

HOME SQUADRON.

[To Accompany Bill No. 10.]

JULY 7, 1841.

Printed by order of the House of Representatives.

MR. THOMAS BUTLER KING, from the Committee on Naval Affairs, to which the subject had been referred, submitted the following

REPORT:

The Committee on Naval Affairs, to whom was referred so much of the President's message and accompanying documents as relates to the Navy, ask leave to report on the expediency of providing for the support of a home squadron, as recommended in the report of the Secretary of the Navy.

The changes which the introduction of steam power has already effected, and is constantly producing, in the naval armaments of the maritime powers of Europe, evidently require the most prompt and efficient action on the part of the Government of the United States to meet this new and powerful auxiliary in naval warfare, by so changing the construction and employment of our navy as most effectually to protect our commerce and guard our sea-coast against the sudden approach of an enemy employing this new and formidable description of force; and it is the opinion of the committee that no measure is more imperiously demanded by every consideration of prudence and safety than that recommended in the report of the Secretary—the employment of a home squadron, composed in part of armed steamers. He very justly remarks that “had a war with Great Britain been the result, as was at one time generally feared, of the subjects of difficulty now in a course of adjustment between that Power and the United States, not only would our trade have been liable to great interruption, and our merchants to great losses abroad, but a naval force, comparatively small, might, on our very shores, have seized our merchant ships and insulted our flag, without suitable means of resistance or immediate retaliation being at the command of the Government. To guard against such a result, to be ever ready to repel or promptly to chastise aggression upon our own shores, it is necessary that a powerful squadron should be kept afloat at home. This measure is recommended by other considerations. There is no situation in which greater skill or seamanship can be exercised and acquired than on the coast of the United States; and in no service would our officers and seamen become more thoroughly initiated in all that is necessary for the national defence and glory. In that service, aided by the coast survey now in progress, a thorough acquaintance would be gained with our own sea-coast, extensive and hitherto but imperfectly known; the various ports would be visited, the bays, inlets, and har-

bors, carefully examined, the uses to which each could be made available during war, either for escape, defence, or annoyance be ascertained, and the confidence resulting from perfect knowledge would give us, what we ought surely to possess, a decided advantage over an enemy on our own shores." In addition to the excellent and comprehensive view presented by the Secretary, the committee beg leave to submit a few observations in regard to the present state of our sea-coast defences, their efficiency in case of war, and the measures now being adopted by Great Britain and France to change their naval armaments from the common vessels of war to armed steamers. It is a fact, almost too notorious for remark here, that our fortifications are in a most inefficient condition. Many of those that have been completed are not supplied with cannon; others are going rapidly to decay; some are unfinished and progressing so slowly that it will require many years to complete them; none of them are properly garrisoned, and some have not a man to keep the gates closed.

These fortresses have cost immense sums of money, and, if well supplied with guns and garrisons, would afford but partial protection to a few points on our sea-coast and to our armed squadrons in time of war. They could not defend us against the armed steamers of an enemy, which might pass them in the night, or avoid them by entering harbors where there are no fortifications. This last remark is peculiarly applicable to the Southern coast, where there are numerous harbors on the Atlantic and the Gulf of Mexico, and not a fort, from Charleston to Mobile, in a condition to fire a gun. In the event of a war with France or Great Britain, the fortifications at Pensacola, and perhaps others, might be seized and held by the enemy, or any of our unprotected harbors might be entered by fleets of armed steamers, loaded with black troops from the West Indies, to annoy and plunder the country. The northern portion of the Atlantic coast, where such vast sums have been expended to place it in a state of defence, would by no means be secure against the rapid movements of such an enemy. The harbor of New York itself might be entered through the inlet at Amboy, and Staten Island Sound, and the fortifications at the Narrows entirely avoided. The city might be sacked or laid under contribution, before a sufficient force could be collected to prevent the approach or escape of so formidable an enemy; and it is seriously to be feared, that there is not a harbor on the whole coast, however well defended against the sailing ships of an enemy, that these steamers might not enter, by avoiding the forts or passing them in the night. If this is true, it must be perceived that not only our commerce, but our cities, with all their wealth, would be at the mercy of an enemy employing a force so rapid and certain in its movements. It therefore becomes a question of the most urgent and vital importance to the people and Government of the United States, how they can soonest and best provide the means of meeting this new and powerful auxiliary in maritime war. The employment of a home squadron, as recommended by the Secretary of the Navy, must be justly regarded as not only the best means of meeting any sudden emergency that may arise, but leading to such ulterior measures as may be found necessary to give to our commerce and sea-coast the greatest possible security.

As connecting itself immediately with this subject, and calling for the most vigilant course of policy on the part of the Government of the United States, the committee beg leave to call the attention of the House to the measures now being adopted by Great Britain, to keep afloat and actively

employed on our northern coast, and in the West Indies, a large number of steamers of the largest class, many of them with their guns on board, and the others at all times ready to receive them.

Some time since, a contract was made with that Government by Mr. Cunard and his associates to carry the Royal mail from Liverpool to Halifax for the sum of sixty thousand pounds sterling, or \$291,600 per annum.

In compliance with this contract, four steamers have been constructed and placed on the line, of twelve hundred tons burden and four hundred and fifty horse power each. These vessels leave Liverpool and Halifax every fortnight, and perform the trip across the Atlantic each way, with great certainty, in twelve days. These steamers are commanded by officers of the Royal Navy, and are to be at all times subject to the orders of the Government. So great has been not only the facilities afforded to commerce and intercourse, but saving to the revenue in the cost of carrying the mail, that it is now proposed to double the number of steamers, that they may leave their respective ports every week instead of every fortnight. The London Journal of Commerce says: "Under the old packet system, between Falmouth and Halifax by the gun brigs, the expense to Government was about forty thousand pounds sterling annually more than the receipts of postage. By the line of Cunard's steam-ships, a balance of twenty thousand pounds appears already to the credit side of the Atlantic mails." This line has been extended to Boston.

On the 20th March, 1840, a contract was entered into between the commissioners of the Admiralty and "the Royal Mail Steam-packet Company," for conveying "all her Majesty's mails" from such port in the British channel as the commissioners shall prescribe, to the West India Islands, the coast of South America, Mexico, and the United States, touching and delivering the mails at the ports specified on the map annexed to this report, on which is traced the various lines of communication to be established in pursuance of the contract. The company is bound to "provide, maintain, keep sea-worthy, and in complete repair and readiness," for the purpose of conveying the mails, "a sufficient number (not less than fourteen) of good, substantial, and efficient steam-vessels, of such construction and strength as to be fit and able to carry guns of the largest calibre now used on board of her Majesty's steam-vessels of war." To adopt from time to time, and at all times, such changes or improvements in construction, machinery, armament, and rigging, as the commissioners may require. To carry a certain number of Government officers and men at a stipulated price, and at all times to hold their vessels subject to the orders of such officer as may be placed on board to assume command. This company is to receive two hundred and forty thousand pounds sterling per annum, which may, in certain events, be increased to three hundred and ten thousand, or to \$1,388,800.

