PACIFIC MAIL STEAM-SHIP COMPANY.

HISTORY.

THE Pacific Mail Steam-ship Company, which now exercises undivided control of the great mail steam-ship route, more than 12,000 miles in length, between New York and Hong Kong, in China, *viâ* the Isthmus of Panama and San Francisco, California, with a branch line between China and Japan, was organized in the year 1847, for the purpose of establishing a line of mail steam-ships between Panama and Oregon.

The treaty of the United States with Great Britain, which had previously adjusted the vexed question of the north-western boundary-line, had turned public attention to the great agricultural resources of that region, and thousands of settlers were seeking a permanent home in the rich valleys of Oregon by wild and difficult paths across the Plains and the Rocky Mountains. It was with the view of facilitating the intercourse between the Atlantic States and the possessions of the United States on the Pacific that Congress, on the 3d of March, 1847, authorized the Secretary of the Navy to contract for a mail steam-ship service once every two months, or oftener, during ten years, from New York, *viâ* Charleston, Savannah, and Havana, to Chagres, across the Isthmus of Panama, and thence to Astoria or the mouth of the Columbia River, touching at Monterey, San Diego, and San Francisco, in California, thus substituting for the

long and perilous journey overland, and the more tedious and hazardous voyage around Cape Horn, a new route and mode of travel that would bring settlers within thirty days' journey of the Eastern States.

A contract for a monthly mail-service on the Pacific Ocean, at a compensation of $199,000 per annum, was awarded in 1847 to Mr. Arnold Harris, who, from pecuniary inability to fulfill its requirements, assigned it to Mr. William H. Aspinwall, on behalf of himself and his associates, on the 30th of November of the same year.

Mr. Aspinwall, in conjunction with Messrs. Alsop and Chauncey, Messrs. G. G. and S. S. Howland, and Mr. Edwin Bartlett, merchants of the city of New York, assignees of Mr. Harris's contract, proceeded to take the necessary measures for carrying out the undertaking, and became personally responsible for the sum of $400,000 to be used for this purpose, being the estimated cost of the ships for the proposed service. Their joint property was placed in the hands of Messrs. G. G. and S. S. Howland and Mr. Henry Chauncey as trustees, and Mr. William H. Aspinwall was made the active manager, the other owners agreeing to pay to the trustees and manager for their services a commission of two and a half per cent. on the gross receipts of the enterprise. These receipts, it was then estimated, would probably reach the annual sum of $400,000.

On the 2d of February, 1848, the treaty of peace with Mexico was signed, in the following May ratifications were exchanged, and in July it was publicly proclaimed, and California became the property of the United States, thus rendering even more imperative the necessity of immediate and improved means of communication with the Pacific coast.

On the 13th of April, 1848, a charter was procured from the Legislature of the State of New York, to continue in

force for twenty years from that date, under the title of the "Pacific Mail Steam-ship Company," with a capital stock of $400,000.

It was now found that the three steamers which had been building for this service [viz., the California, which was launched on the 19th of May, 1848; the Panama, soon after; and the Oregon, on the 5th of August of the same year] would cost, with their necessary outfits, nearly $600,000, instead of the $400,000 as originally estimated. Upon representation of this fact to the United States government, Congress granted an advance of $199,000 (being the amount of one year's mail pay, according to the terms of the original contract), provided the Company's steamers should touch at certain ports in California on their voyages. This arrangement enabled the Company to proceed without delay to consummate their plans. On the 30th of September, 1848, the Pacific Mail Steam-ship Company was formally organized, $400,000 of the stock having been paid in according to the terms of their charter.

On the 5th of October, 1848, their pioneer steam-ship, the California, went to sea, and was followed, at short intervals, by the Panama and the Oregon. Thus far the Company had looked for success in their enterprise only to the great agricultural resources of the countries with which their connection was to be established, as, up to that time, no knowledge existed of the rich mineral deposits of those regions. Vague rumors had, it is true, occasionally found currency that great mineral wealth lay hidden among the sierras of California and Oregon, and it is even claimed that a geologist acompanying the famous Wilkes' Expedition had reported numerous collateral evidences of the existence of gold in California, but was unable to confirm his impressions by absolute contact with the precious metal. It was while the Pacific Mail Company's steamers were *en route*

dustry, and an entire devotion to its interests. During his administration the capital was increased from two to four millions of dollars. But little variation of its previous prosperous career took place until the year 1858, when the mail contract with the United States government expired, as did also the contract with the United States Mail Steam-ship Company, which had hitherto performed the service between New York and the Isthmus of Panama. Inimical interests, represented by some of the keenest and most vigorous business minds of the country, now waged a desperate war against the Company, and with variable success. In 1859 a through service was deemed necessary to answer the requirements of the trade and the interests of the Company. The steam-ships Adriatic, Atlantic, and Baltic, formerly belonging to the Collins line, were purchased jointly by the Pacific Mail Steam-ship Company and the Panama Railroad Company, from the firm of Brown Brothers and Company, bankers, of New York, and payment made to them for the ships in the capital stock of the Company. With these steam-ships a line was established to run between New York and the Isthmus, in connection with the Pacific Company's service. This transaction proved to be one of great importance, aside from the addition to the Company's fleet of these large and valuable steam-ships. It interested in their success one of the heaviest and most reliable banking-houses in the United States—one with a character established throughout the world for the soundest integrity, and a wise conservatism in business enterprises; and the addition to the Company of such a power, with the control of so large a portion of its capital stock, proved of invaluable assistance, moral as well as material, to the Board of Direction in aiding their plans for the furtherance of the present as well as the future interests of their enterprise. In consequence, however, of a determined opposition through

to California by the United States Mail Steam-ship Company on the Atlantic, and the veteran steam-ship commodore, Cornelius Vanderbilt, on the Pacific, the Atlantic and Baltic, after a few months' trial, were withdrawn, and the arrangement, which promised, and (as far as the experiment had progressed) had given complete fulfillment of the public requirement, was broken up, and the service was again performed as before by independent companies.

The failure of the health of Mr. Davidge, the President of the Company, began at this time, and in 1860 compelled him to resign the executive chair.

It was then that the present President of the Company was selected as a candidate for this now more than ever responsible office. From his intimate practical acquaintance with the Company's interests throughout the whole extent of their route, he having entered service from the United States Navy in 1849 as a mate of their pioneer steam-ship the California, and from his thorough knowledge of all the actual necessities of the steam-ship service, besides a full appreciation of the hostile elements with which the executive officer of the Company must inevitably be brought in conflict, he was believed by the majority of the stockholders to be well calculated to assume the guidance of their interests, and in November, 1860, Mr. Allan McLane was called from the agency at Panama to fill the executive chair. At once, but gradually and quietly, a new influence began to be felt in renovating the Company's affairs, and re-establishing them on a broader and firmer basis. The *personnel* of the service was thoroughly reorganized in all its departments. Old steamers, as they became worn out, or were outgrown by the necessities of the trade, were laid up, and new ones of increased size and power, and of greatly improved model and appointments, were substituted. In all branches of the business of the Com-

pany trade was steadily fostered and encouraged, and the wants of passengers were met by increased accommodations and care for their safety and comfort. The requirements of shippers of merchandise and treasure were recognized and accommodated by increased tonnage and enlarged facilities, while rates were reduced; and stockholders, not less than the traveling and commercial public, derived increased safety and security from the rigid *discipline* which was caused to be enforced on the Company's steamers, and the adoption and use of the most modern and approved appliances and means for the prevention and remedy of disaster. The broad purpose of developing our national commerce was constantly manifested in encouraging the establishment of subsidiary lines, connecting with or collateral to its own, by the sale at low rates of vessels which had been outgrown by its own requirements. These tributary lines, such as those on the routes between San Francisco and Oregon, the Mexican coast, or the Sandwich Islands, and between Panama and Central American ports, requiring less capital, afforded so many fields for profitable employment to individuals and corporations, which became, in effect, the feeders of the Pacific Company. As a legitimate result of this wise and generous policy, public confidence in the value of the capital stock was restored; and, besides paying regularly about 20 per cent. per annum to its holders, it soon more than doubled its nominal value in the market, and was again eagerly taken by capitalists as a permanent investment.

From the unavoidable inconvenience and discomfort attendant upon the possession of the steam-ship service between New York and California by two separate companies, under a widely different management, the traveling and commercial public had long and urgently demanded of the Pacific Company a through line, and, after deliber-

ate consideration of the matter, it was determined that such an extension of the service was advisable. In June, 1866, by an act of the Legislature of New York, the capital stock of the Company was increased from $4,000,000 to $10,000,000. The Board of Management recognized the rights of the Atlantic Mail Steam-ship Company, which they had acquired by preoccupation and transfer from the parties to the original charter of 1848; and although, with their influence and enormous increase of financial power, the Pacific Company could doubtless have successfully carried out the plan of a through service independent of any arrangement with the Atlantic Company — notwithstanding this, a fair and liberal proposal was made to that Company, which absorbed its privileges, and its entire equipment of vessels, and tendered in payment therefor a certain generous proportion of the capital stock of the Pacific Mail Company. This proposal was accepted, the transaction was ratified, and on November 1st, 1865, the Pacific Company took possession of the entire service, and at once placed the line on both oceans upon an equal and complete footing as to their equipment and control. Thus was successfully completed part of a plan for the legitimate development of the Company's resources which had for a long time received grave consideration from the Board of Management. The remaining part of that plan was one of infinitely greater magnitude, and which utterly refuted (if such refutation was ever necessary) the charge sometimes made by its enemies that its aim was to establish a monopoly.

The Board of Direction had contemplated the future of the Company with no narrow spirit of speculation such as would lead them to block the wheels of trade for their own personal aggrandizement. They fully appreciated the necessity of a more direct and intimate commercial connection

between the United States and its Pacific possessions; and the project of establishing such a connection by means of the Pacific Railroad, antagonistic as this might appear to more contracted minds, met with its hearty approbation and support; looking with the faith of men who believe in the great commercial destiny of their country, they counted confidently on the fullest success of that grand undertaking. Looking also with a clear foresight upon the inevitable deflection of an important share of the Pacific trade into the new and more direct channel, they saw also the necessity of another and more extended field for their own enterprise. The vast empire of Eastern Asia and the islands of Japan, distant about 5000 miles from their Pacific terminus, had heretofore merely a nominal connection with the United States. England and France had thus far virtually monopolized the foreign trade of those regions. The English and French war with the Chinese, which was concluded in 1858, had resulted in treaties which promised rapid development for the great Chinese Empire in its intercourse with the outer world of civilization and commerce. In the ratification of these treaties, the United States had not only gained all the privileges granted to the other foreign powers, but, besides this, had retained the good will of the Chinese people. Japan had also opened its ports, and guaranteed to the United States unexpected facilities for trade with that country. The already known resources of those countries, representing together the industry of nearly 500,000,000 of people—the peculiarly favorable position of the already existing route of the Pacific Mail Steam-ship Company, occupying 5000 miles of the shortest and most eligible route between those countries and Europe as well as the United States, at once pointed to this grand field as the proper and legitimate one in which to throw their surplus energies. A deliberate

and exhaustive canvass of the matter decided the Company to attempt the establishment of a line of steam-ships worthy of the national credit, and equal to the magnitude of such an enterprise. In 1865 a contract for a monthly mail service between San Francisco and Hong Kong, *via* the Sandwich Islands and Japan, was awarded to the Pacific Company by the government of the United States, with an annual subsidy of $500,000 per annum; and, more recently, the government has released the stoppage at Honolulu on condition of the establishment of a branch between Japan and Shanghai. In anticipation of this contract, the Company had some months previously commenced building the ships destined for the China trade, each of which was estimated to cost over $1,000,000. In this year, also, the capital stock of the Company was by act of the New York Legislature increased from $10,000,000 to $20,000,000. This increase was effected in such a manner that the Company issued and sold $5,000,000 of stock for about $10,000,000, and the remaining $5,000,000, completing the $10,000,000 allowed by the amended charter, were distributed among their stockholders. By this means the Company gained the ability to carry out their projected China enterprise without encroaching upon their previously-established business.

It is scarcely too much to say that such a magnificent financial success as that above shown in providing the means for developing and extending trade is unique in the history of commerce, and may be taken as a true measure of the public confidence in the wealth, in the resources, and in the management of this Company.

The capital stock of the Pacific Mail Steam-ship Company, originally $400,000, in 1850 was increased to $2,000,000, in 1860 to $4,000,000, in 1865 to $10,000,000, and in 1866 to $20,000,000; while it is stated on reliable authority that

the property of the Company in steam-ships, real estate, coal, stores, and cash, is worth at the present time (February, 1867), at a low estimate, such as might be realized at a public sale, fully $30,000,000.

Should the future realize the present promise of success to this powerful corporation, the time will not be far distant when the commerce of those Eastern countries, which it is the ambition of its managers to develop and bring to our shores, will, as it accumulates in our sea-ports, suggest, if not necessitate a still farther expansion of their field of action; and it seems almost a natural sequence that they should eventually establish the long-looked-for desideratum of a line of steam-ships plying between this country and Europe which shall be equal to the requirements of the service and a credit to the nation.

SERVICE OF THE PACIFIC MAIL STEAM-SHIP COMPANY.

The service now performed by the steam-ships of the Pacific Mail Steam-ship Company is as follows:

1. *The Atlantic Line*, tri-monthly, between New York and Aspinwall, New Granada, there connecting by the Panama Railroad with

2. *The Pacific Line*, also tri-monthly, between Panama and San Francisco, touching at Acapulco, and once a month each way at Manzanillo.

3. *The China Line*, monthly, between San Francisco and Hong Kong, touching at Yokohama (Kanagawa), in Japan.

4. *The Shanghai Branch*, monthly, between Yokohama and Shanghai, *via* Nagasaki, in close connection with the preceding.

The departures, arrivals, and connections of these several lines are as follows:

OUTWARD.

A steamer leaves the Company's dock, Pier No. 42 North River, New York, at noon on the 1st, 11th, and 21st days of every month, save when either date falls on Sunday, and then on the preceding Saturday. Arriving at the wharf at Aspinwall on the morning of the 9th, 19th, and 29th, the passengers, mails, and "fast" freight are immediately transferred by the railroad to the connecting steamer at Panama, which sails the same afternoon or evening for San Francisco, where she is due on the 22d, the 1st or 2d, or the 11th or 12th of the month, as the case may be.

The steamer leaving Panama on the 9th, in connection with the departure from New York of the 1st, touches at Manzanillo. As before remarked, all the steamers touch at Acapulco.

The steamer leaving New York on the 11th, makes a close connection with the steamer of the China Line, sailing from San Francisco on the 3d of the month for Yokohama and Hong Kong, connecting at Yokohama with the branch steamer for Shanghai, *viâ* Nagasaki. Passengers, mails, and "fast" freight by this means reach Yokohama in forty-two days, Shanghai in forty-seven days, and Hong Kong in fifty days from New York, counting all detentions.

Connections are also made on the Isthmus with the steamers of other companies, as follows:

For the West Coast of South America, by the steamers from New York on the 1st and 21st, with the fine steamers of the Pacific Steam Navigation Company, calling at the chief ports of Peru and Chili.

For Central American ports, by steamers from New York on the 1st and 11th of every month, with the Panama Railroad Company's steamers "Salvador," 1200 tons, and

"Guatemala," 1021 tons; leaving Panama on 10th and the 25th of the month for Punta Arenas, Realejo, La Union, La Libertad, Acajutla, and San José de Guatemala.

For Australasia, by the steamer of the 11th, with the Panama, New Zealand, and Australian Royal Mail Steam Packet Company's steamers, leaving Panama on the 24th for Wellington, in New Zealand, and Sydney and Melbourne, Australia; connecting by inter-colonial branches with the chief ports of both colonies. Passengers, mails, and freight reach Wellington in forty-one days, and Sydney in forty-six days after leaving New York.

HOMEWARD.

A steamer leaves the Company's new wharf at the foot of Townsend Street, San Francisco, for Panama, *viâ* Acapulco, at eleven o'clock on the morning of the 10th, 18th or 19th, and 30th day of the month, except when those dates fall on Sunday, in which case on the preceding Saturday. The steamer of the 18th or 19th sails on the *former* date only when the month contains *less than thirty-one days.*

Arriving at the anchorage at Panama on the morning of the 1st, 12th or 13th, and 23d of the month, passengers, mails, and fast freight are at once conveyed by the trains of the Panama Railroad Company to Aspinwall, and are there transferred to the connecting steamer, which sails the same afternoon or evening for New York, where she is due on the 10th, 20th or 21st, and 31st or 1st, according to circumstances.

The steamer of the 10th from San Francisco touches at Manzanillo to land and receive passengers, mails, and freight.

Passengers, mails, and fast freight leaving Hong Kong on the 20th, Shanghai on the 23d, and Yokohama on the

28th of the month, arrive in San Francisco on the 16th or 17th of the following month in season to connect with the steamers of the 18th or 19th for Panama, and are landed in New York on the 10th, thus making the through voyage in fifty days from Hong Kong, forty-seven from Shanghai, and forty-two from Yokohama.

Homeward connections are also made on the Isthmus with the steamers of other companies, as follows:

From Central America, the Panama Railroad Company's steamers from San José de Guatemala and intermediate ports arrive at Panama on the 15th and 30th, and connect with the Pacific Mail Steam-ship Company's steamers from Aspinwall for New York the 23d and 1st.

From the West Coast of South America, the steamers from Aspinwall of the 23d and 1st receive the passengers, mails, and freight destined for New York of the Pacific Steam Navigation Company's steamers, leaving Valparaiso on the 2d and 17th, and due at Panama on the 16th and 31st.

From Australia and Sydney, the Panama, New Zealand, and Australian Royal Mail Company's steamer, leaving Sydney on the 31st or 1st, and Wellington on the 8th, is due at Panama on the 4th or 5th of the following month, and connects with the steamer from Aspinwall of the 12th or 13th.

TO AND FROM EUROPE,

connections are made as follows, giving passengers and shippers the choice at all times of two routes across the Atlantic, namely, the direct route between Aspinwall and Europe, or that by way of New York. By the former one transfer or trans-shipment is avoided; but the latter, passing as it does through a great variety of climate, and through temperate regions, and affording the traveler an opportunity of visiting New York without adding to the

duration or expense of his journey, presents attractions so strong that it is rapidly becoming the favorite with men of business as well as with tourists for pleasure.

Viâ New York.

Through tickets are issued, and through bills of lading are in contemplation, in connection with the principal Transatlantic steam-ship lines, viz.:

The Cunard Line, leaving New York and Boston on alternate Wednesdays, and Liverpool every Saturday, for Boston and New York alternately, and making the passage ordinarily within ten days. This line includes the steamers "Scotia," "Persia," Java," "China," "Asia," "Cuba," "Africa," "Australasian," etc., carrying cabin passengers only.

The Inman Line, sailing from New York every Saturday, and Liverpool every Wednesday, touching at Queenstown, carries first-cabin and steerage passengers. Its fleet consists of the fine steamers "City of Paris," "City of New York," "City of London," "City of Boston," "City of Cork," "City of Washington," "City of Edinburg," etc. Their time is usually about twelve days, though the run is often made in less, and has been accomplished by the "City of Paris" in a few hours over eight days.

The National Line, sailing between the same ports, and on the same days as the Inman steamers, carrying first-cabin and steerage passengers, embraces the steamers "Erin," "The Queen," "Denmark," "Virginia," etc.

The General Transatlantic Company's fortnightly line, leaving New York on alternate Saturdays for Havre, calling at Brest; returning, leave Havre every other Wednesday. This line comprises the fine steamers "Pereire," "Europe," "Ville de Paris," "Napoleon III.," "St. Laurent," etc. It carries only first and second cabin passengers. The time

of these steamers is about the same as that of the Cunarders.

The "*Fulton*" and "*Arago*" sail from New York every twenty-eight days for Havre, *viâ* Falmouth.

The *North-German Lloyd*, fortnightly, for Bremen, *viâ* Southampton, sailing every other Thursday from either terminus, runs the steamers "Deutschland," "America," "Hansa," "Bremen," "New York," "Hermann," "Union," and "Weser." Carries all classes of passengers.

The *Hamburg American* Packet Company's Line for Hamburg, by way of Southampton, every other Saturday. Its steamers are the "Allemannia," "Bavaria," "Borussia," "Cimbria," "Germania," "Hammonia," "Saxonia," "Teutonia." This line carries all classes of passengers.

The *New York and Bremen* Company run the "Atlantic," "Baltic," and "Western Metropolis" between New York and Bremen, *viâ* Cowes, leaving either terminus on alternate Saturdays, and carrying all classes of passengers.

Direct.

Through tickets and through bills of lading are granted for the direct route between Aspinwall and Europe, in connection with the following companies:

The Royal Mail Steam Packet Company. Leave Aspinwall for Southampton, *viâ* St. Thomas, on the 8th or 9th, and 24th of the month, connecting with the steamers which left San Francisco on the 18th or 19th, and 10th, and arrived at Panama on the 1st, and 22d or 23d, arrive at Southampton on the 29th and 14th respectively. Leave Southampton on the 2d and 17th of each month, reaching Aspinwall on the 22d and 7th, and there connecting with the steamers from Panama of the 29th and 9th respectively, for San Francisco. It will be observed that the connections are close by the steamers from Southampton on the

17th, and San Francisco on the 10th; the through time by these departures being thirty-four to thirty-five days.

