's pamphlet—"For this part of the journey there are coaches drawn by four horses, each capable of taking eight passengers; ditto, carrying six passengers each; two-wheeled vans, with a sort of tilt cover, carrying four persons each, and drawn by two horses; also donkey-chairs, a kind of light sedan, slung upon poles, and carried by two donkeys to each, one before and the other behind. These are by far the easiest conveyances, and well-suited for ladies, children, and invalids. Those who prefer riding, may be accommodated with either saddle-horse or donkey, the latter most to be depended on, being of a much superior description to those of Europe, very easy in their paces, and capable of great fatigue, as one, if a good one, will perform the whole journey from Cairo to Suez with but little nourishment. For carrying the luggage, dromedaries are employed."

Supposing the traveller to have entered the desert, the subjoined passages from Mr. Parbury's pen will show him what kind of journey he may anticipate;—

"The route is almost level throughout, and two of the station-houses can at times be seen at the same moment. It is perfectly adapted for wheeled carriages, and nine-tenths of the distance may be termed a capital gravelled road, the remainder being occasionally sandy, and at parts rocky; a very trifling outlay might make the whole line available for a rapid coach transit, and, with relays of horses, the mails might be transported across in ten hours—with the greatest ease, instead of occupying nearly forty-eight, as they did on this occasion. But very few hills, either to the right or left at the course, diversify the sameness of the journey. There is only one large tree, situated about two miles from the centre station; but small bushes are more frequent; and there is a moderate-sized specimen of the babul, or acacia, two miles from the fifth station on the Cairo side.

Rats are the only animals that cross one's path; they burrow in the sand everywhere, feeding upon the camels which too often perish by the way; the detached bones and perfect skeletons, indeed, of the latter, being of themselves almost sufficient to indicate to a stranger the correct line of march. The delusive mirage may constantly be witnessed by travellers in the desert."

The disagreeable romance of a robbery has often been added to the traveller's other annoyances. But latterly, the Bedouin Arabs have been kept in too effectual dread of the awful pacha to venture on any such molestation, and the road is now deemed as free from brigands as that between London and Richmond. Suez need not be dwelt upon much, nor abided in one hour longer than necessary. "Its wretchedness has often been described," remarks Mr. Parbury, "but never in terms too severe." Not far from this once flourishing, but now utterly decayed seaport, is the village of Aljeroud, represented in the Bible by Etham "on the edge of the wilderness" (Exodus, xiii. v. 20.) At Suez, the voyager bids adieu to land-travelling till arriving at his Indian destination, and boards one of the government steamers which is to convey him the entire length of the Red Sea, through the Arabian ocean to Bombay. The first thing by which his attention will most likely be attracted, will be the extreme clearness of the waters upon which he is now embarked. On looking over the sides of the vessels, he can perceive, at a great depth, the bed of the sea, consisting almost entirely of immense reefs of red coral, from which its name is derived. Once in motion, new scenes of interest present themselves in quick succession. The Egyptian mountains, skirting the whole of the western shores of his track, present a panorama of bold alpine scenery scarcely equalled elsewhere. But it is the eastern side which, during the early part of the voyage, will occupy him more fully. Mount Sinai, towering above the lesser Horeb, rises upon the promontory formed by the division of the sea into the gulf of Suez and that of Akaba.

The steam-boat generally calls at the ancient port of Kosseir in Egypt, to take up those passengers who have, instead of leaving Cairo by the route here described, preferred continuing up the Nile to Thebes, to view its stupendous remains of antiquity. These travellers cross the desert between Thebes and Kosseir in the ancient mode, upon camels' backs. Continuing from the latter port, the mountains on each side recede from the coast, and neither the Arabian nor

Nubian scenery is so striking as that already passed. At length the Abyssinian shores are gained, and they, pressing closely upon those of Arabia, form the narrow strait of Babelmandeb. But before exit is here made from the Red into the Arabian Sea, a good view of Mocha will have been obtained. This place, the name of which is so often taken in vain by dealers in coffee, is rendered conspicuous from "a tall minaret towering amidst the white houses of the town; date trees flourish to the southward; a white tomb and fort are in view to the northward; while in the rear of all are ranges of hills of different elevations."

A half-way station is established at Aden, twelve hours' run eastward of Babelmandeb, on the Arabian Sea. Here the vessel puts in and receives a supply of coals. From this place its onward course is but seldom enlivened by the sight of land, and the voyager at last arrives at Bombay, having seen some of the most remarkable places and antiquities in Europe, Africa, and Asia.

The second route finds, perhaps, more favour from lovers of the picturesque. It commences by a voyage to Ostend, in Belgium, and an embarkation on the Rhine to Basle. The south western corner Germany is then crossed, and Switzerland is entered. Having passed over the Alps, the traveller gains the shores of the celebrated Lake Como, and arrives at Venice. Here he will find steamers to Trieste, in Austria, whence, on the 1st and 6th of every month, there are vessels to Syria, which effect a junction at that place with the French steamers to Alexandria. The journey from Egypt to India is then completed as above. Several other roads may be taken across the continent to Trieste.

A third route takes the traveller to Constantinople; a fourth through Greece; in short, a person bound for India, and not pressed for time, has only to consult his tastes, and he may have them gratified by visits to *any* of the interesting places on the continent of Europe. But in nearly all cases, the grand gathering place is Alexandria. Beyrout is sometimes preferred, but in that case a tedious journey across Syria into the Persian Gulf must be encountered. By far the best and therefore most frequented route is that we have described at length. The most direct course is, however, to embark at Southampton by one of the Peninsular and Oriental Company's packets, which leaves that place on the 1st of every month for Alexandria direct.

In reference to the books to which we are indebted for some of the information here presented, we should say that both are almost necessary to those who contemplate making the overland journey. Some suspicion may attach to the impartiality of the Messrs. Waghorn's pamphlet, as being avowedly issued by transit agents, who, of course, recommend their own modes of conveyance; but this, if any exists in the reader's mind, may be set at rest by the clear and evidently unprejudiced statements of Mr. Parbury. It is, however, fair to state, that to Mr. Waghorn the public is mainly indebted for the opening up of this new road to India, and we cheerfully reprint Mr. Parbury's testimony on that point:—

"The incidental introduction of Mr. Waghorn's name cannot fail to remind the readers how much he is indebted for the present successful prosecution of steam navigation to India to that individual. The obstacles and difficulties which for a long series of years were thrown in his way, while so ardently and energetically carrying out his favourite project, are too well-known to need remark; and it is satisfactory to notice that the present government have to a certain extent, testified their appreciation of his services by giving him his commission as lieutenant in her majesty's navy."

The expense of the most direct of these journeys falls very little short of £. 100 each person, for the mere transit of himself and a certain allowance of baggage.

Peninsular and Oriental Steam Navigation Company's Steam Ship "BENTINCK," 1860 *Tons*, 550 *Horse power—Commanded by Captain* KELLOCK.