These steamers are all in rapid progress of construction; they are to be about 1,500 tons burden, and to receive engines of 500-horse power each. Those that have been launched are estimated to be in all respects equal to sixty gun frigates. "Thus," it is said, "the country will be doubly served; and while it pays to the Mail Company £240,000 per annum for the transport of the mails, it will defray, by the same payment, the annual charges of the largest and most powerful steam fleet in the world—fully armed with the heaviest ordnance to act as war frigates when required by the Government for that purpose." To which may at any time be added

the steamers employed in Cunard's line, and those running from London and Bristol to New York. It is also said to be in contemplation to establish another line from some port in England to St. John's, New Brunswick, under a contract similar to that made with the Royal Mail Steam-packet Company. All these lines will soon be in full operation, and employ at least twenty-five, and perhaps thirty, steamers of the largest class and most approved construction; those on the southern line, and probably those on the northern lines also, having their guns on board. These steamers are to be commanded by officers of the Royal Navy, and to carry such number of officers and men as the Government, under certain regulations, may require, who will thus derive all the necessary instruction to enable them to command and manage vessels of this description. Of the fourteen designed to carry the West India mails, at least *ten* will be constantly employed in conveying them on the various lines as traced on the map hereto annexed, and it will be seen by reference to it that this formidable fleet will be at all times within three or four days run of our Southern coast. In the event of a declaration of war by Great Britain against the United States—as she will, of course, possess the information necessary to enable her to concentrate her forces—all the steamers in the West India mail service can be collected at any point on the southern coast by the time the declaration would be communicated to the President. Those employed on the northern lines to New York and Boston may commence hostilities before the least preparation can be made to meet them. Depots of coal are to be established at Halifax, and at several ports in the West Indies, from whence these fleets can be supplied, and the prediction made some years since by an intelligent and experienced officer, that their sailing ships of war would become coal carriers to their steamers, will be fulfilled.

There are, it is said, at this time, ten thousand black troops in the British West Indies; and that orders have recently been issued to increase the number to twenty-five thousand. These troops are disciplined and commanded by white officers, and, no doubt, designed to form a most important portion of the force to be employed in any future contest that may arise between Great Britain and the United States; and, by reference to the map of the West India mail lines, it will be seen that, in our present defenceless condition, a force, composed of armed steamers and troops of that description, would not only give great annoyance to our coast, but most effectually, and at once, put a stop to all communication round Cape Florida, or through the passes of the West Indies, to or from the Gulf of Mexico, and consequently the commerce of the great valley of Mississippi must fall into the hands of the enemy, or its vast productions, cut off from market, be rendered valueless.

France is pursuing a course of policy in every respect similar to that of Great Britain. The last official register of her navy shows that she then had thirty-seven armed steamers carrying heavy guns, equal in all respects, if not superior, to those of any other nation. The sudden appearance of one of them, some two years ago, in the harbor of Baltimore, must be recollected by all. A law has recently been enacted authorizing the Government to establish a line of armed steamers, from Havre to New York, on the plan of the British West India mail line; and, surprising as it may seem, a number of gentlemen in Boston have actually sent in proposals to take the contract if *that* city, instead of New York, shall be inserted in it. Thus it will be perceived that our own merchants, driven by the

laws of trade and intercourse, are about throwing the whole weight of their skill, enterprise, and capital, into the hands of one of our great maritime rivals, for want of proper action and encouragement on the part of their own Government; and that the humiliating spectacle is likely to be presented of American merchants, who have excelled all others in commercial pursuits, being employed to support a naval force that may be directed against the cities in which they reside.

Under the old system of maritime war, our squadrons could be employed in the protection of our commerce and our flag abroad, without danger of aggression on our own coast, because the fleets of an enemy could no sooner approach to assail than our own return to defend us. But the introduction of steam power has effected such astonishing changes, that armaments on the most extensive scale are no longer to be considered as alone suited to the purposes of war, but the most formidable vessels the world has ever seen are to be employed in the transportation of the mail, passengers, and freight—to pass along the whole line of our coast, and into our ports, as familiarly as common trading-ships. If these vessels can be rendered profitable in time of peace, the security they will afford to persons and property, from the attacks of privateers and small armed vessels, will render them indispensable in time of war.

This system is yet in its infancy; and it is not in the power of the committee to say, with any degree of accuracy, how far it may be rendered useful to our commerce, or profitably connected with our navy; to what extent it may be made to support itself, or the policy of other Governments, and a proper regard for our own safety, may render its adoption wise or necessary. These are questions of the utmost importance to all portions of this widely-extended country, and ought to be promptly and properly inquired into and satisfactorily answered.

A gentleman of great respectability and much experience in commercial affairs, and particularly in steam navigation, has given it as his opinion that "contracts could be made immediately for lines of four steamers from Boston to Havre, of four from New York to Liverpool, of three from Norfolk, via Charleston and Savannah, to Havana, and of three from New Orleans to Havana, by the guaranty of the Government of less than one million of dollars per annum, with a moral certainty of receiving back more than half of it from postage on letters and papers, *immediately*, and the whole in a few years." This arrangement would keep equipped and officered for immediate service at least fourteen steam-frigates, without the annual charge of repairs, manning, victualling, &c. This system would bring to the aid of the Government all the energy, skill, and economy of individuals, who will, in enterprises of this nature, always surpass it.

From what has been stated, it must, in the opinion of the committee, be perceived that a powerful squadron has become as necessary for our protection at home as the employment of our ships of war has hitherto been, or may hereafter be, for the protection of our flag and commerce abroad. This squadron ought at once to be established, and, from time to time, increased as the means placed at command of the Department may permit, and the various objects connected with it, as pointed out in the report of the Secretary, may best be promoted and attained.

For this purpose, the committee report herewith a bill appropriating the amount asked for by the Secretary, and recommend the adoption of the following resolution:

Resolved, That the Secretary of the Navy is hereby directed to inquire into the expediency of aiding individuals or companies in the establishment of lines of armed steamers between some of our principal northern and southern ports, and to foreign ports; to advertise for proposals for the establishment of such lines as he may deem most important and practicable, and report to this House at the next session of Congress.

From the Glasgow Chronicle.

FLEET OF STEAM FRIGATES.

On Thursday week the Clyde, the first of a line of steamers, built under contract with Government, for the Royal West India Steam-packet Company, was launched from the building-yard of Messrs. Robert Duncan & Co., Glasgow. As she is by far the largest vessel ever built on the banks of the Clyde, a very great deal of anxiety was manifested by thousands of our population as to the result of the launch. The Clyde is unquestionably the largest and finest steamer ever fitted out at this port, and sustains the far-famed fine taste for steam-ship building of Messrs. Duncan & Co. The vessel was christened by a daughter of Mr. Duncan. The engines, which are of 500-horse power, from the works of Messrs. Caird & Co., are lying on the quay ready to be put on board; so that in a short time the sailing capabilities of the Clyde will be tested. The following are the dimensions of this vessel: Tons, about 1,840; 213 feet keel and fore rake; 37 feet and a few inches beam; 226 feet over all. She is considered by competent judges to be equal to a 60-gun frigate. The Clyde is the first of the 14 frigates of equal dimensions now in progress of construction for the Royal Mail Steam-packet Company. They are all designed to perform, in time of peace, the service of mail-packets to and among the West India islands, and, fully armed with the heaviest ordnance, to act as war frigates when required by Government for that purpose. Thus the country will be doubly served; and while it pays to the Mail Company £240,000 per annum for the transport of mails, it will defray, by the same payment, the annual charges of the largest and most powerful steam fleet in the world. These vessels are all of similar dimensions, having a capacity of about 1,500 tons each, with engines of about 500-horse power. The aggregate fleet will thus consist of 21,000 tons, and 7,000-horse power.