The West India and Pacific Steam Navigation Company (limited). Leave Liverpool on the 10th and 25th of every month, arriving at Aspinwall on the 6th and 21st, and connecting with the steamers from Panama of the 9th and 29th, arrive at San Francisco on the 22d, and 11th or 12th. A steamer also leaves Liverpool on the 29th of each month, arriving at Aspinwall on the 30th of the following month. Leave San Francisco on the 10th, and 18th or 19th, and 29th, connecting with steamers from Aspinwall of the 1st, 8th, and 10th, arrive at Liverpool on the 25th, 9th, and 13th of the following month, making the through time between Liverpool and San Francisco outward forty-two days, and thirty-eight days homeward by the more favorable connections, namely, the departures from Liverpool on the 10th, and San Francisco on the 18th.

La Compagnie Générale Transatlantique (the General Transatlantic Company). Leave St. Nazaire, France, on the 8th of every month, touching at Santa Martha and Martinique, arrive at Aspinwall on the 28th or 29th; leave Panama the 29th, and arrive in San Francisco on the 11th or 12th. Returning, leave Southampton on the 18th or 19th, arrive at Panama on the 1st; leave Aspinwall on the same or the following day, and reach St. Nazaire on the 23d. The through time between San Francisco and St. Nazaire is, it will be seen, thirty-four days.

THE FLEET

of the Pacific Mail Steam-ship Company is now composed of the following named steamers, the general character of which we have already described:

The Atlantic Line.

	Register Tonnage.
Henry Chauncey	2657
Arizona	2793
New York	2217
Ocean Queen	2700
Rising Star	2727
Spare Steamers.	
Northern Light	2057
Ariel	1700
Champion	1450
Tug.	
Clara Clarita	250
	20,468

The Pacific Line.

	Register Tonnage.
Constitution	3675
Golden City	3590
Sacramento	2683
Montana	2677
Golden Age	1870
Spare Steamers.	
St. Louis	1621
California	1057
Sonora	1616
Tugs.	
Taboga	189
——— (building.)	
	18,978

The China Line.

	Register Tonnage.
Colorado	3728
Great Republic	4100
Celestial Empire	4000
America (building)	4100
Nipon (building)	4100
Spare Steamer.	
Hermann	2000
	22,028

The Shanghai Branch.

Costa Rica..... 1917 register tonnage.

Making a total of twenty-five steam-ships, having a combined capacity of 61,474 tons.

Officers, Directors, and Agents of the Pacific Mail Steamship Company.

ALLAN McLANE, President.
FRANCIS W. G. BELLOWS, Vice-President.
THEODORE T. JOHNSON, Secretary.
CHARLES S. ABERCROMBIE, Treasurer.
RICHARD B. IRWIN, China Secretary.
SAMUEL K. HOLMAN, Purveyor General.

DIRECTORS.

ALLAN McLANE,
FRANCIS SKIDDY,
JAMES M. BROWN,
ELISHA RIGGS,
HOWARD POTTER,
WILLIAM DENNISTOUN,
MOSES H. GRINNELL,
LOUIS McLANE,

AGENTS.

FRANK R. BABY, New York.
GEORGE B. GIBBONS, Aspinwall.
DAVID M. CORWINE, Panama.
GEORGE F. BOWMAN, Acapulco.
OLIVER ELDRIDGE, San Francisco.
S. LEDYARD PHELPS, Hong Kong.
JAMES H. PHINNEY, Yokohama.
————————, Nagasaki.
RUSSELL & CO., Shanghai.

GENERAL TRANSATLANTIC COMPANY,

8 Place Vendôme, Paris.

FRENCH MAIL STEAM-SHIPS.

By a French law of July 3d, 1861, the General Transatlantic Company received a charter to carry the mails between France, North America, West Indies, and the Isthmus of Panama.

These services are organized as follows:

1st. A line from St. Nazaire to Vera Cruz (Mexico), calling at St. Thomas and Havana.

Additional service from St. Thomas to Fort de France (Martinique), calling at La Pointe-à-Pitre and La Basse-terre (Guadaloupe), and St. Pierre.

Additional service from St. Thomas to Kingston (Jamaica), calling at Porto Rico, Cape Haïtien, and Santiago de Cuba.

Additional service from Vera Cruz to New Orleans, touching at Tampico and Matamoros.

Steamers leave St. Nazaire the 16th of each Month.

OUTWARD.		HOMEWARD.	
Leaving St. Nazaire	the 16th,	Leaving St. Thomas	the 13th,
arriving at Vera Cruz	" 30th.	arriving at St. Thomas	" 16th.
Leaving Havana	" 1st,	Leaving Havana	" 18th,
arriving at Havana	" 5th.	arriving at Havana	" 22d.
Leaving St. Thomas	" 7th,	Leaving Vera Cruz	" 23d,
arriving at St. Thomas	" 10th.	arriving at St. Nazaire	" 8th.

2d. A line from St. Nazaire to Colon (Isthmus of Panama), calling at Fort de France (Martinique) and Santa Martha (Colombia).

Additional service from Fort de France (Martinique) to La Pointe-à-Pitre (Guadaloupe).

Additional service from Fort de France to Cayenne (French Guiana), touching at Ste. Lucie, St. Vincent, La Granada, La Trinidad, Demerara (English Guiana), and Surinam (Dutch Guiana).

Additional service from Fort de France to Guiana and Porto Cabello.

These steamers connect at the Isthmus of Panama with the steam-ships of the North and South Pacific and Central American Steam-ship Companies.

Steamers leave St. Nazaire the 8th of each Month.

OUTWARD.		HOMEWARD.	
Leaving St. Nazaire	the 8th,	Leaving Colon	the 1st,
arriving at Fort de France	" 22d.	arriving at Santa Martha	" 3d.
Leaving Fort de France	" 23d,	Leaving Santa Martha	" 3d,
arriving at Santa Martha	" 27th.	arriving at Fort de France	" 7th.
Leaving Santa Martha	" 27th,	Leaving Fort de France	" 9th,
arriving at Colon	" 29th.	arriving at St. Nazaire	" 23d.

Rates of Passages.

From St. Nazaire, and vice versâ.	One Berth in Cabins with one or two Berths.	One Berth in Cabins with more than two Berths.	Steerage.
	Francs.	Francs.	Francs.
St. Thomas	965	825	500
Havana	1100	965	500
Vera Cruz	1240	1100	600
Tampico	1240	1100	600
Matamoros	1240	1100	500
Porto Rico	1000	875	500
Cape Haïtien	1000	875	500
Santiago de Cuba	1050	925	500
Jamaica	1050	925	500
La Guadaloupe	965	825	500
La Martinique	965	825	500
Santa Martha	1100	965	500
Colon	1100	965	500
Ste. Lucie	965	825	500
St. Vincent	965	825	500
La Granada	965	825	500
La Trinidad	965	825	500
Demerara	965	825	500
Surinam	1000	875	500
Cayenne, Guiana, P'rto Cabello.	1000	875	500

The difference in the rates of cabin passage is caused merely by the choice of cabins; in all other respects passengers of first class will have the same advantages.

A cabin of two berths kept for the exclusive use of one passenger will be charged for at the rate of a fare and a half.

The cabin passage includes living, attendance, and table wine.

Bedding is also furnished by the Company.

Passengers are provided with superior wines, cordials, and cool drinks at moderate prices.

The fare of steerage passengers will be the same as that of the subordinate officers of the ship.

Children.—Passengers' children under three years old are admitted gratuitously; those from three to eight years shall pay a quarter fare; those from eight to twelve a half fare, and those above twelve an entire fare.

Passengers' Servants will be charged at the same rate as the steerage passengers, and will take their meals with the ship's attendants.

Return Tickets will be furnished to cabin passengers for the transatlantic voyage at a discount of 25 per cent. of the double rate. These tickets will be paid for when delivered, and are not transferable. They will be good for six months after delivery, but no allowance will be made to ticket-holders if they do not return by the steam-ships of the Company.

Baggage.—150 kilogrammes (half a cubic metre) are allowed to each cabin passenger for his baggage.

75 kilog., or 250 cubic decimetres, to children paying half price.

40 kilog., or 150 cubic decimetres, to those paying quarter fare.

75 kilog., or 250 cubic decimetres, to steerage passengers.

The surplus or excess of baggage shall be taxed according to merchandise tariff.

Notice.—Passage shall not be considered as positively engaged until after payment of fare and delivery of the ticket.

Passengers having, when necessary, their regular passports, countersigned by competent authorities, must present themselves at the office of the port of embarkation at least six hours before departure.

They can bring with them only small packages. Baggage must be on board the day before departure.

Passengers are requested to write their names and destination on their baggage legibly.

CONNECTIONS AT THE ISTHMUS OF PANAMA.

SERVICES ON THE PACIFIC OCEAN.

1st. With the steamers of the Pacific Steam Navigation Company, calling at the ports between Panama and Valparaiso (Ecuador, Pern, Chili)—leaving Panama the 2d of each month.

2d. With the *Panama* Railroad Company, calling at the ports of *Central* America (*Guatemala,* Honduras, San Salvador, Costa Rica)—leaving Panama the 10th and 25th of each month.

3d. With the steamers of the Pacific Mail Steam-ship Company, going to Acapulco (Mexico), Mansanillo, and San Francisco (California)—leaving Panama every month the 9th, 19th, and 29th.

By agreement with the aforesaid companies, through tickets are delivered by the General Transatlantic Company for all ports where their steamers stop.

Rates of passage from St. Nazaire to the different ports of the Pacific coasts, to which the steamers of the before-mentioned companies run, are as follows:

1*st. Special Connection with the Steamers of the Pacific Steam Navigation Company (Southern Coast).*

From St. Nazaire to	One Berth in Cabins of 1 or 2 Berths, General Transatlantic Co. — One Berth (Saloon), Pacific Co.					One Berth in Cabins of 3 or more, General Transatlantic Co. — One Berth (Saloon), Pacific Co.				
	£	s.	d.	francs.	cent.	£	s.	d.	francs.	cent.
Payta	65	11	3	1665	45	60	1	3	1516	55
San José Pimentel	69	6	3	1750	15	63	16	3	1611	25
Callao	74			1868	50	68	10		1722	60
Tambo Mora Pisco Chinchas	76	16	3	1939	50	71	6	3	1810	65
Chala	82	8	9	2081	55	76	18	9	1942	65
Islay	85	5		2152	55	79	15		2013	70
Ilo Arica	87	2	6	2199	90	81	12		2061	
Pisagua Mejillones Iquique	89	18	9	2270	90	84	8	9	2132	05
Tocopilla Cobija	91	16	3	2118	25	86	6	3	2179	40
Chanaral Caldera	93	13	9	2365	60	88	3	9	2226	70
Huasco Corrizal Bajo	94	12		2289	25	89	2	6	2250	40
Coquimbo	95	11	3	2412	95	90	1	3	2274	05
Valparaiso	98	7	6	2483	95	92	17	6	2345	10

Tickets are also delivered for Buenaventura, Guayaqnil, Lambayeque, Huanchaco, Casma, and Huacho, that are served by intermediate steamers, at the rate of

	francs. c.	francs. c.		francs. c.	francs. c.
For Buenaventura	1347 70	1208 85	For Huanchaco	1730 15	1611 25
" Guayaquil	1608 10	1469 20	" Casma.....	1773 80	1634 95
" Lambayeque.	1730 15	1611 25	" Huacho	1797 45	1653 60

For returning, see the Hand-book of the Company.

2d. Connection with the Steamers of the Pacific Mail Steam-ship Company, Northern Coast of the Pacific.

	One Berth in Cabins with 2 or 3 Berths, Transatlantic Co. 1st Cabins, P. M. S. S. Co.		One Berth in Cabins with 3 or more Berths, Transatlantic Co. 1st Cabine, P. M. S. S. Co.		Steerege.	
	£ s.	francs. c.	£ s.	francs. c.	£ s. d.	francs. c.
From St. Nazaire to San Francisco, and vice versâ.....	69 10	1754 85	56 15	1432 95	34 17 6	880 60
From St. Nazaire to Acapulco, Manzanilla, and vice versâ.....	59	1489 75	49 10	1249 85	31 10	795 35

3d. Connection with the Central American Steamers.

			One Berth in Cabine of 1 or 2 Berths.	One Berth in Cabins of 3 or more Berths.
			francs. cent.	francs. cent.
From St. Nazaire to	Punta Arena, and vice versâ		1310	1175
" "	Realejo (Corinto)	"	1441	1306 25
" "	La Union	"	1467 50	1332 50
" "	La Libertad	"	1493 75	1358 75
" "	Acajutla	"	1520	1385
" "	San José	"	1546 25	1411 25

Prices indicated in the three tables above do not include the fare of the railroad from Aspinwall to Panama either for travelers or baggage.

They are thus: $25 00 for adults;
$12 50 for a child twelve years old;
$ 6 25 for a child six years old.

Fifty pounds of baggage are allowed to every traveler going by the aforesaid railway; above this weight, 5 cents per pound (25 centim.) will be charged.

Travelers on the Pacific,-holders of through tickets for ports to which steamships of the associated companies run, are subjected, while on board of the steamers of the Transatlantic Company, to the general rules of the Company. While on board of the other steamers, they must comply with the regulations established thereon.

On board of steamers of South Pacific, children are admitted under the same conditions as on the steamers of the General Transatlantic Company.

Male servants will pay half the rate of a cabin passage on board of the South Pacific; the same for the steerage passengers. Female servants will pay two thirds of the price.

The discount of 25 per cent. for return tickets from the southern ports of the Pacific will be allowed, and these tickets will be good for 12 months.

RATE OF PRICES FOR FREIGHT OF VALUABLES AND MERCHANDISE (WEST INDIAN SEA AND GULF OF MEXICO).

§ I. GOING OUTWARD (DEPARTURE FROM ST. NAZAIRE).

1st. Tariff of Coins and Valuables.

From St. Nazaire to all ports called at by the steamers of the Company in the West Indian Sea and Gulf of Mexico.....	1 per cent. ad valorem.
Silver plate, Silver, and Quicksilver.....	2 per cent. ad valorem.

2d. Tariff of Merchandise.

From St. Nazaire to St. Thomas, Porto Rico, Hayti, Guadaloupe, Martinique, St. Lucie, St. Vincent, Granada, and Trinidad.....	100 francs a cubic metre, or 1000 kilog., at the Company's will.
From St. Nazaire to Havana, Santiago de Cuba, Jamaica, Demerara, Surinam, Cayenne, and Santa Martha.....	125 francs a cubic metre, or 1000 kilog., at the Company's will.
From St. Nazaire to Colon (Aspinwall), Vera Cruz, Tampico, and Matamoras.....	150 francs a cubic metre, or 1000 kilog., at the Company's will.

Merchandise will always be taxed by weight or bulk, at the will of the Company.

The Company receives at the above rates only packages weighing 350 kilogrammes, or a maximum of one cubic metre at the most.

Packages of a larger size or weight must be charged at special prices, or refused if their size or weight is such as to prevent a speedy shipment or landing.

Merchandise should be sent to St. Nazaire two days before departure, and be accompanied by the necessary documents (consular invoices, custom-house declarations, etc.) for their regular shipment and immediate landing at their destination.

In no case will a bill of lading be delivered for freight less than 25 francs.

3d. Tariff of Parcels, Samples, etc.

The Company receives and taxes as parcels separate packages without value whose size does not exceed 100 cubic decim. or weight of 50 kilog.

These small parcels will be received for all ports to which the steamers of the Company run.

The freight of these packages must always be paid in advance, and is fixed as follows:

By Size.

25	cubic decimetres	and below,	10	francs	per parcel;
from 25	"	to 50,	15	"	"
" 50	"	to 75,	20	"	"
" 75	"	to 100,	25	"	"

By Weight.

Below 20	kilogrammes,		10	francs	per parcel;
from 20	"	to 30,	15	"	"
" 30	"	to 40,	20	"	"
" 40	"	to 50,	25	"	"

Parcels are taxed by size or weight, at the Company's will.

No bill of lading, but a single receipt, will be given for parcels.

In case a parcel shall be lost, the Company will not hold itself responsible to pay a sum of more than one hundred francs.

§ II. RETURNING TO FRANCE.

1st. Tariff for Coins, Valuables, Jewels, etc.

From the several ports called at in the West Indian Sea and the Gulf of Mexico to St. Nazaire:

Coins, precious metals, jewelry, diamonds (delivered either at the office of the Company, or at the Bank of France; or in London, at the Bank of England)	1½ per cent. of the value.
Silver and silver plate	2 per cent. of the value.
Copper coins	175 francs per 1000 kilog.

2d. Tariff of Merchandise.

The rate of freight for goods to St. Nazaire will be fixed by private agreement, at the shipping ports, with the agents of the Company. These agents are also authorized to deliver, at prices fixed by the Company, direct bills of lading for Bordeaux, Paris, Havre, Antwerp, Rotterdam, Bremen, Hamburg, etc.

A primage of 5 per cent. will always be collected in addition to the rate of freight.

3d. Tariff of Parcels and Samples.

As to the freight of parcels and samples coming to France, the same tariff will be applied as that for goods and other objects of the same class leaving France.

CONNECTIONS AT THE ISTHMUS OF PANAMA.

By agreement with the Panama Railroad Company and the Steam-ship Companies running by the western coasts of America, in correspondence with the service from St. Nazaire to Colon, receipts and direct bills of lading from St. Nazaire to Panama, or to any of the ports designated hereafter, and vice versâ, will be delivered at the following rates:

1st. From St. Nazaire to Panama.

Merchandise, 227 fcs. 25 c. (£9) a ton of 40 cubic feet (1130 cubic decim.).
No bill of lading delivered for less than 40 francs.

Gold, jewels, etc.	1½ per cent. ad valorem.
Silver	1⅛ " "

No bill of lading delivered for less than 31 francs 25 cent.

PARCELS.

From 1 cubic foot and below (28 cubic decim.)	15 francs 15 c. (£0 12*s.*).
1 cub. ft. to 2 cub. feet (56 ")	22 francs 75 c. (£0 18*s.*).
2 cub. ft. to 3 " (84 ")	30 francs 30 c. (£1 4*s.*).

2d. From Panama to St. Nazaire.

Gold, jewels, etc.	1½ per cent. ad valorem.
Silver	1⅛ " "

delivered in Paris at the office of the Company, or at the Bank of France; in London, at the Bank of England.

Pearls, emeralds, or other precious stones... 1⅞ per cent. ad valorem, delivered as above.

No bill of lading given for freight less than 35 francs.

The price of freight for merchandise from Panama to St. Nazaire will be

fixed by private agreement with the agents of the Transatlantic Company in Colon or Panama. These agents are also authorized to deliver, at the rates established by the Company, direct bills of lading for Bordeaux, Havre, Paris, Antwerp, Rotterdam, Hamburg, etc.

3d. *Ports of Southern Pacific Ocean to which the Steamers of the Pacific Steam Navigation Company run.*

OUTWARD.

Merchandise (a ton of 40 cubic feet, or 1$^{m.}$ 130 cubic decim.).	£ s.	francs. c.
From St. Nazaire to all ports south of Callao (Valparaiso included)	15 5	385 05
From St. Nazaire to all ports south of Payta (Callao included)	14 5	359 80
From St. Nazaire to all ports south of Guayaquil (Payta included)	13 15	347 20
From St. Nazaire to Guayaquil	13 5	335 55
" " to Buenaventura	12 15	321 95
PARCELS AND SAMPLES.		
From St. Nazaire to all ports called at by the aforesaid steamers:		
1 cubic foot and below (28 cubic decim.)	1	25 25
From 1 to 2 cubic feet (56 ")	1 10	37 85
" 2 to 3 " (84 ")	1 19	49 25
COINS AND JEWELS.		
From St. Nazaire to all ports called at	2¼ per cent. ad valor.	

RETURNING.

Rates of Freight for Merchandise, Coins, and Samples shipped in the Southern Ports of the Pacific to St. Nazaire.

	Shipped in Callao, Payta, and Gnayaquil.	Shipped in Any other Ports.	
	£ s. d.	£ s. d.	
Copper and Pewter in ingots	6 13 6	6 13 6	1 ton weight.
Copper and pewter ore in bags	8 2 8	8 19 4	
Silver ore	8 16	8 16	
Coffee and cocoa	9 14	10 2	
Archil	9	9 16	
Peruvian bark	13 10	13 15	
Cochineal and indigo	17 10	17 15	
Leaf tobacco	14 6	14 18	
Cotton	6 5	6 7 6	1 cubic ton measurement.
Whalebone	11 2 8	13 13 4	
Panama hats	18 9 4	21 2 8	
Sarsaparilla	11 5	12 5	
India-rubber	9 16	10 16	
Merchandise not denominated	12 8	12 18	

The price for parcels returning is the same as for those going ont.

Freight for coins, precious metals, diamonds, etc., from all southern ports of the Pacific to St. Nazaire (delivered in Paris at the office of the Company, or at the Bank of France, or in London at the Bank of England) is 2¼ per cent. ad valorem.

No bill of lading given for freight less than 52 francs 50 cent. (£2 2*s.*).

Direct bills of lading will be delivered for Bordeaux, Havre, Paris, Antwerp, Rotterdam, Bremen, and Hamburg by the agents of the Transatlantic Company and Pacific Steam Navigation Company.

