

2 Dec 85

3

8228

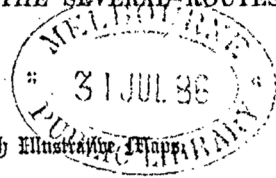
HINTS

FOR TRAVELLERS

TO

INDIA, CHINA, & AUSTRALIA.

DETAILING THE SEVERAL ROUTES.



~~~~~  
 THIRD EDITION, PRICE ONE SHILLING.  
 ~~~~~

✓
COMPILED AND PUBLISHED BY

MESSRS. GRINDLAY AND CO.,

EAST INDIA AND COLONIAL AGENTS, 124, BISHOPSGATE-STREET;

AND

8, ST. MARTIN'S-PLACE, CHURCHING-CROSS, LONDON.

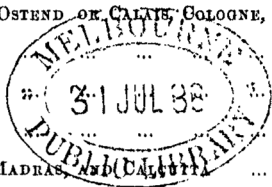
1854.

DM

LONDON:
PRINTED AT THE "HOME NEWS" PRESS,
68, CORNHILL.

CONTENTS.

| | PAGE. |
|---|-------|
| THE SEVERAL ROUTES TO INDIA | 1 |
| ROUND THE CAPE OF GOOD HOPE | 2 |
| THE OVERLAND ROUTE | 4 |
| THE MARSEILLES ROUTE | 7 |
| THE TRIESTE ROUTE | 8 |
| LONDON TO TRIESTE BY OSTEND OR CALAIS, COLOGNE, DRESDEN, AND VIENNA | 11 |
| VIA CONSTANTINOPLE | 13 |
| ARRIVAL AT ALEXANDRIA | 14 |
| SUEZ TO ADEN, CEYLON, MADRAS | 16 |
| SUEZ TO BOMBAY | 17 |
| CHINA LINE | 19 |
| AUSTRALIA | 20 |
| NEW ZEALAND | 20 |
| HOMEWARD VOYAGE | 26 |
| PASSPORTS | 28 |
| MONEY | 29 |
| APPENDIX | 29 |
| RATES OF PASSAGE-MONEY | 31 |
| POST-OFFICE ARRANGEMENTS | 32 |



HINTS

FOR

TRAVELLERS TO INDIA, &c.

THE alterations that have taken place in overland intercourse since the publication of this pamphlet in 1850, have rendered it imperative on its compilers to issue a fresh edition. Although these alterations have been but few, they nullify portions of the information furnished in Overland Guide-books published up to the present time. The old and still very generally favourite route round the Cape of Good Hope remains *in statu quo*, saving in the recent construction of several magnificent steam-ships of large tonnage, fitted with all the improvements of modern science, calculated not only to expedite the voyage materially, but to add greatly to the comforts of the passenger. The innovations in question, then, mainly refer to the overland route to India *viâ* the Continent, Egypt, and the Red Sea, and the opening of steam communication with Australia. By suffering these changes to rest unnoticed, many an intending traveller would be misled, and put to much inconvenience. In order to avert such serious evils, the present revised edition of "Hints for Travellers to India" is offered to the public, and will, it is hoped, be found to comprise every requisite information upon the subject in the form of a compact and faithful *vade mecum*. It is but fair to intimate to the reader *in limine* that, if he anticipate glowing sketches of the rich and varied scenery through which the overland traveller to India (especially should he select the route by the Continent to Marseilles or Trieste) must necessarily pass, or expect to find in these pages the discursive epistles of previous travellers (the majority of which contain information now obsolete), he will be much mistaken. The sole object of this compilation is to supply the traveller with every matter-of-fact information he may require relating to the charges, requisites, time occupied in, and relative merits of, the various beaten tracks to the East, and thus leave him to form his own unbiassed judgment as to the course best suited to his time,

finances, and inclination. We will now proceed to enumerate these different routes, and discuss their respective advantages.

There are several recognised or tolerably direct modes of reaching India, independently of those through Tartary, Persia, or Afghanistan, which men of an erratic turn are sometimes disposed to take. The less adventurous traveller may proceed—first, the whole way by sea, round the Cape of Good Hope; or, secondly, he may adopt what is familiarly denominated the Overland Route.

Round the Cape of Good Hope.

In our enumeration of the routes, the old-fashioned but not obsolete one of round the Cape of Good Hope, is justly entitled to precedence, and it will often be preferred by persons who are not in haste. Although the longest, it is by far the most comfortable, especially for families, and the saving effected by adopting it is very considerable.

Travellers, who have determined on adopting this route, have the choice of two modes of conveyance; namely, the favourite sailing passenger ships of Messrs. Green, of Blackwall, and others of a similar class belonging to Messrs. T. and W. Smith and Messrs. Wigram and Sons, and the steam-ships of the General Screw Steam Navigation Company.

Notwithstanding the powerful opposition experienced by the introduction of Ocean Steam Navigation, the regular Indiamen, which are unsurpassed in their equipment and sailing qualities by any private ships in the world, have retained a large portion of the patronage of Indian voyagers, more especially those who are in bad health or travelling with large families. These ships perform the voyage from London to Bombay generally in 85 to 90 days, to Madras in a few days less, and to Calcutta in about 100 days; indeed, Messrs. Green's vessel, the "Nile," lately went out in 72 days; and, with fine weather and favourable winds, it is very frequently a pleasure trip which Indians refer to in after life, as abounding in agreeable recollections.

There is an advantage attending the route round the Cape, which is often lost sight of, but which parents should bear in mind when deciding. The sea voyage has a decided sanatory effect upon the constitution of many young men, and prepares them for the change of climate they will experience on landing in India. It frequently happens, moreover, that, by adopting the overland route, the young traveller is landed in India at the most unhealthy season of the year, at the same time that he loses his rank in the Company's service (supposing him to have obtained an appointment), if he docs

not at once embark. In the above instances it will be obvious that the route round the Cape of Good Hope offers many advantages.

The rates of passage-money in sailing vessels have of late years experienced a great reduction, and are changing in accordance with the season of the year, and the number of passengers offering; but the following may be taken as the average in ships of the first class.

Single gentlemen or ladies, who are content to occupy the half of a side cabin, either in the poop or gun deck of a sailing vessel, may be comfortably accommodated from £60 to £65 each. If an entire cabin of the above description be decided on, the charge for a single person is ordinarily £80 to £90.

The stern cabins in the poop and on the gun deck are generally appropriated to families, and range from £120 to £200 each, according to the number of persons occupying them.

The sailing vessels above alluded to all carry experienced surgeons, and an excellent table is provided for the use of the passengers, with wines and liquors at discretion. The selection of a sailing vessel involves a small charge for fitting up the cabin, but, generally speaking, the articles taken out can be adapted for subsequent use in India, so as to avoid unnecessary expense.

Plans of all the regular passenger ships are procurable at the offices of Messrs. GRINDLAY and Co., and *gratuitous information* is afforded to all applicants, either personally or by letter.

To those travellers who place reliance upon the certainties of steam, the magnificent ships of the General Screw Steam Navigation Company offer peculiar facilities. These vessels leave Southampton on the 14th of each month, for Ceylon, Madras, and Calcutta, calling at Plymouth, and arrive at Ceylon in about 60 days, at Madras in 65 days, and at Calcutta in 70 days.

The following are the rates of passage-money, viz. :—

| | CEYLON. | MADRAS. | CALCUTTA. | } Sewant's fee, £2. |
|--|---------|---------|-----------|------------------------|
| For One Person..... | £81 | £82 10s | £90 | |
| One Person occupying a Double Cabin | 101 | 102 0 | 115 | |
| One Person do. do. with w.c. | 111 | 112 10 | 125 | |
| Two Persons do. a Treble Cabin | 192 | 205 0 | 220 | |
| Two Persons do. do. with w.c. | 202 | 215 0 | 230 | |
| Two Persons do. Double Cabin } with w.c. | 172 | 175 0 | 190 | |
| Children—5 years and under 10 ... | 40 | 42 0 | 45 | |
| " 2 " " 5 ... | 27 | 28 10 | 30 | |
| Servants—European | 30 | 32 0 | 36 | |
| " Native | 23 | 25 0 | 28 | |

Writers, Cadets, and other young gentlemen proceeding to India for the first time—to Ceylon, £70; to Madras, £75; to Calcutta, £80, in a general cabin.

The above rates are exclusive of wines, beer, or spirits, which are supplied at very moderate rates, according to a printed tariff exhibited on board.

The accommodation is divided into three classes—1st Class Cabins, for Families and Ladies; 2nd, Family Cabins in the fore part of the ship; and 3rd, General Cabins. The Cabins of the first division are reserved for *Families and Ladies* only; these are situated in the after-part of the main deck. Each division has its appropriate conveniences. All the Cabins are permanently fitted and furnished, and they vary in the accommodation afforded, from one berth to three or more, in order to meet public requirements.

Families consisting of four or more persons are allowed a reduction of 10 per cent. on the above rates.

The quantity of baggage allowed is 30 cubic feet for each adult passenger. Any excess of this quantity is charged at the rate of 7s per cwt.

Passengers can also proceed round the Cape and Bombay by these vessels as far as Ceylon (for rates see page 7), then by Peninsular and Oriental Company's steamer on the 14th and 28th of each month, arriving at Bombay in five or six days; rates £19 each.

The ships of this Company now employed on the Indian line are—

| SHIP'S NAMES. | TONNAGE. | CAPTAIN'S NAMES. |
|-------------------------|----------|--------------------|
| ARGO | 1850 | G. Hyde. |
| QUEEN OF THE SOUTH..... | 1800 | W. H. Norman. |
| LADY JOCELYN | 1800 | G. E. Bird. |
| INDIANA | 1800 | George P. Lambert. |
| CALCUTTA | 1800 | Jaffray Sceales. |
| MAURITIUS..... | 1800 | ..... |
| HYDASPES | 1800 | Henry B. Benson. |

The Overland Route.

The traveller to whom time is an object, will, no doubt, decide upon proceeding to India by the Overland Route through Egypt to Alexandria by one or other of the routes which we are about to describe. We must, in the first instance, give him a few hints respecting

Baggage.—All persons travelling to India overland, by whatever route they may intend to reach Alexandria, are recommended to send most of their heavy luggage round the Cape of Good Hope, so as to leave themselves unencumbered with the charge of too many packages; this will not only save much trouble, but a very serious expense.

To achieve this, the whole quantity should not exceed in size ten cubic feet, and should be packed in "overland trunks," or portmanteaus, not more than three in number, and of the following dimensions:—

Length, 2 ft. 3 in.; Breadth, 1 ft. 2 in.; Depth, 1 ft. 2 in.

These, including a hat-box, and a moderate-sized leather bag, will not exceed the above measurement, unless, indeed, as military men, they decide upon taking with them their uniform and saddlery, which should be packed carefully together in a tin case. It is also advisable, for the sake of convenience in crossing the Desert, that no package should exceed 84lbs.; and it may be as well to state that an extra charge of 16s per cwt. is made in Egypt for all baggage above two cwt. The Bombay steamers, however, will take four cwt. of personal baggage, or four trunks of the following dimensions:—

Length, 2 ft. 5 in.; Breadth, 1 ft. 5 in.; Depth, 1 ft. 3 in.;

provided they do not exceed the above weight. Every package should have the name and destination of its owner distinctly painted on it, in white letters, in such a manner as not to be easily effaced. The traveller would find it a good plan to have all the things he is likely to require on the journey packed in two trunks. No. 1 may easily contain linen, &c. for 17 or 18 days, to be used between England and Alexandria, and on the day before arrival at the latter place, should be repacked with the linen so used. After embarkation in the steamer at Suez, No. 2 would come into use. Passengers for *Bombay* must provide themselves with bedding, in addition to their other luggage, as none will be found on board the East India Company's steamers. Macintosh's air beds are to be preferred, for their extreme lightness and portability; or folding horse-hair mattresses, which are portable, and useful for a sofa after arrival in India. If, however, either of these be objected to, a railway wrapper and air pillow might be substituted, which will answer all the purposes of bedding, especially in the Red Sea, as it will then be found impossible to sleep anywhere but upon deck, owing to the extreme heat, excepting during the north-east monsoon, viz., during the months of November, December, January, and February, when the weather is too cold for an *al fresco* dormitory.

Travellers are strongly recommended to insure their baggage against loss or damage, which can be done at a trifling expense, usually about 40s for each £100 value.

Baggage sent through Messrs. GRINDLAY and Co. will be consigned to Agents at Bombay, Madras, or Calcutta, and will be made over to the owner on his arrival in India, or delivered to his order.

The readiest mode of proceeding to Alexandria, *en route* to India, is by the steamers of the Peninsular and Oriental Company, which leave Southampton on the 4th and 20th of each month, calling at Gibraltar and Malta, and arriving at Alexandria generally in 14 days. These splendid vessels leave little for the traveller to desire in regard

to equipment, speed, and entertainment for the inner man. The rates of passage-money are as follows:—

| FROM ENGLAND TO | ADEN. | CEYLON. | MADRAS. | CALCUTTA. |
|--|-------|---------|---------|-----------|
| Gentlemen or Ladies travelling singly, occupying a berth in the general Cabins | £80 | £105 | £115 | £120 |
| Married Couples, occupying a reserved Cabin on the Main Deck | 220 | 260 | 280 | 300 |
| Children | 40 | 60 | 70 | 70 |
| Servants—European | 40 | 50 | 55 | 60 |
| „ Native | 20 | 30 | 35 | 40 |

The following are the steamers of the Company now employed on the Indian Line:—

| SHIP'S NAMES. | COMMANDERS. | TONNAGE. | HORSE-POWER. | |
|------------------------|---------------------|----------|--------------|--|
| RIPON..... | R. Moresby, I.N. | 1900 | 450 | } <i>Between Southampton and Alexandria.</i> |
| INDUS..... | John Soy..... | 1800 | 450 | |
| EUXINE..... | F. Meehan..... | 1200 | 400 | } <i>Between Suez, Aden, Ceylon, Madras, and Calcutta.</i> |
| BENGAL (sc. st.)..... | John Bowen..... | 2200 | 470 | |
| BENTINCK..... | H. Bourchier..... | 2000 | 520 | |
| HINDOSTAN..... | H. Harris, II.C.S. | 2000 | 520 | |
| PRECURSOR..... | J. Paterson..... | 1800 | 500 | |
| ORIENTAL..... | G. F. Henry..... | 1800 | 500 | |
| BOMBAY (sc. st.)..... | W. J. Tregear..... | 1200 | 270 | } <i>Between Bombay, Ceylon, Penang, Singapore, and Hong Kong.</i> |
| MADRAS (sc. st.)..... | R. W. Evans..... | 1200 | 270 | |
| POTTINGER..... | J. R. Stead..... | 1400 | 450 | |
| GANGES..... | R. B. Baker..... | 1200 | 470 | |
| SINGAPORE..... | Charles Evans..... | 1200 | 470 | |
| MALTA..... | H. H. Potts..... | 1200 | 450 | |
| ACHILLES..... | J. W. Purchase..... | 1000 | 420 | |
| ERIN..... | W. H. Roberts..... | 800 | 280 | |
| FORMOSA (sc. st.)..... | E. Christian..... | 750 | 180 | |

First-class passengers are allowed, on either side of the Isthmus, 3 cwt. of *personal* baggage free of freight, and children and servants 1½ cwt. each.

The charge for conveyance of extra baggage, should there be room in the vessel, will be at the rate of £1 per cwt. between England and Malta, or Alexandria; £2 per cwt. between Suez and India; and £3 per cwt. between Suez, the Straits, China, and Australia.

A passenger taking a whole cabin will be entitled to take in the steamers, free of freight, one-half more baggage than the regulated allowance.

Passengers will have to pay the Egyptian Transit Administration in Egypt, 14s per cwt. for conveyance of baggage through, should it exceed, for first-class passengers, 2 cwt. each, and children and servants, 1 cwt. each.

Bedding, linen, and all requisite cabin furniture, are provided in the steamers at the Company's expense.

The expense of transit through Egypt is also included in the rates of passage-money, with the exception of hotel expenses, and also of extra baggage, wines, spirits, beer, and soda-water, all of which the Egyptian Transit Administration charge for separately.

Route to Alexandria via Marseilles.

Many persons, however, who may not be satiated with Continental travelling, will doubtless embrace the opportunity of seeing something of the countries lying between England and Egypt, and instead of proceeding by sea to Alexandria, will traverse the Continent to some Mediterranean port.

If the traveller decides upon passing through France, having first provided himself with a Passport (see page 28), he has only to procure a time-bill of the South-eastern or Brighton Railways, and taking either the tidal or mail train, as may best suit his convenience, he will find himself in Paris in a little more than 12 hours. From Paris to Châlons is 238 miles, an easy day's journey by railroad; and, resting for the night, the traveller proceeds the following day by steamer on the Saône to Lyons in about 8 hours; or by diligence when the river is not navigable. From Lyons to Avignon again by steamer, the journey occupying some 13 or 14 hours, and from Avignon the *iron road* transports him speedily to Marseilles. The cost of transit is as follows:—

| | | | |
|---------------------------------------|----|----|----|
| London to Paris, viâ Dieppe | £1 | 4s | 0d |
| Do. do. viâ Calais | 3 | 1 | 0 |
| Paris to Marseilles | 3 | 5 | 0 |

Another variety of this route is by steam from London to Havre, and by rail to Rouen and Paris, or in a small steamer up the Seine, by which a glimpse is obtained of the cathedrals, cities, châteaux, and monuments of Normandy, so rich in historical recollections interesting to Englishmen.

Arrived at Marseilles, the traveller will find that the steamers of the Peninsular and Oriental Company leave that port on the 10th and 26th of each month, arriving at Malta at the same time as the steamers which left Southampton on the 4th and 20th; and by timing his departure from London, he may be conveyed to Alexandria with the mails. The passage-money to Malta is £7 10s.; to Alexandria, £17.

If the traveller is not able to arrive in time for the Peninsular and Oriental Company's mail-boat to Malta, or is indifferent about adopting that conveyance, he will be able to choose one from many

of the continental companies whose steamers ply between Marseilles and Malta. Those of the "Messageries Nationales" of France, which leave that port on the 4th and 23rd of each month, are splendid vessels, commanded by Lieutenants in the French Navy, and make the passage to Malta in three, and to Alexandria in eight days. The same administration has a line of steamers leaving Marseilles on the 9th, 19th, and 29th of each month, proceeding by Genoa, Leghorn, Civita Vecchia, Naples, and Messina, reaching Malta on the sixth day after their departure. The passage-money by either of these two lines is 540 francs, first-class, from Marseilles to Alexandria, or 210 francs from Marseilles to Malta. This sum does not include provisions and wines, the charge for which is 6 francs per diem for each first-class passenger. There is a further charge of 5 francs for embarking baggage and obtaining the indispensable *permit* of the Police. The quantity of baggage allowed *free* is 100 kilos, or 221lbs., each passenger, beyond which an extra charge is made according to a published tariff.

By adopting the Italian coast-line the traveller has an opportunity of passing a few days at each of the ports above-mentioned, by embarking on the next boat that arrives there, an arrangement that he will find the company at Marseilles willing to facilitate.

Besides those of the "Messageries," there are the Sardinian, Tuscan, and Neapolitan Company's boats, that ply along the Italian coast and to Malta, so that the traveller will have almost a daily opportunity of prosecuting his voyage after reaching Marseilles.

The following steam-ships are regularly employed on the station from Marseilles to Malta:—

Valetta and Vectis, belonging to the Peninsular and Oriental Company.

Oronte, Bosphore, and Hellespont, Services Maritimes des Messageries Nationales.—(See *Appendix*.)

The Routes to Alexandria, via Trieste.

LONDON BY OSTEND, ANTWERP, OR BRUSSELS, TO LIEGE, AIX-LA-CHAPELE, COLOGNE, THE RHINE, AND STRASBOURG; OR BY BOULOGNE AND PARIS TO STRASBOURG, BASLE, LUCERNE, ULTORF, ST. GOTHARD, BELLENGONA, LAGO MAGGIORE, LUGANO, COMO, BOLOGNA OR GENOA, VENICE AND TRIESTE.

To those who have travelled much on the continent of Europe, and would desire to renew their recollections of its leading features, the various routes, of which Trieste is the common terminus, must offer great attraction; and the vast varieties of countries and nations of which a vivid impression may be received by the personal obser-

vation of those to whom such scenes are new, must set these routes high above comparison with any of those more direct but barren transits, the greater portion of which is made on ship-board, or in the close prison of a railway carriage. By these routes, the passage to India may be made to include a tour of Europe, and, to a party of three or four adventurous and unencumbered persons, prove a source of delight and instruction for after years.

The traveller may proceed from London to Ostend, by Brussels or Antwerp to Liege, or Aix-la-Chapelle, and spend one day at each or any of these places on his way to Cologne; where, having satisfied his curiosity, he should take a steamer for his trip up the Rhine to Strasbourg, which he may reach on the eighth, or, if he please, on the sixth day from London. These boats have all manner of provisions, &c., on board, at moderate prices; and they possess this advantage, that they set the traveller down at any point (town or city, &c.) that he may wish to see, and the next boat of the same company will take him forward on that day, or the next, without extra charge; every night of this period may be passed in comfort, and *on shore*. Or if he desire to take a parting look at Paris, he may adopt one of the routes which we have recommended in a preceding page; and from the French metropolis he can avail himself of the line of railway, running through a rich and varied country, which will convey him to the city of Strasbourg in a few hours.

Here he has the choice of two lines of railway, the French and German-Swiss; the former running along the left, and the latter along the right bank of the Rhine, by either of which he can proceed to Basle in Switzerland. In point of picturesque beauty of scenery, the German-Swiss has the advantage over the French line.

Supposing him to have adopted the former of the two routes just mentioned, the traveller leaves the Rhine steamer at Khel, and will find an omnibus that will convey him to the railway stations either at Strasbourg or at Offenbourg; according as he may adopt the French or German-Swiss line.

Arrived at Basle, the overland traveller may pass through Switzerland, direct by Lucerne, and over the height of St. Gothard. There are diligences from Basle to Lucerne, where two days may be well spent. He may go to the top of the Righi; he may then pass by steamer to Flucllin, so as to see the most beautiful part of the lake without loss of time. There is an omnibus to Altorf, and thence a diligence over the St. Gothard to Bellenzona. The diligence travels by night in summer, but the traveller loses little of the beauty of the scenery. If, instead of a single traveller, there should be a party of three or four, they should hire a carriage at Altorf, and post to Bellenzona, passing the first night at Azella Inatt, near the Devil's

Bridge, see that famous fall, and pass on through a road, of which every mile is full of the beauties of nature, to the second resting place across the mountains, which may be reached by evening if the start from the falls is early in the morning. The expense of this locomotion would be about 115 francs, with little presents to drivers, who are civil and moderate.

From Bellenzona the traveller proceeds to the north end of the Lago Maggiore (Lucarno); from thence, by an iron steamer along the lake to Seste Calende, where he enters the Austrian territory, and will find a diligence that will transport him to Milan. Or he may go from Bellenzona, by way of Luvino, along the east side to Lugano, on the lake of the same name; a beautiful drive of a few hours. Thence in a row-boat down the lake to Porterra; then in a carriage, a short drive, to Menaggio, on the Lake of Como, in its most beautiful part, and where the steamers do not touch. Row in half an hour to Caden Abbia, where the steamer from the upper end of the lake will pick him up and convey him to Como. Here he will find a railroad which will take him direct to Milan in a couple of hours; or he may stop half-way at Monza, for the purpose of looking at the Iron Crown of Lombardy, which is kept in the church in that town, and is exhibited for the fee of one dollar.

It is necessary at this point to go back to Basle and inform the traveller that he may vary his route by taking the diligence to Zurich, where a steamer will convey him across the lake of the same name to Wallenstadt, whence he makes a short omnibus trip to the point of embarkation on the Wallensee, which is crossed in another steamer, and on disembarking he finds the diligence (in which he ought previously to secure his place at Zurich) that will convey him over the pass of Splugen to Chiavenna, on the Lake of Como. If he has time he ought to stop a day at Coire, at the foot of the pass, for the purpose of viewing the Baths of Pfeffers, perhaps the most wonderful spot in a country replete with the most magnificent scenery, and a very proper preface to the savage grandeur of the Via Mala, which he will pass along in crossing the Splugen. Arrived at Chiavenna, the steamer which goes up and down the lake daily will take him to Como, whence he will reach Milan in the manner already indicated.

The traveller who wishes to join the English steamer at Malta can go from Milan to Novi by diligence, and then by railroad to Genoa, where he will join one of the Italian coasting steamers that leave Marseilles for Malta.

If our reader be bound to Trieste, after devoting some time to the examination of Milan, he must take the railway to Trevoglio, between which place and Verona, the line being unfinished, he is conveyed by diligence. The railway is open from Verona to Venice, where the traveller will find comfortable accommodation at the Albergo

Reale Danieli, opposite which the steamers plying between Venice and Trieste are always moored.

From London to Venice the time expended may be 20 days, and not more than £20 should be the cost. Indeed, if the traveller be well acquainted with French or Italian, something less may do. North of the Alps, francs are generally demanded for what in Italy you pay in pauls, that is 5*d*, a paul being the tenth of a dollar.

London to Trieste by Ostend or Calais, Cologne, Dresden, and Vienna.

Of the many routes leading to Trieste, the one above-named possesses very great advantages, because nearly the whole distance is performed by the aid of steam, and the traveller who is pressed for time may pursue his journey without any other stoppage than fatigued nature demands, *or* he may sleep comfortably at an hotel every night at one of the many interesting cities that his route carries him through.

Having armed himself with a Foreign-office passport, *viséed* by the French, Belgian, and Austrian Ministers in London, he must determine whether he will *land* on the Continent at Calais or Ostend, and to either of those two ports he will find a daily means of conveyance. By the aid of the Belgian and French railways he can pass the first night at Brussels, and one successively at Cologne, Magdeburg, Leipzig, Dresden, Prague, and Vienna. Those who wish to enjoy the splendid scenery between Vienna and Trieste, should take a day-train to Gratz. A small portion of the line of rail is still incomplete at Glognitz, over which travellers are conveyed by omnibus. Stopping the night at Gratz, proceed next day by a day-train to Laybach, beyond which the line has not yet been finished to Trieste. But carriages in connection with the rail are to be had in abundance, and, by taking four seats, a separate one is supplied which will carry the passengers in a few hours to Trieste, and they can, *en passant*, visit the natural grotto at Adelsburg. The cost of the above journey, exclusive of hotel expenses, ought not to be above £12.