WEST INDIA MAILS CONTRACT.

Return to an order of the honorable the House of Commons, dated 22d May, 1840, for

A copy of the contract whereby the mails to the West India Islands are to be carried by steam navigation.

Ordered by the House of Commons to be printed, 5th June, 1840.

Articles of agreement made this 20th day of March, in the year of our Lord 1840, between the commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, for and on behalf of Her Majesty, of the one part, and "the Royal Mail Steam-Packet Company" of the other part: Witness that the said company hereby covenant, promise, and agree with the said commissioners, for

and on behalf of Her Majesty, that the said company shall and will, at all times during the continuance of this contract, or so long as the whole or any part of the service hereby agreed to be performed ought to be performed, in pursuance thereof, provide, maintain, keep seaworthy, and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, all Her Majesty's mails, (in which all despatches and bags of letters are understood to be comprehended,) which shall at any time and from time to time by the said commissioners or Her Majesty's Postmaster General, or any of the officers or agents of the said commissioners or Postmaster General, be required to be conveyed, a sufficient number (not less than 14) of good, substantial, and efficient steam-vessels, of such construction and strength as to be fit and able to carry guns of the largest calibre now used on board of Her Majesty's steam-vessels of war, each of such vessels to be always supplied with first-rate appropriate steam-engines, of not less than 400 collective horse power; and also a sufficient number, not less than four, of good, substantial and efficient sailing-vessels, of at least 100 tons burthen each; all such steam and sailing-vessels always to be supplied and furnished with all necessary and proper apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the service, hereby contracted to be performed, and also manned with competent officers and a sufficient crew of able seamen and other men; and all the said steam-vessels to be likewise manned and supplied with competent and efficient engineers, machinery, and engines; and to be in all respects, as to vessels, engines, equipments, engineers, officers, and crew, subject in the first instance, and from time to time, and at all times afterwards, to the approval of the said commissioners, and of such persons as shall at any time, or from time to time, have authority under the said commissioners to inspect and examine the same.

That the said contractors shall and will, during the continuance of this contract, in every case diligently, faithfully, and to the satisfaction of the said commissioners, and with all possible speed, convey the said mails on board the said vessels respectively as hereinafter mentioned.

That one of such steam-vessels so approved of, and equipped and manned as aforesaid, with the said mails on board, shall twice in every calendar month, on such days, (but at equal intervals of days,) and at such hour, and from such port in the British channel as the said commissioners shall at any time or times, or from time to time, signify in writing, under the hand of their secretary, to the said contractors, put to sea as soon as the said mails are on board, and proceed to the island of Barbadoes; and after such an interval from her arrival there (not exceeding six hours) as the governor or senior naval officer present may require, such steam-vessel as aforesaid shall forthwith proceed, with the said mails on board, to the island of Grenada, and there remain so long only (not exceeding twelve hours) as the governor or senior naval officer present may require, and thence proceed, with the said mails on board, to the island of Santa Cruz; from Santa Cruz to St. Thomas, from St. Thomas to Nicola Mole, in the island of Hayti, from Nicola Mole to Santiago de Cuba, and from Santiago de Cuba to Port Royal in the island of Jamaica.

That at the expiration of such interval, not exceeding 24 hours from the time of the arrival of the steam-vessel at Port Royal, as the governor or

senior naval officer present may require, such steam-vessel, after the said mails shall have been there delivered, and others received on board, shall proceed to Savannah-la-Mar in the same island; and after the said mails have been there delivered, and others received on board such steam-vessel, shall proceed to Havana in the island of Cuba; and at the expiration of such an interval as, after consulting the contractor's officer or agent, Her Majesty's consul shall require, not exceeding 48 hours from the arrival of the steam-vessel at Havana, such a steam-vessel as aforesaid, with the said mails on board, shall successively proceed, on her return, from Havana to Savannah la-Mar, from Savannah-la-Mar to Port Royal aforesaid, from Port Royal to Santiago de Cuba, from Santiago de Cuba to Nicola Mole, from Nicola Mole to Samana in the island of Hayti, delivering and receiving on board the mails at each place, care being taken that the said steam-vessel shall always arrive at Samana aforesaid (after performing the said voyage from Barbadoes, under ordinary circumstances of wind and weather) on the 22d day after the arrival from England of the mails at Barbadoes.

That such a steam-vessel as aforesaid shall, as soon as the said mails shall have been delivered and others received on board at Samana, make the best of her way back from Samana to such port in the British channel as the said commissioners, parties hereto, shall, at any time or times, or from time to time, by writing under the hand of their secretary, direct.

That immediately on the arrival at Barbadoes from England of every steam-vessel employed in the performance of this contract, another of such steam-vessels as aforesaid shall likewise successively proceed with the said mails on board, from Barbadoes to the island of Tobago, from Tobago to Demerara in British Guiana, from Demerara to Berbice, in the same colony, and from Berbice to Paramaribo, in Dutch Guiana.

That every steam-vessel which shall arrive at Paramaribo in the performance of this contract, shall there remain so long as may be considered expedient by the said commissioners, or their officer or agent, not exceeding 48 hours from the time of her arrival at that place, and shall then proceed successively from Paramaribo to Berbice, from Berbice to Demerara, from Demerara to Tobago, from Tobago to Grenada, and from Grenada to Barbadoes; such last-mentioned steam-vessel always to arrive at Barbadoes in time to be ready to depart thence immediately to Tobago on the arrival of such one of the said steam-vessels as shall next reach Barbadoes from England, and from Tobago to the said several islands and places in the succession before mentioned.

That immediately on every arrival at Grenada of the said mails from England, another of such steam-vessels as aforesaid shall successively proceed, with the mails on board, from Grenada to St. Vincent, from St. Vincent to St. Lucia, from St. Lucia to Martinique, from Martinique to Dominica, from Dominica to Guadaloupe, from Guadaloupe to Antigua, from Antigua to Montserrat, from Monserrat to Nevis, from Nevis to St. Kitt's, from St. Kitt's to Santa Cruz, from Santa Cruz to Tortola, from Tortola to St. Thomas, from St. Thomas to St. Juan's in the island of Puerto Rico, from St. Juan's to Samana, from Samana to Curaçao, from Curaçao to Porto Cabello, from Porto Cabello to La Guyra, from La Guyra to Trinidad, and from Trinidad back to Grenada; always to arrive at Grenada in time to be ready to depart immediately, thence with the mails from St.

Vincent and the other islands and places, in the succession last mentioned, on every arrival of the said mails from England.

That immediately on every arrival at Grenada of the said mails from England in the performance of this contract, another of such steam-vessels as aforesaid, shall likewise successively proceed with the said mails to Port of Spain in the island of Trinidad, from Trinidad to La Guyra, from La Guyra to Porto Cabello, from Porto Cabello to Curaçao, from Curaçao to Samana, from Samana to St. Juan's, Porto Rico, from St. Juan's to St. Thomas, from St. Thomas to Tortola, from Tortola to Santa Cruz, from Santa Cruz to St Kitt's, from St. Kitt's to Nevis, from Nevis to Montserrat, from Montserrat to Antigua, from Antigua to Guadaloupe, from Guadaloupe to Dominica, from Dominica to Martinique, from Martinique to St. Lucia, from St. Lucia to St. Vincent, and from St. Vincent back to Grenada, always arriving at such last-mentioned place in time to be ready to depart again from Grenada with the mails for the Port of Spain, and the other islands and places in the succession last before mentioned, immediately on every arrival of the said mails from England.