During the progress of this Work through the Press, this magnificent vessel arrived in India, a circumstance with which all residents in Calcutta, Madras, and Ceylon to whom increased facilities of intercourse with England is of any importance, may congratulate themselves,—making as it does the 2d on the line of Steamers to ply between Calcutta and Suez. Should the designs imputed to the P. and O. Company and already noticed not be carried into effect, the *Bentinck* and *Hindostan* (which is now on her 4th trip to the Red Sea) will give them the advantages of *direct* communication for 8 months *(at least* 6 according to the *Monthly Times)* of the year, which, though imperfect, is a guarantee that the arrangement

will be completed in due time. The following extract from the *Spectator* of the 22d November is inserted as it gives some particulars of the *Bentinck's* performance on her outward voyage.

The *Bentinck* had a tedious passage out—that is to say a long time has elapsed from the date of her quitting Southampton to that of her arrival here. But this has been entirely attributable to the difficulties and delays of coaling: and the Company at home are much to blame for the remissness or carelessness of their arrangements in a matter, where such great interests were concerned. But it is strange how constantly this passage of Steamers round the Cape, is marred by an apparent want of forethought in providing for their *wants* in *due time*. A short account of the voyage of the *Bentinck* may not be uninteresting. She left Southampton on the 24th August, reaching Gibraltar on the 30th—here there was no coal, and she accordingly had to proceed to Cadiz, where, after some difficulties raised by the authorities, she finally succeeded in providing herself and left Cadiz on the 2d September. She next made St. Jago, the southern most of the Cape de Verd Islands on the 10th, and here a heavy sea rendered the coaling so tedious and difficult that she did not get away till the 15th. From this she made one stretch to Table Bay, steaming over a space of 4,000 miles without touching anywhere for coal—a feat hitherto unexampled in the annals of Steam Navigation! This distance was accomplished against a head wind, (and for nearly one half the time against violent gales,) in 23 days and 16 hours. Arrived at the Cape, it was found that the coal ship (bringing the supply for the *Bentinck*) had not arrived! The most vexatious delay was the consequence, and near 10 days were thus lost, the Steamer having anchored in Table Bay at 8 A. M. on the 9th October and only getting away on the 18th. She reached the Mauritius on the 29th, having occupied 10 days and 17 hours on the trip, the quickest passage ever known! She left Mauritius on the 4th, arriving at Point de Galle on the 11th, where she took in 395 Tons coal. From Galle, which she quitted on the 16th, she made the passage to Madras in the teeth of the N. E. monsoon (but with mild weather) in 59 hours. We have not the exact hour of the *Bentinck's* arrival and departure from various "halting places;" but looking at the whole dates and excluding the supplementary trip in the Mediterranean, we should calculate that her time *at sea* for the whole passage was under 60 days.

The annexed Tables, kindly furnished by Captain Bidie, will shew the speed of the *Bentinck* under steam. From the 2d it appears that the average rate for the whole distance was about 8 miles an hour, in this voyage her capabilities have been fairly tested, and the result has proved in the highest degree satisfactory, so that it may be looked forward to with the greatest confidence that the communication between the Eastern side of India and Great Britain will ere long be considerably more expeditious, regular, and convenient than it ever has been.

Abstract of "BENTINCK'S" *Voyage from a Memorandum given by Captain* KELLOCK *to the Master Attendant at Madras, November 19th* 1842.

FROM ENGLAND TO MADRAS.

Left Southampton	24th	August.
Arrived at Gibraltar	30th	do.
Left Gibraltar	31st	5 A. M.
Arrived at Cadiz	31st	2 P. M.
Left Cadiz	2nd	Sept.
Arrived at St. Jago	10th	do.
Left St. Jago	15th	do.
Arrived at Table Bay	9th	October.
Left Table Bay	18th	do.
Arrived at Mauritius	29th	do.
Left Mauritius	4th	Nov.
Arrived at Galle	14th	do.
Left Galle	16th	do.
Arrived at Madras	18th	10-30 P. M.

Between St. Jago and the Cape of Good Hope the "Bentinck" steamed 4000 miles without a stoppage.

The following Extract relates to the "Bentinck's" voyage from England to Calcutta—and exhibits the number of days under steam—the period of detention—and the distance steamed.

	Time under Steam		Detention		Total.		Distance Steamed.
	D	H	D	H	D	H	
Southampton to Gibraltar	5	20	0	13	6	9	1,175
Gibraltar to Cadiz	0	9	2	12	3	1	90
Cadiz to St. Jago	7	10	5	6	12	16	1,648
St. Jago to the Cape	23	15	9	6	32	21	3,930
Cape to the Mauritius	11	15	4	4	25	19	2,480
Mauritius to Ceylon	9	22	1	21	11	19	2,128
Ceylon to Madras	2	11	0	16	3	3	573
Madras to Sand Heads	3	2			3	2	670
	6	8	24	6	88	14	12,694

A DESCRIPTION OF THE BENTINCK.

From the London Illustrated News, 12th August 1843.

The BENTINCK is intended to ply between Calcutta and Suez, touching at Madras, Ceylon and Aden; she is admirably adapted for this voyage, being as compact as she is colossal, and every contrivance which art and arrangement could suggest having been adopted to create and continue the ventilation of the vessel. The length of the ship from the head to the taffrail is 250 feet: her breadth is 40: her depth 31 feet: and she admeasures—including the spar-deck—2020 tons. Like all the other larger class vessels of this company; the Bentinck is fitted with water tight iron bulkheads, by which her hold is divided into a number of watertight compartments. The advantages of this arrangement are of a most important nature. The bulkheads materially strengthen the vessel, and effectually prevent her from sinking in case of springing a leak, as no more water can enter her in such a case than would be sufficient to fill to the water line the particular compartment in which the leak may occur. Had such means been adopted on board some of the steamboats which have recently been lost—the Pegasus, for instance—the immense and fearful sacrifice of human life might have been prevented. Besides this important protection the Bentinck is fitted with the patent paddle-box life-boats and has a complete apparatus, including a powerful forcepump for extinguishing fire instantaneously in any part of the ship. She also is fitted with Mr. William's smoke-consumers, which prevent the issue of smoke from the funnels.

The interior arrangements of the Bentinck are especially elegant, commodious and complete. She possesses accommodation for 108 cabin passengers, having 20 single cabins, and 22 double cabins, and 12 family and general cabins. They are fitted up with every attention to comfort and convenience; and, above all, light and ventilation, so desirable in tropical climates, have been abundantly provided. Each has its marble-covered basin-stand, mirrors, drawers, writing apparatus, &c. Venetian blinds are inserted in the upper part of the doors, and, wherever possible, in the sides of the cabins also; and plates of perforated zinc and all manner of contrivances are introduced to ensure a constant circulation of wholesome and refreshing drafts of air. The spar-deck forms a magnificient walk, the full length of the ship, with convenient seats abaft. The main deck below is also comparatively open and airy and forms with the houses on each side a spacious and well-lighted arcade which may be resorted to in showery or boisterous weather. The principal cabin or saloon under the quarter-deck is a large square apartment well lighted from the deck and from the stern and side windows. It affords room for 100 persons to be seated commodiously at the tables; is lofty and differs somewhat from those usually constructed being nearly square; and free from the inconvenience of the several berths entering immediately into it as it occupies the whole width of the vessel in the stern and is upwards of 30 feet each way having besides large stern windows and spacious ports on each side thus giving abundance of light and air and a full view of the sea in nearly every direction. The decorations of the saloon consist of several highly interesting views of Cabul, Ghuznee, &c. painted or rather enammelled on slate. The gildings are gorgeous and all the fittings are correspondingly superb. The ladies' saloon is quite an unique apartment. It is entered by the side of the staircase and presents a quiet pleasing contrast to the more brilliant decorations of the grand saloon. This room and the range of cabins adjoining it are appropriated to the use of ladies exclusively.

