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THE

OVERLAND MAIL

AND

THE AUSTRIAN LLOYD'S.

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THE OVERLAND MAIL AND THE AUSTRIAN LLOYD'S.

It has been generally admitted, and is doubtless a grave truth, that the unequalled maritime power of Great Britain is principally upheld by her vast empire in India—a country teeming with wonders and abounding in wealth, and which has excited in the European mind the most generous sentiments and ardent attachment, and called forth and given a tone and character to the commercial energies of every enterprising nation.

A rapid and regular communication with India has always been considered by statesmen of Great Britain to be a matter of the last importance, and numerous efforts have been made to effect this desirable object; but it was more especially in our days that the exertions of England were stimulated by the rising greatness of the Australian possessions—the opening of the five ports of the Celestial Empire—the pacification of Egypt—the more general application of steam for the purposes of locomotion, and by the more intimate connexion of the interests of other civilized nations with our own.

Scarcely ten years have elapsed since it was considered impossible that the Red Sea could be navigated by steam-vessels plying between Suez and the East Indies. But owing to Lieut. Waghorn's perseverance and the overthrow of the narrow prejudices that existed till 1837, the Bombay steam-navigation was established; and in 1840 the Peninsular and Oriental Company undertook the line from Southampton to Alexandria and from Suez by way of Ceylon and Madras to Calcutta. To this line, after the Chinese war, the same Company added the branch from Ceylon by way of Penan and Singapore to Hong Kong, and an organized communication between China, the East Indies and Suez has been established since that period. But the insufficiency and irregularity of this communication is now severely felt, as the traffic has increased in a most extraor-

dinary degree. It is no longer to be denied that a weekly intercourse with India and a bi-monthly correspondence with China is urgently necessary ; and the advantages to be derived from the establishment of a new branch to Singapore by way of Bombay are obvious, for Australia would then be more closely connected with the mother country.

The steamers from the East Indies arrive about the 5th and 19th of every month at Suez, whence the mail, after its transit to Alexandria, is forwarded by English war-steamers, *viâ* Malta to Marseille, in six or seven days, which steamers return with the English mail to Alexandria. Letters must arrive in Marseille on the 20th at the latest, to be in time for the Calcutta steamer due on the 5th proximo, or on the 11th to be in time for the Bombay steamer, due on the 19th proximo.

In the autumn of 1845, when complaints became universal that letters never arrived early enough to be answered by the next steamer, Lieut. Waghorn was induced to try the way of Trieste. He applied for assistance to the Austrian Lloyd's Steam Navigation Company, who placed one of its steamers at his disposal, and appointed Mr. Scheuer to accompany and assist him.

Shortly after, the Government of Great Britain were indebted to the Austrian Lloyd's Steam Navigation Company, which despatched one of their officers (Mr. Feigelmüller) to London, with the first tidings of the victory on the Sutlej. So in the beginning of last year, advices from the East Indies arrived twice in London, quite unexpectedly, some days quicker than they were wont to do by way of Marseille. In consequence of this success, Government, in conjunction with the East India Company, gave directions to Lieut. Waghorn for six experimental voyages *viâ* Trieste, who was again enabled by the aid he received from the Austrian Lloyd's to accomplish this difficult undertaking, the Company sending Mr. Scheuer to effect the necessary arrangements with the respective Governments and post-administrations.

Before entering into detail as to the future management of the Overland Mail, it will be necessary to give some information

respecting the Austrian Lloyd's Company, which has taken such an active part in promoting this common good.

This excellent institution was established after its prototype, the London Lloyd's, in the year 1836 in Trieste, and soon became the centre of the whole maritime activity of that rapidly rising port, which, with respect to traffic, is already considered the ninth port in the world, as the commerce in one year (1846) was estimated at £14,500,000. The Austrian Lloyd's at present consists of two sections—the Lloyd's proper and the Steam Navigation Company. The Lloyd's proper has three departments:—The first is the management of a splendid establishment appropriated for the meeting of merchants, shippers, &c., connected with which there are reading-rooms supplied with upwards of 200 newspapers and various ship-lists of remarkable accuracy. The second department is the United Insurance Office, in which the several Trieste Insurance Companies participate. The third department is that of the newspapers, of which the Lloyd, having correspondents in all parts of the world, publish a German and an Italian newspaper four times a week. They are esteemed on the continent the most influential organs of political economy, commerce and navigation, and are distinguished by a strenuous advocacy of sound free-trade principles, which has already operated to a certain extent against the high prohibitive system of Austria.

There is a printing-office, in which are three large steam and fifteen Stanhope-presses, all busily engaged by the intellectual activity of this modern queen of the Adria.

The second section of the Lloyd's—the Steam Navigation Company (which is the leading party in promoting the acceleration of the Indian Mail)—has a capital of £300,000 in 6000 shares of £50 each. In the month of May 1845 His I. R. Majesty the Emperor of Austria was pleased to grant to this Company the privilege to be considered a branch of the I. R. State Post Establishment, with exemption from all taxes, dues, &c. To prove the activity of this department, we annex a synopsis of the traffic and list of steamers.

SYNOPSIS OF THE TRAFFIC OF THE

I. Traffic since

Year.	Capital.	No. of vessels.	Horse-power.	Tons.	Value of the vessels.		Number of		Amount of specie transmitted.	Number of letters.
							Voy-ages.	Passengers.		
1836-1837	1,000,000	7	630	1974	Fl. 798,824	Kr. 19	87	7,967	Florins. 3,934,269	35,203
1838	1,500,000	10	860	2889	1,231,725	11	214	21,959	10,849,358	71,070
1839	2,000,000	10	860	2889	1,231,725	11	245	27,930	10,963,126	79,813
1840	2,000,000	10	860	2889	1,231,725	11	285	38,886	12,550,647	91,900
1841	2,000,000	10	860	2889	1,202,000	—	252	35,141	15,020,454	100,373
1842	2,000,000	11	930	3087	1,240,000	—	263	34,301	14,291,650	98,960
1843	2,000,000	11	940	3127	1,180,000	—	300	39,497	12,818,217	101,960
1844	2,000,000	14	1380	4627	1,646,738	27	380	55,476	13,177,228	111,383
1845	3,000,000	20	2110	7006	2,410,000	—	704	117,949	25,531,361	227,213
1846	3,000,000	20	2110	7011	2,290,000	—	717	124,985	31,827,160	277,151
1836-1846	3,000,000	20*	2110	7011	2,290,000	—	3447	504,091	150,963,470	1,195,040

The Goods conveyed, consisting mostly of finer descriptions of manufactures

The value of the Parcels, at

And the amount of specie transmitted

During the first ten years therefore the Company's steam navigation was the

* 1847 : 25 vessels, 3310 horse-power, 10,060 tons.

AUSTRIAN LLOYD'S STEAMERS.

established.