That immediately on the arrival at Curaçao of every steam-vessel employed in the performance of this contract which proceeds from Grenada to Curaçao, by way of La Guyra, such a sailing-vessel as aforesaid shall successively proceed from Curaçao with the mails to Santa Martha, from Santa Martha to Cartagena, where she shall remain 24 hours, and no longer; and then make the best of her way back with the mails to Santa Martha, and from Santa Martha to Curaçao.

That immediately on every arrival at Nicola Mole, in the island of Hayti, of the mails from England, another of such sailing vessels as aforesaid shall successively proceed with the said mails to Bahama islands; that is to say, to Crooked island, from Crooked island to Rum island, and from Rum island to New Providence, where she shall remain for a period not exceeding 72 hours; and immediately at the expiration of her stay there, she shall successively return with the mails from New Providence to Rum island, from Rum island to Crooked island, and from Crooked island to Nicola Mole, always arriving at the latter place in time to meet the steam-vessel conveying the return mails to England from Jamaica.

That immediately on every arrival of the said mails from England at Port Royal, Jamaica, another of such steam-vessels as aforesaid shall proceed with the mails to Chagres, from Chagres to Cartagena, from Cartagena to Santa Martha, and from Santa Martha back to Port Royal aforesaid, always arriving at the latter place in time to meet the steam-vessel conveying the return mails from Havana to Port Royal.

That immediately on the arrival at Savannah-la-Mar of the said mails from England, another of such sailing-vessels as aforesaid shall proceed with the mails to Trinidad de Cuba, and from Trinidad de Cuba to Belise, in Honduras; and, after remaining there 48 hours, shall make the best of her way back direct to Trinidad de Cuba, and thence to Savannah-la-Mar.

That immediately on every arrival at Havana of Her Majesty's said mails from England, another of such steam-vessels as aforesaid, with the mails, shall successively proceed to Vera Cruz, from Vera Cruz to Tampico, from Tampico to Mobile, or such other port or ports in the United States of America, or the Gulf of Mexico, as shall at any time, or from time to time, be determined by the said commissioners, and notified to the said contractors by writing under the hand of the Secretary of the Admi-

rally, and from Mobile, or such last-mentioned port or ports as aforesaid, to Havana, always arriving at the latter place in time to depart thence immediately to Vera Cruz on the arrival of the mails from England.

That, also, immediately on every arrival at Havana of the said mails from England, another of such steam-vessels as aforesaid, with the said mails, shall likewise successively proceed from Havana direct to Mobile, or to such other port or ports in the said United States or the Gulf of Mexico, as before provided, from thence to Tampico, from Tampico to Vera Cruz, and from Vera Cruz to Havana, always arriving at the latter place in time to be ready to depart thence again on the arrival of the mails from England.

That immediately on every arrival at Havana of the said mails from England, another of such steam-vessels as aforesaid, with the said mails, shall successively proceed from Havana to Matanzas, in the island of Cuba, from Matanzas to New York, calling at such intermediate ports on the American coast as shall at any time, or from time to time, be determined by the said commissioners, and notified to the said contractors by writing under the hand of the Secretary of the Admiralty; and such vessel shall afterwards proceed from New York to Halifax, in Nova Scotia, and shall thence return with the mails to New York, from New York to Matanzas, calling at such intermediate ports as shall be determined as last aforesaid, and from Matanzas to Havana, always arriving at the latter place in time to be ready to depart thence again with the mails by the same route on the arrival of the next mails due from England.

That at each of the places and ports at which any of the said vessels, whether steam or sailing-vessels, are or may be appointed to call or proceed, in the performance of this contract, and where no time is hereby specifically fixed for their stay, they shall remain so long only as shall be required for landing and embarking the mails, leaving the precise stay of the said vessels at such places to be determined by the said commissioners, after experience of the manner in which the said service can be performed, and with power to them also, when so determined, to alter the same from time to time, in such manner as in their judgment will afford the greatest accommodation to the different places and ports, consistently with insuring the due arrival and departure of the said several vessels, with the mails, at and from the ultimate places of their destination at the proper times; and the said company shall and will, at the expiration of three calendar months' notice in writing, under the hand of the Secretary of the Admiralty, alter, and from time to time vary, the periods of the stay of the said vessels at such respective places and ports, and the times of their arrival and departure, according to the directions which the said company may at any time, or from time to time, receive from the said commissioners as aforesaid.

That the said company, also, shall and will, at the expiration of three calendar months' notice in writing, under the hand of the Secretary of the Admiralty, alter, and from time to time vary, the route of all or any of the steam and sailing vessels employed in the performance of this contract, according to such direction as they shall so receive by such notice.

That if, at any time or times, owing to stress of weather, or any other unavoidable circumstance, any vessel employed in the performance of this contract shall not be able, in the opinion of the officer or person having charge of Her Majesty's said mails, to reach in due course any of the places to which she ought to proceed, the same officer or person may and shall

give such directions and make such alterations for the particular case, as shall seem most expedient to him for the performance of the service; and any directions or orders which he may give in such cases shall be strictly obeyed by the master of every such vessel, who shall insert such alterations, and the reason thereof, in his log-book, which shall, whenever required, be produced to the said commissioners, or to the Governor of any British colony, or to Her Majesty's consul at any foreign port or place.

That the said company shall and will, from time to time, and at all times during the continuance of this contract, make such alterations or improvements in the construction, equipments, and machinery of the vessels which shall be used in the performance of this contract, as the advanced state of science may suggest and the said commissioners, parties hereto, may direct.

That the said company shall receive and allow to remain on board each of the said steam-vessels, so to be employed in the performance of this contract, an officer in Her Majesty's navy, or any other person to be appointed by the said commissioners, to take charge of the said mails; and also a servant of the said officer or other person as aforesaid, if required; and that every such officer or other person shall be recognised and considered by the said company and their officers, agents, and seamen, as the agent of the said commissioners in charge of the said mails, and as having full authority in all cases to require a due and strict execution of this contract on the part of the said company, their officers, servants, and agents, and to determine every question whenever arising relative to proceeding to sea, or putting into harbor, or to the necessity of stopping to assist any vessel in distress, or to save human life; and that the decision of such officer or other person, as aforesaid, shall in each and every such case be final and binding on the said company, unless the said commissioners, on appeal by the said company, shall think proper to decide otherwise. That a suitable first-rate cabin, with appropriate bed, bedding, and furniture, shall, at the cost of the said company, be provided and appropriated by them for and to the exclusive use and for the sole accommodation of every such naval officer or other person authorized as aforesaid, and also a proper and convenient place of deposit on board, with secure lock and key, for the mails; and that each and every of the said officers or other persons as aforesaid shall be victualled by the said company as a chief cabin passenger, without any charge being made, either for his passage or victualling; and that should all or any of such officers or other persons require a servant, such servant, and also any person appointed to take charge of the mails on board the said sailing vessels, shall be also provided with a proper and suitable berth, and be duly victualled by and at the cost of the said company, without any charge being made for the same. And that if the said commissioners shall at any time during the continuance of this contract think fit to entrust the charge and custody of the mails to the master of any of the vessels to be employed in the performance of this contract, or if the officer or other person appointed to have charge of the mails shall, from illness or any unforeseen accident, be unable to proceed on the voyage, and no other officer or person be sent on board by the said commissioners, or any of their agents, in his stead, in any of such cases the master shall, without any charge to the public, take due care of and be responsible for the receipt, safe custody, and delivery of the said mails; and shall make the usual declaration or declarations required, or which may be required, by Her Majesty's Postmaster General in such or similar cases; and every such master, having the

charge of such mails, shall himself, immediately on the arrival at any of the said ports or places of any vessel so conveying the same, deliver the said mails into the hands of the postmaster of the port or place where such mails are to be delivered, or into the hands of such other person as the said commissioners shall direct and authorize to receive the same, receiving, in like manner, all the return mails to be forwarded in due course.