A wide passage communicates with the state cabins, and terminates with a good flight of stairs, spreading each way, at the top, to the upper deck. Amongst the other contrivances for ministering to the health, comforts, or luxury of oriental voyagers, are cold, hot and shower baths; and, for their intellectual recreation, a well selected library has been provided for the saloon.

The engines of the Bentinck, two in number, were manufactured by Faucett, Preston and Co. of Liverpool. The power, 510-horse, having cylinders of 78 inches diameter, and 8 feet stroke, which are fitted and cased over The side beams are about 8 tons weight each; and the framings, which are of a very handsome pattern, are of the same patterns as the late President steam ship's engines; and have, fitted in a case, to match the general appearance of the engine, on the starboard side, a counter, for showing the number of revolutions of the engines, which corresponds with a timepiece fitted in Gothic cases—the style of the framing.

The condensers are of no novel description but their action is very satisfactory, the exhaustion as shown by the vacuum gauges being 28lb. The air pumps contain nothing novel.

The boilers four in number two forward and two aft. are fitted and cased in front and have four furnaces in each with patent smoke-burners. The steam pipes run close to the deck, and are 18 inches in diameter, felted and cased with canvass, with stop valves, by which one or more boilers may be kept working, in case of repair or accident. Working steam 5lb. per square inch, and consuming 6¼lb. pounds of ordinary coal per horse power per hour.

The engine-room is divided into two compartments by a perforated platform, on which the engineers stand while working the engines; having the starting bars, throttle injection and expansion-valve handles within reach.

The engines were first tried in the Coburg-Dock, Liverpool, June 26th, since which time they have increased two revolutions per minute, then making but 14, at present 16½ nearly.

PASSAGE TO EUROPE.

BY THE

OVERLAND MAIL CONVEYANCE.

DIRECTIONS FOR PASSENGERS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY STEAM FRIGATES ORIENTAL, of 1678 Tons, and 450 Horse-power, and GREAT LIVERPOOL, 1640 Tons, and 400 Horses-power-

Start from Alexandria for Malta, Falmouth and Southampton as soon as the Mails and Passengers from *India* arrive at Alexandria.

ON ARRIVING AT SUEZ.

Travellers should avail themselves promptly of the usual means of transit across the Desert to Cairo, and there join one of the Company's Nile Steamers *Lotus*, or *Cairo*, which they will find in readiness to convey them and their luggage down the Nile to Atfé, where they will embark in Track Boats and be conveyed to Alexandria.

The journey from Suez to Cairo is performed without extraordinary fatigue in twenty-four hours, allowing some hours of repose at the centre station-house, where beds and all necessary accommodations are to be had in European style. The mode of travelling across the Desert is,—1st, By two-wheeled covered Vans carrying four persons each. 2nd, In Donkey-chairs, a species of Sedan, and particularly recommended to Ladies or Invalids. And 3rd. On Donkeys or Horseback. All those means of conveyance will be found ready at Suez, together with Camels for the conveyance of Luggage. The passage per Company's Steamers down the Nile from Cairo to Atfé, is ordinarily made in from ten to twelve hours, and by the Track Boats on the Canal, from Atfé to Alexandria in from eight to ten hours.

N. B. As the change of temperature, both in the Desert and on the Nile, after sunset is very great during the winter months the days being fine and warm, and the nights cold and chilly. Travellers, and especially Ladies, will do well to provide themselves with Cloaks, &c. accordingly.

The cost of conveyance of a passenger, with an ordinary proportion of Luggage from Suez to Alexandria, ought not to exceed from £12 to £15, including provisions and refreshments of every usual description.

ON ARRIVAL AT ALEXANDRIA.

The Company's Agents there, Messrs. Briggs and Co., will furnish every informa-

tion, receive application for passage to Malta and England, and issue passage Tickets for the Company's Steamers.

FROM ALEXANDRIA TO MALTA AND ENGLAND.

(Steward's Fees included.

	First Cabin	Second Cabin.
Alexandria to Southampton	£16 10 0	£ 30 1 0
Alexandria to Malta	17 10 0	13 5 0

(Steamers every ten days between Malta and Genoa, Naples, Leghorn, Constantinople, &c.)

Provisions are included in the Fares, also Wines (for First Cabin passengers only). Second Cabin passengers have substantial meals, and an allowance of Porter and Spirits.

Baggage—Passengers are recommended not to encumber themselves with much Baggage, as it will tend to impede their journey across the Desert, &c. as well as to enhance the expense. Names and directions to be distinctly marked on the Packages, and Passengers are requested to reduce to the smallest quantity such indispensable articles as they may require to have in the Cabins, in which no heavy baggage, Trunks, Boxes, or Portmanteaus are allowed. A Baggage room in each vessel to which access can be had daily. The Company do not hold themselves liable for any damage or loss of Baggage, nor for unavoidable delay, accidents, fire, steam, or sea risks of whatever kind.

Each vessel carries a Medical officer approved of by Government.

Experienced and respectable female attendants for the Ladies' Cabin.

Private family Cabins for Passengers, if required.

The Cabins are fitted with beddings, drawers, and every requisite.

Quarantine—The time occupied in the passage home will be allowed in the quarantine; and, under ordinary circumstances, the vessel will be released almost immediately on arrival in England. In extraordinary cases, where the British authorities may deem it proper to impose a short quarantine, and which has hitherto never exceeded a few days, passengers perform the same on board of the Steamer, and are charged at the rate of 10-6 per diem to 1st Class, and 5-6 per diem, 2d Class, for maintenance, commencing the day following that of arrival.

Passengers quitting the Vessel at Malta to proceed *vid* Italy or France, will have to perform 21 to 40 days quarantine, according to circumstances, in the Lazaretto of Malta.

The *Oriental* and *Great Liverpool* usually make the passage from Alexandria to Malta in four days, and from Malta to England in ten days. A stoppage of twenty-four hours is allowed at Malta, and six hours at Gibraltar.

EGYPTIAN TRANSIT COMPANY.

THE Undersigned have been authorized to Book the Names of such of the Passengers proceeding Overland as are disposed to engage the agency of the Egyptian Transit Company for their journey from Suez to Alexandria. Vans, &c. will be held in readiness at Suez, and preference will be given to those who book in Bombay in the order they stand on the list kept by the undersigned.

The following are the rates of charges, a moiety of which will be received by the undersigned :—

Fare for a Lady or Gentleman, with 2 cwt. baggage	£13 0 0
Do. for Children under ten years of age, with 1 cwt. baggage	8 0 0
Do. for a Servant or Second Class Passenger, with 1 cwt. baggage	7 0 0
Do. for a Maid Servant, with 1 cwt. baggage	8 0 0

Payment in Bombay will be received in sovereigns, or in Bombay rupees, at 11 rupees per £.

Hotel expences, Liquors, &c. are extra charges.

COLLETT AND Co.
Bombay Agents Egyptian Transit Company.

