

1880-81.

VICTORIA.

R E P O R T

UPON THE AFFAIRS OF THE

POST OFFICE AND TELEGRAPH DEPARTMENT

FOR THE YEAR

1880.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

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REPORT.

In presenting the Annual Report upon the affairs of the Post Office and Telegraph Department, as required by section 57 of the Act 29th Vict. No. 298, it is believed that the particulars furnished will be found of general interest, as showing a large extension of business in the various branches of the Department, and the progress of the measures taken to make the Postal and Telegraph service increasingly conducive to the convenience of the public.

REVENUE AND EXPENDITURE.

Revenue.

The gross Postal Revenue for the years 1879 and 1880, including Commission on Money Orders, &c., was—

1879	...	...	...	...	£197,675
1880	...	...	...	...	204,171

showing an increase of £6,496, or 3·28 per cent.

The gross Telegraph Revenue for the years 1879 and 1880 was—

1879	...	...	...	...	£56,704
1880	...	...	...	...	61,478

showing an increase of £4,774, or 8·4 per cent.

The total Postal and Telegraph Revenue for 1880 amounted to £265,649, as against £254,379 for 1879, showing an increase of £11,270, or 4·43 per cent.

Expenditure.

The gross Expenditure of the Department for the year 1880, including collections on account of other Governments and commission to licensed vendors of postage stamps, amounted to £383,414, as against £351,854 for the year 1879, showing an increase of £31,560, or 8·96 per cent.

REVENUE.			EXPENDITURE.		
	£	s. d.		£	s. d.
Revenue, including postage fees on registered letters, commission on money orders, commission allowed to licensed vendors; also collections on account of other Governments	204,171	16 2	Salaries and wages, occasional assistance, and overtime	182,374	14 3
Electric Telegraph collections, including amounts collected on account of other colonies and the Tasmanian Submarine Telegraph	61,478	16 9	Contingencies	22,453	10 1
Deficit	117,764	4 10	Manufacture and issue of Duty Stamps	5,100	19 5
			Commission to licensed vendors of postage stamps	3,778	13 9
			Inland mail service	111,975	15 10
			Gratuities to masters of vessels	2,027	13 7
			Estimated amount of postal collections on account of other Governments	2,200	0 0
			Steam postal communication with Great Britain <i>via</i> Suez, San Francisco, and Torres Straits	39,299	17 3
			Electric Telegraph collections on account of Tasmanian Submarine Telegraph	1,332	8 8
			Due by other colonies	1,259	13 8
				72	15 0
			Subsidy for the duplication of the Telegraph Cable between Penang, Singapore, Banjoewanjie and Port Darwin	14,130	18 7
	383,414	17 9		383,414	17 9

The sum of £16,756 8s. 3d. has also been expended on telegraph lines—formerly borne by the Public Works Department.

The above statement shows a deficit of £117,764 4s. 10d., as against £97,474 6s. 2d. in 1879. The increase, £20,289 18s. 8d., is explained by the following items not included in the expenditure of the previous year—

Subsidy for duplicate cable	...	...	£14,130 18s. 7d.
Manufacture and issue of duty stamps	...	...	5,100 19s. 5d.

There is also an increase in cost of steam postal communication for foreign mails of £6,988 11s. 6d.

The sum paid to the Railway Department for conveyance of mails in 1880 was £33,412 11s. 11d.

The value of telegrams sent on the Government Service was £23,881 13s. 7d., and it is estimated that the postage on official correspondence transmitted would certainly exceed £30,000.

In several of the country offices the Postmasters and Telegraph Managers also undertake the duties of Receiver and Paymaster, which entails additional expense on this Department.

The value of the Duty and Fee Stamps issued (all of which are manufactured in and at the cost of this Department) during the year is the following—

Duty	...	...	...	£95,552	4s. 2d.
Fee	...	...	...	51,414	13s. 1d.

which does not form any part of the revenue of the Post Office.

COMPARATIVE STATEMENT OF CORRESPONDENCE, 1879-80.

STATEMENT showing the Estimated Number of Inland Letters, Packets, and Newspapers Posted in the Colony of Victoria, also the Number of Ship Letters, Packets, and Newspapers Despatched and Received, during the Years 1879 and 1880 respectively.

Number of Post Offices.	Years.	INLAND LETTERS, including Official Correspondence and Post Cards.	SHIP LETTERS.				Total Letters.	Increase 1880 over 1879.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
1879: 1,069 1880: 1,100	1879	20,000,000	872,762	460,613	1,321,078	561,195	23,215,648	} 4½ per cent.	
	1880	20,750,000	979,544	474,987	1,462,244	528,374	24,195,149		
	Years.	INLAND PACKETS.	SHIP PACKETS.				Total Packets.	Increase 1880 over 1879.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
	1879: 1,069 1880: 1,100	1879	2,740,000	115,726	52,325	35,741	147,572	3,091,364	} 15½ per cent.
		1880	3,200,000	128,188	38,175	40,579	151,538	3,558,480	
	Years.	INLAND NEWSPAPERS.	SHIP NEWSPAPERS.				Total Newspapers.	Increase 1880 over 1879.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
	1879: 1,069 1880: 1,100	1879	6,840,000	691,772	620,175	696,686	1,226,774	10,075,407	} 5½ per cent.
		1880	7,100,000	801,628	699,264	846,144	1,193,504	10,640,540	
Number of letters registered in Victoria in 1879 ... 218,076 } Increase 1880 over 1879, 10½ per cent.									
" " " " 1880 ... 241,248 }									

STEAM POSTAL COMMUNICATION.

The new contract for conveyance of English and foreign mails fortnightly between Melbourne and Ceylon came into operation in February 1880, the first steamer being despatched on the 6th of that month. The service has since been performed with great regularity, the outward mails having been delivered in many instances a full day before the time prescribed in the contract.

The average time occupied in transport of the mails between London and Melbourne has been 39 days 2½ hours, and the homeward mails 41 days 12 hours, making the course of post for receipt of replies about 88 days.

In March 1880 it was announced that the ships of the Orient Steam Navigation Company, which, since 1877, had been running about once a month—outward *via* the Cape of Good Hope, and homeward *via* Suez—would call on the homeward voyage at Naples, and it was subsequently determined by this company to run their vessels fortnightly, which increased frequency commenced from Melbourne in April last.

Mails containing correspondence specially endorsed for transmission by these steamers have accordingly been despatched, the masters of each vessel having been paid the usual gratuity of 1d. per letter placed on board at this port, as provided by the Post Office Statute.

The unexpected opportunity thus presented of forwarding fortnightly mails by two competing lines of steamers has led to some discussion with respect to the contract entered into with the Peninsular and Oriental Steam Navigation Company, and an opinion has been expressed that, in undertaking this service alone, the Victorian Government acted in an unfriendly spirit towards the neighboring colonies, which, it is assumed, would have been willing to join in a federated mail arrangement for the mutual advantage of all concerned. It should not, however, be forgotten that, at the Postal Conference held in Sydney in 1873, with this express design, and at which all the colonies were fully represented, no such joint action as that suggested was found practicable, and the result was that Victoria alone entered into the Galle contract, New South Wales and New Zealand established, for their mutual benefit, the San Francisco line, and Queensland made a contract of its own for the Torres Straits service.

During the whole course of the last Galle contract it was proved indisputably that the line *viâ* Suez and Brindisi was the most expeditious postal route, and its maintenance was therefore deemed a matter of necessity unless a direct through service could be established.

Tenders were accordingly invited for—

- (1.) A direct service between Southampton or Plymouth and Melbourne, *viâ* Suez and Aden, every four weeks ; or,
- (2.) A service from Aden or Ceylon to Melbourne every four weeks.

The former service provided for the steamers coming direct to Melbourne, which was to be the terminus of the line, as it contemplated the conveyance of first, second, and third class passengers at fixed rates ; but in the latter it was provided that the steamers should call at King George's Sound and Glenelg, and they were to be allowed to proceed to any other Australian port.

In ultimately accepting a tender for a fortnightly service, to call at King George's Sound and Glenelg (or the Semaphore), with permission for the steamers to proceed to Sydney to coal and re-fit, it can hardly be maintained that Victoria evinced an unfriendly disposition to the other colonies, the more especially as this colony consented to forego the £5,000 per annum previously paid by South Australia for the deviation to Glenelg ; and, as a guarantee that she did not wish to make a profit at the expense of her neighbors out of what at the time appeared to everyone a most favorable contract, stated her willingness, after the lapse of a reasonable time, to revise the transit rates upon which their contributions were based if the financial results should be found to justify that course.

The new contract has also been objected to on the ground that the mails are conveyed by a "round-about" route, that is, by way of King George's Sound and Point de Galle.

Although for many reasons a service direct from Adelaide to Aden would perhaps have been preferable, it should be borne in mind that the Imperial Government has undertaken to carry the Australian mails, free of cost, between Brindisi and Ceylon, and gives to the colonies a proportion of the postage collected on letters outward ; one of the considerations that induced the Home Government to make these liberal concessions being that the Crown colony of Western Australia would be served under this arrangement. The deviation to Point de Galle does not increase the distance to Aden by more than about 350 miles, or say 30 hours steaming. Some additional delay is also occasionally involved by waiting at Ceylon ; but mails for India and the East, which it will be acknowledged are of some importance to the Australian colonies, are conveniently and expeditiously transmitted thence to destination ; and one further advantage is that, in case of accident to a steamer, the delay of mails is not likely to be so great as it would be if the vessels called at no port between Australia and Aden. This was illustrated in the case of the *Hydaspes*, which was disabled through the breaking of her screw on the voyage from Aden, and, notwithstanding this mishap, only five days' delay occurred in the receipt of mails at Melbourne, the *Assam*, from Bombay, having brought them on. Nor should the fact be overlooked that it is only upon these conditions a fortnightly

service could be secured for £85,000 per annum, the company contracting to perform the entire voyage from Brindisi to Melbourne in 895 hours (37 days 7 hours), and from Melbourne to Brindisi in 910 hours (37 days 22 hours), inclusive of all stoppages, with penalties of £100 for every day's delay beyond the appointed times between Melbourne and Ceylon. The greatly accelerated speed, with the increased frequency, was fairly considered at the time the contract was entered into a most advantageous arrangement for postal purposes, the more especially as no formal offer for either a service direct from England upon any modified conditions, or a branch service from Aden, was submitted.

Relative to the increased amount of the net loss to Victoria under the new contract—which, now that the accounts for the year have been made up, it is ascertained will be considerably less than was at first anticipated, hardly exceeding £18,000 for the past year—it is pointed out that rapid and regular steam postal communication between Australia and England, so essential from both a mercantile and social point of view, can only be obtained by a large expenditure, which the postages collected have never been expected to cover. During the period of the last four-weekly contract, with five-sixths of the postage on outward correspondence, accounted for by the Home Government, the contributions received from the other colonies, and a special subsidy of £5,000 from South Australia, the average loss to Victoria amounted to £14,000; and although the loss under the fortnightly service will be greater, the public at both ends derive a substantial benefit by the transmission of the whole mail *via* Brindisi, in the reduced time and at reduced rates of postage, 2d. being saved on every letter posted, and 1d. on each newspaper.

It should, moreover, be remembered that the other colonies, as well as Victoria, have, in like manner, to bear a heavy expense on account of steam postal communication with Europe; the loss to New South Wales, on account of the San Francisco contract, being stated to be, in 1879, £20,661, which, with the contributions paid to the Galle and Torres Straits services, show her loss to be, in that year, no less than £24,105.

In view of the foregoing facts, it is difficult to understand the grounds upon which the new contract, so generally approved of at the time it was entered into, should now be described in terms which are certainly calculated to convey a very erroneous impression respecting a mail service which has been performed every alternate week (instead of every four weeks as formerly), with almost invariable regularity, and at a very moderate increase of annual cost above that previously incurred.

It is true that, consequent on the spirit of competition that has arisen, steamers of the Orient line have, on several occasions, made more rapid passages homeward than the contract steamers, but this is chiefly due to the fact of the former being engaged in a strictly commercial enterprise, perfectly free from any penal conditions as to times of departure and arrival, and proceeding direct from Adelaide to Aden.

It is only necessary to add that the fortnightly despatch of steamers by the Orient line, the delivery of homeward mails *via* Naples, and the more recent adoption of the Canal route from England are changes in the arrangements of the company which have been gradually developed, subsequent to the date of the present contract, at which time there was no visible indication of any intention to establish such a service as that now in existence. There is indeed reason to believe that no idea was then entertained of the successful results which have lately been achieved, and which could not have been foreseen when the contract was necessarily concluded for continuance of the European Postal Service.

It was generally considered that, as the fortnightly service had been obtained for a less amount than had previously been paid for the slower four-weekly mail, it would be a great financial success. Two circumstances not contemplated at the time have, however, occurred to prevent the fulfilment of this expectation.

I. In consequence of the abandonment of the Southampton route by the Home Government, of which no intimation was received in this colony until after the new contract had been signed, it became necessary, in the public interest, to reduce the rates of postage *via* Brindisi to those previously charged on correspondence transmitted *via* Southampton, and to enter into a new arrangement with the Imperial Government for division of the postage collected. As previously reported, under this arrangement the Home Government accounts to Victoria, on outward correspondence, for 2½d. per half-ounce letter, retaining 3½d. per letter, as well as the whole of the postage on packets and newspapers; on homeward correspondence Victoria retains

the whole of the letter postage and accounts for half the packet and newspaper postage. The Imperial Government pays the Italian and French transit charges on all correspondence both ways.

In order to meet objections raised by the Governments of New South Wales and New Zealand when this proposal was under consideration, and to admit of the postal rates *viâ* Brindisi being generally reduced to those charged *viâ* San Francisco, and formerly *viâ* Southampton, it was arranged by the Right Honorable H. C. E. Childers, on behalf of Victoria, that the other colonies should receive the same proportions of postage by the former as by the latter route, viz., 4d. out of 6d. of the outward letter postage and half the postage on packets and newspapers.

To admit of this arrangement being carried out, it was agreed that Victoria should repay to the Imperial Government the sums over-credited, viz., 1½d. per half-ounce on outward letters, and half the postage on packets and newspapers.

The amount of the repayments to be made to the Home Government on account of correspondence for other colonies, together with the half postage to be accounted for on homeward packets and newspapers posted in Victoria, largely reduces the amount payable to this colony by the United Kingdom, from which, in 1879, a sum of £14,741 3s. 11d. was received.

The correspondence which took place with Mr. Childers upon the subject will be found in Appendix Y.

II. When the arrangement for these repayments was made, it was understood that the homeward postage *viâ* Brindisi would, in all the colonies, be reduced to former Southampton rates, in which case it was anticipated that an increased extent of correspondence, naturally resulting from the establishment of additional facilities for rapid and regular communication with Europe, would be posted and forwarded *viâ* Galle from all the colonies, and that the loss under the new arrangement would be at least partially met by the payments made to Victoria for conveyance of the mails to Galle.

The colonies of New South Wales, New Zealand, South Australia, and Tasmania, however, still collect the high rates *viâ* Brindisi, enforced prior to the abandonment of the Southampton route, viz.:—Letters, 8d.; newspapers, 2d.; packets, 2d. per ounce.

The maintenance of these charges deters persons who have long been accustomed to send their letters, &c., at the lower rates, from using the Galle route, in consequence of which the extent of correspondence despatched thereby is actually smaller under the fortnightly than under the four-weekly service, and the contributions of the colonies named towards the cost of the contract are considerably less than was anticipated.

The amount of those contributions is further lessened by the sum (£5,000) formerly paid by South Australia for the deviation to Glenelg, to which this Government has consented to forego any claim.

When it was found that the colonies before mentioned had not reduced the postage *viâ* Brindisi, as it was understood they would do, the following memorandum, addressed to the Chief Secretary, was forwarded to the Government of New South Wales, on the 30th July 1880, and similar memoranda were also sent to the other colonies referred to:—

With reference to the circular despatch, dated the 16th March last, from the Right Honorable the Secretary of State for the Colonies to His Excellency the Governor, respecting the reduction of postage on letters, packets, and newspapers, transmitted *viâ* Brindisi, and the arrangement agreed to by the Imperial Government at the instance of the Right Honorable H. C. E. Childers, on behalf of this colony for division of the postage collected, the Postmaster-General begs to draw attention to the fact that the Post Office Department of New South Wales continues to collect, on correspondence forwarded *viâ* Brindisi, the rates of postage charged prior to the abandonment of the Southampton route, viz.:—Letters, 8d.; newspapers, 2d.; packets, 2d. per ounce.

2. Under the new arrangements, the postal rates *viâ* Brindisi collected in the United Kingdom on correspondence addressed to all the Australian colonies and in Victoria on homeward mail matter, are the same as charged *viâ* San Francisco. On outward correspondence, the Home Government accounts to Victoria for 2½d. per half-ounce letter, retaining 3½d. per letter, as well as the whole of the postage on outward packets and newspapers. On homeward correspondence, Victoria retains the whole of the letter postage, and accounts for half the postage on packets and newspapers. The Imperial Post Office defrays the cost of transit through Italy and France both ways.

3. In order, however, to meet objections raised by New South Wales, at the time this proposal was under consideration, and to admit of the postal charges *viâ* Brindisi being assimilated to those *viâ* San Francisco, it was agreed that that colony should receive the same proportions of postage by the former as by the latter route, viz., two-thirds of the postage on outward letters, and half the postage on

outward packets and newspapers; the whole of the postage on homeward being retained by New South Wales, and the Home Government defraying the Italian and French transit charges both ways, as in the case of correspondence to and from Victoria.

4. To enable this to be done, Victoria has undertaken to repay to the Imperial Post Office the sums over-credited, viz., 1½d. per half ounce on outward letters, and half the postage on packets and newspapers both ways.

5. It will be seen that the concession made by Victoria has precisely the same effect as if, in consideration of New South Wales reducing the postage *viâ* Brindisi to San Francisco rates, Victoria had agreed to reduce the transit charges to and from Galle for outward letters by one-fourth, and for packets and newspapers both ways by one-half.

6. Under these circumstances the maintenance by New South Wales of the rates above mentioned on correspondence forwarded *viâ* Brindisi is manifestly inequitable, as it must, to a considerable extent deter persons who have long been accustomed to send their letters at the lower rates from using the most expeditious postal route to Europe, and have the effect of diverting therefrom a large proportion of correspondence which would otherwise be transmitted *viâ* Galle, in consequence of which Victoria cannot, so long as those rates are enforced, receive from New South Wales a due contribution towards the cost of a service established for the benefit and in the interests of all the colonies.

In view of the foregoing facts it is suggested that the Government of New South Wales be asked to bring the reduced rates into operation—as Queensland and Western Australia have already done—with as little delay as possible, and thereby establish, to the great convenience of the public generally, uniform postal charges on correspondence sent by the several routes to and from the United Kingdom.

(Signed)

HENRY CUTHBERT,

Postmaster-General.

24th July 1880.

The Governments of New South Wales and New Zealand have declined to reduce the postage *viâ* Brindisi to the rates charged *viâ* San Francisco, on the ground that such a course would be prejudicial to the latter service; but no definite replies have been received from South Australia or Tasmania, which, however, still enforce the old Brindisi postal rates.

The arrangement for division of the postage on correspondence transmitted to and from the United Kingdom, as explained above, being of a very complicated character, in order to obtain, if possible, some simpler plan of division, the following memorandum has been addressed to the Chief Secretary with a view to its transmission to the Imperial Government:—

Memorandum for the Honorable the Chief Secretary.

I have the honor to bring under your notice the desirableness of steps being taken, as early as practicable, to obtain some modification of the present arrangement respecting division of the postage collected on correspondence transmitted between the United Kingdom and Australia *viâ* Brindisi.

A brief review of the preceding changes which have taken place in the postal service, and the proportions of postage allowed to the colonies, will show how the existing arrangement came to be adopted.

Prior to the 1st January 1874 the mail service between Australia and the United Kingdom was entirely under the control of the Home Government, the several Australasian colonies contributing a proportion of the cost, but from the date named the Government of Victoria, on its own behalf, entered into a contract with the Peninsular and Oriental Company for a four-weekly branch mail service between Point de Galle and Melbourne.

The Imperial Government undertook to convey the mails to and from the United Kingdom and Galle free of charge, and to pay to the receiving colony the postage collected on outward correspondence less the British inland rate, or five-sixths of the letter postage, and half the postage on packets and newspapers; the colonies respectively retaining the whole of the postage collected on homeward correspondence.

The same principle was applied to correspondence conveyed by the San Francisco and Torres Straits services, which were subsequently established.

As first agreed upon, this arrangement was to terminate on the 31st December 1878, but, upon representations by Victoria, supported by the other colonies, the Home Government assented to its continuance until the 1st February 1880, when the Imperial contract with the Peninsular and Oriental Company would expire.

In the meantime, the Imperial Government notified its intention, after the last-mentioned date, to retain 4d. out of each 6d. of the letter postage it collected, instead of only 1d. as formerly, on the ground that a larger share of the outward postage should accrue to the Imperial Post Office towards defraying the cost of conveying Australian mails to and from Ceylon, Singapore, and San Francisco respectively, the expense of which was stated to have been largely increased by the establishment of three separate Australian mail services.