Goods.		Parcels.	Receipts.		Expenses.		Surplus.		Deficit.	
Packages.	Cwt.									
			Fl.	Kr.	Fl.	Kr.	Fl.	Kr.	Fl.	Kr.
5,752	9,613	5,787	193,660	5	296,850	19	—	—	103,190	14
28,346	37,318	14,138	507,252	—	612,275	53	—	—	105,023	53
23,251	40,366	15,561	538,735	46	509,914	37	28,821	9	—	—
35,087	53,385	21,681	635,395	37	538,116	46	97,278	51	—	—
37,757	59,444	19,125	728,994	18	646,880	11	82,114	7	—	—
41,240	65,645	25,538	735,592	7	735,592	7	—	—	—	—
41,409	68,198	24,393	738,187	42	73,187	42	—	—	—	—
36,575	65,582	24,636	804,559	31	750,791	31	53,768	—	—	—
135,733	236,994	31,706	1,428,449	21	1,307,089	21	121,360	—	—	—
136,337	238,873	36,357	1,648,548	16	1,449,748	16	198,800	—	—	—
521,487	875,418	218,922	7,959,374	43	7,585,446	43	582,142	7	208,214	7

and other articles of value, is estimated at £26,262,540
. 218,923
. 15,096,347
medium of a traffic amounting in the whole to £41,577,810

II. Traffic during

Number of Voyage.	Sea-miles made.		Number of passengers.
	Per voyage.	Together.	
26 between Trieste and Constantinople	2,570	66,820	7,256
12 ... Constantinople and Syria	1,844	22,128	3,778
22 ... ditto and Tessalonich.....	660	14,520	3,473
52 ... ditto and Smyrna	554	28,808	13,811
26 ... Syra and Alexandria	900	23,400	1,480
36 ... Constantinople, Galatz and Ibrail....	786	28,296	5,992
25 ... ditto and Trapezunt	1,012	25,300	11,325
26 ... Trieste and Lutraki	1,425	37,050	6,216
26 ... Calamachi and Piræus	66	1,716	4,582
52 ... Piræus and Syra.....	156	8,112	7,805
23 ... ditto and Nauplia	154	3,542	3,143
3 ... Syra and Canea	290	870	34
3 ... ditto, Tessalonich and Constantinople .	1,100	3,300	182
208 ... Trieste and Venice	124	25,792	23,906
26 ... ditto and Dalmatia	740	19,240	8,883
79 ... ditto, Istria and Fiume.....	164	12,956	13,064
2 ... ditto and Alexandria	2,388	4,776	47
70 on sundry occasions and army-transports	together	7,869	10,008
717 Voyages in the year 1846 and.....		334,495	124,985
704 1845 and.....		331,718	117,949
13 Voyages more in the year 1846, producing an increase of		2,777	7,036

the year 1846.

Specie and other valuables.	Number of letters.	Goods.		Parcels.	OBSERVATIONS.
		Packages.	Cwt.		
Florins. 3,535,850	95,852	23,267	53,681	4,251	In proportion to the voyages, increased by 2%, the increase of passengers was nearly 7%, of specie above 24%, of letters 20%, of goods nearly 1%, and of parcels 15%. In the transport of goods a certain limit cannot well be exceeded, the vessels being overloaded during winter, and the way down the Danube having hitherto been mostly preferred during summer. The 334,495 sea-miles made give a mean rate of 916 per diem, and, computing 18 steamers in service, above 51 sea-miles for every steamer per diem during the year.
1,513,718	12,887	5,027	8,400	974	
1,139,963	5,628	5,168	7,189	452	
4,000,054	56,833	14,446	23,933	2,106	
1,399,523	19,639	2,356	4,500	717	
4,430,073	18,635	16,291	33,698	536	
1,870,868	1,954	46,741	68,414	276	
1,729,612	44,751	6,178	10,928	2,874	
464,822	2,720	1,145	1,834	530	
644,597	14,853	2,288	4,051	907	
50,697	11	315	441	109	
10,129	577	10	10	20	
114,463	1,081	553	914	121	
9,644,295	—	7,556	13,415	14,198	
1,115,815	—	1,996	2,985	3,967	
68,247	—	1,013	1,563	4,156	
12,740	6	281	471	59	
81,694	1,725	1,706	2,446	104	
31,827,160	277,152	136,337	238,873	36,357	
25,531,361	227,216	135,733	236,994	31,706	
6,295,799	49,936	604	1,879	4,651	

Traffic in each Port visited in 1846.

Received on board.						Landed.					
Passengers.	Money.	Letters.	Parcels.	Goods.	Passengers.	Money.	Letters.	Parcels.	Goods.		
Alexandria	933	12,227	538	cwt. 1,684	597	533,695	7,395	210	cwt. 2,839		
Ancona	1,128	109,237	603	1,031	888	307,143	2,553	434	2,098		
Beruth	1,352	191,082	408	5,308	1,647	993,755	3,309	210	1,770		
Brindisi	126	5,410	2	.....	114	11,882	967	.....	.....
Calamaki	2,272	.....	.....	.....	1,379	.....	.....	.....	.....
Canea	13	1,185	20	8	22	8,944	17	.....	2		
Corfu	962	513,398	1,183	4,767	751	342,357	27,289	340	1,712		
Constantinople	22,798	8,421,795	2,792	104,744	19,993	7,138,196	61,459	1,438	87,594		
Dardanelles	925	119,507	138	705	2,924	152,176	2,442	128	4,001		
Galatz	1,882	1,060,300	77	15,188	1,744	540,900	2,904	160	17,180		
Gallipoli	828	73,723	143	1,129	1,265	84,806	1,998	122	2,619		
Ibrail	327	1,009,100	47	5,677	300	65,000	3,276	135	2,205		
Larnaca	398	79,979	150	904	188	287,318	1,465	143	353		
Lutrakl	1,111	8,900	.....	.....	1,252	.....	.....	.....	5		
Metelin	951	450,900	25	222	2,312	450,000	2,108	47	575		
Nauplia	1,570	12,179	218	190	2,025	38,768	.....	19	498		
Patras	1,629	837,870	526	1,992	1,627	285,788	4,480	183	3,325		
Pireus	7,360	682,147	1,275	2,904	7,987	351,281	9,905	442	1,188		
Rhodes	230	1,123	86	134	103	62,553	639	74	13		
Samsun	2,618	159,054	26	5,539	3,072	303,070	31	8	11,571		
Scio	197	20,632	135	7	205	25,595	213	30	59		
Sinope	645	3,500	107	725	843	253,700	2	.....	2,529		
Sira	5,945	550,600	1,152	3,678	5,700	1,419,148	17,399	614	3,143		
Smyrna	9,680	1,864,835	1,880	13,920	9,179	3,879,339	63,843	1,465	23,939		
Tenedos	117	26,539	21	42	372	35,000	347	10	26		
Tessalonich	1,097	224,726	271	2,244	1,306	997,427	2,238	222	3,963		
Trapezunt	2,972	153,385	130	27,771	3,914	1,100,350	4,58	145	22,720		
Trieste	24,021	3,826,502	9,471	22,119	22,280	8,908,405	58,643	19,765	31,346		
Varna	1,419	2,009,000	19	5,341	993	140,000	1,197	79	3,687		
Venice	13,652	7,374,295	9,251	4,693	12,687	2,271,400	.....	6,960	5,784		
Vostizza	581	5,210	.....	7	660	.....	.....	.....	.....
Zara	1,530	42,366	1,179	704	1,676	289,971	.....	603	397		
The other Austrian ports ..	13,360	1,022,205	749	3,889	14,182	547,753	572	2,100	1,559		
Total	124,985	31,827,160	277,152	238,873	124,985	31,827,160	277,152	36,357	238,873		
Together	249,970	63,654,320	554,304	477,746							

Received on board and landed.