A primage of 5 per cent. will be collected in addition to the above-mentioned rates.

4th. Ports of Central America at which the Steamers of the Panama Railroad Company call.

Miscellaneous Merchandise.

From St. Nazaire to the ports of Central America at which the above steamers stop [Punta Arenas, Realejo (Corinto), La Union, La Libertad, Acajutla, San José de Guatemala], 290 francs 35 c. (£11 10*s.*) per ton of 1000 kilog., or 40 cubic feet.

Coins and Jewelry.

From St. Nazaire to all ports above-mentioned.....2¼ per cent. ad valorem.

No bill of lading delivered for freight less than 52 francs 50 c.

Parcels going out.

1 cubic foot and below (28 cubic decim.).....20 francs 20 c. (£0 16*s.*)
From 1 cub. ft. to 2 cub. ft. (56 ").....30 francs 30 c. (£1 4*s.*)
" 2 " to 3 " (84 ").....40 francs 40 c. (£1 12*s.*)

Coins, Diamonds, Precious Metals.

From St. Nazaire to the aforesaid ports.....2¼ per cent. ad valorem.

No bill of lading given for freight less than 55 francs.

Merchandise returning from the Ports of Central America.

Vanilla.....2¼ per cent. ad valorem.

Rates for merchandise not denominated will be established by private agreement with the agents of the Central American Line, or with those of the Transatlantic Company. Direct bills of lading can be delivered from the Central American ports to Bordeaux, Havre, Paris, Antwerp, Rotterdam, Bremen, and Hamburg, at the rates and conditions determined by the aforesaid agents.

Coins, Diamonds, Precious Metals.

From all the above ports to St. Nazaire.....2¼ per cent. ad valorem.

Parcels.

Same prices as above for going out.

5th. Ports of the North Pacific at which the Steamers of the Pacific Mail Steam-ship Company call.

From St. Nazaire to San Francisco, Acapulco, or Manzanillo.

Goods to San Francisco, 429 francs 25 cent. (£17) per ton of 1000 kilogrammes or 40 cubic feet.

Goods to Acapulco and Manzanillo, 404 francs (£16) per ton of 1000 kilogrammes or 40 cubic feet.

Jewelry and diamonds.....2¼ per cent. ad valorem, } primage 5 per cent.
Silver.....3 " " } more.

Parcels of three cubic feet and below, 52 francs 50 c. (£2 2*s.*).

From San Francisco, Acapulco, and Manzanillo to St. Nazaire.

Coins, gold, silver, etc., at the rates fixed by the agents of the Company, or those of the Pacific Mail Steam-ship Company.

Direct bills of lading are also delivered by the agents in San Francisco, Acapulco, and Manzanillo for St. Nazaire, Paris, Havre, Bordeaux, London, Antwerp, Hamburg, etc. (See the special Hand-book for the rates for returning.)

No bill of lading delivered for less than 55 francs.

Merchandise forwarded each way on board of the steamers of the Company according to the conditions in the manuals and bills of lading agreed upon by the Company.

MAIL LINE FROM HAVRE TO NEW YORK, CALLING AT BREST, LEAVING HAVRE, BREST, AND NEW YORK EVERY 14 DAYS.

Rates of Passage.

	1st Class. francs.	2d Class. francs.	3d Class. francs.
From Havre or Brest to New York	700	400	300
From Paris to New York (railway included)	725	415	310

Children from 2 to 10 years old pay half fare.

Servants accompanying passengers of 1st class pay the fare of 2d class.

Rates of passage include antendance, living, and table wine.

Superior wines and liquors may be procured on board at moderate prices.

Whole passage must be paid for in advance. Passengers not present at the departure lose half of the passage-money.

560 cubic decim. (20 cubic feet) are allowed to passengers of 1st class.

280 cubic decim. (10 cubic feet) are allowed to passengers of 2d class and children.

Passengers should have their names and destinations distinctly written on their baggage, and should be careful to have it on board the day before departure.

No package of any kind will be allowed in the saloons. The Company is not responsible for damages, loss, or detention of baggage. Merchandise in no case will be considered as baggage.

A passage is considered as engaged only after the payment of half of the passage-money.

List of Vessels of the Company.

Napoleon III.,	paddle-wheel,	1200	horse-power.
Washington,	"	900	"
Lafayette,	"	900	"
Europe,	"	900	"
Impératrice Eugénie,	"	900	"
France,	"	900	"
Nouveau Monde,	"	900	"
Panama,	"	900	"
Saint Laurent,	screw,	1000	"
Pereire,	"	1000	"
Ville de Paris,	"	1000	"
Louisiana,	"	600	"
Florida,	"	600	"
Tampico,	"	300	"
Vera Cruz,	"	300	"

Guyane,	paddle-wheel,	250	horse-power.
Sonora,	"	180	"
Caraïbe,	screw,	150	"
Cacique,	"	150	"
Caravelle,	"	150	"

Tugs.

At Saint Nazaire,	Belle-Isle,	100	"
" Brest,	Satellite,	80	"

Addresses.

Offices.—In Paris: 8 Place Vendôme.
" 12 Boulevard des Capucines, Grand Hôtel.
" 108 Rue du Faubourg Saint Denis.
In Saint Nazaire: Quai de la Marine.
" " M. Bourbeau, Principal Agent.

Agents and Correspondents in Europe.

Havre.....Messrs. W. Iselin & Co., Agents of the N. Y. Line.
Havre.....Auguste Pierre.
Brest.....Kerjégu and Villeferon.
Nantes.....Haentjens Brothers.
Bordeaux.....F. Alexandre, Agent.
Bayonne.....J. M. Goyetche.
Marseilles.....N. Paquet & Co.
Lyon.....Causse.
Geneva and Lausanne.....Gétaz.
Basel and Zurich.....Dansaz and Minet.
Florence and Naples.....Padovani.
Rome.....L. Fabri.
Genoa.....Vanetti.
Antwerp.....L. Hauterman & Co.
Rotterdam.....Ruys and Kellar.
Vienna.....Austrian Co. I. R. P. of the railroads of the Empire.
Trieste.....G. and P. Ravasini.
Hamburg.....J. H. Dirks.
Bremen.....H. G. Fisser.
London.....Pothonier & Co.
Madrid.....Gen. Co. of the Spanish Personal Property's Bank.
Cadiz.....A. L. Sicre.
Barcelona.....Comas Salitre.
Santander.....Ruben Moïse & Co.
Bilbao.....R. de Gaminde.

Agents and Correspondents of the Aspinwall, Guaymas, and Pacific Line.

Fort de France, Martinique.....Messrs. E. Dupré, Agent.
St. Pierre, " ..... N. Montès.
Pointe-à-Pitre, Guadaloupe ... } Chabrou, Laballe & Co.
Basse-terre, " ... }
Santa Martha ..... Vengoechea, Lafaurie & Co.
Colon (Aspinwall)..... Arrivet, Agent.
Panama ..... Hourquet, Poylo & Co.
Guayaquil ..... Poudavigne.

Jacna	Messrs. Prudhomme Brothers.
Lima	Thomas Lachambre & Co.
Valparaiso	Lequellec and Bordes.
La Union	Courtade Frères.
San José de Guatemala	Xavier du Theil.
Manzanilla	Oetling & Co.
San Francisco	Ahel Guy.
St. Lucie	Belmar, Dubouloy & Co.
St. Vincent	Hugues & Co.
La Granada	L. Dill & Co.
Port of Spain (Trinidad)	O'Connor Brothers.
Demerara (English Guiana)	G. Little & Co.,
Surinam (Dutch Guiana)	Van Praag Brother.
Cayenne (French Guiana)	G. Emler.

In the southern ports of the Pacific, apply also to the agents of the Pacific Steam Navigation Company.

In the ports of Central America, to the agents of the Central American Line Company.

In the northern ports of the Pacific, apply also to the agents of the Pacific Mail Steam-ship Company.

Agents and Correspondents of the Mexican, West Indian, and New York Lines.

Saint Thomas	Messrs. Nunes & Co.
Havana	Caro Brothers and Watson.
Vera Cruz	Lelong & Co.
Tampico	Dionisio Gamacho.
Matamoros	Droege, Oetling & Co.
Mexico	Deschamps & Co.
San Juan (Porto Rico)	Latimer & Co.
Cape Haytien	L. Vincent.
Santiago de Cuba	Ducourau & Co.
Kingston, Jamaica	W. Malabre & Co.
New Orleans	Victor Perilliat.
New York	G. Mackenzie, 58 Broadway, Agent.

N.B.—Rates given in francs ought to be divided by 4.94 in order to have dollars. The prices are always specified in gold.

1000 kilogrammes are equal to 2200 pounds avoirdupois.

THE WEST INDIA AND PACIFIC STEAM-SHIP COMPANY,

Sailing twice a month from LIVERPOOL to ASPINWALL, and three times a month from ASPINWALL to LIVERPOOL.

Head Office, the Temple, Dale Street, Liverpool; ARTHUR B. FORWARD, Managing Director.

London Offices, 117 and 118 Leadenhall Street, London.

The following steam vessels comprise the fleet:

Australian.....	2400 tons.	Cuban	1334 tons.
Colombian	2250 "	Mexican.....	1279 "
Caribbean.....	1852 "	Saint Thomas...	1245 "
American	1831 "	Bolivar	1179 "
Californian	1831 "	Darien	1171 "
West Indian.....	1804 "	Crusader.....	901 "
Venezuelan.....	1682 "	Talisman.....	738 "
Chilian.....	1340 "	Plantagenet.....	694 "

The vessels call at St. Thomas and Santa Martha on their voyage from Liverpool, and at Kingston and Port-au-Prince on their return, leaving Liverpool on the 10th and 25th, and Aspinwall on the 7th, 15th, and 30th of each month. The passage occupies 27 days.

This line was established principally for the conveyance of cargo, but the steamers have accommodations for about 40 first-class passengers.

General Information.

This Company have organized a most complete system of through traffic arrangements between Europe and ports in the West Indies, Spanish Main, Gulf of Mexico, Central America, and the North and South Pacific Oceans, for the conveyance of goods, passengers, and specie.

These arrangements are in connection with the Panama Railroad Company, the Pacific Steam Navigation Company, and the Pacific Mail Steamship Company.

Steamers also leave Panama for New Zealand and Australia. Passengers are booked through at through rates.

Through bills of lading for produce and specie, shipped at the different ports on the Pacific to Europe, will be signed by the respective agents of the Companies above referred to. Shippers can also forward their merchandise by sailing vessels to Panama, consigned to the agent of the Company at Panama, who will undertake to forward it from thence, through to Europe, free of commission, charging only the expense incurred and the freight stipulated in this tariff from Panama. (Page 226.) When merchants adopt this course, they must address the agent at Panama, with full instructions as to consignees, disposition of bills of lading, etc. The agent of the Company will also effect insurance, if desired.

The agent at Colon will attend to all inquiries relating to the transmission of goods by this Company's steamers, and will furnish bills of lading and all particulars required. Bills of lading can also be obtained at the various ports on the Pacific from the agents of this and the other Steam-ship Companies trading on the Pacific Coast of America.

Produce will be received at Port-au-Prince for shipment by the steamers on board the Company's receiving-hulk at that port, free of storage, but at shipper's risk.

Shippers or consignees can arrange to have the option of forwarding their goods, on arrival in Liverpool, to any port in England or the Continent

named in the freight-tables of this tariff. They will thus have the advantage of several markets.

The agents of the Company in London and on the Continent sign through bills of lading at through rates of freight.

No bills of lading will be signed except such as are made out on the Company's forms.

No rough goods, machinery, or weight will be received except by special agreement.

Silk goods, specie, jewelry, plate, watches, or any valuable or hazardous articles, can be taken only by special agreement previously made.

All goods, when sent down for shipment, must be accompanied by a shipping note on the Company's form, specifying the marks and numbers, and port the goods are for. All packages must be strongly packed, distinctly marked and numbered, and the port of destination must be painted thereon in letters of not less than two inches in size. Glass, liquids, and goods of a similar description, or of a damaging or dangerous nature, must have their contents plainly marked on the packages. The Company will not be responsible for accident or loss arising from the neglect of these precautions.

Goods of a dangerous or damaging nature to ship or cargo can only be taken under a special written agreement, and parties shipping any such goods without such arrangement will be held liable for all the consequences arising therefrom. The attention of shippers is particularly directed to the clauses of the act of Parliament in relation to this subject.

Any goods wrongly described in the bill of lading will be charged £10 per ton extra, and the goods will not be delivered until such extra freight is paid.

Goods for Maracaibo are taken on a through bill of lading, and forwarded from Curaçoa by sailing vessel, at ship's expense, but shipper's risk.

All freights outward are payable on delivery of the bills of lading.

All freights homeward are payable on the gross weights or measurements taken in Liverpool, and a deposit of the estimated amount of freight must be made before delivery.

Consular invoices for the following ports—La Guayra, Puerto Cabello, and Maracaibo, in Venezuela; Santa Martha, Carthagena, and Buenaventura, in the United States of Colombia; Vera Cruz and Tampico, in Mexico—must be presented at the respective consulates before 1 P.M. on the day previous to the advertised dates of the steamer's sailing, or an addition of 10 per cent. will be added to the freight. In the event of the necessary documents not being deposited within the time specified, the steamer is authorized to clear without them, and to land the goods at any other port, or carry them to their destination; all fines, expenses, or losses of any nature caused by their absence, to be paid by the shippers of the goods. No bills of lading for the ports above named will be signed without production of the consul's receipt for delivery of the invoices.

All letters and newspapers for conveyance by these steamers must pass through the post-office.

WEST INDIES, SPANISH MAIN, AND MEXICO.

List of Routes.

OUTWARD.		HOMEWARD.	
Leave Liverpool	10th	Leave Colon	15th
At St. Thomas	27th	At Santa Martha	17th
Leave "	29th	Leave "	19th
At San Martha	2d	At Liverpool	10th
Leave "	4th		
At Colon	6th		

C

OUTWARD.	HOMEWARD.
Leave Liverpool.....15th	Leave Vera Cruz.....21st
At Port-au-Prince..... 5th	At Colon.....29th
Leave " 7th	Leave " 7th
At Kingston..... 9th	At Kingston.....12th
Leave " 11th	Leave " 14th
At Vera Cruz.....16th	At Liverpool..... 5th

D

Leave Liverpool.....25th	Leave Colon.....30th
At St. Thomas.....12th	At Carthagena..... 2d
Leave " 14th	Leave " 3d
At Santa Martha.....17th	At Port-au-Prince..... 6th
Leave " 19th	Leave " 7th
At Colon..... 21st	At Liverpool.....26th

Steamers will be regularly dispatched from Liverpool with goods for the undermentioned ports. For dates of sailing, etc., see the Company's advertisements.

Barbadoes. La Guayra. Puerto Cabello. Curaçoa.

The D steamer takes goods for Carthagena every alternate month.

The Company reserve to themselves the right to deviate from the above routes at any time, and do not hold themselves responsible for arriving and departing at the dates given, which are approximate.

The following are the tariffs of freight:

Outward Rates of Freight from Liverpool to Central American Ports—Panama, Punta Arenas, Realejo, La Union, La Libertad, Acajutla, and San José de Guatemala. To be paid on delivery of Bills of Lading. All free of Primage.

MEASUREMENT. Per ton of 40 cubic feet.	Panama. £ s. d.	All other Central American Ports. £ s. d.
General merchandise, hardware, and all goods not specially enumerated.	6 5 0	8 15 0
Wines or spirits, in bulk	6 0 0	8 0 0
" " in bottle	5 5 0	7 5 0
Common glass-ware	5 10 0	7 10 0
Beer, in bulk or bottle, and common earthen-ware	4 10 0	6 0 0
Cotton and sugar bagging	5 10 0	7 0 0
Jewelry and plate	1¼ per cent.	2½ per cent.
Gold coin or bullion	⅝ "	1¼ "
Silver " "	1⅛ "	2⅜ "
WEIGHT. Per ton of 20 cwt. gross weight.		
Iron bars, plate, rods, etc.	5 0 0	6 10 0
Bent iron, nails, zinc, steel, lead, etc.	6 0 0	7 5 0
Copper and brass, of all kinds	6 10 0	8 0 0
Common soap	5 5 0	7 5 0

SOUTH PACIFIC PORTS.

Outward Rates of Freight from Liverpool, to be paid on delivery of Bills of Lading.

PORTS.	General Merchandise.			Wines, Spirits, and Beer in bottles, Glass-ware, Earthen-ware, etc.		
	£	s.	d.	£	s.	d.
Buenaventura	10	0	0	9	10	0
Tumaco, Esmeralda, Manta, and Guayaquil	10	10	0	10	0	0
Payta	11	0	0	10	10	0
Lambayeque, Pacasmayo, Huanchaco, Santa, Casma, Supè, Huacho, and Callao	11	10	0	11	0	0
Cerro Azul, Pisco, Chala, Islay, Arica, Pisagua, Mexillones, Iquique, Tocapillo, Cobija, Caldera, Carrizal-hajo, Huasco, Coquimbo, Tongoy, and Valparaiso	12	10	0	12	0	0

Per ton of 40 cubic feet, or 20 cwt. gross, at ship's option.

NORTH PACIFIC PORTS.

Outward Rates of Freight from Liverpool, to be paid on delivery of Bills of Lading. All free of Primage.

Per ton of 40 cubic feet, or 20 cwt. gross, at ship's option.	San Francisco.			Manzanillo and Acapulco.		
	£	s.	d.	£	s.	d.
General merchandise	14	5	0	13	5	0
Hardware	14	5	0	12	5	0
Groceries, wines, liquors, crockery, and common glass-ware	13	0	0	10	10	0
No bills of lading signed for less than.	1	11	6	1	11	6

CENTRAL AMERICAN PORTS.

Homeward Rates of Freight to Liverpool. All free of Primage.

ARTICLES.	At per Ton.	TO LIVERPOOL FROM					
		Panama.			Central American Ports.		
		£	s.	d.	£	s.	d.
Balsam	Weight.	16	10	0	22	0	0
Bark	"	8	5	0	11	0	0
Cochineal	"	12	0	0	17	7	6
Cotton	Measurement.	3	12	6	4	15	0
Coffee, in bags	Weight.	5	10	0	8	10	0
" " from Punta Arenas	"		....		8	0	0
Cocoa	"	5	15	0	8	15	0
Copper ore, in bags	"	3	15	0	6	0	0
Dyewoods	"	4	0	0	5	15	0
Deer and goat skins	Measurement.	6	5	0	10	0	0
Indigo	Weight.	12	0	0	17	7	6
India-rubber, in bags or loose	"	7	10	0	11	10	0
" in cases or casks	Measurement.	3	10	0	4	10	0
Hides, dried	Weight.	10	10	0	16	5	0

Homeward Rates of Freight to Liverpool—continued.

ARTICLES.	At per Ton.	TO LIVERPOOL FROM Panama.	TO LIVERPOOL FROM Central American Ports.
		£ s. d.	£ s. d.
Merchandise, not enumerated	Weight or Meas't.	10 10 0	15 5 0
Mother-of-pearl shells	Weight.	4 0 0	....
Sarsaparilla	Measurement.	3 5 0	5 5 0
Silver ore	Weight.	4 5 0	6 0 0
Sugar	"	4 0 0	6 0 0
Specie—gold	Per cent.	0 15 0	1 15 0
silver	"	1 0 0	2 0 0
jewelry and plate	"	1 5 0	2 5 0
Tobacco, in hide serons	Weight.	7 10 0	11 0 0
" in bales	Measurement.	3 15 0	4 15 0
No bills of lading will be signed for less than.	....	1 1 0	1 1 0

SOUTH PACIFIC PORTS.

Homeward Rates of Freight to Liverpool. All free of Primage.

ARTICLES.	At per Ton.	TO LIVERPOOL FROM Callao, Payta, and Guayaquil.	TO LIVERPOOL FROM All other Ports.
		£ s. d.	£ s. d.
Barilla, in bags	Weight.	4 10 0	4 10 0
Bark, in hide serone	"	12 5 0	12 10 0
Copper and tin, in bars or ingots	"	4 10 0	4 10 0
Coffee, in bags	"	8 0 0	8 5 0
Cocoa "	"	8 5 0	8 10 0
Cochineal	"	15 15 0	16 0 0
Cotton	Measurement.	4 10 0	4 12 6
Hides, dried	Each.	0 3 1½	0 3 4½
Indigo	Weight.	15 15 0	16 0 0
India-rubber, in cases or casks	Measurement.	4 10 0	4 15 0
" loose or in bags	Weight.	10 5 0	10 15 0
Ivory nuts	"	6 10 0	6 15 0
Merchandise, not enumerated	Weight or Meas't.	10 10 0	10 15 0
Orchilla weed, press-packed	Weight.	7 15 0	8 10 0
Panama hats	Measurement.	13 0 0	15 0 0
Rhatania root	Weight.	11 0 0	11 10 0
Silver ores, in bags	"	7 10 0	7 10 0
Sarsaparilla	Measurement.	4 10 0	4 10 0
Skins, deer and goat	"	7 10 0	7 10 0
Specie (gold)	Per cent.	1 12 6	1 12 6
Silver and valuables	"	1 17 6	1 17 6
Tobacco, in hide serons	Weight.	10 15 0	11 7 6
" in bales	Measurement.	5 10 0	5 15 0
Wool, alpaca	Weight.	18 10 0	19 5 0
" sheep's, washed	"	15 5 0	16 0 0
" " unwashed	"	13 0 0	13 15 0
" all descriptions	Measurement.	4 0 0	4 0 0
No bills of lading signed for less than	....	1 10 0	1 10 0

NORTH PACIFIC PORTS.