That at each port or place where the said mails are to be delivered and received, the naval officer or such other person to be appointed as aforesaid shall, whenever and as often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed for the time being in the performance of this contract, together with or (if such officer or person considers requisite) without the said mails, in a suitable boat, with not less than four oars, to be provided and properly manned and equipped by the said company, and that the directions of the naval officer or other person as aforesaid shall in all cases be obeyed as to the mode, time, and place of receiving and delivering the said mails.

That if any vessel employed in the performance of this contract, having the mails on board, shall stop, linger, or deviate from the direct course on her voyage, (except from stress of weather or other unavoidable circumstances, or when authorized as aforesaid,) or shall delay starting at the appointed time, or shall put back into port after starting, without the sanction, in each and every case, of the officer or other person authorized to have the charge of the said mails, then and in each and every of such cases, and as often as the same shall happen, the said company shall and will forfeit and pay unto Her Majesty, her heirs and successors, the sum of £100; and that if any vessel which ought to leave the place which may be appointed for her departure from England for Barbadoes in the performance of this contract, shall not proceed direct on her voyage for twelve hours after the proper and appointed time, (except as aforesaid,) the said company shall and will, so often as any such omission shall happen, forfeit and pay unto Her Majesty, her heirs and successors, the sum of £500, and also the further sum of £500 for every successive period of twelve hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract. And that if any vessel which ought to leave any other port or place in performance of this contract shall not proceed direct on her voyage for twelve hours after the proper and appointed time, (except as aforesaid,) the said company shall and will, so often as any such omission may occur, forfeit and pay unto Her Majesty, her heirs and successors, the sum of £200; and also the further sum of £200 for every successive period of twelve hours which shall elapse until such vessel shall proceed direct on her voyage in the performance of this contract.

That every naval officer or other person authorized to have the charge of the said mails shall, either alone or with such other persons as he may consider necessary, have full power and authority, as often as he may deem it requisite, to examine and survey in such manner, and with the assistance of such persons as he may think proper, any of the vessels employed, or to be employed, in the performance of this contract, and the hulls, machinery, and equipments thereof, on his giving notice to the master for the time being of the vessel about to be examined of such his intention; and if any defect or deficiency be ascertained, and notice thereof be given to such master, and if the said master shall not immediately, or

as soon as possible, thereupon remedy, replace, or effectively repair, or make good every such defect or deficiency, the said company shall, in every such case, forfeit and pay to Her Majesty, her heirs and successors, the sum of £100; but the payment of such penalty shall not in anywise release or discharge the said company from remedying, replacing, or effectively repairing or making good such deficiency or defect, or from being considered not to have committed a breach of this contract. And that the said commissioners shall also have full power, whenever and as often as they may deem it requisite, to survey, by any other of their officers or agents, all and every the vessels employed, and to be employed in the performance of this contract, and the hulls thereof, and the engines, machinery, furniture, tackle, apparel, stores, and equipment of every such vessel; and if any such vessel, or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments, shall, on any such survey, be declared by any of such officers or agents unseaworthy, or not adapted to the service hereby contracted to be performed, or if such officers or agents shall deem it necessary or expedient that any alteration or improvement shall be made therein, or any part thereof, in order to keep pace with the more advanced state of science, every vessel which shall be disapproved of, or in which such deficiency, defect, or want of improvement shall appear, shall be deemed inefficient for any service hereby contracted to be performed, and shall not be employed again in the conveyance of the mails until such defect or deficiency shall have been repaired or supplied, or the alterations or improvements, as the case may be, shall have been made to the satisfaction of the said commissioners; and, if employed before such defect or deficiency shall have been supplied, or such alterations or improvements, as the case may be, shall have been made to the satisfaction of the said commissioners, the said company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of £500.

That the said company and all commanding and other officers of the vessels to be employed in the performance of this contract, and all agents, seamen, and servants of the said company, shall, at all times, during the continuance of this contract, punctually attend to the orders and directions of the said commissioners, or of any of their officers or agents, as to the landing, delivering, and receiving the mails. And it is hereby agreed, by and between the parties hereto, that all and every the sums of money hereby stipulated to be forfeited and paid by the said company unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, and shall and may be deducted and retained by the said commissioners out of any moneys payable, or which may thereafter be payable, to the said company, or the payment may be enforced, with full costs of suit, at the discretion of the said commissioners.

That the said company shall and will, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said commissioners, or by such naval or other officers or agents acting under their authority, (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them,) receive, provide for, victual, and convey on board each and every or any of the vessels to be employed in the performance of this contract (in addition to the naval officer or other person authorized to have the charge of the said mails) any officers in the navy, army, or civil service of Her Majesty, not exceeding two, as chief-cabin passengers,

and any persons, not exceeding two, as fore-cabin passengers, and any number of seamen, marines, or soldiers, not exceeding ten, charging for such passengers two-thirds only of the fares or rates charged by the said company for ordinary passengers of a similar description.

And that the said company shall and will receive on board each and every of the said vessels employed in the performance of this contract any number of small packages containing astronomical instruments, charts, wearing apparel, or other articles, and convey and deliver the same to, from, and between all or any of the said ports or places to or from which the said mails are to be conveyed in the performance of this contract, when and as often as directed by the said commissioners, or their secretary or agents duly authorized, free from all costs and charges; and also shall and will receive on board each and every of the said vessels, and convey and deliver to, from, and between all or any of the same ports or places, any naval or other stores, not exceeding five tons in weight, at any one time, in any one vessel, at the rate of freight charged by the said contractors for private goods, on receiving from the said commissioners, or any of their officers or agents, two days' previous notice of its being their intention to have such stores so conveyed.

And the said commissioners, in consideration of the premises, and of the said company, their officers, servants, and agents, strictly and punctually performing the whole of the said service hereby contracted to be performed, and observing and keeping the covenants and agreements hereby entered into by them, do, for and on behalf of Her Majesty, her heirs and successors, promise and agree that they, the said commissioners, on behalf of Her Majesty, will, for the time the whole of the said service shall have been strictly performed, pay or cause to be paid to the said company, by bills at sight, payable by Her Majesty's Paymaster General, a sum after the rate of £240,000 per annum, by equal quarterly payments, and with a proportionate part thereof should this contract terminate on any other day than a day of quarterly payment, such payments to be subject, however, to the abatement of any forfeitures which the said company may have incurred as herein provided, and the first of such payments to be made at the expiration of three calendar months from the period when the first of such steam-vessels shall have put to sea on her voyage to Barbadoes in performance of the entire service hereby contracted for.