Early in 1879 the Honorable the Chief Secretary, being then in London, personally urged upon the Lords of the Treasury the claims of the colonies to a larger proportion than one-third of the outward postage, and the Home Government ultimately consented to retain only 2d. out of each 6d. of letter postage after the 1st February 1880, the remaining 4d., as well as half the postage on packets and newspapers, being credited to the receiving colony.

Upon the expiration of the Imperial contract with the Peninsular and Oriental Company, for conveyance of mails to and from India and other British Possessions in the East, the Home Government, after consultation with the Government of India, decided to abandon the Southampton route, as it was of comparatively little value to their commercial interests, and a considerable saving would be effected thereby.

The Australian colonies were not communicated with or consulted in the matter, and when the Government accepted the tender of the Peninsular and Oriental Company for a fortnightly branch service between Melbourne and Ceylon, for eight years, at an annual subsidy of £85,000, the contract was entered into upon the supposition that the colonies would still have the option of sending their mails either *viâ* Southampton or *viâ* Brindisi, and the terms upon which the service was obtained were therefore regarded as being very favorable.

After the contract was signed, however, it was ascertained that the line between Suez and Southampton had been abandoned, and a telegraphic despatch, dated the 28th August 1879, was received from the Secretary of State for the Colonies, proposing that the postage chargeable *viâ* Brindisi (by which route all correspondence *viâ* Galle would have to be forwarded) should be—Letters, 7d. per half-ounce; newspapers, 1½d. each.

This placed the Australian service *viâ* Galle at a great disadvantage, as by far the largest portion of the correspondence between England and Australia had always been sent *viâ* Southampton at the rate of 6d. per half-ounce letter and 1d. for each newspaper, and would still be forwarded at those rates *viâ* San Francisco or by non-contract steamer.

A strong protest was accordingly entered by this colony against the abandonment of the Southampton route, but without success, and it therefore became necessary, in the interests of the public, to reduce the postage *viâ* Brindisi to the rates formerly charged *viâ* Southampton, at a considerable loss of revenue, and to enter into a new arrangement with the Imperial Government for division of the postage collected.

After much negotiation, it was agreed between the Agent-General (Mr. Childers) on behalf of Victoria and the Home Government:—

- (1.) That the rates collected on correspondence transmitted *viâ* Brindisi should be reduced to those charged *viâ* San Francisco and formerly *viâ* Southampton, viz., letters 6d. per half-ounce, packets 1d. per ounce, newspapers 1d. each.
- (2.) That on outward correspondence, the Imperial Government should retain 3½d. (1½d. inland rate, 2d. for Brindisi transit both ways) out of each 6d. of letter postage, accounting for 2½d. to Victoria; also should keep all the newspaper and packet postage.
- (3.) That on homeward correspondence, Victoria should retain all the letter postage, and credit the Imperial Post Office with half the postage on packets and newspapers.
- (4.) That the Home Government should pay the cost of transit through France and Italy of all correspondence both ways.

In order to meet objections raised by the Governments of New South Wales and New Zealand (contracting colonies for the San Francisco service), also to admit of the rates *viâ* Brindisi being generally assimilated to those charged *viâ* San Francisco or by non-contract steamers, it was arranged that those colonies and others using the Galle route should continue to receive, on outward correspondence, the same proportions of postage by the former as by the latter route (viz., two-thirds of the letter postage and half the postage on packets and newspapers), Victoria repaying to the Imperial Post Office the sums over-credited, viz., 1½d. per half-ounce letter, and half the packet and newspaper postage.

When this arrangement was acceded to it was understood that the homeward as well as the outward postage *viâ* Brindisi would, in all cases, be reduced to former Southampton rates, but the colonies named in the margin still maintain the old rates *viâ* Brindisi, 8d. per half-ounce letter and 2d. for each newspaper, in consequence of which the extent of correspondence dispatched from those colonies *viâ* Galle is actually less under the accelerated fortnightly than under the slower four-weekly service.

Instead, therefore, of the new contract being a successful one, as was anticipated, the net loss to Victoria will greatly exceed that on the four-weekly contract.

The only set-off against the loss incurred is in the case of homeward letters from colonies maintaining the 8d. rate. It appears from the accounts of the London office that the cost of the foreign transit of their homeward mails is charged against those colonies and credited to this department. No explanation has been furnished respecting this credit, but it is assumed to arise as follows: Victoria, in repaying to the Imperial Post Office the amounts over-credited to the colonies mentioned on outward correspondence, provides for the foreign transit of their mails both ways. These repayments, however, were agreed to upon the understanding that the homeward as well as the outward postage *viâ* Brindisi would be reduced. In the cases in which this was not done it was only fair that the dispatching colony should be debited with the homeward transit. It seems that the Home Government has pursued this course, and properly remits to this colony the whole amount it receives.

From the foregoing it will be seen that the existing arrangement is of an extremely complicated character, owing to the peculiar circumstances under which it was brought into force.

I beg therefore to recommend that the Secretary of State for the Colonies be communicated with on the subject with a view to a reconsideration of this question, and to substitute for the present arrangement some simpler and more equitable plan of division, such as the following:—

- (1.) The colonies to retain the whole of the postage collected on homeward letters, packets, and newspapers.
- (2.) The Home Government, on outward correspondence, to account for one uniform rate to all the colonies alike.
- (3.) The Home Government, out of the proportions of postage retained, to pay the French and Italian transit charges on all correspondence both ways.

It may be pointed out that this arrangement would admit of the postage collected in the colonies before-mentioned, on correspondence sent *viâ* Brindisi, being reduced to the rates already charged in Victoria, Queensland, and Western Australia; and, as the other colonies pay to Victoria, for conveyance of their mails from Galle, the whole and more than the whole of the amounts received from the United Kingdom, it does not appear that they could have any reasonable ground for objecting to receive a less proportion of the postage, provided the transit rates charged by Victoria for carriage of their mails were reduced in a

New South
Wales, New
Zealand, South
Australia,
Tasmania.

Letters, 6d. per ½
oz.; packets, 1d.
per oz.; news-
papers, 1d. each.

proportionate degree, and this might be done if the plan suggested were agreed to by the Home Government.

As the difficulties into which Victoria has been thrown in connection with its mail service were caused chiefly by the abandonment of the Southampton route, it is hoped that the Imperial Government will favorably entertain a plan which would lead to the Galle service being used by the public of the Australian colonies generally to an extent commensurate with the facilities it offers for regular and rapid communication with Europe.

Post Office and Telegraph Department,
Melbourne, 24th December 1880.

(Signed) G. D. LANGRIDGE,
Acting Postmaster-General.

The following is a statement showing amount payable by Victorian Government to the Peninsular and Oriental Company on account of the Mail Service, after deducting amounts chargeable against other Governments, etc. :—

STEAM POSTAL COMMUNICATION.											
Dr.					£	s.	d.	£	s.	d.	
To Amount of contract with the Peninsular and Oriental Steam Navigation Company					...	85,000	0	0			
„ Premiums earned for arrival of mails in less than contract time					...	1,200	0	0			
„ Amount of landing and shipping Suez mails					...	315	3	0			
									86,515	3	0
Cr.											
By Amounts chargeable to other Governments on account of Peninsular and Oriental Company's contract :—											
					£	s.	d.				
Great Britain	...	...	...	...	4,193	14	2				
New South Wales	...	...	...	...	12,940	19	7				
South Australia	...	...	...	...	12,524	16	1				
Tasmania	...	...	...	...	3,691	12	5				
Queensland	...	...	...	...	3,232	2	2				
Western Australia	...	...	...	...	2,445	16	1				
New Zealand	...	...	...	...	9,465	5	3				
Fiji	...	...	...	...	74	14	3				
								48,569	0	0	
„ Penalties incurred by Peninsular and Oriental Company for late arrival of mails					...	900	0	0			
„ Estimated amount to be paid by the French Government					...	1,100	0	0			
„ Estimated postages collected in Victoria					...	17,761	9	5			
									68,330	9	5
									£18,184	13	7

The following is the net cost to Victoria of the undermentioned services during 1880 :—

San Francisco Service	...	...	...	...	3,094	9	3
Torres Straits Service	...	...	...	...	259	5	0
					£3,353	14	3

UNIVERSAL POSTAL UNION.

In connection with the Steam Postal Service, it may be desirable that some reference should be made to the Postal Union question which has, on several occasions, been under the consideration of the Government.

In general terms, it may be stated that the object of the several Postal Union Treaties which have been concluded is to form every portion of the globe, regardless of its arbitrary divisions, into a single postal territory ; to establish, as far as may be found practicable, uniform reduced rates of postage ; and to facilitate the interchange of correspondence, by arranging that each country of the Union shall be bound to convey the mails of other States across its territory or by its sea services at the lowest possible rates of charge.

Mail services are regarded, not as enterprises the success of which is to be measured by pecuniary results, but as a means of binding more closely together the social and commercial relations of all countries, promoting the extension of commerce, the interchange of ideas, and the contingent reciprocal benefits necessarily resulting therefrom.

The first Postal Union Treaty was signed at Berne on the 9th October 1874, and came into force on the 1st July 1875, the parties to the contract being the several countries of Europe, the United States of America, and Egypt.

This Convention fixed the general Union rates of postage as follows :—

Letters, not to exceed	...	...	3d. per half-ounce.
Packets	„	...	1d. per two ounces.
Newspapers	„	...	1d. per four ounces.

For conveyance by sea of more than 300 nautical miles, a charge not exceeding half the general Union rates was allowed to be added, making the maximum postage—

For letters	...	...	4½d. per half-ounce.
For packets	...	...	1½d. per two ounces.
For newspapers	...	...	1½d. per four ounces.

An exception was, however, made in the case of correspondence conveyed across the continent of Europe *viâ* Brindisi by special train, which was regarded as an extraordinary service, and it was agreed that the Brindisi transit charges might be collected in addition to the rates above mentioned.

The land transit rate payable to each country conveying mails across its territory was fixed at 2 francs per kilogramme for letters (equivalent to about one-fifth of a penny per letter), and 25 centimes per kilogramme (equivalent to about $1\frac{1}{4}$ d. per pound) for packets and newspapers.

The payment for conveyance by sea was not to exceed 6.50 francs per kilogramme for letters (equivalent to about five-sevenths of a penny per letter), and 50 centimes per kilogramme (equivalent to about $2\frac{1}{2}$ d. per pound) for packets and newspapers.

It was found, however, that distant countries which maintained at great cost extensive Ocean mail services to ensure regular postal communication with Europe were unwilling to incur the serious loss of revenue which entry into the Postal Union under the Convention of 1874 would involve, and a modified arrangement designed to admit into the Union British India and the French Colonies was signed at Berné on the 27th January 1876, and was brought into force on 1st July of that year.

This arrangement permitted the countries named, and others which might join the Union thereunder, to charge the following postal rates :—

Letters	...	...	...	6d. per half-ounce.
Newspapers	...	...	...	2d. per four ounces.
Packets	...	...	...	2d. per two ounces.

To which a rate to cover the cost of transit across the continent of Europe *viâ* Brindisi could be added.

The sea rate was fixed at 25 francs per kilogramme for letters (equal to about $2\frac{1}{3}$ d. per letter), and 1 franc per kilogramme (equal to about $4\frac{1}{2}$ d. per pound) for packets and newspapers.

In 1878 a Congress of plenipotentiaries of the countries participating in the Treaty was held in Paris, when the whole question was reconsidered ; and the result of their deliberations was embodied in a convention, which was signed by all the delegates, on behalf of their respective Governments, on the 1st June 1878, and took effect from the 1st April 1879.

This convention fixes the maximum rates of postage as follows :—

1. *Ordinary Union Rate.*

Letters	...	...	$2\frac{1}{2}$ d. per half-ounce.
Post-cards	...	...	1d. each.
Newspapers	...	...	1d. per four ounces.
Book packets	...	...	$\frac{1}{2}$ d. per two ounces.
Patterns	...	...	1d. for four ounces ; every additional two ounces, $\frac{1}{2}$ d.
Legal and commercial papers			$2\frac{1}{2}$ d. for any weight not exceeding 10 ounces ; every additional two ounces, $\frac{1}{2}$ d.
Registration fee	...	...	$2\frac{1}{2}$ d.

2. *Rates to and from Distant Countries.*

Letters	...	...	5d. per half-ounce.
Post-cards	...	...	$1\frac{1}{2}$ d. each.
Newspapers	...	...	2d. per four ounces.
Book packets	...	...	1d. per two ounces.
Patterns	...	...	1d. per two ounces.
Legal and commercial papers			$2\frac{1}{2}$ d. for four ounces ; every additional two ounces, 1d.
Registration fee	...	...	5d.

to which the Brindisi transit charges may be added.

It also reduces the sea rate to be paid to the country providing the Ocean service by the States sending mails thereby to 15 francs per kilogramme of letters, *i.e.*, to about $1\frac{1}{2}$ d. per single letter.

In the Universal Postal Union are now included all the countries of Europe ; the United States and Canada in North America ; most of the petty States of South America ; the West Indies ; Egypt, Algiers, and most of the settlements on the west

coast of Africa, besides the Canary Islands and Madeira, Mauritius and Seychelles; in Asia, Persia, India, Singapore, and Hongkong; Japan and the islands of the Indian Archipelago.

The Australasian colonies and the British colonies in South Africa are almost the only places of importance which are not comprised in the Union.

Up to the present time it has not been deemed advisable on financial grounds for this colony to assent to the arrangement, and it could not now do so without incurring loss of revenue.

If the colony should join the Union, the terms of the Paris Convention admit of the same rates of postage being charged on letters, &c., transmitted *viâ* Brindisi as at present. It appears, from the correspondence which has taken place with the Imperial Post Office, that there would be no necessity to disturb the existing arrangement with the United Kingdom for division of the postage collected, this being a matter not affecting the Union generally, and the conveyance of mails of other colonies to and from Ceylon might be the subject of a special arrangement.

While, however, 6d. per half-ounce could still be charged on letters forwarded *viâ* Brindisi, only 5d. could be collected upon correspondence transmitted *viâ* San Francisco or by steamers not under contract, the result of which would most probably be that a large extent of correspondence, both homewards and outwards, would be diverted from the Galle route to the detriment of the postal revenue.

Although it is thought the loss could not fail to be considerable, it would not be possible to make even an approximate estimate of the amount, which could only be ascertained by actual experience, but the following observations will indicate in what direction loss might be anticipated if the colony were admitted into the Union.

In considering the effect on the revenue it may perhaps be advisable to examine the matter from two points of view, viz., correspondence homewards and correspondence outwards.

I. *Homeward Correspondence.*

It may be stated that the 6d. rate is now collected on all letters posted in this colony addressed to the United Kingdom by whatever route they may be despatched. The whole of this rate is retained in the case of letters sent *viâ* Brindisi; 5d. out of 6d. is retained on letters forwarded by steamers not under contract, the remaining 1d. being paid as gratuity to the masters of the vessels; and, on letters sent by the Californian service, the whole of the postage collected is paid to New South Wales for conveyance of the mails to San Francisco.

It is not anticipated that much, if any, additional correspondence would be forwarded *viâ* San Francisco, the principal difficulty arising from the fact that the postal rate chargeable on letters sent by non-contract steamers (*e. g.*, the Orient line) would be less than that by the contract service *viâ* Ceylon.

On the proportion of correspondence now sent by steamers not under contract there would be a loss of 1d. per letter, and on correspondence which might be diverted thereto from the Galle route the loss would be 2d. per letter.

It is also pointed out that, should a large extent of correspondence be forwarded by steamers of the Orient line *viâ* Naples—conveyance from which place to London is charged at Union transit rates, and is now voluntarily paid for by the Home Government—the question might arise whether the cost of this transit should not be defrayed by the colony.

II. *Outward Correspondence.*

On correspondence from the United Kingdom this colony is credited with 2½d. per letter *viâ* Brindisi, but does not receive any portion of the postage on letters sent by steamers not under contract. It is also credited with 4d. out of 6d. of the letter postage on correspondence forwarded *viâ* San Francisco, but has to pay 6d. per letter to New South Wales for conveyance from San Francisco.

It will therefore be apparent that, should outward correspondence to any appreciable extent be diverted from the Galle route, the loss of revenue to this colony would be considerable. Besides the loss which would accrue from the diversion of correspondence, there would be a loss on letters, &c., transmitted to and from the British possessions in the East and foreign countries, as well as of the amount of the Brindisi transit rates on homeward letters from the neighboring colonies. It may be added that it has been recently notified by the London Post Office that the

Home Government are about to again submit the Postal Union question to the several Colonial Governments for their further consideration.*

The Post Office Department is fully alive to the substantial benefits that would result from Victoria being included among the States participating in this comprehensive scheme for facilitating commercial and social intercourse between all civilized communities, and efforts have already been made to bring about a reduced and uniform charge on correspondence for foreign parts, in order to prepare the way for the accomplishment of this end at no distant day. Although loss of postal revenue, perhaps to a large amount, would be involved by entering the Union, it will hardly be expected, from the recognized position the colonies of Australasia have attained, that they will long allow any mere monetary consideration to exclude them from an international arrangement promising so many immediate and prospective advantages.

POSTAGE TO FRANCE.

On the 19th February 1880, a letter was addressed to the Postmaster-General, London, on the subject of the high rates of postage which it is necessary to charge on letters for France, in consequence of the large amounts that have to be credited to that country for its inland rate, and pointing out the inconveniences resulting from the absence of any arrangement for the full prepayment of the postage on packets and newspapers, which are now, in every case, subject to a charge on delivery; and it was suggested that the French Post Office should be asked to adopt a similar arrangement to that under which correspondence is forwarded to other countries on the continent of Europe *viâ* Brindisi.

In making a proposal by which a reduction of the postal rates might be brought about, it was necessary to consider what would be acceptable to all the Australasian Colonies, as the French Post Office would scarcely assent to any arrangement which was not applicable to all the colonies alike.

The above proposal was therefore made as the principle upon which the arrangement referred to was based had already been generally approved.

No definite reply has been furnished to the communication from this office, but the following letter on the subject from the London Post Office has been received in a despatch from the Secretary of State for the Colonies, dated the 6th July 1880:—

SIR,

General Post Office, London, 23rd June 1880.

The Postmaster-General has recently received a letter from the French Minister of Posts and Telegraphs on the subject of the rates of postage charged on letters between France and the Australian Colonies, which M. Cocheret considers unnecessarily high, and as contrasting unfavorably with the rates charged on letters between England and Australia, more especially since the reduction which took place on the 1st March last.

A letter on the same subject has also been received from the Postmaster-General of Victoria.

The French Minister attributes the present charge to the rates which France has to pay for intermediate transit under the agreement of January 1862, which prescribes the conditions to be observed in exchanging mails between France and the Australian Colonies. The Colonial Postmaster-General, on the other hand, bases his representations on the large amounts which have to be credited to France for French inland postage under the same agreement.

In both cases the amounts are certainly high, considering the tendency which has prevailed during the last few years of lowering postage rates.

The best means of attaining the reduction desired would, no doubt, be found in the Australian Colonies consenting to become members of the Universal Postal Union, and the Postmaster-General understands that this question is about to be submitted again to the colonies for their consideration; but, as some time must necessarily elapse before a final decision can be looked for, Mr. Fawcett has been requested by the French Post Office to bring before them the question of the postage rates to and from France, in the hope that, pending the settlement of the larger question, a provisional arrangement may be come to as regards the more limited one.

Under the agreement of January 1862, above referred to, the rates which the French Post Office has to pay to the British Post Office, and *vice versa*, are fixed as follows:—

FOR PAID LETTERS.

	F.	C.
French inland rate	1	00 per ounce.
Australian inland rate	0	40 „
British sea rate, including Egyptian transit ...	1	26 „

For unpaid letters the French Post Office charges double inland rates.

* Since the above was written a despatch has been received from the Secretary of State, enclosing modified proposals with reference to the Australasian Colonies entering the Universal Postal Union, which will receive early consideration.

In addition to the foregoing rates, 30 centimes per ounce are paid for Italian transit on all letters forwarded by the route of Brindisi. The rates charged to the public under the present system are :—

IN FRANCE.—For a paid letter to Australia, 1 franc 10 centimes per 15 grammes. For an unpaid letter from Australia, 1 franc 30 centimes for 15 grammes.

IN AUSTRALIA.—The rate for paid letters *via* Brindisi seems to be generally 1s. 1d. per half-ounce.

In any new arrangement which may be made it is proposed that an equal reduction should be made in the French and Australian inland rates, and in the British sea rate, and an equitable arrangement would perhaps be found in reducing the present rates of accounting by one-half. They would then be as follows :—

French inland rate	...	...	...	50 centimes.
Australian inland rate	...	...	...	20 „
British sea rate	...	...	...	60 „
				130 centimes.

Taking an average of three letters to the ounce, and adding the Egyptian and Italian transit rates, this would admit of the postage *via* Brindisi being reduced to 6d. per single rate. The Postmaster-General has informed the French Minister of Posts and Telegraphs that he will take steps for bringing the question under the consideration of the several Australian Governments, and I am to request that you will be good enough to move the Earl of Kimberley to communicate the purport of this letter to the several Governments inviting them to state whether they are prepared to agree to such a reduction of charge as that proposed.

I am, &c.,

R. G. W. Herbert, Esq., Colonial Office.

(Sd.)

S. A. BLACKWOOD.

In reply to the above communication, the following memorandum has been submitted and forwarded to the Secretary of State for the Colonies :—

Memorandum for the Honorable the Chief Secretary.

