STATE OF THE UMBALLA St. LEGER PARI MUTUEL, AT TIME CLOSING.

	No. of Tickets backed for in No. 1 p.m.	No. 2 p.m.
Apology	43	42
George Frederick	170	102
Atlantic	49	36
Leolinus [?]	22	28
Fox d'Amour	18	21
Glenalmond	7	15
Lady Patricia	3	8
Trent	25	27
Reverberation	3	1
Tomahawk	1	1
Daniel	1	8
Sussex [?]	4	3
Hannibal [?]	2	1
Rob Roy	2	1
Stanmore [?]	0	1
The Field	1	2
Lucy [?]	1	0
Sorbet [?]	9	10
Sir W. Wallace	9	11
Scamp	2	5
Horses that have been scratched since investments were made on them	1	2
	386 [?]	361 [?]

MAILS BETWEEN INDIA AND THE CONTINENT.

Arrangements having been made for a direct exchange of Mails, *via* Bombay and Brindisi, between India and Germany, commencing on the Indian side with *the first Mail leaving Bombay in the month of October next*, the Governor-General in Council is pleased, under the provisions of Sections 19, 21, and 22 of the Post Office Act of 1866, to fix the following rates of postage, chargeable in India, on correspondence conveyed by this route between India and Germany and the several European countries served through Germany:—

Countries to which correspondence may be sent.	Letters, prepayment optional: For each ½ oz. or fraction thereof.	Packets of Newspapers, Books and Patterns, prepayment compulsory: Not exceeding 4 ozs. in weight.	Packets: Not exceeding 4 ozs. in weight, plus extra for every additional 4 ozs. or fraction thereof.	Below are given for each country the limits of weight for packets of Newspapers and Books (B), and Patterns (P), the figures quoted after the letter B being those adopted in the Foreign Post Schedule of the Postal Guide for showing the special conditions (pages 56 and 57 of Postal Guide) applicable to packets of Newspapers and Books in each case.
	a. p.	a. p.	a. p.	
Germany, including all the German States mentioned in the Postal Guide; Luxemburg; Heligoland	6 6	1 6	2 0	B 1 (3 lbs.) P (8 ozs.)
Belgium; Holland; Sweden	6 6	2 0	4 0	B 1 (3 lbs.) P (8 ozs.)
Denmark	6 6	2 0	4 0	B 1, 3, 4, 6, (3 lbs.) P. (8 ozs.)
Norway	6 6	2 0	4 0	B 2, 4, (3 lbs.) P (8 ozs.)
Russia	6 6	2 0	4 0	B 2, 4, (8 ozs.) P (8 ozs.)

Any letter as well as any packet of newspapers, books or patterns, may be registered on payment, by means of a registration fee of 4 annas in addition to the postage.

Attention is drawn to Clause (7) of the remarks preceding the Foreign Post Schedule of the Postal Guide, respecting the limit of weight (8½ ozs.) for letters to Germany, which contain any other enclosure than paper. This limit applies not merely to letters for Germany, but to letters sent through Germany to other countries under the present arrangement. Attention is also drawn, as respects Belgium, to Clause (8) of the same remarks respecting the prohibition against the transmission of valuables to that country; and, as respects Russia, to Clause (9) of the same remarks respecting restrictions on the transmission of newspapers to that country.

Paid letters received by this route will be delivered in India without charge; unpaid letters will be charged at the rate of 7 annas 0 pie per ½ oz. if from Germany, Luxemburg or Heligoland; and at the rate of 6 annas 6 pie per ½ oz. if from Belgium, Holland, Sweden, Denmark, Norway or Russia. Insufficiently paid letters received will be charged at the same rate as unpaid letters, less the value of the stamps affixed. In computing the supplementary postage, fractions of 6 pie will be treated as 6 pie. Only fully paid packets of newspapers, books, and patterns will be delivered without charge.

All covers posted in India for any of the above-mentioned countries, not being specially marked by the senders, or obviously intended for transmission by some other route, will be forwarded by this route.

The new arrangement referred to will commence with the mails leaving Brindisi on Monday, the 9th November 1874, and Bombay on Monday, the 5th of October 1874.

OPENING OF RAJPOOTANA RAILWAY.

(Pioneer's Correspondent.)

DELHI, September 16.