And it is hereby agreed that, if at any time and so long as the said company shall make it appear to the satisfaction of the commissioners of Her Majesty's Treasury for the time being (but not otherwise) that from any change in the relations between this kingdom and any foreign countries, or from war or other causes, distinctly of a public and national character, to be judged of by the same commissioners, the rate of insurance for steam-vessels, and the freight payable by the said contractors for coals which may be sent out from the United Kingdom to be used in the performance of this contract, and the rate of insurance on such coals shall have been raised above the averages hereinafter mentioned, that is to say, 6*l.* 6*s.* per cent. per annum on such steam-vessels as aforesaid, 1*l.* 2*s.* 6*d.* per ton for the freight of coals, and 2*l.* 2*s.* per cent. for the insurance thereon, the said company shall be paid an additional yearly sum of money according to the increase above the said specified averages; but the said additional sum of money for freight shall be paid in respect of 60,000 tons per annum, and no more, and the yearly amount of any additional sum of money to be paid

as aforesaid, in any case or under any circumstances, either for insurance and freight or otherwise, shall not exceed 60,000% per annum.

And it is hereby further agreed, that if after the said commissioners of the Treasury shall have decided that some additional sum of money should be paid to the said company, in consequence of any such increase in the said rates of insurance and freight, any difference should arise as to the amount so to be paid, such difference shall be referred to two arbitrators, one to be chosen from time to time by the said commissioners of the Treasury, and the other by the said company; and if such arbitrators should at any time or times not agree in the matter or question referred to them, then such question in difference shall be referred by them to an umpire, to be chosen by such arbitrators before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire, when the said arbitrators cannot agree, shall be binding and conclusive upon all parties.

And it is hereby also agreed, that, if, in the opinion of the said commissioners for executing the said office of Lord High Admiral, a portion of the service hereinbefore mentioned can be satisfactorily performed before the period at which this contract is to commence, as hereinafter provided, the same commissioners shall, if they think proper, direct and allow such portion of the said service only to be performed by such number of such steam vessels, as aforesaid, as they may deem necessary, and in that case there shall be paid to the said company a sum after the rate of 20,000% per annum for every such steam-vessel while so employed.

And it is hereby further agreed, that if an entire stoppage of any part of the service hereby contracted to be performed shall occur by reason of any change in the relations between this kingdom and foreign countries, or by reason of war or other causes, distinctly of a public and national character, the said commissioners of the Treasury shall have power to make such alterations in the course and services of all or any of the vessels employed in the performance of this contract, even beyond the limits of the several ports or places to which the said mails are hereby agreed to be conveyed, as they the same commissioners may deem most advantageous to the public, provided that for the effecting any such alterations it shall not be necessary for the said company to employ any more such steam or sailing vessels as aforesaid than they are hereby bound to employ in duly performing the whole of the said service hereby specifically contracted to be performed; and in case the same commissioners shall consider that any such alterations cannot be satisfactorily made, and the said company can perform the remainder of the said service with a less number of vessels than is required to be employed by them while performing the whole of the said service, then, and so long as such may be the case, there shall be a reasonable annual deduction made from the money hereby agreed to be paid to them, or such other arrangement made by the same commissioners as they, the same commissioners, may consider fair and just between the company and the public.

And it is hereby agreed and declared, that this contract shall commence on the 1st day of December, 1841, or on such earlier day as the parties hereto may mutually arrange, and shall continue in force for 10 years from the first day on which the first of such steam-vessels shall put to sea for Barbadoes with the mails, in performance of the entire service hereby contracted for, and then determine if the said commissioners, parties hereto, shall, by writing under the hand of the Secretary of the Admiralty for the

time being, have given to the said company, or the said company shall have given to the said commissioners, 12 calendar months' notice in writing, that this contract shall determine at the expiration of the said term of 10 years; but if neither the said commissioners nor the said company shall give any such notice, this contract shall continue in force even after the said term of 10 years, until the expiration of 12 calendar months' notice, in writing as aforesaid, shall be given by either of the parties hereto to the other of them.

And it is hereby further agreed and provided, that the said company shall not assign, underlet, or dispose of this contract, or any part thereof; and that in case of the same, or any part thereof, being assigned, underlet, or otherwise disposed of, or of any breach of this contract on the part of the said company, their officers, agents, or servants, it shall be lawful for the said commissioners for executing the said office of Lord High Admiral, (if they think fit, and notwithstanding there may or may not have been any former breach of this contract,) by writing under the hand of their Secretary for the time being, to determine this contract, without any previous notice to the said company or their agents; nor shall the said company be entitled to any compensation in consequence of such determination; but even if this contract be so determined, the payment of the sum of moneys hereinafter agreed to be made shall be enforced, should the same be not duly paid by the said company.

And it is also agreed, that the notices or directions which the same commissioners, or their secretary, officers, or other persons, are hereby authorized and empowered to give to the said company, their officers, servants, or agents, may, at the option of such commissioners, or of their secretary, officers, or other persons, be either delivered to the master of the vessel, or other officer, agent, or servant of the said company, in the charge or management of any vessel employed in the performance of this contract, or may be left for the said company at their office or house of business in London.

And lastly, for the due and faithful performance of all and singular the covenants, conditions, provisoes, clauses, articles, and agreements hereinbefore contained, which, on the part and behalf of the said company, are ought to be observed, performed, fulfilled, and kept, the said company do hereby bind themselves and their successors unto our Sovereign Lady the Queen in the sum of £50,000 of lawful money of the United Kingdom, to be paid to our said Lady the Queen, her heirs and successors, by way of stipulated ascertained damages hereby agreed upon between the same commissioners and the said company, in case of the failure on the part of the said company in the due execution of this contract, or any part thereof. In witness whereof, two of the said commissioners for executing the office of Lord High Admiral have hereunto set their hands and seals, and the said "Royal Mail Steam Packet Company" have hereto set their corporate seal the day and year first above written.

Signed, sealed, and delivered

by the said Commissioners,

in the presence of

JOHN JAMES.

W. PARKER, [L. s.]

DALMENY. [L. s.]

The corporate seal of the above-named Royal Mail Steam Packet Company was hereunto affixed, by order of the Court of Directors, in the presence of

W. H. PITCHER, Sec. to Directors.

JOHN JAMES.

ROYAL MAIL STEAM PACKET COMPANY.

Capital £1,500,000 in 15,000 Shares of £100 each.

DIRECTORS.—JOHN IRVING, Esq. M. P., *Chairman*; Andrew Colville, Esq. *Deputy Chairman*; Thomas Baring, Esq., George Brown, Esq., James Cavan, Esq., Robert Cotesworth, Esq., Henry Davidson, Esq., Russell Ellice, Esq., George Hibbert, Esq., John Irving, Jr. Esq., W. S. Marshall, Esq., P. M. Stewart, Esq.

Details of service to be performed.

England to Barbadoes 16 days; stop there 10 hours. Deliver mails, &c., for Tobago, British Guiana, and Surinam. Afterwards proceed to Grenada, 140 miles, 12 hours; together 22 hours. At Grenada stop 12 hours to land the mails, passengers, &c., for all the windward ports, Laguayra, &c.

The same steamer will proceed from Grenada to the Havana, by St. Thomas, Porto Rico, Cape Nichola Mole, St. Jago de Cuba, and Jamaica, with the outward mails, and will return from the Havana to Samana (Hayti) by the same route with the inward European and intercolonial mails from these several places, the Gulf of Mexico, the Havana, and South America, and at Samana take in the mails collected from the several windward ports, and thence proceed with all the European mails to England. The course and time outwards and inwards to the port in the English Channel nearest to London, will be as is particularly stated in the following table :

ROUTE AND TIME STEAMERS.—WEST INDIES ONLY.