Post Office and Telegraph Department, General Post Office,
Melbourne, 24th December 1880.

With reference to the circular despatch of the 6th July last from the Secretary of State for the Colonies, enclosing copy of a letter, dated the 23rd June, from the London Post Office, suggesting a plan for reduction of the postage on letters transmitted between France and the Australian Colonies, the Postmaster-General begs to state that, after due consideration, it does not appear desirable, for the following reasons, to assent to the proposed arrangement :—

- (1.) It perpetuates an objectionable feature of the existing arrangement, viz. :—The fixing of the French inland rate at $2\frac{1}{2}$ times the Victorian.
- (2.) It proposes to reduce the colonial inland rate to two-thirds of a penny per single letter, a rate lower than that of any country in the world.
- (3.) It proposes to reduce the sea postage (credited in every case to the colonies which provide for the sea service) to 60 centimes per oz., or 2d. per single letter, whereas the present rate (4d.) does not nearly cover the cost of the transit.
- (4.) The loss of revenue involved would fall more heavily on the colonies than upon France.
- (5.) No provision is made for the full prepayment to destination of packets and newspapers, which are now liable to a charge on delivery.

There does not appear to be any reason why the French inland rate should be higher than the colonial, and the Postmaster-General is of opinion that, in any future arrangement which may be entered into for the interchange of correspondence between France and Australia, a rate should be fixed upon which should apply equally to both countries.

It was with this view that the communication from this office, referred to in the second paragraph of Mr. Blackwood's letter, was addressed to the Postmaster-General, London, with a request that the French Post Office might be asked to adopt an arrangement similar to that under which correspondence is exchanged between Australia and countries on the continent of Europe (except France) *via* Italy.

This arrangement fixes the letter postage at 85c. ($8\frac{1}{2}$ d.) per $\frac{1}{2}$ oz., which is made up as follows :—

Colonial rate	...	...	...	...	...	15c.
Sea rate	...	...	...	...	...	40c.
Italian transit rate	...	...	...	...	...	15c.
Inland rate of country of destination or despatch	...	...	...	...	...	15c.
Total	...	...	...	...	...	85c.

The first two of these rates belong in every case to the colonies, the last two to the Italian office and country of destination or despatch respectively.

On newspapers and packets despatched the colonies account for a uniform rate of 2.25 fr., and on those received are credited with 3.20 fr. per kilogramme.

If this arrangement were agreed to by the French Government, it would admit of the rates of postage to France being assimilated to those charged on correspondence for other countries on the continent of Europe *via* Italy, as well as the full prepayment of packets and newspapers.

As no reply has been received by this department to its proposal upon this subject, which appears to be an equitable one, the Postmaster-General begs to suggest that steps be taken to ascertain whether the French Government will be prepared to assent thereto, and so avoid the many inconveniences which arise from the levying of excessively high rates of postage on letters and a charge on delivery of all packets and newspapers transmitted between France and the Australasian Colonies, to all of which the proposed arrangement would, it is believed, be acceptable.

(Signed)

G. D. LANGRIDGE,
Acting Postmaster-General.

Mr. Blackwood
to Mr. Herbert.

POSTAGE TO INDIA, CHINA, ETC.

A proposal made by this Department for mutual reduction to 6d. of the postage on letters transmitted to and from Victoria and India has been approved by the Indian Post Office, but, as the Director-General deemed it necessary that the arrangement should be adopted with respect to all, if any, of the Australian Colonies, the terms of the proposal have been communicated to the neighboring colonies, and their concurrence requested therein, in a circular letter dated the 16th August 1880, of which the following is a copy :—

SIR,

General Post Office, Melbourne, 16th August 1880.

I have the honor, by direction of the Postmaster-General, to inform you that it has been proposed to enter into an arrangement between this Department and the Postal Department of India for establishment of uniform reduced rates of postage on letters transmitted to and from India and Victoria, the re-direction of correspondence, &c.; and the Director-General of the Post Office of India has expressed his approval thereof, conditionally upon the other Australian colonies agreeing to a similar arrangement, as he considers it necessary to have uniformity of practice in dealing with correspondence for all parts of Australia. It is proposed—

- (1.) That the letter rate of postage shall be 6d. (or its equivalent in Indian money) per $\frac{1}{2}$ oz., which shall carry letters from one country to the other and secure their delivery at the place of address without further charge.
- (2.) That the cost of transit of letters from Ceylon to India by non-contract steamers (viz., 1 $\frac{1}{2}$ d. per $\frac{1}{2}$ oz.) be paid by the despatching colony in account with the Imperial Post Office, the India Post Office defraying the cost of non-contract transit in the opposite direction.
- (3.) Letters unpaid or prepaid less than a single rate shall not be forwarded; but insufficiently paid letters bearing at least a single rate of postage shall be forwarded, charged with the deficient postage and a fine equal to a single rate.
- (4.) That correspondence shall be re-directed from one country to the other, upon the application of the addressees, without awaiting the fee for re-direction.
- (5.) That the amount of all fines, deficient postage, and re-direction fees shall be retained by the country collecting the same.

The Postmaster-General will feel obliged by your acquainting him, at your earliest convenience, whether your Department will be prepared to adopt the proposed arrangement in regard to correspondence transmitted between New South Wales [New Zealand, &c.] and India.

I have, &c.,

(Signed)

T. W. JACKSON.

The Honorable the Postmaster-General,
&c., &c., &c.

In a subsequent letter, it was also suggested that a similar arrangement should be agreed to in regard to correspondence exchanged with Hongkong and other British possessions in the East, as well as with Japan and the islands of the Indian Archipelago.

Up to the present time, however, it has not been found practicable to obtain general concurrence in these proposals.

POSTAGE TO CANADA.

A proposal, emanating from the Postmaster-General, Ottawa, for exchange of closed mails between Canada and this colony at a reduced rate of letter postage, has been favorably entertained, but, it being considered that uniformity of practice should prevail in all the colonies in matters of this nature, the following circular letter was addressed to the Postmasters-General of the neighboring colonies :—

SIR,

General Post Office, Melbourne, 25th August 1880.

I have the honor, by direction of the Postmaster-General, to inform you that the following proposals for transmission of letters to and from Canada and Victoria *via* San Francisco, in closed mails, at a reduced rate of postage, have been approved by the Postmaster-General, Canada, and will be assented to by this Department :—

- (1.) The letter rate of postage shall be 6d. per $\frac{1}{2}$ oz. in Victoria, and 12 cents in Canada.
- (2.) Wholly unpaid letters shall not be forwarded, but insufficiently paid letters, bearing at least a single rate of postage, shall be forwarded, charged with the deficient postage and a fine equal to a single rate, to be collected on delivery and retained by the collecting country.
- (3.) The cost of United States territorial transit shall be defrayed by the despatching country.
- (4.) On correspondence despatched to Victoria, the Canadian Post Office shall account for sea postage at the rates fixed by the Paris Postal Convention 1878 (viz., letters 15 fr. per kilogramme, packets and newspapers 1 fr. per kilogramme), the amount of this charge to be determined by statistics periodically taken.

Before, however, notifying his assent to the proposed arrangement, the Postmaster-General is desirous of ascertaining whether the Postal Departments of the other Australian colonies will be prepared to assent to a similar arrangement with respect to correspondence transmitted to and from Canada *via* San Francisco, as he considers it desirable that there should be uniformity of practice in all the colonies.

I am therefore to request that you will be good enough to state whether the before-mentioned proposals meet with your approval, and, if so, whether there will be any objection to bringing them into force from the 1st January 1881.

I have, &c.,

(Signed)

T. W. JACKSON,
Deputy Postmaster-General.

The Honorable the Postmaster-General,
&c., &c., &c.

The replies received are, with one exception, favorable to the proposed arrangement, and it is hoped that before long the reduced rates will be brought into force.

ELECTRIC TELEGRAPHS.

No material changes have been made in the local arrangements of the chief telegraph office since the last Report.

The business continues to be conducted as satisfactorily as possible under the disadvantages of the existing temporary office accommodation, and it is hoped that steps may be taken to effect an improvement in this respect at an early date—the subject having been brought prominently under notice in previous Reports.

During the early portion of the year Morse duplex instruments were placed in direct circuit on one of the intercolonial wires between Melbourne and Sydney, and communication between the two capitals, by that means, has since been regularly maintained.

The instruments employed are known technically as the Stearns-Edison design, manufactured for the Western Union Telegraph Company, U.S., by George M. Phelps, of New York, and may be worked either as duplex or quadruplex; but at present the duplex only is employed.

The results are entirely satisfactory, and the public derive beneficial advantages through a more prompt receipt and despatch of telegrams.

It is intended that this improved system of working shall be extended to one of the intercolonial wires connecting Melbourne with Adelaide.

An order for the supply of the necessary instruments has already been forwarded through the Agent-General.

A contract is now in progress for the construction of a special line of telegraph from Dimboola to join the South Australian wire at Border Town, S.A. A distinct wire will be extended, in continuation, from Dimboola to Horsham, and thence to Melbourne *via* Stawell, Ballarat, Ballan, &c., by means of which the inland communication with Adelaide will be hereafter much more expeditiously conducted, and the difficulties in working through the coast lines, which have been a source of much inconvenience during past years, will thus, it is anticipated, be entirely overcome.

The working of the submarine cables connecting Australia with India and Europe *via* Adelaide and Port Darwin has continued in good order since the duplication of the section direct *via* Banjoewangie and Singapore. A notable instance of the effective condition of the service was illustrated by the facts attending the transmission of the message to Her Majesty the Queen, by His Excellency the Governor, announcing the opening of the Melbourne International Exhibition building on the 1st October last.

The "Queen's message," consisting of 78 words, was despatched from the electric telegraph office, in the Exhibition building, at 12.50 p.m. on the date named; reached Port Darwin at 12.52 p.m., passed Singapore to Madras at 12.55, reached Bombay 1 p.m., London 1.10 p.m., and Balmoral (where the Queen was residing) at 1.13 p.m. *Melbourne time*, a total period of 23 minutes, including all repetitions.

This celerity and precision (aided by certain pre-arrangement) may be accepted as fair evidence of (1) the perfect condition of the entire line of communication throughout the route, (2) the expertness and ability of the telegraphists employed, and (3) the advantages of possessing a comprehensive telegraphic system under the directive control and practical management of British administration.

It is almost unnecessary to remark that, had it been requisite to despatch such a message (as was at one time the case) through a variety of intermediate lines, the property of many different proprietaries, and worked by telegraphists of as many varied nationalities, the success attained in the event under reference would have been simply impracticable.

There is no record as to the exact time when the reply from the Queen was despatched to His Excellency the Governor, but the message reached the Melbourne office at 11.13 a.m. on the day following (October 2nd), or in 22 hours 23 minutes after the outward despatch of the previous day.

The distance traversed by the two messages may be stated as 27,390 miles.

The increasing number of wires in the city, and the necessity for providing poles of suitable proportions for the support of the many circuits—telegraphic and telephonic, &c.—has led to the consideration of some adequate means to enable underground wires to be laid down. In order that the experience of the Imperial Postal Department might be availed of, the question being one of some importance, enquiries are at present in progress to ascertain the cost and other particulars relating to a section of subterranean cable, carrying insulated wires, recently laid down between Waterloo and Vauxhall in London, by means of a plan known as “Brooks’ American Patent Cable.” On the receipt of further advices on the subject a decision will be formed as to the desirability of introducing a similar system for some of our street wires, and thus remove the objections attaching to the present system.

The facilities now afforded in Melbourne for the transmission of telegrams are worthy of notice. There are in the city, besides the central office, no less than seven other offices from which telegrams can be despatched—one at the Exchange, the second at Eastern Market, the third at the Public Offices (Spring Gardens), the fourth at Elizabeth street north, the fifth at the Custom House, the sixth at the Hobson’s Bay Railway station, Flinders street, and the seventh at Spencer-street station. The public has largely availed itself of these offices, 109,082 messages, value £6,488 19s. 6d., having during the year been transmitted from them. From the Exchange alone, which was only opened on the 1st December, no less than 2,661 messages, value £223 3s. 6d., were sent, up to the end of that month. The office at the Exchange is in direct communication with the principal mining centres.

It may be mentioned that the establishment of the new branch offices, while increasing greatly the utility of the Department, has added comparatively little to its cost. The Exchange office when first opened was managed by the employés of that company, but upon being transferred to the charge of the Government the officers required for carrying on the telegraph business were drafted from the central office and no new appointments made.

It having been suggested that delivery of telegrams in Melbourne and the suburbs might be expedited if messengers were provided with tricycles, it was, upon consideration, believed that such a course would prove both expensive and objectionable, but the same object might be served if the lads could ride in any omnibus travelling to or towards their point of destination. With this view, negotiations were opened with the Melbourne Omnibus Company, and an agreement has been effected for this plan to be tried for six months.

The direct telegraphic connection between Melbourne and the Flemington race-course has proved a great convenience to the public; the business on the last Cup day was the largest transacted on any one occasion, no less than 2,915 messages being transmitted, the fees upon which amounted to £169 2s.

The result of the principal race was known in the chief towns of Victoria and in Sydney, which was placed in direct communication with the course, one minute after the winner was declared.

There were six special wires provided; but, though every possible effort was made by the operators, the lines were found insufficient to admit of the business being cleared off as promptly as desired.

In connection with this subject, it may be mentioned that arrangements are made for delivery of messages on the course, so that persons attending the races may be advised by telegraph of any matter of urgency; when the telegrams can be so delivered, they are taken out by messenger, otherwise their addresses are exposed to view in the windows of the Telegraph Office, and they are delivered when applied for.

The advantage that would be gained by connecting the various branch offices in the city with the central office by means of pneumatic tubes has for a considerable time past been recognized by the Department, but no action could be taken in the matter in consequence of the necessary funds not being provided. The business at the branch offices has, however, now assumed such large proportions, and the staffs necessary to carry on the work have consequently so much increased, that in the interests of economy no further delay should be allowed to take place in connecting at least two or three of the branches with the head office by the means referred to.

It is estimated that in the course of two or three years the cost of the tubes and machinery would be fully covered by the saving effected in salaries, instruments, and materials. The liability to error would be reduced, as the telegrams themselves would be sent through the tubes to head office, instead of, as now, being transmitted there by wire and sent thence to destination; a saving of time would be effected, a single telegram only being sent at one time by wire, whereas a number could be forwarded simultaneously through the tube. Thus it will be seen that expense would be saved and the public requirements more expeditiously and better served if the proposed arrangement were carried out.

SUBMARINE CABLES.

The duplicate cable between Penang and Port Darwin, and the submarine cable between Victoria and Tasmania, have worked very satisfactorily during the year, as not a single interruption of the transmission of telegrams on either line has taken place.

In the Report for last year it was stated that the contributors to the duplicate cable subsidy were Victoria, New South Wales, South Australia, and New Zealand, the last-named colony having consented to pay its proportion subject to the ratification of Parliament. Subsequently Western Australia consented to contribute, and the amounts per annum payable by each colony were as follow:—

	£	s.	d.
Victoria	12,829	6	4
New South Wales	9,615	2	7
South Australia	3,445	10	8
New Zealand	6,092	17	11
Western Australia	417	2	6
Total	£32,400	0	0

The Government of New Zealand brought the subject before the Parliament of that colony, but did not recommend that the temporary agreement should be continued. New Zealand, after paying two quarters' contribution, declined to make any further payments to the subsidy. This necessitated a readjustment of the contributions payable by the remaining colonies, and the subsidy is now paid in the following proportions:—

	£	s.	d.
Victoria	15,800	13	4
New South Wales	11,842	1	4
South Australia	4,243	10	8
Western Australia	513	14	8
Total	£32,400	0	0

TELEGRAPH LINES.—ADDITIONAL WIRES, EXTENSIONS, ETC.

During the year a wire has been erected connecting Horsham with Dimboola, and a contract has been entered into for a line connecting Dimboola with the South Australian frontier.

Arrangements are also in progress for running an additional and special wire from Melbourne to Dimboola, thus completing the connection with the wire erected by the Government of South Australia, and obviating the difficulties and interruptions almost inseparable from coast lines of telegraph.

The first telephone exchange was constructed by the Department for Messrs. Sands and McDougall for the private use of the firm.

A similar convenience has also been provided for the Customs Department, connecting the various stations in and around Melbourne with the Custom House in Flinders street.

A number of private firms have had their premises connected with the Exhibition, and the same facilities have been afforded to the Police Department.

An arrangement has been entered into with the Melbourne Exchange Company by which the Department undertakes to erect wires wherever required at a stipulated rental per mile.

Arrangements are in progress for connecting the whole of the Melbourne and suburban police stations by means of a telephone exchange at Russell-street barracks.

STATEMENT of Expenditure for Telegraph Lines, Stations, &c., for 1880.

Particulars.	Amount.	Total Amount.
	£ s. d.	£ s. d.
Total Expenditure for Lines, Stations, &c., up to 31st December 1880	...	591,756 9 6
EXPENDITURE DURING 1880.		
Extension of Lines, Repairs, &c., to 31st December	16,756 8 3	
New Buildings and Repairs to existing Buildings	12,992 2 7	
		29,748 10 10
CURRENT EXPENDITURE DURING 1880.		
Rent of Temporary Offices	...	£621,505 0 4
		£4,128 10 11

Local and Intercolonial Business.

STATEMENT showing the Victorian and Intercolonial Business for the Years 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, and 1880.

	1869.		1870.		1871.		1872.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
* Between Victorian Stations	194,991	24,154 7 8	363,332	22,921 18 9	430,290	27,274 14 4	506,617	31,544 15 3
From—								
Victoria to New South Wales	13,949	5,840 1 3	15,735	5,649 5 9	23,493	5,547 8 3	29,148	6,693 8 3
New South Wales to Victoria	13,540	5,750 2 5	14,203	5,268 13 8	21,165	5,095 17 7	29,393	6,709 0 8
Victoria to Queensland	938	580 8 11	1,080	540 1 6	1,507	643 4 0	2,540	1,016 10 10
Queensland to Victoria	1,118	698 16 0	1,514	757 1 8	1,070	788 5 10	2,652	1,307 12 8
Victoria to South Australia	7,101	2,523 7 6	9,332	2,289 14 8	14,340	2,171 19 2	12,371	2,315 10 11
South Australia to Victoria	6,165	2,167 11 8	7,842	1,892 5 3	12,065	1,797 10 3	10,823	2,006 15 10
Victoria to Tasmania	2,187	1,078 15 1	4,485	1,744 9 8	3,791	1,304 11 4	3,639	1,047 12 0
Tasmania to Victoria	2,313	1,106 16 0	4,825	1,940 10 0	4,505	1,303 15 2	3,943	1,161 8 7
	1873.		1874.		1875.		1876.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
* Between Victorian Stations	521,489	32,780 16 5	502,528	30,945 2 1	533,335	33,120 10 9	580,928	36,323 9 8
From—								
Victoria to New South Wales	36,844	7,686 13 11	48,624	7,024 3 8	57,215	8,010 10 3	64,806	9,807 1 0
New South Wales to Victoria	37,126	7,834 5 10	51,375	7,759 6 4	62,316	8,791 18 4	73,001	9,966 4 8
Victoria to Queensland	2,762	1,184 14 7	6,782	1,141 10 7	7,415	1,467 14 3	8,617	1,794 14 8
Queensland to Victoria	3,279	1,557 4 8	7,121	1,787 7 6	9,557	2,252 14 7	10,930	2,558 15 2
Victoria to South Australia	17,308	2,391 3 10	17,001	2,364 5 4	19,287	3,018 2 5	21,792	3,604 13 5
South Australia to Victoria	19,541	2,769 14 3	18,314	2,617 7 6	21,400	3,162 8 10	24,161	3,686 3 4
Victoria to Tasmania	5,445	1,279 8 8	5,865	1,350 7 11	6,262	1,378 10 3	7,041	1,437 11 5
Tasmania to Victoria	4,455	1,523 2 0	4,666	1,732 5 11	4,862	1,673 19 0	5,593	1,847 15 0
	1877.		1878.		1879.		1880.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
* Between Victorian Stations	616,806	39,144 1 2	641,581	40,860 14 10	598,717	37,493 18 10	670,413	41,740 19 2
From—								
Victoria to New South Wales	70,610	10,661 17 3	76,509	11,333 9 2	79,039	11,312 9 5	89,792	11,457 5 3
New South Wales to Victoria	78,938	10,931 8 2	85,187	11,527 19 10	88,957	11,511 18 11	98,107	12,371 9 10
Victoria to Queensland	10,245	2,147 2 11	9,745	2,032 0 9	8,724	1,792 12 5	9,854	2,008 3 5
Queensland to Victoria	13,113	2,997 10 11	12,627	2,723 13 5	10,981	2,447 4 10	12,201	2,679 3 1
Victoria to South Australia	24,727	4,071 3 8	28,265	3,751 8 3	29,495	4,246 1 11	33,884	4,549 10 0
South Australia to Victoria	27,294	4,289 17 8	31,016	5,135 8 7	32,687	5,629 16 11	37,391	5,637 18 8
Victoria to Tasmania	6,773	1,331 0 6	8,985	1,473 13 7	7,908	1,369 19 5	6,771	1,299 16 2
Tasmania to Victoria	5,777	1,897 5 10	6,545	3,135 16 0	6,121	1,884 6 9	8,228	1,996 18 1
Victoria to Western Australia	275	73 19 4	2,310	836 16 3	1,916	489 10 1	1,732	414 2 9
Western Australia to Victoria	455	102 10 3	2,745	722 17 5	2,756	602 7 7	2,554	494 2 5

* Exclusive of the number and value of messages O.H.M.S.