The Rajpootana State Railway was opened on Monday, in the absence of Colonel Pollard detained at Delhi by fever, by Major Stanton, R. E., Chief Engineer. The line, at this end, has hitherto only been open for traffic as far as Rewari, about 48 miles from Delhi, but on Monday some 40 miles of country that had never heard the music of a railway train were, in addition to this, explored and presented to civilization. About forty guests had been invited by His Highness the Maharaja of Ulwar to come down by a special train and celebrate the opening of the line, and on Monday morning about thirty of these assembled at the terminus station at Delhi. A short train of first class carriages was drawn up at the platform, and a gay little engine in holiday clothes was humming a tune at one end, impatient to be off. Punctually at 6-45 it started; and to the excursionists the serious business of enjoying themselves began. Nor is this a light matter, I can tell you, in the early morning, before the sunshine of breakfast has risen on the vital parts. For my own part I usually feel as rancorous as an accountant-general at the hour, and seize the opportunity to look over my bills. On Monday morning, however, we all wore smiling countenances; and men, who had never been known to do such a thing before, smoked strong tobacco as an expression of joy. At Gurgaon, which we reached about eight, the day really began to assume a most pleasing aspect. A shamiana was pitched on the *platform*, and underneath lay breakfast. When we left Gurgaon it was *found* that the party had fused, and little jokes began to *circulate* throughout the entire length of the train.

We were passing through an ocean of deep, green crops, and, so far, the engineer had not met with any great physical difficulties, but not far from Rewari the line crossed a depressed tract of country on a long succession of substantial stone and iron bridges. We could now see low blue hills in the far distance, growing larger and clearer as we approached them, and before very long we were running through a wide valley intersected by narrow, deep ravines. The hills on either side attained a height of perhaps five hundred feet, and were covered with large loose stones, through which rose a somewhat scanty vegetation. Water courses furrowed the slopes, and at the foot of these was usually to be seen a village nestling among low trees and brush wood. The crops in the plain were the richest any of us had seen *for* some time, and our first impressions of Rajpootana were decidedly pleasing. At every crossing was a little group of natives who stared with open mouths at the first passenger train and the greatest assemblage of white faces they had ever seen; and as we moved along the surprise we created became greater, mouths and eyes opened wider, and the crowds increased; until at length the little stations began to break out in loud expressions of delight and astonishment, shouting in green wreaths, flags, and flowers, and laughing in ridiculous parades of the local police force. The country-side was evidently stirred to its depths, and as the little engine went dancing and singing along amid the green corn that smiled and waved its welcome and the crowds of salaaming rustics, it murmured to itself, as it took in water, that this was the proudest moment of its life.

About a mile from Ulwar the Maharajah, accompanied by Captain Powlett, the Political Agent, entered the train, and we ran into Ulwar through a great crowd of natives, who shouted and raised their hands to their foreheads as civilization steamed into their capital. The station was gay with evergreens, flags, and red cloth, and as we drew up at the platform a military band played "God save the Queen," and an ancient soldiery in the uniform of a bygone day rattled the butt-ends of primeval matchlocks on the stones of the platform. The Maharajah's carriages were waiting for us outside, and forming a procession we drove away between files of infantry and cavalry to the Bunnie Bilas Palace. This splendid building is situated on an elevated terrace amidst well laid out grounds. It is a long edifice of glittering white with countless balconies and exquisitely carved stone lattices, which gave it a singular lightness and grace. We soon found ourselves wandering about among marble columns, handsome drawing-room furniture, and Rajpoots in simple but picturesque attire. While luncheon was being prepared we were shown into an interesting museum containing specimens of nearly every branch of Ulwar industry. Here were capital dinner-plates made at the gaol, stone vases, inlaid-stone sword handles, models of the iron and copper works, with specimens of the ore, gold lace, a beautifully chased silver cup, swords, matchlocks and a hundred other articles that testified to the skill and taste of the Ulwarees. The Maharajah and the English officers connected with the Agency were ubiquitous, doing everything that could be done to make our visit as interesting and delightful as a visit to a beautiful country and pleasant hosts could possibly be. Some fifty guests gathered round the luncheon table, which was enlivened by the exquisite humour of clattering knives and forks and the sparkling wit of champagne and soda-water bottles. The Queen, the Maharajah, and the State Railway Engineers were drunk—I mean their healths; and then all withdrew to their tents, which formed a long street running down at right angles to the palace. I should mention that the Residency, a delightful bungalow, about a mile from the palace, had been placed at the disposal of the ladies of the party.