At Trieste the traveller must avail himself of the steamers of the Austrian Lloyd's Company, which take their departure to Alexandria as follows:—

Departures of the Austrian Lloyd's Steamers from Trieste to Alexandria.

Two per month.—One on the 10th of each month, at 8 A.M., to correspond with the Hon. East India Company's and Peninsular and Oriental Company's line of steamers from Suez to Bombay,

China, Madras, Calcutta, &c.; the other on the 27th of the month, at 8 A.M., to correspond with the Peninsular and Oriental Company's steamers from Suez to Aden, Colombo, Madras, Calcutta, Singapore, China, &c.; and with the Hon. East India Company's steamers from Aden to Bombay.

Upon this service the Company employ their best boats, vessels built expressly for this line, and with special reference to the accommodation and comfort of passengers.

Passage-money must be paid in sterling, or the equivalent at the exchange of the day. Half-fare payable in London, the remainder on embarkation at Trieste.

FARES.—First-class fare between Trieste and Alexandria, £16; Second-class, £11. These rates include a liberal table and fees. Children in arms, or under two years, free; under ten years, and not requiring a separate berth, half-price.

Baggage allowed—1st class, 160 lbs. Vienna weight.

„ 2nd „ 110 „ „

Overweight, 6 florins (12s) per 100 lbs. Vienna, equal to 123 lbs. English.

Length of voyage, about four days and a half.

Those who do not wish to go direct to Alexandria may visit the Ionian Islands and a portion of Greece on their way. From Trieste a steamer makes the tour every week, touching at Ancona, where travellers through Italy may join her from Rome or Bologna. These steamers call at Corfu, Patras, the Gulf of Lepanto, and so on to Corinth. On the other side of the Isthmus there is another small steamer which takes the traveller over the little Gulf of Ægina, and lands him at the Piræus, five miles from Athens. The Austrian Company have carriages for the conveyance of passengers across the Isthmus of Corinth, but of course there is little preparation here for their accommodation. The day will come when, the claims of this route being better understood, every overland traveller who does not desire to subject himself to the mercies of a monopoly, who prefers the beauties of nature and the monuments of history to the confinement of a ship, will be ready to second the efforts of the Austrian Government to make it as easy as it is delightful. At present, the prices of travelling east of Venice are about two napoleons a day, exclusive of provisions. The boats are good and the people civil, and a larger number of travellers by them will make the transit cheaper. From Athens boats leave twice a week for the Greek island of Syra, one day's run, and there they meet the boats from Constantinople, Malta, and Alexandria.

At Syra the Indian traveller at once transfers himself on board the French mail-boat for Alexandria.

. Passengers proceeding by the foregoing routes can have their

heavy baggage shipped by Messrs. GRINDLAY and Co., at Southampton, by the steamers leaving that port on the 4th and 20th of each month, and consigned to their agents at Alexandria; so that it will be neither necessary nor advisable to take more luggage through the continent than is absolutely necessary for the journey to Alexandria.

The following data will show the cost of transit by the several customary routes from London to Trieste:—

| | 1st Class. | | | 2nd Class. | | |
|--|------------|----|----|------------|----|----|
| | £ | s. | d. | £ | s. | d. |
| From London to Cologne | 3 | 1 | 7 | 2 | 10 | 7 |
| „ Cologne to Magdeburg | 2 | 10 | 4 | 1 | 12 | 11 |
| „ Magdeburg to Leipzig, rail | 0 | 9 | 7 | 0 | 6 | 5 |
| „ Leipzig to Dresden, rail | 0 | 9 | 0 | 0 | 6 | 10 |
| „ Dresden to Prague, rail | 0 | 15 | 7 | 0 | 10 | 2 |
| „ Prague to Vienna, rail | 1 | 16 | 0 | 1 | 3 | 7 |
| „ Vienna to Trieste, rail and diligence | 2 | 17 | 10 | 2 | 11 | 11 |
| | £11 19 11 | | | 9 2 5 | | |
| From London to Folkestone, rail... .. | 1 | 0 | 0 | 0 | 14 | 8 |
| „ Folkestone to Boulogne, steamer | 0 | 8 | 0 | 0 | 6 | 0 |
| „ Boulogne to Paris, rail | 1 | 2 | 6 | 0 | 17 | 0 |
| „ Paris to Strasbourg, rail | 2 | 1 | 5 | 1 | 11 | 2 |
| „ Strasbourg to Basle, rail | 0 | 11 | 10 | 0 | 8 | 10 |
| „ Basle to Lucerne, diligence... .. | 0 | 12 | 6 | 0 | 10 | 3 |
| „ Lucerne to Milan, diligence | 1 | 17 | 0 | 1 | 12 | 3 |
| „ Milan to Verona, diligence... .. | 0 | 16 | 4 | 0 | 16 | 4 |
| „ Verona to Venice, rail | 0 | 9 | 8 | 0 | 7 | 6 |
| „ Venice to Trieste, steamer | 0 | 14 | 0 | 0 | 10 | 0 |
| | £9 13 3 | | | 7 14 0 | | |
| From London to Mannheim, steamer | 3 | 19 | 2 | 2 | 11 | 4 |
| „ Mannheim to Heidelberg, rail | 0 | 1 | 4 | 0 | 0 | 11 |
| „ Heidelberg to Heilbronn, diligence | 0 | 5 | 8 | 0 | 5 | 8 |
| „ Heilbronn to Ulm, rail | 0 | 9 | 9 | 0 | 6 | 3 |
| „ Ulm to Augsburg, diligence | 0 | 7 | 2 | 0 | 7 | 2 |
| „ Augsburg to Munich, rail | 0 | 4 | 2 | 0 | 2 | 9 |
| „ Munich to Salzburg, diligence | 0 | 12 | 4 | 0 | 12 | 4 |
| „ Salzburg to Bruck, diligence | 1 | 5 | 10 | 1 | 5 | 10 |
| „ Bruck to Trieste, rail and diligence | 2 | 2 | 8 | 1 | 10 | 11 |
| | £9 8 1 | | | 7 3 2 | | |

Via Constantinople.

Travellers who may wish to visit Constantinople, *en route* to Alexandria, can proceed by one of the Peninsular and Oriental Company's steamers leaving Southampton on the 27th of every month. These steamers reach Gibraltar in five days, Malta in ten, and Constantinople in about fifteen days from the date of their departure from Southampton. The passage-money in the 1st Class is £30; 2nd Class, £19; Children, £15; Passengers' Servants, £15.

Those who prefer proceeding through the Continent, will find a steamer of the Austrian Lloyd's Company leaving Trieste every Friday at four p.m., calling at Corfu, Zante, Athens, Syra, Smyrna, Metelin, Tenedos, and the Dardanelles, to Constantinople.

A steamer also leaves Trieste every Tuesday at four p.m., for Ancona, Brindisi, Ionian Isles, Patras, across the Isthmus to Athens and Syra, and from thence by the direct steamer to Constantinople. Passengers and their luggage are conveyed across the Isthmus by conveyances provided by the Austrian Lloyd's Company.

During the summer months the route from Vienna by the Danube and Black Sea to Constantinople is available by the steamers of the Imperial Danube Steam Navigation Company, which leave the Austrian capital every Tuesday and Friday. Travellers by these steamers are allowed to stop at any of the stations, and re-embark at pleasure. The Tuesday steamer calls at all considerable towns *en route*, and occupies ten days, exclusive of stoppages; the fare being 87 florins for the 1st Class, and 62 florins 2nd Class. The Friday steamer calls only at Galatz, and thereby avoids four days' quarantine, to which passengers by the other steamer are subject. The passage from Vienna to Constantinople is made in 160 hours, the charge being 140 florins.

Egypt—Arrival at Alexandria.

The traveller having chosen his route through France, by Boulogne, Calais, or Normandy to Paris, and thence to Marseilles, and by the Mediterranean to Malta; or whether he may have preferred to steam from Southampton to Vigo, coasting thence to Oporto, sailing away for the Tagus, resting at Lisbon, at Cadiz, or Gibraltar, and so by Malta; whether he may have preferred the route by the Rhine, the Danube, and the Black Sea to Constantinople, and so by Syra; or the route by Belgium or by Holland and Germany, and through Switzerland, Italy, and Greece, to Syra; however he may have shaped his course for Egypt, his port is Alexandria; and his time of arrival must be regulated so as to admit of his reaching that port *at least as soon as the Peninsular and Oriental Company's steam packet from Southampton*.

The moment the steamer arrives at Alexandria, her mails are despatched across the Desert to Suez, and 24 hours after they are received at that place; the steamer (in waiting at Suez), having taken them on board, departs for Bombay or Calcutta, as the case may be.

On landing at Alexandria, the traveller's baggage is cleared at the Custom-house, and sent on by means of camels (which can be pro-

cured in abundance) to the point on the Mahmoudye Canal, about three miles off, where the track-boats for Atfeh are stationed. The traveller (whom we will not detain with an account of Alexandria, which he may so easily procure elsewhere) may proceed to the same spot, either on horseback, on a donkey, or in a carriage; visiting Cleopatra's Needle, and Pompey's Pillar, and turning aside, if he like, to the Arsenal, and the Pacha's Palace, on his way. Arriving at the banks of the canal, near Moliarem Bey's Palace, about two miles from the Custom-house, he finds iron boats, 60 feet long and 7 wide, fitted up with deck cabins, and other accommodations, and supplied with provisions for the passengers.

Stepping on board one of these track-boats, and his baggage being placed in another, he is conveyed to Atfeh, a distance of 48 miles, by steam-tug, which performs the voyage in a few hours.

At Atfeh, a village on the western branch of the Nile, at which the Mahmoudye Canal terminates (without, however, actually entering the Nile, being separated from the river by an embankment), the passengers in the track-boats are transferred with their luggage to the steamers kept on the Nile by the Transit Administration.

The steamer lands the passengers at Boulak, where carriages, horses, donkeys, and camels for the baggage, will be found in readiness to convey them into the city of Cairo, a distance of about two miles, where they will be located at one of the hotels until the necessary preparations are made for crossing the Desert.

From Cairo to Suez the road lies through the Desert, a distance of 84 miles, and for this portion of the journey vans are provided by the Transit Administration, drawn by four horses, and so constructed as to be capable of holding six persons; there are smaller vans to be procured, drawn by two horses, but these are not often called into requisition. For invalids, ladies, and children, donkey chairs are provided, if required; these chairs are a kind of light sedan slung upon poles, and carried by two donkeys, one before, and the other behind. And those again, who prefer riding, may be accommodated with saddle-horses or donkeys, but this mode of crossing the Desert is by no means recommended, as the traveller may thereby fail to reach Suez in time for the steamer.

The traveller should reserve his brushes, a shirt, and couple of towels, to take with him in his van, the heavy luggage on the camels being *immediately* sent on in advance, as the camel travels slowly; and the passengers, after taking time either for repose or to visit a few of the objects of interest in Cairo, for which we refer to the indispensable Guide-books, will still reach Suez as soon as the luggage.

Along the route through the Desert there are seven station-

houses, now under the management of the Transit Administration, established by his Highness the Pacha.

The following are the rates charged by the Transit Administration :—

| | | | | | | |
|-------------------------|-----|-----|-----|-----|----|----|
| Ladies or Gentlemen | ... | ... | ... | £12 | 0s | 0d |
| Children, 5 to 10 years | ... | ... | ... | 8 | 0 | 0 |
| Do. 2 to 5 years | ... | ... | ... | 6 | 0 | 0 |
| Servants—Male | ... | ... | ... | 6 | 0 | 0 |
| „ Female | ... | ... | ... | 8 | 0 | 0 |

The entire journey from Alexandria to Suez is performed with ease in about 60 hours, including a night's rest at Cairo, and a sufficient time for refreshment and repose at the central station between Cairo and Suez.

Passengers are furnished with three meals per diem, during the time they are *en route*, free of charge; but their expenses at hotels must be defrayed by themselves, as also wines, beer, &c., during their entire transit.

The portmanteaus, trunks, carpet bags, &c., of the passengers, must bear the name and destination of the owners; such inscription to be legible and well secured.

On the arrival of each steamer the officer of the Administration attends to receive the luggage of passengers.

The Administration does not hold itself responsible for any loss or damage of luggage, nor for unavoidable detention.

The Administration endeavours to employ the easiest means of conveyance, such as donkey-chairs, &c., for invalids and sick persons.

Travellers, in crossing the Desert, especially ladies and invalids, are recommended to provide themselves with cloaks or other warm covering, because, although during the day it is fine, with a temperature equal to a warm day in July or August in England, immediately after sunset it becomes exceedingly cold, and during the night a very heavy dew falls.

At Suez there are three hotels, but the accommodation afforded is by no means of a superior description, as the passengers usually embark immediately on arrival in the steamer for India; this is not, however, of very great importance.

Suez to Aden, Ceylon, Madras, and Calcutta.

The Peninsular and Oriental Company's steamers, leave Suez about the 6th and 21st of the month, and arrive at Aden about the 26th and 11th, Point de Galle and Ceylon about the 7th and 23rd. After landing the passengers and mails for China and Australia, the steamers proceed to Madras, arriving there about the 12th

and 28th, and finally at Calcutta about the 15th and 1st of the month.

Passengers who have not booked through from Southampton, are charged at the following rates from Suez :—

| | Gentleman or lady occupying a Berth in Cabin with two or three others. | Married couple occupying a Cabin on Main Deck. | Children under ten years, half-fare; under three years, free. | European Servants. | Native Servants. |
|---------------------|--|--|---|--------------------|------------------|
| Suez to Ceylon..... | £75 | £100 | | £35 | £15 |
| „ Madras..... | 85 | 200 | | 40 | 20 |
| „ Calcutta..... | 90 | 220 | | 45 | 25 |

Suez to Bombay.

The only direct steamers between Suez and Bombay are those of the Honourable East India Company's Navy, which leave Suez about the 20th of each month, conveying the mail which left London on the 4th, viâ Southampton; and the 8th, viâ Marsilles.

Passengers for Bombay, who leave Southampton on the 20th of the month, are conveyed by the steamers of the Peninsular and Oriental Company to Aden, and are there transferred to one of the East India Company's steamers, conveying the mail to Bombay. Much better accommodation will be found in the Peninsular and Oriental boats than in those of the East India Company's.

The following are the regulations observed on board the steamships of the East India Company.

Passengers are divided into two classes, viz. :—

First Class—who sit at the commander's table, and are entitled to all the privileges of the quarter-deck.

Second Class—who are not entitled to walk aft of the paddle boxes; who berth forward; and either arrange for their own provisions, or mess with the warrant officers or engineers.

The following sums will be charged for the accommodation enjoyed by the first-class passengers, viz. :—

| | | | |
|----------------------|--------------|--|-------------|
| A treble Cabin | Rupees. 1000 | A deck passage | Rupees. 300 |
| A double ditto | 800 | Every second-class passenger shall pay | 150 |
| A single ditto | 500 | | |
| A saloon berth | 350 | | |

For each European servant 50 rupees must be paid, as subsistence-money, and 50 rupees as passage-money; for native servants,

the charge will be one-half the rate charged for a European; but none are to be considered and taken as servants, unless they actually accompany their masters or mistresses.

A passenger who has engaged a cabin may make what arrangements he pleases for its occupation; he may either keep it entirely to himself, or admit any one to share it with him, provided only that the name of the person so admitted (if an adult) must have been previously on one of the lists, and subject to the following restrictions; viz.—

A treble cabin cannot be appropriated to the accommodation of more than

| | | |
|--------------------------------|--|-----------------------------------|
| Four Ladies; | \| | Three Ladies and Two Children; |
| Three Gentlemen; | | One Gentleman and Three Children; |
| Six Children; | | Two Gentlemen and Two Children; |
| One Lady and Four Children; | | A Lady and her Husband, with Two |
| Two Ladies and Three Children; | | Children. |

A double cabin cannot be appropriated to more than

| | | |
|----------------------------|--|----------------------------------|
| Three Ladies; | \| | Two Ladies and Two Children; |
| Two Gentlemen; | | A Gentleman with Two Children; |
| Four Children; | | A Lady and her Husband, with One |
| A Lady and Three Children; | | Child. |

A single cabin cannot be appropriated to more than

| | | |
|----------------|--|----------------------------|
| Two Ladies; | \| | Three Children; |
| One Gentleman; | | One Lady and Two Children. |

Children under five years of age may be taken extra to the complement of a cabin on payment of 50 rupees for each, additional.

Passengers in a steamer, that may, from accident or other cause, be obliged to return to port, will be entitled to have refunded the amount that has been paid, deducting therefrom a sum for the table allowances of the commander, according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be 18 days, and Aden 10 days.

Every passenger of the first class shall pay the following sum as table money, for the voyage from Suez to Bombay; viz. :—

| | Rupees. |
|---|---------|
| A Lady or Gentleman | 200 |
| A Child ten years of age, and above five | 100 |
| A Child under five years, and above one..... | 80 |
| A Child one year, and under..... | 50 |
| A Child under one year, and with the mother | Free. |

It is to be understood, that for the above sums the passengers are to be provided with a plain substantial table; but no person is entitled to more than one pint of wine, and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them the saloon passengers, in preference to those on the deck, whose priority will be arranged according to their standing on the passage list. The seats will be arranged by the commander,

and, once taken, they cannot be changed without his permission during the voyage.

It is necessary for passengers not belonging to the Honourable Company's Service, to make the requisite arrangements at Suez, or other intermediate port, with the commander, before, or at least at the time of, their embarkation, for the payment of the passage-money.

For the convenience of passengers from the Red Sea to India, the commanders of the Honourable Company's Packets are authorised to receive payment of passage-money at Suez, or any port between Suez and Bombay, in sovereigns, Spanish dollars, or German crowns, at the following rates of exchange; viz., sovereigns at ten rupees each; Spanish dollars at two rupees and three annas each; German crowns at two rupees and two annas each.

Each cabin passenger may, if he pleases, put all his baggage into his cabin. The saloon and deck passengers will be allowed to keep one bag or box above. The rest of the baggage is to be in the baggage-room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the commander, who will appoint a person to have charge of the baggage.

As arrangements are in progress for placing the conveyance of the mails and passengers between Suez and Bombay in the hands of a private company, we shall notify the same in a future edition.

China Line.

Passengers for Penang, Singapore, and China, may proceed by either the Peninsular and Oriental Company's Steamers or those of the General Screw Steam Shipping Company to Point de Galle, Ceylon, from which port they proceed by the steamer belonging to the former Company (which leaves Bombay on or about the 3rd and 19th of each month), sailing from Point de Galle about the 8th and 24th of the month, arriving at Penang about the 13th and 29th; Singapore, 15th and 2nd; and Hong Kong, 23rd and 10th of the month. The rate of passage-money from Southampton to Penang, by the steamers of the Peninsular and Oriental Company, is £120; to Singapore, £125; to Hong Kong, £105. A saving of about £20 is effected by taking the Screw Company's steamer to Ceylon.

The Dutch Government steamers run at short intervals between Singapore and Batavia, touching at Rhio and Mintoek; and have very good passenger-accommodation. The fare charged is 40 dollars, exclusive of wine.

A Spanish Government steamer keeps open the communication

with Manilla, and one belonging to the East India Company makes a monthly trip from Singapore to Labuan.

From Batavia the traveller will find ready means of conveyance to Samarang, Sourabaya, and other places in Java and Sumatra.

TABLE OF INTERMEDIATE DISTANCES ON THE ROUTES OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMERS.

| | | Miles. | | | Miles. |
|----------------|---------------|--------|-----------|------------------|--------|
| Southampton to | Vigo | 663 | Suez | to Bombay ... | 2972 |
| " | Oporto | 731 | Calcutta | to Penang | 1286 |
| " | Lisbon | 903 | " | Singapore ... | 1667 |
| " | Cadiz..... | 1148 | " | Hong Kong 3104 | |
| " | Gibraltar ... | 1224 | Singapore | to Batavia..... | 550 |
| " | Malta | 2132 | " | Swan River 2300 | |
| " | Alexandria.. | 2951 | " | K. George's | |
| Marseilles to | Malta | 659 | " | Sound ... | 2660 |
| Malta to | Constantple. | 855 | " | Adelaide ... | 3620 |
| Suez to | Aden..... | 1308 | " | Port Philip 4040 | |
| " | Galle..... | 3442 | " | Sydney | 4630 |
| " | Mudras | 3987 | Hong Kong | to Amoy | 280 |
| " | Calcutta ... | 4757 | " | Shanghai ... | 800 |

Australia.

The Peninsular and Oriental Steam Navigation Company have at this time the sole contract for the conveyance of the mails from England and Australia. The steamers employed in this service, the "Chusan" and "Shanghai," leave Singapore about the 16th of every alternate month, on the arrival of the steamer from Ceylon, proceeding via Batavia and King George's Sound to Adelaide, which port is usually reached in 21 days from Singapore. The steamers, after landing the mails and passengers, proceed to Port Philip and Sydney, the time occupied between each port being usually about three days.

The rate of passage-money is as follows:—

| | From Southampton to | |
|---|-------------------------------------|---------------------------|
| | King George's Sound or Adelaide. | Port Philip or Sydney. |
| Ladies or Gentlemen in the general cabins | £150 Os. Od. | £100 Os. Od. |
| Married couples, occupying reserved cabins | 360 0 0 | 360 0 0 |
| Children with Parents—three years and under ten..... | 75 0 0 | 80 0 0 |
| A child under three years..... | Free | Free |
| European Servants..... | 75 0 0 | 80 0 0 |

It will be at once perceived that the mail route is not very eligible for passengers from England, unless they have some inducement to visit the East, or are blessed with superabundant means. Equal expedition and more comfort can be obtained at infinitely less cost

by proceeding in one of the powerful and well appointed steam-ships of the General Screw Steam Shipping Company, which will in future leave Southampton on the 10th of every alternate month. These magnificent ships combine all the improvements which modern science has suggested in naval architecture, and are fitted and furnished in the most luxurious and costly manner. From the performance of the "Argo," the passage from Southampton to Port Philip by these vessels may safely be calculated not to exceed 60 or 65 days.

The passage-money varies from £35 to £80, according to the accommodation required. This is exclusive of wine, spirits, and beer, which are supplied at moderate rates, according to a printed Tariff exhibited on board. The following ships of this Company are now employed in this service:—

| | Tons. | Horse-Power. | Captains. |
|---------------|-------|--------------|--------------------|
| CRÆSUS - - | 2500 | 400 | JOHN VINE HALL. |
| JASON - - | 2500 | 400 | NATHANIEL STEWART. |
| GOLDEN FLEECE | 2500 | 300 | |
| HARBINGER - | 1000 | 150 | J. W. LANE. |

Plans of these steamers may always be seen at the Offices of Messrs. GRINDLAY and Co.

The operations of the Australian Screw Steam Navigation Company are partially suspended at present, the unpropitious voyages of the Australian, Melbourne, Sydney, and other of their steamers, having tended to withdraw public support from this line; the splendid performance of the Company's new ship, the Victoria, will, however, tend much to restore confidence to the Company's ships, if vessels of similar capacity and power are employed, and the inefficient vessels withdrawn from the service. The rates of passage-money are similar to the General Screw Company.

Another means of steam communication between England and Australia will shortly be opened by the way of the Isthmus of Panama. Passengers will be conveyed by the steamers of the Royal Mail Company from Southampton to Chagres, and from thence to Panama by a railroad now in course of construction.

From Panama the Australian Pacific Mail Steam Packet Company's steamers will run monthly, by way of New Zealand, to Sydney and Melbourne.

The following steam-ships are proposed to be employed in this service:—

| | Tons. | Horse-Power. | Captains. |
|--------------|-------|--------------|-----------|
| KANGAROO - - | 1550 | 300 | JOHNSON. |
| DINORNIS - - | 1560 | 300 | HAMP. |
| EMU - - - - | 1666 | 300 | |
| BLACK SWAN - | 1620 | 300 | |
| MENURA - - | 1560 | 300 | |

The development of the vast mineral wealth of Australia, and the consequent daily increasing trade with the Southern Colonies, has led to the construction of numerous sailing ships of the largest size and most improved model, specially for employment in the Australian Passenger Trade. Nearly every week ships of this description are sailing from London and Liverpool to Port Philip and Sydney, and at less frequent intervals for Adelaide, Van Diemen's Land, and New Zealand. The passage to Adelaide, Port Philip, or Sydney, is usually made in a first-class ship in 80 days (the Marco Polo has made the run in 75 and 77 days, in two consecutive voyages). From the immense number of ships employed in this trade, nearly 100 per month, of all sizes and capabilities, from 80 to 3000 tons, it is almost impossible to define with accuracy the rates of passage-money, the nature of the accommodations being so infinitely various. In the best London ships, the rates of passage-money are usually as follows:—1st Class, £50 to £80; 2nd Class, £30 to £40; 3rd Class, £20 to £25. Very excellent accommodation, may, however, generally be obtained at a much lower rate—£35, 1st Class, and £20 to £25 2nd Class, exclusive of wines, beer, and spirits. The Liverpool rates are usually somewhat lower than in London:—1st Class, £50; 2nd Class, £30; 3rd Class, £17 to £20. The quantity of baggage usually allowed free in sailing ships is, 1st Class, 40 cubic feet; 2nd Class, 20 cubic feet; 3rd Class, 10 cubic feet; any quantity beyond this, is charged at the current rate of freight.

First class passengers are provided with provisions without restriction, and with all cabin requisites, except beds, bedding, and linen.

Second and third-class passengers are usually required to provide themselves with bedding, knives, and forks, spoons, plates, cups and saucers, &c., the ship merely finding cooking utensils.

The following "hints" will probably be of use to the intending voyager.

Ships of 500 tons register or upwards are preferable to those of smaller capacity.

All ships carrying passengers between decks, should be provided with one or more patent funnels, without which proper ventilation cannot be obtained in bad weather, when the hatchways are closed.