Received on board and landed.

List of the Steamers.

	Horse-power.	Tons.
No. 1. Archduke Lewis	100	310
„ 2. Archduke John	120	350
„ 3. Count Kolowrat	100	330
„ 4. Elleno	120	360
„ 5. Baron Eichhoff	100	361
„ 6. Mahmudié	120	470
„ 7. Count Mitrowsky	60	240
„ 8. Dalmata	60	215
„ 9. Archduke Francis Charles	40	133
„ 10. Archduchess Sophia	50	141
„ 11. Baron Kübeck	70	230
„ 12. Archduke Frederic	120	400
„ 13. Imperatore	160	550
„ 14. Imperatrice	160	550
„ 15. Maria Dorotea	70	212
„ 16. Ferdinand I.	100	284
„ 17. Prince Metternich	140	473
„ 18. Stambul	160	620
„ 19. Count Stürmer	140	469
„ 20. Crescent	120	322
To which have been added during the last months :		
„ 21. Austria	360	800
„ 22. Venezia	160	520
„ 23. Trieste	160	520
„ 24. Italia	260	600
„ 25. Germania	260	600
Together 25 Steamers of....	3310	10060

The last General Meeting of the Austrian Lloyd's Steam Navigation Company was held on the 12th of May 1847, when the balance-sheet to 31st of December 1846 showed that the assets of the Company amounted to 3,882,460 fl. 13 kr. = £388,246 4*d.*, and the liabilities, including 3 millions of florins, the paid-up capital, and 175,128 fl. reserve, to 3,442,460 fl. 13 kr. = £344,246 4*d.*, leaving a balance of 440,000 fl. = £44,000, profits of last year. From this surplus, 120,000 fl. must be deducted for the wear and tear of vessels; 121,000 fl. were appropriated to the payment of the dividends, &c., and 198,800 fl. added to the reserve fund, which now therefore amounts to 373,928 fl. = £37,392, or above 12 per cent. upon the capital. Satisfactory as this result may appear, it was the opinion of all present that the Company was only in its infancy, and the proposition of the Directors to increase the capital by 1,500,000 fl. met with general approbation. This increase of capital was proposed in consequence of the report of the Council of Administration, that the Company with her twenty-five steamers had neither the means of answering the demand of the increasing traffic, nor what was now become absolutely necessary, of augmenting the number of voyages: for instance, a weekly correspondence with Constantinople; a more frequent communication between Smyrna, Rhodes, Sinope, Samsun and Trapezunt; an extension to Redoutkaleh, provided the Russian government would facilitate the transit to Persia; and a weekly communication with Alexandria, for which purpose the number of steamers must be raised to thirty.

Having now explained the nature, present and growing importance of the Austrian Lloyd's Company, the next subject to which attention will be drawn is the report upon the six experimental voyages ordered by the English government, in which the Company proved the superiority both of their route and of their management. Their own couriers (Messrs. Prinzhofen and Feigelmüller) transported the dispatches from Trieste to Ostend and delivered them to Lieutenant Waghorn's own agents, who conveyed them by Her Majesty's steamers to London. The

favourable result of these six experimental voyages, *viâ* Trieste and Germany, though made during a winter of unexampled severity, will be seen by the following table:—

From	1.	2.	3.	4.	5.	6.
Alexandria to Trieste .	130	133	156	158	137½	162½
Trieste — Insbruck .	24¼	28½	26¼	25½	39	24
Insbruck — Ulm . .	18½	17¼	17½	18¼	17½	17
Ulm — Mannheim	15¼	15½	15¼	15½	14½	14
Mannheim — Cologne }	39	{ 18¼	17½	21¼	19	19
Cologne — Ostend }		{ 32	10½	12½	13	21
Ostend — London .	10	8½	10	8	7	8
Consequently in hours .	237	253	253	259	247½	265½
Of which by land . .	107	120	97	101	110	103

The overland voyage from Trieste to London was therefore accomplished on an average in 106½ hours! As far as Mannheim the voyages proved of nearly equal duration, with the exception of the fifth, on account of a fall of snow in the Tyrol. This accident gave occasion to decry this route, but it must be considered that the regular line is proposed to have quite another direction, and that by the railroad from Salzburg to Bruck, avalanches and all difficulties of a similar nature are avoided. From Mannheim to Ostend delays were sometimes experienced, steamers on the Rhine not being always ready at the time required, nor express trains always on the railway.

According to an official Certificate, the dispatches thus expedited *viâ* Trieste, and simultaneously on the usual way of Marseille, reached the Secret Committee of the Hon. East India Company as follows:—

Voyage from Bombay.	Viâ Trieste.	Viâ Marseille.
1. Sept. 1, 1846,	Oct. 3.	Oct. 7.
2. Oct. 1, „	Oct. 31.	Nov. 4.
3. Nov. 2, „	Dec. 2, 7 A.M.	Dec. 2, 7 P.M.
4. Dec. 2, „	Jan. 2, 1847, 5 A.M.	Jan. 3, even.
5. Jan. 2, 1847,	Feb. 4, „ 3 A.M.	Feb. 6, 2 P.M.
6. Feb. 2, „	Mar. 4, „ 7 P.M.	Mar. 4, 1 A.M.

This statement incontestably proves, that the German overland route is the most expeditious; and if the English Government (who is most interested in the acceleration of correspond-

ence) entrusted to the Austrian Lloyd's the conveyance of the dispatches, it is certain they would be received considerably earlier.