18

TIME OUTWARDS.											TIME INWARDS, FROM HAVANA.										
Post leave		Arrive at Barbadoes and Grenada.			Arrive at Jamaica, by St. Thomas, &c.			Arrive at Havana, by S. La Mar.			Arrive at Jamaica, by S. La Mar.			Arrive at Samana, by St. Jago, &c.			Arrive at Portsmouth or Southampton.		Arrive at London on morning of		Total days.
London.	A port in the English Channel.	Date (a)	Distance.	Stop-pages, &c.	Date	Distance.	Stop-pages, &c.	Date	Distance.	Stop-pages, &c.	Date	Distance.	Stop-pages, &c.	Date	Distance.	Stop-pages, &c.	Date.	Distance.	Date.	Month.	
June 1st	2d	17th	3,660	2 days	25th	1,240	1 day	29th	684	2 days	5th	684	"	9th	580	"	28th	3,800	29th	July	57
" 15th	16th	2d	"	2 "	10th	"	1 "	14th	"	2 "	20th	"	"	24th	"	"	12th	"	13th	August	"
July 1st	2d	17th	"	2 "	25th	"	1 "	29th	"	2 "	4th	"	"	8th	"	"	27th	"	28th	"	"
" 15th	16th	1st	"	2 "	9th	"	1 "	13th	"	2 "	19th	"	"	23d	"	"	11th	"	12th	Sept.	"
Aug. 1st	2d	17th	"	2 "	25th	"	1 "	29th	"	2 "	4th	"	"	8th	"	"	27th	"	28th	"	"
" 15th	16th	1st	"	2 "	9th	"	1 "	13th	"	2 "	19th	"	"	23d	"	"	12th	"	13th	Oct.	"
Sept. 1st	2d	17th	"	2 "	25th	"	1 "	29th	"	2 "	5th	"	"	9th	"	"	28th	"	29th	"	"
" 15th	16th	2d	"	2 "	10th	"	1 "	14th	"	2 "	20th	"	"	24th	"	"	12th	"	13th	Nov.	"

(a) The arrival at Barbadoes will generally take place on the forenoon of the 17th, &c. &c. This will enable the steamers to leave Grenada on the evening of the 18th, &c. &c., and consequently to accelerate thereby all the subsequent voyages, including the voyage to Europe, one day.

Rep. No. 3.

Windward Stations.

No. I.

The steamer for British Guiana, &c., having taken in coals for her voyage at Grenada, the general *depôt*, (on account of the superiority of the port, and its complete security from hurricanes,) will proceed thence to Barbadoes (one day) in order to be ready when the next packet arrives from England, and will on her arrival proceed thence with the mails for Tobago, Demerara, &c. This steamer will carry up from Grenada to Barbadoes all the passengers and intercolonial mails, &c., collected at the former island by the steamers from all the places about to be enumerated. The return mail from Barbadoes to Europe will always be carried forward to Samana by the steamer which takes the mails from Europe brought by the subsequent packet.

	Distance.	Days.
Grenada to Barbadoes	140	1
Barbadoes to Tobago, Demerara, Berbice, and Parimaribo	600	4
Stop at Parimaribo	-	3
Parimaribo to Tobago, by Berbice and Demerara	480	2
Tobago to Grenada	87	1
Total	1,307	11

Demerara will have 6 days to reply to letters, Berbice 5 days, and Tobago 9 days.

No. II.

A steamer will proceed from Grenada to the following places:

	Distance.	Days.
Grenada to Trinidad, Laguayra, Porto Cabello, and Curassoa, including stoppages	600	3
Curassoa to Samana, Hayti	440	2
Samana to St. Thomas, by Porto Rico	240	1½
St. Thomas to Grenada, (see table No. III)	536	4
Stoppages and allowances, say	-	1½
Total	1,816	12

From Grenada to Curassoa, land the outward European and colonial mails, and from Curassoa to Grenada, by Samana, &c., land and take in intercolonial mails. The return European mails from all the places between Grenada and Samana *southwards*, will be carried forward by the next steamer which brings the mails by the following packet from Europe.

No. III.

From Grenada another steamer will proceed to the following places:

	Distance.	Hours.	Days.
Grenada to St. Vincent's	72	7	
St. Vincent's to St. Lucia	52	5	
St. Lucia to Martinique	44	4	
Martinique to Dominica	40	4	
Dominica to Guadaloupe	44	4	

	Distance.	Hours.	Days.
Guadaloupe to Montserrat	-	49	5
Montserrat to Antigua	-	33	3
Antigua to St. Kitt's, by Nevis	-	57	5
St. Kitt's to St. Thomas, by Tortola	-	145	13
Stoppages to St. Thomas, say	-	-	1
St. Thomas to Samana, by Porto Rico	-	240	1
Samana to Grenada, by Curassoa, &c.	-	1,040	6
Stoppages and allowances, say	-	-	2
Total	1,816	12	

The chief Haytian mail will be landed at Cape Nichola Mole. At that place also a sailing schooner will take in and proceed with the outward mails for Crooked island and Nassau, and return with the inward mails from both these places to Cape Nichola Mole, thus:

	Distance.	Days.
Cape Nichola Mole to Crooked Island	165	1
Crooked island to Nassau	230	2
Stop at Nassau	-	3
Nassau to Crooked island	230	4
Crooked Island to Cape Nichola Mole	165	1
Total	590	11