Homeward Rates of Freight to Liverpool. All free of Primage.

ARTICLES.	At per Ton.	TO LIVERPOOL FROM Acapulco and Manzanillo.	TO LIVERPOOL FROM San Francisco.
		£ s. d.	£ s. d.
All merchandise, not enumerated	Weight or Meas't.	12 0 0	12 0 0
Bark	Weight.	13 10 0	14 10 0
Cochineal	"	17 15 0	18 10 0
Cotton	Measurement.	6 2 6	6 2 6
Copper ore, in sacks	Weight.	6 15 0	7 0 0

Homeward Rates of Freight to Liverpool—continued.

ARTICLES.	At per Ton.	TO LIVERPOOL FROM Acapulco and Manzanillo.	TO LIVERPOOL FROM San Francisco.
		£ s. d.	£ s. d.
Dyewoods	Weight.	6 15 0	7 10 0
Hides, dried	Each.	0 2 9	0 3 0
India-rubber, loose or in bags	Weight.	12 8 0	12 8 0
" in cases or casks	Measurement.	6 5 0	6 5 0
Indigo	Weight.	17 15 0	18 10 0
Lead ore, in sacks	"	7 0 0	7 0 0
Parcels	Each.	1 10 0	1 10 0
Quicksilver [Per flask of not	exceeding 90 lbs.	0 11 0	0 12 0
Sarsaparilla	Measurement.	5 10 0	5 10 0
Silver ore, in sacks	Weight.	7 0 0	8 0 0
Skins, deer and goat, press-packed	Measurement.	5 15 0	6 0 0
Tobacco, in hide serons	Weight.	12 10 0	12 10 0
" in bales	Measurement.	6 0 0	6 0 0
Wool	"	5 15 0	5 15 0
Whalebone	"	10 0 0	10 10 0
Whale oil	Per 252 gallons.	11 0 0	12 0 0
No bills of lading will be signed for less than	....	1 10 0	1 10 0

Passenger Fares, etc., including the use of Bedding and Linen, Steward's Fees, and all other Charges, except for Wines, Spirits, Malt Liquors, etc., which will be supplied on Board at moderate Prices.

FROM LIVERPOOL.	Third Class.	Second Class.	First Class.
	£ s. d.	£ s. d.	£ s. d.
To St. Thomas	.....	.....	25 0 0
" Barbadoes	.....	.....	28 0 0
" Port-au-Prince, Kingston, La Guayra, Puerto Cabello, Curaçoa, Santa Martha, Carthagena, and Colon	.....	.....	30 0 0
" Vera Cruz, Tampico, and Belize	.....	.....	36 0 0
" Guayaquil, exclusive of railway fare*	.....	48 15 0	49 18 9
" Callao, do	.....	58 2 6	60 0 0
" Valparaiso, do	.....	80 12 6	84 7 6
" Acapulco and Manzanillo, do.	37 10 0	40 0 0	45 0 0
" San Francisco, do	40 17 6	48 5 0	55 10 0
" Vancouver's Island, do	46 2 6	53 10 0	64 19 0

* The railway fare across the Isthmus is five guineas.

Passengers can be booked through to other ports in the South Pacific and Central America: the particulars of fares, etc., can be obtained at the Company's offices.

A deposit of £5 is required to secure a berth; the balance to be paid before embarkation.

Steamers leave Panama for New Zealand and Australia on the 24th of every month, arriving at Wellington on the 21st and Sydney on the 29th of the succeeding month. Passengers to Colon by the West India and Pacific Steam-ship Company's steamers can book forward on the Isthmus.

The second and third class accommodation shown in the above table refers to the Pacific portion of the voyage, first-class passengers only being carried between Liverpool and Colon.

Foreign Currency to be received by the pursers on board the steamers at the following rates of exchange:

Spanish dollar	at	4*s.*	2*d.* sterl.	Mexican dollar	at	4*s.*	0*d.* sterl.
" doubloon		64	0	Bolivian "		3	1
American eagle		41	0	French silver 5fr. piece		4	0
" half eagle		20	6	French gold, at the rate			
" quar. eagle.		10	3	per 5fr. piece of		4	0
" gold dollar.		4	1	Chilian condor		37	0
" silver "		4	0	New Granadian do		39	0

Rates for Intercolonial Cabin Passengers, to be paid, before embarking, in Silver Dollars or their equivalent.

FROM	Barbadoes.	St. Thomas.	La Guayra.	Puerto Cabello.	Curaçoa.	Santa Martha.	Carthagena.	Colon.	Kingston.	Port-au-Prince.	Vera Cruz.	Tampico.
St. Thomas	25	...	30	40	50	40	50	50	30	30	...	...
La Guayra	...	40	...	15	20	...	...	...	...	...	...	...
Puerto Cabello	...	40	15	...	15	...	...	...	...	...	...	...
Curaçoa	...	40	20	15	...	...	...	...	...	...	...	...
Santa Martha	...	...	...	...	...	...	10	25	50	60	...	...
Carthagena	...	...	...	...	...	10	...	15	50	60	...	...
Colon	...	...	...	...	...	25	15	...	25	40	...	...
Kingston	...	...	...	...	...	45	40	25	...	25	90	90
Port-au-Prince	...	...	...	...	...	45	50	50	25	...	100	100
Vera Cruz	...	...	...	...	...	...	...	100	90	100	...	...
Tampico	...	...	...	...	...	...	...	100	90	100	...	...
Barbadoes	...	25	25	30	40	...	...	...	75	60	...	...

Male deck passengers to pay one third cabin fare, females one half, and to be messed on the same scale as the crew, but to find their own bedding, etc., and utensils. Children over three and under twelve years old to pay one half fare. Dogs to pay one eighth of the fare paid by their owners.

Return Tickets issued to adult cabin passengers, with an abatement of 25 per cent. off the passage-money, to be available for six months for West Indian ports, and twelve months for South Pacific ports. For male servants, half full cabin fare each way, and for female servants, two thirds full cabin fare out, and half full cabin fare home. Application to be made to the agent before embarking for permission to do so, and if the ship be full, the holder to have a passage by the first subsequent opportunity. None granted for intercolonial voyages.

Notice.—The Company will not be responsible for the maintenance of passengers, nor for the loss of time during any detention consequent upon the occurrence of any cause to prevent their branch steamers from meeting at the appointed places; nor for any delay arising out of accidents; nor for any loss or damage arising from perils of the sea, or accidents from machinery, boilers, or steam; from any act, neglect, or default whatsoever of the pilot, master, or mariners; nor for any consequences arising from the sanitary regulations or precautions which the Company's officers or local government authorities may deem necessary. Should such sanitary regulations or precautions prevent embarkation or disembarkation; or if, in consequence of such sanitary regulations or precautions, passengers should have to be

conveyed to their destination by a circuitous route, or to remain (with the consent of the Company's officers) on board the Company's vessels, beyond the time at which, under ordinary circumstances, they would disembark, the Company will, in lieu of additional passage-money, etc., charge only at the rate of 5*s.* per diem for victualing during the extra time each adult cabin passenger may have been on board, and in proportion for other classes of passengers.

Should the Company's vessels be detained, from any cause whatever, more than 48 hours at any port of call, the cabin passengers to pay 5*s.* per diem, in addition to the passage-money, for each day the vessel is so detained.

Agencies and Correspondents.

Colon and Panama.....P. M. Leay, Esq., Colon.
Paris.....J. M. Currie, Esq., Place de la Bonrse, 12.
Havre.....J. M. Currie, Esq., Quai d'Orleans, 21.
Bordeaux.....Messrs. Lafitte & Vandercruyce.
Queenstown.....Messrs. N. & J. Cummins & Brothers.

Arica.....G. H. Nugent.
Barbadoes.....Dummett & Co.
Belize.....Antonio Mathé.
Bermuda.....Musson & Co.
Cape Hayti.....Case, Rowe, & Co.
Carthagena.....Maçia & Son.
Colon and Panama.....P. M. Leay, Colon.
Curaçoa.....J. & H. Jones.
Demerara.....S. Barber & Co.
Guayaquil.....Millan, Ballen, & Co.
Guatemala, for San José de Guatemala.....Hockmeyer & Rittscher.
Havana.....M. A. Herrera & Co.
Islay.....Gibson & Lewis.
Kinstgon.....M'Dowell & Barclay.
La Guayra.....Rüete, Röhl, & Co.
Lima.....Graham, Rowe, & Co.
New Orleans.....O. B. Graham & Co.
Nassau, N. P.....Sawyer & Menendez.
New York.....Ribon & Muñoz.
Port-au-Prince.....Rowe, Brown, & Co.
Puerto Cabello.....Rüete, Röbl, & Co.
Realejo.....P. Eisenstuck & Co.
Sonsonaté, for Acajutla.....José, Kerferd, & Co.
San Miguel, for La Union.....Kerferd, Nephew, & Co.
San Salvador, for La Libertad.....“ “
San José de Costa Rica, for Punta Arenas....Allan, Wallis, & Co.
San Francisco.....Rodgers, Meyer, & Co.
Santa Martha.....Manuel J. de Mier.
St. Thomas.....Schön, Willink, & Co.
Tampico.....Dionisio Camacho.
Trinidad.....Hnme, Bernard, & Co.
Turk's Island.....C. R. Hinson.
Valparaiso.....Graham, Rowe, & Co.
Vera Cruz.....Büsing, Mertens, & Co.
Also the Agents of the.....Pacific Steam Navigation Co.
“ “ .....Pacific Mail Steam-ship Co.
“ “ .....Panama Railroad Co.

ROYAL MAIL STEAM PACKET COMPANY,

Under contract with Her Majesty's Government for the conveyance of the mails for the WEST INDIES, MEXICO, NEW ZEALAND, AUSTRALIA, CENTRAL AMERICA, PANAMA, and the PACIFIC.

Offices:

55 Moorgate Street, London. J. M. LLOYD, Secretary.
Canute Road, Southampton. Capt. W. VINCENT, Superintendent.

The following are some of the Agencies:

Liverpool	C. E. HAMILTON, Esq., the Temple, Dale Street.
Manchester	HUGH FLEMING, Esq., 4 York Chambers.
Paris	Messrs. PRITCHARD & MONNERON, 4 Rue Rossini. Sub-Agency, 10 Rue Castiglione.
Havre	Messrs. MARCEL & Co. (late DAVIDSON & Co.)
Hamburg	Messrs. HUNDEIKER & ABEGG.
Antwerp	W. KENNEDY, Esq.
Rotterdam	Messrs. HUDIG & BLOKHUYZEN.
Copenhagen	Messrs. F. and E. GOTSCHALK.
St. Thomas	J. B. CAMERON, Esq., Superintendent.
Colon (Aspinwall)	D. R. MARTIN, Esq., Traffic Manager.
Panama	C. A. HENDERSON, Esq., H. B. M. Consul.
Havana	J. V. CRAWFORD, Esq., H. B. M. Vice-Consul.
Vera Cruz	C. MARKOE, Esq.
Tampico	Messrs. JOLLY & Co.
Jamaica	Capt. COOPER, R. N., Superintendent.
Trinidad	FRED. J. SCOTT, Esq.
Barbadoes	Messrs. M. CAVAN & Co.
Demerara	Messrs. ROSE, DUFF, & Co.
San Francisco (California)	W. LANE BOOKER, Esq., H. B. M. Consul.
Victoria (Vancouver's Isl.)	
San José de Guatemala	WM. EVERALL, Esq., H. B. M. Vice-Consul.
La Union (San Salvador)	Messrs. MORRIS & Co.

Passengers, specie, and parcels are booked at the Company's Office, 55 Moorgate Street, London. At Southampton, passengers, specie, goods, etc., are booked by Mr. J. K. LINSTEAD, the Company's Cargo Superintendent.

The Company's steam-ships are appointed by Her Majesty's Government to leave Southampton at 2 o'clock P.M. on the 2d and 17th of each month (unless these dates should fall on a Sunday, and then on the following day), proceeding direct to St. Thomas, where mails, passengers, etc., are transferred, and conveyed thence to the places on the branch routes by the Company's Intercolonial steamers, and between Panama, New Zealand, and Australia by the steamers of the Panama, New Zealand, and Australian Royal Mail Company (limited).

The following are the estimated Dates of Arrival of the Outward Mails, etc., at, and of the Departure of the Homeward Mails, etc., from, the Principal Stations:

From Southampton:

2d and 17th of each month, arriving at			St. Thomas	17th and 2d.
"	"	"	Aspinwall (Isthmus of Panama)	22d and 7th.
"	"	"	Jamaica	21st and 6th.
"	"	"	Barbadoes	20th and 5th.
"	"	"	Trinidad	22d and 7th.
"	"	"	Demerara	22d and 7th.
2d of each month, arriving at			Havana (one mail each month)	22d idem.
"	"	"	Vera Cruz	26th "
"	"	"	Tampico	28th "
"	"	"	Carthagena	24th "
"	"	"	Santa Martha	26th "
17th	"	"	Belize	10th following m'th.
"	"	"	Greytown	10th "

The following are the estimated Dates of Departure of the homeward Mails from the principal Stations, commencing with the Mails in reply to those from Southampton March 2d.

(The mails are conveyed to St. Thomas by the Company's intercolonial ships.)

From:

Tampico (one mail each month)		29th,	reaching	Southampton	29th	following m'th.
Santa Martha	"	27th,	"	"	29th	"
Vera Cruz	"	2d,*	"	"	29th	idem.
Havana	"	8th,*	"	"	29th	"
Carthagena	"	5th,*	"	"	29th	"
Belize	"	17th,*	"	"	14th	following m'th.
Greytown	"	19th,	"	"	14th	"
Demerara		9th* and 24th of each month.				Reaching Southampton 29th and 14th respectively.
Trinidad		9th* and 24th		"	"	
Barbadoes		11th* and 26th		"	"	
Jamaica		10th* and 25th		"	"	
Aspinwall (Isthmus of Panama)		9th* and 24th		"	"	
St. Thomas		15th* and 30th		"	"	

N.B.—The estimated dates of departure which are marked thus * above will be a day earlier when the preceding month comprised 31 days.

Notice.—The Company will not be responsible for the maintenance of passengers, or for their loss of time during any detention consequent upon the occurrence of any cause to prevent the vessels from meeting at the appointed places; nor for any delay arising out of accidents; nor for any loss or damage arising from perils of the seas, or from machinery, boilers, or steam, or from any act, neglect, or default whatsoever of the pilot, master, or mariners; nor from any consequences arising from sanitary regulations or precautions which the Company's officers or local government authorities may deem necessary, or should such sanitary regulations or precautions prevent embarkation or disembarkation; and if, in consequence of such sanitary regulations or precautions, passengers should have to be conveyed to their destination by a circuitous route, or to remain (with the consent of the Company's officers) on board the Company's vessels beyond the time at which, under ordinary circumstances, they would disembark, the Company

will, in lieu of additional passage-money, etc., charge only at the rate of 10*s.* per diem for victualing during the extra time each adult cabin passenger may have been on board, and in proportion for other classes of passengers.

PASSENGER FARES, WHICH INCLUDE THE USE OF BEDDING AND LINEN, STEWARD'S FEES, AND ALL OTHER CHARGES EXCEPT FOR WINES, SPIRITS, MALT LIQUORS, AND MINERAL WATERS.

Atlantic Voyages (see *Regulations*, pages 193 and 194).

OUTWARD.		FARES OUT OR HOME.		HOMEWARD.	
Leaves Southampton each Month.	Destination.	Berths* in after Cabins (except outside Cabins on the main Deck) and in main Deck forward Cabins.	Berths in lower Deck forward Cabins.	From what Places.	Due at Southampton each Month.
		Each Berth.†	Each Berth.		
		£ *s.*	£ *s.*		
2d and 17th	Antigua.....	38 10	33 0	Antigua.....	14th and 29th
2d and 17th	Barbadoes...	38 10	33 0	Barbadoes...	14th and 29th
17th	Blewfields ...	44 0	38 10	Blewfields ...	14th
2d and 17th	Carriacou....	38 10	33 0	Carriacou....	14th and 29th
2d	Carthagena..	44 0	38 10	Carthagena..	29th
2d and 17th	Aspinwall ...	44 0	38 10	Aspinwall....	14th and 29th
2d and 17th	Demerara ...	38 10	33 0	Demerara....	14th and 29th
2d and 17th	Dominica....	38 10	33 0	Dominica....	14th and 29th
		18 14	18 14	Fayal (if touched at)	
2d and 17th	Granada	38 10	33 0	Granada	14th and 29th
17th	Greytown....	44 0	38 10	Greytown....	14th
2d and 17th	Guadalonpe.	38 10	33 0	Guadalonpe.	14th and 29th
2d	Havana	44 0	38 10	Havana	29th
17th	Honduras....	44 0	38 10	Honduras....	14th
2d and 17th	Jacmel	38 10	33 0	Jacmel	14th and 29th
2d and 17th	Jamaica.....	38 10	33 0	Jamaica.....	14th and 29th
2d and 17th	Martinique..	38 10	33 0	Martinique..	14th and 29th
2d and 17th	Porto Rico ..	38 10	33 0	Porto Rico ..	14th and 29th
2d and 17th	St. Kitts.....	38 10	33 0	St. Kitts.....	14th and 29th
2d and 17th	St. Lucia.....	38 10	33 0	St. Lucia.....	14th and 29th
2d and 17th	St. Thomas..	38 10	33 0	St. Thomas..	14th and 29th
2d and 17th	St. Vincent..	38 10	33 0	St. Vincent..	14th and 29th
2d	Sta. Martha.	44 0	38 10	Sta. Martha.	29th
2d	Tampico	49 10	44 0	Tampico.....	29th
2d and 17th	Tobago.....	38 10	33 0	Tobago.....	14th and 29th
2d and 17th	Trinidad	38 10	33 0	Trinidad	14th and 29th
2d	Vera Cruz...	49 10	44 0	Vera Cruz...	29th

* A whole after cabin secured for the exclusive use of one passenger (not being an outside cabin on the main deck) is to be charged as a berth and a half, calculated at the rate shown in the column marked † above.

† For an outside cabin, or for a berth therein on the main deck aft, an additional charge of £5 is to be made to each passenger beyond the fares indicated respectively in the preceding clause and in the column marked † above.

In future, no whole cabins on the main deck forward, or on the lower deck forward, of any of the Company's ships, are to be let as single cabins.

The above distinctions in accommodation apply more particularly to the Atlantic voyages between Southampton and St. Thomas, and *vice versa*, but they will also be adhered to as far as practicable on board the intercolonial vessels.

The difference in the rates of passage-money shown above refers merely to the sleeping-cabins; in all other respects the passengers will be precisely on the same footing.

Return Tickets.—Return tickets issued to cabin passengers for Atlantic voyages with an abatement of 25 per cent. on the passage-money. Such tickets to be paid for when issued, and not to be transferable. To be available if the parties holding the same embark on the return voyage within six calendar months (but in the case of Colon [Aspinwall] within twelve calendar months) from the date of their first embarkation; and no allowance will be made to such parties if they do not make the return voyage by the Company's vessels. Should there be no available accommodation in the ship by which the holder wishes to embark on the return voyage, he will be entitled to a passage by the first subsequent opportunity. In all such cases certificates must be obtained from the Company's agents or captains, specifying the dates of application, and that no accommodation could then be afforded.

Children.—Of the children of cabin passengers under three years of age, one to be carried free of charge; any other under that age to be charged as three years and under eight; those three years and under eight years, to pay one fourth the cabin-passage rate paid by their parents, and four such children to be entitled to one berth.

Passengers on Warrant-officers' Scale.—A limited number of artisans, emigrants, etc., to be victualed on the same footing as the ship's warrant-officers, and supplied with bunks and bedding, will be conveyed, when there is room for them, from Southampton to the West Indies, Colon (Aspinwall), or Mexico for £25 each.

Return tickets are not to be issued to passengers of this class.

Servants.—Passengers' servants can not be booked as deck passengers.

Passengers' male servants to pay one half, and female two thirds of the lowest rates established for adult saloon passengers, and no abatement to be made on account of age. Men servants will be berthed in the fore part of the ship; women servants will have beds made up in the ladies' saloon.

Deck Passengers can only be conveyed intercolonially.—Only troops, common sailors, or laborers to be conveyed as deck passengers; to find their own provisions and bedding, and not admitted abaft the chimney, and to pay one fourth the cabin fare. Children of deck passengers to pay half the deck fare, when three years or above, and not exceeding twelve years of age, and when under three years to be taken free. N.B.—No deck passenger is to be booked for St. Thomas.

Dogs, Carriages, Horses, Cattle, etc.—Dogs to be charged at one eighth the fare paid by their owners.

Carriages, horses, live-stock, etc. (for the shipment of which special permission must be obtained from Captain W. Vincent, the Company's superintendent at Southampton), will be conveyed only under special form of ticket, which provides for the owner's undertaking all risk of conveyance whatsoever, as the Company will not be responsible for any injury or damage (however caused) occurring while on board the Company's ships, or in embarkation, transfer, or disembarkation; and the shippers must in all cases provide food, boxes, pens, or coops.