By these trials the Trieste route is proved to be advantageous, not only for the dispatches, but also for the mail conveyance. After the Lloyd's first voyage, which delivered the dispatches 4 days in advance of the regular mail, the Peninsular and Oriental Company, in connexion with one of the morning journals and other interested parties, made the following five trials without regard to the mail:—They appointed their swiftest steam-packet *Ariel*, running 12 knots per hour, to bring the newspapers, in competition with the *Ardent* (a steamer very little adapted to the purpose, and which could not exceed 8 knots per hour); nevertheless, the result was so much in favour of the Trieste route, that the dispatches arrived, on the first trial 4 days, on the fourth 48 hours, and on the fifth 60 hours in advance of the newspapers which came *viâ* Marseille; and that on the third and sixth trials the news *viâ* Marseille arrived only a few hours earlier, although it must be considered that a number of unforeseen difficulties (which opposed the rapidity of the expedition) occurred on the continental railroads, while the Peninsular and Oriental Company can only excuse some retardment at the latter trials by the substitution of a boat of inferior swiftness to the *Ariel* between Malta and Marseille. In taking into consideration the average result, it will be found that the Trieste route proved an advantage of 15 hours for every voyage, which certainly would not be altered when both parties have had the mails, but which must be increased when the Lloyd's Company shall have made the necessary arrangements, which are already established on the French line.

The result gave general satisfaction, and at once convinced the world of the practicability of this new route. The German mail, which previously passed by Marseille, now goes by way of Trieste, and travellers from the East Indies and England prefer this road to that adopted before. The cheapness and pleasantness of the voyage (so highly eulogized by travellers), and the various advantages arising from the rapidity and com-

petition, caused the East Indian papers to express an earnest desire for the establishment of a regular intercourse by this route; and the overland "Bombay Courier" predicted (16th November) that "ere five years elapse, two-thirds of those who journey homeward from India will go *viâ* Trieste."

It is not alone by interested parties that the political and social importance of this enterprise has been acknowledged: only a few days since the *Times* communicated the following extract from the *Presse*, which, as will be seen, does not display a very high political principle:—

"Whilst the French Government affords the extraordinary spectacle of a ministry which makes the adjournment of every great question connected with the development of the moral and material forces of the country a condition of its existence, it is impossible not to be alarmed at the perseverance and success with which neighbouring nations are employing their time to advantage. The great question of the epoch—the application of steam for facilitating the communication of one nation with another—is calculated to give to the Government alarm, and to the country a salutary warning."

Another extract is taken from the same article. After alluding to the greater accommodation afforded by British steam navigation companies in communication with the United States, the West Indies, the Peninsula, Egypt and India, to the development of the Austrian steam navy by the Lloyd's enterprise, it proceeds:—

"The preceding details, which might be multiplied, demonstrate sufficiently that the important establishment of Lloyd's has already brought to Trieste a considerable number of passengers and a quantity of merchandise, which formerly took another direction. It is towards that point the greater part of the merchandise consumed in Greece, Turkey, Egypt, the Danubian provinces and Persia is directed. In this ardent struggle, of which the result will be to deprive France of the advantages to which her natural position entitles her, the spectacle is at once sad and instructive which is offered to us by the Company

of Lloyd's at Trieste, which is establishing agents in the East Indies, and is stimulating, by a combined league of British and German interests, the construction of railroads and the improvement of the communication between Trieste and London."

[Here the *Presse* compares the different routes as already detailed in the present pamphlet.]

"Two deductions are to be made from the preceding facts. The first is, that we should complete as quickly as possible the line from the Ocean to the Mediterranean. Any half-measure would be an irreparable fault. The second is, that it is not less urgent to improve our system of steam navigation in the Mediterranean. The approaching discussion on the budget will supply us with an opportunity to return to this important subject, to appreciate the probable effects of a complete change of system in the service of the post-office packets in the Mediterranean, and, in fine, to seek the cause of the deplorable system which, by separating the public and private resources of the nation, surcharges the budget, and delivers up without a struggle to foreign companies those elements of commerce and navigation to which we are entitled."

From the point of political economy the English reader will scarcely understand the alarm to which the *Presse* is excited on the aspect of progress of foreign nations, while in Great Britain the general opinion has been emancipated long since from those illiberal principles, and rather indulges in an opposite direction, considering the rising prosperity of other countries as an advantage of their own.

Great Britain has fully admitted the general right and mutual advantage of competition, and has proved the sincerity of this opinion by demanding the opening of the Chinese ports *for the commerce of all nations*, and by an advancement towards free trade.

It is impossible that success can attend any rivalry with natural advantages, entrusted to an intelligent management; and such unalterable advantages are the property of the Austrian Lloyd's, the geographical position being so much in its favour, that

a straight line on the map will connect Alexandria, Trieste and London. It is a fact, that the passage from Alexandria to Trieste is above 200 miles shorter than between Alexandria and Marseille; that it is more agreeable and less dangerous, the passage from Alexandria to Candia lasting only fifty hours, after which a charming coast remains constantly in view; and moreover eight different roads can be taken from Trieste to London, leading through the most important towns and the most beautiful districts of the continent; while from Marseille travellers can only go to Paris, or must make a circuit of considerable extent if desirous of visiting Italy or Switzerland. The Trieste route offers also the great advantage that quarantine commences on board the steamer at Alexandria under the control of an appointed officer, and concludes on entering the port of Trieste, while after the miseries of a tedious voyage to Marseille the traveller must still continue confined and discomforted in its quarantine.

According to the most accurate calculations, the time and expense required in the different routes appears to be as follows:—

FROM ALEXANDRIA TO LONDON.	Hours.	EXPENSE.		Second Class.
		First Class.	£ s.	
1. Viâ Malta, Gibraltar and Southampton	364	40	16	27 10
2. „ Marseille, Lyons, Paris, Boulogne, Dover	278	28	4	19 16
3. „ Trieste, Venice, Milan, Turin, Lyons, Paris, Boulogne, Dover .	269	26	6	21 4
4. „ Trieste, Venice, Milan, Lucerne, Basle, Mannheim, Mainz, Co- logne, Ostend, Dover	267	21	0	15 4
5. „ Trieste, Venice, Milan, Chur, Zu- rich, Basle, Mannheim, Mainz, Cologne, Ostend, Dover	266	23	12	17 16
6. „ Trieste, Venice, Insbruck, Ulm, Carlsruhe, Mannheim, Mainz, Cologne, Ostend, Dover	280	20	12	14 8
7. „ Trieste, Bruck, Salzburg, Munich, Ulm, Carlsruhe, Mannheim, Mainz, Cologne, Ostend, Dover .	287	22	10	16 6

FROM ALEXANDRIA TO LONDON.		Hours.	EXPENSE.			
			First Class.		Second Class.	
			£	s.	£	s.
8.	Vià Trieste, Vienna, Regensburg, Frankfort, Mannheim, Mainz, Cologne, Ostend, Dover	277	22	4	16	8
9.	„ Trieste, Vienna, Prague, Dresden, Berlin, Hamburg	282	24	12	16	14
10.	„ Trieste, Vienna, Breslau, Berlin, Hamburg	275	22	0	15	0

It is therefore demonstrated that the most inconvenient and dangerous route, that by sea to Southampton, is also the longest and most expensive; that the routes through the Continent are nearly equal with respect to expenditure of time and money; and that the routes through Germany are the most economical and the most agreeable.