In the cool of the evening the Maharajah's carriages again appeared on the scene, and we were carried away to see the splendid collection of horses at H. H.'s stables. There are here in all, including the breeding stud, some four hundred horses. Some of the Arabs are thoroughbreds of the highest fashion, perfect models of good-breeding, grace, and strength. The ponies too are very interesting; being chiefly remarkable, however, for their tiny proportions. A spectator, in a transport of enthusiasm, caught one of them up in his arms and caressed it! After the best horses had been led past, we had some tent-pegging; but the pegs in these parts are very loathe to be stuck, though one or two of the party gave them a fright. It was now time to return and dress for the banquet in the city palace. While we were going home in the dusk, the fort, perched on a rock overhanging the city, at a height of fully one thousand feet, was suddenly illuminated, and presented a very imposing appearance. By the time we had started for dinner the whole place was ablaze with lamps and Chinese lanterns. As we drove through the city, the streets were as bright as if they had been lighted by gas, and the beautiful city palace we now entered was a scene of extraordinary beauty. Hundreds of lamps lighted the brilliant white walls, with their countless galleries, balconies and lattices. The ladies visited the Dowager Queen before dinner, and were highly pleased with the courtesy and intelligence of that interesting old lady. After dinner fire works from the fort high over-head, and the surrounding temples, lighted up the picturesque tank at the back of the palace. I wish I had time to describe at greater length this charming, and charmingly situated palace; but I have only been able to snatch an hour to make these notes, and must hurry through the most remarkable sights we saw on the following morning. Among these not the least surprising is a table of solid silver that would dine comfortably fourteen people. It is said to have cost thirteen thousand pounds. The Maharajah, we were told, was very anxious to give it to the Duke of Edinburgh when he visited Ulwar; and H. R. H., I am very sure, would have been very pleased to take it, had not Indian political etiquette stood in the way. The library is very curious, and contains, among other valuable works, a *Gulistan* chiefly transcribed by a German artist, which the native attendants assured me had been the work of twelve years, and had cost the late Maharajah seventeen thousand pounds. It is undoubtedly one of the most splendidly illuminated books that the world can anywhere show; the illustrations, moreover, done by a native artist, whose son has to this day a great reputation for miniature painting in Delhi, are the best I have ever seen in any native work. The figures are correct and graceful, and the backgrounds show considerable knowledge of perspective. The armoury contains a considerable array of valuable and blood-thirsty weapons. There are scabbards heavy with gold; long matchlocks, made at Ulwar, dangerous alike to friend and foe; round shields, long daggers of the most thrilling sharpness and excruciating shape, and pistols I wouldn't fire for a Prince's ransom. But the jewel-room is the greatest wonder of all. We were told it contained gems and precious metals to the value of a million sterling. The stones were chiefly diamonds, emeralds, pearls, and rubies. Many of these were certainly of extraordinary size, but few were set to the greatest advantage; the trail of the sonawallah seemed, to my uneducated eye, to be over, even those bought of English jewellers at Calcutta.

At a quarter to eight, on Tuesday morning, the first regular passenger train ran from Ulwar to Delhi. It was crowded with natives. After a late breakfast our special train left Ulwar, and we arrived in Delhi at a quarter past seven in the evening. I had intended to tell you a great deal more, but time forbids. It was, altogether, a charming excursion—thanks to the Agency and Major Stanton. I heard one of our party say that he never remembered having been treated so well and so often.

P.S.—The mail train waits while I add, with profound regret, that I have omitted to mention a dwarf cow, a rhinoceros, and a white cow that filled me with a sense of admiration which years cannot obliterate.

T. H. W. T. E. G.

THE WRECK OF THE S. S. TENASSERIM.

The following extract from a highly interesting letter written by a passenger on board the ill-fated S. S. Tenasserim, which was lately totally wrecked in the Red Sea, dated 30th July 1874, has been placed at our disposal by a friend in town, to whom the letter was addressed, and to whom we beg to tender our warmest acknowledgments for enabling us to place before our readers the earliest particulars we have yet received of the unfortunate event. Owing to a heavy demand upon our space, we gladly give it the post of honour in lieu of our usual editorial this morning, feeling sure that our readers for once will not object to the arrangement:—

"Ere this you have heard of the shipwreck of the Tenasserim. A more miserably managed steamer than she was during this unfortunate voyage I never saw. We had drunken stewards and the cabin and table arrangements went by "sixes and sevens."

We did not have any very rough weather until Monday the 6th July, when the wind was strong and the sea heavy. The port life boat was stove in, and some of the live stock washed overboard early in the morning. Just as we were going to breakfast a heavy sea burst over the after deck, smashed a spar seven inches in diameter, and broke the sky light deluging the saloon.