In selecting a cabin on the main deck, the preference should be given to those situate between the main and after hatchways, and to such as are provided with a scuttle or port.

The most desirable berths are those which are placed fore and aft, that is, against the sides of the ship, the motion of the vessel being felt less than in berths built across the ship.

Ships which come under the denomination of Passenger Ships,

and as such are subject to the surveillance of the Officers of the Emigration Commissioners, are in many respects preferable to those which are not subject to inspection, inasmuch as the Government Officer carefully inspects the diplomas of the surgeon, the efficiency and quality of his instruments, and medicine chest. This officer also examines the provisions, and satisfies himself that proper means of ventilation are employed. Vessels under the Act are also bound to carry life-boats, fire-engines, life-buoys, rockets, and many articles which are not usually found on board ships conveying a small number of passengers. This will apply more particularly to second than to chief cabin passengers.

All packages of baggage should be marked with the name of the passenger, and also with the words, "Wanted on the Voyage," or "Not wanted on the Voyage;" with the cabin to which it belongs; and should be shipped at least two days prior to sailing. Packages wanted on the voyage for use, should not exceed the following dimensions, viz., 2 feet 6 inches in length, 2 feet in breadth, and 1 foot 4 inches in depth. In order that they may be placed below the berths. Passengers are recommended to provide themselves with small bags, to contain sufficient linen for a few weeks' use.

Intending passengers should make themselves well acquainted with the quantity and quality of provisions to be provided for them; for second and third class passengers, a list of dietary is usually printed, and may be obtained of the brokers or agents of the ship, but this is not usually done with chief cabin passengers, who must rely entirely upon the liberality and reputation of the captain or owners. Second or intermediate passengers will do well to provide themselves, in addition to the provisions found by the ship, with a few pots of marmalade or jam, a box of soda-water or ginger-beer powders, a few tins of biscuits, and if with young children, a supply of preserved milk and preserved vegetables.

For wear on the voyage, a suit of warm and another of light clothing will be required; also a waterproof coat and cap. Stout japanned tin cases are best for preserving linen from damp, and take up less room in the cabin than trunks.

In ships sailing from London, the preference should be given to those which embark passengers at Southampton or Plymouth, thus avoiding, as much as possible, the Channel passage.

We annex a few notes to guide the intending traveller or emigrant in the Colonies:—

The CITY of SYDNEY, the capital of New South Wales, is situate on the south shore of Port Jackson, about five miles from the entrance. Port Jackson is one of the finest natural harbours in the southern hemisphere; ships of the largest size anchor close to the city, and passengers are landed in boats as readily as in the

Thames. Steamers run daily from Sydney to the Hunter River, four days in each week to Melbourne, every second week to Adelaide, and monthly to New Zealand. There is also constant communication by steam and sailing vessels to Van Diemen's Land, California, India, and China.

The CITY of MELBOURNE, the capital of Victoria, is situate at the head of the extensive bay known by the name of Port Philip, the City is on the Yarra Yarra River, about seven miles from its mouth; no ship of larger size than 200 tons is by the local regulations allowed to proceed up the river, all other vessels are obliged to anchor at Hobson's Bay.

No difficulty is now experienced in landing at Melbourne; small steamers plying constantly between the ships in Hobson's Bay and the town; the fare is from 4s. to 5s. for each passenger, and from 15s. to 20s. per ton for goods. Passengers are frequently landed in boats at the pier at Liardet's Beach, from which place the town of Melbourne is about a mile and a half distant.

From Melbourne numerous well-appointed steam-vessels sail almost daily for Adelaide, Sydney, Van Diemen's Land, and *vice versa*. Three times in each day for Geelong, and almost hourly for Williamstown and the shipping in the Bay. A mail coach leaves for Geelong every evening.

The TOWN of GEELONG is situate within Port Philip Harbour, about 40 miles from Melbourne. Only vessels of light draught of water can approach the shore. Passengers and goods are generally landed in boats and lighters. Geelong is the nearest port to the celebrated Ballarat and Owen's Gold Fields.

The CITY of ADELAIDE, the capital of South Australia, is situate near the mouth of the River Torrens, the harbour on the coast, called Port Adelaide, is distant about six miles from the city. Ships of 400 tons can lay alongside the wharves at Port Adelaide; larger vessels are anchored at a short distance from the shore. Passengers are landed in boats at a trifling expense. Steamers leave Adelaide almost every week for Melbourne and Sydney.

By recent advices from Australia we find that a company has been formed for the purpose of forming extensive docks at Melbourne, and a railway is in course of formation from Liardet's Beach to the town. A railway from Melbourne to Geelong has been commenced, as also from Melbourne to Sydney. Various other public works of an extensive nature are in progress, amongst others, a public library for Melbourne, at an estimated cost of £50,000. The recent opening of the navigation of the Murray River by the Augusta steamer will tend materially to develop the resources of South Australia, rendering facilities which have long been wanting for the transport of the valuable productions of that colony to the

markets of Adelaide and Melbourne; and for the shipment of wool to England. The hand of improvement is also busy at Sydney, numerous public works being now in progress—that for the constant supply of water being not the least important to the sanitary condition of the inhabitants.

THE FOLLOWING ARE THE STEAMERS EMPLOYED IN THE INTER-COLONIAL TRADE, ACCORDING TO THE LATEST ADVICES.

| PORT. | NAME. | CAPTAIN. | DATE OF LEAVING. | FARES. | |
|---------------------------------|---------------------|---------------|----------------------------------|------------|-----------|
| | | | | 1st Cabin. | 2d Cabin. |
| | | | | £ s. d. | £ s. d. |
| SYDNEY FOR MORPETH..... | Thistle..... | ..... | Daily..... | ..... | ..... |
| " | Touar..... | ..... | Ditto..... | ..... | ..... |
| " | Rose..... | ..... | Ditto..... | ..... | ..... |
| " | William Fourth..... | ..... | Tuesday and Saturday..... | ..... | ..... |
| " | Clarence Myer..... | Wells..... | Weekly..... | ..... | ..... |
| " | MELBOURNE..... | Watts..... | Every second Tuesday..... | 10 0 0 | 7 0 0 |
| " | New Orleans..... | Wakeman..... | Every Saturday..... | " | " |
| " | West Wind..... | Wright..... | Monthly..... | " | " |
| " | Osmani..... | Corbett..... | Ditto..... | " | " |
| " | Shamrock..... | ..... | Weekly..... | " | " |
| " | Pettercain..... | ..... | Ditto..... | " | " |
| " | Warratah..... | ..... | Ditto..... | " | " |
| " | Antelope..... | ..... | Ditto..... | " | " |
| " | New Orleans..... | Wakeman..... | Every Saturday..... | " | " |
| " | Phoenix..... | Pockley..... | Weekly..... | " | " |
| " | Ann..... | ..... | Monthly..... | " | " |
| " | Tasmania..... | Bentley..... | Weekly..... | 8 10 0 | 4 10 0 |
| * MELBOURNE TO HOBART TOWN..... | Narra Yarra..... | Gilmore..... | Ditto..... | 6 10 0 | 3 10 0 |
| " | Manchester..... | Harrison..... | Ditto..... | " | " |
| " | Clarence..... | ..... | Ditto..... | " | " |
| " | Lady Bird..... | Browne..... | Ditto..... | 8 10 0 | 4 10 0 |
| " | Puacan Hoyle..... | M'Lean..... | Tuesday, Thursday, Saturday..... | 0 12 0 | 0 8 0 |
| " | Keira..... | Thomas..... | Monday, Wednesday, Friday..... | " | " |
| " | Victoria..... | ..... | Every day..... | " | " |
| " | Prince Albert..... | Laughton..... | Monday, Wednesday, Friday..... | " | " |
| " | Melbourne..... | ..... | Tuesday, Thursday, Saturday..... | 0 8 0 | 0 3 6 |
| " | Osmani..... | Corbett..... | Monthly..... | " | " |
| " | West Wind..... | Wright..... | Daily..... | 0 5 0 | 0 3 6 |
| " | Star..... | ..... | ..... | " | " |
| " | Comet..... | ..... | ..... | " | " |
| " | Aprisaor..... | ..... | ..... | " | " |
| " | Billarat..... | ..... | ..... | " | " |

* For the Steamers from Melbourne to Sydney, see List of Steamers from Sydney to Melbourne.

The above has been compiled with much trouble from very imperfect materials, but will, it is hoped, be of some assistance to the intending traveller. From the numerous steam-vessels now on their way to Australia, a vast augmentation to the above list may be expected during the current year, as also a corresponding reduction of prices.

New Zealand.

Regular Passenger Ships leave London monthly for Nelson, Wellington and Auckland, and about every second month for Canterbury, Otago, and New Plymouth. The voyage occupies from 100 to 120 days. The rates of passage-money are—Chief Cabin, £50 to £80; Second Cabin, £30 to £35. Passengers can also proceed by any of the steam routes to Sydney, and from thence by the steamer “Ann” to the principal ports in New Zealand. The operations of the Australian Pacific Company will place New Zealand in direct steam communication with England, passengers being conveyed by the Royal West India Mail Company to Chagres, thence to Panama by railroad, and from Panama the steamers of the Pacific Company will proceed direct to New Zealand *en route* to Sydney. The rates of passage-money by this Company’s steamers are not yet fixed.

Homeward Voyage.

Of the return voyage from India or Australia little need be said. By inverting the order of the places in the routes above described, the same choice is open to the traveller.

The steamers of the General Screw Steam Shipping Company leave Calcutta on the 15th of each month, and arrive at

| | | |
|--|--|--|
| MADRAS . . . on the 19th CEYLON 23rd MAURITIUS 4th CAPE OF GOOD HOPE . 19th | \| | ST. HELENA . . . on the 30th ASCENSION 3rd ST. VINCENT’S 12th PLYMOUTH 26th |
|--|--|--|

The Australian steamers of this company return by the way of Cape Horn, calling only at St. Vincents. The Peninsular and Oriental Company’s steamers from Australia, on the homeward voyage, proceed direct from King George’s Sound to Ceylon. Passengers by this company’s steamers intending to remain in Egypt should be careful to have their baggage separated before arriving at Suez, and should land it themselves at the Custom-house, otherwise it is likely to be carried through to England. The same rule applies to those passengers who intend proceeding by the French or Austrian steamers; they must separate their baggage from that of the booked-through passengers immediately on their arrival at Alexandria.

Passengers arriving at Trieste from Alexandria with more luggage than they wish to take with them through the continent, can have the extra quantity forwarded to England, Holland, or North of Germany, by giving the necessary instructions at Trieste.

Personal baggage, if declared *in transitu*, need not be examined until its arrival in London. It must, however, be borne in mind, that when luggage is thus entered *in transitu*, it cannot be used until it arrives at its destination.

It may not be inopportune finally to allude to the rapid improvement and enlargement effected and contemplated in the steam-ships engaged in the conveyance of the mails and passengers to India and Australia; also to the near completion of the railroads through the Isthmuses of Suez and Panama, by which the distance between England and India and Australia will be, in point of time, materially decreased. An electric telegraph will shortly be established between Cairo and Suez, through the agency of which, passengers *en route* to India may remain at Cairo until the steamer's arrival at Suez is announced, an object of considerable importance, considering the excellent accommodation and interesting *videnda* in Cairo and its vicinity, compared with the discomforts and insipidity of a detention at Suez.

THE FOLLOWING TABLE WILL SHEW THE USUAL DATES OF ARRIVAL AT, DEPARTURE FROM, AND AVERAGE STAY AT, EACH PORT ON THE HOMEWARD ROUTE OF THE PENINSULAR AND ORIENTAL COMPANY'S STEAMER'S:—

CALCUTTA, SUEZ, AND ALEXANDRIA LINES.

| FROM. | DEPARTURE. | ARRIVAL. | LENGTH OF VOYAGE. | AVERAGE STAY. | REMARKS. |
|-------------------|------------|------------|-------------------|---------------|--|
| Calcutta | 6th, 20th | ..... | ..... | ..... | In May, June, and July, the steamers leave Calcutta five days earlier. |
| Madras | 10th, 24th | 9th, 23rd | 3 days | 24 hours. | |
| Ceylon | 14th, 28th | 13th, 27th | 7 " | 24 " | 60 hours from Suez to Alexandria. |
| Aden | 25th, 8th | 24th, 7th | 16 " | 24 " | |
| Suez ..... | ..... | 1st, 15th | 26 " | ..... |  |
| Alexandria | 6th, 20th | ..... | ..... | ..... |  |
| Malta | 10th, 24th | 9th, 23rd | 3 " | 24 " | |
| Gibraltar | 15th, 29th | 14th, 28th | 8 " | 12 " | |
| Southampton ..... | ..... | 20th, 4th | 14 " | ..... |  |

CHINA AND BOMBAY LINE.

| | | | | | |
|-----------------|------------|------------|--------|----------|--|
| Hong Kong | 27th, 11th | ..... | ..... | ..... | In May, June, July, and August, the steamers leave Hong Kong 5 days earlier. |
| Singapore | 4th, 18th | 3rd, 17th | 6 days | 24 hours | |
| Penang | 7th, 21st | 7th, 21st | 10 " | 12 " | |
| Ceylon | 14th, 28th | 13th, 27th | 16 " | 24 " | |
| Bombay ..... | ..... | 18th, 1st | 21 " | ..... |  |

CHINA AND CALCUTTA LINE.

| | | | | | |
|-----------------|-----------|-----------|--------|-----------|--|
| Shanghai | 19th, 4th | ..... | ..... | ..... |  |
| Hong Kong | 14th | 23rd, 8th | 4 days | ..... |  |
| Singapore | 23rd | 22nd | 8 " | 24 hours. | |
| Penang | 25th | 25th | 2 " | 12 " | |
| Calcutta ..... | ..... | 30th | 6 " | ..... |  |

BOMBAY, ADEN, AND SUEZ LINE.

| | | | | | |
|--------------|------------|------------|--------|-------------|---|
| Bombay | 3rd, 14th | ..... | ..... | ..... | In May, June, July, and August the steamers leave Bombay 10 days earlier. |
| Aden | 11th, 25th | 11th, 22nd | 8 days | 24 to 48 h. | |
| Suez ..... | ..... | 18th, 1st | 7 " | ..... |  |

AUSTRALIAN LINE.

| | | | | | |
|-----------------------|-------|-------|--------|-------------|--|
| Sydney | 20th | ..... | ..... | ..... |  |
| Port Philip | 24th | 23rd | 3 days | 24 hours. | |
| Adelaide | 27th | 26th | 6 " | 24 " | |
| King Geo. Sound | 2nd | 1st | 12 " | 24 " | |
| Southampton ..... | ..... | 4th | 71 " | from Sydney | |

Passports.

The traveller proceeding viâ Marscilles will only require to be furnished with a French passport, which is obtained at the office of the Consulate-General of France, No. 47, King William-street, City, between the hours of twelve and four.

For the journey to Trieste, the passport of the English traveller, proceeding viâ Ostend, must have the following signatures :—

The British Secretary for Foreign Affairs, 16, Downing-street.

The Belgian Ambassador, 50, Portland-place.

The Austrian Ambassador, No. 7, Chandos-street, Cavendish-square, between twelve and two.

For Consuls' passports a fee is charged. Ambassadors' are gratuitous.

When different members of a family travel together, they can all have their names included in one passport.

Applications for Foreign-office passports must be made in writing, and addressed to her Majesty's Secretary of State for Foreign Affairs, with the word "Passport" written upon the cover.

The fee on the issue of a passport is 7s 6d.

Foreign-office passports are granted only to British subjects, including, in that description, foreigners who have been naturalised by act of Parliament, or by certificates of naturalisation granted before the 24th day of August, 1850; in this latter case, the party is described in the passport as a "naturalised British subject."

Passports are granted between the hours of twelve and four, on the day following that on which the application for the passport has been received at the Foreign-office.

Passports are granted to persons who are either known to the Secretary of State, or recommended to him by some person who is known to him; or upon the written application of any banking firm established in London, or in any other part of the United Kingdom.

Passports cannot be sent by the Foreign-office to persons already abroad. Such persons should apply to the nearest British Mission or Consulate.

Foreign-office passports must be countersigned at the Mission, or at some Consulate in England of the Government of the country which the bearer of the passport intends to visit.

A Foreign-office passport granted for one journey may be used for any subsequent journey, if countersigned afresh by the Ministers or Consuls of the countries which the bearer intends to visit.

The subscribers to the agency of Messrs. GRINDLAY and Co., upon addressing a letter to their offices, will be provided with a Foreign-office passport, and the necessary *visées* obtained, without the trouble of personal attendance, or any charge for commission.

Money.

Every traveller should be provided with a letter of credit (which can be obtained of Messrs. GRINDLAY and Co.); by this means he will be directed to bankers of the greatest respectability, and receive the full rate of exchange, which is not often the case with the usual class of money-changers in continental towns; in addition to which the traveller need only draw for the sums absolutely required for present use, and thus avoids being burthened with coins which are unconvertible beyond the limits of the state he may be passing through.

In France and Belgium, francs are current: 1 franc contains 100 cents; 1 English sovereign goes for 24 francs 50 centimes.

In Germany, dollars and silbergroschen are current: 30 silbergroschen make 1 dollar; 10 silbergroschen are equal to an English shilling; 6 dollars and 20 silbergroschen are equal to 1 English sovereign.

In Austria, the currency is florins and kreutzers; 60 kreutzers make 1 florin, which, in silver money, is equal to full 2 shillings English. In paper money the value varies according to the exchange. Coin, except copper pieces, is at present rarely seen in Austria. Her paper money answers well within herself, and is perhaps the most convenient and economical for a traveller; but it is not current beyond her frontiers, nor even in her Italian states.

The Egyptian Government have issued an order, fixing the exchange of monies, according to the following table:—

| | Piastres. | Paros. | | Piastres. | Paros. |
|--------------------------|-----------|--------|------------------------|-----------|--------|
| English sovereign | 97 | ... 20 | Doubleon | 313 | ... 30 |
| English half-crown ... | 11 | ... 10 | Spanish dollar..... | 20 | ... 28 |
| English shilling | 4 | ... 35 | Imperial dollar (Maria | | |
| Napoleon | 77 | ... 6 | Theresa) | 20 | ... — |
| French dols. (five-franc | | | Austrian sequin | 45 | ... 20 |
| pieces) | 10 | ... 10 | Venetian sequin | 46 | ... 17 |

APPENDIX.

The Mediterranean Steam Service.

From TRIESTE, Steamers

leave for Venice, daily, at six a.m.

" " Constantinople, every Friday, at four p.m.,
via Corfu, Zante, Pirius (Athens),
Syra, Smyrna, Metelin, Tenedos,
Dardanelles, and Gallipoli.

FROM TRIESTE

- Steamers leave for Alexandria, direct, on the 10th and 27th of each month, at eight a.m.
- „ „ Alexandria, indirect, every alternate Friday, at four p.m., viâ Syra and Smyrna.
- „ „ Ancona, Brindise, Corfu, Zante, Missolonghi, Patras, Lepanto, and across the Isthmus of Corinth to Athens, every Tuesday, at four p.m.
- „ „ Dalmatia, every Tuesday, at four p.m., and every Saturday, at noon.
- „ „ Istria, Wednesday and Saturday, at six a.m.

FROM CONSTANTINOPLE

- Steamers leave for Alexandria, on the 8th, 18th, and 28th of each month, at three p.m., viâ Smyrna, Rhodes, Marsina, Alexandretta, Latakia, Tripoli, Beyrout, and Jaffa.
- „ „ Malta and Marseilles, on the 5th, 15th, and 25th, at five p.m.
- „ „ Smyrna, on the 17th.
- „ „ Athens, Syra, and Trieste, every second week.

From MARSEILLES the Peninsular and Oriental

- Co.'s Steamers leave for Malta on the 10th and 26th of each month.
- „ „ Genoa, Leghorn, Civita Vecchia, and Naples on the 15th and 30th of each month.

- French Steamers leave for Genoa, Leghorn, Civita Vecchia, Naples, Menin, and Malta, on the 2nd, 9th, and 19th of each month, at ten a.m.
- „ „ Malta, Syra, Smyrna, Metelin, Dardanelles, Gallipoli, and Constantinople, on the 1st, 11th, and 21st of each month, at two p.m.
- „ „ Malta and Alexandria, on the 4th and 23rd of each month, at eight a.m.
- „ „ Rhodes, Alexandretta, Latakia, Tripoli, Beyrout, Jaffa, and Smyrna on the 20th of each month.

Rates of Passage-money.

PER PENINSULAR AND ORIENTAL COMPANY'S STEAMERS.

| | Frcs. | | Frcs. |
|--------------------------|-------|---------------------------|----------|
| Marsilles to Genoa | 75 | Marsilles to Naples | 170 |
| " Leghorn | 95 | " Malta..... | £7 10s — |
| " Civita Vecchia... .. | 125 | " Alexandria | 17 0 — |

PER STEAMERS DES MESSAGERIES NATIONALES.

| | Frcs. | | Frcs. |
|--------------------------|-------|---------------------------------|-------|
| Marsilles to Genoa | 68 | Genoa to Leghorn | 30 |
| " Leghorn | 80 | " Civita Vecchia... .. | 70 |
| " Civita Vecchia... .. | 105 | " Naples | 115 |
| " Naples | 150 | " Messina | 163 |
| " Messina | 192 | " Malta | 192 |
| " Malta | 210 | Leghorn to Civita Vecchia... .. | 40 |
| " Syra | 330 | " Naples | 85 |
| " Smyrna | 370 | " Messina | 136 |
| " Metelin | 390 | " Malta | 140 |
| " Dardanelles | 400 | Naples to Messina | 60 |
| " Gallipoli | 410 | " to Malta | 100 |
| " Constantinople... .. | 420 | <i>The Greek Line.</i> | |
| " Rhodes..... | 410 | Patras to Syra | 15 |
| " Marsina | 460 | " Hydra | 15 |
| " Alexandretta | 764 | " Spezzia | 16 |
| " Latakia | 1470 | " Nauplia | 24 |
| " Tripoli | 471 | " Calamata | 50 |
| " Beyrout | 463 | " Chalciis | 25 |
| " Jaffa | 782 | " Salonica | 75 |

PER AUSTRIAN LLOYD'S STEAMERS.

| | £ s. | | £ s. |
|-------------------------|-------|-------------------------------|------|
| Trieste to Ancona | 1 17 | Patras to Island of Candia | 3 18 |
| " Corfu | 6 4 | " Athens | 3 18 |
| " Patras | 7 16 | " Syra | 3 18 |
| " Island of Candia | 10 0 | " Smyrna | 5 14 |
| " Athens | 10 0 | " Dardanelles | 5 14 |
| " Syra | 10 0 | " Constantinople.. | 7 12 |
| " Smyrna | 11 6 | " Alexandria | 8 8 |
| " Dardanelles | 11 6 | Island of Candia to Athens | 1 18 |
| " Constantinople.. | 12 10 | " Syra | 1 12 |
| " Alexandria | 13 0 | " Smyrna | 3 4 |
| Ancona to Corfu | 4 12 | " Dardanelles | 3 16 |
| " Patras | 6 4 | " Constantinople.. | 5 14 |
| " Island of Candia | 8 16 | " Alexandria | 5 2 |
| " Athens | 8 16 | Athens to Syra | 1 0 |
| " Syra | 8 16 | " Smyrna | 2 12 |
| " Smyrna | 10 8 | " Dardanelles | 3 4 |
| " Dardanelles | 10 8 | " Constantinople.. | 4 10 |
| " Constantinople.. | 12 0 | " Alexandria | 6 6 |
| " Alexandria | 12 10 | Syra to Smyrna | 1 18 |
| Corfu to Patras | 1 12 | " Dardanelles | 2 10 |
| " Island of Candia | 4 14 | " Constantinople.. | 3 16 |
| " Athens | 4 14 | " Alexandria | 5 12 |
| " Syra | 4 14 | Smyrna to Dardanelles | 1 18 |
| " Smyrna | 6 6 | " Constantinople.. | 3 2 |
| " Dardanelles | 6 6 | " Alexandria | 6 18 |
| " Constantinople.. | 8 8 | Dardanelles to Constantinople | 1 18 |
| " Alexandria | 8 18 | " Alexandria | 7 10 |

**Post-office Arrangements in connection with
India, China, and Australia.**

Letters and Newspapers are forwarded—

Via Southampton, on the 3rd and 19th of each month (unless those dates fall on a Sunday, then the previous evening) to Aden, Bombay, Mauritius, Ceylon, Madras, Calcutta, Penang, Singapore, and China.

Via Marseilles, to the above places, on the evenings of the 8th and 24th of each month, unless those dates fall on a Sunday, and then the following evening.

Via Southampton, on the 3rd of January, and each alternate month, (unless this day falls on a Sunday, and then the previous day) to Batavia, King George's Sound, Adelaide, Melbourne, Geelong, and Sydney.

Via Marseilles, to the above places, on the evening of the 8th of January, and each alternate month, unless this date falls on a Sunday, and then the following evening.

By contract ship to the above places on the 3rd of February, and each alternate month.

Note—Letters and Newspapers may also be sent to Australia, Van Diemen's Land, and New Zealand, by the steamers of the General Screw Steam Shipping Company, or by any private ship, if so addressed.

GRINDLAY & CO.,

EAST INDIA ARMY, COLONIAL, AND GENERAL AGENTS,

63, CORNHILL; AND 124, BISHOPSGATE STREET.

EAST INDIA ROOMS—8, ST. MARTIN'S PLACE, CHARING CROSS.

PARCELS OFFICES—9, ST. MARTIN'S PLACE, CHARING CROSS;
AND WHITE LION COURT, CORNHILL.

BRANCH OFFICE—CANUTE ROAD, SOUTHAMPTON.

BANKING DEPARTMENT.

Pay, Pensions, and Fund Allowances received and remitted to all parts of the Country or the Continent, as may be desired. **Investments** in, and Sales of, all descriptions of British and Foreign Securities, Bullion, Specie, &c. effected. **Dividends received** and every other description of **Banking Business** and Money Agency transacted. Remittances to and from India negotiated, at the exchange of the day. Approved Indian Bills bought and sold.