Carriages measuring 3 tons or under, £12 each.

Carriages measuring above 3 tons, at the rate of £4 per ton measurement.

Horses, colts, and heifers, to St. Thomas, £20 each; to other West Indian ports, £25 each. Rams, sheep, and pigs, £5 each; poultry, 15*s.* each.

☞ In all cases where passengers are subject in the ordinary course of the mail service, as per tables, to a detention of more than four days, that is, while waiting the arrival of the vessel by which they are to prosecute their voyage, they will have to defray the expenses of their victualing during such period of detention.

Intercolonial Voyages.—Fares in Silver Dollars for Cabin Passengers. (Return Tickets are not granted to intercolonial Passengers.)

Places.	Antigua.	Barbadoes.	Blewfields.	Carriacou.	Carthagena.	Aspinwall.	Demerara.	Dominica.	Granada.	Guadaloupe.	Greytown.	Havana.	Hoduras.	Jacmel.	Jamaica.	Martinique.	St. Juan's.	St. Kitts.	St. Lucia.	Sta. Martha.	St. Thomas.	St. Vincent.	Tampico.	Tobago.	Trinidad.	Vera Cruz.
Antigua	...	25	85	25	65	65	40	12	25	8	75	65	80	40	50	15	25	10	15	65	15	25	115	35	30	110
Barbadoes	20	...	100	15	80	80	20	15	15	20	90	80	95	55	65	15	40	25	10	80	30	12	130	25	20	125
Blewfields	110	120	...	120	50	20	135	115	120	110	10	135	150	110	120	115	95	105	115	60	85	120	185	130	130	180
Carriacou	25	20	100	...	80	85	35	20	5	20	90	80	95	55	65	20	40	25	20	80	30	5	130	25	12	125
Carthagena	85	95	40	95	...	15	110	90	95	85	30	110	125	85	95	90	70	80	90	10	60	95	160	105	105	155
Colon (Aspinwall)	85	95	25	95	25	...	110	90	95	85	15	110	125	85	95	90	70	80	90	35	60	95	160	105	105	155
Demerara	40	20	120	30	100	100	...	35	30	40	110	100	115	75	85	35	60	45	30	100	50	30	150	35	30	145
Dominica	12	25	95	25	75	75	40	...	25	8	85	75	90	50	60	8	35	15	8	75	25	25	125	35	30	120
Granada	25	20	100	5	80	80	35	20	...	20	90	75	95	55	65	20	40	25	20	80	30	10	130	20	10	125
Guadaloupe	8	25	90	25	70	70	40	8	25	...	80	70	85	45	55	8	30	12	12	70	20	25	120	35	30	115
Greytown	100	110	10	110	40	15	125	105	110	100	...	125	140	100	110	105	85	95	105	50	75	110	175	120	120	170
Havana	85	95	130	95	110	110	110	90	95	85	120	...	95	85	95	90	70	80	90	110	60	95	45	105	105	40
Honduras	110	120	155	120	135	135	135	115	120	110	145	95	...	60	40	115	80	105	115	135	85	120	180	130	130	175
Jacmel	55	65	100	65	80	80	80	60	65	55	90	80	50	...	20	60	25	50	60	80	30	65	125	75	75	120
Jamaica	70	80	115	80	95	95	95	75	80	70	105	95	30	25	...	75	40	65	75	95	45	80	140	90	90	135
Martinique	12	25	95	25	75	75	40	8	25	8	85	75	90	50	60	...	35	15	8	75	25	25	125	35	25	120
St. Juan's, Pto. Rico	35	50	80	50	60	60	60	40	50	35	70	60	60	25	30	40	...	30	40	60	12	50	105	60	55	100
St. Kitts	12	30	80	30	60	60	50	20	30	15	70	65	75	35	50	20	20	...	20	60	12	30	115	40	35	110
St. Lucia	15	10	100	20	80	80	30	10	20	15	90	80	95	55	65	8	40	20	...	80	30	20	130	30	20	125
Santa Martha	85	95	50	95	8	25	110	90	95	85	40	110	125	85	95	90	70	80	90	...	60	95	160	105	105	155
St. Thomas	25	35	70	35	50	50	50	30	35	25	60	50	65	25	35	30	10	20	30	50	...	35	95	45	45	90
St. Vincent	20	15	105	5	85	85	30	15	10	20	95	85	100	60	70	15	45	25	15	85	35	...	135	25	15	130
Tampico	145	155	190	155	170	170	170	150	155	145	180	65	185	145	155	150	115	140	150	170	120	155	...	165	165	12
Tobago	30	25	110	25	90	90	35	25	15	30	100	90	105	65	75	25	50	35	25	90	40	25	140	...	10	135
Trinidad	30	25	110	12	90	90	35	30	10	30	100	90	105	65	75	25	50	35	25	90	40	15	140	15	...	135
Vera Cruz	140	150	185	150	165	165	165	145	150	140	175	60	180	140	150	145	110	135	145	165	115	150	12	160	160	...

Dogs, when conveyed intercolonially, to be charged one eighth of the fare paid by their owners.

Horses, colts, and heifers, when conveyed intercolonially, to be charged five sixths of the saloon passenger rate.

Carriages, ditto, measuring three tons or under, £9 each. Ditto, ditto, above three tons, at the rate of £3 per ton measurement.

Rams, sheep, and pigs, £3 each. Poultry, 10*s.* each.

For Conditions of Conveyance, see pages 189, 190.

PASSENGER REGULATIONS, ETC.

Each ship carries an experienced surgeon.

No berth is considered engaged until the whole fare is paid.

Passengers not proceeding after taking their passage, to forfeit half the passage-money.

Passengers are earnestly recommended to conform to established regulations as respects passports, etc.

Passengers are not allowed to take on board wines, spirits, or other liquors for use during the voyage, an ample stock thereof being provided on board at moderate prices.

There are French and English cooks on board.

No person can be received on board the Company's ships when suffering from any infectious disorder; and if, in the course of the voyage, any passenger should be found to be suffering from a disorder of that character, he will be required, at his own expense, to find accommodation at any port in which the vessel may happen to be at the time of, or at the first port she may reach after discovery of the existence of the disorder, it being understood that, when sufficiently recovered, such passenger will be conveyed to his destination in one of the Company's vessels.

The captains will be most careful to avoid all personal preference or partiality in allotting accommodation on board the Company's ships. Within the prescribed limits, priority is always to be given according to the dates on which passengers were originally booked and the passage-money paid. If paid through the Company's agent, he will be careful, when he hands the money to the captain, to furnish also the date when it is paid for notation on the passage ticket.

The respective classes of cabin accommodation in the homeward steamer from St. Thomas will be apportioned as follows, viz.: the passengers from routes Nos. 2 and 4, and those booked at St. Thomas, are to be allowed priority of berths on the starboard side, according to the date of their tickets, that is to say, the oldest date from No. 2 route to have the first allotment, the oldest date from No. 4 route the second, and the oldest date from St. Thomas the third; this plan to be repeated until the whole of the cabin accommodation on that side has been disposed of. The passengers from all other sources are to be allowed berths on the port side in the same manner. Should there be an excessive demand on the one side and a deficiency on the other, the available berths are to be allotted to passengers from each route alternately according to priority in date of tickets.

No passenger booking for a berth in a cabin is to be accommodated in a cabin by himself, so long as he can be placed in a cabin of the same class or price with another passenger not booked for a whole cabin.

Transatlantic passengers are always to have priority of cabins over intercolonial passengers, whether previously booked or not. This is not, however, to extend to the displacing of any intercolonial passenger while any other cabin berth of similar description is vacant.

Transatlantic passengers desiring it may, on taking their tickets, secure to themselves the privilege of remaining at an intermediate port from the

time of arrival at such port till the next steamer of the Company calls there, viz., for a fortnight or a month, as the case may be, but in such cases the place must be specified, and a corresponding notation made on the ticket, upon the understanding, moreover, that on re-embarking the passenger must be content with inferior accommodation if there should be none vacant similar to that originally engaged. In the event of there being no room on board the vessel by which the passenger may be entitled to proceed, they will be allowed accommodation by the first subsequent vessel able to afford it.

Homeward passengers taking a whole or single after cabin are not to have another passenger intruded upon them, unless the number of passengers should accumulate by successive transhipments so as to render it unavoidble to occupy the remaining berth or berths in the cabin, in which case the charge will be only as for one berth in a cabin throughout. Passengers, however, may secure to themselves the exclusive right to a whole cabin by the payment of £10 extra at or prior to their first embarking.

Should any homeward-bound passenger, upon subsequent transhipment, fail to obtain accommodation similar to that for which he originally paid, he is to be charged the inferior fare throughout.

Whenever there may be more passengers than can be accommodated with cabin berths, and who may, in consequence, be obliged to sleep in cots, or otherwise not in any cabin, an abatement of £5 from the lowest cabin rate will be made upon such occasions, but no passenger will be allowed this abatement so long as there is a cabin bed berth unoccupied.

When passengers fail to obtain on board the ship conveying them to England the same sort of accommodation as that for which they originally paid, the captains will furnish to each of such persons a certificate specifying the description of berth paid for and the accommodation subsequently afforded on the voyage to Southampton, which document will entitle the respective parties, on its production at the Company's office in London, to payment of the abatements. Certificates are likewise to be granted to contract passengers when *compelled* to share *fore* cabin accommodation with others.

Should any outward-bound passenger upon subsequent transhipment fail to obtain accommodation similar to that for which he originally paid (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of five shillings per day for every day he is compelled to occupy such inferior accommodation.

Should any outward or homeward bound passenger shift from the accommodation for which he was originally booked to a berth for which a higher charge is established, or from a berth in a cabin to a whole cabin, he is to be charged the superior fare throughout.

There is to be no difference in the fares between the fore, after, and main deck cabins, nor between a whole cabin and a berth in a cabin, so far as mere intercolonial passages are concerned; the difference of fares being only intended to apply to transatlantic passages out and home.

Although ladies may have sleeping berths allotted to them in the ladies' saloon, yet it is to be open for the use of all the ladies on board between 9 A.M. and 9 P.M. every day.

Intercolonial passengers must not be booked farther than they can be conveyed by the vessel in which they embark, or by other vessels, expected to be met with, to which they can be directly transferred.

Passengers intending to embark abroad will apply to the agents, but the passage-money is to be paid on board, either by the agents (if they have received it) or by the passengers themselves.

Embarkation at Southampton.—The Company's steam tender will convey passengers on board free of charge at Southampton, leaving the docks for that purpose not later than 30 minutes after 11 A.M. on the day of sailing.

Baggage, except carpet-bags and hat-boxes, must be shipped the previous day. No heavy baggage will be received on board on the day of sailing.

Baggage.—Any passenger is liable to a penalty of £100 who carries gunpowder or other goods of a dangerous nature (stat. 17 and 18 Vic., c. 104); for example, lucifer matches, chemicals, or any articles of an inflammable or damaging nature.

Baggage for shipment at Southampton must be addressed to the care of shipping agents there, and, as before stated, must be shipped the day previous to the ship's departure.

Arrangements have been made by which passengers can effect insurance on their baggage at the Company's office in London.

Each adult saloon passenger allowed to carry luggage free of charge to the extent of 20 cubic feet measurement, children and servants in proportion; and each adult passenger on the warrant-officers' or artisans' scale, 10 cubic feet. With a view to prevent mistakes on landing or transhipment, passengers are strongly recommended to label each parcel of their luggage with their name and destination.

Each deck passenger is allowed 56 lbs. of baggage.

All luggage will have to pass through the Custom-house at the port of destination.

All extra luggage to be charged as for measurement goods, but without primage.

Merchandise can not be carried under the name of luggage, but must be shipped according to the Company's regulations for cargo, etc. Whenever an attempt may be discovered to carry merchandise as luggage, freight will be charged at the rate of 4*s.* per cubic foot. All specie, bullion, or other treasure carried by passengers, above the value of £150, to be shipped as treasure, and charged for at the established rates of freight.

The Company will not be responsible for any loss, damage, or detention of luggage under any circumstances; nor for specie, bullion, jewelry, or other treasure belonging to passengers, unless the same be shipped as such at the established rates of freight.

Foreign Currency.—The Spanish dollar is to be taken every where at the rate of 4*s.* 2*d.* sterling; the doubloon at 64*s.*; the American eagle and its fractional parts at the rate established by H. M. proclamation, dated 19th of August, 1853, viz.: the eagle at 41*s.* sterling; the half eagle at 20*s.* 6*d.*, the quarter eagle at 10*s.* 3*d.*; and the gold dollar at 4*s.* 1*d.*

In foreign ports the fares specified in the intercolonial table are to be paid in silver dollars, or their equivalent in other current coin; this rule applies also to the British colonies, except that notes of the West India Colonial Bank are to be taken as equivalent. Gold or silver five-franc pieces are to be received at the rate of four shillings each when tendered in payment of passage-money, but only by persons embarking at or for Martinique or Guadaloupe.

SPECIE, TREASURE, CARGO, AND PARCELS.

Outward.

For through rates to ports in the Pacific, see pages 200, 201.

Specie and treasure may be forwarded by the packets from Southampton to any port at which they touch at the following rates, viz.:

Quicksilver	2 per cent. on value from Southampton.
Plate	2 " " " "
Specie, Jewelry, and Precious Stones	1 " from Southampton, or 1½ when received by the Company in London.
Copper Coin	£7 per ton from Southampton.

For particulars, apply at 55 Moorgate Street, or to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

When packages of specie or treasure are sent to Southampton, they must be forwarded to the care of shipping agents there.

No bills of lading will be given for less freight than £1 1*s*.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

Outward Cargo.

A limited quantity of goods can be forwarded by the packets of the 2d and 17th of each month from Southampton to Barbadoes, Granada, Jamaica, Demerara, Trinidad, St. Thomas, Aspinwall; by the packet of the 2d of each month to Carthagena and Santa Martha; and by that of the 17th to Honduras and Greytown.

For through rates to ports in the Pacific, see pages 200, 201.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Packages cubing more than 4 feet can not be taken to Greytown.

No bills of lading will be given for less freight than £1 1*s*.

Packages for Aspinwall will not be received when consigned "to order," but a consignee must be named.

Wine and beer can be shipped at Southampton only by special permission from Captain Vincent, the Company's superintendent there.

The following are the *Rates of Freight*, which must be prepaid: By measurement, £6 per ton, or 3*s*. per cubic foot, with 5 per cent. primage; by weight, £5 per ton and 5 per cent. primage—the Company reserving the right to charge by measurement or by weight. Cinnamon, 1*d*. per pound.

Goods for shipment must be addressed to the care of agents at Southampton, and must be there, at latest, at noon on the last day of each month if for shipment by the steamer of the 2d, and at noon on the 15th if for shipment by the steamer of the 17th of the month; but when the day of departure falls on a Monday, the latest period will be one day previous to the above dates.

For particulars, apply to Mr. W. Ritchie, the Company's Cargo Superintendent, Southampton.

Outward Parcels and Periodicals are received at the Company's offices in London and Southampton for transmission by the steamers of the 2d and 17th of each month, to St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, St. Vincent, Barbadoes, Demerara, Granada, Trinidad, Jacmel, Jamaica, St. Thomas, and Aspinwall; by the steamer of the 17th for Honduras and Greytown; and by the steamer of the 2d for Havana, Vera Cruz, Tampico, Santa Martha, and Carthagena. The weight of a package or parcel for St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia, Tobago, and St. Vincent, must not exceed half a hundred weight. The cube of a package or parcel for Greytown must not exceed 4 feet.

To Havana, Vera Cruz, and Tampico, parcels containing only samples and periodicals can be conveyed.

Packages and parcels (not exceeding 5 cubic feet) must be delivered at the London office before noon upon the 14th if intended for transmission by the steamer leaving Southampton upon the 17th of the month, and before noon upon the 28th if intended for shipment by the vessel leaving upon the 2d of the following month.

Periodical publications, with the covers open at both ends, can be booked at the London office until 2 o'clock on the day previous to the sailing of the packet, excepting when the day of sailing falls on Monday, in which case not later than 2 o'clock on the previous Saturday.

Parcels and periodicals, if sent to the care of an agent at Southampton, can be received at the Company's cargo office at that place until 10 A.M. on the day of the departure of the steamers for the West Indies.

Rates (which must be prepaid).

For through rates to Panama and ports in the South Pacific, see pages 202, 203.

The following rates include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: By measurement, 1 cubic foot and under, 7*s.* 6*d.* per package; above 1 foot and not exceeding 2, 11*s.* 6*d.*; above 2 feet and not exceeding 3, 15*s.*; above 3 feet, 5*s.* per foot, up to 14 feet, beyond which measurement no packages can be received at the parcel rate.

Packages can not be received at the London office if they exceed 5 cubic feet, but in that case they must be sent to Southampton.

By weight, at the rate of 10*s.* per cwt.

No package weighing more than 5 cwt. can be received at the parcel rate.

The Company reserves to itself the right to charge by measurement or by weight.

Quarterly publications and pamphlets, 2*s.* each; monthly publications, 1*s.* each.

Each package must be fully and distinctly addressed, and contents and value declared.

No parcels are to contain letters or bills.

The Company will not be responsible for the act of God, the queen's enemies, fire on shore or afloat, or any other dangers and accidents of the seas, rivers, and steam navigation. All parcels must be applied for to the agents of the Company at the port of delivery, except those for St. Thomas and Carthagena, which must be taken from alongside at consignee's risk and expense. At Martinique, the landing charges are to be paid by the consignee, and at Greytown the packages will be landed by the Company, but at the consignee's risk. All parcels subject to duty must be cleared from the Custom-house in the usual manner by the parties to whom they are addressed, they paying all duties and other expenses attendant upon the same. The Company will not be answerable for any package, in case of loss, damage, or detention, beyond the value of £5, unless by special agreement.

REGULATIONS IN REGARD TO CARGO AND PARCELS.

Packages, of whatever description, sent to Southampton, must be forwarded to the care of shipping agents there for delivery by them to the Company.

Shippers are earnestly recommended to have their goods packed securely in tin or wooden cases, to prevent the possibility of damage in shipment, transfer, or disembarkation.

Brown paper parcels will not be received, and the use of canvas wrappers is strongly recommended to shippers as a means of security.

All deeds must be packed in tin cases.

The Company decline to take on board their vessels medicinal fluids, oil, balsam, sugar, molasses, cotton, spirits, gunpowder, vitriol, tar, pitch, turpentine, acids, ether, chloroform, Lucifer matches, percussion caps, or any other articles of a dangerous, damaging, or inflammable nature. Any person or persons forwarding such commodities for shipment, without giving notice to the Company, will be liable, by the Merchant Shipping Act of 1854, to a penalty of £100.

Wine and beer can not be shipped at Southampton except by special permission of the Company's superintendent there.

Packages containing plants can not be shipped, unless by special agreement exempting the Company from all liability in the event of damage.

Double freight will be imposed in all cases of detection, where attempts may be made, by smuggling specie, etc., to evade the Company's established charges.

No article of any kind to be received on board without going through the established Customs' regulations and formalities.

Packages on arrival at destination will be lodged in the Custom-house, whence they will have to be retired by the consignees, or by agents commissioned by them to do so, at their expense.

All packages must have the port of destination distinctly marked thereon, or they can not be received for shipment.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Homeward and Intercolonial Freight.

☞ It is to be understood that all regulations or notices relating to outward traffic will hold good, where applicable, to homeward and intercolonial traffic, although they may not be repeated under the latter heads.

Homeward Specie and Treasure can be shipped at any of the ports touched at by the Company's steamers at the following rates, viz.:

Specie, bullion, platina, diamonds, pearls, emeralds, and all other precious stones, unset, being exempt from duty, deliverable at the Bank of England or Southampton, and jewelry subject to duty deliverable at Southampton only.....on value	$1\frac{1}{8}$ per cent.
Ditto ditto, deliverable at the Branch Bank of France, Havre.....	$1\frac{5}{16}$ "
Specie or bullion, from Martinique or Guadaloupe, deliverable ditto.....on value	
Consignments under £50 in value.....	£1 1*s.*
" " £100 "	£1 10*s.*
" " £150 "	£2 2*s.*
" of and above £150 in value.....	$1\frac{5}{16}$ per cent.
Plate, subject to duty, deliverable at Southampton.....on value	2 "
Ditto, deliverable at the Branch Bank of France, Havre.....	$2\frac{3}{16}$ "
Copper coin, deliverable at Southampton.....	£7 per ton weight.
Copper ore, mineral sand, etc.....see Homeward Cargo.	

No primage is charged on the foregoing.

For rates on treasure from the Pacific, see pages 172–174.

No package of specie, jewelry, etc., to be conveyed, and no bills of lading to be granted, for less freight than £1 1*s.*, or five silver dollars.

Homeward Cargo can be shipped for Southampton at the following ports, viz.: Barbadoes, Jamaica, St. Thomas, Porto Rico, Tampico, Vera Cruz, Havana, Honduras, Trinidad, Carthagena, Santa Martha, Aspinwall, Greytown, Demerara, Granada.