NOTE.—Victoria .. Reduced rate of 1s. for 10 words came into operation 1st January 1870.
 New South Wales .. Reduced rate from 3s. to 2s. for 10 words came into operation 1st November 1873.
 Queensland .. Reduced rate from 6s. to 5s. for 10 words came into operation 1st November 1873.
 South Australia .. Reduced rate from 6s. to 5s. for 10 words came into operation 1st August 1870.
 Tasmania .. Reduced (cable) rate from 5s. to 4s. for 10 words came into operation 1st January 1870.

STATEMENT showing the Extension of Telegraph Lines in the Australasian Colonies during the Year 1880,
also Lines in Progress, &c.

Colony.	Lines Erected.		Lines Dismantled.		Lines in Progress at end of Year.		Total Number of Miles at end of Year.		Number of Stations Opened.	Number of Stations Closed.	Total Number of Stations at end of Year.
	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.			
Victoria ...	60	283	...	...	66	132	3,215½	6,019½	26	1	286
New South Wales	438	762	...	...	268½	501½	7,955½	13,188	16	...	289
South Australia...	386½	583	26	26	434½	561½	4,754	6,904½	11	1	159
Queensland ...	90	451½	182½	182½	267	567	5,768	8,149½	9	11	159
Tasmania ...	14	14	...	...	...	...	747	963	2	...	64
New Zealand ...	68	68	...	...	...	...	3,706	9,401	15	6	223
Western Australia	4	20	...	...	...	...	1,554½	1,592½	...	1	26

STATEMENT showing Australasian Telegraphic Business transacted with Europe and the East during
the Year 1880.

Colony.	Transmitted.		Received.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
		£ s. d.		£ s. d.		£ s. d.
Victoria ...	4,271	33,070 15 1	5,232	38,234 2 4	9,503	71,304 17 5
South Australia ...	1,881	9,373 9 0	3,037	20,505 4 1	4,918	29,878 13 1
New South Wales ...	3,816	25,714 18 6	3,824	20,907 8 4	7,640	46,622 6 10
Queensland ...	524	3,190 0 6	401	2,816 17 5	925	6,006 17 11
Tasmania ...	200	960 18 0	250	1,104 12 1	450	2,011 10 1
New Zealand ...	1,947	12,041 7 8	1,890	12,078 4 1	3,837	24,119 11 9
Western Australia ...	128	667 5 6	208	869 15 11	336	1,537 1 5
Totals ...	12,767	84,964 14 3	14,842	96,516 4 3	27,609	181,480 18 6

RETURN showing Net Revenue from 1st January to 31st December 1880.

	£ s. d.	£ s. d.
Cash receipts paid into Treasury, from 1st January to 31st December 1880 ...	61,478 16 9	
Less amount paid to Bass Cable Company on account of intercolonial business for same period ...	1,332 8 8	
		60,146 8 1
Amount due by other colonies on account of intercolonial business for same period :—		
New South Wales ...	599 12 7	
South Australia ...	606 9 3	
Tasmania ...	23 11 10	
		1,229 13 8
		£61,376 1 9

PROPOSED POSTAL AND TELEGRAPH CONFERENCE.

With a view to the settlement of various questions affecting the Postal and Telegraph Service of all the Australian Colonies, and the establishment, where possible, of uniformity of practice with respect to Postal and Telegraph arrangements generally, it was proposed to hold a Conference in Melbourne as early as practicable after the opening of the International Exhibition, to consist of the permanent heads of the Postal and Telegraph Departments, upon whom it should devolve, after due deliberation upon the matters brought forward, to draw up, in the form of a recommendation to their respective Governments, a report embodying the conclusions arrived at.

In the early part of September 1880, the neighboring colonies were communicated with upon the subject and invited to take part in the proposed conference, which, it was believed, would be attended with mutual advantages to all the colonies concerned.

The following subjects were suggested for consideration in addition to any others which it might be considered desirable to discuss :—

1. Postal Union.
2. Subsidy to duplicate cable—proportions to be paid by the colonies interested.
3. Foreign and Intercolonial telegraph rates and regulations.
4. Australian mail services—contributions to.
5. Postage rates to India, China, Canada, &c.
6. Transmission of unpaid letters.
7. Registration fees.
8. Extension of the Money Order system to Germany, United States, and Canada.
9. Postal cheque system.
10. Parcels post system.

Several of the colonies were, however, either unable or unwilling to be represented at the proposed conference, which accordingly did not take place.

STAFF OF THE DEPARTMENT.

The Honorable J. B. Patterson was Postmaster-General from the commencement of the year until the 5th March, when he was succeeded by the Honorable Henry Cuthbert. The Department was administered by the Honorable Graham Berry, Chief Secretary, from the 3rd August until the 6th October, when it was placed in charge of the Honorable G. D. Langridge, the Commissioner of Public Works, who has since officiated as Acting-Postmaster-General.

During the year 9 officers were dismissed or dispensed with, 6 retired in consequence of their having attained the age of sixty years, 22 resigned, and 7 died.

EMPLOYMENT OF FEMALES.

The following is an extract from a report by the Deputy Postmaster-General relating to the above subject :—

The total number of females now engaged in the Post Office and Telegraph Department is 161, of whom 66 are in charge of country stations, where they conduct combined postal and telegraph duties ; 62 are assistants in the Head Telegraph Office, Melbourne, or in the larger country and suburban offices ; and 33 are assistants in the several branches of the General Post Office.

The salaries of the postmistresses range from £60 to £180 per annum ; only one, however (a classified officer), receiving the last mentioned amount. The salaries of the assistants commence at £52 per annum, and rise, after three years' service, to £80, with the following exceptions :—Two in the General Post Office, holding positions of a special character, are paid £84, and one receives £96 per annum. There are also three assistants at suburban offices receiving only from £20 to £40 per annum, these not being under the General Regulations,

Prior to 1877, the number of females employed was small, being chiefly the widows of deceased officers, who, after acquiring a knowledge of telegraphy, were appointed to the charge of minor Post and Telegraph Offices in the country. In that year, however, the experiment was tried of placing females as sorters in the General Post Office. Upon the subsequent formation, in 1878, of a double staff in the Mail branch, many additional sorters were required, and, as a measure of economy, the number of female assistants was largely increased. Several were also appointed to the Money Order and Stamp Printing branches.

Whether the employment of females in this Department of the Public Service is really an economical arrangement can hardly be determined, without due consideration being given to the nature of the services rendered, the capacity of the persons engaged, and the rates of remuneration relatively to those which would have to be paid for the same services performed by men.

As telegraphists, females very rarely acquire the highest degree of proficiency; extremely few becoming "sound," or thoroughly expert operators; and even the very best are unable to bear the strain of continuous exertion to anything like the extent young men are capable of enduring. Nor as assistants, engaged in simple clerical or other routine duty, can they get through the same amount of work, or perform it with equal accuracy and despatch. While, therefore, the rates paid to females do not average more than half those paid to males, the value of the services rendered by five of the latter is believed to be fully equivalent to that of ten of the former.

In the consideration of this subject, it must also be borne in mind that the acceptance of official employment by young women, however competent they may be, can only be regarded by them as of a temporary character, their appointments being held merely until they attain the more congenial and befitting station to which they naturally aspire.

Young men, on the other hand, as a rule, enter upon official service as a profession, or a permanent means of livelihood, anticipating advancement from year to year, until they may be able to establish for themselves, and suitably maintain, an independent home, with its social advantages and enjoyments. It is not, therefore, surprising if young men should sometimes look with disfavor upon such a bar to their progress as is set up by a large accession of young women to their ranks.

Doubtless there are positions which females may advantageously occupy, as, for instance, in charge of the smaller country Post and Telegraph Offices, where the extent of business is insufficient to justify the appointment of a male telegraphist with a salary such as he would have a right to expect; but in many instances females have sought and obtained appointments to stations where the salaries, with the quarters and allowances, were such as many young married men would gladly accept, and against this the operators have protested with some degree of success; the Honorable Henry Cuthbert, late Postmaster-General, having, prior to his retirement from office in July last, recorded his opinion that in future no female should be appointed to an office where the salary exceeds £100 per annum; and this rule has not since been broken.

Reference has occasionally been made to the circumstance of some of the female assistants being the daughters or near relatives of wealthy citizens, and also to the fact of there being several instances of two or more members of one family engaged in the same Department drawing salaries from the Government which in the aggregate amount to a considerable sum, thus depriving necessitous persons of the means of employment, and entering unduly and unfairly into competition with the labor of young men.

That there is considerable force in these objections will be generally admitted. At the same time, probably, few will contend that affluence should be regarded as a disqualification, any more than indigence should be held to constitute a special claim for public employment.

This latter view has indeed been attended with extreme inconvenience in certain cases, where gentlewomen who have "seen better days," but are altogether unaccustomed to business, and quite unfitted, both mentally and physically, for official service, have, from a feeling of sympathy, been placed in positions most embarrassing to themselves, causing much vexation to the public, and incessant trouble to the officers of the Department.

Where such persons have a claim upon the State, it would be in all respects better if any other means were adopted for assisting them rather than they should be made standing hindrances to the proper transaction of public business requiring promptitude and precision.

As far as my observation and experience in this matter have extended, I am inclined strongly to urge that, in future, females should only be admitted to this branch of the Public Service upon clearly expressed and strictly enforced conditions as to age, health, aptitude, and general capacity, none being considered eligible for appointment until they had passed a special examination, and their qualifications for the particular position they seek to fill had been duly ascertained. If such examinations were made competitive, as is believed to be now the case in England, it would be a further guarantee that none but thoroughly efficient persons would receive official employment; and to remove other objections that may be entertained, the rates of remuneration should be so fixed as not to interfere with the reasonable prospects of employes of the opposite sex.

I feel that it is only due to the postmistresses and female assistants now in the Department to say that, as a general rule, they have performed their duties, which, to them, must often be difficult and arduous, with intelligence and zeal. So far as I am aware, not a single jarring incident has arisen from the unavoidable combination of male and female labor, the necessary official intercourse having been invariably conducted on both sides with a degree of harmony, considerateness, and discretion most commendable to all concerned.

STATEMENT showing the Strength and Distribution of the Permanent and Temporary Staff of the
Department.

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers and Signalmen.	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Cur- penters, &c.	Porters, Pillar- cleansers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Melbourne ...	1	180	116	5	73	10	11	5	49	16	96	67	629	
Alexandra ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ararat ...	1	1	...	...	2	...	...	...	2	...	...	...	6	
Avoca ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Avenel ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bacchus Marsh ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bairnsdale ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Ballan ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ballarat ...	1	8	7	...	12	1	...	...	9	...	1	2	41	4 supernumeraries occasionally employed
Ballarat East ...	1	...	...	...	5	...	...	...	3	...	...	...	9	
Beaufort ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Beechworth ...	1	1	1	...	2	1	...	...	2	...	...	...	8	
Belfast ...	1	1	...	...	...	...	...	...	3	...	...	...	5	
Benalla ...	1	...	...	...	...	1	...	...	3	...	...	...	5	
Berwick ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Birregurra ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bridgewater (on Loddon) ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bright ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Brighton ...	1	...	...	...	3	...	...	...	2	...	...	...	6	
Brunswick ...	1	...	...	...	3	...	...	...	2	...	...	1	7	
Bruthen ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Buln Buln ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Buninyong ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Camperdown ...	1	1	...	...	...	1	...	...	1	...	...	...	4	
Cape Otway ...	...	...	...	...	...	1	...	...	...	...	...	1	2	
Cape Schanck ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Caramut ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Carisbrook ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Carlton ...	1	...	...	...	7	...	...	...	3	...	...	2	13	
Casterton ...	1	1	...	...	...	...	...	...	1	...	...	...	3	
Castlemaine ...	1	1	2	4	...	...	...	...	3	...	...	...	11	
Charlton ...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Chewton ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Chiltern ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Clunes ...	1	...	1	...	1	...	...	...	2	...	...	...	5	
Colac ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Coleraine ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Collingwood ...	1	1	1	...	6	...	...	...	4	...	...	...	13	
Creswick ...	1	1	...	...	1	...	...	...	2	...	...	...	5	
Cunninghame ...	...	1	...	...	...	...	...	...	...	...	...	...	1	
Dandenong ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Daylesford ...	1	...	...	...	1	...	...	...	2	...	...	...	4	
Dimboola ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Donald ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Dromana ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dunkeld ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Dunolly ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Durham Ox ...	...	1	...	...	...	...	...	...	...	...	...	...	1	
Eaglehawk ...	1	...	...	...	2	...	...	...	1	...	...	...	4	
Eldorado ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Elmore ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Emerald Hill ...	1	...	...	...	7	...	...	...	4	...	...	2	14	
Echuca ...	1	4	...	...	3	...	...	...	3	...	...	...	11	
Fitzroy ...	1	1	...	...	4	...	...	...	3	...	...	...	9	
Fitzroy North ...	1	...	...	...	2	...	...	...	1	...	...	...	4	
Flemington ...	1	...	...	...	2	...	...	...	1	...	...	1	5	
Footscray ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Foster ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Fryerstown ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Geelong ...	1	9	3	...	9	1	...	...	8	...	1	...	32	
Goornong ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Gordons ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Hamilton ...	1	2	1	...	4	1	...	...	2	...	...	...	11	
Harrow ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Hawthorn ...	1	...	...	...	3	...	...	...	4	...	...	1	9	
Heathcote ...	1	...	...	...	1	...	...	...	1	...	...	1	4	
Hexham ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Horsham ...	1	2	1	...	2	...	...	...	2	...	...	...	8	
Hotham ...	1	...	...	...	4	...	...	...	...	...	...	...	5	
Inglewood ...	1	...	...	...	...	...	...	...	2	...	...	1	4	
Jamieson ...	1	...	...	...	...	1	...	...	1	...	...	...	1	
Kangaroo Flat ...	...	...	...	...	1	...	...	...	...	...	...	...	1	
Kerang ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kew ...	1	...	...	...	4	...	...	...	2	...	...	...	8	
Kilmore ...	1	...	...	...	1	...	...	...	1	...	...	1	4	
Koroit ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kyneton ...	1	...	1	...	2	...	...	...	2	...	...	...	6	
Learmonth ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Lintons ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Longwood ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Macarthur ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Majorca ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maldon ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Malmesbury ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mansfield ...	1	...	...	...	...	...	...	...	1	...	...	...	2	

STATEMENT showing the Strength and Distribution of the Staff of the Department, &c.—continued.

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers and Signalmen.	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- cleansers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Maryborough...	1	1	...	...	...	1	...	...	3	...	...	1	7	
Merino...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Moe ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mooroopna ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mornington ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mortlake ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Blackwood ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Egerton ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Murtoa ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Myrtleford ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Nagambie ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
New Gisborne ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Newstead ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Omeo ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Penshurst ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Port Albert ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Portland ...	1	1	...	...	1	1	...	...	3	...	...	...	7	
Prahran ...	1	...	...	...	6	...	...	...	5	...	...	1	13	
Queenscliff ...	1	...	...	...	1	...	...	...	1	...	...	1	4	
Richmond ...	1	...	...	...	7	...	...	...	6	...	...	...	14	
Rochester ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Rosedale ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rushworth ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rutherglen ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
St. Arnaud ...	1	1	...	...	1	...	...	...	2	...	...	1	5	
St. Kilda ...	1	...	...	...	10	...	...	...	4	...	...	1	16	
St. Kilda West ...	1	...	...	...	...	...	...	...	2	...	...	1	4	
Sale ...	1	1	...	...	1	1	...	...	3	...	...	...	7	
Sandhurst ...	1	4	6	...	12	1	...	...	8	...	...	...	32	
Sandridge ...	1	...	...	...	3	...	...	...	1	...	...	1	6	
Sandridge West ...	...	1	...	...	...	...	...	...	1	...	...	...	2	
Sebastopol ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Seymour ...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Shepparton ...	1	1	...	...	1	...	...	...	1	...	...	...	4	
Smythesdale ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Sorrento ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
South Yarra ...	1	...	...	...	6	...	...	...	...	...	...	...	7	
Stawell ...	1	1	1	...	1	1	...	...	6	...	...	1	12	
Streatham ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Stratford ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Swan Hill ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Talbot ...	1	...	1	...	1	...	...	...	1	...	...	...	4	
Taradale ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Tarnagulla ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Terang ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Toorak ...	...	...	...	...	2	...	...	...	...	...	...	...	2	
Traralgon ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Waddallah ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wahgunyah ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Walhalla ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Wangaratta ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Warrnambool ...	1	4	...	...	1	...	...	...	5	...	...	...	11	
Wedderburn ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Williamstown ...	1	...	...	...	4	...	...	...	4	...	...	...	9	
Wilson's Pro- montory ...	...	...	...	...	...	1	...	...	1	...	...	...	2	
Winchelsea ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Woodong ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Woodend ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wood's Point ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Yackandandah ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Market street...	...	1	...	...	...	...	...	...	1	...	...	1	3	
Total ...	134	234	142	9	233	24	11	5	272	16	98	94	1,272	

RETURN of the Officers, &c., of the Melbourne Establishment Absent from Duty on account of Illness during the Year 1880.

Branch.	Officers, &c.		Number of Days Absent.	Remarks.
	Number Employed.	Number Absent.		
Correspondence branch ...	13	2	47	One officer absent during 46 days.
Accounts branch ...	15	1	2	
Mail branch ...	140	101	783	Two officers absent 97 days, and eighteen absent during 315 days.
Money Order and Savings Bank branch	24	8	72	One officer absent 45 days.
Stamp branch ...	7	3	14	One officer absent 11 days.
Dead Letter branch ...	6	4	28	One officer absent 21 days.
Stores and Printing branch ...	61	11	102	Two officers absent during 72 days, and one during 11 days.
Electric Telegraph branch ...	84	35	402	One officer absent during 61 days, and seven during 195 days.

The following particulars are not included in the above return:—
 Out of a staff of seventy-seven female assistants employed in the head office, thirty-six were absent during 188 days, out of which number six persons were absent during 122 days.
 Out of seventy-one letter carriers, twenty-nine were absent during 254 days, out of which number six were absent during 167 days.
 Out of sixty-nine messengers, thirty-seven were absent during 466 days, one of whom was absent 304 days, and five were absent 97 days.

BUILDINGS—GENERAL POST OFFICE.

Attention has been drawn from time to time during several years past to the insufficiency of the accommodation provided in the completed portion of the General Post Office building, wherein the constantly increasing business of the Department has been conducted since 1867; also to the inadequacy and unsuitableness of the temporary wooden structure at the corner of Little Bourke street, in which the large and important business of the Head Telegraph Office is carried on. Not only is the space altogether too limited to admit of the duties being properly performed, but the confined and heated atmosphere in which the operators have to work is most oppressive and injurious. The same may likewise be said of the temporary building provided for the use of the public in transacting Money Order and Savings Bank business. So great has the inconvenience arising from this cause become, that further accommodation, in order to transact the daily business of the Department in its several branches, is now a matter of indispensable necessity.

Unless steps are taken to carry out the proposal, mentioned in last year's Report, of erecting temporary buildings on the land adjoining the General Post Office, which is leased by the Government with the right of purchase, it will be absolutely necessary to rent some convenient business premises in the vicinity for the purpose of a Money Order Office and Savings Bank; and, having regard to the additional expense that will thus be unavoidably incurred, as well as the insecurity of the present fragile and inflammable telegraph office, it is considered most advisable that financial provision should be made without the least further delay for completing the permanent General Post Office building, either in accordance with the original design or some modification thereof.

Other Buildings.

New premises in connection with the Town-hall building at Emerald Hill have been completed and occupied, affording ample facilities for the transaction of the business of this growing suburb.

The new building at Richmond has been completed and occupied, as also the buildings at Flinders, Horsham, and Linton.

The buildings at Mornington, Seymour, Smythesdale, Streatham, Warrnambool, Wodonga, and Yackandandah have undergone repair.

A building at Cunninghame (Lake's Entrance) has been purchased, and removed and re-erected on Crown lands.

Premises have been rented and Telegraph Offices opened at Bruthen, Dimboola, and Murtoa.

An office has been rented at the Exchange, Collins street west, for Telegraph business.

Iron letter pillars have been erected at Brunswick and Horsham.

NEW POST AND TELEGRAPH OFFICES, ETC.

Thirty-nine new Post Offices were opened during the year at the undermentioned places :—

Areegra	Coongulmerang	Gooram Gong	Murrabit	Timor West
Bamawm	(Upper)	Homebush (Lower)	Newmerella	Tungamah
Bullengarook East	Cowley's Creek	Irrewarra	Peechelba	Wangaratta South
Bungeeluke West	Darlimurla	Jeruk	Pelluebla	Warragamba
Bylands	Exhibition Buildings	Jindivick	Scott's Marsh	Willung
Cape Otway	(Melbourne)	Kiata	Sedgewick	Wirri Wirri
Carapook	Flynn's Creek (Rail-	Lara Lake	Southern Cross	Woodburn
Coomoora	way Station)	Launching Place	Swan Reach	Zulu Creek
	Frenchman's	Lucknow		

A Post and Telegraph Office was opened in the Exhibition building on the 20th August, for the special accommodation of exhibitors, their employes, and visitors, who have extensively availed themselves of it, as shown by the returns (given below) to the 31st December.