Life Insurances effected, and Loans obtained thereon, on the ordinary conditions.

SHIPPING DEPARTMENT.

Parties proceeding to India, Australia, and the Colonies.—From the extent of business transacted in this branch of the Agency, arising from an intimate knowledge of the most eligible Ships and Commanders, **Passages** are negotiated on the most advantageous terms, combining both economy and comfort, **without any charge to the parties.** Plans of all Ships, and Prices of Accommodation, may be had on application, either personally or by letter. Baggage collected, shipped, or insured. English or Native Servants provided.

Cabins fitted up, and every description of Cabin Furniture supplied at the shortest notice.

Parties adopting the Overland Route to India.—Information on the various Routes to India may be obtained, and every assistance given to parties proceeding to India through the Continent of Europe, or direct by the Steamers from Southampton.

Letters of Credit available at all the Cities on the Route can be supplied to travellers.

Packages Forwarded by the Overland Route and Screw Steamers round the Cape.—For the Overland Route they should reach Messrs. GRINDLAY and Co. on or before the 1st and the 17th of the month; and for the Screw Steamers on or before the 8th of the month. Boxes or Parcels to be sent by Ship, will be despatched by the earliest opportunity. All packages should be accompanied by a letter, stating their general contents and value, and also if to be Insured. For the convenience of Residents at the West End of London, Messrs. GRINDLAY and Co. have opened an Office at 9, St. Martin's Place, Charing Cross, for the reception of Packages and Parcels for India, Australia, &c.

Officers returning to Europe by the Overland Route.—Messrs. GRINDLAY and Co. beg to announce that, in order to extend the usefulness of their Agency, they have established Offices at Southampton, for the purpose of carrying on their Custom-house and Shipping Business, and where their friends, on arrival or departure, will receive every attention.—Their Offices are in CANUTE ROAD, immediately opposite the Docks.

Parties arriving from India may have their baggage cleared, and forwarded or warehoused; and any business, at the India House or elsewhere, transacted, thereby saving much trouble, delay, and expense.

Parties arriving at the Outports may, on application to the corresponding Agents named below, have their business transacted by them under the responsibility of Messrs. GRINDLAY and Co.; if the vessel proceed to London, they are recommended to send their keys, with detailed instructions to Messrs. GRINDLAY and Co., who will pass and transmit their baggage, or place it in secure store-rooms; thus preventing the necessity of a journey to London, which, in many instances is attended with inconvenience and expense. The Agents at the Outports will give every necessary information relative to Officers, reporting their arrival, and the transmission of their certificates; and are provided with the requisite power of attorney for execution there, to enable Messrs. GRINDLAY and Co. to draw and remit Pay, Pensions, and Fund allowances, to any part of the kingdom; and they can at the same time supply any information required, regarding the members of the East India establishments or their connexions at home, and communicate with them, if requisite.

Ladies and Children arriving from India will, on previous intimation being given, be met by the authorised Agents of Messrs. GRINDLAY and Co., and all necessary arrangements made for their landing, the clearance of baggage, securing accommodation in London, and eventual transmission to their friends.

Agents at the Outports.

BRISTOL.—Mr. JAMES KING.
 DEAL.—Messrs. J. and E. IGGULDEN.
 FALMOUTH.—Messrs. W. and E. C. CARNE.
 GREENOCK.—Messrs. G. & W. DALRYMPLE.
 LIVERPOOL.—Mr. HENRY FOX.
 MARGATE.—Mr. EDWARD WRIGHT.

PLYMOUTH.—Messrs. TREEBY and Co.
 PORTSMOUTH.—Messrs. GARRETT & GIBBON.
 SOUTHAMPTON.—Messrs. GRINDLAY and Co.'s
 Branch Office.
 WEYMOUTH.—Mr. HENRY PENNY.

OUTFIT AND SUPPLY DEPARTMENT.

Complete and detailed Scales of Equipment for Writers, Cadets, Assistant Surgeons, and Gentlemen, as well as for Ladies, proceeding to India and the Colonies, have been most carefully arranged, with the prices of each article affixed, showing at one view the total expense of an Outfit for India, including the Passage and every other expense. In cases where Parents are unable to accompany their Sons to Town, Messrs. GRINDLAY and Co. will receive their instructions, pledging themselves that efficiency shall be

combined with the utmost economy. Letters of Credit and Introduction to their Agents at the Presidency also provided.

Entrance Donation to the several Funds.—Arrangements have been made by Messrs. GRINDLAY and Co., for the payment in India of entrance Donations in advance, thereby effecting a considerable saving in the rate of Exchange.

Correct Patterns for the Dress of the Army of each Presidency, which differs in several points, may be seen.

Officers returning to India can be supplied with every requisite for their re-equipment, in conformity with the most recent regulations.

Outfits, Military Equipments and Supplies of all descriptions are manufactured under the immediate superintendence of Messrs. GRINDLAY and Co., and their experience in this department enables them to furnish them of a superior quality.

Miscellaneous Supplies of every description selected and forwarded to Regiments and Messes in India.

Individual Orders for Supplies from Gentlemen in the Civil and Military Services, and Residents in India generally, are executed with every attention to economy and efficiency.

Orders for Musical, Philosophical, and Astronomical Instruments, Plate, Plated Goods, Dinner Services, Jewellery, Watches, Books, Music, Guns, Sporting Equipments, and all articles connected with the Arts and Sciences, requiring great personal care and judgment, should be accompanied by as detailed instructions as possible, or by patterns or drawings, and measurements, if practicable.

Messrs. Grindlay and Co. periodically publish a **Price Current of the Goods they are in the habit of shipping to India.**

Terms for the Execution of Indian Orders.—Five per Cent. Commission will be charged on all orders unaccompanied by a remittance.

No Commission will be charged where payment in **advance** is made to either of the Agents in India.

No Commission will be charged on Orders accompanied by a remittance.

Madras Military Fund.—The Home Agency of this Institution is conducted by Messrs. GRINDLAY and Co., and information will at all times be furnished regarding any of the other Indian Funds.

EAST INDIA ROOMS,

8, St. Martin's Place, Charing Cross.

For the convenience of Subscribers while in England, Messrs. GRINDLAY and Co. have established a *Reading Room and Library*, conveniently situated at the west end of the town. The Reading Rooms are open from 10 in the Morning until 8 in the Evening, where will be found an extensive *Library of Works* relating to the East, which is continually increasing by the addition of the most interesting and valuable publications as they appear; the London Morning and Evening Newspapers, the most popular Weekly and Monthly Periodicals, together with a regular supply of all the best Indian and Colonial Periodicals and Newspapers by each Overland Mail, are filed for reference; a Register of Arrivals and Departures of Ships, Lists of Passengers engaged and Passengers expected to arrive may also be seen, and the address obtained of any member of the Honourable Company's Service. Stationery and Writing Materials are also provided for the free use of Subscribers.

Full and authentic information may be obtained on all subjects connected with promotions, changes, casualties, military equipments, and Indian business generally,

and reference had to a regular series of Government and General Orders from each Presidency.

Much inconvenience being experienced by parties in the country in the transmission and receipt of Letters, Subscribers are informed that letters to and from India and the Colonies are received, registered, and posted by each Mail; and as the latest Regimental changes are noticed by Messrs. GRINDLAY and Co., great delay in the delivery of correspondence may be avoided by adopting this course. Accounts for Postage, &c., are rendered periodically.

The India Mail, *via* Southampton, for Bombay, Madras, and Calcutta, will be despatched from London on the Mornings of the 4th and 20th of each month; consequently, letters intended for this route should reach Messrs. GRINDLAY and Co. on or before the previous day, or on the previous Saturday, should either of the above dates fall on Monday.

The India Mail, *via* Marseilles, will leave London on the Evening of the 8th and 24th of each month, or on the following day, should either of those dates fall on Sunday.

The Australian Mail, *via* Southampton, is made up in London on the 3rd of every alternate month; and *via* Marseilles on the 8th of every alternate month. A Mail for Australia, *via* the Cape, is despatched about the 4th of every intermediate month.

Postage of Letters, &c., Overland, is charged as below:—

| <i>via</i> Southampton. | | <i>via</i> Marseilles. | |
|--|-----|--|----------|
| Under $\frac{1}{2}$ oz. | | Under $\frac{1}{2}$ oz. | |
| $\frac{1}{2}$ oz. and under 1 oz. | 1s. | $\frac{1}{2}$ oz. and under $\frac{1}{2}$ oz. | 1s. 10d. |
| 1 " " 2 " | 2s. | 1 " " 1 " | 2s. 3d. |
| 2 " " 3 " | 4s. | $\frac{3}{4}$ " " $\frac{1}{2}$ " | 4s. 1d. |
| 3 " " 4 " | 6s. | 1 " " 1 $\frac{1}{2}$ " | 4s. 6d. |
| 3 " " 4 " | 8s. | 1 " " 1 $\frac{1}{2}$ " | 7s. 9d. |

And so on in proportion.

The Postage of Newspapers, by Marseilles, is 3d.; by the Southampton Mail, free: they must, however, be posted within seven days from the date of their publication. All Letters should be written on thin "Bank Post" paper, and wafered and marked respectively, "*via* Southampton," or "*via* Marseilles."

Subscriptions of £1 per annum in England are payable in advance at Midsummer to Messrs. Grindlay and Co., or of 12 Rupees in India, to their agents, in India.

A Subscriber in India, in addition to the privilege of appointing a Proxy (not being a Member of the Hon. East India Company's Service) as his representative, is entitled to receive, by virtue of his subscription, without charge, except for Postage, a copy of the

Home News,

A SUMMARY OF EUROPEAN INTELLIGENCE FOR INDIA AND THE COLONIES,

which is made up for despatch by the Indian Mail, *via* Marseilles, on the 8th and 24th of each month.

The Names of Parties entering themselves as Subscribers to the Agency, will be retained on the List until instructions to the contrary, in writing, are given to Messrs. GRINDLAY and Co. Subscribers are, therefore, requested to notify their wishes on this head previous to their departure for India. In the absence of such notice the HOME NEWS will in every case be forwarded to the Subscriber in India.

An edition of the HOME NEWS is published for transmission by the Australian Mails.

Subscribers not keeping an Account with the Firm are expected to make a remittance on account of Postage.

For the convenience of their Constituents and the Public, Messrs. GRINDLAY & Co. have established a system of **Continental Credits**, and Parties residing abroad, or travelling by any of the various Continental Routes to India, can be supplied with **Circular Letters of Credit and Introduction**, by Messrs. GRINDLAY & Co., available at any of the following places. Drafts will be Cashed in any amounts to suit the convenience of parties taking Letters of Credit.

| | | | |
|---------------------|----------------|-------------|----------------|
| Aix-la-Chapelle | Carlsruhe | Leipsic | Pau |
| Aleppo | Cephalonia | Liege | Pesth |
| Alexandria | Ceylon | Lisbon | Pisa |
| Alicant | Christiania | L'Orient | Prague |
| Amiens | Civita Vecchia | Lubeck | Ratisbonno |
| Amsterdam | Coblentz | Lucerne | Rheims |
| Ancona | Cologne | Lyons | Riga |
| Antwerp | Constance | Madeira | Rome |
| Athens | Constantinople | Madras | Rotterdam |
| Augsburg | Copenhagen | Madrid | Rouen |
| Avignon | Corfu | Malaga | St. Gall |
| Baden Baden | Dantzic | Malta | St. Helena |
| Bagnères de Bigorre | Dieppe | Manheim | St. Malo |
| Bagnères de Luchon | Dover | Marienbad | St. Petersburg |
| Barcelona | Dresden | Marseilles | St. Omer |
| Bâsle | Dronthrim | Mauritius | Schaffhausen |
| Bayonne | Dunkirk | Mayence | Seville |
| Bergen | Dusseldorf | Meuel | Smyrna |
| Berlin | Elsiuor | Messina | Spa |
| Berne | Emu | Metz | Stettin |
| Besançon | Florence | Milan | Stockholm |
| Beyrout | Frankfort | Modena | Strasburg |
| Bilboa | Geneva | Montpelier | Stuttgart |
| Bombay | Genoa | Moscow | Syra |
| Bonn | Gibraltar | Munich | Toulon |
| Bordeaux | Gothenburg | Nantes | Toulouse |
| Bologna, in Italy | Göttingen | Naples | Tours |
| Boulogne-sur-mar | Hague | Neufchatel | Treves |
| Bremen | Hamburg | New Orleans | Tricaste |
| Breslau | Hanover | Nice | Turin |
| Brunswick | Havre-de-Grace | Nuremberg | Venice |
| Brussels | Inspruck | Odessa | Verona |
| Cadiz | Jersey | Oporto | Vienna |
| Caen | Kissingen | Ostend | Warsaw |
| Calais | Konigsberg | Palermo | Weimar |
| Calcutta | La Rochelle | Paris | Wiesbaden |
| Cape of Good Hope | Lausanne | Parma | Zante |
| Carlsbad | Leghorn | Patras | Zurich |

AGENTS IN INDIA, &c.

| | |
|------------------|------------------------------------|
| ALEXANDRIA | Messrs. BRIGGS and Co. |
| BOMBAY | { " REMINGTON and Co. |
| | { " ROBERT FRITH and Co. |
| CALCUTTA | { " COLVIN, AINSLIE, COWIE and Co. |
| | { THE ORIENTAL BANK CORPORATION. |
| HONG KONG | Messrs. PHILLIPS, MOORE and Co. |
| MADRAS | " BINNY and Co. |
| MALTA | " ROSS and SON. |
| MARSEILLES | " BAZIN and Co. |
| ST. HELENA | " SOLOMON and MOSS. |

AGENTS IN THE COLONIES.

| | | |
|---------------------------|----|----------------------------------|
| ADELAIDE | { | Messrs. A. L. ELDER and Co. |
| | { | Mr. C. S. PLATTS. |
| CANTERBURY | | Messrs. COOKSON and Co. |
| CAPE TOWN | { | Messrs. THOMSON, WATSON and Co. |
| | { | E J. M. SYFRET, Esq. |
| CEYLON | | Messrs. ARMITAGE, SCOTT, and Co. |
| HOBART TOWN | ,, | KERR, BOYLE and Co. |
| KING GEORGE'S SOUND..... | | W. C. DOUTTY, Esq. |
| LAUNCESTON | { | Messrs. W. JACKSON and Co. |
| | { | Mr. ALEXANDER DUTHIE. |
| MELBOURNE | { | Messrs. DALGETY, GORE and Co. |
| | { | EDWARD ARNOLD, Esq. |
| NELSON | { | Messrs. MORRISON and SCLANDERS. |
| | { | Mr. GEORGE AIKEN. |
| PERTH, W. AUSTRALIA | | LIONEL SAMSON, Esq. |
| SYDNEY | | Messrs. H. and F. FORD. |
| WELLINGTON | ,, | BOWLER and Co. |

LIST OF SUBSCRIBERS

TO

MESSRS. GRINDLAY & CO.'S AGENCY.

HENRY ALEXANDER, Esq., Director of the Hon. E. I. Company.
 The Right Honourable EARL AMHERST.
 The Right Honourable LORD VISCOUNT AMIENS.
 The Right Honourable the EARL of BALCARRAS.
 WILLIAM BUTTERWORTH BAYLEY, Esq., Director of the Hon. E. I. Company.
 The Right Honourable the COUNTESS of CALEDON.
 The Right Honourable the EARL of CLARE, G.C.H., late Governor of Bombay.
 The Right Honourable THE COMMISSIONERS FOR THE AFFAIRS OF INDIA.
 His Highness the RAJAH of CUTCH.
 Captain W. J. EASTWICK, Director of the Hon. E. I. Company.
 The Honourable MOUNT-STUART ELPHINSTONE.
 The Right Honourable LORD VISCOUNT EXMOUTH.
 The Right Honourable LORD GLENELG.
 The Right Honourable the COUNTESS of HARDWICKE.
 The Right Honourable LORD HETTESBURY.
 SIR R. JENKINS, G.C.B., M.P., Director of the Hon. E. I. Company.
 The Right Honourable LORD VISCOUNT JOCELYN.
 Lieutenant-General SIR JAMES LAW LUSHINGTON, G.C.B., Director of the Hon. E. I. Company.
 Major JAMES OLIPHANT, Director of the Hon. E. I. Company.
 The Right Honourable Sir H. POTTINGER, G.C.B., Governor of Madras.
 The Right Reverend the LORD BISHOP of SODOR and MAN.
 The Right Honourable the EARL of SOMERS.
 Lieutenant-Colonel W. H. SYKES, Director of the Hon. E. I. Company.
 The Right Honourable LORD TEIGNMOUTH.
 The Right Honourable LORD VIVIAN, G.C.B., G.H.
 Major SIR HENRY WILLOCK, K.L.S., Director of the Hon. E. I. Company.

MILITARY.

General.
 Anson, Sir Geo. } H.M.S.
 G.C.B. }

Lieut.-Generals.
 Andrée, Rich. C. B. Inf.
 Barns, Sir J. S., } H.M.S.
 K.C.B. }

Barr, David B. Inf.
 Bowles, George H.M.S.
 Boyd, Mossem B. Inf.
 Cameron, P. M. Cav.
 Carfrae, J. M. Inf.
 Collette, J. H. M. Cav.
 De la Motte, P., C.B. Bo. Cav.
 Doveton, Sir J., } M. Cav.
 K.C.B. }

Goodfellow, Sam. Bo. Eng.
 Hamilton, C. W. B.
 Houston, Sir Robt., } B. Cav.
 K.C.B. }

Hodgson, Henry B. Inf.
 Hunter, G., C.B. B. Inf.
 Innes, W., C.B. B. Inf.
 Kemp, G.R. Bo. Inf.
 King, Thos. M. Inf.
 Latser, Robt. J. B. Inf.
 Ludwick, Peter Bo. Inf.
 Lushington, Sir J., } M. Cav.
 L., G.C.B. }

MacGregor, J. A. P. B. Inf.
 May, Sir John, } R. Ho. Art
 K.C.B., K.C.II. }

Nickle, Sir Robert, } H.M.S.
 K.II., P.S. }

Podmore, R. M.
 Pottinger, The Rt. Hon. Sir H., } Bo. Inf.
 Bart., G.C.B. }

Prendergast, Sir J. M. Inf.
 Richard, Sir W., K. C. B.
 Sandwith, W., C.B. Bo. Inf.
 Sleigh, J. W., C.B. H.M.S.
 Taylor, H. G. A., C.B. M. Inf.
 Thompson, G. B. 40 N.I.
 Watson, Sir Jas., } H.M.S.
 K.C.B. }

Welsh, James M. Inf.
 Wish, Richard Bo. Art.
 Wilson, F. W., C.B. M. Inf.
 Wilson, T., C.B. B. Inf.
 Woulfe, John M. Inf.
 Wynyard, E., C.B. H.M.S.

Colonels.
 Bagnold, M. Bo. Inf.
 Bell, J. M. N. I.
 Brooke, Gen., C.B. B. Art.
 Burroughs, W. B. Inf.
 Buterworth, W.J., } M. 2 E. R.
 C.B. }

Cameron, T. M. M.N.I. 94
 Capon, D. Bo. Inf.
 Carmichael, C. M., } B. Cav.
 C.B. }

Cheape, J., C.B. B. Eng.
 Conran, G. M. Art.
 Costley, Wm. B. C. 9 B. N. I.
 Dick, Alex. B. Inf.
 Dickinson, T. Bo. (ret.)
 Doveton, F. L. M. Cav.
 Duke, T. A. M. 1st Fus.
 Dun, C. D. M. Inf.
 Dyco, A. B. M. Inf.
 Forbes, D. Bo. Inf.
 Gowan, G. E., C.B. B. Art.
 Gravatt, William H.M.S.

Colonels—continued.
 Green, T. L. M. Inf.
 Gwatkin, E. B. 31 N. I.
 Haldane, Edw. M. 4 N. I.
 Haleman, Francis M. Inf.
 Harriott, D., C.B. B. Cav.
 Harris, Joseph B. Inf.
 Hearsey, J. B. B.L.C.
 Herbert, C., C.B. M. Inf.
 Hitchins, B. R. M. Inf.
 Home, Richard B. Inf.
 James, John P. M. Inf.
 Ketchen, James M. Art.
 Lindsay, James H.M.S.
 Litchfield, G. A. Bo. (ret.)
 Lloyd, G. W. A., C.B. B.
 Low, John, C.B. M. Inf.
 Miles, William Bo. (ret.)
 Montgomerie, P., } M. Art.
 C.B. }

Mosley, G. W., C.B. B.
 Orans, Chas. Bo. Inf.
 Pattle, Wm., C.B. B. Cav.
 Payne, Chas. Bo. Inf.
 Penny, Nich. B. Inf.
 Richmond, A. F., } B. Inf.
 C.B. }

Roberts, A., C.B. B. Inf.
 Schuler, F. Bo. Art.
 Smith, Henry Bo. (ret.)
 Soppitt, Matthew B. Inf.
 Speck, Samuel B. Inf.
 Stalker, F., C.B. Bo. Inf.
 Steek, S. W., C.B. M.
 Stuart, Jas., C.B. B. Inf.
 Vizard, R. J. H., } B. Inf.
 Warren, George } B. L. Cav.
 Walkins, W. M.
 Wheeler, Sir H. M., } R. Inf.
 C.B. }

Williams, David H. B. B.
 Williams, J. E. M. Inf.
 Williams, W. L. M. Inf.
 Williamson, D. B. Inf.
 Wood, H. J. B. Art.

Lieut.-Colonels.
 Abbott, Augustus } B. Art.
 C.B. }

Alcock, George M. Art.
 Anderson, T. M. 4 L. C.
 Anstruther, P., C.B. M. Ho. Art.
 Anstruther, R. L. B. 6 L. C.
 Aphthorp, E., K.S.F. M. 2 N. I.
 Armstrong, Edw. M. Inf.
 Baker, Onslow B. (ret.)
 Barnard, H. C. B. (ret.)
 Bellasis, J. B. Bo. 8 N. I.
 Benbow, C. B. (ret.)
 Birch, R. J. H. B. 17 N. I.
 Blair, Chas. D. C. B. B. Inf.
 Blood, Richd. Bo. 11 N. I.
 Boileau, J. T. B. Eng.
 Bond, F. M. (ret.)
 Bonham, Geo. W. B. 40 N. I.
 Bowles, G. H.M.S.
 Bradford, J. F. C.B. 1 B. Cav.
 Bullock, Stanley M. Cav.
 Burns, W. N. M. (ret.)
 Caley, H. F. B. Inf.
 Campbell, George B. Ho. Art
 Cautley, P. T. B. Art.
 Clarke, A. 8 M. N. I.
 Coffin, J. C. 12 M. L. 1.
 Coghlan, W. B. Art.
 Conyngham, H. M. 8 Cav.
 Corfield, F. B. B. 20 N. I.
 Cotton, Sydney J. H.M.S.

Lieut.-Colonels—continued.
 Cox, H. C. M. B. Inf.
 Cracklow, H. Bo. Inf.
 Crawford, Arch. B.
 Cumberland, E. A. B. 73 N. I.
 Dalguirn, J. M. (ret.)
 Day, Edward B. (ret.)
 Day, E. F. B. Art.
 Delaman, C. H., } 1 L. C.
 C.B. }

Dennis, G. G., C.B. B. Inv.
 Douglas, Claud B. 14 N. I.
 Everest, G. B. (ret.)
 Faber, C. E. M. Eng.
 Finnis, J. B. 38 N. I.
 Garden, W., C.B. B. Inf.
 Gidley, Thos. Bo. 15 N. I.
 Goodfellow, W. B. Bo. Eng.
 Goodwyn, H. B. Eng.
 Greene, C. H. M. 5 L. C.
 Graham, C., C.B. B. (ret.)
 Grant, C. St. Jno. M. Inf.
 Grant, C. W. Bo. Eng.
 Grantham, George M. Inf.
 Greene, Godfrey T. B. (ret.)
 Griffin, C. B. (ret.)

Hadfield, Alex. J. M. 37 N. I.
 Hale, Joseph Bo. 22 N. I.
 Halford, W. H. B. 41 N. I.
 Handscomb, J. H. B. Inf.
 Hawes, George B. (ret.)
 Hayes, Robert B. Cav.
 Hennell, S. M. 27 N. I.
 Hobson, John Bo. 1 Eu. R.
 Hodgson, J. S. B. 12 N. I.
 Howard, T. A. M. (ret.)
 Howden, I. A. M.
 Urish, Geo., C.B. B. Inf.
 Hutton, G. M.
 Inglis, H. M. (ret.)
 James, H. Bo. 18 N. I.
 Johnstone, John M. 3 N. I.
 Johnson, N. F. M. 26 N. I.
 Kennedy, J. D. B. 25 N. I.
 Kyd, Hugh M. (ret.)
 Launson, G. S. B. Ho. Art.
 Lawrence, A. W. M. 6 L. C.
 Le Messurier, A. P. Bo. 20 N. I.
 Leslie, J. T., C.B. Bo. (ret.)
 Lethbridge, Christ. M. (ret.)
 Lewis, John M. 24 N. I.
 Little, James Bo. (ret.)
 Logan, George M. 2 Eu. R.
 Low, William M. (ret.)
 Macean, Henry Bo. 24 N. I.
 Mackenzie, Jas. B. 8 L. C.
 Mackenzie, K. F. B. 64 N. I.
 Mant, Geo. J. Bo. Inv.
 McGrigor, C. H.M.S.
 McSherry, Thomas B. Inf.
 Miller, John M. 41 N. I.
 Mitchell, Hugh M. (ret.)
 Morris, J. E. G. Bo. 24 N. I.
 Morison, James M. (ret.)
 Moule, John B. Inf.
 Mowatt, John L. B. Art.
 Munsey, T. A. A. M. 3 L. C.
 Nash, Joseph, C.B. B. Inf.
 Nepean, C. W. M. 7 N. I.
 Oldfield, C. E. T., } B. Cav.
 C.B. }

Olney, Philip D. Bo. (ret.)
 Outram, Jas., C.B. Bo. Inf.
 Parr, Thos. C. Bo. 2 N. I.
 Paske, Thos. T. M. (ret.)
 Pedler, P. W. Bo. (ret.)
 Poole, Skerlington Bo. (ret.)
 Powell, T. H.M.S.