OVERLAND ROUTE.

P. and O. Steam Ships Hindostan and Bentinck.

FOR SOUTHAMPTON, TOUCHING AT POINT DE GALLE AND ADEN.

Fares from Madras.

Passage to Southampton for a single person, including expences across the Desert, vary from 1420 Rs.	to 2000 0 0
To Ceylon	200 0 0
Native Passengers to Ceylon, finding their own provisions	25 0 0

Rates of Freight from Madras to Southampton.

For indigo per Chest not exceeding 3 Factory Maunds	Rs.	20	0 0
Raw Silk per Ton of 10 cwt.		100	0 0
Silk piece goods per Ton of 40 cubic feet		100	0 0
Other light and fine goods the weight of which shall not exceed 10 cwt. for every 40 cubic feet of bulk per Ton measurement of 40 cubic feet		100	0 0
If exceeding that proportion in weight to pay the additional proportionate freight.			
Light Packages or Parcels above One and not exceeding two cubic feet in bulk each		9	0 0
Above half and not exceeding one cubic foot		7	8 0
Not exceeding half a cubic foot		5	0 0

The goods will be forwarded at the Company's expence but at the Shipper's risk, and the Company undertake to pay the transit duty through Egypt.

Packages must be packed in Wood, Tin or tarred Canvas, and each package must be sealed with the Custom House Seal.

A declaration of contents in quality, quantity and value must be furnished to the undersigned.

All Bills of Lading must be on the forms issued by the Company, and which may be had on application to

CHRIS. BIDEN,
Agent at Madras.

RULES FOR THE ENGAGEMENT OF PASSAGES AND ACCOMMODATION OF PASSENGERS IN THE GOVERNMENT STEAM PACKETS BETWEEN BOMBAY AND SUEZ.

BOMBAY CASTLE, *6th December*, 1841.

1. Application for passage to be made at the office of the Master Attendant in Bombay, and at other Ports to the Commander.

2. The Vessel which conveys the Mail intended to reach Suez on the 16th of any month is to be designated the steamer of that month: for instance the January Steamer is the one which is destined to reach Suez on the 19th January, although leaving Bombay possibly before the end of December.

3. Passengers are to be divided into two classes, viz.

First Class who sit at the Commander's Table, and are entitled to all the privileges of the quarter deck.

Second Class, who are not entitled to walk aft of the paddle boxes, which is forward, and who either arrange for their own provision, or mess with the Warrant Officers, or Engineers.

4. Every passenger of the 1st class shall pay the following sum, as Table Money, for the voyage from Bombay to Suez, or from Suez to Bombay, viz.

A Lady or Gentleman	Rs.	200
A Child of ten years of age and above five years	„	100
A Child five years and above	„	80
A Child one year and under	„	50
A Child under one year and with the mother		Free

These rates apply to the Steamers of every month throughout the year, with the exception of those of July and August, in which the Table Money from Bombay to Suez will be as follows; viz.

A Lady or Gentleman	Rs.	300
A Child under 10	„	150
A Child under 5	„	120
A Child under 1	„	75
Do. with the mother		Free

But the rate from Suez to Bombay will be the same in all months. It is to be understood, that for the above sums, the passengers are to be provided with a plain substantial table, but no person is entitled to more than one pint of wine and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them the saloon passengers in preference to those on the deck, whose priority will be arranged according to their standing on the passage list. The seats will be arranged by the Commander, and once taken they cannot be changed without his permission during the voyage.

5. In addition to the Table Money the following sums will be charged for the accommodation engaged by first class passengers, viz.

A treble cabin	Rs.	1,000
A double cabin	„	800
A single cabin	„	500
A saloon berth	„	350
A deck passage	„	300

6. Every second class passenger shall pay Rupees 150.

7. For each European Servant 50 Rupees must be paid as subsistence money, and 50 Rupees as passage money; for Native Servants the charge will be one half the rate for an European; but none are to be considered and taken as Servants unless they actually accompany their Masters or Mistresses.

8. Three lists for each month's Steamer will be kept at the Master Attendant's Office, viz. one for cabin passengers, one for saloon, and one for deck passengers. A statement of the number of each class, which each packet is calculated to accommodate, will be open, at the same place, to the inspection of the public.

9. Every applicant may register his name in whichever of the lists he pleases, but the name of the packet will not be declared until 10 days prior to the appointed day of sailing, when choice of accommodation will be given, according to priority of standing on the lists. Ladies having the preference for the first three cabins.

10. In the event of a greater number of names having been registered than the Steamer when declared, is calculated to accommodate, the supernumerary names on the cabin lists may be transferred to that of the saloon or the deck, and those of saloon lists to that of the deck, or they may be withdrawn and the deposit repaid at the option of the parties. In the case of a transfer under this rule, the name will be placed in the same position in which it would have stood by date of registery had the original application been for a saloon or a deck passage instead of a cabin, or for a deck instead of for a saloon. Should any of the cabin or saloon berths remain open after the Vessel has left the harbour, the saloon or deck passengers may be allowed to take them on paying into the hands of the Commander the regulated difference of price.

11. Ladies and children can take passages in cabins only, and female servants cannot be accommodated otherwise than in the cabin engaged for the family they accompany.

12. A passenger who has engaged a cabin may make what arrangement he likes for its occupation; he may either keep it entirely to himself, or admit to share it with any one that he pleases, provided only that the name of the person so admitted (if an adult) must have been previously on one of the lists, and subject to the following restrictions, viz.

A treble cabin cannot be appropriated to the accommodation of more than
- Four Ladies,
- Three Gentlemen,
- Six Children,
- One Lady and four Children,
- Two Ladies and three Children,
- Three Ladies and two Children,
- One Gentleman and three Children,
- Two Gentlemen and two Children,
- A Lady and her husband with two Children.

A double cabin cannot be appropriated to more than
- Three Ladies,
- Two Gentlemen,
- Four Children,
- A Lady and three Children,
- Two Ladies and two Children,
- A Gentleman with two Children,
- A Lady and her husband with one Child.

A single cabin cannot be appropriated to more than
- Two Ladies,
- One Gentleman,
- Three Children,
- One Lady and two Children.

Children under 5 years of age may be taken extra to the complement of a cabin on payment of 50 Rupees for each additional.

13. Passages for intermediate places can be engaged only when there is accommodation not taken up for the entire voyage, unless the parties are willing to pay the price of the whole voyage, in which case they may register their names in the same manner as all passengers. The vacant accommodation will be declared three days before the sailing of the Vessel. The passage between Aden and Mocha and Bombay and Suez respectively, will be counted as One half of the whole passage between Bombay and Suez:—between Judda and Suez, will be counted as one-third, and between Judda and Bombay as two-thirds: Cosseir and Suez are considered to be alike.

14. The engagement of a passage will not be considered valid unless a deposit of the following sums be made at the time of application, viz.

For a cabin passage.....	Rs. 300
For a Saloon.....	„ 150
For a Deck.....	„ 125

This deposit, should the party not proceed, will invariably be forfeited, except under the provisions of art. 10, and in cases where, by the production of a Medical Certificate, it is satisfactorily shewn that the person was compelled by sickness to

abandon the passage. A deposit is not required on the registry of the names of children, except when the children are to occupy a cabin by themselves, in which case the same deposit must be made as for the cabin passage of a lady or gentleman, viz. 300 rupees.