No bills of lading granted for less freight than £1 1*s.*

The following are the rates payable on delivery of the goods at Southampton, viz.:

Copper ore, copper and silver alloy, cupel stuff, and mineral sand.....	£5 per ton weight.
Alpaca wool.....	$1\frac{1}{2}$*d.* per lb. or 1*s.* 9*d.* per foot measurement.
Ginger.....	£7 per ton weight.
Coffee, cocoa, and arrow-root.....	£5 " "

India-rubber in solid pieces	£5 per ton weight.
Sarsaparilla, jalap, and other dry drugs	1½*d.* per lb.
Divi divi	1*d.* "
Peruvian bark	1*d.* "
Pimento, cochineal, indigo, gums, and beeswax	1*d.* "
Plantain fibre	1½*d.* "
Pines, oranges, or other green fruits or plants, packed in hampers, barrels, or boxes	£5 per ton measurement of 40 cubic feet.
Cigars and leaf tobacco	£5 per ditto ditto.
Measurement goods	3*s.* 6*d.* per cubic foot.
Cases containing prescrved turtle	2*s.* 6*d.* " "
Turtle, on the quantity landed alive at Southampton; but the Company not liable for losses by death or disaster	£1 5*s.* per cwt.
Vanilla on value	1½ per cent.
" deliverable at Havre "	1$\frac{5}{16}$ "
Cochineal, " "	1½*d.* per lb.

Five per cent. primage is charged on all homeward freight except vanilla.

Balsam will not be received on board the Company's steamers.

Homeward Parcels and Periodicals, including small parcels of succades, arrow-root, etc., will be charged at the same rates as outward parcels, but deliverable at Southampton.

Freight must be prepaid. For rates, etc., see pages 197.

Intercolonial Specie, Cargo, and Parcels.

Specie can be shipped for any port touched at by the packets.

No package of specie is to be conveyed, and no bills of lading are to be granted, for less freight than five silver dollars.

Freight on specie, jewelry, pearls, diamonds, and other precious stones, to be prepaid at the port of shipment: Exceeding 2500 miles, 1 per cent.; exceeding 1000 miles, and not above 2500 miles, ¾ per cent.; not exceeding 1000 miles, ½ per cent.

The distance between St. Thomas or intermediate places and Demerara is to be considered as not exceeding 1000 miles.

No sums under 5000 dollars are to be conveyed, however short the distance, at a lower rate than ½ per cent.; but when larger amounts are to be remitted from one British colony to another, or between any places visited by the Company's vessels eastward of Jamaica, provided, in either case, the distance is within 800 miles, the rate will be ¼ per cent. The tables of routes to determine the distances.

Copper coin, £7 per ton weight.

Intercolonial Rates on Goods to be prepaid at Port of Shipment.

Goods can be forwarded between Barbadoes, St. Thomas, Aspinwall, Demerara, Jamaica, Greytown, Trinidad, Granada, Carthagena, Honduras, Santa Martha, and to these places from Havana and other foreign ports; but cargo can not be carried to foreign ports, with the before-mentioned exceptions, except by special permission.

£3 10*s.* per ton measurement of 40 cubic feet.

Cocoa and coffee, £3 10*s.* per ton, on the gross weight.

Indigo and other dry drugs, cochineal, 1*d.* per lb.

Divi divi, ½*d.* per lb.

Beeswax, ¾*d.* per lb.

Dry and wet provisions,	From St. Thomas to Barbadoes, Trinidad, Demerara, or Jamaica	1 silver dollar per barrel.
	From St. Thomas to Greytown	1½ do. do.

No primage is charged.

No bills of lading for merchandise will be granted for less freight than 2½ silver dollars.

Balsam will not be received on board the Company's steamers.

Intercolonial Parcels carried to all the places named under the head of "Outward Parcels," to be prepaid at the port of shipment, to be charged one fifth less than the transatlantic scale, and to be restricted in size and weight, as indicated under that head for different ports. See p. 195.

Preference is always to be given to transatlantic over intercolonial cargo.

ISTHMUS OF PANAMA AND THE PACIFIC.

Trains now run daily across the Isthmus of Panama, thus affording an easy means of transit for passengers, specie, goods, etc.

Under arrangement with the Pacific Steam Navigation Company, whose vessels run from Panama southward, through tickets (comprising the privilege of stopping at an intermediate port, as stated in "General Passenger Regulations," page 165) can be obtained to or from Southampton and ports on the west coast of South America, but not including the providing or expense of the transit of passengers or their luggage across the Isthmus of Panama. Also, return tickets to or from those ports (including Panama), with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage-money, available for twelve months, under the conditions mentioned in page 191.

Goods, etc., for San Francisco and Victoria (British Columbia).

The Royal Mail Steam Packet Company have completed arrangements for granting *through bills of lading* for measurement goods, jewelry, and plate, shipped by their steamers leaving Southampton on the 2d and 17th of each month, to be delivered at San Francisco and Victoria (British Columbia) at the following rates of freight:

To be paid on shipment of goods, etc.:	And in addition,	To be paid on delivery of goods, etc., at destination.
Goods: From Southampton to Aspinwall, £6 per ton measurement, with 5 per cent. primage.		Goods: From Aspinwall to San Francisco, $80 per ton measurement, with 5 per cent. primage; from Aspinwall to Victoria, $100 per ton measurement, with 5 per cent. primage.
Jewelry, on value: From London to Aspinwall, 1⅛ per cent.; from Southampton to Aspinwall, 1 per cent.		Jewelry, on value: From Aspinwall to San Francisco, 2 per cent.; from Aspinwall to Victoria, 2½ do.
Plate, on value: From Southampton to Aspinwall, 2 per cent.		Plate, on value: From Aspinwall to San Francisco, 4 per cent.; from Aspinwall to Victoria, 5 per cent.

No bill of lading will be issued for less freight than one guinea to Aspinwall.

Specie, Goods, etc., from England or the West Indies, for Ports in the Pacific south of Panama, viz., Buenaventura, Tumaco, Guayaquil, Payta, Lambayeque, Huanchaco, Callao, Islay, Arica, Iquique, Cobija, Caldera, Coquimbo, Valparaiso.

Cargo for Lambayeque and Huanchaco is carried on to Callao, where it is transhipped to the steamer proceeding northward.

The Royal Mail Steam Packet Company have effected an arrangement with the Panama Railroad Company and the Pacific Steam Navigation

Company for the delivery of treasure, measurement goods, and quicksilver, from Southampton and the West Indian ports hereafter specified,* under *through bills of lading*, at ports in the Sonth Pacific, and at the respective rates of freight under-mentioned, which must be paid on shipment of the goods, whether at Southampton or in the West Indies.

Measurement Goods from Southampton, shipped by Steamer of 2d and 17th of each Month.

Per ton measurement (with 5 per cent. primage):

To Buenaventura	£12 15*s.*
To ports south of Buenaventura, including Guayaquil	13 5
To Payta	13 15
To ports sonth of Payta, including Callao	14 5
To ports south of Callao, including Valparaiso	15 5

No bill of lading for goods to any of the above ports will be granted for less freight than £2 2*s.*

*From the West Indies, viz., *St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha.*

To any of the above-mentioned Pacific ports south of Panama, the rate of freight for measurement goods will be £2 10*s.* per ton less than from Southampton to those places, and no primage will be charged.

No bill of lading for goods from the West Indies to any of the above ports will be granted for less freight than £1 11*s.* 6*d.*

Treasure from England, or the before-mentioned West Indian ports, at a uniform rate, viz.: For specie (gold) and jewelry, when received in London, 2⅜ per cent. on value.

No bill of lading for gold or jewelry will be granted in London for less freight than £2 7*s.* 6*d.*

Of jewelry only small packages will be received in London.

For specie (gold) and jewelry, when received in Southampton or the West Indies, 2¼ per cent. on value.

No bill of lading for gold or jewelry will be granted in Southampton or the West Indies for less freight than £2 5*s.*

For specie (silver), one eighth per cent. is to be added to the above respective rates for gold.

Quicksilver, which must be delivered to the Company at Southampton for shipment: To ports as far as Callao inclusive, 5¼ per cent. on value; to ports beyond Callao, 5¾ per cent. on value.

No bill of lading for quicksilver will be granted in Southampton for less freight than £5 5*s.* in the one case, and £5 15*s.* in the other.

Parcels not exceeding three cubic feet in measurement will be received at the Company's offices in London and Southampton for the ports above-mentioned at the under-mentioned rates, which must be paid on shipment, and which include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: One cubic foot and under, £1; above 1 cubic foot and not exceeding 2, £1 10*s.*; above 2 feet and not exceeding 3, £2.

Under arrangement between the Royal Mail Steam Packet Company and the Panama Railroad Company, *through bills of lading* are granted at Southampton as follows: To Central American (Pacific) ports, touched at by the steamers of the Panama Railroad Company, viz., Punta Arenas, Realejo, La Union, La Libertad, Acajulta, San José de Guatemala.

For goods, at £13 per ton measurement (with 5 per cent. primage), which must be paid on shipment.

No bill of lading will be granted for less freight than £2 2*s*.

There is no through parcel or specie rate to these ports.

Through bills of lading are also granted at Southampton, and in the West Indies at St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha, as far as Panama, for specie, jewelry, measurement goods, and quicksilver, destined for Panama and the North Pacific, at the following rates of freight, which must be paid on shipment:

For goods, etc., from Southampton, £10 per ton measurement (with 5 per cent. primage).

No bill of lading will be granted for less freight than £1 11*s*. 6*d*.

For goods, etc., from the above West Indian ports, £7 10*s*. per ton measurement (without primage).

No bill of lading will be granted for less freight than £1 1*s*.

For specie (gold) and jewelry, when received in London, 1½ per cent.

No bill of lading will be granted for less freight than £1 7*s*. 6*d*.

For specie (gold) and jewelry, when received in Southampton or at the above West Indian ports, 1¼ per cent.

No bill of lading will be granted for less freight than £1 5*s*.

For specie (silver), one eighth per cent. is to be added to the above respective rates for gold.

For quicksilver, which must be delivered to the Company at Southampton for shipment, 3¼ per cent. on value.

No bill of lading will be granted for less freight than £3 5*s*.

Parcels for Panama not exceeding 3 cubic feet in measurement will be received at the Company's offices in London and Southampton at the following rates, which must be paid on shipment, and which include all charges except insurance (which, however, can be effected at the Company's office in London), whether the packages are received at London or Southampton: One cubic foot and under, 12*s*.; above 1 foot and not exceeding 2, 18*s*.; above 2 feet and not exceeding 3, £1 4*s*.

NOTE.—For farther information as to when goods, etc., must be ready for shipment, and general regulations in regard to cargo and parcels, etc., see pages 166, 167, and 168, or apply to 55 Moorgate Street, or to Mr. J. K. Linstead, the Company's Cargo Superintendent, Southampton.

No package above 5 cwt. to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

Specie, etc., from Panama and the South Pacific.

The following rates have been established by the Royal Mail Steam Packet Company, in addition to the freight charged by the Pacific Steam Navigation Company, or other parties delivering treasure to the agent of the Royal Mail Steam Packet Company at Panama, for conveyance to the under-mentioned places, such charges to include transport across the Isthmus, and all other expenses thence to the place of destination:

		To Branch Bank of France, Havre.
Specie and bullion from Panama to Southampton or Bank of England	1⅜ per cent.	1$\frac{9}{16}$ per cent.
Pearls, emeralds, and all other precious stones, unset being exempt from duty, from Panama to Southampton or the Bank of England, on value	1¾ "	2$\frac{1}{16}$ "
Jewelry, subject to duty, from Panama to Southampton, on value	1⅜ "	1$\frac{9}{16}$ "

Specie, bullion, precious stones, etc., from Panama to British Guiana, Vera Cruz, and Tampico..... 1¼ per cent
Dito ditto to St. Domingo, Porto Rico, St. Thomas, Windward Islands, Havana, Honduras, and Jamaica..... 1⅛ "
Ditto ditto to Carthagena and Greytown..... ⅞ "

N.B.—The Pacific Steam Navigation Company's charge on specie, etc., from any port in Chili or Peru, etc., to Panama, for transfer to the Royal Mail Steam Packets, is ¾ per cent., which, being added to the rates from Panama above stated, will make the charges by *through bill of lading*,

To Southampton or the Bank of England..... 2¼ per cent.
To the Branch Bank of France, Havre..... 2 7/16 "

The through charge on jewelry, pearls, and all other precious stones from the South Pacific ports is the same as that on specie and bullion.

Double freight will be imposed in all cases of detection where attempts may be made, by smuggling, etc., to evade the Company's established charges.

Gold, etc., from San Francisco (California).

Gold, etc., can be shipped at San Francisco, under the *through bills of lading* of the United States Pacific Mail Steam-ship Company and the Royal Mail Steam Packet Company, for conveyance to England, Havre, or the West Indies.

For particulars as to through rates of freight, etc., apply in San Francisco to W. L. Booker, Esq., H.B.M. Consul, or at the office of the Pacific Mail Steam-ship Company.

Goods from South Pacific Ports to Southampton.

Through bills of lading are granted at South Pacific ports by the Pacific Steam Navigation Company, in conjunction with the Panama Railroad Company and the Royal Mail Steam Packet Company, at the following through rates of freight, payable on delivery of the goods at Southampton:

Description of goods, etc.	Shipped at ports between Payta and Panama, including Payta.	Shipped at ports between Callao and Payta, including Callao.	Shipped at ports between Valparaiso and Callao, incl. Valparaiso.
	Per ton weight. £ s. d.	Per ton weight. £ s. d.	Per ton weight. £ s. d.
Copper and tin, bars	7 2 8	7 9 4	7 19 4
Copper and tin ore, in bags	8 2 8	8 9 4	8 19 4
Silver ore	8 16 0	9 4 0	9 16 0
Coffee, cocoa, and India-rubber	9 16 0	10 4 0	10 16 0
Orchilla	9 0 0	9 6 5	9 16 0
Bark*	15 8 8	15 18 8	16 8 8
Tobacco in leaf	15 16 0	16 8 0	17 6 0
	Per ton measurement.	Per ton measurement.	Per ton measurement.
Whalebone	11 2 8	11 13 4	12 9 4
Panama hats	18 9 4	19 10 8	21 2 8
Sarsaparilla	11 16 0	12 8 0	13 6 0
General merchandise	13 8 0	14 0 0	15 0 0

Primage at the rate of 5 per cent. will be charged in addition to the above rates of freight.

* Bills of lading will be granted for bark to Havre at an advance of a farthing per lb. on the above rates.

Parcels from South Pacific ports to Southampton at the same rates as "Ontward Parcels" to those places (see pages 201, 202).

From Central American (Pacific) Ports to Southampton.

Through bills of lading are granted by the Panama Railroad Company, in conjunction with the Royal Mail Steam Packet Company, at the following ports, touched at by the Panama Railroad Company's steamers, namely, Punta Arenas, Realejo, La Union, La Libertad, Acajutla, San José de Guatemala.

The through rates of freight from the above places to Southampton are as under-mentioned, and the freight is payable on delivery of the goods at that port:

On silver ore, £9 per ton weight, with 5 per cent. primage.

On coffee, £10 per ton weight, with 5 per cent. primage.

On cochineal and indigo, $2\frac{3}{16}d.$ per lb., with 5 per cent. primage.

Measurement goods, 7*s.* 6*d.* per foot, with 5 per cent. primage.

Also on treasure (gold and silver) from the above places to Southampton or the Bank of England, London, $2\frac{1}{4}$ per cent. on value, payable on delivery of the treasure.

Cochineal and indigo, deliverable at Havre, $2\frac{7}{16}d.$ per lb., with 5 per cent. primage.

Balsam will not be received on board the Company's steamers.

ISTHMUS OF PANAMA AND THE PACIFIC, INCLUDING NEW ZEALAND AND AUSTRALIA.

Colon (Aspinwall) is the port of disembarkation for passengers proceeding to Panama and ports on the West Coast of South America, San Francisco, British Columbia, Central American (Pacific) Ports, New Zealand, and Australia.

Trains now run daily across the Isthmus of Panama, thus affording an easy means of transit for passengers.

SOUTH AMERICA (WEST COAST).

Under arrangement with the Pacific Steam Navigation Company, whose vessels run from Panama southward, through tickets (comprising the privilege of stopping at an intermediate port, as stated in "Passenger Regulations," p. 193) can be obtained to or from Southampton and ports on the West Coast of South America, but not including the providing or expense of the transit of passengers or their luggage across the Isthmus of Panama; also, return tickets to or from these ports, with an abatement of 25 per cent. on the Royal Mail Steam Packet Company's proportion of passage-money, available for twelve months, under the conditions mentioned on page 191.

The table of through rates of fare can be obtained on application.

Passengers for Panama and the South Pacific can obtain Panama Railroad Company's transit tickets at the Royal Mail Steam Packet Company's offices in London and Southampton.

NEW ZEALAND AND AUSTRALIA.

Under an agreement with the Panama, New Zealand, and Australian Royal Mail Company (limited), through tickets (including the Panama Railroad fare) are issued for passages from Southampton to the following ports of New Zealand and Australia, viz.: Wellington, Auckland, Taranaki, Napier, Nelson, Picton, Canterbury, Otago, the Bluff, Sydney, and Melbourne, and *vice versâ*.

Return tickets are also issued at an abatement of 25 per cent., available for twelve months.

For farther information as to fares, baggage, etc., see separate Hand-book.

For through passages from Southampton to San Francisco, Victoria (Vancouver's Island), and British Columbia, application should be made to Messrs. H. Starr & Co., 145 Cheapside, London.

PANAMA, NEW ZEALAND, AND AUSTRALIAN ROYAL MAIL COMPANY (Limited).

NEW ZEALAND AND AUSTRALIAN MAIL SERVICE *viâ* PANAMA.

Offices.

Chief Office, 41 Moorgate Street, London, E.C. JAMES WORLEY, Secretary.
Head Colonial Office, Wellington, New Zealand. Capt. JOHN VINE HALL, General Manager; HENRY LAWSON, sub-Manager.

Agencies.

Liverpool..... C. E. HAMILTON, the Temple, Dale Street.
Manchester ..... HUGH FLEMING, 4 York Chambers.
Glasgow .....
Paris .....
Havre .....
Panama..... W. G. SEALY.
Colon (Aspinwall)...
New York..... E. E. MORGAN & SON.
San Francisco .....
New Zealand—
Auckland..... H. M. JERVIS, Queen Street.
Napier ..... ROUTLEDGE & Co.
Taranaki..... CHARLES BROWN, Beach.
Nelson ..... THOMAS CAWTHRON, Wharf.
Picton..... A. BEAUCHAMP, Wharf.
Canterbury..... MILES & Co., Lyttelton.
Otago ..... G. S. BRODRICK, Dunedin.
Bluff..... T. G. TANTON, Wharf.
Australia—
Sydney ..... Grafton Wharf.
Melbourne ..... C. J. LEWIS & Co., Elizabeth Street, South.

Screw Steamers employed on the Main Line.

No.	Names.	Tonnage Register.	Horse Power, Nominal.	Names of Commanders.
1	Mataura.....	1767	400	G. E. Bird.
2	Kaikoura.....	1501	400	Edward Wheeler.
3	Ruahine.....	1503	350	T. S. Beal.
4	Rakaia.....	1450	350	S. H. Wright.

Screw Steamers employed in the Performance of the Mail Services between Australia and New Zealand, and between the Provinces of the latter Colony.

No.	Names.	Tonnage, B. M.	Horse Power.
5	Prince Alfred.....	900	180
6	Tararua.....	850	160
7	Auckland.....	850	150
8	Otago.....	800	150
9	Claud Hamilton.....	800	120
10	Rangitoto.....	650	140
11	Phœbe.....	650	120
12	Lord Ashley.....	500	90
13	Egmont.....	500	90
14	Airedale.....	400	80

NEW ZEALAND AND AUSTRALIA *viâ* PANAMA.

The Company's steamers carrying Her Majesty's mails are appointed to run between Panama, Wellington (New Zealand), and Sydney, commencing in June, 1866, in continuation of the present line of steamers of the Royal Mail Steam Packet Company between Southampton and Colon (Aspinwall). The latter vessels run *twice* a month; but the New Zealand and Australian steamers will run only *once* a month, connecting with the mail packets leaving Southampton *for* Colon on the 2d, and sailing *from* Colon on the 7th.

The main-line steamers of the Panama, New Zealand, and Australian Royal Mail Company will leave Wellington on or about the 8th, on the arrival of the branch steamer from Sydney, sailing from that place on the 31st or 1st of the month, and will arrive at Panama on or about the 5th. The departures from the Isthmus will be on or about the 24th of the month, the vessels will be due on the 21st at Wellington, and the branch steamer will arrive at Sydney about the 29th.

The through service between Southampton and New Zealand and Sydney will be performed thus:

Outward.

Leave Southampton on or about	the 2d	of the month.		
Arrive at St. Thomas	" 17th	"	Royal Mail Steam Packet Co.	
Leave "	" 18th	"		
Arrive at Colon	" 22d	"		
Leave Panama	" 24th	"		
Arrive at Wellington	" 21st	"	Panama, New Zealand, and Australian Royal Mail Co.	
Leave "	" 22d	"		
Arrive at Sydney	" 29th	"		

Time to Wellington, 49 days.
Time to Sydney, 57 "

Homeward.