Lieut.-Colonels—
continued.

| | |
|------------------------------|---------------|
| Purvis, Chas. | I.I.M.S. |
| Ramsay, Wm. M. | B. 62 N. I. |
| Reilly, B. Y. | B. Eng. |
| Rowcroft, Francis | B. 1 N. I. |
| Sampson, T. E. | B. (ret.) |
| Sandeman, R. T. | B. 33 N. I. |
| Scott, James | Bo. 23 N. I. |
| Sewell, T. | 24 B. N. I. |
| Shakespeare, Sir R. C. | B. Artill. |
| Smclair, James | Bo. Artill. |
| Sleenan, W. H. | B. Inf. |
| Smee, W. N. T. | Bo. 1 Eu. R. |
| Smith, H. B. | M. (ret.) |
| Smyth, Geo. M. C. | B. 3 L. C. |
| Spens, Andrew | B. Inf. |
| Spencer, Henry | Bo. (ret.) |
| Steel, James, C.B. | B. 2 Eu. R. |
| Sturt, W. M. N. | B. 10 N. I. |
| Sutherland, R. | Bo. (ret.) |
| Swatman, W. | B. N. I. |
| Sykes, W. H. | Bo. (ret.) |
| Tait, Thomas F. | B. 2 Eu. R. |
| Taylor, Thomas | B. (ret.) |
| Thomas, Rich. | Bo. (ret.) |
| Townsend, S. | M. (ret.) |
| Trelawney, J. | B. (ret.) |
| Tronson, E. T. | II. II. 13 F. |
| Troward, Albany | Bo. Inv. |
| Tucker, H. T., C.B. | B. 8 N. I. |
| Underwood, J. J. | M. (ret.) |
| Waddington, C., C.B. | Bo. Eng. |
| Wallace, Robt. | I.I.M.S. |
| Wardroper, Edwd. | M. 37 N. I. |
| White, W. G. | Bo. (ret.) |
| White, W. G. | M. 2 N. I. |
| Whitlock, Geo. C. | M. Inf. |
| Willoughby, M. F., C.B. } | Bo. Artill. |
| Wilson, Archdale | B. Artill. |
| Wilson, J. | M. (ret.) |
| Wynch, John | M. (ret.) |
| Young, George | B. (ret.) |

Majors.

| | |
|-----------------------------|----------------|
| Abbott, James | B. Artill. |
| Agar, Edw. W. | Bo. 3 N. I. |
| Aitchison, G. B. | Bo. (ret.) |
| Armstrong, G. C. | B. 47 N. I. |
| Arnaud, H. H. | B. (ret.) |
| Atkinson, W. H. | M. Eng. |
| Babington, G. K. | M. (ret.) |
| Babington, W. K. | M. 17 N. I. |
| Backhouse, J. B., C.B. } | B. (ret.) |
| Racon, F. D. | II. M. S. ret. |
| Baddley, F. H. | Royal Eng. |
| Baker, E. | M. 32 N. I. |
| Balfour, G. | M. Artill. |
| Barnett, J. B. | M. (ret.) |
| Barton, N. D. | B. 6 L. C. |
| Barwell, | II. M. S. |
| Baseley, C. | B. 51 N. I. |
| Beauchroft, Mat. | M. 28 N. I. |
| Beatson, W. F., K.S.F. } | B. 54 N. I. |
| Beaty, Francis | B. Inv. |
| Bedford, James | B. (ret.) |
| Beddingfield, Philip | M. (ret.) |
| Biddle, Thos. | M. (ret.) |
| Biddle, William | M. 25 N. I. |
| Birdwood, C. | Bo. 3 N. I. |
| Birrell, J. R. | B. 11 N. I. |
| Birch, Wm. C. | B. 6 N. I. |
| Bishop, G. W. | B. 71 N. I. |
| Blogg, H. B. | M. 7 L. C. |
| Bonette, J. H. | M. (ret.) |
| Borradaile, A. | M. 4 L. C. |
| Boyd, Hugh | B. 15 N. I. |

Majors—continued.

| | |
|------------------------|-------------------|
| Boyes, J. M. M. (ret.) | M. 4 L. C. |
| Brett, J. T. | M. 31 N. I. |
| Brett, De Renzie J. | B. 65 N. I. |
| Bush, R. Y. B. | M. (ret.) |
| Buchanan, J. | M. (ret.) |
| Budd, W. H. | M. 31 N. I. |
| Burgoyne, Fred. | M. Artill. |
| Burn, Hy. P. | B. 1 N. I. |
| Burroughs, F. W. | B. 17 N. I. |
| Butler, Charles | M. (ret.) |
| Butler, Robert | M. (ret.) |
| Campbell, R. C. | M. (ret.) |
| Campbell, Charles | B. 42 N. I. |
| Campbell, R. | B. 43 N. I. |
| Chaunpneys, E. G. I. | B. 33 N. I. |
| Chase, M. C. | M. (ret.) |
| Chitty, Richd. | B. 40 N. I. |
| Clarkson, John II. | B. (ret.) |
| Clayton, Henry | B. 4 L. C. |
| Clutterbuck, Edw. | M. 38 N. I. |
| Colbeck, H. | M. 4 N. I. |
| Cooper, John | Bo. 7 N. I. |
| Cotton, Henry | B. 67 N. I. |
| Condell, J. A. | M. (ret.) |
| Court, M. H. | M. (ret.) |
| Coyle, Henry | M. (ret.) |
| Cramer, J. H. | M. (ret.) |
| Crisp, John | M. Inv. |
| Croft, J. T. | B. (ret.) |
| Croudace, James | B. (ret.) |
| Curphey, W. | B. (ret.) |
| Parke, F. C. | Bo. (ret.) |
| Darvall, — | late II. M. 19 D. |
| Davinieri, C. | M. (ret.) |
| Davidson, Cuthbert | B. 66 N. I. |
| Davies, J. S. | B. 32 N. I. |
| De L'Hoste, E. P. { | Bo. 27 N. I. |
| Dewar, A. C. | B. 37 N. I. |
| Deedes, G. | II. M. 17 F. |
| Ditmas, F. | M. R. |
| Drake, J. M. | B. 46 N. I. |
| Drought, R. | B. 60 N. I. |
| Dudgeon, Francis | M. 44 N. I. |
| Duncan, F. K. | B. Art. |
| Dunsmure, G. | M. (ret.) |
| Durand, H. M. | B. Eng. |
| Eld, L. P. D. | B. 9 N. I. |
| Elsey, W. | M. (ret.) |
| Elwall, F. C. | B. (ret.) |
| Faber, C. Q. | M. Eng. |
| Fairhead, J. A. | B. Inv. |
| Farran, Charles | M. (ret.) |
| Farquharson, J. | Bo. (ret.) |
| Farquhar, Robert | Bo. 6 N. I. |
| Faunce, Rt. N. | M. 2 N. I. |
| Fischer, William | B. |
| Fischer, G., C.B. | Bo. (ret.) |
| Fitzgerald, G. F. C. | B. Artill. |
| Fitzsimons, H. | B. 29 N. I. |
| Flagdale, C. | M. (ret.) |
| Forster, G. | M. 49 N. I. |
| Forster, H., C.B. | II. M. S. |
| Free, John | B. 10 L. C. |
| Freeman, W. R. A. | M. 45 N. I. |
| Freeth, W. | B. |
| Freeth, William | B. Inv. |
| Fulljames, G. | 25 Bo. N. I. |
| Gardner, Rich. | B. (ret.) |
| Garstin, Robert | M. 2 L. C. |
| Gill, Robert | M. I. |
| Gillam, R. W. | Bo. (ret.) |
| Gilmore, M. W. | B. (ret.) |
| Goddard, Thos. | B. I. |
| Gordon, N. John | M. 31 N. I. |
| Gosling, H. C. | M. 7 N. I. |
| Gottreux, Fred. | M. 1 N. I. |
| Grant, John | B. (ret.) |
| Grant, Wm. F. | B. 63 N. I. |
| Groundwater, T. L. | Bo. (ret.) |
| Grove, S. J. | B. 68 N. I. |

Majors—continued.

| | |
|----------------------------|----------------|
| Guthrie, Chas S. | B. Eng. |
| Hall, H. | M. (ret.) |
| Hampton, Jos. II. | B. 50 N. I. |
| Harris, H. L. | M. 15 N. I. |
| Hart, Edw. II. | Bo. 19 N. I. |
| Hay, P. | B. 54 N. I. |
| Hay, T. P. | 2 B. Eu. L. I. |
| Head, C. F. | II. M. Unat. |
| Heath, John C. | Bo. 5 N. I. |
| Henderson, J. W. | II. M. 41 |
| Henderson, Pat. | M. (ret.) |
| Henderson, Rt., C.B. } | M. Eng. |
| Herbert, Charles | 18 B. N. I. |
| Hicks, S. R. | M. 35 N. I. |
| Hill, W. | M. 1 Uu. R. |
| Holson, H. H. | Bo. 20 N. I. |
| Holland, James | Bo. 28 N. I. |
| Holmes, John | Bo. 12 N. I. |
| Hughes, R. M. | Bo. 12 N. I. |
| Huff, George | Bo. Art. |
| Hyde, Jas. C. | B. (ret.) |
| Innes, William | B. 15 N. I. |
| Jackson, Thomas | Bo. 10 N. I. |
| Jervis, T. B. | Bo. (ret.) |
| Jervis, William | B. 42 N. I. |
| Johnson, Hugh | B. (ret.) |
| Jopp, John | Bo. (ret.) |
| Kaye, Edward | B. Artill. |
| Kilner, James | Bo. Eng. |
| Kincliffe, R. R. | B. Artill. |
| Knyvett, Arthur | B. 64 N. I. |
| Knyvett, Fred. | B. 64 N. I. |
| Knyvett, W. I. B. | B. 38 N. I. |
| Laughton, J. | B. Eng. |
| Larkins, George | B. Artill. |
| Lavie, T. | M. Artill. |
| Leacock, H. W. | B. (Inv.) |
| Leadbeater, W. E. B. | B. Inv. |
| Lewis, Alfred | B. (ret.) |
| Liddell, John | Bo. 27 N. I. |
| Liptrap, John | B. 42 N. I. |
| Littlewood, R. J. | Bo. 9 N. I. |
| Littlewood, R. J. | Bo. Inv. |
| Lloyd, H. H. | B. 72 N. I. |
| Lyle, H. | 43 B. N. I. |
| Lyons, S. A. | 34 B. N. I. |
| Macandam, James | B. (ret.) |
| Macdougal, And. | B. 73 N. I. |
| Macenzie, M. | B. Artill. |
| Macpherson, A. F. | B. 43 N. I. |
| Madden, Edw. | B. Artill. |
| Maitwaring, E. R. | B. 16 N. I. |
| Maitland, H. D. | B. 72 N. I. |
| Making, Christ. S. | B. 68 N. I. |
| Mann, John | M. Inv. |
| Marshall, Hubert | M. 33 N. I. |
| Martin, W. J. | B. 9 N. I. |
| Marsden, F. C. | B. 29 N. I. |
| Master, Robt. A. | 7 B. L. C. |
| Martin, T. | 20 B. N. I. |
| Mason, Edw. | Bo. (ret.) |
| Maughan, Thos. | Bo. 12 N. I. |
| Mayne, Wm. | B. 37 N. I. |
| McCally, Arthur | M. 44 N. I. |
| McCally, A. M. | M. 23 N. I. |
| McDougal, N. P. | Bo. 13 N. I. |
| McGeorge, H. J. | B. 7 N. I. |
| McGoun, T. | M. 6 N. I. |
| McGregor, G. H., C.B. } | B. Artill. |
| McNair, John C. | M. (ret.) |
| Minto W. | B. (ret.) |
| Moore, J. A. late | Nizam's S. |
| Moore, Thomas | B. 8 L. C. |
| Morse, H. C. | Bo. 8 N. I. |
| Munro, H. | M. Inv. |
| Murford, A. | B. (ret.) |
| Neill, James G. | M. 1 Eu. R. |
| Nicolay, F. L. | M. 29 N. I. |
| Nuthall, T. J. | B. 46 N. I. |

Majors—continued.

| | |
|------------------------------|--------------------|
| Nutt, J. | Bo. (ret.) |
| Oldfield, C. J. | B. (ret.) |
| Oldfield, T. W. | B. 74 N. I. |
| Oliphant, James | M. (ret.) |
| Onslow, W. C. | M. 44 N. I. |
| Oriel, Wm. C. | B. (ret.) |
| Onsley, R. | B. (ret.) |
| Pace, Wm. N. | M. (ret.) |
| Patch, H. | B. Inv. |
| Partridge, S. H. | Bo. 18 N. I. |
| Payne, William | B. (ret.) |
| Pepper, H. N. | B. Artil. |
| Pilans, W. S. | B. Artil. |
| Plowden, J. C. | B. 17 N. I. |
| Pott, David | B. 47 N. I. |
| Prendergast, W. G. | B. 8 L. C. |
| Prior, Charles | B. 64 N. I. |
| Quin, Thomas | B. 4 L. C. |
| Ramsay, George | B. 25 N. I. |
| Ramsay, John | Bo. 1 Eu. R. |
| Ramsay, Robert | B. 10 N. I. |
| Rawlins, William | M. 2 Eu. R. |
| Rawlinson, H. C., C. B. | Bo 1 N. I. |
| Revell, J. L. | B. (ret.) |
| Richardson, J. | M. 2 E. I. I. |
| Richardson, C. J. | B. 57 N. I. |
| Richardson, R. E. T. | B. 62 N. I. |
| Ricketts, G. P. | B. 1 L. C. |
| Ribbons, H. | Niz. Army. |
| Rochford, G. C. | M. 41 N. I. |
| Roe, Thomas | Bo. (ret.) |
| Rollings, Wm. | Bo. (ret.) |
| Russell, Wm. | M. 18 N. I. |
| Russell, F. | M. 23 N. I. |
| Sanders, Arthur | 44 B. N. I. |
| Saurin, William | M. (ret.) |
| Scotland, D. | M. (ret.) |
| Scaton, D. | B. 1 Eu. R. |
| Scaton, Tho., C.B | B. 35 N. I. |
| Servante, E. | M. (ret.) |
| Shepherd, John | M. 2 Eu. R. |
| Shepleard, A. | Bo. 24 N. I. |
| Showers, St. G. D. | B. 72 N. I. |
| Shortred, Robt. | Bo. 2 E. R. |
| Shuckburgh, H. A. | B. 40 N. I. |
| Shubrick, R. | M. 5 N. I. |
| Simpson, F. J. | B. (ret.) |
| Simpson, G. W. Y. | M. Artil. |
| Skipper, Edw. | Bo. 7 N. I. |
| Smith, George | Bo. (ret.) |
| Smith, H. C. W. | B. (ret.) |
| Sothey, F. S. C.B. | B. (ret.) |
| Sparrow, R. W. | M. (ret.) |
| Stanton, E. | Bo. (ret.) |
| Steer, W. F. | B. (ret.) |
| Stevens, Steph. J., C. B. | Bo. (ret.) |
| Stirling, Wm. | Bo. (ret.) |
| Stiles, H. | 1 Bo. Eur. Reg. |
| Stretzell, J. W. | M. Inv. |
| Stretzell, D. | M. (ret.) |
| Swinton, A. R. J. | B. 32 N. I. |
| Tait, Joshua, C.H. | Bo. 6 N. I. |
| Tapp, Thos. | Bo. 1 Eu. R. |
| Templer, Henry | 7 B. N. I. |
| Thomas, Geo. P. | B. 64 N. I. |
| Thorne, P. F. | H.M.S. |
| Thornton, Geo. | Bo. (ret.) |
| Timmins, G. | B. 34 N. I. |
| Townsend, F. D. P. | B. 9 N. I. |
| Tucker, F. N. B. | Bo. (ret.) |
| Tulloch, Geo. A. | M. 33 N. I. |
| Turner, Wm. | B. (ret.) |
| Turton, Jos. | B. Artil. |
| Twemlow, George | B. Artil. |
| Ussher, Edw. | M. Inv. |
| Vreysic, Wm. | B. (ret.) |
| Vibart, Edw. | B. 2 L. C. |
| Vincent, G. F. F. | B. (ret.) |

Majors—continued.

| | |
|----------------------|--------------|
| Waller, R. | B. Artil. |
| Ward, J. | M. (ret.) |
| Wardell, R. H. | Bo. 6 N. I. |
| Watkins, John | Bo. 23 N. I. |
| Watt, Edw. | B. (ret.) |
| Watts, M. | M. Artil. |
| Western, Jas. R. | B. Eng. |
| Wheatley, Arthur | 5 ft. L. C. |
| Wheeler, F. H. M. | M. (ret.) |
| Whistler, T. R. | M. Artil. |
| Whistler, Jas. | M. 6 L. C. |
| Whitlie, W. T., C.B. | Bo. Artil. |
| Wight, A. C. | M. 8 N. I. |
| Willis, P. W. | B. Eng. |
| Willock, Sir H. | Bo. (ret.) |
| K.L.S. | |
| Wilson, Jas. D. | B. (ret.) |
| Woodfall, Charles | M. 47 N. I. |
| Yates, C. | 46 M. N. I. |
| Yendell, Geo. | Bo. (ret.) |
| Yolland, Robt. S. | M. (ret.) |
| Younger, John R. | B. (ret.) |

Captains.

| | |
|---------------------|-----------------|
| Abercrombie, W. | B. Eng. |
| Allan, Grant | M. 3 N. I. |
| Andrews, W. E. | B. 73 N. I. |
| Armstrong, W. H. | H.M.S. |
| Armstrong, R. D. | M. Inv. |
| Ash, James | Bo. Artil. |
| Ashton, J. T. | M. (ret.) |
| Atkinson, T. H. | M. 16 N. I. |
| Austin, F. G. | B. Artil. |
| Ayrton, F. | Bo. (ret.) |
| Bibington, J. H. M. | M. 48 N. I. |
| Baddley, C. H. | M. (ret.) |
| Baker, William | B. 9 L. C. |
| Baldwin, R. H. | B. Artil. |
| Baldwin, S. C. | Bo. Inv. |
| Bullingall, W. | Bo. 24 N. I. |
| Banks, J. S. | B. 33 N. I. |
| Barnes, W. R. | B. (ret.) |
| Barrow, Joseph L. | M. Artil. |
| Barry, Henry | B. 71 N. I. |
| Baugh, Charles R. | Bo. 9 N. I. |
| Baugh, F. W. | B. 26 N. I. |
| Bayly, W. | M. I. |
| Baynes, Edw. | Bo. 20 N. I. |
| Baynes, W. H. | M. 3 L. I. |
| Becher, A. A. | B. 40 N. I. |
| Becher, Henry M. | B. (ret.) |
| Bedford, James | Bo. Inv. |
| Bevor, H. C. | M. (ret.) |
| Bell, J. G. B. | M. (ret.) |
| Bellasis, Geo. H. | Bo. 24 N. I. |
| Bentineck, A. C. | H.M.S. |
| Blake, Edward S. | Bo. Artil. |
| Blake, H. W. | M. 36 N. I. |
| Boland, W. H. R. | B. (ret.) |
| Bontein, John | B. 37 N. I. |
| Borthwick, W. | M. 9 N. I. |
| Boudier, Edw. W. | M. 51 N. I. |
| Bourdieu, J. H. | M. Artil. |
| Bourchier, G. | B. Artil. |
| Bourdillon, K. P. | M. (ret.) |
| Bowles, C. | late H.M. 26 F. |
| Bowring, G. G. | B. 69 N. I. |
| Brassey, W. | Bo. 2 Eu. R. |
| Brett, James T. | M. 4 L. C. |
| Brewster, D. E. | B. 62 N. I. |
| Bristow, F. W. | B. 1 N. I. |
| Briggs, J. P. M. | 38 M. N. I. |
| Brodie, Thomas | 5 B. N. I. |
| Brooke, F. C. | B. 7 N. I. |
| Brooks, J. H. | 1 B. L. C. |
| Brooking, F. A. | 13 M. N. I. |
| Broughan, T. | B. Artil. |
| Brown, W. | M. (ret.) |
| Brown, Williams | Bo. 12 N. I. |
| Brown, W. R. | M. Fus. |

Captains—continued.

| | |
|--|------------------|
| Buchanan, D. | M. (ret.) |
| Buller, Spencer W. | B. (ret.) |
| Burnett, F. C. | B. Ho. Art. |
| Hurlton, F. M. H. | B. 52 N. I. |
| Bush, James T. | B. 24 N. I. |
| Byng, E. D. | B. 1 E. R. |
| Cadell, A. T. | M. Artil. |
| Cafe, Wm. F. | 56 B. N. I. |
| Campbell, A. | B. 68 N. I. |
| Campbell, Arch. M. | M. 16 N. I. |
| Campbell, John | M. 38 N. I. |
| Campbell, J. C. | H.M. 45 F. |
| Campbell, Sir J.N. R., K.C.H., K.L.S. | M. (ret.) |
| Capel, E. S. | B. 63 N. I. |
| Carr, George | 16 M. N. I. |
| Carter, H. J. W. | B. |
| Curter, J. W. | B. 54 N. I. |
| Curtwright, C. T. | B. 15 N. I. |
| Cuse, C. H. | M. 23 N. I. |
| Caulfield, Gordon | B. 46 N. I. |
| Cavenah, O. | B. 32 N. I. |
| Cazalet, Chas. H. | 29 M. N. I. |
| Cazalet, P. G. | M. 29 N. I. |
| Charteris, J. M. | M. 49 N. I. |
| Chilcott, J. | B. Inv. |
| Chinn, P. S. | B. (ret.) |
| Cholmeley, M. | M. 27 N. I. |
| Christie, R. | B. (ret.) |
| Christie, P. | B. Artil. |
| Clarke, E. T. | late M. 37 N. I. |
| Clarke, Paget W. | Bo. 2 N. I. |
| Clogston, H. C. | M. 19 N. I. |
| Close, F. A. | B. 65 N. I. |
| Cobbe, C. H. | B. (ret.) |
| Coffin, S. S. | M. 24 N. I. |
| Coke, John | B. 10 N. I. |
| Cooke, Bryan W. D. | B. Penr. |
| Cookson, Geo. R. | 4 B. N. I. |
| Combe, Boyce H. | M. (ret.) |
| Compton, C. F. | M. (ret.) |
| Cooper, P. J. | B. 68 N. I. |
| Cooper, Geo. L. | B. Artil. |
| Cooper, Aug. M. | M. I. |
| Corfield, A. H. | H. Invalid. |
| Corfield, J. | late H. M. S. |
| Cornor, F. | late B. 1 N. I. |
| Cotton, Robert | M. 37 N. I. |
| Cousens, — | H. M. S. |
| Coxwell, J. A. S. | M. 49 N. I. |
| Crawford, A. | Bo. 3 N. I. |
| Cumberlege, C. L. | H. M. Dr. |
| Cunningham, Alex. | B. Eng. |
| Cunningham, F. | M. 23 N. I. |
| Curtin, J. | H. M. 40 F. |
| Dancer, George | M. Artil. |
| Daniell, James T. | B. 47 N. I. |
| Davidson, D. | Bo. 18 N. I. |
| Davies, H. F. | Bo. 29 N. I. |
| Davis, G. | M. (ret.) |
| Davis, C. F. | 24 B. N. I. |
| Day, Matthew | H. M. 20 F. |
| De Butts | H. M. S. |
| Delamain, W. H. | B. Artil. |
| Dennis, E. S. | 62 B. N. I. |
| Dennys, H. R. | B. Inv. |
| Dennys, J. B. | B. 38 N. I. |
| Denshire, C. J. F. | H.M. 4 Reg. |
| Dewnal, P. H. K. | B. 34 N. I. |
| De Wet, O. G. | M. 51 N. I. |
| Dobbie, G. S. | M. 44 N. I. |
| Dodgson, D. S. | B. 30 N. I. |
| Donaldson, A. S. O. | 45 B. N. I. |
| Doveton, John | Nizam's M. S. |
| Doyle, B. W. | late H. M. S. |
| Drury, Heber | M. 45 N. I. |
| Dyer, T. D. T. | M. 36 N. I. |
| Dyke, A. H. | B. 25 N. I. |
| Dysart, G. | M. 47 N. I. |
| Eastwick, W. J. | Bo. (ret.) |

Captains—continued.