15. To prevent unnecessary trouble, the Master Attendant is authorized to receive and pass receipts for the deposit money.

16. Ten days prior to the appointed day of sailing each passenger must pay to the Master Attendant the remaining portion of the passage money, in default of which the deposit will be considered forfeited, and any claim to passage invalid. When the cabins are finally allotted, an adjustment will be made with the party or parties to whom they are appropriated, the difference between the value of the place occupied by each individual and the deposit made under art. 14 being paid up or returned, as the case may be. When the passage money has been paid up, no portion of it can on any plea be returned except under the provisions specified in art. 14

17. Persons who from non-arrival at Bombay, may have omited to pay the balance of the passage money may be re-admitted as passengers, if before the period of departure the balance is paid. They however will be placed at the bottom of the list of the class of passengers in which they are registered.

18. No transfer of accommodation in the Steamers by an individual who has taken a passage to one who has not taken his passage will be permitted, but after the list has been filled up any person wishing to stand the chance of succeeding to a vacancy caused by a lapse of any kind may do so, by registering his name and paying the required sum, which will be refunded to him should no vacancy occur.

19. It is to be understood, that Government reserves to itself the right of appropriating a cabin or cabins for the use of public functionaries, or others proceeding on duty or by special order of Government, as passengers in any of the Honorable Company's Steamers.

20. Passengers on a Steamer that may from accident or other cause be obliged to return to Port, will be entitled to the refund of the amount that has been paid, deducting therefrom a sum for the table Allowanee of the Commander according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be 18 days, and Aden 10 days.

21. It is necessary for passengers not belonging to the Honorable Company's Service, to make the requisite arrangemen at Suez or other intermediate Port with the Commander before, or at least at the time of their embarkation, for the payment of the passage money.

22. For the convenience of passengers from the Red Sea to India, the Commanders of the Honorable Company's Packets are authorized to receive payment of passage money at Suez, or any Port between Suez and Bombay, in Sovereigns, Spanish Dollars, or German Crowns, at the following rates of exchange, viz. Sovereigns at ten Rupees each, Spanish Dollars at two Rupees, and three Annas each, German Crowns at two Rupees, and two Annas each.

23. The baggage of each passenger must not exceed four boxes of the following dimensions, viz.

Length.....	2 Feet 5 Inches.
Breadth.....	1 „ 5 „
Depth.....	1 „ 3 „

and the total weight must not be more than four cwt. Second class passengers are allowed half the above quantity.

24. Each cabin passenger may, if he pleases, put all his baggage into his cabin. The saloon and deck passengers will be allowed to keep one box or bag above. The rest of the baggage is to be in the baggage-room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the Commander who will appoint a person to have charge of the baggage.

25. Any applicant may be refused a passage without any cause being assigned, either by the authorities at Bombay, or by the Commander of the vessel when away from Bombay, but a report of the rejection is to be communicated to Government.

26. All persons who take passage either themselves or through their agents, will be considered as thereby binding themselves to comply with these Rules, which will be shewn by the Master Attendant, or by the Commander of the Vessel, to parties who engage passage.

By order of the Hon'ble the Governor in Council.

P. M. MELVILL, Lieut. Col., *Secy. to Govt.*

The following Advertisement is inserted for the information of those who may have occasion to refer to it.

RULES for the engagement of PASSAGES and FREIGHT in the Ceylon Government Steam Packet "SEAFORTH," employed from September to May conveying the Overland Mails between Colombo and Bombay, calling at Cannanore.

1. One-half of the regulated passage money is to be deposited, when the passage is engaged, in the hands of the Master Attendant at Colombo, or of Messrs. FRITH and Co. at Bombay.

2. The Rates of Passage money are as follows :—

	Government proportion for conveyance.	Commander's proportion for Messing.	Total Passage money.
	£	£	£
For each Cabin Passenger	18	7	25
" " Child above 10 years of age, who does not sit at the Cuddy Table	9	3	12
" " Do. under 10 years of age (except children in arms)..	5	2	7
" " Deck Passenger	13	7	20
" " European Servant	4	2	6
" " Native do.	2	1	3

3. Two days previous to the period on which the Packet is advertized to depart, the remaining half of the passage money is to be paid up, or in default, the passage will be considered to be abandoned, and the money paid in advance to be forfeited.

4. The passage money to or from the Malabar Coast is two-thirds of the above rates.—But preference will be given to passengers going the whole distance, unless full rates of passage money are paid for intermediate port.

5. Passengers embarking on the Malabar Coast are to pay their passage money in advance to the Commander, in new silver Rupees, at the rate of 2 shillings each.

6. No deck passenger will be taken, unless all the Cabins are engaged.

7. No transfer of accommodation by any person who has engaged a passage, to one who has not taken a passage, will be permitted.

8. Persons not proceeding in the Steamer after having engaged their passage, are to forfeit one-half of the amount of passage money.

9. The baggage of each passenger must not exceed in measurement twenty-five cubic feet, exclusive of bedding. A proportionate quantity of baggage will be allowed for children.

10. All passengers who are not unwell, are expected to take their meals at the public table. The breakfast hour will be half past eight; dinner hour, three; tea, sun-set; with sandwich at nine P. M.

11. Passengers living on board after the day of arrival, are to pay one pound per day.

12. It is to be understood, that passengers, when they engage their passages, subscribe to these Regulations, and pledge themselves not to carry any letters with them on board the Packet, either on their persons or in their baggage, except open letters of introduction or of Credit, unless they have paid the usual postage at the Post office, and the letters bear the Post office stamp accordingly.

13. Scale of charges for the freight of goods, in packages not exceeding in size 10 cubic feet, nor in weight 224 lbs.

Single packages not exceeding 1 cubic foot—5 shillings.
do.——do.——do.——2——do.——7——do.
do.——do.——above 2 cubic feet, and general goods at 3 shillings per cubic foot.

Bullion, money, and jewels, at ½ per cent on their value.

In the event of Horses being received on board, which will only be when convenient and sufficient food is sent with them for the voyage, the charge for their conveyance on deck is to be seven pounds each.

14. All parcels or packages must be distinctly marked or addressed, and must be taken to the Custom-house that the usual entry may be made, and the duty paid; and that letters contained in them may be taken out and sent to the General Post office.

15. All parcels or packages must be sent on board before noon on the day of the departure of the Steamer, and all parcels or packages must be taken ashore within 24 hours after the arrival of the Steamer, or they will be landed and left in the Custom-House at the risk and expense of their owners.

16. All freight is to be paid in advance.

Master Attendant's Office,
Colombo, August 29th, 1843.

JAMES STEUART,
Master Attendant.

Bombay, 6th October, 1843.

FRITH and Co., Agents, Ceylon Govt.

MESSRS. JAMES BARBER AND CO.'S AGENCY.

HINTS FOR TRAVELLERS BY THE OVERLAND ROUTE THROUGH EGYPT TO EUROPE.

