

of their advertisement, an adequate tender for conveying Her Majesty's Mails between Great Britain and Australasia, by way of the Isthmus of Suez, I venture to recall their Lordships' attention to the original system of conveying the mails *via* Singapore, as the only eastern route which is likely to remunerate a company without an immoderate sacrifice of public money for subvention, and to suggest that it is probable that the subsisting service to China touching at Singapore might be available, as originally arranged for the transit of the mails to and from that port, at a much cheaper rate of mileage than could be afforded by any independent company for the transmission *via* Aden, or Point de Galle.

Making Singapore the common station for a branch line to Australasia, it is to be expected that a development of the double traffic between the American Continent and Australasia on the one side, and India and China on the other, would in course of time, upon a sufficient contract with a subsidy, indemnify a company for its primitive task.

Assuming then that the transport of the mails can be beneficially effected to and from Singapore, I hereby offer to submit proposals for the conveyance of the Australasian Mails between Singapore and Sydney, in suitable full-power screw steamers, calculated to average 10 knots an hour, and perform the voyage in 25 days, calling intermediately at Perth, West Australia, at King George's Sound, at Kangaroo Island, and at Melbourne. The rate of subvention to be £75,000 per annum, to include accommodation for one officer of the Post Office, with one assistant, as well as every convenience for sorting the mails on board; the contract to be for not less than 12 years.

Provided that the contract for the conveyance of the mails between Great Britain and Australasia, and New Columbia, should be granted to me pursuant to my former proposal, submitted to my Lords of Her Majesty's Treasury, under date of the 20th September last, which I hereby confirm.

I have only to add that the amount of subsidy, which would be required for the latter service, monthly, would be £125,000; which would give the following result:—

1st. One monthly mail in 30 days to New Columbia.

2nd. One monthly mail in 40 days to both Sydney and Melbourne simultaneously.

3rd. One monthly mail to Singapore, alternating with that *via* Panama, so as to constitute in conjunction with the subsisting service a fortnightly mail to Australasia.

For a total of £200,000 per annum, and so establish a complete system of postal and passenger communication for our colonies in the Pacific, which would be left imperfect by the duplicate system of the routes *via* Aden and Point de Galle direct to Australia; whilst Singapore certainly affords advantages in regard to coaling, a point of great importance.

I have, &c.,

R. MOORE,
For Moore & Co., Engineers.

To the Right Honourable
The Secretary of the Admiralty.

No. 10.

MESSRS. MOORE AND COMPANY TO THE POSTMASTER-GENERAL.

Australasian and Pacific Company (Limited),
88, Cannon-street West, E.C.
28th March, 1859.

MY LORD, —

Enclosure No. 3.

We have the honor to submit for your Lordship's consideration the accompanying copies of documents which we have laid before the Lords of Her Majesty's Treasury, and we trust that the proposals of our letter of the 1st of February* will merit your approbation and support.

I have, &c.,

R. MOORE,
For Moore and Company.

The Right Honourable
Her Majesty's Postmaster-General.

Enclosure 1, in No. 10.

THE AUSTRALASIAN AND PACIFIC COMPANY (LIMITED).

Guarantee Capital £500,000, in 10,000 Shares of £5 each. Deposit, 5s. per Share.

Incorporated 11th December, 1858, pursuant to the Acts of Parliament, 19-20 Vict. c. 47, and 20-21 Vict. c. 14, whereby the responsibility of each Shareholder is limited to the amount of his Subscription.