Eaton, G. P. M. Artill.
 Eckford, J. A. A. Bo. (ret.)
 Elliott, W. R. B. 8 N. I.
 Emmerson, Geo. M. 41 N. I.
 Erskine, Walter C. B. 73 N. I.
 Evans, H. W. Bo. 9 N. I.
 Evans, J. B. (ret.)
 Eyre, V. B. Artill.
 Fagan, G. H. B. Eng.
 Fanshawe, R. H. W. B. 1 Eu. R.
 Fergusson, J. A. D. B. 6 L. C.
 Ferris, W. S. B. 12 N. I.
 Fisher, G. A. B. 1 N. I.
 Ford, G. E. B. 72 N. I.
 Forster, Henry Bo. Artill.
 Fowler, Jonathan M. 80 N. I.
 Fraser, Chas. R. M. 3 L. C.
 Fraser, T. B. (ret.)
 Freshfield, J. S. M. 1 L. C.
 Frye, J. P. M. 22 N. I.
 Fullarton, S. M. B. (ret.)
 Gaitskell, J. G. B. 26 N. I.
 Gall, Geo. L. H. M. 5 L. C.
 Gardiner, T. I. B. 16 N. I.
 Garstin, J. F. B. 66 N. I.
 Gascoigne, E. J. M. (ret.)
 Gell, John S. Bo. 10 N. I.
 Gibson, Lewis W. B. Inv.
 Gillman, George B. (ret.)
 Glasse, John M. Bo. Artill.
 Goad Charles E. B. 67 N. I.
 Goad, John W. M. Artill.
 Godfrey, John B. B.
 Goldsmid, F. J. M. 37 N. I.
 Gordon, James B. 3 L. C.
 Gordon, John G. Bo. (ret.)
 Gordon, Robert M. 32 N. I.
 Gordon, W. C. M. (ret.)
 Gordon, Robert Bo. 4 N. I.
 Gorges, Jno. A. H. B. (ret.)
 Graham, G. T. B. (ret.)
 Graham, W. Bo. Eng.
 Grant, W. D. M. 60 N. I.
 Graves, S. W. H.M.S.
 Gray, Frederick M. Inv.
 Gresley, F. B. (ret.)
 Greville, South 1 Eur. Fus.
 Griffiths, W. S. H.M.S.
 Grimes, H. S. B. 46 N. I.
 Grimes, John M. 8 N. I.
 Grindlay, H. R. B. 6 L. C.
 Grundthorpe, J. A. M. Artill.
 Gunthorpe, W. M. M. 6 N. I.
 Gustard, Henry F. M. 6 N. I.
 Hugart, C. B. 52 N. I.
 Hulhead, H. B. (ret.)
 Halkett, C. Bo. (ret.)
 Hall, Arthur B. 5 L. C.
 Hall, E. B. 52 N. I.
 Hall, J. F. D'E. W. B. 22 N. I.
 Hall, Henry M. (ret.)
 Hall, John F. D. } B. 22 N. I.
 E. W. }
 Halliday, W. L. B. 56 N. I.
 Halsted, C. F. F. M. 11 N. I.
 Hamilton, D. M. 21 N. I.
 Hamilton, Gilbert B. R.
 Hamilton, Jno. late B. 9 L. C.
 Hamilton, Oct. B. 7 L. C.
 Hammond, H. B. H. Artill.
 Harding, J. W. M. (ret.)
 Harkness, G. M. 25 N. I.
 Harris, Chas. B. 27 N. I.
 Harrison, Francis B. (ret.)
 Hartley, Jno. C. Bo. (ret.)
 Harvey, Edward B. 10 L. C.
 Hatch, George C. B. 57 N. I.
 Houghton, J. C. B. 54 N. I.
 Hay, Wm. E. B. (ret.)
 Hay, S. M. R.
 Haycs, F. F. C. B. 62 N. I.

Captains—continued.

Heathorn, Jos. L. M. 3 L. I.
 Hebbert, W. G. Bo. Eng.
 Henderson, G. B. 30 N. I.
 Hennah, Saml. W. M. 4 L. C.
 Herbert, A. H. M. 39 R.
 Herbert, Geo. E. B. 9 L. C.
 Herbert, H. B. M. 7 N. I.
 Hervey, G. A. F. B. Inv.
 Heyman, H. Bo. 15 N. I.
 Hicks, E. W. B. 67 N. I.
 Hillersdon, W. R. B. 53 N. I.
 Hill, Geo. M. B. 17 N. I.
 Hillyard, H. T. M. 14 N. I.
 Hitchins, H. T. M. (ret.)
 Hobson, Geo. B. 72 B N. I.
 Holl, F. C. Bo. (ret.)
 Holmes, J. G. H. H. M. 15 H.
 Honner, Aug. C. Bo. 1 N. I.
 Hook, C. C. M. 7 L. C.
 Hopper, H. B. B. (ret.)
 Hopper, A. Q. B. 24 N. I.
 Hore, Walter B. 25 N. I.
 Horner, John H. M. 55 R.
 Horne, R. W. Bo. (ret.)
 Hoseason, Henry M. 24 N. I.
 Hughes, John E. M. 47 N. I.
 Hughes, Michael B. (ret.)
 Humfreys, T. H. M. (ret.)
 Hungerford, T. J. W. B. Artill.
 Hunter, James B. 53 N. I.
 Hunter, J. Bo. (ret.)
 Hunter, B. M. 7 L. C.
 Hutchinson, A. C. B. Invalids.
 Hutton, T. B. Inv.
 Jackson, George B. 4 L. C.
 Jacob, Geo. O. 1 B. Eu. Fu.
 James, G. L. M. 5 N. I.
 Jameson, Thos. L. Bo. 29 N. I.
 Jenkins, W. G. P. M. 10 N. I.
 Jenner, B. W. R. B. (ret.)
 Johnston, Jas. G. M. (ret.)
 Johnston, John C. B. 29 N. I.
 Johnstone, L. M. 20 N. I.
 Johnstone, Wm. M. 51 N. I.
 Jones, W. B. Eng.
 Jones, Henry C. Bo. 2 Eu. R.
 Jopp, Keith 16 Bo. N. I.
 Kay, Brook Bo. 6 N. I.
 Keighly, H. P. M. 49 N. I.
 Kembal, John S. Bo. 26 N. I.
 Kempster, F. G. M. 6 N. I.
 Kennedy, Lord D. M. 1 L. C.
 Ker, T. D. Bo. 6 N. I.
 Kevin, Edward M. 21 N. I.
 King, Henry R. C. M. 6 L. C.
 Kingston, J. C. H.M.S.
 Kinhead, Rich. M. Artill.
 Kirby, Chas. F. M. 14 N. I.
 Kirby, J. B. Artill.
 Kitson, J. M. 45 N. I.
 Kitson, C. B. 10 L. C.
 Knox, John S. B. 42 N. I.
 Knyvett, Fred. M. 31 L. I.
 Knyvett, John B. Inv.
 Lake, H. A. M. Eng.
 Landon, Chas. G. B. (ret.)
 Lang, James S. M. (ret.)
 Lang, John E. Bo. (ret.)
 Lavie, Henry Bo. (ret.)
 Lawrence, H. P. Niz. Army.
 Lawson, James G. B. (ret.)
 Layard, Fred. P. B. 19 N. I.
 Leckie, John D. Bo. 22 N. I.
 Leckie, G. A. Bo. 21 N. I.
 Leggatt, Wm. M. Inv.
 Leicester, R. W. H. M. 19 N. I.
 Littlehales, W. B. M. (ret.)
 Lodwick, Wm. Bo. 12 N. I.
 Lodwick, Henry Bo. 10 N. I.
 Lomer, W. H. B. 21 N. I.
 Lowth, Chas. B. (ret.)

Captains—continued.

Lumley, Jas. R. B. (ret.)
 Lumley, W. B. B. (ret.)
 Lye, W. H. C. Bo. 13 N. I.
 Lynch, E. P., K.L.S. Bo. 29 N. I.
 Macartney, John M. (ret.)
 McCallum, G. C. M. 7 N. I.
 Maconochie, W.M.G.B. 2 L. C.
 MacGregor, E. M. Bo. 2 L. C.
 Mackenzie, Colin M. 48 N. I.
 Mackenzie, Hugh B. 2 Eu. R.
 Mackenzie, S. F. M. 2 L. C.
 Macpherson, S. C. M. 8 N. I.
 Macqueen, L. M. 3 L. C.
 MacVicar, Joseph 41 M. N. I.
 Mainwaring, B. R. B. 7 N. I.
 Maitland, Fred. B. 5 N. I.
 Mallock, Z. M. B. Artill.
 Manley, H. J. M. 32 N. I.
 Margary, Hen. J. Bo. Eng.
 Marshall, G. A. M. 18 N. I.
 Marshall, H. O. M. 42 N. I.
 Martin, Anthony B. 33 N. I.
 Martin, J. H. M. Bo. (ret.)
 Martin, T. D. B. (ret.)
 Master, Wudley B. Inv.
 Mathison, R. 54 B. N. I.
 Maude, C. W. Bo. 18 N. I.
 Mayhew, W. A. J. B. H. M.
 Mayne, Simon W. 11 M. 19 Dr.
 Mayow, J. H. B. 2 Eu. R.
 McDonell, G. G. M. 27 N. I.
 Mende, R. J. B. 65 N. I.
 Menars, Henry M. 45 N. I.
 Meyern, Baron F. } B. 53 N. I.
 A. Von }
 Mills, H. B. 2 Gren.
 Mitchell, W. S. M. Inv.
 Mockler, R. H. B. (ret.)
 Mofatt, J. Douglas B. (ret.)
 Morris, Chas. A. B. (ret.)
 Morris, A. Bo. 4 N. I.
 Morris, G. Late Bo.
 Morrison, B. G. Bo. 1.
 Morse, Thos. R. Bo. 1 Eu. R.
 Moyle, H. R. C. Bo. 2 N. I.
 Munbee, Gore B. Bo. Eng.
 Munro, C. A. B. (ret.)
 Munro, Robert Bo. 10 N. I.
 Munro, C. G. G. Bo. 16 N. I.
 Murray, James B. 9 N. I.
 Napleton, H. G. M. (ret.)
 Nash, J. D. B. Inv.
 Need, W. W. { King of
 Nepean, E. P. T. } Oude's Scr.
 Newbery, Thos. B. 38 N. I.
 Nicolls, Wm. T. M. 8 L. C.
 Nickle, R. W. D. 24 M. N. I.
 Nicholson, John 30 M. N. I.
 Nishbett, David B. 27 N. I.
 Nishett, David B. N. I.
 Oakes, G. W. Bo. (ret.)
 O'Grady, R. W. M. 34 N. I.
 Ogilvie, R. L. J. M. 33 N. I.
 O'Hara, Charles B. (ret.)
 Oldfield, Jno. R. B. Eng.
 Ounmanney, W. S. M. (ret.)
 Onslow, A. W. B. 41 N. I.
 Orr, Chas. A. M. Eng.
 Orr, William A. M. Artill.
 Otley, G. O. B. B. 6 N. I.
 Otley, Mark S. M. Inv.
 Ouchterlony, Jno. M. Eng.
 Palmer, J. E. M. 4 N. I.
 Parker, Windsor B. (ret.)
 Patterson, F. T. B. (ret.)
 Patten, R. B. 17 N. I.
 Peacocke, Elliot T. Bo. 1 Gren.
 Pellham, Henry Bo. Inv.
 Pereria, E. M. 26 N. I.
 Pennefather, R. P. B. ret.
 Penny, F. M. (ret.)

Captains—continued.

Peyton, G. W. M. 25 N. I.
 Phillips, Joseph S. B. Artil.
 Phillott, Henry R. M. 25 N. I.
 Place, James H.M.S.
 Place, Thomas L. M. 44 N. I.
 Plowden, A. C. B. 50 N. I.
 Pogson, W. Q. B. 43 N. I.
 Pollard, D. G. M. 47 N. I.
 Ponsonby, Chas. Bo. 17 N. I.
 Poole, Owen Bo. (ret.)
 Pope, W. A. B. 1 E. F.
 Pottinger, John Bo. Artil.
 Powell, B. R. Bo. 26 N. I.
 Powys, P. A. S. M. 4 N. I.
 Powys, Hon. P. V. B. Inv.
 Prendergast, } B. 44 N. I.
 George M. }
 Prescott, Arthur Bo. 2 L. C.
 Price, Matthew M. 34 N. I.
 Prout, W. R. B. 50 N. I.
 Raikes, R. W. M. 1 L. C.
 Rainey, Arthur C. B. (ret.)
 Raitt, Alex. Bo. 16 N. I.
 Raleigh, Fred. B. 1 N. I.
 Raper, M. B. 64 N. I.
 Rathborne, A. R. Bo. 24 N. I.
 Rattry, Thomas B. 64 N. I.
 Ratray, James B. 2 N. I.
 Reddie, G. B. B. 29 N. I.
 Reeves, F. C. B. (ret.)
 Reilly, Robt. L. M. 10 N. I.
 Remington, W. F. M. 5 L. C.
 Remington, G. R. Bo. 15 N. I.
 Renaud, S. G. C. M. 1 E. R.
 Revell, B. M. 31 L. I.
 Reynolds, H. Queen's Ry.
 Rich, A. N. M. 33 N. I.
 Richards, S. B. 65 N. I.
 Rickards, P. E. L. M. 49 N. I.
 Rigby, Henry B. Eng.
 Rigg, Hugh 21 M. N. I.
 Rippon, Gordon Bo. (ret.)
 Roberts, H. C. B. 31 N. I.
 Roberts, Ralph G. B. (ret.)
 Roberts, T. D. M. (ret.)
 Robertson, Alnric M. 48 N. I.
 Robertson, H. L. 65 B. N. I.
 Robertson, Alex. B. II. Artil.
 Robertson, P. A. B. 60 N. I.
 Robinson, Alex. B. 19 B. N. I.
 Roebuck, J. Niz. Army.
 Ross, Walter W. M. (ret.)
 Rudd, Henry Bo. 5 N. I.
 Russell, E. L. Bo. 12 N. I.
 Ryley, G. B. 74 N. I.
 Ryley, John S. G. B. 5 L. C.
 Ryves, W. H. B. 61 N. I.
 Sale, Thos. H. B. Eng.
 Salkeld, J. C. B. 5 N. I.
 Salmon, George F. M. 30 N. I.
 Salmon, A. M. 47 N. I.
 Salmon, Clare S. B. 57 N. I.
 Samler, Fred. B. Inv.
 Sansom, Fran. H. M. 42 N. I.
 Say, Henry H. B. R.
 Scott, Edw. W. S. B. Artil.
 Scott, George B. 6 L. C.
 Scott, John D. M. Artil.
 Scott, W. L. L. B. R.
 Scutt, Ralph B. M. Inv.
 Seuter, T. W. B. 27 N. I.
 Shaw, Alfred A. M. 2 N. I.
 Sharp, C. W. K. M. 52 N. I.
 Shirreff, Francis B. 65 N. I.
 Showers, Chas. L. B. 14 N. I.
 Siddons, H. F. M. 3 L. C.
 Silver, A. G. M. 4 N. I.
 Simpson, G. M. 22 N. I.
 Sissmore, T. H. B. Ho. Art.
 Skinner, H. Niz. Army.
 Sleeman, James B. 73 N. I.

Captains—continued.

Smith, Josiah M. 13 N. I.
 Smith, Samuel B. Inv.
 Smyth, J. W. lato M.
 Smyth, John H. B. Artil.
 Smyth, Ralph B. Artil.
 Snow, Percy T. M. 3 L. I.
 Snow, Ray T. M. 24 N. I.
 Somerville, J. T. B. (ret.)
 Southey, Chas. G. M. 48 N. I.
 Spence, J. K. B. 20 N. I.
 Spread, C. H. D. B. Inv.
 Staples, John B. 7 L. C.
 Stanley, R. J. Niz. Army.
 Stafford, W. J. F. B. 36 N. I.
 Stephen, Hen. V. B. (ret.)
 Stephenson, J. L. M. 1 Eu. R.
 Steuart, T. R. Bo. 8 N. I.
 Stevens, W. B. M. (ret.)
 Stevens, Jos., F. 18 M. N. I.
 Steward, Robert B. 16 N. I.
 Stewart, John M. 49 N. I.
 St. George, T. G. B. 17 N. I.
 St. Ledger, John H.M.S.
 Stokes, O. D. M. (ret.)
 Strange, A. M. 7 L. C.
 Symons, Chris. I. Bo. 5 N. I.
 Sympson, G. F. Bo. (ret.)
 Sweet, H. B. M. 39 N. I.
 Shewell, H. Bo. 2 E. R.
 Smith, M. H. O. M. 1 L. C.
 Staples, N. A. B. Artil.
 Tailyour, T. Renny B. Eng.
 Taylor, J. McK. Bo. 2 L. C.
 Terrot, Chas. S. I. B. 29 N. I.
 Thatcher, Samuel Bo. 9 N. I.
 Thatcher, W. Bo. (ret.)
 Thomas, Alfred Bo. 8 N. I.
 Thomas, Chas. H. B. (ret.)
 Thompson, F. J. B. Inv.
 Tod, Alex. M. 42 N. I.
 Tombs, F. C. B. 18 N. I.
 Tonge, J. H. H.M. 14 D.
 Torrens, Fred. H.M. 23 Fu.
 Towgood, Joseph B. 35 N. I.
 Travers, Robt. Bo. 23 N. I.
 Treasure, Chas. N. Bo. 11 N. I.
 Trotter, Robt. A. B. 43 L. I.
 Trower, Chas. T. Bo. Fu.
 Turner, Geo. B. (ret.)
 Turner, Aug. B. 1 N. I.
 Thomas, J. N. B. 39 N. I.
 Thompson, E. Bo. 8 N. I.
 Tucker, T. T. B. 8 L. C.
 Turner, Athull B. 1 N. I.
 Vane, Chas. B. H.M. 67 R.
 Van Heytheu- } B. (ret.)
 sen, G. E. }
 Vardon, F. C. M. Artil.
 Vincent, H. T. Bo. 7 N. I.
 Vine, W. 6 M. Cav.
 Von Streng, P. D'O. H.M.S.
 Voyle, Francis E. B. 39 N. I.
 Wade, J. Peter B. (ret.)
 Wade, H. C. M. Artil.
 Wake, Charles H. B. (ret.)
 Wale, Fred. 48 B. N. I.
 Walker, J. L. B. 71 N. I.
 Wallace, Robt. Bo. 18 N. I.
 Wallace, S. R. B. Inv.
 Wallace, W. F. N. B. 74 N. I.
 Walpole, H. E. M. 16 N. I.
 Walsh, C. G. B. 14 N. I.
 Ward, Henry B. 33 N. I.
 Warden, F. F. M. 2 Eu. R.
 Wardroper, F. B. B. 25 N. I.
 Waterfield, J. B. 38 N. I.
 Watts, Edw. R. B. (ret.)
 Watts, R. M. (ret.)
 Welch, Wm. H. M. 26 N. I.
 Weller, J. A. R. Eng.
 Wenys, Francis Bo. Eng.

Captains—continued.

Westbrook, F. Bo. 18 N. I.
 Western, W. C. M. 32 N. I.
 White, Geo. F. H.M. 31 R.
 White, John H. B. (ret.)
 White, Jno. M. 20 N. I.
 White, H. L. B. (ret.)
 Whiteford, J. B. Artil.
 Whitehill, C. S. Bo. 2 E. R.
 Whitehill, S. J. K. Bo. 23 N. I.
 Whitelocke, C. R. Bo. 11 N. I.
 Whitelocke, G. F. B. 13 N. I.
 Whitlard, T. W. W. Bo. (ret.)
 Willhams, Wm. T. M. 32 N. I.
 Willoughby, H. I. Bo. 2 E. R.
 Wilson, J. R. Niz. Army.
 Wilson, W. J. M. 43 N. I.
 Wilson, John M. (ret.)
 Winfield, Chas. H. M. 18 N. I.
 Wingate, George Bo. Eng.
 Winter Francis B. (ret.)
 Wood, Herbert W. M. 4 N. I.
 Woodhouse, C. R. B. 63 N. I.
 Woollen, W. K. B. 19 N. I.
 Woosnam, J. B. Bo. Artil.
 Wright, Charles B. 44 N. I.
 Wright, John C. Bo. (ret.)
 Wyld, W. B. 4 L. C.
 Young, Wm. B. (ret.)
 Young, P. B. M. 19 N. I.
 Young, J. B. Art.

Lieutenants.

Anderson, H. J. M. 34 L. I.
 Arbuckle, C. V. Ben. Artil.
 Arrow, Wm. G. Bo. 28 N. I.
 Ashburner, Lieut. J. 18 Bo. N. I.
 Atkins, F. W. M. Bo. 20 N. I.
 Atkinson, G. F. B. Eng.
 Aytown, Andrew Bo. Artil.
 Barbor, G. D. 29 B. N. I.
 Barlow, G. P. 50 B. N. I.
 Batchelor, Charles B. L. C. 4
 Bates, C. E. M. 16 N. I.
 Baker, R. S. M. 17 N. I.
 Beadnell, George B. (ret.)
 Beale, Henry V. Bo. 12 N. I.
 Beaumont, H. J. 7 M. N. I.
 Bennett, E. L. Bo. 29 N. I.
 Bethson, J. F. Bo. 18 N. I.
 Birley, Hornby M. (ret.)
 Bishop, W. D. 30 B. N. I.
 Blgrave, J. W. B. 74 B. N. I.
 Blunt, R. J. M. 25 N. I.
 Boddani, H. M. B. Artil.
 Bollean, A. J. M. M. Eng.
 Bollean, N. E. B. 27 N. I.
 Boswall, James R. M. 51 N. I.
 Bouverie, P. A. P. B. 35 N. I.
 Briggs, H. T. Bo. 6 N. I.
 Brimfield, H. B. 17 N. I.
 Brinc, John J. 4 M. N. I.
 Bristow, John S. B. Inv.
 Bromley, Thomas Bo. I.
 Broome, Arthur M. 28 N. I.
 Brownlow, C. St. G. B. 15 N. I.
 Brownlow, H. R. B. Art.
 Bruce, Henry 39 M. N. I.
 Bryan, C. V. Bo. (ret.)
 Buchannan, W. 29 Bo. N. I.
 Burge, A. B. B. 69 N. I.
 Burke, J. H. Bo. Eng.
 Burn, Jas. B. 40 N. I.
 Burroughs, W. M. B. 20 N. I.
 Cahill, E. B. 40 N. I.
 Cameron, J. A. H.M. 13 Dr.
 Campbell, D. J. P. M. 7 N. I.
 Campbell, H. T. M. 13 N. I.
 Campbell, James Bo. 22 N. I.
 Campbell, A. H. B. 9 N. I.

Lieutenants—continued.

Carter, Vernon B. D. Bo. 12 N. I.
 Chamberlain, R. D. H. M. 81 R.
 Chase, D. A. B. 64 N. I.
 Chauncey, A. M. 39 N. I.
 Chauncy, Lieut. R. 7 B. N. I.
 Childers, F. M. (ret.)
 Clancy, John 15 K's O.
 Clarke, C. M. L. B. 37 N. I.
 Clementson, C. D. M. 14 N. I.
 Clephane, W. B. Art.
 Clephane, A. R. 24 M. N. I.
 Clerk, E. M. 4 L. C.
 Cookworthy, C. B. Art.
 Colegrave, F. E. H. M. 78
 Coombs, Monck- } B. N. I.
 ton, N. }
 Corstorphine, J. 1 M. Fus.
 Cotes, W. P. Bo. (ret.)
 Cottell, C. G. M. 45 N. I.
 Courtenay, H. R. B. Artil.
 Cousens, S. B. 70 N. I.
 Coxe, H. W. H. B. 70 N. I.
 Crawley, T. O. H. M. 18th
 Creigh, C. R. H. M. 86th
 Crichton, W. H. M. 38 N. I.
 Cruttenden, C. J.
 Cruikshank, James M. 36 N. I.
 Cumine, Archibald B. 4 N. I.
 Cumming, W. H. M. 32nd
 Cunliffe, E. B. 1 Eu. R.
 Currie, M. E. B. Artil.
 Cundy, James M. (ret.)
 Danicll, E. S. M. 1 Eu. R.
 Davidson, R. B. 64 N. I.
 Davidson, Wm. Bo. Artil. R.
 Dawson, John 1 B. N. I.
 Dennistoun, C. A. B. (ret.)
 Dickson, W. D. Bo. 3 N. I.
 Dickson, J. C. B. 33 N. I.
 Dixon, F. H.M.S.
 Dolling, Samuel 27 B. N. I.
 Dorin, Henry A. B. (ret.)
 Dougan, John Bo. Artil.
 Douglas, G. R. Bo. Artil.
 Douglas, C. R. G. B. 32 N. I.
 Douglas, H. N. H. M. 78th
 Douglas, John M. (ret.)
 Dunlop, John B. 12 N. I.
 Downie, Robert H. M. 16 L.
 D'Oyley, C. W. B. 58 N. I.
 Drever, T. M. 2 E. L. I.
 Drever, W. S. M. 31 N. I.
 Dury, Theo. II. late M. 49 N. I.
 Dycit, W. N. B. 3 N. I.
 Eckford, John Jas. 6 B. N. I.
 Eicke, Detley late Bo. 11 N. I.
 Elliott, L. R. H. M. 16 F.
 Elwyn, W. B. 58 N. I.
 Emery, H. F. late M. Inf.
 English, A. F. B. 22 N. I.
 Evans, Jas. L. Bo. 16 N. I.
 Egan, Jas. B. 23 N. I.
 Farewell, W. T. F. M. 45 N. I.
 Fearon, F. G. W. H. M. 69
 Fellowes, C. M. N. 55 B. N. I.
 Fellowes, W. B. M. 3 L. C.
 Fergusson, H. M. M. 45 N. I.
 Fergusson, W. F. B. G. M. 4 L. C.
 Firth, J. H. B. 5 N. I.
 Firth, H. H. M. 19 M. I.
 Fitzmaurice, J. C. B. 17 N. I.
 Flood, E. M. 32 N. I.
 Forbes, G. M. 5 L. C.
 Forbes, F. M. H. 39 B. N. I.
 Foord, E. A. M. Eng.
 Francis, P. M. M. Eng.
 Francis, H. H. M. 28 R.
 Frankland, Lt. A. C. 2 Bo. Eu. R.
 Fullerton, W. B. 14 N. I.
 Fytche, A. B. 70 N. I.
 Gardner, H. C. 38 B. N. I.

Lieutenants—continued.