“ But these advantages will disappear when the railroad through France will be finished?” Thus the French boasted, and this boast was variously reiterated. However, a slight investigation of the matter will be sufficient to settle this point with respect to these two important lines of railroad, which will shortly constitute the European highway of communication between three continents.

The road through France is divided in different sections and between different companies, viz.:

1. From Boulogne to Amiens.
2. ... Amiens to Paris.
3. ... Paris to Lyons.
4. ... Lyons to Avignon.
5. ... Avignon to Marseille.

The Boulogne and Amiens line comprises two sections, from Boulogne to Abbeville and from Abbeville to Amiens. One half of the line is quite level, and the other half contains but inconsiderable rises. There are consequently no tunnels, but numerous embankments, a viaduct of 200 metres, and a cutting through the hill of Neufchatel. The total length is 123 kilometres, and the capital of the Company amounts to 38 mil-

lions of francs. The line from Amiens to Abbeville is already finished, and that from Abbeville to Boulogne will be finished in the course of the year.

The length from Amiens to Paris is 147 kilometres, on which line there are 18 stations and 240 structures of masonry, among which are five large bridges and several long viaducts. The road has no tunnels, but considerable embankments, up to 14 metres in height. The cost averaged above 300,000 francs per kilometre, and the capital required for the whole line from Amiens to Paris is 45 millions of francs. The lines from the French capital to Belgium and to Havre are far too circuitous to come under consideration.

In June 1845 the Bill for the road from Paris to Lyons was granted, and only in March last year a company with a capital of 200 millions of francs was formed. The road is 512 kilometres in length, and is divided in the lines from Paris to Dijon, from Dijon to Chalons, and from Chalons to Lyons. The works are difficult, and there are several tunnels, long embankments and deep excavations. The tunnel at Blaise will be 4150 metres long, and has a gradient of 9 millimetres. The Paris terminus, the cutting through the hills at Lyons, and the double terminus in this town, are also most expensive structures. It is to be finished from Dijon to Chalons during the next year. The works have not yet been commenced on the remaining part.

The Bill for the Lyons and Avignon line was granted only last year. It is 230 kilometres long, and the cost is estimated at 80 millions of francs. The Company will first lay out the line from Avignon to Valence, and the whole railroad is to be completed in five years. Hitherto the Company's circumstances appeared to be rather vacillating, and a new Bill is expected to be brought in at the Chambers for the purpose of affording assistance.

The Avignon and Marseille Railroad Company was formed as far back as July 1843. The terminus lies below Avignon, whence the road proceeds to the Durance, where a viaduct of 500 metres in length has been constructed. Long and high earth-

works and various structures of masonry are following, to secure the road (which is intersected by seven rivers) against the frequent inundations. From Turascon to Arles the road is exposed to the inundations of the Rhone, and proceeds therefore constantly on high embankments. Beyond Arles it encounters a bog of large extent, and then crosses the Touloubre by a bridge of 100 metres in length. At the hills of Bruni the rise begins and continues to the great tunnel at Estaque, which sets in 187 metres below the mountain-top and has a length of 4000 metres. The whole length of this extremely difficult line is 148 kilometres, and it will require a capital of 57 millions of francs. The road cannot be completed before the year 1850, as the shareholders seem to differ continually about the management.

To sum up these details, the result is as follows:—

1.	From Boulogne to Amiens	123	kilometres	and	38	mill.	fr.
2.	... Amiens to Paris	147	...	...	45	...	
3.	... Paris to Lyons	512	...	...	200	...	
4.	... Lyons to Avignon	230	...	...	80	...	
5.	... Avignon to Marseille	148	...	...	57	...	

Together 1160 kilometres,

or 580 miles, which require capital to the amount of 420 millions of francs, and of which 418 kilometres (208 miles) will be completed in the course of the present year, but the remaining 742 kilometres (372 miles) will not be finished till the year 1851.

Turn now to the German line. The Ostend and Cologne railroad was completed and opened long ago. The short line from Cologne to Bonn is likewise ready, and will be continued to Coblenz. From Coblenz the road will either go by way of Bingen or continue on the right bank of the Rhine; in either case, however, it will join at Bieberich the Taunus railroad, which, in conjunction with the Maine and Neckar railroad, leads through Frankfort to Heidelberg, and is already opened. On this long line of 85 German miles (340 English) there remain consequently only 17 miles from Bonn to Bieberich to complete the entire line from Ostend to Heidelberg; the well-

conducted steam-navigation on the Rhine offering meanwhile a convenient and speedy conveyance between Cologne and Mainz.

In Heidelberg the beautiful Baden railroad commences, and could for the purpose of the overland route be used as far as Bruchsal, whence the junction with the Wurtemberg railroad would be best effected by the way of Bretten; or if this should not be done, the road would go by Heilbronn to Stuttgart. The railroad from Stuttgart to Ulm is very nearly finished. The King of Bavaria, according to the German newspapers, has given orders for the execution of the line from Ulm to Augsburg, and, as the railroad from Augsburg to Munich is opened, the Bavarian government is pressing the conclusion of negotiations with Austria, to continue the line from Munich to Salzburg at once.

The Austrian government, which has given such a great example in the promotion of railroads, has also been attentive to the connexion of the Adriatic Sea with Southern Germany, and Austrian engineers are busy in surveying the lines from Salzburg to Bruck-on-the-Mur, and through the Tyrol to Verona. Being enabled by a lately-contracted loan of £8,000,000 to complete the main lines of its railroads, the speedy construction of one, viz. the Bruck-Salzburg line, for which Her Majesty's Government has evinced much interest, and deserves by far to be preferred, may be fairly looked for. It is true that this road has to cross two river-valleys, the Salza and the Enns, but the passes not being very high, the construction of only two tunnels will be required. From Bruck to Cilli the southern state railroad is already opened; the continuation as far as Laibach is actively progressing; and in 1851 the line to Trieste will be entirely accomplished.

From these details we gain the subjoined summary:—

	Length in German miles.	Capital in millions of florins.	Miles complete.
1. From Ostend to the Prussian frontier	36	25	36
2. ... the Belgian frontier to Cologne	11	14	36
3. ... Cologne to Bonn	3	1 $\frac{1}{2}$	3
4. ... Bonn to Coblenz	8	5	
5. ... Coblenz to Bieberich	9	5	
6. ... Bieberich to Francfort	6	3	6
7. ... Francfort to Heidelberg	12	6	12
8. ... Heidelberg to Heilbronn	6	3	
9. ... Heilbronn to Stuttgart	4	2	2
10. ... Stuttgart to Ulm	9	5	5
11. ... Ulm to Augsburg	7	3	
12. ... Augsburg to Munich	8	3 $\frac{1}{2}$	8
13. ... Munich to Salzburg	16	7	
14. ... Salzburg to Bruck	30	18	
15. ... Bruck to Trieste	50	25	34
Together	215	127	117
Whereas on the French line.....	145	168	52

From this comparison, it appears that more than half of the German line and somewhat more than a third of the French line will be finished in the course of the present year; that on the German line 98 and on the French 93 German miles are still to be made; that, consequently, both lines can be simultaneously completed in the year 1851; and it may be confidently asserted that the German governments will not be wanting in efforts to have their line first completed. At the mean rate of 5 German miles (20 English) per hour, the French line will be passed in 29 and the German line in 43 hours. The sea-passage from Alexandria to Marseille amounts, however, to 1421 sea-miles, and to Trieste to 1194 sea-miles; and taking the average of 10 sea-miles to the hour, the result obtained is 142 hours to Marseille and 119 hours to Trieste. Even computing that from Boulogne to London only 5, and from Ostend to London 8 hours are required, the result will still be favourable.