WE originally intended issuing a Circular Letter once a year, as will be seen by reference to our last, dated December; but on re-consideration, we think, by more frequent communication, we may furnish useful and acceptable information to our friends; and as the following lines will appear in print about the season of the year when persons will be meditating a trip to Europe, we commence by showing the best way to obviate many of the annoyances which beset the Indian Traveller on landing.

His first attention is necessarily directed to the clearance of his baggage from the Docks, but so long as the customs enforce the present vexatiously minute system there must be great delay. This may be partially avoided by those who write from the ship by the first post, authorizing an Agent to put down their names in the books, by which means an early time is insured; a very necessary precaution, inasmuch as many ships usually arrive at the same period, and we have known the clearing a passenger's baggage occupy a whole day, and sometimes parties have been detained in London three weeks waiting the receipt of their luggage,—hard-hearted custom-house officers are not to be hurried.

We recommend that articles liable to duty be packed in one separate package, remarking, by the way, that "running petticoats," "hemming handkerchiefs," and placing them promiscuously in the trunks to avoid duty may *once* succeed, but more frequently renders them liable to a heavier duty "as made up goods," besides creating suspicions which induce a most rigid scrutiny and a minute examination and exaction throughout. The keys and trunks should be numbered to correspond; for the want of this precaution locks are forced or spoiled, and great complaints are the consequence.

The mode by which the *ad valorem* duties are levied is as follows: the Owner (or his Agents) names a value, makes the Custom-house entry, and pays the duty; a Landing Surveyor inspects the goods, re-passes or seizes them; if the latter, the Crown pays the Owner his valuation, and an advance of 10 per cent. thereon, sometimes a second or re-valuation is permitted by petitioning and paying a fine of One Guinea for the privilege.

The next difficulty is to procure employment for the return passage of servants, free of cost, seldom overcome,—the cheaper plan is to pay a little more, and terminate the agreement on arrival in this country,—the usual expense of a Native's passage back is 20 Guineas, that of an European 30.

We again repeat at the risk of being thought troublesome, Officers continually arrive without the proper certificates, notwithstanding our repeated warnings on the subject.

On arrival by steam, we recommend the package of duty goods be left at the Custom-house in charge of Mr. HILL, the Agent to the P. and O. Company at Southampton, to be cleared and forwarded afterwards, or great inconvenience, delay, and additional expense must be incurred, if all the passengers insist on such goods being valued, and cleared during their time for examination.

The transit through Egypt is so much improved, there is scarcely a risk of loss, if *common precaution* be used, in having the name of the Traveller conspicuously put on the trunk or case, still it is prudent to keep *special charge of small* valuable articles; access may be had to the baggage at Cairo, but not before; each person is allowed a carpet bag, or similar sized packages in the boats on the Canal and Nile, *but not in the vans*; no packages except such as can be carried in the hand is permitted to accompany the Traveller across the Desert,—this journey is now performed with ease, and each station is well provided with eatables and drinkables.

Here we close at present our "Hints for Travellers," and shall be glad if they prove acceptable or serviceable to any of our friends.

JAMES BARBER AND CO.,
17, St. Mary Axe, London.

TABLES OF COINS, &c.

ENGLISH MONEY reduced into

£.	s.	d.	PRUSSIAN COIN. *tha.*	*sg*	*pf*	FRANKFORT COIN. *gul.*	*kr.*	*ha.*	DUTCH COIN. *gld.*	*cts.*	FRENCH COIN. *fr.*	*cts.*	AUSTRIAN COIN. *fl.*	*kr.*	SWITZERLAND COIN. *fr.*	*batz.*
..	..	1	....	..	10	....	3	..	....	0	....	10	.....	2½	.....	0,7
..	..	2	....	1	8	....	6	..	....	1	....	20	.....	5	.....	1,5
..	..	3	....	2	6	....	9	..	....	15	....	31	.....	7½	.....	2,1
..	..	6	....	5	..	....	18	..	....	30	....	62	.....	15	.....	4,2
..	1	..	....	10	..	....	36	..	....	60	1	25	.....	30	.....	8,4
..	2	..	....	20	..	1	12	..	1	20	2	51	1	0	1	6,8
..	3	..	1	..	..	1	48	..	1	80	3	76	1	30	2	6,2
..	4	..	1	10	..	2	24	..	2	40	5	02	2	0	3	3,7
..	5	..	1	20	..	3	..	..	3	..	6	27	2	30	4	3,6
..	10	..	3	..	..	6	..	..	6	..	12	55	5	0	8	7,3
..	15	..	5	..	..	9	..	..	9	..	18	82	7	30	12	0,9
1	..	..	6	20	..	12	..	..	12	..	25	10	10	0	17	4,5
2	..	..	13	10	..	24	..	..	24	..	50	20	20	0	34	9,1
3	..	..	20	..	..	36	..	..	36	..	75	30	30	0	52	3,6
4	..	..	26	20	..	48	..	..	48	..	100	40	40	0	69	8,2
5	..	..	33	16	..	60	..	..	60	..	125	50	50	0	87	2,7
6	..	..	40	..	..	72	..	..	72	..	150	60	60	0	104	7,8
7	..	..	46	20	..	84	..	..	84	..	175	70	70	0	122	1,8
8	..	..	53	10	..	96	..	..	96	..	200	80	80	0	139	6,4
9	..	..	60	..	..	108	..	..	108	..	225	90	90	0	157	0,9
10	..	..	66	20	..	120	..	..	120	..	251	..	100	0	174	5,5
20	..	..	133	10	..	240	..	..	240	..	502	..	200	0	349	1,1
30	..	..	200	..	..	360	..	..	360	..	753	..	300	0	523	6,6
40	..	..	266	20	..	480	..	..	480	..	1004	..	400	0	698	2,2
50	..	..	333	10	..	600	..	..	600	..	1255	..	500	0	872	7,7
60	..	..	400	..	..	720	..	..	720	..	1506	..	600	0	1047	3,3
70	..	..	466	20	..	840	..	..	840	..	1757	..	700	0	1221	8,8
533	10	..	960	..	..	960	..	..	960	..	2008	..	800	0	1396	4,4

Value at which the following Coins are generally current.

	Prussian.		*Frankfort.*		*Holland.*		*Belgium and France.*	
	th.	*sg.*	*guld*	*kr.*	*guild.*	*cent.*	*fr.*	*cent.*
Sovereign	6	20	11	50	11	90	25	.....
English Shilling	.....	10	.....	35	.....	58	1	20
Dutch 10-guild. piece	5	20	9	55	10	.....	21	16
Ducat	3	4	5	30	5	50	11	60
Guilder	.....	17	.....	58	1	.....	2	11
Fred. d'Or	5	20	9	50	9	90	21	.....
Prussian Thaler	1	.....	1	45	1	70	3	70
French Crown Tha	.....	16	2	44	.....	.....	.....	.....
Braband....ditto	1	15	2	42	.....	.....	.....	.....
Convention ditto	1	10	2	24	.....	.....	.....	.....
Piece of 20 kreutzers	.....	6	.....	24	.....	.....	.....	.....
20-franc piece	5	12	9	30	.....	.....	20	.....
5-franc ditto	1	10	2	20	2	35	5	.....
1-franc ditto	.....	8	.....	28	.....	48	1	.....