The Captain had expected to sight the East coast of Africa long before, but, as he did not he changed the course of the vessel from North-West to a little South of West directly for the land; about 5 p.m., (*i. e.*, 6th July,) I confess I felt some anxiety when I saw he continued that course in the evening. Just after midnight the *Tenasserim* struck. It was so gradual that only a part of us were awakened by it. The first I knew of it, was when I heard the pantry steward hurry by calling the stewardess to come on deck immediately, and at the same time the steamer began to beat against the reef with a dull heavy thud. Securing my pocket book I ran on deck, where we all awaited the dawn with anxiety. We could just discover the dim outline of the shore half, or three quarters, of a mile away. Gladly we welcomed the morning light, and early descried a few men and dromedaries on the shore—a broad sandy beach with mountains a good distance inland. We found that we were in a small bay 15 miles north of Ras Hafoon and 70 or 80 south of Cape Gardafui. It was evident after a while that there was no immediate danger of the ship breaking up. In the afternoon of Tuesday some of the natives succeeded in swimming off to the vessel. They proved to be Somalis, a tall athletic race with no African features, but noted for their bad character. The Sultan of this district came late in the afternoon with two boats; all were armed with dirk knives. Only one boat-load was permitted to come on board. By signs, and through the very broken English of a Sera Arab fireman, we were able to have some communication with the Sultan. He invited us to come on shore and sleep, said he would feed us; we naturally distrusted him, because we knew that some had been murdered on this coast in the past. About noon of Tuesday was flood tide, and an attempt was made to get the steamer off. She appeared to be aground only in the after part; therefore the topsail was set, and she swung off from the shore southward thence toward the ocean; unfortunately the wind veered a little and her bow came around to the north, grounding her full length on the reef. The masts should have been cut away and the cargo thrown over before this; but the captain seemed paralyzed, and afterwards when the order to throw out cargo was given, little was done. Insubordination and drunkenness began their reign; as I look back upon it I wonder there was not open mutiny.

Wednesday, the captain called the officers and passengers together, and the general feeling was that we should try to land the next morning, as the Sultan Ali agreed to convey us by dromedaries to the north coast, and thence in native boats to Aden. At the same time Mr. Tatum, the second mate, with a volunteer crew, undertook to start in the remaining life boat for Aden. It was a long and a dangerous journey at this season of the year; but it was the only real hope of relief. We agreed to land on Thursday morning, but did not do so until Friday. All of Thursday the crew were drunk and quarrelsome, breaking open boxes and laying hands on things generally.

On landing, the Sultan had his men to assist in dragging the boats through the surf; to his honor, be it said, he allowed none of his men to pilfer the things in the boats. While they were unloading them, three of us went for a place of encampment. For miles around it was a low sandy shore with only a few thick leaved scraggy bushes. We found a place, and had our few stores and clothing taken there; then, with oars and three small sails three little tents were made to shelter forty-three people. The breeze was very strong, and it blew such a sand storm that we could not have the tents opened to the wind at all, and hence we were nearly melted with the heat. As it was impossible that day to make another trip to the steamer, on account of the heavy sea, we tried to settle down the best we could and the next morning the natives appropriated our boats to themselves. By this means we were prevented from getting any more of our goods from the vessel, except once, when, after a fight among his men, Sultan Ali compelled them to let us have our boat to make a trip for salt pork, which they would not touch being Mahomedans. By that time every cabin had been smashed to pieces, and every box broken open and rifled, and the entire interior of the vessel ripped to pieces down to the water. Of course we saved nothing save the few changes of clothes and scanty stock of provisions brought ashore. The wonder is that the few things we had were not taken from us. As soon as we got on shore the talk of conveying us overland, ceased, and the Sultan declined to act up to his word. We were told off two by two to keep constant watch.

We suffered for water considerably. All the water obtainable was one and a half miles away and brackish. It could only be got by digging holes four or five feet deep in the sandy bed of a wady. As this place furnished all the water used by the hundreds of Somalis encamped about, our supply was scanty and we were allowanced three times a day. The chief diet was salt beef and pork and hard tack, our few canned provisions being saved for an emergency. The salt provisions quite made me sick, and I kept to hard tack and dates, the Sultan Ali having sent us a bag of dates. During the nearly two weeks we were on shore he sent us four sheep, but a sheep was hardly a meal for so many.

Thus we continued to enjoy our camp by the "deep blue sea," until Thursday, 23rd July, about 4-30 p.m. a vessel hove in sight. At first we could not be sure she was steering for us and we put up the British flag on all the pole we had, and set ourselves to watch. It was soon evident she was making for the wreck, and our joy knew no bounds. She came abreast the *Tenasserim*, but the surf was too heavy for a boat to land that night, and all attempts on our part to communicate with the steamer failed for the same reason. Soon after dawn, Wednesday, a boat put off from the steamer and took all the passengers. That day two other boat loads only were able to come on board; the Captain and 14 men still remained on land. The Somalis took away their tents and they were obliged to spend the night without shelter on the sand. The next morning they were got off and were followed by the native chiefs, to whom the Assistant Resident at Aden gave $ 200 for not touching our persons and the little clothing we had secured. I think the only reason we were not harmed was that the natives were so absorbed in plundering the Tenasserim they could not give attention to us. The vessel that came to our rescue proved to be H. M.'s Kwangtung. Our life boat had been picked up the preceding Saturday, about 40 miles from Aden, and taken in by the steamer Fernandine, and in four hours thereafter the Kwangtung was under way in search of us. The men in the life boat suffered severely from heat and thirst. Their boat was nearly swamped several times before reaching Cape Gardafui, and after passing that point they had head winds all the way. We reached Aden before daylight of the 25, and have taken the Mariabas, already due.—*Madras Advertiser*.

AN ESCAPE FR

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