Leave Sydney on or about	the 31st or 1st	of the month.	
Arrive at Wellington	the 7th	"	Panama, New Zealand, and Australian Royal Mail Co.
Leave "	" 8th	"	
Arrive at Panama	" 5th*	"	

Leave Colon, *viâ* Jamaica and Hayti, on or about	the 7th* of the month.	Royal Mail Steam Packet Co.
Arrive at St. Thomas	" 13th* "	
Leave "	" 15th* "	
Arrive at Southampton	" 29th* "	

Time from Wellington, 51 days.
Time from Sydney, 59 "

N.B.—The dates of arrival and departure marked thus * will be one day earlier when the preceding month comprises thirty-one days.

Passengers for Auckland, Tasmania, Napier, Nelson, Picton, Canterbury, Otago, and the Bluff, and for Sydney and Melbourne, will be conveyed per the Company's steamers appointed to sail north and south, and direct to Sydney, immediately on the arrival of the main-line packets at Wellington; and the local steamers will leave the above places in time to tranship mails, passengers, and cargo into the homeward Panama vessel.

For farther information concerning intercolonial and interprovincial services, see local time-tables and advertisements in the Sydney and New Zealand newspapers.

Through Passages.

Under an agreement with the Royal Mail Steam Packet Company, tickets will be issued for through passages from Southampton and any of the ports visited by the steamers of that Company, to all parts of New Zealand and Australia, and *vice versâ*.

Notice.

The respective Companies will not be responsible for any detention consequent upon any occurrence of whatever kind which may prevent the vessels meeting at the appointed places, nor for postal changes, nor for any delay arising out of accidents, nor for any loss or damage arising from perils of the seas, or from machinery, boilers, or steam, or from any act, neglect, or default whatsoever of the pilot, master, or mariners, nor for any consequences arising from sanitary regulations or precautions which either or both of the respective Companies or local government authorities may deem necessary, or in the event of such sanitary regulations or precautions preventing embarkation or disembarkation. If, in consequence thereof, passengers should have to be conveyed to their destination by a circuitous route, or to remain (with the consent of the commander) on board the vessels of the Royal Mail Steam Packet Company beyond the time at which, under ordinary circumstances, they would disembark, the last-named Company will, in lieu of additional passage-money, etc., charge only at the rate of 10*s.* per diem for victualing during the extra time each adult cabin passenger may have been on board, and in proportion for second-cabin passengers.

PASSENGER FARES

Between Southampton and the Principal Ports in New Zealand and Australia, and between Panama and New Zealand and Australia.

The rates for *chief* cabin include the use of bedding and linen, stewards' fees, etc., etc., but are exclusive of wines, spirits, malt liquors, and mineral waters.

Second-class passengers are supplied with berths and bedding, and other ordinary requisites.

The *through* fares of both classes *include* the railway transit across the Isthmus of Panama. Outward passengers will be provided with the requisite

passes before leaving England; but homeward passengers will not receive their tickets until their arrival at Panama, when they will be handed to them by the Company's agent at that place.

The rates mentioned in column A are for a berth in any of the after cabins of the Panama, New Zealand, and Australian Royal Mail Company's ships, and for a berth in the after cabins on the main or lower deck of the Royal Mail Steam Packet Company's ships (excepting only the outside cabins on the *main* deck), or in the main-deck *forward* cabins.

Passengers occupying a berth in one of the *outside* cabins on the main deck aft of the Royal Mail Steam Packet Company's ships have to pay an additional charge of £5 each, which should be paid to the purser on board the Southampton steamer.

The rates stated in column B are for a berth in one of the forward cabins of the Panama, New Zealand, and Australian Royal Mail Company's vessels, and for a berth in the *lower* deck forward of the Royal Mail Steam Packet Company's ships.

The rates mentioned in column C are for a chief-cabin berth in any of the after cabins, and those stated in column D for a berth in any of the forward cabins of the Panama, New Zealand, and Australian Royal Mail Company's ships.

The difference in the rates for a chief-cabin passage to any particular place refers merely to the sleeping-cabins; in all other respects the passengers will be on precisely the same footing.

From Southampton to the following places, or *vice versâ*. Inclusive of Railway Transit across the Isthmus of Panama.				From Panama to the following places, or *vice versâ*.		
	Chief Cabin.		2d Cabin.	Chief Cabin.		2d Cabin.
	A. Each Berth.	B. Each Berth.	Each Berth.	C. Each Berth.	D. Each Berth.	Each Berth.
	£	£	£	£	£	£
Wellington.....	100	90	60	55	50	30
Auckland.....	104	94	64	59	54	34
Taranaki	103	93	63	58	53	33
Napier	102	92	62	57	52	32
Nelson	102	92	62	57	52	32
Picton.....	102	92	62	57	52	32
Canterbury.....	102	92	62	57	52	32
Otago.....	104	94	64	59	54	34
Bluff.....	104	94	64	59	54	34
Sydney	105	95	65	60	55	35
Melbourne	105	95	65	60	55	35

A *whole after cabin*, ordinarily used for two persons, in the Panama, New Zealand, and Australian Royal Mail Company's ships, and a whole after cabin in the Royal Mail Steam Packet Company's ships (not being an outside cabin on the main deck), for the exclusive use of *one* passenger, will be charged as a berth and a half, calculated at the rate shown in column A above. The sum of £5 extra is payable to the Royal Mail Company for an outside cabin on the main deck.

Any person desiring to occupy, exclusively, a cabin in the Panama, New Zealand, and Australian Royal Mail Company's ships, fitted up for three or four passengers instead of two, and a whole after cabin in the Royal Mail

Steam Packet Company's ships, as above, must pay double the rate mentioned in the foregoing table.

No *whole cabins* on the *main* or *lower deck forward* of any of the Royal Mail Company's ships are let as *single cabins*.

The Royal Mail Steam Packet Company have undertaken to reserve accommodation in the vessels performing the Atlantic portion of the service for a given number of passengers from the Australasian colonies, so that parties taking through tickets in Sydney, Melbourne, or Wellington can make sure of obtaining comfortable berths for the entire voyage.

Return Tickets.

Return tickets between Sydney, Melbourne, the various ports in New Zealand, and Panama and Southampton, are issued to chief-cabin passengers, and to their servants accompanying them both ways, at an abatement of 25 per cent. on the total passage-money. Such tickets are to be paid for at the time of being issued, and *not* to be transferable. To be available if the parties holding the same embark on the return voyage within twelve calendar months from the date of the commencement of their first voyage. No allowance will be made if such parties do not make the return passage by the vessels of the respective Companies. Should there be no available accommodation in the ships of either Company by which the holder wishes to embark in the return trip, he will be entitled to a passage by the first subsequent opportunity. In all such cases a certificate must be obtained from the agents or captains of either of the Companies, specifying the date of application, and that no accommodation could then be afforded. Return tickets are not issued to second-class passengers.

Children.

Of the children of cabin passengers under three years of age, one is to be carried free of charge; any other under that age to be charged as three years and under eight; those three years and under eight years to pay one fourth the cabin-passage rate paid by their parents, and four such children are to be entitled to one berth; eight years and under twelve years to pay one half ditto, and two such children are entitled to one berth; but when their parents have paid the £5 extra for a berth in an aft outside cabin, and a similar additional berth is not assigned to the children also, the latter are only to be charged at the proportion of the inner aft rate.

Of the children of second-class passengers under three years of age, one is to be carried free of charge; any other under that age to be charged as three years and under eight; those three years and under eight years to pay one fourth the rate paid by their parents; eight years and under twelve years to pay one half ditto.

Servants.

Passengers' servants can not be booked as "servants" unless they accompany their employers.

Passengers' male servants to pay *one half*, and female *two thirds* of the lowest rate established for adult saloon passengers, and no abatement to be made on account of age. Men-servants will be berthed in the fore part of the ship; women-servants will have beds made up in the ladies' saloon.

PASSENGER REGULATIONS, ETC.

Transatlantic and Transpacific Services.

Each ship carries a surgeon.

No berth is considered engaged until the whole fare is paid.

Passengers not proceeding after taking their passage, to forfeit half the passage-money.

Passengers are not allowed to take on board wines, spirits, or other liquors for use during the voyage, an ample stock thereof being provided on board at moderate prices.

The attention of passengers is directed to the "notice" on page 207.

No person can be received on board a vessel when suffering from any infectious disorder. If, in the course of the voyage, any passenger should be found to be suffering from a disorder of that character, he will be required, at his own expense, to find accommodation at any port in which the vessel may happen to be at the time of, or at the first port she may reach after discovery of the existence of the disorder, it being understood that, when sufficiently recovered, such passenger will be conveyed to his destination in the Companies' vessels.

The captains will be most careful to avoid all personal preference or partiality in allotting accommodation on board of the Companies' ships. Within the prescribed limits, priority is always to be given according to the dates on which passengers were originally booked and the passage-money paid. If paid through an agent of either Company, he will be careful, when he hands the money to the captain, to furnish also the date when it is paid for notation on the passage ticket.

No passenger booking for a berth in a cabin is to be accommodated in a cabin by himself so long as he can be placed in a cabin of the same class or price with another passenger or not booked for a whole cabin.

Passengers desiring it may, on taking their tickets, secure to themselves the privilege of remaining at an intermediate port, between Southampton and Wellington, from the time of arrival at such port till the next steamer of the Royal Mail Company calls there, viz., for a fortnight or a month, as the case may be; but in such cases the place must be specified, and a corresponding notation made on the ticket; upon the understanding, moreover, that on re-embarking, the passengers must be content with inferior accommodation if there should be none vacant similar to that originally engaged. In the event of there being no room on board the vessel by which the passengers may be entitled to proceed, they will be allowed accommodation by the first subsequent vessel able to afford it.

Should any homeward-bound passenger, upon subsequent transhipment, fail to obtain accommodation similar to that for which he originally paid, he is to be charged the inferior rate throughout.

Whenever there may be more passengers than can be accommodated with cabin berths, and who may, in consequence, be obliged to sleep in cots, or otherwise not in any cabin, an abatement of £5 from the lowest cabin rate will be made upon such occasions; but no passengers will be allowed this abatement so long as there is a cabin bed-berth unoccupied.

When passengers fail to obtain on board the ship conveying them to England from Panama the same sort of accommodation as that for which they originally paid, the captain will furnish to each of such persons a certificate specifying the description of berth paid for, and the accommodation subsequently afforded on the voyage to Southampton, which document will entitle the respective parties, on its production at the office of the Royal Mail Company in London, to payment of the abatement.

Should any outward-bound passenger upon subsequent transhipment fail to obtain accommodation similar to that for which he originally paid (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of 5*s.* per day for every day he is compelled to occupy such inferior accommodation.

Should any outward or homeward bound passenger shift from the accommodation for which he was originally booked to a berth for which a higher charge is established, or from a berth in a cabin to a whole cabin, he is to be charged the superior fare throughout.

Although ladies may have sleeping-berths allotted to them in the ladies' saloon, yet it is to be open for the use of all the ladies on board between 9 A.M. and 9 P.M. every day.

Passengers intending to embark abroad will apply to the agents, but the passage-money is to be paid on board, either by the agents (if they have received it) or by the passengers themselves. Second-class passengers are not to frequent the saloon or to go on the quarter-deck.

Embarkation at Southampton.

The Royal Mail Company's steam tender will convey passengers on board free of charge at Southampton, leaving the docks for that purpose not later than 30 minutes after 11 A.M. on the day of sailing. Baggage, except carpet-bags and hat-boxes, must be shipped the previous day. No heavy baggage will be received on board on the day of sailing.

ISTHMUS OF PANAMA.

Trains now run frequently every day across the Isthmus, between Colon (Aspinwall) on the east side, and Panama City on the west side, and the transit occupies only four hours; the railway stations at both places are close to the landing-piers, and the arrangements made by the Panama Railroad Company are most complete in every respect.

As the Company's vessels will be compelled to lie off about four or five miles from the shore at Panama, a steam tender, comfortably fitted up and of good capacity, has been specially provided for the conveyance of passengers and goods, etc., to and from the steamers.

On the other side of the Isthmus, Colon (Aspinwall), the vessels lie alongside the pier.

Baggage.—Any passenger who carries gunpowder or other goods of a dangerous nature, for example, lucifer matches, chemicals, or any articles of an inflammable or damaging nature, is liable not only to a penalty of £100 (stat. 17 and 18 Vic., c. 104), but also for all damages resulting from carrying such articles.

Baggage for shipment at Southampton must be addressed to the care of shipping agents there, and, as before stated, must be shipped the day previous to the ship's departure.

Arrangements have been made by which passengers can effect insurance on their baggage at the office of the Royal Mail Steam Packet Company in London.

Each adult saloon passenger is allowed to carry luggage, free of charge, to the extent of 20 cubic feet measurement, children and servants in proportion; and each adult second-class passenger 15 cubic feet. With a view to prevent mistakes on landing or transhipment, passengers are strongly recommended to label each parcel of their luggage with their name and destination.

All extra luggage to be charged as for measurement goods, but without primage.

Merchandise can not be carried under the name of luggage, but must be shipped according to the Companies' regulations for cargo, etc. Whenever an attempt may be discovered to carry merchandise as luggage, freight will be charged at the rate of 12*s.* 6*d.* per cubic foot. All specie, bullion, jewelry,

or other treasure carried by passengers must be shipped as treasure, and paid for at the established rates of freight.

The respective Companies will not be responsible for any damage to, loss, or detention of luggage, under any circumstances; nor will they be responsible for specie, bullion, jewelry, or other treasure belonging to passengers, unless the same be shipped as such at the established rates of freight.

All luggage will have to pass through the Custom-house at the port of destination.

Regulations.—Cargo, Specie, and Parcels.

In virtue of an arrangement with the Royal Mail Steam Packet Company and the Panama Railroad Company, through bills of lading and through receipts for parcels are issued in England, and at certain ports in the West Indies, Wellington, and the other ports in New Zealand, and for Sydney and Melbourne.

Packages, of whatever description, sent to Southampton, must be forwarded to the care of shipping agents there, for delivery by them to the Royal Mail Company.

Shippers are earnestly recommended to have their goods packed securely in tin or wooden cases, to prevent the possibility of damage in shipment, transfer, or disembarkation.

Brown paper parcels will not be received. The use of canvas wrappers is strongly recommended to shippers as a means of security.

All deeds must be packed in tin cases.

The respective Companies decline to take on board their vessels medicinal fluids, oil, balsam, molasses, spirits, gunpowder, vitriol, tar, pitch, turpentine, acids, ether, chloroform, lucifer matches, percussion caps, or any other articles of a dangerous, damaging, or inflammable nature. Any person or persons forwarding such commodities for shipment, without giving notice to the Companies, will be liable, by the Merchant Shipping Act of 1854, not only to a penalty of £100, but also for all damage resulting from such shipments.

The respective Companies will not be responsible for the act of God, the queen's enemies, fire on shore or afloat, or any other dangers and accidents of the seas, rivers, and steam navigation; nor will either Company be answerable for any parcel or package, in case of loss, damage, or detention, beyond the value of £5, unless by special agreement.

All goods and parcels must be applied for to the agents of the respective Companies at the port of delivery, except those for St. Thomas, Havana, Carthagena, Greytown, and Santa Martha, which must be taken from alongside by the consignees at their risk and expense. All goods and parcels subject to duty must be cleared from the Custom-house in the usual manner by the consignees or parties to whom they are addressed, they paying all duties, and other expenses attendant upon the same.

Wine and beer can be shipped at Southampton only by special permission of the superintendent of the Royal Mail Company at that place.

Packages containing plants can not be shipped unless by special agreement, exempting the Companies' from all liability in the event of damage.

Double freight will be imposed in all cases of detection where attempts may be made, by smuggling specie, etc., to evade the established charges.

No article of any kind to be received on board without going through the established Custom's regulations and formalities.

Packages on arrival at destination will be lodged in the Custom-house, whence they will have to be retired by the consignees, or by agents commissioned by them to do so, at their expense.

All packages must have the port of destination distinctly marked thereon, or they can not be received for shipment.

Primage at the rate of £5 per cent. is charged on cargo and quicksilver.

No bills of lading will be given for a less freight than £2 2*s*.

The Companies reserve the right to charge for cargo and parcels by measurement or by weight, entirely at their option.

Of jewelry only small packages are received in London.

Packages of treasure, cargo, or parcels, etc., forwarded to Southampton for shipment, must be sent to the care of the shipping agents there, to be delivered by them to the Royal Mail Steam Packet Company.

Each package must be fully and distinctly addressed, and contents and value declared. Parcels must not contain letters or bills. Packages for Colon (Aspinwall) will not be received when consigned to order, but a consignee must be named.

No package above five hundred weight to be received, and none to exceed a cube of 27 feet, nor in length 4 feet 4 inches.

For farther particulars respecting the shipment of treasure, cargo, etc., from England, apply at 55 Moorgate Street, or to Mr. J. K. Linstead, the cargo superintendent of the Royal Mail Company at Southampton.

The foregoing regulations are to hold good, where applicable, to homeward and colonial traffic equally with outward traffic.

TIME FOR DELIVERY OF GOODS, ETC., TO THE ROYAL MAIL STEAM PACKET COMPANY.

Cargo must be sent to Southampton (to the care of a shipping agent), and must be there at latest at noon on the last day of each month, if for shipment by the steamer of the 2d; but when the day of departure falls on a Monday, the latest period will be one day previous to the above dates.

Parcels and periodicals, if sent to the care of an agent at Southampton, can be received at the Company's office there until 10 A.M. on the day of sailing.

Packages and parcels (not exceeding 5 cubic feet) must be delivered at the London office before NOON upon the 28th if for the vessel of the 2d of the following month.

Periodical publications, with the covers *open at both ends*, can be booked in the London office until noon on the day previous to the sailing of the packet, *excepting when the day of sailing falls on Monday, in which case not later than noon on the previous Saturday.*

Table of Rates for Bills of Lading and Parcel Receipts between Panama and New Zealand and Australia, and for Through Bills of Lading and Parcel Receipts between England, the West Indies, and New Zealand and Australia.

TREASURE.

From the ports named below to any of the places mentioned in the following column, or *vice versâ*.	Specie, Jewelry, and Precious Stones.	Plate.	Quicksilver.	Copper Coin
	On value.	On value.	Per ton weight. £	Per ton weight. £
From Panama.....	1 per cent.	2 per cent.	10	12
" London.....	1½ "	——	——	——
" Southampton.	1½ "	3½ per cent.	16	18
" West Indian Ports.....	1½ "	3 "	16	18

GENERAL MERCHANDISE.

To or from	From or to Panama.		From or to Southampton.		From or to West Indian Ports.*		
	Light Goods, per ton measurem't.	Heavy Goods, per ton weight.	Light Goods, per ton measurem't.	Heavy Goods, per ton weight.	Goods, per ton measurem't.	Coffee, per ton weight.	Cochineal and Indigo, per ton weight.
	£	£	£	£	£	£	£
Wellington...	12	10	20	16	18	16	30
Auckland....	13	11	21	17	19	17	31
Taranaki.....							
Napier.....							
Nelson.....							
Picton.....							
Canterbury..							
Otago.....							
Bluff.....							
Sydney.....	14	12	22	18	20	18	32
Melbourne...	14	12	22	18	20	18	32

* St. Thomas, Havana, Jamaica, Barbadoes, Trinidad, Demerara, Greytown, Carthagena, and Santa Martha.

PARCELS.

	From London or Southampton to Ports in New Zealand and Australia, or *vice versâ*.	From Panama to Ports in New Zealand and Australia, or *vice versâ*.
	Per package.	Per package.
1 cubic foot and under.....	20*s.*	10*s.*
Above 1 cubic foot, and not exceeding 2 feet.....	30*s.*	15*s.*
Above 2 cubic feet, and not exceeding 3 feet.....	40*s.*	20*s.*
Above 3 cubic feet, up to 14 feet, beyond which measurement no package can be received as a parcel.....	12*s.* 6*d.* per foot.	7*s.* per foot.
By weight, up to 5 cwt.	22*s.* 6*d.* per cwt.	12*s.* per cwt.

NEW YORK, CANADA, BRITISH COLUMBIA, SAN FRANCISCO, CALLAO, VALPARAISO, ETC., ETC.

Arrangements for through traffic to the above places are being made with the Panama Railroad Company, the Pacific Steam Navigation Company, and the United States Pacific Mail Steam-ship Company, and the rates will be announced in due course.

The steamers of the Pacific Steam Navigation Company leave Panama for the West Coast of South America on the 2d, 9th or 10th, and 25th of the month, and arrive *at* Panama on the 4th or 5th, 20th, and 28th.

The vessels of the Pacific Mail Steam-ship Company on the *Pacific* route leave Panama for San Francisco on the 9th, 19th, and 29th, and arrive *at* Panama on the 1st, 12th or 13th, and 22d or 23d of the month. On the *Atlantic* route, the steamers leave Colon (Aspinwall) on the 1st, 12th or 13th, and 23d for New York, and leave the latter place on the 1st, 11th, and 21st, or on previous Saturday when these days fall on Sunday, arriving at Colon on the 9th, 19th, and 29th.

Although eight days are allowed for the passage between New York and Aspinwall, the run is frequently performed in six days.

The passenger fares between New York and Aspinwall are as follows: Chief cabin, £16; second cabin, £10.

For the information of passengers coming to England *viâ* New York, it may be mentioned that the steamers of the Cunard (British Mail) Line leave, every Wednesday, New York and Boston alternately for Liverpool, and those of the Inman Line sail from New York every Wednesday and Saturday.

The chief cabin fares per the former are from £22 to £26; ditto per the latter, £15 15*s*.