N. B.—10 Company's Rupees ..... 1 Sovereign.
1 do. do ..... 2 Shillings.
3 Company's Annas ..... 1 Shilling.
4 Company's do ..... 6 Pence.
2 do. do ..... 3 Pence.

FRANCE AND BELGIUM.

100 Centimes make	1 Sou.
20 Sous	1 Franc.
20 Francs	1 Gold Napoleon.
40 Francs	1 Double Louis.
25 Francs	1 £ Sterling.

PRUSSIA.

12 Pfenninge make	1 Silver groschen.
30 Silver groschen	1 Thaler.
6 Thaler 20 Sil	1 £ Sterling.

FRANKFORT.

4 Hellers make	Kreutzers.
60 Kreutzers	1 Gulder.
11 Gulders 50 Kreutzers	1 £ Sterling.

MANHEIM AND HEIDELBERG.

60 Kreutzers make	1 Florin.
11 Florins 45 Kreutzers	1 £ Sterling.
9 Florins 30 Kreutzers	1 Napoleon.
2 Florins 20 Kreutzers	5 Franc piece.
28 Kreutzers	4 Franc.

STRASBOURG.

1 Napoleon makes	20 Francs 2 Sous
1 Sovereign	24 Francs 10 Sous.

Current Coins the same as in all parts of France.

SWITZERLAND.

4 Raps make	1 Schilling about ½d.
2½ Schillings	1 Batzen, about 1½d.
7 Batzens	1 Franc.
20 Francs	1 Napoleon.
25 Francs	1 Sovereign.
10 Batzens	1 Swiss Franc or 1s. 3d.
15 Batzens	1 Florin or 1s. 10d.

EXCHANGE AT GENEVA.

25 Francs 55 Centimes	1 Sovereign.

SAVOY.

The same Coins as in all parts of France.

EGYPT.

Silver and Gold Piasters, Spanish and German Dollars, Napoleons, Sovereigns, and Company's Rupees are all current, but the two first are the established Coins of the country.

BOMBAY, MADRAS AND CALCUTTA.

12 Pice make	1 Anna.
16 Annas	1 Company's Rupees.
15 Rupees	1 Gold Rupee.
3¾ Rupees	1 Star Pagoda.

SUPPLEMENT TO THE APPENDIX.

PUBLIC MEETING IN SUPPORT OF DIRECT STEAM COMMUNICATION WITH SUEZ.

At a Meeting of the Inhabitants of Madras held at the College Hall, on Saturday 3d December, 1843.

John Bruce Norton, Esq. Sheriff, in the Chair.

Mr. Norton opened the Meeting by reading the requisition addressed to him, and called upon the Gentlemen present to move any resolutions which they were desirous of proposing.

It was then proposed by J. C. Morris, Esq. and seconded by James Ouchterlony, Esq.

1*st*.—That the Memorials now read, addressed respectively to the Right Honorable the Lords Commissioners of H. M. Treasury, the Right Honorable the President of the Board of Controul, and the Honorable the Court of Directors of the East India Company, be adopted.

Proposed by A. F. Bruce, Esq. and seconded by Lieut. Colonel De

2*d*.—That the Chamber of Commerce be requested to assure the morials, and to take measures for receiving signatures to the same mitting them to their respective addresses.

Proposed by W. McTaggart, Esq. and seconded by Major Cri

3*d*.—That copies of the foregoing Resolutions and of the M mitted to the Most Noble the Governor of Madras with the ex Meeting that his Lordship will give his influential support to Memorials.

Proposed by A. Robertson, Esq. and seconded by William Hay

4*th*.—That the cordial thanks of this Meeting be offered to t China Association of London for the watchful care they have s ests of this Presidency as involved in the maintenance of a d communication between Suez and this coast.

Proposed by W. Haylett, Esq. and seconded by J. Ouchterlony

5*th*.—That the cordial thanks of this Meeting be offered to Mr his able and energetic conduct at a Public Meeting held in the C 19th September last, when he came forward to demonstrate the inj of Madras and Bengal which must be inflicted by any departure, f of Steam Communication, between Suez and Calcutta.

Proposed by J. C. Morris Esq. and seconded by Captain Biden.

6*th*.—That the best thanks of this Meeting be given to Mr. Ouchterlony, for his energetic exertions in inducing parties to attend the Meeting, and in carrying out the views and objects for which it was called.

Proposed by James Ouchterlony, Esq. and seconded by W. McTaggart, Esq.

7*th*.—That the best thanks of the Meeting be given to J. B. Norton, Esq. for his able and obliging conduct in the Chair.

(Signed) J. B. Norton, *Sheriff*.

MEMORIAL.

Sheweth,—That your Memorialists desire to take this opportunity of reiterating their conviction—before so often expressed—that nothing can more tend to advance the welfare of this country than a close and intimate communication by Steam between England and India.

That to render this communication complete and efficient, it is as indispensably necessary that it should proceed direct from the ports of Madras and Calcutta as from that of Bombay; and that, in entertaining this opinion, your Memorialists have found their views to be in perfect accordance with those avowed by a Select Committee of the House of Commons, in a report dated the 15th day of July 1837, by the Right Honorable the Lords Commissioners of H. M. Treasury in March 1841, by the Right Honorable the President of the Board of Commissioners for the affairs of India, in declaring his concurrence in the sentiments of the Right Honorable the Lords of the Treasury, and, constructively, by the Honorable the Court of Directors in the grant made to the Peninsular and Oriental Steam Navigation Company on their opening the line of this direct communication.

That it has lately come to the knowledge of your Memorialists that the Peninsular and Oriental Company have submitted a proposition to Her Majesty's Government and the Court of Directors of the Honorable East India Company, for conveying the monthly mails between Suez and Bombay; and that, for the execution of this service, the Directors have represented—that, combined with their other arrangements in the Indian seas, the Peninsular and Oriental Company are provided with two Steam vessels, the *Hindostan* and *Bentinck*; that they have at their disposal a new, large and powerful Steamer, capable of being completed for

sea in three months; and that, although these vessels are amply sufficient for the performance of the contemplated service under ordinary circumstances, the Company propose to provide a fourth, as a reserve vessel, to meet contingencies.

That the two Steam vessels named above, the *Hindostan* and *Bentinck*, are now actually engaged in the maintenance of a direct communication between Suez and Calcutta, touching at Galle in Ceylon and Madras, and that it is consequently obvious that, to effect the new voyage, these must either be taken altogether off the present line, or make a deviation from it, proceeding in the first or the last place (according to the voyage) to Bombay,—thus prolonging by several days the duration of the voyage to and fro the Eastern Coast of the Peninsula.

That large sums were formerly subscribed in Calcutta, Madras and Ceylon towards different schemes for establishing a direct communication by Steam between these places and Suez, and that such subscriptions were very generally transferred to the Peninsular and Orient Company, under an entire belief and in perfect good-faith, that this particular line of communication was to be carried out by the Company.

That a deviation such as is now threatened would therefore involve a palpable breach of faith to the public whose money has been thus transferred; and is further to be strongly deprecated on the higher grounds, of its being opposed to a just consideration of the interests and welfare of the very important portion of the community that must be affected by it.