Garnett, A. W. B. Eng.
 Gave, D. Bo. Artil.
 Gilbard, T. B. Bo. Artil.
 Gibson, T. W. M. 2 Eu. R.
 Gladstone, C. A. B. 15 N. I.
 Glasspoole, W. A. 4 Bo. N. I.
 Gleig, De L. M. Bo. 2 Gren.
 Glover, T. G. B. Eng.
 Goble, E. G. Bo. 14 N. I.
 Godfrey, R. C. M. 31 N. I.
 Goodrich, S. B. R. } M. 45 N. I.
 H. N. T. }
 Goodridge, E. J. B. Artil.
 Goodwyn, R. T. Bo. 16 N. I.
 Gordon, Chas. W. M. (ret.)
 Gordon, Theod. B. 65 N. I.
 Gould, Alex. B. M. (ret.)
 Graham, W. B. 2 Eu. R.
 Graham, Arch. W. 4 Bo. N. I.
 Grant, J. M. M. 15 N. I.
 Grant, Alex. M. 9 N. I.
 Grant, C. D. M. 11 N. I.
 Grant, C. D. W. S. M. 60 N. I.
 Graydon, Lt. Wm. 16 B. N. I.
 Green, G. W. B. 2 E. R.
 Griffiths, A. S. Bo. 2 Eu. R.
 Haig, Murray Bo. 24 N. I.
 Haig, W. R. Y. B. N. I.
 Hallett, C. T. B. 72 N. I.
 Hamilton, W. E. M. 27 N. I.
 Hampton, Wm. B. Inv.
 Hardy, E. A. Bo. 1 L. C.
 Harris, J. T. B. 17 N. I.
 Harris, R. R. B. 67 N. I.
 Harrison, C. H. Mad. Artil.
 Harrington, E. H. M. 2 Eu. R.
 Harward, T. N. Ben. Artil.
 Hastings, the Hon. } B. 32 N. I.
 E. P. R. H. }
 Hathorn, Hugh V. B. 18 N. I.
 Hathorn, Jas. G. B. Artil.
 Hawkins, W. K. M. 40 N. I.
 Hay, D. M. 6 L. C.
 Hearn, C. S. M. N. I.
 Heatley, G. H. } B. 23 N. I.
 Tod, late }
 Hebbert, F. H. B. Artil.
 Hicks, H. E. M. Artil.
 Hight, Charles M. 18 N. I.
 Hilliard, G. T. M. 50 N. I.
 Hobart, Hon. C. E. Bo. 26 N. I.
 Hodgkinson, C. Bo. 28 N. I.
 Hodgson, H. B. Bo. 17 N. I.
 Hodgson, F. G. M. 39 N. I.
 Hodson, W. S. R. B. 1 E. R.
 Holland, Chas. M. 4 N. I.
 Holroyd, G. C. B. (ret.)
 Hope, A. H. M. 3 L. C.
 Hopkinson, Henry 70 B. N. I.
 Horner, Wm. Knox M. 7 N. I.
 Hughes, Rich. M. N. I.
 Hughes, H. M. 18 N. I.
 Hunter, A. K. 37 M. N. I.
 Hunter, Thos. II. B. Inv.
 Hunter, A. B. 25 N. I.
 Hunter, M. B. 18 N. I.
 Hutchison, L. R. } M. 20 N. I.
 de M. }
 Hutchinson, C. H. M. Artil.
 Hyndman, E. 27 B. N. I.
 Ingilby, R. M. B. 7 N. I.
 Jameson, J. T. Bo. 28 N. I.
 Jekyll, W. F. H.M.G.R.F.
 Johnston, Chas. C. M. Eng.
 Johnston, E. B. R. Artil.
 Jones, T. B. Bo. 11 N. I.
 Jones, W. James M. 4 N. I.
 Kallender, G. M. 22 N. I.
 Kennedy, M. K. Bo. Eng.
 Kennion, T. E. B. Artil.
 King, Edmund Bo. 1 E. R.

Lieutenants—continued.

Knox, A. J. M. 45 N. I.
 Lake, And. W. M. 3 L. I.
 Lambert, Arthur Ben. Art.
 Lauphler, Wm. II. M. (ret.)
 Laurie, W. F. B. M. Art.
 Lawder, J. M. M. 28 N. I.
 Lawford, E. M. M. 4 L. C.
 Le Gallus, A. B. (ret.)
 Leamouth, Alex. B. 47 N. I.
 Leeds, Edw. 46 B. N. I.
 Le Gallus, A. 46 B. N. I.
 Leggett, E. O. M. 35 N. I.
 L'Estrange, Francis B. 30 N. I.
 Light, A. B. Artil.
 Lightfoot, J. G. Bo. Artil.
 Lillicarp, I. H. A. M. (ret.)
 Lister G. A. Bo. 7 N. I.
 Lloyd, Walter 11 M. N. I.
 Lodge, W. R. M. 35 N. I.
 M'Andrew, George B. 47 N. I.
 M'Donald, J. A. M. Bo. 15 N. I.
 Macdonald, J. D. B. 39 N. I.
 Mackie, F. J. M. 24 N. I.
 Mackenzie, Francois B. 26 N. I.
 Mackenzie, R. W. Bo. 5 L. I.
 Mackintosh, H. M. 52 N. I.
 McKenna, J. Bo. Artil.
 Macleod, H. J. B. Bo. Artil.
 Mallaby, R. 13 Bo. N. I.
 Macnullen, H. R. B. Inv.
 Malleson, G. B. 33 B. N. I.
 Mansell, H. D. 62 B. N. I.
 McNair, J. F. A. M. Artil.
 McNeill, John 8 Bo. N. I.
 McNeill, D. A. M. 15 N. I.
 Mardall, Geo. S. M. 16 N. I.
 Martin, F. M. M. 52 N. I.
 Martin, Geo. M. M. 42 N. I.
 Maude, J. P. M. 5 N. I.
 Medley, J. G. Royal Navy
 Mellersh, A. B. Artil.
 Mercer, C. Mac W. B. 3 N. I.
 Merrick, T. C. 66 B. N. I.
 Miles, F. N. Bo. 6 N. I.
 Milford, C. S. M. Eng.
 Milton, J. E. M. Eng.
 Moberley, F. J. 11 B. N. I.
 Moller, Henry H. M. 36 R.
 Molloy, G. M. 2 L. C.
 Money, E. J. D. O. T. B. 25 N. I.
 Moncy, K. E. A. M. M. (ret.)
 Montgomerie, W. Bo. 24 N. I.
 Montgomery, C. L. B. 65 N. I.
 Moore, R. B. Bo. 3 L. C.
 Mount, C. A. H. M. 50th
 Moyle, John G. Bo. 10 N. I.
 Munro, L. B. 43 N. I.
 Murray, James B. 9 N. I.
 Murray, C. B. Bo. 7 N. I.
 Mylne, W. C. R. 74 B. N. I.
 Napper, R. A. B. 65 N. I.
 Nelson, Frederic M. N. I.
 Newhouse, L. R. B. 19 N. I.
 Newman, A. L. B. 3 N. I.
 Newham, F. G. Bo. 23 N. I.
 Nicholas, Richard B. 64 N. I.
 Nicholletts, C. H. B. 1 L. C.
 Nightingale, M. R. B. 2 Eu. R.
 Nightingale, C. W. 18 B. N. I.
 Nightingale, Geoffry Bo. 25 N. I.
 Nixon, John P. B. 69 N. I.
 Norgate, J. T. M. 18 N. I.
 Norton, E. N. B. 64 N. I.
 Nott, Robert M. Bo. 3 L. C.
 Oldfield, Fran. I. Bo. 3 N. I.
 Ord, E. H. B. 54 N. I.
 Osborn, D. H. 11 B. N. I.
 Owen, R. W. B. 4 L. C.
 Pakenham, G. D. Bo. 17 N. I.
 Palin, W. H. Bo. 4 L. C.
 Papillon, A. F. W. Royal Artil.

Lieutenants—continued.

| | |
|----------------------|---------------|
| Parkinson, T. | M. 47 N. I. |
| Paske, E. H. | B. 58 N. I. |
| Paxton, G. | M. 44 N. I. |
| Pearson, David | M. (ret.) |
| Pearson, G. F. | M. 33 N. I. |
| Peechell, G. S. | M. (ret.) |
| Phillipotts, C. E. | B. (ret.) |
| Piers, T. T. | Bo. 29 N. I. |
| Plant, J. F. A. | M. 4 N. I. |
| Presgrave, D. K. | H. N. I. 59. |
| Prichard, A. | M. 24 N. I. |
| Puckle, James | M. 3 L. I. |
| Pulley, Charles | M. 50 N. I. |
| Raikes, T. | M. Fus. 1st |
| Reid, H. G. II. | Bo. 2 Eu. R. |
| Reid, J. L. | M. (ret.) |
| Reynolds, J. H. | Bo. 17 N. I. |
| Riach, W. A. | 13 M. N. I. |
| Riach, Wm. C. | M. 46 N. I. |
| Richardson, Rol | 3 B. L. C. |
| Ripley, F. W. | B. 22 N. I. |
| Robertson, J. R. J. | M. Artil. |
| Robinson, H. L. | Bo. 20 N. I. |
| Rogers, D. A. | M. 7 N. I. |
| Rolston, G. R. | M. 47 N. I. |
| Russell, F. T. L. G. | M. (ret.) |
| Rutherford, J. W. | 47 M. N. I. |
| Saunders, E. A. | 7 M. N. I. |
| Scafeherd, G. R. | Bo. 24 N. I. |
| Schneider, F. | Bo. 10 N. I. |
| Seriven, George | Bo. (ret.) |
| Searle, G. A. | 35 M. N. I. |
| Shaw, H. G. G. | Bo. 3 N. I. |
| Sherrill, Jas. L. | 39 B. N. I. |
| Shuldham, A. J. | M. 26 N. I. |
| Sibly, E. R. | M. Inv. |
| Sidebottom, F. J. | B. 62 N. I. |
| Smith, C. | M. 2 E. L. I. |
| Smith, F. N. | M. 30 N. I. |
| Smith, H. M. | B. Artil. |
| Smith, Henry | 14 B. N. I. |
| Smyth, Henry M. | H. M. 7 R. |
| Snell, George | B. 64 N. I. |
| Snow, T. R. | B. 9 L. C. |
| Southey, E. | Bo. Eng. |
| Speke, J. H. | B. 46 N. I. |

Lieutenants—continued.

| | |
|--------------------|--------------|
| Stainforth, C. R. | M. 4 L. C. |
| Stuart, R. R. | M. 7 L. C. |
| St. Clair, I. L. | M. (ret.) |
| Stafford, J. F. | B. 4 N. I. |
| Stallard, S. | B. Artil. |
| Stapleton, Geo. J. | 10 M. N. I. |
| Stevens, Chas. B. | M. 23 N. I. |
| Steward, F. T. | M. 1 L. C. |
| Stone, Henry | B. 3 L. C. |
| Swinton, W. | M. 6 N. I. |
| Taylor, J. W. F. | M. Artil. |
| Taylor, Geo. E. | M. 18 N. I. |
| Taylor, H. A. | 74 B. N. I. |
| Thomas, G. E. | 13 Bo. N. I. |
| Thompson, E. | B. 1 N. I. |
| Tireman, G. I. S. | M. 4 N. I. |
| Tomes, E. | M. Inv. |
| Tomes, R. | M. 41 N. I. |
| Tuckett, H. G. P. | H. M. 16 D. |
| Turner, S. F. | M. 39 N. I. |
| Turner, S. D. | 21 B. N. I. |
| Twysden, Hen. D. | 33 B. N. I. |
| Tyneke, H. P. | Bo. 2 E. R. |
| Tyrrrell, F. | M. 18 N. I. |
| Walker, A. de Noë | M. 6 N. I. |
| Wallace, J. | Bo. Artil. |
| Wardlaw, John | 42 B. N. I. |
| Watson, John | H. M. S. |
| Webster, T. B. | Bo. 15 N. I. |
| Wedderburn, D. O. | M. 37 N. I. |
| Wedderburn, J. K. | 9 R. L. |
| Weldon, A. C. | M. 45 N. I. |
| Weston, G. R. | 65 B. N. I. |
| Westropp, J. E. | Bo. 2 Eu. R. |
| Whelan, E. | B. 4 N. I. |
| White, Wm. E. | M. 30 N. I. |
| White, W. G. | H. M. 44 R. |
| Wiggins, E. R. | 35 B. N. I. |
| Wilding, H. P. | B. 34 N. I. |
| Wilkieon, C. V. | M. Eng. |
| Williams, W. H. | 67 B. N. I. |
| Williams, W. M. | 13 M. N. I. |
| Willock, F. G. | B. 6 L. C. |
| Willes, Chas. T. | M. (ret.) |
| Wilson, Wm. | Bo. 1 N. I. |

Lieutenants—continued.

| | |
|-----------------------|-------------|
| Wood, A. O. | B. 14 N. I. |
| Wotherspoon, W. W. M. | 28 N. I. |
| Witford, C. R. | B. 1 E. F. |
| Wylye, A. E. | B. 9 L. C. |
| Wyndham, C. | B. 9 L. C. |
| Young, Harry E. | B. 64 N. I. |

Cornets and Ensigns.

| | |
|-----------------------|--------------|
| Batlina, W. A. | 43 B. N. I. |
| Bannon, R. M. | Bo. 7 N. I. |
| Burge, R. S. | M. 24 N. I. |
| Buist, D. S. | 27 B. N. I. |
| Chambers, E. H. R. | Bo. 8 N. I. |
| Clark, W. W. | 36 B. N. I. |
| Dashwood, A. A. G. M. | 18 N. I. |
| Dickenson, E. N. | H. M. 16 F. |
| Dodd, C. D. J. | Bo. 8 N. I. |
| Food, H. H. | 16 M. N. I. |
| Gadsden, F. | 5 M. N. I. |
| Gordon, A. D. | 24 M. N. I. |
| Hammond, G. S. | 15 Bo. N. I. |
| Hawthorn, G. S. | Bo. N. I. |
| Hawkes, G. F. C. B. | 9 M. N. I. |
| Hobart, W. A. | Bo. 26 N. I. |
| L'Esrange, Edm. | B. 38 N. I. |
| Meuzies, A. C. | 31 M. N. I. |
| Mildmay, H. G. St. J. | Bo. 2 Eu. R. |
| Muttelburg, G. A. | 29 Bo. N. I. |
| Orchard, J. W. | 33 B. N. I. |
| Paget, W. H. | B. 54 N. I. |
| Parks, J. H. II. | H. M. S. |
| Pringle, A. | 27 M. N. I. |
| Rennie, W. O. | 32 B. N. I. |
| Reveley, M. II. | B. 74 N. I. |
| Reveley, W. | B. 65 N. I. |
| Ruxton, A. M. F. | 66 B. N. I. |
| Samwell, Frank | 6 M. N. I. |
| Saunders, J. B. | 9 B. L. C. |
| Trower, F. C. | H. M. 9 Dr. |
| Twyford, D. C. F. | Bo. 2 Eu. R. |
| Van Heythuyssen, | Bo. 9 N. I. |
| H. R. M. | } |
| Williams, W. E. | 13 Bo. N. I. |

MEDICAL.

Surgeons.

| | |
|-----------------------|------------|
| Andrew, P. A., M.D.M. | |
| Bacon, T. Ferguson B. | |
| Baddley, P. F. II. B. | |
| Baikie, R. M. D. | M. (ret.) |
| Baker, T. E. | B. (ret.) |
| Berwick, Dr. Geo. J. | B. (ret.) |
| Hest, A. E. | M. (ret.) |
| Bousfield, H. | B. (ret.) |
| Brooking, Samuel | M. (ret.) |
| Brown, J., M.D. | M. (ret.) |
| Brown, R., M.D. | Bo. (ret.) |
| Burt, Benj., M.D. | B. (ret.) |
| Bulter, W. | M. |
| Bloxham, C. R. O. | Bo. |
| Bowling, H. H. | B. |
| Bradley, W. H. | Bo. |
| Cahill, Thomas S., | Bo. |
| M. D. | } |
| Campbell, Donald | B. (ret.) |
| Campbell, John C. | M. |
| Carnegie, D. A. | Bo. |
| Carruthers, P. | B. (ret.) |
| Carstairs, W. | Bo. (ret.) |
| Cheupe, Hugh | M. (ret.) |
| Christie, Alexander | B. (ret.) |
| Christie, Robert | B. |
| Cole, Robt. | M. |
| Collier, C. F. | Bo. |
| Coleman, Jas. G., | M. |
| M. D., Sup. | } |

Surgeons—continued.

| | |
|-------------------------|------------|
| Corbyn, F. | B. |
| Costelloe, D., M.D. | Bo. |
| Davenport, Jas., M.D.B. | (ret.) |
| Doig, John | Bo. |
| Downey, C. | Bo. (ret.) |
| Dreyer, Thomas, | Bo. (ret.) |
| M. D. | } |
| Duncan, James, M.D.B. | Bo. (ret.) |
| Duncan, Alex. | Bo. (ret.) |
| Dunlop, A. V., M.D.B. | Bo. (ret.) |
| Eaton, James, M.D.M. | (ret.) |
| Egerton, Chas. C. | B. (ret.) |
| Erskine, Wm. | Bo. (ret.) |
| Evans, Wm., M.D. | M. |
| Falconer, D. | M. |
| Falconer, Hugh, | B. |
| A. M., M.D. | } |
| Finch, C., M.D. | B. (ret.) |
| Fleming, F. | B. (ret.) |
| Forbes, John, M.D. | M. |
| Forrest, T. | B. (ret.) |
| Furnell, F. | B. (ret.) |
| Garbett, Christopher | B. |
| Geddes, James L., | M. |
| Sup. Sur. | } |
| Gibbon, A. | B. |
| Gill, John | M. (ret.) |
| Glasse, H. D. | Bo. |
| Griffiths, Chas. | B. (ret.) |
| Gullau, D. | B. (ret.) |

Surgeons—continued.

| | |
|----------------------------|------------|
| Hamilton, J. J. | Bo. |
| Harrison, Fras., Staff Ho. | |
| Henderson, T. M.D.B. | (ret.) |
| Hewison, John | Bo. (ret.) |
| Hunter, Thos. C. | B. |
| Hutchinson, Jas. | B. (ret.) |
| Inglis, Dr. Thos. | B. (ret.) |
| Kerr, Adam, M.D. B. | |
| Kellie, James | M. |
| Jackson, A. R., M.D.B. | (ret.) |
| Johnston, Henry | Bo. (ret.) |
| Langstaff, I., late | B. (ret.) |
| Mem. Med. Bd. | } |
| Logie, John, S.M.D.B. | |
| Lovell, Matthew | B. (ret.) |
| Maclean, Hugh | B. (ret.) |
| Macleod, D. A. | B. (ret.) |
| Macpherson, G. G. | B. (ret.) |
| Maillardet, J. W. | M. |
| Mandley, R. H. | M. Inv. |
| Marshall, R., M.D. B. | |
| Matthews, T. L., | M. (ret.) |
| F.R.C.S. | } |
| Maxwell, W. G., M.D.M. | |
| Mayer, J. E. | M. |
| Minto, A. M. M. | B. |
| Morice, Jas., M.D. B. | |
| Morton, John, Sup. | M. (ret.) |
| Sur. | } |
| Munro, Thos. M., | B. (ret.) |
| M.D. | } |

Surgeons—continued.

| | |
|----------------------------|---------------|
| Neilson, W. | Bo. |
| Nicholson, B. A. R. | Bo. |
| Nisbett, M. | B. (ret.) |
| O'Neill, Thos. | M. |
| O'Shaughnessy, W. B., M.D. | } B. |
| Patch, John | Bo. |
| Pench, W. | Bo. |
| Pearse, G., M.D. | } M. |
| Sec. to Med Bd. | |
| Sup. Sur. | |
| Pitcairn, Wm. | Bo. |
| Purnell, W. Supt. | Bo. |
| Rankine, R. | B. (ret.) |
| Reid, Alex. | B. |
| Riach, J. P. | Bo. (ret.) |
| Richmond, John | M. |
| Rogers, C., Supt. | M. (ret.) |
| Searle, Charles | M. (ret.) |
| Shaw, R. | B. (ret.) |
| Shewan, A. | M. |
| Smith, C. J. | M. |
| Smythson, Geo. late | } Bo. (ret.) |
| Mem. Med. Board | |
| Spencer, Wm. | B. |
| Spilsbury, G. G., Supt. | B. |
| Staig, J. A. | B. |
| Stevenson, W., M.D. | B. (ret.) |
| Stokes, Jas., M.D. | B. |
| Taplin, Thos. | M. (ret.) |
| Taylor, H. | B. (ret.) |
| Thomson, Dr. W. | } B. Nizam's |
| Service. | |
| Tweddell, H. M. | B. |
| Walker, J., M.D. | Bo. (ret.) |
| Watkins, Fras. W. | Bo. |
| White, Thos. | M. |
| Wight, R. | Bo. Sur. Gen. |
| Wilson, Benj. | B. (ret.) |
| Winbolt, S. | B. (ret.) |
| Winchester, J. W. | Bo. |

Assistant Surgeons.

| | |
|---------------------|-------------|
| Adams, T. C. M. | M. |
| Aldred, Dr. Geo. E. | M. |
| Andrew, W. P., M.D. | B. (ret.) |
| Arding, W. | Bo. (ret.) |
| Ashley, A. H. | M. (ret.) |
| Balfour, Edw. G. | M. |
| Ballingall, G. R., | } Bo. |
| M.D. | |
| Bairster, George | B. |
| Barclay, C. | II. M. 4 R. |

Assistant-Surgeons

| | |
|----------------------|-------------|
| Barker, E. J. | M. |
| Blacklock, Ambrose | M. |
| Blackwell, J. H. | M. |
| Boult, Edmund | B. (ret.) |
| Bond, J. C. K. | M. |
| Broughton, Francis | Bo. |
| Brown, G. F. H. | Bo. |
| Burton, Dr. J. C. | M. |
| Cheek, Geo. Nicholas | B. |
| Cheek, Alfred H. | B. |
| Clifford, F. M. | B. |
| Collum, Wm. | Bo. |
| Cotes, Henry | Bo. |
| Crawford, J. | M. |
| Currie, A. O., M.D. | M. |
| Daubeny, C., M. | (ret.) |
| Davies, E. V., M.D. | B. |
| Day, Francis | M. |
| Delprat, W. | B. |
| Dixon, E. | M. |
| Elderon, C. A. | B. |
| Esdaile, James | B. |
| Forbes, Geo. F. | Bo. |
| Ford, Chas. G. E. | M. |
| Foulis, D. D., M.D. | M. |
| Francis, C. R., M.B. | B. |
| Fuller, J. C. | M. (ret.) |
| Gordon, G. D., M.D. | M. |
| Harrison, Dr. James | B. |
| Harrison, James, | } B. |
| M.D. | |
| Heathcote, Thos. G. | B. |
| Henderson, C. M., | } B. |
| M.D. | |
| Henderson, F. C., | } B. (ret.) |
| M.D. | |
| Hilbers, Wm. | M. |
| Hodgson, R. | B. |
| Horak, J. A., M.D. | M. |
| Horak, Dr. Jno. And. | M. |
| Howe, A. H., M.D. | M. |
| Hooper, J. | B. |
| Hussey, E., M.D. | M. (ret.) |
| Hyslop, Dr. Jas. M. | Bo. |
| Impy, Elijah | Bo. |
| Irwin, Henry | B. |
| Jackson, E. M. | M. |
| Jackson, Joseph | M.M. |
| Johnston, W., M.D. | M. |
| Jones, J. H. | B. |
| Keith, J., M.D. | Bo. |
| Knapp, J. M. | Bo. |
| Lacon, G. | B. |
| Lawrence, H. P. | Bo. |

Assistant-Surgeons

| | |
|-----------------------|--------------|
| Lloyd, Wm., M.D. | M. |
| Maculay, R. W. | B. |
| Mackenzie, D. | M. |
| McCheyne, W.O. II | B. (ret.) |
| Miles, Rich. D. | B. |
| Morris, W. G., M.D. | B. |
| Neill, A.C.B., M.D. | M. |
| Newenham, A. W. R. | B. |
| Nuttall, G. R. | Bo. |
| Ogilvie, G. M., M.D. | Bo. |
| Penny, H. J. | M. |
| Peterkin, James | M. |
| Pilleau, Henry | II. M. 63 R. |
| Pitman, Henry | Bo. |
| Primrose, G. F. H. | M. |
| Robson, Jas., M.D. | M. |
| Ross, James T. C. | B. |
| Scales, W. H. | M. |
| Scott, W., M.D. | M. |
| Sessmore, C. N. | B. |
| Shaw, James | M. |
| Sissmore, Chas. M. | B. |
| Smith, Henry | M. |
| Stevens, J. Borlase | M. |
| Stewart, J. W. | M. |
| Stocks, J. E. | Bo. |
| Sutherland, John | B. |
| Sutherland, J. S. B. | (ret.) |
| Sylvester, C.J., M.D. | Bo. |
| Townsend, S. C. | B. |
| Trestrail, J. C. | Bo. |
| Waring, E. J. | M. |
| Wellings, Henry | R. Navy |
| West, P. H. | M. |
| White, John, M.D. | B. |
| Wilmut, J. H., M.D. | Bo. |
| Whitecombe, J. R., | } B. |
| M.D. | |

Veterinary Surgeons.

| | |
|------------------|-------------|
| Barrett, William | B. (ret.) |
| Battersbee, E. | Bo. |
| Bicknell, Isaac | B. |
| Chester, Grenado | M. (ret.) |
| Cullimore, D. | B. |
| Gooch, C. A. | Bo. |
| Jeffery, S. Wm. | B. |
| Page, T. P. | } 3rd Brig. |
| | |
| Poet, A. J. | Bo. |
| Rogers, F. | B. (ret.) |
| Turnbull, Alex. | B. 5 L. C. |
| Turner, Charles | B. |

Chaplains.

| | |
|-------------------------------|--------------------|
| Anderson, Rev. Phillip, M.A., | Bombay |
| Denne, Rev. Henry, B.A., | Madras (ret.) |
| Fisher, Rev. F., B.A., | Bengal |
| Fisher, Rev. Henry S., A.B., | Bengal (dies ret.) |
| Griene, Rev. G. K., M. A., | Madras |
| Hughes, Reverend J. H., M.A., | Bombay |
| Hutton, Rev. H., A. B., | Bengal |
| Knox, Rev. G., M.A.M. | |
| Lewis, Rev. Edward P., M.A., | Madras (ret.) |

ECCLESIASTICAL.**Chaplains—continued.**

| | |
|-----------------------------|--------------------------------|
| Macpherson, Rev. A., | Bengal (ret.) |
| Orme, Fredk., Registrar and | Secretary to the See of Madras |
| Parker, Reverend C., | Bengal (ret.) |
| Ruspini, Rev. W. O., | A.M., Bengal |
| Spring, Rev. Fred. J., | M.A., Bombay |
| Steel, Rev. T. J. E., | M.A., Bengal |
| Street, Rev. J. C., | B.A., Madras |

Assistant-Chaplains.