Telegrams are delivered within the building by messengers, and there are also three deliveries of letters daily. Three mails a day are forwarded from the General Post Office to the Exhibition, and four mails are despatched thence to Melbourne.

The business of a Money Order Office is also carried on by the officer in charge of the Post and Telegraph Office.

Letters received and despatched, 83,378.

Money Orders—Issued, 120, value £373 4s. 11d.

Paid, 10, „ £81 19s. 8d.

Telegrams transmitted, 2,201, value £167 8s. 8d.

The Post Offices at Eversley, Faraday, Fort Cameron, Ledcourt, Maryfield, Narrigal, Newington, and Upper Dargo have been closed.

The names of the following offices have been changed :—Toolamba West to “Baldwinsville,” and Boweya to “Mokoan.”

A Receiving House has been established at Eastern Market, and Money Order Office opened in connection therewith.

The Receiving House, Richmond North, has been closed.

Post Office Savings Banks have been opened at the following places :—

Eastern Market	Macedon	Mooroopna	Myrtleford	Raywood
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Money Order Offices, in connection with Post Offices, have been established at the undermentioned places :—

Bridgewater	Eastern Market	Harrierville	Mount Wycheproof	Waterloo
Bruthen	(Melbourne)	Homebush	Reedy Creek	Wunghnu
Corac	Exhibition Buildings	Long Gully	Rupanyup	Youarang
Dargo	(Melbourne)	Morton Plains	Toongabbie	

The Money Order Offices at Wooroonoke and Richmond North Receiving House have been closed.

Telegraph Offices have been opened at the undermentioned localities, in connection with the respective Post Offices at those places :—

Bruthen	Frankston	Mooroopna	Murtoa	Waterloo
Dimboola	Macarthur	Morang	Upper Macedon	

Telegraph Offices have also been opened at the following Railway Stations :—

Broadmeadows	Lal Lal	Mangalore	Pakenham	Toolamba
Carlsruhe	Longwood	Nagambie	Tatura	Trentham
Creswick				

The Telegraph Office at Ivanhoe has been closed.

The number of Post Offices on the 31st December 1880 was 1,100.

DELIVERY OF CORRESPONDENCE BY LETTER CARRIERS.

With a view to expedite the delivery of correspondence by the letter-carriers, and thereby promote the convenience of the public generally, special attention is again called to the desirableness of slips and boxes for the reception of letters, &c., being provided in the doors of all places of business, and, where practicable, in private residences also, so that correspondence may be dropped therein, and the carrier proceed on his way without any detention, and thus admit of his reaching the end of his beat at a much earlier hour than at present. To merchants or others, whose offices are not open for business by the time of the first delivery, this would often prevent very great delays. In many instances the letter-carriers are considerably detained in waiting for an answer to their knock or ring, and it is calculated that the whole delivery might be completed in about half the time by a universal adoption of the plan suggested.

POSTAGE STAMPS, ETC.

One hundred and forty-three new postage-stamp licenses have been issued, and forty-four revoked, making the total number at the close of the year 1,076, or an increase over last year of 10 per cent.

A new design for the two-shilling postage stamp has been substituted for the stamp formerly in use.

A new and improved design of twopenny postage stamp has also been adopted, and the color of the stamp (formerly violet) has been changed to brown.

A new design of one penny embossed envelope has likewise been adopted, without any change being made in the color.

The color of the halfpenny newspaper wrapper was changed from green to carmine.

The following statement shows the denomination, number, and value of postage stamps manufactured and issued at the General Post Office during the year 1880 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny	5,508,000	11,475 0 0	Halfpenny	5,593,252	11,652 12 2
Halfpenny stamped newspaper wrappers	72,392	150 16 4	Halfpenny stamped newspaper wrappers	42,300	88 2 6
One penny	6,089,040	25,371 0 0	One penny	5,791,849	24,132 14 1
One penny post cards	1,087,938	4,533 1 6	One penny post cards	1,085,015	4,520 17 11
One penny stamped newspaper wrappers	48,000	200 0 0	One penny stamped newspaper wrappers	24,734	103 1 2
One penny stamped envelopes	36,798	153 6 6	One penny stamped envelopes	29,896	124 11 4
One penny-farthing stamped envelopes	384	2 0 0	One penny-farthing stamped envelopes	384	2 0 0
Twopenny	14,974,320	124,786 0 0	Twopenny	14,905,870	124,215 11 8
Twopenny stamped envelopes	64,465	537 4 2	Twopenny stamped envelopes	56,555	471 5 10
Twopence-farthing stamped envelopes	3,600	33 15 0	Twopence-farthing stamped envelopes	4,592	43 1 0
Threepenny	126,000	1,575 0 0	Threepenny	63,314	791 8 6
Fourpenny	240,000	4,000 0 0	Fourpenny	204,943	3,415 14 4
Sixpenny	570,000	14,250 0 0	Sixpenny	674,717	16,867 18 6
Eightpenny	120,000	4,000 0 0	Eightpenny	37,349	1,244 19 4
One shilling	180,000	9,000 0 0	One shilling	83,277	4,163 17 0
Two shilling	48,000	4,800 0 0	One shilling stamped telegraph forms	248	12 8 0
Five shilling	6,000	1,500 0 0	Two shilling	16,106	1,610 12 0
			Five shilling	8,119	2,029 15 0
Totals	29,174,937	206,367 13 6	Totals	28,622,520	195,490 10 4

FEE AND FREIGHT STAMPS.

No new design of fee or freight stamps has been issued during the year.

Fifteen new fee-stamp licenses have been issued, and three revoked, making the total number at the close of the year 293.

STATEMENT showing the Denomination, Number, and Value of Fee Stamps Manufactured and Issued at the General Post Office during the Year 1880.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One shilling	60,000	3,000 0 0	Halfpenny	648	1 7 0
Two shilling	60,660	6,066 0 0	One penny	7,198	29 19 10
Two shilling and sixpenny	75,000	9,375 0 0	Threepenny	1,511	18 17 9
Five shilling	30,000	7,500 0 0	Fourpenny	1,185	19 15 0
Ten shilling	60,000	30,000 0 0	Sixpenny	17,100	427 10 0
One pound	18,000	18,000 0 0	One shilling	99,612	4,980 12 0
			Two shilling	35,087	3,508 14 0
			Two shilling and sixpenny	44,491	5,561 7 6
			Five shilling	19,034	4,758 10 0
			Ten shilling	29,510	14,755 0 0
			One pound	15,573	15,573 0 0
			Five pound	356	1,780 0 0
Totals	303,660	73,941 0 0	Totals	271,305	51,414 13 1

STATEMENT showing the Denomination, Number, and Value of Railway Freight Stamps Manufactured and Issued at the General Post Office during the Year 1880.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	30,000	125 0 0	One penny	34,519	143 16 7
Threepenny	45,000	562 10 0	Twopenny	10,385	86 10 10
Sixpenny	30,000	750 0 0	Threepenny	43,893	548 13 3
Ninepenny	150,000	5,625 0 0	Sixpenny	44,428	1,110 14 0
One shilling	87,750	4,387 10 0	Ninepenny	128,139	4,805 4 3
Two shilling	15,000	1,500 0 0	One shilling	90,114	4,505 14 0
			Two shilling	29,936	2,993 12 0
			Three shilling	9,652	1,447 16 0
			Four shilling	288	57 12 0
			Five shilling	476	119 0 0
Totals	357,750	12,950 0 0	Totals	391,830	15,818 12 11

DUTY STAMPS.

New duty stamps of the value of £7, £8, and £100 respectively were issued in January, the £7 stamp being printed on blue paper with magenta ink, the £8 on yellow paper with red ink, and the £100 stamp on white paper with pink ink.

A new one penny stamp was also issued in July, printed on white paper with brown ink.

One hundred and seventy-two duty-stamp licenses have been issued, and eighteen revoked, making the total number of licenses issued at the end of the year 316.

The following statement shows the denomination, number, and value of adhesive duty stamps manufactured and issued at the General Post Office during the year 1880 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	4,308,000	17,950 0 0	One penny	3,101,366	12,922 7 2
Sixpenny	512,000	12,800 0 0	Sixpenny	196,337	4,908 8 6
One shilling	40,000	2,000 0 0	One shilling	149,063	7,453 3 0
One shilling and sixpenny	28,000	2,100 0 0	One shilling and sixpenny	30,303	2,272 14 6
Two shilling	40,000	4,000 0 0	Two shilling	51,687	5,168 14 0
Three shilling	20,000	3,000 0 0	Three shilling	27,753	4,162 19 0
Four shilling	20,000	4,000 0 0	Four shilling	19,209	3,841 16 0
Five shilling	80,000	20,000 0 0	Five shilling	23,191	5,797 15 0
Six shilling	80,000	24,000 0 0	Six shilling	1,717	515 2 0
Ten shilling	12,000	6,000 0 0	Ten shilling	11,863	5,931 10 0
Fifteen shilling	...	...	Fifteen shilling	2,088	1,566 0 0
One pound	...	...	One pound	8,744	8,744 0 0
One pound five shilling	...	...	One pound five shilling	255	318 15 0
One pound ten shilling	...	...	One pound ten shilling	947	1,420 10 0
One pound fifteen shilling	...	...	One pound fifteen shilling	195	341 5 0
Two pound	...	...	Two pound	3,286	6,572 0 0
Two pound five shilling	...	...	Two pound five shilling	213	479 5 0
Five pound	...	...	Five pound	1,026	5,130 0 0
Six pound	...	...	Six pound	85	510 0 0
Seven pound	2,000	14,000 0 0	Seven pound	90	630 0 0
Eight pound	2,000	16,000 0 0	Eight pound	75	600 0 0
Nine pound	...	...	Nine pound	64	576 0 0
Ten pound	...	...	Ten pound	694	6,940 0 0
Twenty-five pound	94	2,350 0 0	Twenty-five pound	54	1,350 0 0
Fifty pound	56	2,800 0 0	Fifty pound	90	4,500 0 0
One hundred pound	48	4,800 0 0	One hundred pound	29	2,900 0 0
Totals	5,144,198	135,800 0 0	Totals	3,630,424	95,552 4 2

STATEMENT showing the denomination, number, and value of Duty Stamps impressed upon Cheques, Receipts, Bills of Exchange, Promissory Notes, Transfer of Freeholds, Conveyances, Mortgages, Drafts, &c., for the Year ended 31st December 1880.

Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny ...	6,147,834	25,615 19 6	Brought forward ...	6,152,225	26,759 3 7
Sixpenny ...	1,188	29 14 0	Six pound ...	1	6 0 0
One shilling ...	1,144	57 4 0	Six pound fifteen shilling ...	1	6 15 0
One shilling and sixpenny ...	446	33 9 0	Six pound seventeen shilling ...	1	6 17 0
Two shilling ...	372	37 4 0	Seven pound five shilling ...	1	7 5 0
Three shilling ...	249	37 7 0	Seven pound ten shilling ...	2	15 0 0
Four shilling ...	147	29 8 0	Seven pound fifteen shilling ...	1	7 15 0
Five shilling ...	129	32 5 0	Eight pound ...	2	16 0 0
Six shilling ...	47	14 2 0	Eight pound ten shilling ...	1	8 10 0
Seven shilling ...	33	11 11 0	Eight pound fifteen shilling ...	2	17 10 0
Eight shilling ...	36	14 8 0	Nine pound fifteen shilling...	2	19 10 0
Nine shilling ...	33	14 17 0	Ten pound ...	6	60 0 0
Ten shilling ...	109	54 10 0	Ten pound ten shilling ...	1	10 10 0
Eleven shilling ...	18	9 18 0	Ten pound fifteen shilling ...	1	10 15 0
Twelve shilling ...	20	12 0 0	Eleven pound five shilling ...	1	11 5 0
Thirteen shilling ...	7	4 11 0	Eleven pound fifteen shilling ...	2	23 10 0
Fourteen shilling ...	14	9 16 0	Twelve pound ...	1	12 0 0
Fifteen shilling ...	38	28 10 0	Twelve pound ten shilling ...	3	37 10 0
Sixteen shilling ...	15	12 0 0	Thirteen pound ...	2	26 0 0
Seventeen shilling ...	8	6 16 0	Thirteen pound five shilling ...	1	13 5 0
Eighteen shilling ...	11	9 18 0	Fifteen pound ...	1	15 0 0
Nineteen shilling ...	9	8 11 0	Fifteen pound fifteen shilling ...	1	15 15 0
One pound ...	100	100 0 0	Sixteen pound ...	1	16 0 0
One pound five shilling ...	26	32 10 0	Nineteen pound ten shilling ...	1	19 10 0
One pound ten shilling ...	38	57 0 0	Nineteen pound fifteen shilling ...	2	39 10 0
One pound fifteen shilling ...	15	26 5 0	ling		
One pound fifteen shilling and one penny ...	1	1 15 1	Twenty pound five shilling...	1	20 5 0
Two pound ...	32	64 0 0	Twenty-one pound fifteen shilling ...	1	21 15 0
Two pound five shilling ...	16	36 0 0	Twenty-three pound ten shilling ...	1	23 10 0
Two pound ten shilling ...	13	32 10 0	Twenty-four pound ...	1	24 0 0
Two pound fifteen shilling ...	6	16 10 0	Twenty-eight pound ten shilling ...	1	28 10 0
Three pound ...	2	6 0 0	Twenty-nine pound fifteen shilling ...	1	29 15 0
Three pound five shilling ...	9	29 5 0	Thirty-seven pound five shilling ...	1	37 5 0
Three pound ten shilling ...	7	24 10 0	Thirty-eight pound fifteen shilling ...	1	38 15 0
Three pound fifteen shilling ...	9	33 15 0	Sixty-four pound five shilling ...	1	64 5 0
Four pound ...	1	4 0 0	One hundred and nine pound fifteen shilling ...	1	109 15 0
Four pound five shilling ...	3	12 15 0			
Four pound ten shilling ...	4	18 0 0			
Four pound fifteen shilling ...	8	38 0 0			
Five pound ...	22	110 0 0			
Five pound five shilling ...	3	15 15 0			
Five pound ten shilling ...	2	11 0 0			
Five pound fifteen shilling ...	1	5 15 0			
Carried forward ...	6,152,225	26,759 3 7	Total ...	6,152,273	27,578 10 7

BEER DUTY STAMPS.

In consequence of an Act to impose a duty upon beer, called the "*Beer Duty Act 1880*," having been passed and brought into operation on the 1st November 1880, it became necessary to prepare suitable stamps of the various values required, and the work in connection with the manufacture and issue of these stamps was undertaken and carried out by this Department.

The following is a statement showing the denomination, number, and value of beer duty stamps manufactured in the General Post Office and issued to the Customs Department, from the 30th October to the 31st December 1880 :—

Denomination.	Manufactured.		Issued to Customs Department.	
	Number.	Value.	Number.	Value.
		£ s. d.		£ s. d.
Twopenny ...	30,000	250 0 0	22,455	187 2 6
Fourpenny ...	30,000	500 0 0	14,865	247 15 0
Tenpenny ...	30,000	1,250 0 0	14,925	621 17 6
One shilling and sixpenny ...	30,000	2,250 0 0	18,750	1,406 5 0
Three shilling ...	30,000	4,500 0 0	19,500	2,925 0 0
Four shilling and sixpenny ...	37,500	8,437 10 0	28,425	6,395 12 6
Six shilling ...	45,000	13,500 0 0	23,250	6,975 0 0
Eight shilling and sixpenny ...	15,000	6,375 0 0	11,250	4,781 5 0
Drawback—Eight shilling and sixpenny ...	1,500	637 10 0	...	...
Nine shilling ...	45,000	20,250 0 0	30,000	13,500 0 0
Drawback—Nine shilling ...	1,125	506 5 0	1,125	506 5 0
	295,125	58,456 5 0	184,545	37,546 2 6

INLAND MAILS.

The amount paid for conveyance of inland mails 1880 (exclusive of £33,412 11s. 11d. paid to the Department of Railways) was £78,563 3s. 11d.; and the gross number of miles travelled with the mails (exclusive of 1,591,638 miles travelled by rail) was 3,691,486, the average cost of which was 5 $\frac{1}{10}$ d. per mile. The length of new mail services established during the year was 726 miles; and the total length of the inland mail services at the close of the year was 11,296 miles.

An apparatus for transferring mails to and from trains while in motion has been received from England and tried at Keilor-road station with very successful results, mail bags having been transferred to and from trains while they were running at the rate of forty, fifty-five, and sixty miles an hour. There is no doubt that such apparatus will be found very serviceable in delivering and receiving mails when requisite at stations at which express trains do not stop.

New Mail Services established during the Year 1880.

- To and from Post Office and Railway Station, Murchison, twice daily.
- To and from Post Office and Railway Station, Nagambie, twice daily.
- To and from Post Office and Railway Station, Toolamba, twice daily.
- To and from Post Office and Railway Station, Tatura, twice daily.
- To and from Homebush and Homebush Lower, six days a week.
- To and from Cavendish and Mooralla, once a week.
- To and from Youamite, once a week (in connection with Katandra and Dunbulbalane service).
- From Mount Blackwood to Simmons Reef, once a day additional.
- To and from Nagambie and Rushworth *via* Baillieston and Whroo, three days a week.
- To and from Majorca and Carisbrook, six days a week.
- To and from Bungeeluke and Tyrrell's Creek *via* Bungeeluke West State School, two days a week.
- To and from Tarkedia and Areegra, three days a week.
- To and from Shepparton and Katandra *via* Pine Lodge North and Pine Lodge West State Schools, three days a week.
- To and from Barmah and Nathalia *via* Narioka and Barwo West, two days a week.
- To and from Allandale and Glendonald, six days a week.
- To and from Healesville and Lilydale, three days a week additional.
- To and from Pirron Yalloak and Irrewillipe, once a week additional.
- To and from Kerang and Korrack Korrack *via* Rattray, once a week additional.
- To and from Mortlake and Upper Woorndoo *via* Woorndoo, two days a week.
- To and from Wehla and Fenton's Creek State School, three days a week.
- To and from Samaria and Moorngag State School, two days a week.
- To and from Beaufort and Waterloo, three days a week additional.
- To and from Rushworth and Murchison, six days a week.
- To and from Dean's Marsh and Lorne, once a week additional.
- Katamatite and Muckatah, service once a week.
- To and from Buninyong and Scott's Marsh State School, six days a week.
- To and from Kilcunda and Tarwin River Crossing (Anderson's Inlet), once a week.
- To and from Casterton and Carapook, two days a week.
- To and from Murchison and North Murchison State School, three days a week.
- To and from Wangaratta and South Wangaratta State School, three days a week.
- To and from Casterton and Mount Gambier, three days a week additional.
- To and from Birregurra and Lorne, six days a week.
- To and from McGee's Hotel and L L Store, six days a week.
- To and from Kamarooka and State School, Kamarooka, three days a week.
- To and from Casey's Hotel and Devenish, once a week additional.
- To and from South Corner of Donaghby's Paddock and Bamawm South State School, three days a week.
- To and from Traralgon and Callignee, once a week.
- To and from Stawell and St. Arnaud *via* Green's Creek, Navarre, Tottington, and Beazley's Bridge, three days a week.
- To and from Landsborough and Crowlands, daily.

To and from Barkly and Frenchman's, three days a week.
 To and from Barkly and Canterbury, once a week.
 To and from Kerang and Lake Meran State School *via* Little Lake Meran, two days a week.
 To and from Poowong and Cruickston, three days a week.
 To and from Cunninghame and Newmarella, once a week.
 To and from Rosedale and Merton (Gippsland), once a week.
 To and from Drouin and Poowong *via* Longwarry and Jeetho, once a week additional.
 To and from Irrewillipe and Tomahawk Creek, once a week additional.
 To and from Cashel and Waggarandall, once a week additional.
 To and from Kiata State School, three days a week, in connection with Dimboola and Lawloit service.
 To and from Mologa and Hayanmi, two days a week.
 To and from Harrow and Chetwynd, in lieu of to and from Nareen and Chetwynd, two days a week.
 To and from Post Office and Railway Station, Daylesford, as often as required.
 To and from Post Office and Railway Station, Trentham, as often as required.
 To and from Wallaloo (Johnstone's) and Marnoo Post Office, two days a week.
 To and from Mr. Watson's, Chinaman's Flat, six days a week.
 To and from Box Hill and Forest Hill, three days a week additional.
 To and from Ninyeunook and Budgerum *via* Quambatook, two days a week.
 To and from Post Office and Railway Station, Dooen, daily.
 To and from Lawloit and Lockhart *via* Lillimur Home Station and McCaffrey's, two days a week.
 To and from Post Office and Railway Station, Bullarto, daily.
 To and from Green's Creek and Joel Joel, thrice weekly.
 To and from Bealiba and Kooroc, three days a week.
 To and from Carapooee Railway Station and Carapooee, daily.
 To and from Kilcunda and Screw Creek, once a week.
 To and from Ash's Store and Dunlop's (Broken Creek), three days a week.
 To and from Ninyeunook and Quambatook, three days a week.
 To and from Post Office and Railway Station, Shepparton.
 To and from Post Office and Railway Station, Mooropna.
 To and from Portland and Cape Bridgewater, once a week additional.
 To and from Dooboobetic and Mount Wycheproof *via* Wooroonoke, once a week additional.
 To and from Avon Plains and Korokubeal, three days a week.
 To and from Corack and Narraport, once a week additional.
 To and from Pelluebla and Boomahnoomoonah, three days a week.
 To and from Cashel and Dookie, three days a week.