From London to Alexandria via
Trieste. Marseille.

From London to Ostend or Boulogne	8	5
Across the Continent	43	29
... .. Mediterranean	119	142
Sum-total in hours	170	176

The German overland-route consequently is at present, and will continue, both the shortest and safest mode of communication. That it is the shortest has been shown by the experimental voyages, and that it will remain so, has been made equally evident. That it is the safest requires no further discussion, for in case of war England is sure to protect, by Malta and Corfu, and by her wooden walls, the passage to Trieste; but this could not so easily be done to Marseille, or through the Mediterranean and the Ocean; and even if the passage along the Rhine and through Belgium should be endangered, the railroad by Vienna, Dresden, or Breslau, in conjunction with the whole of the German railroads, offers the use of all the ports from Rotterdam to Stettin.

The Governments of Northern Germany (and particularly of Brunswick) have, in a memorial, advocated the way of Trieste, Vienna, Breslau, Berlin, Brunswick, Hanover, Cologne and Ostend, which, they state, could be made in 77 hours, as on this route 290 German miles of railroad are completed, and only 22 German miles of turnpike-road, viz. 16 miles from Trieste to Laibach and 6 from Mürzzuschlag to Gloggnitz, are remaining; and that, after the final completion at the close of 1849 of the Vienna-Trieste and of the Prague-Dresden lines, this whole line of railroad of 297 German miles in length, viz. *vid* Trieste, Vienna, Prague, Dresden, Leipzig, Hanover, Hamm, Duisburg, Cologne, Ostend to London, could be traversed in 66 hours, computing 6 German miles per hour, thus:—

	Hours.
297 German miles in	49 $\frac{1}{2}$
Transfer of the mail on changing trains, and similar delays	7
Crossing the Rhine from Deutz to Cologne	$\frac{1}{2}$
Embarking on board the steamer at Ostend	$\frac{1}{2}$
From Ostend to London	8 $\frac{1}{2}$
Total	66

The Austrian Lloyd's had desired to test this, and had trials of this route made by their own officers; but the result did in no way tend to the confirmation of the above statements. The time which is at present required in the above line is as follows:—

	English miles.	Hours.
From Trieste to Cilli by special coach	92	15
„ Cilli to Mürrzuschlag by railroad	128	11
„ Mürrzuschlag to Gloggnitz by special coach	12	2
„ Gloggnitz to Vienna by railroad	40	3
„ Terminus of the "Southern" railroad to terminus of the "Northern" railroad by carriage	2	$\frac{1}{2}$
„ Vienna to Prague by railroad	244	18
„ Prague to Dresden by special coach	84	10
„ Dresden to Hanover by railroad	224	16
„ Hanover to Hamm by special coach	88	10
„ Hamm to Deutz by railroad	64	4
„ Deutz to Cologne railway terminus by carriage	2	$\frac{1}{2}$
„ Cologne to Ostend by railroad	208	10
„ Ostend to Dover by steamer	80	4
„ Dover to London by railroad	64	4
	<hr/> 1332	<hr/> 108

If there is added the transfer of mail on changing train or coach at Cilli, Mürrzuschlag, Gloggnitz, Vienna, Prague, Dresden, Hanover, Hamm, Deutz, Verviers, and similar delays of 7 hours, the minimum duration of the voyage, (supposing that the arrival at the different stations coincides with the departure of the trains,) is therefore 115 hours. There being however *no extra train* on the above line, the delay may, by stoppages at Cilli, Gloggnitz, Vienna, Dresden, Hamm, and Cologne, be increased to about 40 hours.

Maximum duration of the voyage 155 hours, giving a mean duration of $131\frac{1}{2}$ hours, instead of the asserted 77 hours.

Even the still more circuitous route of Trieste, Vienna, Oderberg, Breslau, Berlin, and Hamburg has been proposed by parties misinformed about the matter. The mail from Trieste to London, which takes this route, requires, at the present highly-increased speed, 144 hours, and a greater speed cannot be obtained on account of the want of double lines on the railroads of this route. If, however, the utmost speed at all obtainable were established on the Hamburg line, it would still be impossible to reduce the same to the $106\frac{1}{2}$ hours, the mean time employed

by the experimental voyages in the straight line from Trieste to London *viâ* Tyrol and the Rhinelands; and it must also be considered that the preliminary trip was performed in 99 hours, and the third of the experimental voyages in 97 hours, in spite of the delays naturally arising from the want of previous organization. After the completion, however, of the railroads *viâ* Bruck, Munich, Augsburg, Stuttgart and Bruchsal, the Overland Mail can be despatched from Trieste to London in little more than 60 hours, including as much as 9 hours for delays.

It is therefore repeated, that the most natural and direct line of the experimental voyages now is, as it has hitherto proved itself, and as it will always continue to prove itself, the most expeditious route.

Having considered the advantages which England will derive from the Anglo-Indian mail conveyance *viâ* Trieste, it will be well briefly to advert to the beneficial influence which this new route will exercise over the whole of the different territories across which it extends.

It is scarcely possible to fix the termini of this track. It crosses the Channel, the Rhine, the Alps, the Mediterranean, the Isthmus of Suez, the Red Sea and the Indian Ocean—pushed forward by persevering enterprise to China, and at no very distant time to America. Thence it returns to the metropolis of Great Britain, the centre of civilization and commerce.

But narrowing the view to its more immediate progress, every continental state seems aroused from its partial lethargy and urged to make vigorous efforts by the powerful spirit of competition; and the governments of central Europe are excited to the support of projects which they hitherto either deemed to be valueless or denied to be important, having discovered that inactivity cannot now be indulged in with impunity, and having broken through those prejudices which militate so much against progression.

The railroads on the continent had, until lately, no other impulse than private speculation, and sometimes military defence.