| | |
|-----------------------------|------------------------------|
| Alcock, Rev. A. H., B.A., | Madras |
| Badger, Rev. G. P., | Bombay |
| Boyle, Rev. Wm., B.A., | Bengal |
| Churchill, Rev. John, M.A., | Bo. |
| Clarke, Rev. R. S., | Madras |
| Hamilton, Rev. C. D. | |
| Henderson, Rev. Robt., | (Bengal Church of Scotland). |
| Price, Rev. R. M., B.A., | Bengal |
| Schwabe, Rev. W. H., | Bombay |
| Smith, Rev. H., M.A.B. | |
| Smythe, Rev. T. C. B. | |
| Stone, Rev. M. N., | M.A. |
| Taylor, Rev. H., | M. B.C.L. |

INDIAN NAVY.

| |
|------------------------------|
| Balfour, Lieut. William |
| Barker, Lieut. R. |
| Bode, Lieut. E. |
| Boyce, Purser William (ret.) |

| |
|---------------------------------|
| Carpendale, W. H. |
| Chalke, Jno. H., (Pilot) Bengal |
| Service |
| Child, Lieut. Septimus |

| |
|-----------------------------------|
| Childs, Jno., (Pilot) Bengal Ser. |
| Chitty, Lieut., H. W. |
| Clarkson, Jno. William |
| Constable, Lieut. C. G. |

INDIAN NAVY—continued.

| | | |
|---------------------------|------------------------------|------------------------------|
| Daniell, Com. E. W. S. | King, Lieut. S. B. | Rogers, Com. Thos. E. (ret.) |
| Dent, Lieut. T. W. (ret.) | King, Lieut. W. L. | Rose, Capt. H. B. (ret.) |
| Ethersey, Capt. Richard | Lawrence, Captain John | Searle, William (Mate) |
| Foulerton, Lieut. Alex. | Leeds, Lieut. G. W. | Sedley, Lieut. Joseph |
| Gardner, Com. Allen H. | Leeds, Lieut. R. W. | Selby, Lieut. W. B. |
| Gibbon, Purser James | Lewis, Lieut., T. E. | Smith, Purser James |
| Graham, Captain Wm. T. | Lloyd, Captain R. (ret.) | Stevens, Lieut. J. L. |
| Haines, Capt. Stafford B. | Lloyd, Lieut. Chas. | Stockham, Purser James |
| Hamilton, Lieut. Benjamin | Monk, Midshipman Walter | Way, Lieut. G. |
| Hewitt, Com. Harry H. | Nixon, Lieut. J. G. | Webb, Lieut. F. P. (ret.) |
| Hopkins, Lieut. F. W. | Nott, Capt. A. H. (ret.) | Wells, Com. Charles (ret.) |
| Jenkins, Com. Griffith | Ormsby, Com. Henry A. (ret.) | Williams, Capt. Alfred S. |
| Jermyn, Lieut. R. F. | Peavor, Lieut. E. | Williams, Purser H. |
| Johnston, Com. J. G. | Porter, Captain John P. | Winn, Lieut. F. D. W. (ret.) |
| Kemphorne, Capt. G. B. | Powell, Capt. Fred. T. | Wood, Lieut. John (ret.) |

CIVIL SERVICE.

| | | |
|--------------------------------|---------------------------------|------------------------------|
| Adams, George B. | Garling, Hon. Sam. B. | Molle, W.M. M. |
| Agilvie, Adam B. | Gibberne, George Bo. (ret.) | Monckton, E. H. C. B. |
| Allen, Wm. J. B. | Gibbs, James Bo. | Monk, W. G. M. (ret.) |
| Anderson, Sir G. W. Bo. (ret.) | Goldsmid, Henry E. Bo. | Montgomery, Rob. B. |
| Anderson, H. L. Bo. | Goodwyn, Thomas } M. | Money, Rowland B. |
| Anderson, S. M. M. | Wildman } M. | Moore, Henry B. (ret.) |
| Anstruther, T. A. M. | Gouldsbury, Francis B. | Morehead, Wm. A. M. |
| Atherton, H. B. | Graham, C. J. B. (ret.) | Morgan, R. B. B. |
| Baskerville, Henry M. (ret.) | Grant, G. Bo. | Morland, Edw. H. B. |
| Batye, G. W. B. | Grant, F. M. | Muspratt, J. W. Ho. |
| Bayley, T. C. B. late B. | Gray, A. Bo. | Newnham, Henry B. (ret.) |
| Bayley, W. H. M. | Greenway, G. S. M. | Newnham, Thos. M. (ret.) |
| Becher, S. J. B. | Greenhill, David Bo. (ret.) | Newnham, Wm. Bo. (ret.) |
| Begbie, A. W. B. | Grey, William B. | Newill, Henry M. |
| Bell, A. Bo. | Grote, Arthur B. | Ogilvie, G. M. M. (ret.) |
| Benson, W. B. B. | Gubbins, Charles B. | Ogilvie, W. C. M. (ret.) |
| Beresford, H. B. B. | Gubbins, Martin B. B. | Ogilvie, Adam B. (ret.) |
| Birch, S. D. M. | Haig, James M. (ret.) | Ogilvy, Thomas Ho. |
| Bird, W. Wilberforce B. (ret.) | Hall, Arthur M. | Parker, R. D. M. |
| Bishop, J. F. M. | Hampton, R. B. | Paternoster, J. M. (ret.) |
| Blane, Gilbert J. Bo. | Harris, T. I. P. M. | Paterson, W. S. B. |
| Boulderson, S. M. B. (ret.) | Harrison, H. A. Bo. (ret.) | Pelly, Charles M. |
| Bowring, S. B. | Harrison, W. H. Bo. | Peacock, Hon. } B. |
| Breerton, Henry B. | Harrison, Richd. P. B. | Barnes } B. |
| Brown, Chas. F. M. | Harvey, G. F. B. | Pepper, G. A. B. |
| Brown, Samuel S. B. | Hathaway, Arthur M. | Powden, T. J. C. B. |
| Brown, Jas. C. B. | Henderson, Jas. Bo. (ret.) | Power, Jas. W. B. |
| Buckland, C. T. B. | Hughes, Robt. W. B. | Prendergast, Thos. M. |
| Bushby, S. A. B. | Inverarity, J. D. Bo. | Price, Charles Bo. |
| Cardew, Cornelius B. (ret.) | Irvine, P. M. | Pringle, W. A. B. (ret.) |
| Cardew, F. B. | James, Hawkins, F. B. | Purvis, Arthur M. |
| Carnac, W. L. R. B. | Jenkins, E. L. Bo. | Pycroft, Thos. M. |
| Casamajor, Jas. A. M. (ret.) | Jones, Arthur W. Bo. | Raikes, Charles B. |
| Chamier, Chas. F. M. | Keene, H. G. M. (ret.) | Ratlif, J. M. |
| Clarke, R. M. (ret.) | Kinloch, C. W. B. | Ravenscroft, A. W. Bo. |
| Cochrane, Wm. E. M. | Knox, Wm. M. | Rende, C. W. M. |
| Cochrane, J. H. M. | Kohn, J. and Co. | Rende, E. A. B. |
| Coles, George Bo. | Lacon, Henry M. (ret.) | Reeves, H. W. Bo. |
| Colvin, Edward T. B. | Larken, Metcalfe Bo. | Richardson, F. M. (ret.) |
| Corfield, Arthur K. Bo. | Lavie, William M. (ret.) | Richardson, A. St. J. Bo. |
| Cotton, J. J. M. | Law, John S. Bo. | Ricketts, Henry B. |
| Cunliffe, Brooke M. (ret.) | Lean, James B. | Rivaz, John T. B. |
| Cuninghame, W.C.S.B. | Le Bas, C. T. B. | Robertson, Andrew M. |
| Cust, Lt. Needham B. | Le Geyt, P. W. Bo. | Rogers, Reginald M. (ret.) |
| Davidson, Jas. B. (ret.) | Liddell, Henry Bo. | Romer, John Bo. (ret.) |
| Devereux, Hon. H.B. B. | Lindsay, Colin B. (ret.) | Rose, J. N. Bo. |
| Dewar, James B. (ret.) | Lowther, R. B. | Roupell, T. B. M. |
| Dick, R. Ker B. | Lumsden, W. J. Bo. (ret.) | Routh, W. De Hogue B. |
| Dorin, J. A. B. | Lushington, T. D. M. | Russell, Charles D. B. |
| Dowdeswell, Wm. M. | Maclean, Alexander M. (ret.) | Samuels, E. A. B. |
| Dunbar, John B. | Macnaghten, F. B. | Shubrick, C. J. M. |
| Dykes, J. W. M. | Maddocks, H. R. B. | Skipwith, Fulwar B. |
| Edgeworth, M.P. B. | Malet, Wm. W. Bo. (ret.) | Smith, Edw. James B. (ret.) |
| Edwards, Wm. B. | Multry, Edw. M. | Smith, Frs. Curwen B. (ret.) |
| Elliott, John B. B. (ret.) | Maltby, Francis N. M. | Smith, George H. B. |
| Ellis, G. H. M. | Mansel, Chas. G. B. | Smith, H. G. M. |
| Eilton, F. B. M. | Maples, W. B. | Smith, Mosley B. |
| Erskine, Hon. I. C. B. | Martin, Wm. Byam B. (ret.) | Spears, Archibald B. |
| Fugan, C. W. B. | Mathison, A. S. M. | Stewart, Philip Bo. (ret.) |
| Forbes, Hon. R. B. | Mc Donnell, Æ. R. M. (ret.) | Stirling, Edward B. (ret.) |
| Frere, Hatley M. | Melville, Hn W. H. L. B. (ret.) | Stokes, Hudleston M. |
| Frere, W. E. Bo. | Mills, A. J. M. B. | Stubbs, Wm. Bo. (ret.) |

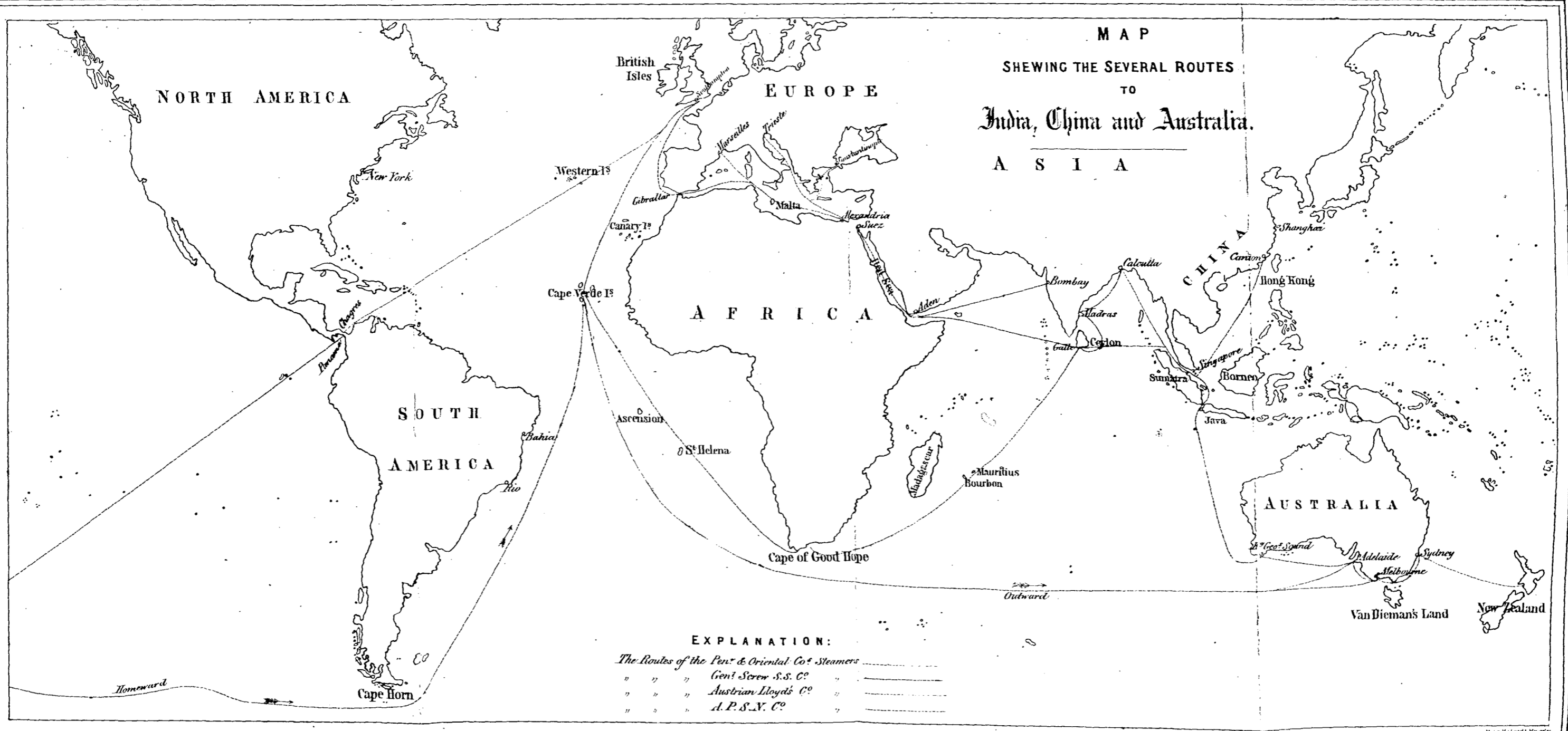
Civil Service—continued.

| | | | | | |
|-----------------------------|-----------|------------------|------------|--------------------|------------|
| Sullivan, John | M. (ret.) | Toogood, O. | B. | Walker, Rich. | B. |
| Sullivan, R. J. | M. | Toone, Wm. T. | B. (ret.) | Walters, Henry | B. (ret.) |
| Sutherland, A. M. | M. | Torrens, John S. | B. | Ward, John P. | B. (ret.) |
| Swetchnom, Henry | B. (ret.) | Torrens, Robert | B. (ret.) | Warden, Francis | Ho. (ret.) |
| Swinton, G. M. | M. | Todd, George | B. | Waters, George, J. | M. (ret.) |
| Swinton, G. | B. (ret.) | Trotter, Robt. | B. | Wilkinson, Wm. | B. (ret.) |
| Taylor, Wm. T. | B. | Travers, A. C. | Bo. | Woodgate, C. H. | M. |
| Templer, John W. | B. (ret.) | Tyler, Wm. H. | B. | Wyatt, Thomas | B. |
| Thomas, Edw. B. | M. | Vans Agnew, John | | Young, James H. | B. |
| Thomson, James | B. | Vansittart, Hy. | B. | Young, A. R. | B. |
| Thompson, Edw. P. M. (ret.) | | Vibart, John | Bo. (ret.) | | |

VARIOUS.

| | | | | | |
|---|--|---|-----------|---|---------|
| Abraham & Co., Messrs, Bellary | | Hodges, Thomas Law | | Nicholson, Mrs., Bath | |
| Agricultural and Horticultural Society of Bengal | | Hogg, Sir J. W., M.P. | | Nicolay, Mrs., Portman-street | |
| Agricultural and Horticultural Society of Madras | | Holmes, Captain J. G., Paymaster 16th Hussars | | Officers of H. M.'s 40th Regt. | |
| Alexander, J. W., Solicitor, Calcutta | | Howard, Major F., H.M.S. | | Oliver, T. F. | |
| Anderson, Arthur (cutta) | | Howkins, Theophilus | | Palliser, F. | |
| Anderson, John (late Penang Civil Service) | | Hume, James | | Peel, Lawrence, Advocate-General, Bengal | |
| Anderson, William | | Hutchinson, Fred., of Bombay | | Perry, Sir T. E., Bombay | |
| Atkinson, T. | | Inghis, J. F. D. | B. | Place, F. W. | |
| Ayrton, Acton S., Bombay | | Jeaffreson, Wm., of Bombay | | Proudfoot, G., of Madras | |
| Beavan, J. B. | | Jenkins, Sir Richd., G.C.B., M.P. | | Puckle, T. B., Clapham-common | |
| Bengal Horse Artil. 2nd Troop. | | Jolliffe, Q. K. | | Preeman, L. W. D., H.M.'s 80th | |
| Bengal Horse Artil. Bush, J. 565 | | Jones, Lady | | Primrose, J. | [Reg.] |
| Bengal Marine Fund | | Kennedy, John | | Ramsay, Captain B.W.D | |
| Berry, Captain G. F. | | Keogh, Captain T. M., 78th | | Remington, S. G., Bombay | |
| Bird, Alex., I.L.B.M., Consular Agent, Whampoa | | Highlanders | | Richards, Mrs. | |
| Blunt, C. B., Pilot Service | | Kingston, J. S. | | Richardson, G. S. | |
| Bolton, Merriman, and Dunning, Austin Friars | | Kirk, James | | Rich, Mrs. General | |
| Book Club, 4 B. L. C. | | Knox, Captain R., H.M.'s 15th | | Ricketts, Miss | |
| Boothby, G. A. | | Langley, E. A. | [Hussars] | Riddell, R., Surgeon Nizam's S. | |
| Bowyer, W., late of Meerut 308s | | Lang, Mrs. | | Ripley, W. H., Merchant, Calross, D. | [cutta] |
| Brodie, K. S. | | Laton, Mrs. | | Saundes, T. | |
| Brooking, Julian | | Law, Lieut. W. G., B. 10. N. I. | | Scott, A. N. | |
| Brooke, Sir James, Rajah of Brooke, Captain [Sarawak] | | Leckie, John, Bombay | | Sharpe, Mrs. Sarah | |
| Buckton, Charles | | Leckie R. L., Bombay | | Shastree, Balenishina G. | |
| Bullen, J. N. 31 | | Lewin, Mrs. J. E. | | Sheddon, Mrs., Bryanstone-sq. | |
| Buller, the Hon. Sir Arthur, Puisne Judge, Calcutta | | Lewis, F. C., Madras | | Sinmons, James | |
| Burrows, E. H., Cevlon C. S. | | Lindsay, H. H. | | Smith, Alfred | |
| Burn, Rev. Andrew | | Lindsay, Robert | | Smith, J. S. | |
| Bush and Co., 390 | | Llandalf, The Right Rev. the Lord Bishop of | | Smyth, W. | |
| Caldecott, John 434 | | Lock, Frederick | | Smyth, Rev. G. | |
| Cameron, Dr. H.M.'s 37th Regt. | | Lushington, Franklin A. | | Snow, Lieut. W.C.E., H. M. 84 | |
| Clarke, Arthur James, Esq., 645 | | Mackeson, G. | | Spencer, Lady, The Right Hon. | |
| Clifford, F. M. Assistant-Surg. | | Macleod, Capt. C., Nizam's Cav. | | Spence, Lieut-Col. Jas., H.M.'s | |
| Colgan, Rev. J. Roman Catholic Cath., Madras 434 | | Madras 7th Light Cavalry | | Speer, W. H. | [31st] |
| Cutch, His Highness the Rajah of Cullen, E., Cochlin | | Macre, H. T., Paymaster 43rd | | Steinbach, Lieut-Colonel | |
| Darby, Rev. W. | | H.M.S. | | Stewart, J. | |
| Dunlop, A. | | Maze, P. | | Talbot, Hon. G. C. | |
| Dunlop, Archdeacon | | Manning, Mrs. | | Taylor, Meadows, Captain, Nizam's Service | |
| Empson, W. J. | | 28th M. N. I. Reading Society | | Teignmouth, The Rt. Hon. Lord | |
| Fagan, G. S. | | Mainwaring, W. B., of Bombay | | Tranter, George D. | |
| Fanning, William | | Mannackjee Cursatjee, Bombay | | H. H. the Rajah of Travancore | |
| Farron, J. W., H. M.'s Consul | | Martin, Wm. | | Tulloch, C. R. | B. |
| Fraser, John [Manilla] | | Martin, Edward | | Turbull, G. A., Nizam's Service | |
| Frere, J. Hatley | | Maule, Mrs. Ellen | | Turton, Sir Thomas, Bart. | |
| Freeman, Lieut., W. D., H.M.'s 80th Regiment. | | Maxwell, D. | | Vennick Gungadur Shastree, Bombay | |
| Frith, R., Bombay | | Meade, H. | | Vivian, The Right Hon. Lord, G.C.B., G.H. | |
| Gallie, P. L., Ceylon | | Menzies, E. | | Wade, Mrs. Francis | |
| Gholaub Singh, Cates | | Melville, Philip, E. I. House | | Wullich, N. | |
| Giffen, T. | | Mess, M., 43rd N. I. | | Ward, S. N., Hayes, Kent | |
| Griffiths, Rev. John | | Mess 65th Regt. B. N. I. | | Warden, Mrs. Col. Geo. | |
| Hall, Mrs. L. F. 63 | | Mess, 21st Bombay N. I. | | Watson, Mrs. Ismay | |
| Harrington, W. S. | | McCarty, J. | | West, C. A., Supreme Court, Bombay | |
| Haughton, Richard | | McDonnell, Eneas, R | | Williams, J. B., Jubulpore | |
| Hawes, W. | | M'Dowell, Geo., Dep. Assistant-Com. of Ord., Bengal | | Wilnot, Sir R., Bart. | |
| Hecker, Capt. C. H. T., H. M.'s 15th Hussars | | McDermott, Lt. B. K., H. M.'s 8th, King's Own | | Wis, J. P. | |
| | | McLeod, C., Dep. Postmaster-General, Bombay | | Wolfe, R. J., Bengal Pension | |
| | | Middleton, J., Principal, Agra | | Viner, Thomas [Estab.] | |
| | | Milward, George [College] | | Yates, Rev. H. W. | |
| | | Mitford, R. | | Zachell, F. W. | |
| | | Mulkeru, Major, H.M.S. | | | |
| | | Moonaart, H., Ceylon C. S. | | | |

M A P
 SHEWING THE SEVERAL ROUTES
 TO
India, China and Australia.
 A S I A



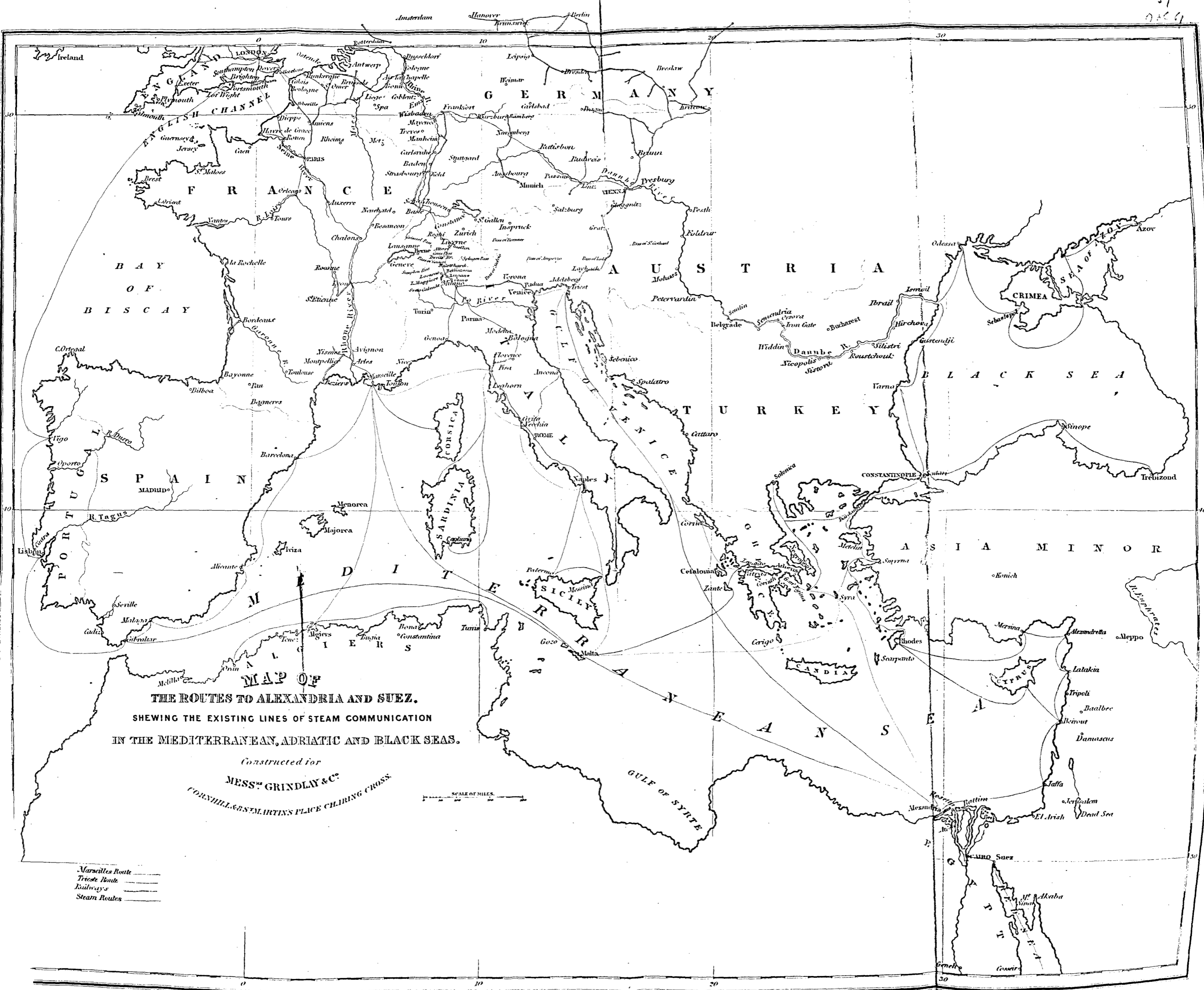
EXPLANATION:

- The Routes of the Pen^r & Oriental Co^s Steamers* ————
- " " " *Gen^r Screw S.S. Co^s* ————
- " " " *Austrian Lloyd's Co^s* ————
- " " " *A.P.S.V. Co^s* ————

Homeward

Outward

Map by Messrs. J. & W. Colver, London.



MAP OF THE ROUTES TO ALEXANDRIA AND SUEZ.
 SHEWING THE EXISTING LINES OF STEAM COMMUNICATION
 IN THE MEDITERRANEAN, ADRIATIC AND BLACK SEAS.

Constructed for
MESSRS GRINDLAY & CO
 CORNHILL & ST MARTIN'S PLACE CHURCH CROSS.

Marseilles Route
 Trieste Route
 Railways
 Steam Routes