DEAD LETTERS.

RETURN showing the Number of Letters, &c., received and dealt with in the Dead Letter Office during the Year 1880.

Year.	Received.				How dealt with.		
	Unclaimed.		Irregularly Posted.	Total.	Returned, Delivered, &c.	Destroyed and on Hand at close of Year.	Total.
	Victorian.	Intercolonial and Foreign.					
1880 	123,862	15,086	19,247	158,195	142,493	15,702	158,195

NOTE.—One thousand six hundred and twenty-six (1,626) registered letters, 378 covering value as below, and 1,248 without valuable enclosures, are included in above numbers; as also 6,593 post cards.

Sixty-six (66) letters and 25 post cards bore obscene or libellous addresses, and were at once destroyed, the senders being unknown.

One thousand four hundred and thirty-three (1,433) of the "irregularly posted letters" were imperfectly addressed and 228 altogether unaddressed—when possible, the intended addresses were discovered, and the letters forwarded as intended; 13 were posted with obliterated or defaced stamps; and the remainder (including 673 valentines) were posted unpaid or otherwise in violation of the postal regulations and detained in consequence.

Fifty-two (52) letters were incidentally discovered to be wrongly addressed, 21 enclosing value to over £200. In these cases the writers' errors were corrected, if practicable, or the letters returned.

One hundred and eighty-seven (187) envelopes, without correspondence, covered, in cash, cheques, &c., over £3,400, besides about 120 articles of value, such as jewellery, &c.

Two thousand five hundred and twenty-six (2,526) letters, including 850 valentines, were refused by the persons addressed, as against 4,336 in the year 1879. Many of these letters contained money or other valuable enclosures, which, in almost all cases, have been claimed by the owners.

One thousand one hundred and forty-four (1,144) letters were addressed to deceased persons, and, approximately, 600 letters written in foreign languages were dealt with during the year.

About half a letter per cent. of the total posted in the colony during 1880 were unclaimed; and of those forwarded to the writers over 5 per cent. failed delivery and were destroyed.

Nine thousand four hundred and sixty (9,460) packets and 18,400 newspapers, including 671 packets and 1,292 newspapers received by the foreign mails, in a damaged condition, were dealt with in the Dead Letter Office during the year.

Packets are continually posted which cover matter such as glass, liquids, &c., absolutely contrary to the Postal regulations, and cannot therefore, under any circumstances, be forwarded; and, occasionally, curious things for transmission by post come to hand, amongst which may be named, as examples, a box of live beetles, live beetles, flies, a tarantula, and a growing plant.

RETURN showing the Number and Description of Property Letters, with Value of Contents, received and dealt with in the Dead Letter Office during the Year 1880.

Year 1880. Contents.	Received.						How dealt with.							
	Unclaimed.				Irregularly Posted.	Total.	Returned, Delivered, &c.	Paid into the Treasury from 86 Letters Destroyed.	On Hand at Close of Year.					
	Ordinary.		Registered.											
	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.		
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		
Cash, Notes, and Stamps ...	260	115 1 8	114	126 12 10	323	212 9 2	*697	454 3 8	557	401 2 9	86	32 1 5	54	20 19 6
Cheques, Drafts, &c. ...	292	3,406 10 2½	79	1,586 0 8	490	12,741 3 2	1861	17,733 14 0½	839	16,580 4 3½	..	..	22	1,153 9 9
Articles ..	552 27	3,521 11 10½ ..	193 185	1,712 13 6 ..	813 13	12,953 12 4 ..	1,558 1225	18,187 17 8½ ..	1,396 215	10,981 7 0½ ..	86 ..	32 1 5 ..	76 10	1,174 9 3
Totals ..	579	..	373	..	826	..	1,783	..	1,611	..	..	..	86	..

* Includes £21 17s. 9d. balance unclaimed from 1879, in 47 letters.

† Includes £77 10s., part balances unclaimed from 1876 and 1879, in 3 letters, also 2 articles.

‡ Includes 197 articles (jewellery, &c.) received in violation of Customs laws.

MONEY ORDERS.

For some time past the desirableness of extending the Money Order System to other distant colonies and countries has been under consideration ; a rather lengthened correspondence has taken place upon the matter, which is now so near completion that it is expected in the course of the present year to conclude arrangements for the regular interchange of Money Orders between Victoria and India, Cape of Good Hope, United States, Canada, and *vice versa*.

The number of Money Orders issued during the year was 151,677, against 138,517 in 1879 ; the difference showing an increase of 13,160, or 9·50 per cent.

The number of Money Orders paid during the year was 166,022, against 150,525 in 1879 ; the difference showing an increase of 15,497, or 10·29 per cent.

The value of the Money Orders issued during the year was £423,313 0s. 10d., against £398,018 13s. 4d. in 1879 ; the difference showing an increase of £25,294 7s. 6d., or 6·32 per cent.

The value of the Money Orders paid during the year was £485,888 2s. 11d., against £453,723 1s. 10d. in 1879 ; the difference showing an increase of £32,165 1s. 1d., or 7·08 per cent.

Seventeen new Money Order Offices were opened during the year, and two closed, making the number open 288.

SAVINGS BANKS.

The number of new Savings Banks accounts opened during the year was 16,922, the number closed 12,322 ; and the number remaining open on the 31st December 53,833.

The total amount of Deposits received during the year was £536,522 15s. 3d., and the amount repaid £455,266 9s. 8d.

The total amount of Interest placed to the credit of Depositors for the year was £24,690 8s. 7d.

The rate of Interest allowed to Depositors was 4 per cent.

The total amount of Balances to the credit of Depositors on the 31st December 1880 was £756,047 5s. 9d., and on the 31st December 1879, £650,100 11s. 7d. ; the difference showing an increase of £105,946 14s. 2d., or 16·29 per cent.

Of the 53,833 accounts remaining open at 31st December—

44,730 did not exceed £20.

4,786 were above £20 but did not exceed £50.

2,418 " £50 " " £100.

987 " £100 " " £150.

406 " £150 " " £200.

506 " £200.

The total number of Deposits received during the year was 124,099, averaging £4 6s. 5½d. each.

The total number of Repayments was £45,022, averaging £10 2s. 2¾d.

Five new Savings Banks were opened during the year, making the number open at the close of the year 190.

During the year 474 Telegraphic Withdrawals were issued, amounting to £3,706 10s. 3d.

In conclusion it may be remarked that, notwithstanding the growth of the department and what may now be described as the very extensive postal and telegraph business transacted, comparatively few complaints of irregularity have been made, which must be regarded as the best testimony of general public satisfaction.

Some delays in the despatch of letters and newspapers, and occasional errors in the transmission of telegrams have occurred; but to reduce the number of such delays and errors to a minimum is the object aimed at, and officers of every grade are enjoined to assist, by the zealous discharge of their individual duties, in the accomplishment of this end, which will it is believed in no small measure tend to promote the interests and welfare of the community.

G. D. LANGRIDGE,

Acting Postmaster-General.

Post Office and Telegraph Department,
Melbourne, 23rd March 1881.

APPENDICES.

APPENDIX A.

STATEMENT showing the Revenue and Expenditure and Net Annual Cost of the Post Office and Telegraph Department; also the Number of Inland Letters Posted in the Colony, the Ship Letters Received and Despatched, and the Number of Telegraphic Messages Transmitted in each year from 1862 to 1880 inclusive.

Year.	Number of Offices.	Post Office.						Electric Telegraph.					
		Expenditure.				Total Revenue.	Net Cost.	Total Expenditure.	Total Revenue.	Net Cost.			
		Steam Postal Service.	Inland Mail Service.	All Other Expenditure.	Total Expenditure.								
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1862	408	43,534 11 4	48,322 17 1	67,311 4 0	159,168 12 5	117,515 1 8	41,653 10 9	33,340 2 3	26,834 19 8	6,505 2 7			
1863	437	40,122 17 4	53,854 8 3	68,785 0 11	162,762 6 6	121,212 5 0	41,550 1 6	35,645 11 9	25,708 15 8	9,876 16 1			
1864	475	40,122 17 4	59,732 17 8	74,069 0 4	173,924 15 4	129,373 0 7	44,551 14 9	35,976 6 3	30,601 17 11	5,374 8 4			
1865	525	40,122 17 4	58,904 8 6	77,984 2 8	177,011 8 6	138,807 0 3	38,204 8 3	37,846 17 5	35,767 17 4	2,079 0 1			
1866	555	28,774 16 11	61,012 11 9	85,571 2 11	175,358 11 7	130,558 12 4	44,799 19 3	38,473 2 10	36,178 17 4	2,294 5 6			
1867	583	37,297 2 7	66,430 6 9	90,715 16 6	194,443 5 10	114,029 2 9	80,414 3 1	40,462 9 2	29,148 12 2	11,313 17 0			
1868	633	42,145 14 1	70,626 15 11	96,379 9 9	209,151 19 9	119,280 4 2	89,871 15 7	41,715 3 4	30,760 10 4	10,954 13 0			
1869	660	46,555 16 2	68,416 3 0	129,156 5 7	244,128 4 9	164,735 12 7	79,392 12 2	..	..	..			
1870	688	35,529 5 8	75,764 1 11	135,701 8 2	246,094 15 9	161,191 12 2	85,803 3 7	..	..	..			
1871	711	44,415 5 2	83,391 3 0	137,318 18 3	265,125 6 5	166,933 5 4	98,192 1 1	..	..	..			
1872	741	47,125 15 9	97,588 7 6	147,909 2 9	292,623 6 0	184,308 11 9	108,314 14 3	..	..	..			
1873	794	37,821 13 5	94,297 7 5	158,043 5 11	*290,162 6 9	193,384 5 11	96,778 0 10	..	..	..			
1874	802	31,995 0 0	98,737 16 9	171,189 10 6	*301,882 7 3	196,923 0 2	104,959 7 1	..	..	..			
1875	855	33,492 11 9	98,498 4 3	177,756 0 1	*309,746 16 1	209,128 3 9	100,618 12 4	..	..	..			
1876	886	37,321 16 8	100,268 0 3	184,068 19 8	*321,658 16 7	223,359 8 10	98,299 7 9	..	..	..			
1877	948	36,009 5 3	107,368 3 11	192,717 16 3	*336,095 5 5	240,627 7 8	95,467 17 9	..	..	..			
1878	1,007	33,931 5 5	108,780 4 5	201,810 19 0	*344,522 8 10	251,802 17 11	92,719 10 11	..	..	..			
1879	1,069	32,311 5 9	110,465 16 3	209,076 18 3	*351,854 0 3	254,379 14 1	97,474 6 2	..	..	..			
1880	1,100	39,299 17 3	111,975 15 10	232,139 4 8	*383,414 17 9	265,650 12 11	117,764 4 10	..	..	..			

Year.	Inland.			Ship— Received and Despatched.			Total.			Number of Telegraphic Messages Transmitted.
	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	
1862	4,345,066	..	2,310,346	1,931,557	..	2,598,873	6,276,623	..	4,909,219	211,685
1863	4,581,169	..	2,164,475	2,055,122	..	2,766,171	6,636,291	..	4,930,646	234,520
1864	4,778,028	40,443	2,763,544	2,012,216	22,468	2,908,001	6,790,244	62,911	5,671,545	256,380
1865	5,579,097	70,871	3,151,385	1,906,711	37,017	2,886,144	7,485,808	107,888	6,037,529	279,741
1866	6,650,000	267,843	2,495,045	1,981,133	47,362	2,943,343	8,631,133	315,205	5,438,388	277,787
1867	7,663,200	238,332	2,435,934	1,904,790	48,421	2,471,885	9,567,990	286,753	4,907,819	235,648
1868	7,905,067	272,942	2,527,549	1,844,649	51,201	2,446,553	9,749,716	324,143	4,974,102	270,677
1869	8,759,848	314,695	2,506,892	1,822,863	61,344	2,654,435	10,582,711	376,039	5,251,327	277,132
1870	9,288,153	344,515	2,097,579	1,845,130	68,771	2,589,903	11,133,283	413,286	5,287,482	454,598
1871	9,900,064	394,398	2,807,501	1,816,102	75,149	2,365,469	11,716,106	469,547	5,172,970	537,398
1872	11,000,000	452,711	2,998,633	1,941,095	103,755	2,492,130	12,941,095	556,486	5,490,772	639,960
1873	12,342,000	594,591	3,524,857	2,133,085	112,725	2,559,150	14,475,085	707,316	6,080,007	718,167
1874	13,250,000	1,116,755	4,123,200	2,488,888	153,067	2,743,718	15,738,888	1,269,822	6,866,918	701,080
1875	14,500,000	1,333,487	4,828,047	2,634,101	195,006	2,724,865	17,134,101	1,528,493	7,552,912	732,869
1876	16,000,000	1,690,000	6,130,000	2,963,503	219,391	2,880,147	18,963,503	1,900,391	9,010,147	801,940
1877	18,000,000	2,280,000	7,000,000	2,910,958	247,904	2,809,064	20,910,958	2,527,904	9,809,064	919,985
1878	19,250,000	2,950,000	7,740,000	3,074,931	260,296	2,957,331	22,324,931	3,210,296	10,697,331	1,003,654
1879	20,000,000	2,740,000	6,840,000	3,215,648	351,384	3,235,407	23,215,648	3,091,364	10,075,407	1,010,116
1880	20,750,000	3,200,000	7,100,000	3,445,149	358,480	3,540,540	24,195,149	3,558,480	10,640,540	1,160,012

In 1869 the Electric Telegraph was amalgamated with the Post Office Department, and from that period the Revenue and Expenditure for both services appear under one head.

A separate account of packets was not kept previous to the year 1864.

* The cost of construction and repairs of Electric Telegraph lines (which in 1880 amounted to £16,756 8s. 3d.) is not included in these figures. Previous to the year 1873 expenditure of the kind was borne upon the Estimates of the Public Works Department.

APPENDIX B.

STATEMENT showing the Number of Letters, Packets, and Newspapers received and despatched by the Peninsular and Oriental Steam Navigation Company's Steamers during the Year 1880.

Received.					Despatched.				
Date of Arrival.	Name of Vessel.	Letters.	Packets.	Newspapers.	Date of Departure.	Name of Vessel.	Letters.	Packets.	Newspapers.
Jan. 17	Indus* ...	12,689	5,739	36,032	Jan. 23	Siam ...	29,063	2,190	39,354
" 28	Assam ...	24,614	7,292	42,658	Feb. 6	Indus ...	14,043	1,037	14,284
Feb. 12	Deccan* ...	10,757	5,177	32,510	" 20	Assam ...	18,735	1,409	22,564
" 25	Tanjore ...	24,894	7,036	48,551	Mar. 5	Deccan ...	16,370	837	18,509
March 12	Bangalore ...	15,399	6,527	47,423	" 19	Tanjore ...	20,214	2,792	24,238
" 23	Siam ...	16,660	3,825	24,916	April 2	Bangalore ...	14,492	971	16,107
April 12	Assam ...	10,581	4,100	23,685	" 14	Siam ...	16,336	1,365	21,472
" 19	Hydaspes ...	19,966	7,170	47,778	" 28	Assam ...	20,392	1,537	21,213
May 4	Malwa ...	16,432	5,464	38,276	May 14	Hydaspes ...	20,686	1,699	25,959
" 18	Tanjore ...	17,043	6,024	34,143	" 28	Malwa ...	16,568	908	20,271
June 2	Bangalore ...	16,452	5,757	42,320	June 11	Tanjore ...	19,925	1,688	24,695
" 15	Siam ...	18,058	5,920	40,479	" 25	Bangalore ...	16,719	941	23,420
" 29	Assam ...	14,786	4,716	34,409	July 9	Siam ...	21,568	1,681	65,052
July 12	Hydaspes ...	17,904	5,307	38,085	" 23	Assam ...	16,332	906	31,652
" 25	Kaisar-i-Hind ...	18,385	5,184	36,602	Aug. 6	Hydaspes ...	19,418	1,965	31,321
Aug. 9	Malwa ...	18,232	5,222	38,950	" 20	Kaisar-i-Hind ...	15,779	878	20,831
" 24	Bangalore ...	17,835	5,554	39,750	Sept. 3	Malwa ...	16,475	1,604	23,035
Sept. 13	Assam ...	18,324	5,659	40,231	" 15	Bangalore ...	13,640	669	17,189
" 20	Siam ...	17,345	4,983	39,696	Oct. 2	Assam ...	17,950	1,252	24,079
Oct. 4	Hydaspes ...	19,467	5,336	38,257	" 15	Siam ...	22,326	1,039	52,554
" 20	Malwa ...	17,073	5,652	40,665	" 29	Hydaspes ...	16,777	1,589	27,682
Nov. 1	Rosetta ...	21,440	6,089	42,834	Nov. 12	Malwa ...	17,899	1,364	29,872
" 17	Khedive ...	17,704	6,090	42,978	" 26	Rosetta ...	19,509	1,880	27,077
" 30	Bokhara ...	21,211	6,219	44,980	Dec. 10	Khedive ...	16,701	1,164	29,069
Dec. 14	Siam ...	21,186	7,809	56,473	" 24	Bokhara ...	16,125	1,741	23,827
" 28	Cathay ...	23,724	6,402	46,815					
		468,161	150,253	1,039,496			454,042	35,106	675,326

* Not under Contract.

APPENDIX C.

STATEMENT showing the Dates upon which the Mails despatched *via* Brindisi and Ceylon were due in Melbourne, and the Dates upon which they arrived; also the Time occupied in transit of Mails between London and Melbourne, during the Year 1880.

Name of Steamer.	Due in Melbourne.		Arrived in Melbourne.		Time of Transit of Mails from Galle.	Late.	Before appointed Time.	Time occupied in Transit of Mails. London to Melbourne.		
	Date.	Time.	Date.	Time.				Days.	hrs.	min.
Indus* ...	1880. ...	...	Jan. 17	12.30 p.m.	20 6 30	...	...	46	0	0
Assam ...	Feb. 3	11 a.m.	Jan. 28	7.15 p.m.	19 1 15	...	5 15 45	39	22	45
Deccan† ...	...	...	Feb. 12	4.30 p.m.	18 3 0	...	...	47	0	0
Tanjore ...	Feb. 25	11 a.m.	Feb. 25	10.15 a.m.	19 1 15	...	0 0 45	39	13	45
Bangalore ...	March 10	"	March 12	11.50 a.m.	20 17 30	2 0 50	...	41	15	20
Siam ...	March 24	"	March 23	8.30 a.m.	19 18 0	...	1 2 30	38	12	0
Assam ...	April 7	"	April 12	6.45 p.m.	20 2 45	5 7 45	...	44	22	15
Hydaspes ...	April 21	"	April 19	6 a.m.	17 21 30	...	2 5 0	37	9	30
Malwa ...	May 5	"	May 4	9 a.m.	17 21 0	...	1 2 0	38	12	30
Tanjore ...	May 19	"	May 17	11.30 p.m.	17 10 30	...	1 11 30	38	3	0
Bangalore ...	June 2	"	June 2	7.20 a.m.	19 12 40	...	0 3 40	39	10	50
Siam ...	June 16	"	June 15	4.30 a.m.	17 22 10	...	1 6 30	38	8	0
Assam ...	June 30	"	June 29	10.10 a.m.	19 16 40	...	1 0 50	38	13	40
Hydaspes ...	July 14	"	July 12	6.45 p.m.	18 4 10	...	1 16 15	37	22	15
Kaisar-i-Hind ...	July 28	"	July 25	12.3 p.m.	16 19 46	...	2 22 57	36	15	33
Malwa ...	Aug. 11	"	Aug. 9	9 a.m.	17 10 5	...	2 2 0	37	12	30
Bangalore ...	Aug. 25	"	Aug. 24	1.40 p.m.	18 18 20	...	0 21 20	38	17	10
Assam ...	Sept. 8	"	Sept. 12	7.30 p.m.	24 3 45	4 8 30	...	43	23	0
Siam ...	Sept. 22	"	Sept. 20	9.50 a.m.	17 17 44	...	2 1 10	37	13	20
Hydaspes ...	Oct. 6	"	Oct. 4	9.28 a.m.	18 12 53	...	2 1 32	37	12	58
Malwa ...	Oct. 20	"	Oct. 20	7.40 a.m.	18 23 28	...	0 3 20	39	11	10
Rosetta ...	Nov. 3	"	Nov. 2	8.30 a.m.	18 18 0	...	1 2 30	38	12	0
Khedive ...	Nov. 17	"	Nov. 17	1.50 a.m.	18 20 5	...	0 9 10	39	5	20
Bokhara ...	Dec. 1	"	Nov. 30	2.10 a.m.	18 5 25	...	1 8 50	38	5	40
Siam ...	Dec. 15	"	Dec. 15	3.5 p.m.	19 3 45	0 4 5	...	39	18	35
Cathay ...	Dec. 29	"	Dec. 28	8.50 a.m.	18 10 20	...	1 2 10	38	12	20

NOTE.—The average time occupied in transit of Mails by vessels under contract throughout the year was 20 days 2 hours and 33 minutes.