By the small extent of the greater number of those states, and by the nonconformity of their wishes and laws, their projects were mostly confined to short distances, and had no reference to the higher principle of the promotion of general interest. A number of continental railways have been accomplished—little arms of little bodies; but now the pressure of competition renders all governments anxious to unite with the one most calculated to become the highway of the world's commerce. The plans have hitherto been so defective, that the two largest cities of the continent—Paris and Vienna—have no direct relation by railway, but exchange their correspondence by way of Berlin, —a circuit of more than five geographical degrees!

The success which has attended the well-directed efforts of the Austrian Lloyd's Steam Navigation Company has caused various schemes to be projected in competition with their route; but favoured by their natural advantages, their powerful means, their energy and unity of purpose, and the soundness of their speculation, public opinion in their favour is daily increasing.

One of these schemes is a route *viâ* Genoa, which has to struggle not only with natural disadvantages, owing to the highest chain of Alps intersecting the line, requiring a larger circuit, and opposing to the enterprise the Lucmanier mountain, a wall 5650 feet high; but, if we look at the political position of the different countries through which it has to pass, it cannot be denied that the scheme suffers also from a want of guarantees in a political view. Should it prove more successful than can be assumed—should it find governments to support it, and shareholders ready to lend their money, it cannot at present affect the question of the overland route, it being impossible to complete it in less than six or eight years, when the history of the future may have changed all the projects of the present.

Old Venice also was the terminus of another scheme, but its harbour (becoming daily more muddy and dangerous, and at night or stormy weather scarcely to be entered at all) was found to be an insurmountable difficulty.

Of the schemes *via* Brindisi and Ancona, which could be only the design of parties totally ignorant of all existing circumstances, it is needless to speak.

If the readiness of the continental governments, and the notable exertions of the Austrian Lloyd's, on the one hand, are considered, and the importance of an accelerated correspondence with India, on the other, all must acknowledge the justice of the repeatedly-expressed desire of the English nation to see its Government effecting arrangements to secure the benefits which must be derived from this advancement; and it can scarcely be doubted that the Administration will at least engage for the acceleration of their own dispatches, as the proprietors of the most eminent newspaper, who have entered into contracts for the earlier receipt of their correspondence, frankly admit the vast superiority of the route taken by the Austrian Lloyd's.

In conclusion, it is worthy of remark, that the conveyance of mails and dispatches between London and Greece, the Ionian Islands and the whole of the Levant, could easily, and with great economy of time and cost, be connected with the transmission of the Indian mails, and it is particularly desired to impress upon the public mind the very peculiar position in which England would be placed (if nothing be done) by the opening of the Austrian Lloyd's line next autumn. The Netherlands and other continental states will be so much earlier in possession of their Asiatic news, that the British Government would be deprived of the merit they have hitherto obtained by the continual improvements of their postal institutions.

APPENDIX No. I.

Translation of the Legalized Copy.

From the I. R. Government of the Austrian Littorale to the Administrative Council of the I. R. Austrian Lloyd's Steam-Navigation Company in Trieste.

His Majesty has been pleased to comply with the petition of the Austrian Lloyd's Steam-Navigation Company, and to command, by resolution (dated the 3rd instant), that this Institution, with respect to the post-service by steam-boats, shall be declared a part of the I. R. Post Establishment, possessing the same qualification as the different branches of the internal post, managed by His Majesty's postmasters; and that the said steam-boats be exempted from all sanatory, light and patent taxes, to which they have been hitherto subjected.

The Lloyd's Administrative Council is informed of the foregoing, conformable to a decree of the President of the I. R. Treasury (dated the 9th instant), in reply to their addresses of the 22nd April and the 20th October 1843, and of the 15th February of the current year; and it is also notified that the necessary arrangements have been made, in order that, pursuant to the above resolution, the Lloyd's steamers employed in the mail-service be immediately exempted from any further payment of the said dues within the limits of the Austrian Littorale, and in order that the same measure be carried out by the governments of Venice and Zara, by the Council of War, and by the Royal Hungarian Court Chamber, with respect to the other Austrian sea-ports which now are, or in future will be, visited by such mail-steamers.

(Signed) COUNT OF ODonel,
Vest.

The undersigned Acting British Vice-Consul for Trieste does hereby certify that the foregoing copy of letter agrees with the original exhibited in this Consular office and returned to the exhibitor.

Trieste, this 21st day of May, 1847.

(L. S.) GILES HILL,
Acting Vice-Consul.

APPENDIX No. II.

Translation of the Legalized Copy.

From the I. R. Government of the Austrian Littorale to the Administrative Council of the Austrian Lloyd's Steam Navigation Company in Trieste.

The Presidency of the Treasury has by rescripts (dated the 20th of February and 13th of March) informed the Administrative Council of the reasons which induce the I. R. Austrian Government to support in every possible way the Lloyd's Company in its enterprise to lead the Anglo-Indian Mail by the way of Trieste.

Consequently, I have been directed by His Excellency the President of the I. R. Treasury (by decree of the 13th inst.) to acquaint the Administrative Council, in reply to their address of the 7th inst., that no objection will be made to the intended continuation of the overland voyages, or to the negotiations of the Lloyd's with foreign post-offices, necessary for the purpose, reserving however, in the further development of this question of Mail-conveyance, to the I. R. General Post Administration, all rights belonging to the same, as far as the said General Post Administration shall think fit, or shall feel bound to apply them.

The proposed experimental voyages *via* Vienna will likewise meet with no objection, but every possible assistance will be rendered to the same.

With regard to the request that the Austrian Government might decidedly pronounce its intention to construct a railroad between Bruck and Salzburg, thereby obtaining the shortest line of communication between Trieste and Ostend, it is intimated to the Administrative Council, by order of His Excellency the President of the Treasury, that such a definite declaration cannot be given at present, but that this line is about to be explored, by order of the I. R. Government, with respect to its security and technical practicability. Anticipating a favourable result of this survey, the I. R. Government, in the course of developing its railroads, will not fail to direct its attention to this line, and to regard with deep consideration the combined interests of commerce.

His Excellency the President of the Treasury has expressed a desire to receive constant information of the result of the negotiations of the Administrative Council with the British Government and with the Post

Administrations of the different countries through which the transit between the Austrian frontier and Ostend is to be effected—I therefore request the Administrative Council to enable me to comply with this wish by a prompt communication of every success obtained in this important matter.

Trieste, the 20th day of May, 1847.

(Signed)

V. FÖLSCH.

The undersigned Acting British Vice-Consul for Trieste does hereby certify that the foregoing copy of letter agrees with the original exhibited in this Consular office and returned to the exhibitor.

Trieste, this 21st day of May, 1847.

GILES HILL,
Acting Vice-Consul.

APPENDIX No. III.

The Austrian Lloyd's Lines of Steam Navigation.

FIRST (OR GREEK) LINE.

From Trieste every alternate Tuesday.

To Ancona, Corfu, Patras, Vostizza and Lutraki, thence across the Isthmus of Corinth to Calamaki, an expeditious conveyance overland being provided, and from the latter post to Athens and Syra.