The Cunard vessels perform the voyage to Liverpool ordinarily in 10 days, and the Inman vessels in 12 days.

THE PACIFIC STEAM NAVIGATION COMPANY,

Plying between PANAMA, CALLAO, VALPARAISO, and the INTERMEDIATE PORTS.

The steam-ships destined for the service are the following: Bogotá, 1600 tons; Lima, 1600 tons; Callao, 1200 tons; Valparaiso, 1200 tons; Guayaquil, 1000 tons; San Carlos, 1000 tons; Bolivia, 800 tons; Anne, 500 tons; Cloda, 900 tons; New Granada, 750 tons; Inca, 300 tons; Morro, 150 tons.

Voyage to the South.

		Days of each Month.
Departure from	Panama	9th and 24th.
Arrival at	Guayaquil	13th and 28th.
Departure from	Guayaquil	14th, 29th, and 2d.
Arrival at	Payta	15th, 30th, and 3d.
"	Lambayeque	17th and 4th.
Departure from	Lambayeque	18th and 5th.
Arrival at	Pacasmayo	18th and 5th.
"	Huanchaco	19th and 6th.
"	Santa	20th.
"	Samanco	7th.
"	Casma	20th and 7th.
"	Supe	21st and 8th.
"	Huacho	21st and 8th.
"	Callao	18th, 22d, 2d or 3d, and 9th.
Departure from	Callao	20th, 26th, 5th, and 11th.
Arrival at	Cerro Azul	27th and 12th.
"	Islas de Chincha	21st, 27th, 6th, and 12th.
"	Pisco	21st, 27th, 6th, and 12th.
"	Chala	29th and 14th.
"	Islay	23d, 30th, 8th, and 15th.
"	Arica	24th, 31st or 1st, 9th, and 16th.
"	Pisagua	1st or 2d, and 17th.
"	Mejillones	1st or 2d, and 17th.
"	Iquique	1st or 2d, and 17th.
"	Tocopillo	2d or 3d, and 18th.
"	Cobija	25th, 2d or 3d, 10th and 18th.
"	Caldera	27th, 4th or 5th, 12th, and 20th.
Departure from	Caldera	27th, 4th or 5th, 12th, and 20th.
Arrival at	Carrizal bajo	5th or 6th, and 21st.

		Days of each Month.
Arrival at.....	Huasco.....	5th or 6th, and 21st.
"	Coquimbo	28th, 6th or 7th, 13th, and 22d.
"	Tongoy.....	6th or 7th, and 22d.
"	Valparaiso	29th, 7th or 8th, 14th, and 23d.

Voyage to the North.

		Days of each Month.
Departure from	Valparaiso	3d, 11th, 18th, and 27th.
Arrival at.....	Tongoy.....	12th and 28th.
"	Coquimbo	4th, 12th, 19th, and 28th.
"	Huasco.....	13th and 29th.
"	Carrizal bajo.....	13th and 29th.
"	Caldera.....	5th, 14th, 20th, and 30th.
"	Cobija.....	7th, 16th, 22d, 1st or 2d.
"	Tocopillo	16th, and 1st or 2d.
"	Iquique	17th, and 2d or 3d.
"	Mejillones.....	17th, and 2d or 3d.
"	Pisagua.....	17th, and 2d or 3d.
"	Arica.....	8th, 18th, 23d, and 3d or 4th.
"	Islay.....	9th, 19th, 24th, and 4th or 5th.
"	Chala.....	20th, and 5th or 6th.
"	Pisco.....	11th, 21st, 26th, and 6th or 7th.
"	Islas de Chincha.....	11th, 21st, 26th, and 6th or 7th.
"	Cerro Azul.....	21st, and 6th or 7th.
"	Callao	12th, 22d, 27th, and 7th or 8th.
Departure from	Callao	14th, 24th, 29th, and 13th.
Arrival at.....	Huacho	25th and 14th.
"	Supe.....	25th and 14th.
"	Casma.....	26th and 15th.
"	Samanco.....	26th.
"	Santa.....	15th.
"	Huanchaco.....	27th and 16th.
"	Pacasmayo.....	27th and 16th.
"	Lambayeque.....	28th and 17th.
"	Payta.....	17th, 19th, and 1st or 2d.
"	Guayaquil.....	30th.
"	Panama.....	22d, and 6th or 7th.

Rates of Passage.

	First Saloon.	Second Saloon.		First Saloon.	Second Saloon.
Panama to Guayaquil...	$105	$100	Panama to Islay.....	$220	$210
" Payta.....	115	110	" Arica.....	230	220
" Lambayeque	135	130	" Iquique.....	245	230
" Huanchaco..	135	130	" Cobija.....	255	240
" Casma	140	135	" Caldera.....	265	250
" Huacho	145	140	" Huasco	270	255
" Callao.....	160	150	" Coquimbo...	275	260
" Pisco	175	165	" Valparaiso..	290	270

Passage for any of the above ports can be secured at the office of the Panama Railroad Company, 88 Wall Street, New York.

The Pacific Steam Navigation Company will issue *through bills of lading* for produce from the above-mentioned ports—To New York, to be conveyed from Aspinwall by sailing vessels of the Panama Railroad Company; to Liverpool, to be conveyed from Aspinwall by the vessels of the West India and

Pacific Steam-ship Company; to Southampton, to be conveyed from Aspinwall by steamers of the Royal Mail Steam Packet Company.

An arrangement has also been made by which produce can be shipped under *through bills of lading* from ports in Central America touched at by steamers Guatemala and Columbus to the above ports on the west coast.

Rates of Freight in Dollars from Panama to Valparaiso and intermediate Ports.

	Buenaventura.	Guayaquil.	Payta.	Lambayeque.	Huanchaco.	Casma.	Huacho.	Callao.	Pisco.	Islay.	Arica.	Iquique.	Cobija.	Caldera.	Huasco.	Coquimbo.	Valparaiso.
Panama.....per ton.	20	25	25	25	25	30	30	30	30	35	35	40	40	40	45	45	45
Buenaventura.... "	...	20	20	25	25	25	25	25	30	30	35	35	35	40	40	40	40
Guayaquil ..... "	...	...	12	15	15	15	15	15	20	20	20	25	25	25	25	25	25
Payta..... "	...	...	...	15	15	15	15	15	20	20	20	25	25	25	25	25	25
Lambayeque ..... "	...	...	...	...	15	15	15	15	20	20	20	20	20	20	20	20	20
Huanchaco..... "	...	...	...	...	...	15	15	15	20	20	20	20	20	20	20	20	20
Casma..... "	...	...	...	...	...	...	15	15	20	20	20	20	20	20	20	20	20
Huacho..... "	...	...	...	...	...	...	...	12	15	20	20	20	20	20	20	20	20
Callao ..... "	...	...	...	...	...	...	...	...	15	20	20	20	20	20	20	20	20
Pisco..... "	...	...	...	...	...	...	...	...	...	20	20	20	20	20	20	20	20
Islay ..... "	...	...	...	...	...	...	...	...	...	...	15	20	20	20	20	20	20
Arica ..... "	...	...	...	...	...	...	...	...	...	...	...	15	15	20	20	20	20
Iquique..... "	...	...	...	...	...	...	...	...	...	...	...	...	20	20	20	20	20
Cobija ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	20	20	20	20
Caldera ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	12	12
Huasco ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	12
Coquimbo..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12

Rates of Freight in Dollars from Valparaiso to Panama and intermediate Ports.

	Coquimbo.	Huasco.	Caldera.	Cobija.	Iquique.	Arica.	Islay.	Pisco.	Callao.	Huacho.	Casma.	Huanchaco.	Lambayeque.	Payta.	Guayaquil.	Buenaventura.	Panama.
Valparaiso.....per ton.	12	12	12	20	20	20	20	20	20	25	25	25	25	25	25	30	30
Coquimbo..... "	...	12	12	15	15	15	15	15	15	18	18	18	18	18	18	25	25
Huasco ..... "	...	...	12	15	15	15	15	15	15	18	18	18	18	18	18	25	25
Caldera..... "	...	...	...	15	15	15	15	15	15	18	18	18	18	18	18	25	25
Cobija..... "	...	...	...	...	15	15	15	15	15	18	18	18	18	18	18	25	25
Iquique..... "	...	...	...	...	...	15	15	15	15	15	18	18	18	18	18	25	25
Arica ..... "	...	...	...	...	...	...	15	15	15	15	15	15	15	15	18	25	25
Islay..... "	...	...	...	...	...	...	...	15	15	15	15	15	15	15	18	25	25
Pisco..... "	...	...	...	...	...	...	...	...	12	15	15	15	15	15	18	25	25
Callao..... "	...	...	...	...	...	...	...	...	...	12	12	12	12	12	15	20	20
Huacho..... "	...	...	...	...	...	...	...	...	...	...	12	12	12	12	12	18	18
Casma ..... "	...	...	...	...	...	...	...	...	...	...	...	12	12	12	12	18	18
Huanchaco ..... "	...	...	...	...	...	...	...	...	...	...	...	...	12	12	12	18	18
Lambayeque..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	12	12	18	18
Payta ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	15	18
Guayaquil ..... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	15
Buenaventura.... "	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15

Through Rates of Freight from New York to Valparaiso and intermediate Ports.

The Panama Railroad Company are now prepared to issue *through bills of lading* to all the ports touched at by the steamers of the Pacific Steam Navigation Company, at the following rates:

	To Buenaventura, Tuayaquil, Payta, and intermediates.	To Callao, Valparaiso, and intermediates, south of Payta.
General merchandise, and all goods embraced in first class of Panama Railroad tariff, per ton of 40 cubic feet, or 2240 lbs. gross weight, at the option of the Company.....	$40 00	$50 00
Beef and pork, per barrel.....	5 00	7 00
" " per half barrel.....	2 75	3 75
Flour, per barrel.....	4 00	5 00
" per half barrel.....	2 25	2 75
Biscuit, per 100 lbs.....	2 50	3 50
Butter, lard, hams, bacon, cheese, salt fish, tallow, and rice, per ton of 2000 lbs.	30 00	40 00
Refined sugar, per ton of 2000 lbs.....	40 00	45 00
Wines and other liquors, in boxes and barrels, per ton of 40 cubic feet.....	30 00	40 00
Manufactured tobacco, per ton of 40 cubic feet.....	30 00	40 00
Cigars, per ton of 40 cubic feet.....	35 00	45 00
Unbleached domestics, per ton of 40 cubic feet	25 00	32 00
Soap, per ton of 2000 lbs.	30 00	40 00
Candles, per ton of 40 cubic feet	30 00	40 00
Carriages and furniture, per ton of 40 cubic feet.....	30 00	40 00
Agricultural implements, per ton of 40 cubic feet.....	25 00	35 00
Pitch, tar, and rosin, per barrel.....	3 00	4 00
Earthen-ware and glass-ware (coarse), in crates and boxes, per ton of 40 cubic feet.....	25 00	35 00
Turpentine and oil in cases, per ton of 40 cubic feet	30 00	40 00
Turpentine and oil in tins only, per ton of 40 cubic feet.....	35 00	45 00

All weights to be the gross weight.

Articles not enumerated to be charged at rates assimilating to the above.

From New York to Aspinwall shipments are made by the sailing vessels of the Panama Railroad Company, leaving at intervals of from eight to ten days.

All freight to be prepaid.

No bill of lading signed for less than five dollars.

Farther particulars may be learned on application to the secretary at the office of the Panama Railroad Company, No. 88 Wall Street, New York.

Weekly Line between Callao, Lambayeque, and Guayaquil.

Departure from Callao.....	6th, 13th, 19th, and 24th	of each	month.
Arrival at Huacho.....	7th, 14th, 20th, and 25th	"	"
" Supe.....	7th, 14th, 20th, and 25th	"	"
" Casma	8th, 15th, 21st, and 26th	"	"
" Samanco.....	26th	"	"
" Santa.....	15th	"	"

Arrival at Huanchaco.....	9th, 16th, 22d, and 27th	of each month.	
" Malabrigo.....	9th and 22d	"	"
" Pacasmayo.....	..... 16th, ... and 27th	"	"
" Lambayeque....	10th, 17th, 23d, and 28th	"	"
" Payta	.... 29th	"	"
" Guayaquil.....	.... 30th	"	"
Departure from Guayaquil	.... 2d or 3d	"	"
Arrival at Payta	.... 3d or 4th	"	"
" Lambayeque....	.... 4th or 5th	"	"
Departure fr. Lambayeque	10th, 17th, 23d, and 4th or 5th	"	"
Arrival at Pacasmayo.....	..... 18th ..... and 5th or 6th	"	"
" Malabrigo.....	..... 18th ..... and 5th or 6th	"	"
" Huanchaco.....	11th, 19th, 24th, and 6th or 7th	"	"
" Santa	..... 20th	"	"
" Samanco	.... 7th or 8th	"	"
" Casma.....	12th, 20th, 25th, and 7th or 8th	"	"
Departure from Casma	12th, 20th, 25th, and 7th or 8th	"	"
Arrival at Supe	13th, 21st, 26th, and 8th or 9th	"	"
" Huacho	13th, 21st, 26th, and 8th or 9th	"	"
" Callao.....	14th, 22d, 27th, and 9th or 10th	"	"

Rates of freight: From Callao to Guayaquil and the intermediate ports, $8 per ton; from Guayaquil to Callao and the intermediate ports, $10 per ton; from Guayaquil, and the intermediate ports as far south as Callao, to Valparaiso, $15 per ton.

Semi-monthly Line between Valparaiso, Talcahuano, and Puerto Montt.

Departure from Valparaiso..	10th and 30th	of each month.	
Arrival at Constitucion	11th	"	"
" Tomé.....	12th and 31st or 1st	"	"
" Talcahuano	12th and 31st or 1st	"	"
" Coronel.....	..... 1st or 2d	"	"
" Lota	13th	"	"
" Valdivia.....	14th	"	"
" Ancud.....	15th	"	"
" Calbuco.....	16th	"	"
" Puerto Montt	16th	"	"
Departure from Puerto Montt	18th	"	"
Arrival at Calbuco.....	18th	"	"
" Ancud.....	18th	"	"
" Valdivia.....	20th	"	"
" Lota.....	21st	"	"
" Coronel.....	..... 1st or 2d	"	"
" Talcahuano.....	22d and 2d or 3d	"	"
Departure from Talcahuano.	22d and 3d or 4th	"	"
Arrival at Tomé.....	22d and 3d or 4th	"	"
" Constitucion.....	23d	"	"
" Valparaiso.....	24th and 4th or 5th	"	"

Monthly Line between Panama and Guayaquil—Steam-ship Anne.

Departure from Panama.....	12th	of each month.	
Arrival at Buenaventura.....	14th	"	"
Departure from Buenaventura	15th	"	"
Arrival at Tumaco	16th	"	"
" Esmeraldas.....	17th	"	"
" Manta.....	18th	"	"
" Guayaquil	20th	"	"

Departure from Guayaquil	24th	of	each month.
Arrival at Manta	26th	"	"
" Esmeraldas	28th	"	"
" Tumaco	29th	"	"
" Buenaventura	30th	"	"
Departure from Buenaventura	31st	"	"
Arrival at Panama	2d or 3d		"

Prices of Passage by the Anne.

	Buenaventura.	Tumaco.	Esmeraldas.	Manta.	Guayaquil.
From Panama to	$50 00	$60 00	$70 00	$80 00	$85 00
" Buenaventura to	.....	30 00	40 00	50 00	60 00
" Tumaco to	.....	.....	20 00	30 00	40 00
" Esmeraldas to	.....	.....	.....	20 00	30 00
" Manta to	.....	.....	.....	.....	25 00
	Manta.	**Esmeraldas.**	**Tumaco.**	**Buenaventura.**	**Panama.**
From Guayaquil to	$25 00	$30 00	$40 00	$50 00	$85 00
" Manta to	.....	20 00	30 00	45 00	80 00
" Esmeraldas to	.....	.....	20 00	35 00	70 00
" Tumaco to	.....	.....	.....	30 00	60 00
" Buenaventura to	.....	.....	.....	.....	50 00

Rates of Freight.

From Guayaquil and intermediate ports to Panama.....$10 00 per ton.
" Panama " " Guayaquil.. 12 00 "

The Pacific Steam Navigation Company was organized in April, 1839, but the charter of incorporation was not obtained until February, 1840. In November, 1839, the directors, under assurance that the charter would be granted, contracted for two steam vessels, which were completed and dispatched from England for service on the Pacific in July, 1840, and commenced their voyages on the coasts of the Pacific in November of the same year, since which time the line has been in regular and successful operation. Its business has increased to such an extent that a fleet of eleven large steam-ships, with a semi-monthly service, are now employed on the through route between Panama and Valparaiso, besides a monthly steam-ship (the Anne) plying between Panama and Guayaquil, a weekly line of four steam-ships plying between Callao and Guayaquil, and a semi-monthly line between Valparaiso and Puerto Montt, touching at the intermediate ports for the collection of freight, which, from the increase of the through business, caused too much delay for the ships of the through line.

The machine and repair shops, and other facilities for keeping the vessels of the Company in order, are very extensive and well appointed. They are situated on the island of Toboga, in the Bay of Panama.

The head-quarters of the Company are at

Liverpool..... WILLIAM JUST, *General Manager.*
Callao..... GEORGE PETRIE, *Resident Manager on the Pacific.*
Panama..... *Agent.*

CALLAO DOCK COMPANY.

DIRECTORS:

In England.	*At Callao.*
S. R. GRAVES, Esq., M. P. for Liverpool.	General MEDINA, Lima, Chief of the Staff of the Army of Peru.
CHARLES ROWE, Esq. (Messrs. Graham, Rowe, & Co., Liverpool.	FRANCIS BRYCE, Esq., Callao.
WILLIAM JUST, Esq., Managing Director of the Pacific Steam Navigation Company, Liverpool.	HENRY HIGGINSON, Esq., Callao.
	S. D. GREGORIO HURTADO, Callao.
	GEORGE PETRIE, Esq., General Manager of the Pacific Steam Navigation Company, Callao.

Principal Dimensions of the Iron Floating Dock.

Length	300 fect.	
Extreme breadth	100 "	
Inside	76 "	
Height	38 "	3 inches.
Can be sunk to a depth of	33 "	
And take in a ship drawing	21 "	

Or weighing up to 6000 tons.

RATES FOR THE USE OF DOCK.

Steamers and Ships of War.

First day	1 sol per ton.
Four following days	75 centimes per ton.
All subsequent days	50 " "

Sailing Vessels.

First day	50 centimes of a sol per ton.
All subsequent days	25 " " "

The tonnage of a vessel will be reckoned according to the following rule:

Double-decked Vessels.

Take the length of every vessel, if double-decked, from the fore part of the main stem to the after side of the stern-post above the upper deck, the breadth at the broadest part above the main wales; and half such breadth shall be accounted the depth of every double-decked vessel. Then deduct from the length three fifths of the breadth; multiply the remainder by the breadth, and the product by the depth; divide the last product by 95, and the quotient is the true tonnage of such vessel.

Single-decked Vessels.

Take the length from the fore part of the main stem to the after side of the stern-post above the upper deck, and the breadth at the broadest part above the main wales, and deduct from the length three fifths of the breadth; take the depth from the under side of the deck-plank to the ceiling of the hold; multiply the remainder by the breadth, and the product by the depth; divide this last product by 95, and the quotient is the tonnage of such single-decked vessel.

[Ten tons of ballast, cargo, and (in the case of men-of-war) of guns and ammunition, will be allowed for every 100 tons of the above measurements; any excess being charged at the rate as tons' measurement.]

In docking and undocking, all vessels must conform strictly to the orders of the dock-master.

JAMES B. AIKEN, Secretary.

JAMES ANDERSON, Dock-master.

THE PANAMA RAILROAD COMPANY'S CENTRAL AMERICAN LINE OF STEAM-SHIPS,

Running semi-monthly between the PORTS OF GUATEMALA, SAN SALVADOR, COSTA RICA, NICARAGUA, and PANAMA.

The steam propellers Guatemala, 1021 tons, J. M. Dow, commander, and Salvador, 1200 tons, J. W. Rathbun, commander, arrive at and depart from Central American ports on or about the following days of each month, forming a semi-monthly line:

Departure.			Arrival.		
From	Salvador.	Gautemala.	At	Salvador.	Guatemala
Panama	15th	30th	Punta Arenas	17th	2d
Punta Arenas	18th	3d	Realejo	19th	4th
Realejo	20th	5th	La Union	20th	5th
La Union	21st	6th	La Libertad	22d	7th
La Libertad	22d	7th	Acajutla	22d	7th
Acajutla	22d	7th	San José	23d	8th
San José	25th	10th	Acajutla	25th	10th
Acajutla	26th	11th	La Libertad	27th	11th
La Libertad	27th	12th	La Union	28th	13th
La Union	30th	15th	Realejo	30th	15th
Realejo	1st	16th	Punta Arenas	2d	17th
Punta Arenas	3d	18th	Panama	5th	20th

Prices of Passage.

From Panama to		Punta Arenas	$40 00
"	"	Realejo	65 00
"	"	La Union	70 00
"	"	La Libertad	75 00
"	"	Acajutla	80 00
"	"	San José de Guatemala	85 00

Payable in American gold.

The Company has recently added to its service the steamer Parkersburgh, 700 tons, to run during portions of the year when freights are abundant.