* The Indus, not under contract, left Southampton 3 p.m. on 2nd December 1879.

† The Deccan, not under contract, left Southampton 4.30 p.m. on 27th December 1879.

APPENDIX D.

STATEMENT showing the Dates upon which the Mails *viâ* Ceylon and Brindisi, despatched from Melbourne, were due in London, and the Dates upon which they arrived at destination; also the Time occupied in transit of Mails during the Year 1880.

Name of Steamer.	Date of Despatch.	Due in London.	Arrived in London.	Late.	Before appointed Time.	Time occupied in Transit of Mails. Melbourne to London.
	1880.	1880.	1880.	Days.	Days.	Days.
Siam ...	January 23	March 4	March 4	...	...	41
Indus *	February 6	March 18	March 18	...	...	41
Assam ...	February 20	April 1	April 1	...	...	41
Deccan ...	March 5	April 15	April 15	...	...	41
Tanjore ...	March 19	April 29	April 28	...	1	40
Bangalore ...	April 2	May 13	May 12	...	1	40
Siam ...	April 14	May 27	May 26	...	1	42
Assam ...	April 28	June 10	June 10	...	...	43
Hydaspes ...	May 14	June 26	June 25	...	1	42
Malwa ...	May 28	July 10	July 11	1	...	44
Tanjore ...	June 11	July 24	July 24	...	...	43
Bangalore ...	June 25	August 7	August 8	1	...	44
Siam ...	July 9	August 21	August 22	1	...	44
Assam ...	July 23	September 4	September 8	4	...	47
Hydaspes ...	August 6	September 18	September 16	...	2	41
Kaisar-i-Hind ...	August 20	October 2	September 30	...	2	41
Malwa ...	September 3	October 16	October 13	...	3	40
Bangalore ...	September 15	October 28	October 28	...	...	43
Assam ...	October 2	November 11	November 12	1	...	41
Siam ...	October 15	November 25	November 24	...	1	40
Hydaspes ...	October 29	December 9	December 8	...	1	40
Malwa ...	November 12	December 23	December 22	...	1	40
		1881.	1881.			
Rosetta ...	November 26	January 6	January 5	...	1	40
Khediye ...	December 10	January 20	January 19	...	1	40
Bokhara ...	December 24	February 3	February 1	...	2	39

* Commencement of fortnightly Mail Service.

NOTE.—The average time occupied throughout the year was 41 days 12 hours.

APPENDIX E.

STATEMENT showing the Dates upon which the Mails *viâ* Torres Straits were due in Brisbane, and the Dates upon which they arrived; also the Time occupied in transit of Mails, during the Year 1880:

Name of Steamer.	Due in Brisbane.		Arrived in Brisbane.		Late.	Before appointed Time.	Time occupation in Transit of Mails. London to Brisbane.	
	Date.	Time.	Date.	Time.			<i>Viâ</i> Brindisi.	<i>Viâ</i> Southampton.
					Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.
Somerset ...	January 26	7 a.m.	January 25	4 p.m.	...	0 15 0	50 19 10	59 2 0
Menmuir ...	Feb. 23	"	Feb. 20	4.45 a.m.	...	3 2 15	48 7 55	56 14 45
Normanby ...	March 18	5 a.m.	March 19	6.30 p.m.	1 13 30	...	48 22 0	57 4 50
Bowen ...	April 15	"	April 17	7.55 a.m.	2 2 55	...	49 11 25	...
Somerset ...	May 13	"	May 12	5 p.m.	...	0 12 0	46 20 30	...
Brisbane ...	June 10	"	June 8	2.30 p.m.	...	1 14 30	45 18 0	...
Bowen ...	July 3	"	July 8	3.35 p.m.	0 10 35	...	47 19 5	...
Normanby ...	August 5	"	August 8	8 p.m.	3 15 0	...	50 23 30	...
Brisbane ...	Sept. 2	"	Sept. 3	12 noon.	1 7 0	...	48 15 30	...
Somerset ...	Sept. 30	"	October 3	12.20 p.m.	3 7 20	...	50 15 30	...
Brisbane ...	October 28	"	Nov. 10	8 a.m.	13 3 0	...	60 11 30	...

The Southampton route was abandoned February 1880.

The contract for conveyance of Mails *viâ* Torres Straits terminated in October 1880.

NOTE.—The average time occupied throughout the year was—*viâ* Brindisi, 49 days 21 hours; *viâ* Southampton, 57 days 15 hours.

APPENDIX F.

STATEMENT showing the Dates upon which the Mails *viâ* Torres Straits, despatched from Brisbane, were due in London, and the Dates upon which they arrived at destination; also the Time occupied in transit of Mails, during the Year 1880.

Name of Steamer.	Despatched from Brisbane.		<i>Viâ</i> Brindisi.		Late.	Before appointed Time.	<i>Viâ</i> Southampton.		Late.	Before appointed Time.	Time occupied in Transit of Mails. Brisbane to London.	
	Date.	Time.	Due in London.	Arrived in London.			Due in London.	Arrived in London.			<i>Viâ</i> Brindisi.	<i>Viâ</i> Southampton.
					Days.	Days.			Days.	Days.	Days.	Days.
Brisbane ¹ ...	1879. Dec. 31	1 p.m.	Feb. 23	Feb. 24	1	...	Mar. 2	Feb. 24	...	7	55	55
	1880.											
Bowen ² ...	Jan. 29	"	Mar. 18	Mar. 18	...	...	Mar. 27	Mar. 28	1	...	49	59
Somerset ...	Feb. 25	"	April 15	April 15	...	...	...	...	...	...	50	...
Menmuir ...	Mar. 24	"	May 13	May 12	...	1	...	...	...	...	49	...
Brisbane ³ ...	April 20	"	June 10	June 10	...	...	...	...	...	...	51	...
Bowen ...	May 18	"	July 10	July 11	1	...	...	...	...	...	54	...
Normanby ...	June 15	"	Aug. 7	Aug. 8	1	...	...	...	...	...	54	...
Brisbane ...	July 13	"	Sept. 4	Sept. 3	...	1	...	...	...	...	52	...
Somerset ...	Aug. 10	"	Oct. 2	Sept. 30	...	2	...	...	...	...	51	...
Normanby ...	Sept. 5	"	Oct. 28	Oct. 28	...	...	...	...	...	...	53	...
Bowen ...	Oct. 6	"	Nov. 25	Nov. 24	...	1	...	...	...	...	49	...

¹ Despatched 3 days before contract time.

² Left 24 hours late through stress of weather.

³ Left 2 days late owing to small-pox being on board.

NOTE.—The average time occupied throughout the year was—*viâ* Brindisi, 51 days 39 hours; *viâ* Southampton (two deliveries only), 57 days.

APPENDIX G.

STATEMENT showing the Dates upon which the Mails *viâ* San Francisco were due in Sydney, and the Dates upon which they arrived; also the Time occupied in Transit of Mails, during the Year 1880.

Name of Steamer.	Due in Sydney.	Arrived in Sydney.	Late.	Before appointed Time.	Time occupied in Transit of Mails. London to Sydney.
	1880.	1880.	Days.	Days.	Days.
Australia ...	January 19	January 16	...	3	43
City of New York ...	February 16	February 15	...	1	45
Zealandia ...	March 15	March 15	...	...	46
City of Sydney ¹ ...	April 12	April 14	2	...	48
Australia ...	May 10	May 9	...	1	45
City of New York ...	June 7	June 6	...	1	45
Zealandia ...	July 5	July 3	...	2	44
City of Sydney ² ...	August 2	August 1	...	1	45
Australia ...	August 30	September 1	2	...	48
City of New York ³ ...	September 27	September 25	...	2	44
Zealandia ³ ...	October 25	October 23	...	2	44
City of Sydney ³ ...	November 22	November 20	...	2	44
Australia ...	December 20	December 18	...	2	44

¹ Caught fire; started five days after Time Table date.—² Started a day in advance of Time Table date.—³ Started two days in advance of Time Table date.

NOTE.—The average time occupied throughout the year was 45 days.

APPENDIX H.

STATEMENT showing the Dates upon which the Mails *viâ* San Francisco, despatched from Sydney, were due in London, and the Dates upon which they arrived at destination; also the Time occupied in Transit of Mails, during the Year 1880.

Name of Steamer.	Date of Despatch.	Due in London.	Arrived in London.	Late.	Before appointed Time.	Time occupied in Transit of Mails. Sydney to London.
	1880.	1880.	1880.	Days.	Days.	Days.
Zealandia ...	January 1	February 17	February 18	1	...	48
City of Sydney ...	January 29	March 16	March 13	...	3	44
Australia ...	February 26	April 13	April 12	...	1	46
City of New York ...	March 25	May 11	May 10	...	1	46
Zealandia ...	April 22	June 8	June 3	...	5	42
City of Sydney ...	May 20	July 6	July 4	...	2	45
Australia ...	June 17	August 3	August 3	...	...	47
City of New York ...	July 15	August 31	August 29	...	2	45
Zealandia ...	August 12	September 28	September 26	...	2	45
City of Sydney ...	September 9	October 26	October 22	...	4	43
Australia ...	October 7	November 23	November 21	...	2	45
City of New York ...	November 4	December 21	December 21	...	...	47
		1881.	1881.			
Zealandia ...	December 2	January 18	January 19	1	...	48
City of Sydney ...	December 30	February 15	February 21	6	...	53

NOTE.—The average time occupied throughout the year was 46 days.

APPENDIX I.

STATEMENT showing the Average Number of Days occupied in the Transmission of the Mails between the United Kingdom and Australia by the Suez, Torres Straits, and California Routes respectively during the Year 1880.

Contracting Colony.	Australian Terminus.	Route.	Outward.			Homeward.		
			Average Number of Days occupied in Transit of Mails.			Average Number of Days occupied in Transit of Mails.		
			<i>Via</i> Brindisi.	<i>Via</i> Southampton.	<i>Via</i> San Francisco.	<i>Via</i> Brindisi.	<i>Via</i> Southampton.	<i>Via</i> San Francisco.
Victoria ...	Melbourne	Suez ...	Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.	Dys. hrs. min.
Queensland...	Brisbane	Torres Straits	39 2 33	...	...	41 12 0	...	...
New South Wales }	Sydney...	California ...	49 21 0	57 15 0	...	51 39 0	57 0 0	...
			...	...	45 0 0	...	...	46 0 0

APPENDIX J.

STATEMENT showing the Time occupied in the Delivery of Mails by the undermentioned Steamships of the "Orient Line" between London and Melbourne, *via* Cape of Good Hope, during the Year 1880.

Name of Steamer.	Date of Despatch of Mail from London.	Date of Arrival of Mail in Melbourne.	Time occupied in Transit of Mails.
			Days.
Lusitania	December 3, 1879 ...	January 19, 1880, 7.15 a.m.	47
Garonne	January 1, 1880 ...	February 16, " 1.55 p.m.	46
John Elder	January 14, " ...	February 28, " 10.20 a.m.	45
Sorata	February 20, " ...	April 2, " 9 "	42
Chimborazo	February 16, " ...	April 5, " 10 "	49
Cuzco	March 5, " ...	April 19, " 1.15 p.m.	45
Aconcagua	March 20, " ...	May 5, " 10.30 a.m.	46
Orient	April 2, " ...	May 12, " 6.40 p.m.	40
Cotopaxi	April 16, " ...	May 28, " 1.10 "	42
Lusitania	April 30, " ...	June 13, " 9.30 "	44
Liguria	May 14, " ...	June 27, " 6.10 "	44
Garonne	May 28, " ...	July 18, " 12.50 "	51
Potosi	June 11, " ...	July 21, " 10.35 a.m.	40
Chimborazo	June 25, " ...	August 11, " 9 "	47
John Elder	July 9, " ...	August 22, " 10.20 "	44
Sorata*	July 23, " ...	September 7, " 12.7 p.m.	46
Cuzco	August 6, " ...	September 22, " 3.25 "	47
Aconcagua	August 20, " ...	October 6, " 9 a.m.	47
Orient	September 3, " ...	October 16, " 3 p.m.	43
Cotopaxi	September 17, " ...	October 31, " noon ...	44
Lusitania	October 1, " ...	November 15, " 10.45 p.m.	45
Liguria	October 16, " ...	November 29, " 9.15 a.m.	44
Potosi	October 29, " ...	December 13, " 9 "	45

* Mails per *Sorata* were brought on to Melbourne by s.s. *Victorian* from Adelaide.
NOTE.—The average time occupied in the delivery of mails was 44 days.

APPENDIX K.

STATEMENT showing the Time occupied in the Delivery of Mails shipped in Melbourne on board the undermentioned Steamers of the Orient Line and forwarded *via* Brindisi, Plymouth, and Naples respectively, during the year 1880.

Name of Steamer.	Date of Despatch of Steamer from Melbourne.	Arrival of Mails in London.			Time Occupied.		
		<i>Via</i> Brindisi.	<i>Via</i> Plymouth.	<i>Via</i> Naples.	<i>Via</i> Brindisi.	<i>Via</i> Plymouth.	<i>Via</i> Naples.
	1880.	1880.	1880.	1880.	Days.	Days.	Days.
Orient	January 31	March 11	...	...	40	...	...
Lusitania	February 20	April 5	April 10	...	45	50	...
Garonne	March 15	April 26	May 3	...	42	49	...
John Elder	April 6	May 19	May 20	...	43	44	...
Chimborazo	April 21	June 1	June 5	...	41	45	...
Sorata*	May 3	June 10	...	...	38	...	...
Cuzco	May 18	July 3	...	...	46	...	...
Aconcagua	June 1	July 11	...	...	40	...	...
Orient	June 15	July 24	...	...	39	...	...
Cotopaxi	June 28	August 8	...	...	41	...	...
Lusitania	July 13	August 22	...	...	40	...	...
Liguria	July 27	September 3	...	...	38	...	...
Garonne*	August 10	...	...	September 21	...	...	42
Potosi	August 24	...	...	October 2	...	...	39
Chimborazo	September 8	...	...	October 18	...	...	40
John Elder	September 21	...	...	October 30	...	...	39
Cuzco	October 7	...	...	November 14	...	...	38
Aconcagua	October 19	...	...	November 30	...	...	42
Orient	November 1	...	...	December 8	...	...	37
Cotopaxi	November 16	...	...	December 23	...	...	37
Lusitania	November 30	...	...	1881.	...	...	...
Liguria	December 15	...	...	January 10	...	...	41
Potosi	December 30	...	...	January 22	...	...	38
				February 3	...	...	35

* No mail was despatched *via* Plymouth per *Orient* on 31st January 1880.

* The despatch of mails *via* Plymouth was discontinued on and after 3rd May 1880.

* The despatch of mails *via* Brindisi was discontinued on and after 10th August 1880.

NOTE.—The average time occupied in the delivery of the mails as above was—*via* Brindisi, 41 days; *via* Plymouth, 47 days; and *via* Naples, 38 days 22 hours.

SUPPLEMENTARY Mails, Transhipped at Adelaide, were despatched as under:—

Cuzco ... May 18	Garonne ... August 12	John Elder ... September 22	Cotopaxi ... November 18
Orient ... June 17	Potosi ... August 20	Aconcagua ... October 20	Lusitania ... December 4
Cotopaxi ... July 1	Chimborazo ... September 9	Orient ... November 3	Liguria ... December 16
Lusitania ... July 15			

APPENDIX L.

STATEMENT showing Time occupied in Delivery of Mails by the undermentioned Steamships between London and Melbourne, *via* Cape of Good Hope, during the Year 1880.

Name of Steamer.	Date of Despatch of Mail from London.	Date of Arrival of Mail in Melbourne.	Time occupied in Transit of Mails.
			Days.
Kent	November 18, 1879 ...	January 9, 1.30 p.m.	52
City of London	December 22, " ...	February 8, 7 "	48
Somersetshire	December 16, " ...	February 16, 5 a.m.	62
Durham	January 24, 1880 ...	March 18, 5.40 p.m.	54
Northumberland	March 3, " ...	May 1, 5 a.m.	59
Somersetshire	August 4, " ...	October 4, 7.30 "	61

NOTE.—The average time occupied in delivery of mails was 55 days.

APPENDIX M.

STATEMENT showing the Names of the several Electric Telegraph Stations and the Lines of Telegraph in Operation in the Colony of Victoria on the 31st. December 1880.

Designation of Line.	Length of Line.	Length of Wire.	Names of Stations.	Designation of Line.	Length of Line.	Length of Wire.	Names of Stations.
	Miles.	Miles.			Miles.	Miles.	
SOUTHERN COAST ..	137	137	Williamstown Geelong Queenscliff Sandridge Sandridge West Cape Schanck Flinders	BIRREGURRA BRANCH ..	17	60	Birregurra Winchelsea Point Lonsdale
WESTERN COAST..	258	600	Mount Gambier Portland Belfast Warrnambool Terang Cudgee Camperdown Colac	POINT LONSDALE BRANCH ..	2	4	Point Lonsdale
NORTH-WESTERN ..	60	70	Ballarat East Gordons Ballan Bacchus Marsh Myrning Melton Mt. Egerton	KOROIT BRANCH ..	9	9	Koroit
CROSS COUNTRY—WESTERN	288	333	Streatham Hexham Mortlake Caramut Penshurst Hamilton Coleraine Casterton Smythesdale Scarsdale Piggoreet Linton Skipton	BLACKWOOD BRANCH ..	14	14	Blackwood
CAPE OTWAY ..	75	140	Otway Lorne	BUNINYONG BRANCH ..	5	7	Sebastopol Buninyong
CROSS COUNTRY ..	244½	373½	Creswick Daylesford Talbot Maryborough Clunes Avoca St. Arnaud Donald	ROKEWOOD BRANCH ..	20	20	Rokewood Ararat Stawell Horsham Dimboola
SWAN HILL ..	155	231	Tarnagulla Inglewood Durham Ox Serpentine Kerang Swan Hill Gisborne Kyneton Malmesbury Taradale Castlemaine Maldon Dunolly Echuca Rochester Seymour Avenel Longwood Benalla Wangaratta Eldorado Beechworth Wodonga Albury	HORSHAM ..	127	224	Glenorchy Learmonth Beaufort Waddellah Meredith Elaine Goomong Sandhurst Inglewood Bridgewater Macarthur
NORTHERN ..	166	150	Oakleigh Dandenong Berwick Pakenham Drouin Buln Buln Waterloo Moe Morwell Traralgon Rosedale Sale Cunningham Bruthen Omeo Port Albert Tarraville Foster Wilson's Promontory	HAMILTON AND MACARTHUR ..	22	22	Macarthur
NORTH-EASTERN ..	215	465		PORTLAND AND HAMILTON BRANCH ..	53	53	Branxholme Heywood Harrow Balmoral Merino
GIPPSLAND ..	360	518		HARGROVE BRANCH ..	56½	56½	Harrow Balmoral Merino
				CASTERTON AND MERINO ..	13	13	Merino
				CHARLTON AND WEDDERBURN BRANCH ..	37½	37½	Wedderburn Charlton
				MAJORCA BRANCH ..	11	11	Majorca
				ROMSEY AND LANCEFIELD BRANCH ..	24	24	Romsey Lancefield
				CHEWTON BRANCH ..	..	3	Chewton
				FRYERSTOWN BRANCH ..	6	9	Fryerstown Vaughan
				NEWSTEAD BRANCH ..	10	10	Newstead
				EAGLEHAWK BRANCH ..	5	5	Eaglehawk
				HEATHCOTE BRANCH ..	56	56	Heathcote Kilmore
				YEA BRANCH ..	23	23	Yea
				RUSHWORTH BRANCH ..	60	95	Rushworth Murchison Shepparton Nagambie Alexandra Mansfield Jamieson Wood's Point Gaffney's Creek Yackandandah Chiltern Kutherglen Wahgunyah Myrtleford Bright
				ALEXANDRA BRANCH ..	30	30	Alexandra
				WOOD'S POINT BRANCH ..	85	85	Wood's Point
				GAFFNEY'S CREEK BRANCH ..	..	12	Gaffney's Creek
				WAGUNYAH BRANCH ..	50	50	Waggunyah
				BRIGHT BRANCH ..	36	36	Bright
				WALHALLA BRANCH ..	32	32	Walhalla
				BERWICK, BEACONSFIELD ..	7	7	Beaconsfield
				BAIRNSDALE BRANCH ..	43	43	Bairnsdale Stratford
				MAFFRA BRANCH ..	7	7	Maffra
				CRANBOURNE BRANCH ..	9	9	Cranbourne
				TOONGABBIE BRANCH ..	..	8	Toongabbie Hotham Carlton Collingwood Fitzroy Fitzroy North Richmond Hawthorn Kew South Yarra Prahran Malvern Emerald Hill St. Kilda West St. Kilda Footscray Northcote Preston Morang Whittlesea Ivanhoe Yan Yean

APPENDIX O.