SECOND (OR LEVANT) LINE.

From Trieste every alternate Tuesday, *viâ* Corfu and Syra.

To Athens and Nauplia.

Smyrna, the Dardanelles.

Salonica and Constantinople.

Sinope, Samsun, Trebizonde.

Varna, Tultscha, Galatz.

Ibraila.

Rhodes, Cyprus and Beirut.

Alexandria.

After re-opening the line to Alexandria direct, the days of departure at Trieste will be regulated by the arrival of the expresses from Ostend, and at Alexandria by the arrival of the Indian steamers at Suez.

THIRD (OR DALMATIAN) LINE.

From Trieste every alternate Tuesday.

To Lussinpiccola, Zara, Sebenico, Spalato, Lessina, Curzola, Ragusa and Cattaro.

FOURTH (OR ISTRIAN) LINE.

From Trieste every Wednesday and Saturday.

To Pirano, Umago, Cittannova, Parenzo, Fasana, Rovigno, Pola, and on Saturdays only, to Fiume.

FIFTH (OR VENICE) LINE.

From Trieste to Venice every Tuesday, Wednesday, Friday and Saturday.

From Venice to Trieste every Monday, Wednesday, Thursday and Saturday.

THE RATES OF PASSAGE MONEY.

ADRIATIC LINE.

From	to	First Class. £ s.	Second Class. £ s.	Third Class. £ s.
Venice . . .	Trieste	0 14	0 10	0 8
Trieste . . .	Pola	0 9	0 6	0 3
	Fiume	0 10	0 7	0 2½
	Zara	1 8	0 18	0 9
	Spalato	1 16	1 4	0 12
	Ragusa	2 8	1 12	0 16
	Cattaro	2 12	1 14	0 17
Pola . . .	Fiume	0 5	0 3	0 1½
Zara . . .	Spalato	0 12	0 8	0 4
	Ragusa	1 4	0 16	0 8
	Cattaro	1 8	0 18	0 9
Spalato . . .	Ragusa	0 14	0 9	0 4
	Cattaro	0 18	0 12	0 6
Ragusa . . .	Cattaro	0 6	0 4	0 2

GREEK LINE ACROSS THE ISTHMUS OF CORINTH.

Trieste . . .	Ancona	1 10	1 0	0 16
	Corfu	5 0	4 0	3 0
	Patras	6 10	5 0	3 8
	Athens	8 0	6 0	4 0
	Syra	8 10	6 6	4 4
Ancona . . .	Corfu	4 0	3 0	2 4
	Patras	5 10	4 0	3 0
	Athens	7 0	5 0	3 16
	Syra	7 10	5 6	4 0
Corfu . . .	Patras	1 10	1 4	1 0
	Athens	3 0	2 8	1 16
	Syra	3 10	2 16	1 16
Patras . . .	Athens	1 10	1 4	0 18
	Syra	2 2	1 12	1 2
Athens . . .	Syra	0 12	0 8	0 4

SALONICA LINE.

From	to	First	Second	Third
		Class.	Class.	Class.
		£ s.	£ s.	£ s.
Salonica . . .	Trieste	9 0	7 0	4 10
	Ancona	8 0	6 10	4 4
	Corfu	5 10	4 8	2 8
	Smyrna	4 0	2 12	1 8
	Constantinople . . .	4 0	3 0	1 10

LEVANT LINE.

Trieste . . .	Corfu	5 0	4 0	3 0
	Syra	8 0	6 0	4 0
	Athens	8 10	6 6	4 4
	Smyrna	9 0	7 0	4 10
	Constantinople . . .	10 0	7 10	5 0
	Galatz	13 0	10 0	6 4
	Trebizonde	14 0	10 10	6 10
Corfu . . .	Syra	3 0	2 8	1 16
	Athens	3 10	2 16	1 16
	Smyrna	5 0	4 0	2 4
	Constantinople . . .	6 10	5 4	2 16
	Galatz	9 10	7 8	3 16
	Trebizonde	10 10	8 0	4 0
Syra . . .	Smyrna	1 16	1 4	0 12
	Constantinople . . .	3 12	2 8	1 4
	Galatz	6 12	4 8	2 4
	Trebizonde	8 0	5 4	2 16
Athens . . .	Syra	0 12	0 8	0 4
	Nauplia	0 16	0 10	0 6
	Smyrna	2 8	1 12	0 16
	Constantinople . . .	4 4	2 16	1 8
	Galatz	7 4	4 16	2 8
	Trebizonde	8 4	5 12	3 0
Smyrna . . .	Constantinople . . .	3 0	2 0	1 0
	Galatz	7 0	5 0	2 10
	Trebizonde	8 0	5 10	2 10
Constantinople .	Galatz	4 0	3 0	1 10
	Trebizonde	5 0	3 10	1 10

SYRIAN LINE.

From	to	First Class. £ s.	Second Class. £ s.	Third Class. £ s.
Constantinople .	Smyrna	3 0	2 0	1 0
	Rhodes	5 8	3 12	2 0
	Larnaca	8 8	5 12	3 0
	Beirut	9 12	6 8	3 10
Smyrna . . .	Rhodes	2 8	1 12	1 0
	Larnaca	5 8	3 12	2 0
	Beirut	6 12	4 8	2 10
Rhodes . . .	Larnaca	3 0	2 0	1 0
	Beirut	4 0	2 16	1 10
Larnaca . . .	Beirut	1 4	0 16	0 10

ALEXANDRIAN LINE.

Alexandria . .	Syra	5 8	3 12	2 8
	Smyrna	6 0	4 0	2 12
	Constantinople . .	8 0	5 0	3 0
	Corfu	8 0	5 12	4 0
	Trieste	12 0	8 0	6 0

The amount of fares between the intermediate ports may be seen from special tariffs at the Company's agents.

Children under ten years of age pay half-price.

Every passenger is allowed 140 pounds of baggage (Vienna weight) free of freight, according to the distance; the excess is to be paid for according to tariff.

Ordinary, 5s. in the first class, 3s. in the second class, and 1s. in the third class per diem.

Insurance on baggage, &c. may be effected at the Company's agents at a moderate premium.

Passengers on the Levant and Greek lines are at liberty to disembark at the intermediate ports and to stop there, and can continue their way to the place of destination paid for, by any subsequent boat of the Company's, provided it is done in the course of two months.

There is no quarantine in Trieste upon the Greek and Ionian lines. The steamers from the Levant (including Alexandria) are accompanied by medical officers, and pratique is received during the voyage, so that passengers are allowed to land immediately on arrival at Trieste.

Full particulars about the days of departure, &c. are periodically inserted in the Augsburg Allgemeine Zeitung, in the Leipsic Illustrated, the Vienna and the Trieste newspapers, and in future in the London newspapers.

Any further information may be obtained by applying at the Office of the Austrian Lloyd's Steam Navigation Company, to be opened shortly in the City of London.