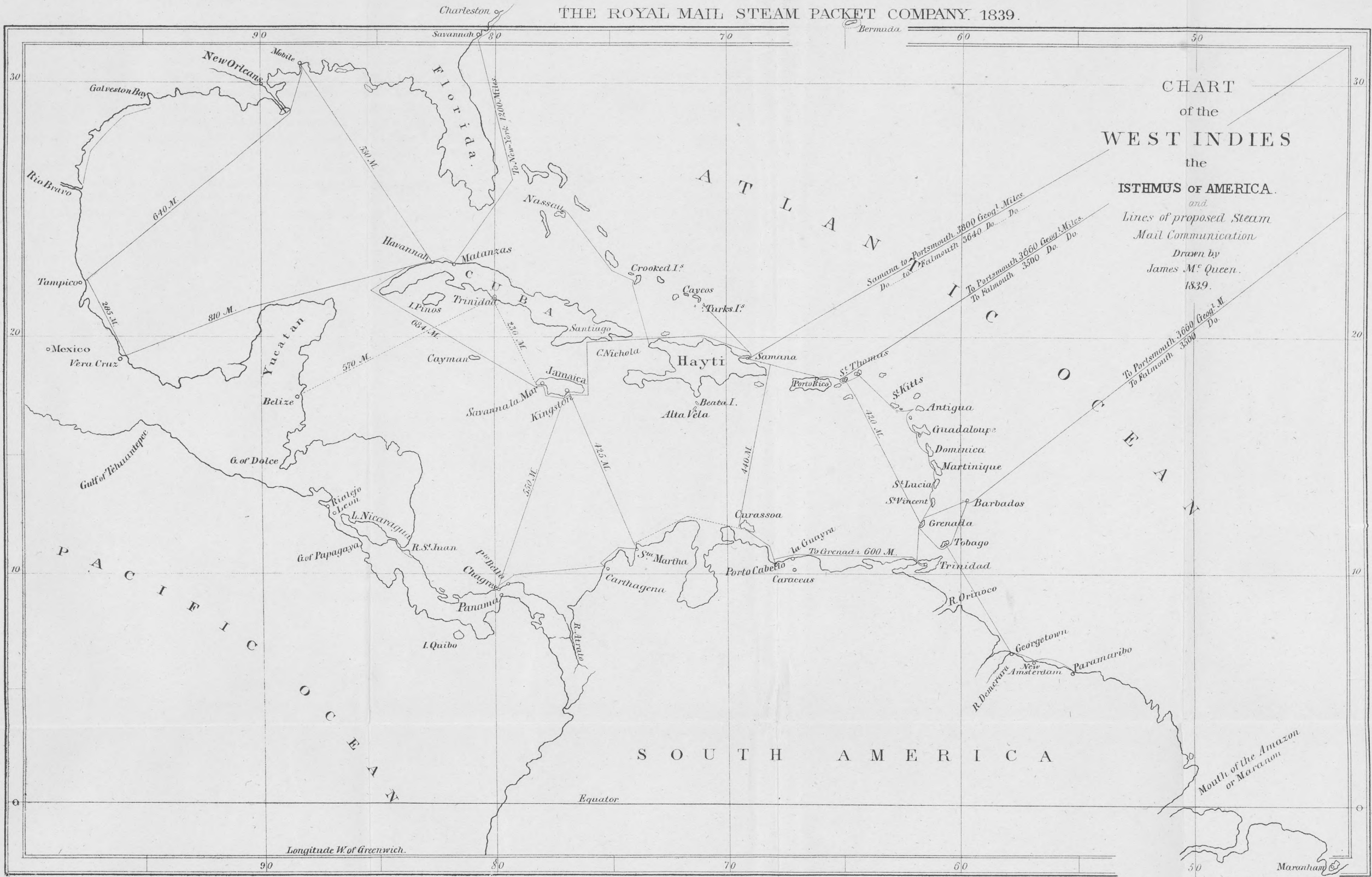
From Grenada to Samana *northwards*, (St. Thomas and Porto Rico excepted,) land the outward European and intercolonial mails, and from Samana to Grenada *southwards*, take in the intercolonial mails for all the islands estward, northward, and westward. The return European mails from the former places, will be carried forward from Grenada to Samana by the next steamer, with the mails by the following packet from Europe. All the islands and places here alluded to will consequently have 15 days to reply to their letters.

Curassoa to Carthagera, by Santa Martha, is 420 miles. A sailing vessel will carry forward from Curassoa the outward mails for the two latter places, by which means they will get these one or two days earlier than by way of Jamaica, and, having delivered these, will return immediately to Curassoa with the coast return and intercolonial mails. The return mails from Carthagera and Santa Martha for Europe, will be taken by the steamer returning from Chagres to Jamaica. The course and time of the sailing vessel may be, outwards 4 days; inwards 8 days. If it is back *within* 15 days, it will be in time for the next outward steamer from Barbadoes, &c.

Chagres and Gulf of Mexico Stations, &c.

	Distance.	Days.
A steamer will proceed from Jamaica to Chagres direct	550	2½
Stop at Chagres	-	2½
Chagres to Jamaica, by Carthagera and Santa Martha	800	4½
Total	1,350	9½

THE ROYAL MAIL STEAM PACKET COMPANY. 1839.



At Chagres, land the outward mails for the Pacific, and take in the return mails from thence, and proceed to Jamaica by Carthagena and Santa Martha, as above stated. It is desirable that as much time as possible should be given at Chagres in order to secure the reception of the mails from Panama. The distance from Chagres to Panama direct is 33 miles, (the route ten by water, and 28 by land.)

From Savannah-la-Mar* a sailing-vessel will carry forward the outward mails twice every month to Trinidad de Cuba, (230,) and thence to Honduras, (570 miles,) together 800 miles, say six days. Stop there 2 days, then beat back by the same route in 11 days, altogether 20 days. If back at Savannah-la-Mar within 23 days, she will always be in time for the return steamer with the mail of the following packet. The best and safest course for the Honduras mail, however, will be from and to the Havana.

From Havana a steamer will proceed to Mobile, &c.

	Distance.	Days.
Havana to Mobile	530	3
Mobile to Tampico, by Belize (mouth of the Mississippi)	640	3
Tampico to Vera Cruz	205	1
Stop at Vera Cruz		1
Vera Cruz to Havana	810	4
Total	2,185	12

At Mobile or Belize land the outward, European, Colonial, and North American mails; and at Tampico and Vera Cruz take in the return mails from these places, for Europe, North America, and the Colonies.

Another steamer will proceed from Havana to Vera Cruz, &c.

	Distance.	Days
Havana to Tampico, by Vera Cruz	1,015	4½
Stop at Tampico, and allowances		2
Tampico to Havana, by Belize and Mobile	1,170	5½
Total	2,185	12

This steamer at Vera Cruz and Tampico will land the outward European, North American, and Colonial mails; and at Belize and Mobile will take in the return European, North American, and Colonial mails.

West Indies, and North American Stations.

	Distance.	Days.
Havana to New York, by Savannah and Charleston	1,200	6
New York to Halifax	520	3
Halifax to Havana, by New York, &c., and Matanzas	1,720	9
Stoppages at New York and Halifax		10
Total	3,440	28

These steamers, twice each month, will be so regulated that they will reach Havana from New York before the outward steamer arrives from

* The outward and the inward mails to and from the west portion of Jamaica could be landed and taken in at Savannah-la-Mar by the Havana steamer, should the Post Office require it.

Jamaica, and will leave Havana for New York, &c., immediately after her arrival. The stoppages either at Halifax or New York may be as above stated; because if the steamers perform the work from the Havana to the Havana again within 30 days, they will always meet the arrival at and departure from the Havana, of the packets with the mails to and from Europe and the Colonies, and South America. They can take in their coals for the voyage at Halifax.

Remarks.

The steamers employed will all be built for the express purpose, and be of the same tonnage and power, (say 400-horse power each,) in order that they may all in rotation fall into the great line and make the voyage to Europe. Besides their regular course of post, 57 days, Barbadoes, Grenada, St. Thomas, and Porto Rico, will have the opportunity of replying to European letters, so as to make the course of post between these places and London only 43 days. At Samana the mails will be removed from steamer to steamer, without any stoppage of moment; consequently they will always be under the protection of the British Flag. Every place within the arrangement will have two mails each month.

At Mobile or Belize land the outward, European, Colonial, and North American mails; and at Tampico and Vera Cruz take in the return mails from these places for Europe, North America, and the Colonies. Another steamer will proceed from Havana to Vera Cruz, &c.

Distance.	Days.	
1,015	44	Havana to Tampico, by Vera Cruz
2	2	Stop at Tampico, and allowances
1,170	46	Tampico to Havana, by Belize and Mobile
<u>2,185</u>	<u>50</u>	Total

This steamer at Vera Cruz and Tampico will land the outward European, North American, and Colonial mails; and at Belize and Mobile will take in the return European, North American, and Colonial mails.

Distance.	Days.	
1,300	8	Havana to New York, by Savannah and Charleston
330	3	New York to Halifax
1,730	8	Halifax to Havana, by New York, &c., and Matanzas
10	10	Stoppages at New York and Halifax
<u>3,440</u>	<u>28</u>	Total

These steamers, twice each month, will be so regulated that they will reach Havana from New York before the outward steamer arrives from Europe. The outward and the inward mails to and from the west portion of America could be landed and taken in at Savannah, &c., for the Havana steamer, should the Post Office require it.