That the system of communication, which leaves your Memorialists (in common with Calcutta and Ceylon) exposed to receive the mails from Europe by the route of the inland post from Bombay, can fail to subject them to great delay and loss; for not only is there, and will there be, a constant detention at Madras of the mails, thereby giving to individuals an obviously unfair advantage over the rest of the Community, but a serious risk must be apprehended of the mails, through the heavy rains of the tropics, of interruption to the passage, a special instance of which may be mentioned as having occurred in 1850, when the dawk between Bombay and Madras was detained beyond its usual period of arrival.

That the proposal submitted by the Peninsular and Oriental Company for the conveyance of the mails there is actually no advantage open to be realized by them in point of time, inasmuch as, with the introduction of a more rapid system of coaling, the mails brought by the Steamer direct from Aden would reach this port in equal time with even the very particular despatch by an express from Bombay, while the bulk of the mail, if sent by the latter route, would be thrown days later, with all the consequential delivery—usually extending over a period of about 5 days.

That your Memorialists are deeply interested in whatever tends to improve the transmission of the mails generally between England and India, your Memorialists at the same time sensibly feel that no scheme can be complete and satisfactory which does not embrace a direct communication with Madras and Calcutta, and that they therefore confidently trust your Honorable Court) will not sanction any arrangements which shall have the effect of taking from them this essential privilege, but will on the contrary make such direct communication a necessary and integral part of whatever comprehensive plan may be adopted for the conveyance of the public mails.

ERRATA
IN THE NARRATIVE.

Page 4, line 25, *for* place, *read* palace.
„ 7, „ 23, *for* consequnce, *read* consequence.
„ 11- „ 47, *for* favourable, *read* frequented.
„ 18, „ 5, *for* strained, *read* stained.
„ 19, „ 21, *for* Trumphal, *read* Triumphal.
„ 21, „ 14, *for* Orangory, *read* Orangery.
„ 22, „ 22, *for* or Bristol, *read* or the Bristol.
„ 28, „ 33, *for* de la Regeme *read* de la Regence.
„ 40, „ 3, *for* Picture, *read* Pictures.
„ „ „ 43, *for* Villa *read* Ville.
„ 42, „ 21, *for* "Pates de foces gras" *read* "Patés de foies gras."
„ 45, „ 22, *for* would *read* could.
„ 51, „ 7, *for* preach'd, *read* preaches.
„ 38, „ 27, *for* Chandaliers, *read* Chandeliers.
„ 59, last line, *for* mountasin, *read* mountains.
„ 62, line 27, *for* road, *read* roads.
„ 34, „ 1, *for* passangers, *read* passengers.
„ 65, „ 22, *for* there shall, *read* there shall be
„ 67, „ 20, *for* Babel Maudeh, *read* Babel Mandel.
„ „ „ 38, *for* gellings, *read* yellings.

IN THE APPENDIX.

Page 7, last item but one, *for* "Letter of Credits" *read* "Letters of Credit."
„ 8, line 15, *for* For, *read* From.
„ 14, „ 59, *for* passengers, *read* passengers.
„ 16, „ 34, *for* earnestly, *read* earnestly.
„ 23, „ 60, *for* assembl'd, *read* assembled.
„ 24, „ 36, *for* most, *read* must.
„ „ „ 38, *for* donkeys, *read* donkeys.
„ 26, „ 43, *for* establishmen', *read* establishment.
„ 28, „ 18, *for* thy, *read* they.
„ 34, „ 49, *for* is, *read* his.
„ 38, last line, *for* justly, *read* he justly;

ADVERTISEMENTS.

BRITISH HOTEL, CAIRO,

OVERLAND Passengers through Egypt are respectfully informed that this Hotel ("The Great Eastern,") has undergone various extensive alterations and improvements, calculated in every way to contribute to the Comfort of Visitors, and Travellers passing through Egypt.

It is now under the special Management and Superintendence of Mr. and Mrs. SHEPHEARD, who will at all times be found indefatigable in their endeavours to promote the comfort of those who may honour their establishment.

N. B.—Warm and Cold Baths.

PANWELL HOTEL will be opened for the accommodation of Travellers, Visitors, &c., &c., on the 1st November next. Every possible arrangement will be made by the Proprietor for the comfort and convenience of his Patrons, and every exertion used to render it a resort of superior accommodation and respectability.

CHARGES MODERATE.

Stabling and Bathouses for Cattle and Carriages.

The Hotel is situated nearly opposite to the Travellers' Bungalow.

Gentlemen and Families proceeding from Bombay to Poonah or *vice versâ*, desirous of having arrangements made for them at the Panwell Hotel, are respectfully requested to send their orders for the Proprietor, to Mr. B., Hummum-Street, Bombay, or Cantonment Bazaar, Poonah, a day previous to their departure.

25th October 1843.

THE POONA HOTEL.

THE Proprietor of the above Establishment respectfully begs leave to inform the Public, and more especially Travellers arriving at this station, that the above will be ready for their reception by the 20th instant, in that well known house, late the residence of General VALIANT, near St. Mary's Church, where accommodation for families or individuals can be had. Every attention will be paid to the comfort of its inmates.

The Proprietor will spare no pains and assiduity in meriting a continuance of that patronage and support which is promised him by the leading members of the community; and he trusts by unremitting attention to the wishes of those who visit his hotel, to prove that he merits the support and patronage promised him, and without which it is impossible that such an Establishment as this can be kept up at an outstation.

Poona, 15th October.

NOTICE TO OVERLAND TRAVELLERS, AND PARTIES REMITTING TO THE CONTINENT.—We are prepared under authority from Messrs. Forbes, Forbes and Co., of London, to grant Bills on them in convenient sums to be cashed on presentation (if desired) by the following parties, viz.

MESSRS.	BRIGGS & Co.	Cairo and Alexandria.
"	CHARLES S. HANSON & Co.	Constantinople.
"	PETER STUART & Co.	Malta.
"	SCHIERLIN BROTHERS & Co.	Venice.
MR. J. BORLAND		Trieste.
BARON S. M. DE ROTHSCHILD		Vienna.
MESSRS.	GIBBS & Co.	Genoa.
"	E. FENZI & Co.	Florence.
"	FORLONIA & Co.	Rome.
BARON S. M. DE ROTHSCHILD,		Naples.
M. ETIENNE GAUTIER,		Marseilles.
MESSRS.	W. and D. JOHNSTON,	Bordeaux.
"	DELAROCHE A. DELESSERT and Co.	Havre.
M. FERRERE LAFITTE,		Paris.
MESSRS.	M. A. DE ROTHSCHILD and Sons,	Frankfort.
COLLINGS AND MAINGY		Rotterdam.
ANDERSON, HOBER & Co.		Hamburgh.

MACINTYRE & CO.

Calcutta, 20th March, 184[illegible].

NOTICE TO OVERLAND TRAVELLERS.

THE undersigned are prepared to grant Letters of Credit on Alexandria, Malta, and the principal Cities of France and Italy.

COLVIN, AINSLIE, COWIE AND CO.

Calcutta, September, 1842.

CIRCULAR LETTERS OF CREDIT on London payable in such sums as may suit the convenience of the Holder at *Alexandria*, *Malta*, and other places in the Mediterranean, as well as on the *Continent* of Europe, may be had on application at the Office of

REMINGTON AND CO.

Bombay, September 10, 1842.

IMPERIAL LIBRARY.