COMPARATIVE STATEMENT of Cash Revenue for 1879 and 1880, and Number of Telegraphic Messages Transmitted from each Office during the Year 1880.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1880.	Revenue, 1879.			Revenue, 1880.			Increase, 1880.			Decrease, 1880.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne, Central Office	Mar. 1854	219,980	21,472	5	8	21,613	7	3	141	1	7	...		
" Customs	Aug. 1872	40,364	3,993	1	5	3,427	0	6	...			566	0	11
Alexandra	Dec. 1873	1,926	90	13	8	92	14	9	2	1	1	...		
Ararat	Nov. 1858	4,754	316	3	10	286	3	7	...			30	0	3
Avenel	Nov. 1874	743	58	9	11	35	14	4	...			22	15	7
Avoca	Mar. 1859	2,011	97	19	6	109	14	11	11	15	5	...		
Bacchus Marsh	Oct. 1874	1,134	70	0	6	60	7	10	...			9	12	8
Bairnsdale	July 1869	5,447	314	3	2	334	19	5	20	16	3	...		
Ballan	Sept. 1874	1,158	63	8	0	61	0	11	...			2	7	1
Ballarat	Dec. 1856	60,149	2,966	2	1	4,052	16	10	1,086	14	9	...		
" East	July 1879	3,195	68	0	10	180	9	0	112	8	2	...		
Balmoral	Oct. 1875	1,209	67	7	3	75	12	8	8	5	5	...		
Beaconsfield	April 1879	370	23	7	7	20	13	6	...			2	14	1
Beaufort	Mar. 1858	2,299	108	14	8	127	12	0	18	17	4	...		
Beechworth	Jan. 1858	8,132	430	5	0	452	11	6	22	6	6	...		
Belfast	Mar. 1858	4,093	238	7	5	247	18	5	9	11	0	...		
Benalla	May 1858	5,438	262	12	8	236	17	8	...			25	15	0
Berwick	Mar. 1873	800	52	7	2	44	13	4	...			7	13	10
Birregurra	Feb. 1874	1,333	61	7	10	66	3	9	4	15	11	...		
Branxholme	Nov. 1875	984	43	2	2	49	16	1	6	13	11	...		
Bridgewater	June 1877	2,300	67	7	1	82	11	11	15	4	10	...		
Bright	Aug. 1867	1,953	97	4	6	107	15	8	10	11	2	...		
Brighton	Nov. 1872	1,552	86	13	0	89	18	8	3	5	8	...		
Brunswick	Aug. 1872	994	57	1	9	60	0	7	2	18	10	...		
Bruthen	May 1880	384	New office			20	15	5	20	15	5	...		
Buln Buln	Mar. 1877	610	30	4	0	23	18	6	...			6	5	6
Buninyong	Oct. 1862	915	30	17	11	43	19	1	13	1	2	...		
Camperdown	Oct. 1863	3,511	185	16	3	194	2	4	8	6	1	...		
Cape Otway	Sept. 1859	1,121	11	18	3	14	12	8	2	14	5	...		
Cape Schanck	Sept. 1861	724	6	9	8	6	13	7	0	3	11	...		
Caramut	Mar. 1874	895	47	1	6	46	3	1	...			0	18	5
Carlton	Feb. 1875	3,414	223	14	0	229	19	10	6	5	10	...		
Casterton	July 1865	4,052	248	17	11	260	16	11	11	19	0	...		
Castlemaine	Jan. 1857	7,054	333	16	2	359	13	1	25	16	11	...		
Charlton	Jan. 1878	3,488	196	14	6	199	3	0	2	8	6	...		
Chewton	Oct. 1872	406	19	1	6	20	15	10	1	14	4	...		
Chiltern	Mar. 1861	1,856	106	4	2	85	12	1	...			20	12	1
Clunes	Feb. 1861	4,264	216	6	10	248	1	1	31	14	3	...		
Coburg	Aug. 1873	522	20	5	4	27	19	11	7	14	7	...		
Colac	Aug. 1863	4,460	278	10	6	265	6	1	...			13	4	5
Coleraine	Aug. 1867	3,133	194	16	11	189	14	9	...			5	2	2
Collingwood	Nov. 1865	3,756	238	7	10	251	3	3	12	15	5	...		
Cranbourne	Feb. 1877	545	34	5	3	29	9	11	...			4	15	4
Creswick	Aug. 1859	4,778	237	4	10	262	14	7	25	9	9	...		
Cudgee	Nov. 1878	475	23	6	2	33	17	8	10	11	6	...		
Cunninghame	Oct. 1879	901	6	10	6	37	19	4	31	8	10	...		
Dandenong	June 1871	1,517	89	4	6	76	12	2	...			12	12	4
Daylesford	Aug. 1859	4,573	135	7	8	244	9	0	109	1	4	...		
Dimboola	June 1880	923	New office			58	15	10	58	15	10	...		
Donald	July 1879	2,451	82	7	10	146	9	9	64	1	11	...		
Dromana	April 1875	561	32	19	7	27	8	2	...			5	11	5
Drouin	Feb. 1879	1,369	55	14	6	78	1	5	22	6	11	...		
Dunolly	Aug. 1859	7,625	395	16	2	419	6	3	23	10	1	...		
Durham Ox	June 1876	1,453	82	6	0	72	6	8	...			9	19	4
Eaglehawk	Oct. 1871	1,806	61	17	2	85	19	4	24	2	2	...		
Eastern Market	Jan. 1880	9,793	New office			654	4	0	654	4	0	...		
Echuca	Dec. 1858	14,320	1,024	6	1	900	18	0	...			123	8	1
Elaine	April 1875	269	17	9	0	14	18	9	...			2	10	3
Eldorado	July 1871	459	28	16	2	24	8	5	...			4	7	9
Elizabeth street	Aug. 1879	4,000	104	13	3	270	12	6	165	19	3	...		
Eltham	June 1877	318	15	3	10	16	8	8	1	4	10	...		
Emerald Hill	Feb. 1872	4,166	255	14	4	267	5	0	11	10	8	...		
Exchange	Dec. 1880	2,661	New office			223	3	6	223	3	6	...		
Exhibition	Aug. 1880	2,201	New office			167	8	8	...			...		
Fitzroy	Sept. 1877	3,136	200	0	2	224	10	3	24	10	1	...		
" North	April 1879	453	13	0	11	24	6	5	11	5	6	...		
Flemington	Dec. 1876	2,424	174	1	5	167	5	8	...			6	15	9
Flinders	May 1869	213	11	7	7	8	13	6	...			2	14	1
Footscray	Oct. 1873	962	55	10	1	54	6	7	...			1	3	6
Foster	April 1873	415	25	8	7	19	8	7	...			6	0	0
Frankston	Oct. 1880	112	New office			6	16	8	6	16	8	...		
Fryerstown	April 1872	680	27	16	5	34	3	11	6	7	6	...		
Gaffney's Creek	May 1871	377	18	19	11	16	12	3	...			2	7	8

¹ Local collections only.

COMPARATIVE STATEMENT of Cash Revenue for 1879 and 1880, and Number of Telegraphic Messages Transmitted from each Office during the Year 1880—*continued.*

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1880.	Revenue, 1879.	Revenue, 1880.	Increase, 1880.	Decrease, 1880.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Geelong ...	Dec. 1854	26,507	1,809 5 11	1,897 18 10	88 12 11	...
Glenorchy ...	Sept. 1877	402	27 16 7	20 0 4	...	7 16 3
Glenthompson ...	Aug. 1878	886	20 5 6	20 6 2	0 0 8	...
Goornong ...	Sept. 1877	881	19 4 4	21 13 1	2 8 9	...
Gordons ...	Mar. 1875	1,362	63 18 7	75 15 7	11 17 0	...
Hamilton ...	Mar. 1861	12,238	754 7 7	756 11 1	2 3 6	...
Harrow ...	July 1875	1,946	94 15 4	116 5 8	21 10 4	...
Hawthorn ...	July 1872	1,530	89 7 3	89 16 7	0 9 4	...
Heathcote ...	Oct. 1859	2,282	104 14 7	107 7 1	2 12 6	...
Heidelberg ...	Aug. 1876	393	15 0 10	20 18 0	5 17 2	...
Hexham ...	April 1858	458	23 16 10	23 13 6	...	0 3 4
Heywood ...	July 1877	837	45 16 3	45 15 9	...	0 0 6
Hobson's Bay Railway Station	April 1879	14,742	334 16 0	1,126 16 3	792 0 3	...
Horsham ...	Jan. 1875	9,541	676 8 6	615 7 7	...	61 0 11
Hotham ...	June 1875	3,013	175 5 11	194 10 2	19 4 3	...
Inglewood ...	Oct. 1861	3,169	153 0 9	164 9 11	11 9 2	...
Ivanhoe ...	Aug. 1876	16	15 4 7	0 16 0	...	14 8 7
Jamieson ...	June 1865	985	49 5 1	46 9 1	...	2 16 0
Kerang ...	Aug. 1863	3,314	189 2 3	185 19 0	...	3 3 3
Kew ...	Feb. 1875	1,900	92 13 5	109 7 4	16 13 11	...
Kilmore ...	Oct. 1857	2,323	132 4 3	119 19 0	...	12 5 3
Koroit ...	Sept. 1872	1,435	80 3 8	75 13 2	...	4 10 6
Kyneton ...	April 1857	5,778	296 2 11	331 6 7	35 3 8	...
Lancefield ...	May 1874	952	42 18 10	48 0 6	5 1 8	...
Learmonth ...	May 1874	739	31 19 4	42 19 11	11 0 7	...
Lilydale ...	July 1876	1,245	64 17 8	62 5 8	...	2 12 0
Linton ...	Oct. 1868	744	33 11 11	35 14 5	2 2 6	...
Longwood ...	Nov. 1857	446	22 16 6	20 18 3	...	1 18 3
Lorne ...	Jan. 1876	1,602	71 7 1	86 8 10	15 1 9	...
Macarthur ...	Jan. 1880	1,361	New office	85 2 2	85 2 2	...
Maffra ...	July 1875	2,096	112 15 10	125 8 6	12 12 8	...
Majorca ...	April 1870	491	26 3 2	24 18 6	...	1 4 8
Maldon ...	Aug. 1859	1,841	76 17 7	94 19 8	18 2 1	...
Malmesbury ...	Oct. 1865	1,148	49 17 2	56 0 5	6 3 3	...
Malvern ...	Jan. 1876	243	12 10 11	14 10 2	1 19 3	...
Mansfield ...	Nov. 1868	2,387	121 5 4	125 2 6	3 17 2	...
Maryborough ...	April 1859	6,465	335 10 3	389 0 6	53 10 3	...
Melton ...	Sept. 1877	408	26 19 3	21 13 7	...	5 5 8
Meredith ...	April 1875	964	22 16 4	23 13 10	0 17 6	...
Merino ...	May 1879	1,431	46 10 2	81 15 8	35 5 6	...
Moe ...	Jan. 1877	577	37 4 7	24 19 3	...	12 5 4
Mooroopna ...	Jan. 1880	2,734	New office	138 1 8	138 1 8	...
Morang ...	Jan. 1880	117	New office	5 16 3	5 16 3	...
Mordialloc ...	Aug. 1876	633	36 6 11	33 19 3	...	2 7 8
Mornington ...	Mar. 1861	1,270	81 10 9	65 11 6	...	15 19 3
Mortlake ...	June 1864	1,703	97 4 11	92 8 3	...	4 16 8
Morwell ...	Aug. 1879	860	17 1 10	43 18 0	26 16 2	...
Mount Blackwood ...	Aug. 1875	840	47 11 2	45 8 8	...	2 2 6
Mount Egerton ...	Jan. 1878	1,224	50 10 3	58 7 9	7 17 6	...
Murchison ...	Dec. 1874	2,447	229 1 4	136 18 0	...	92 3 4
Murtoa ...	June 1880	1,555	New office	94 5 0	94 5 0	...
Myrniong ...	Feb. 1876	391	22 18 9	20 4 1	...	2 14 8
Myrtleford ...	May 1879	998	31 10 4	48 17 0	17 6 8	...
Nagambie ...	Jan. 1875	1,800	116 4 2	95 15 3	...	20 8 11
New Gisborne ...	July 1873	625	33 18 4	32 10 3	...	1 8 1
Newstead ...	Oct. 1863	511	24 19 10	25 2 11	0 3 1	...
Northcote ...	Aug. 1876	307	16 2 2	17 15 0	1 12 10	...
Oakleigh ...	Sept. 1875	472	22 15 8	22 3 10	...	0 11 10
Omeo ...	Nov. 1879	1,598	10 17 8	83 8 3	72 10 7	...
Pakenham ...	Aug. 1877	460	31 9 6	24 11 9	...	6 17 9
Penshurst ...	Jan. 1867	1,752	111 14 6	98 9 6	...	13 5 0
Piggoreet ...	Mar. 1875	198	11 8 5	9 11 5	...	1 17 0
Port Albert ...	Dec. 1864	1,607	68 5 11	72 2 1	3 16 2	...
Portland ...	Feb. 1858	7,549	427 2 7	437 19 5	10 16 10	...
Portsea ...	Jan. 1877	636	41 3 3	35 11 8	...	5 11 7
Prahran ...	Aug. 1872	3,850	217 10 4	234 6 2	16 15 10	...
Preston ...	Aug. 1876	896	10 6 8	13 3 4	2 16 8	...
Queenscliff ...	Jan. 1855	9,806	204 15 1	218 9 10	13 14 9	...
Richmond ...	Jan. 1872	2,697	139 7 2	168 14 5	29 7 3	...
„ South Receiving-house	April 1876	1,128	62 4 8	70 10 4	8 5 8	...
Rochester ...	May 1875	3,269	160 0 6	157 9 9	...	2 10 9
Rokewood ...	Sept. 1873	601	32 6 8	32 5 0	...	0 1 8
Romsey ...	May 1874	738	45 10 1	38 2 8	...	7 7 5
Rosedale ...	Mar. 1867	2,049	78 6 8	84 4 2	5 17 6	...
Rushworth ...	Dec. 1874	1,774	79 16 8	88 1 11	8 5 3	...
Rutherglen ...	Aug. 1862	1,466	92 19 5	75 12 1	...	17 7 4
St. Arnaud ...	Jan. 1865	6,501	352 13 6	353 13 3	0 19 9	...
St. Kilda ...	Feb. 1871	3,761	243 6 5	263 19 10	20 13 5	...
„ Railway Station	Dec. 1878	4,460	241 9 7	350 11 8	109 2 1	...
Sale ...	Sept. 1864	10,584	627 17 10	616 15 7	...	11 2 3
Sandhurst ...	Jan. 1857	33,267	1,808 6 10	2,100 10 11	292 4 1	...
Sandridge ...	July 1855	2,057	150 11 9	143 5 11	...	7 5 10

¹ Ivanhoe telegraph office closed 1st February 1880.

² Queenscliff: 2,601 messages were "collect," value £175 1s. 7d.

COMPARATIVE STATEMENT of Cash Revenue for 1879 and 1880, and Number of Telegraphic Messages Transmitted from each Office during the Year 1880—*continued.*

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1880.	Revenue, 1879.	Revenue, 1880.	Increase, 1880.	Decrease, 1880.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Sandridge West ...	Mar. 1879	2,085	105 6 5	153 8 0	48 1 7	...
Scarsdale ...	Sept. 1872	505	24 19 3	27 16 1	2 16 10	...
Sebastopol ...	Jan. 1870	405	18 5 6	24 11 0	6 5 6	...
Serpentine Creek ...	Sept. 1873	880	49 5 6	51 4 2	1 18 8	...
Seymour ...	June 1865	1,991	96 6 4	96 6 2	...	0 0 2
Shepparton ...	Oct. 1879	6,464	68 0 10	347 16 11	279 16 1	...
Skipton ...	Sept. 1876	723	33 19 6	42 15 1	8 15 7	...
Smythesdale ...	June 1863	1,016	46 19 2	49 6 4	2 7 2	...
Sorrento ...	Feb. 1874	1,197	76 10 7	64 2 11	...	12 7 8
South Yarra ...	Aug. 1872	3,895	276 12 4	288 15 7	12 3 3	...
Stawell ...	Oct. 1861	9,516	841 19 3	628 4 2	...	213 15 1
Stratford ...	May 1873	1,357	68 5 7	71 8 11	3 3 4	...
Streatham ...	July 1858	538	28 16 9	29 14 5	0 17 8	...
Swan Hill ...	April 1863	2,893	172 12 2	178 16 9	6 4 7	...
Stuartmill ¹ ...	Dec. 1869	34	11 12 1	...	...	11 12 1
Talbot ...	Dec. 1860	3,761	130 3 10	184 14 2	54 10 4	...
Taradale ...	Nov. 1861	625	30 11 3	31 2 4	0 11 1	...
Tarnagulla ...	Nov. 1860	1,461	109 8 5	81 16 9	...	27 11 8
Tarraville ...	June 1877	516	23 8 1	25 14 6	2 6 5	...
Terang ...	Nov. 1871	1,476	79 1 10	78 14 10	...	0 7 0
Toongabbie ...	May 1878	596	31 2 3	31 9 5	0 7 2	...
Traralgon ...	May 1875	1,453	63 1 5	69 18 7	6 17 2	...
Upper Macedon ...	July 1880	132	New office	7 14 3	7 14 3	...
Vaughan ...	Dec. 1878	108	4 9 3	4 18 0	0 8 9	...
Waddallah ...	May 1873	615	30 3 6	29 14 6	...	0 9 0
Wahgunyah ...	Feb. 1861	2,384	92 7 5	78 8 1	...	13 19 4
Walhalla ...	Nov. 1870	5,304	227 7 6	308 5 6	80 18 0	...
Wangaratta ...	July 1858	3,949	215 14 8	205 1 6	...	10 13 2
Warrnambool ...	Mar. 1858	14,804	976 0 4	922 3 4	...	53 17 0
Waterloo (G. L.) ...	Jan. 1880	594	New office	30 14 3	30 14 3	...
Wedderburn ...	Feb. 1876	1,541	86 8 5	86 5 8	...	0 2 9
Whittlesea ...	June 1879	514	12 8 3	27 18 6	15 10 3	...
Williamstown ...	Mar. 1854	4,233	317 16 6	293 10 6	...	24 6 0
Wilson's Promontory ² ...	April 1873	530	...	...	...	...
Winchelsea ...	Feb. 1874	919	39 7 9	50 7 1	10 19 4	...
Wodonga ...	Jan. 1858	2,619	108 14 10	128 19 1	20 4 3	...
Wood's Point ...	Oct. 1865	1,423	54 13 10	77 11 7	22 17 9	...
Yackandandah ...	Feb. 1861	1,095	56 9 8	55 4 1	...	1 5 7
Yan Yean ...	Aug. 1879	157	1 4 3	3 5 2	2 0 11	...
Yea ...	July 1879	765	20 2 11	41 3 8	21 0 9	...
Point Lonsdale ³ ...	Oct. 1861	...	...	...	...	...
RAILWAY STATION CIRCUIT.						
Ararat ...	Mar. 1878	5,130	55 6 1	50 4 1	...	5 2 0
Arcadia ⁴ ...	Feb. 1880	143	New office	1 3 9	1 3 9	...
Avenel ...	Dec. 1872	3,072	10 17 11	2 10 2	...	8 7 9
Avoca ...	Aug. 1878	926	1 12 7	2 4 7	0 12 0	...
Ballarat West ...	July 1863	10,718	122 15 7	105 15 5	...	17 0 2
Bealiba ...	Sept. 1878	1,407	37 17 0	36 12 2	...	1 4 10
Beaufort ...	Aug. 1874	1,796	5 19 11	7 8 1	1 8 2	...
Beechworth ...	Aug. 1878	1,294	3 14 9	0 14 1	...	3 0 8
Benalla ...	Aug. 1873	3,883	73 10 7	96 7 9	22 17 2	...
Berwick ...	Mar. 1878	3,309	5 13 8	1 16 5	...	3 17 3
Broadford ...	May 1872	6,740	19 6 1	26 17 1	7 11 0	...
Broadmeadows ...	Mar. 1880	8,599	New office	2 10 9	2 10 9	...
Buangor ...	Aug. 1879	1,171	5 17 6	14 18 1	9 0 7	...
Bunyip ...	Nov. 1877	4,174	17 6 1	11 8 7	...	5 17 6
Castlemaine ...	July 1863	8,709	46 2 10	41 10 10	...	4 12 0
Carisbrook ...	Jan. 1861	1,993	45 12 8	46 12 8	1 0 0	...
Carlsruhe ...	Mar. 1880	2,782	New office	9 14 6	9 14 6	...
Chiltern ...	Dec. 1873	1,728	7 17 3	6 7 10	...	1 9 5
Clunes ...	Aug. 1878	3,014	12 1 9	8 15 2	...	3 6 7
Colac ...	Aug. 1878	825	9 0 0	9 2 8	0 2 8	...
Condah ...	Aug. 1878	670	12 9 3	14 10 1	2 0 10	...
Craigieburn ...	Nov. 1877	8,226	12 2 4	10 16 11	...	1 5 5
Creswick ...	June 1880	626	New office	5 2 3	5 2 3	...
Dandenong ...	Mar. 1879	3,536	0 19 4	4 12 5	3 13 1	...
Drysdale ...	Dec. 1879	793	1 3 3	28 3 1	26 19 10	...
Dunkeld ...	April 1877	1,845	55 16 4	62 7 1	6 10 9	...
Dunolly ...	Aug. 1878	964	0 1 0	0 4 6	0 3 6	...
Echuca ...	June 1865	5,561	179 11 4	145 18 5	...	33 12 11
Elmore ...	June 1865	3,206	101 1 5	105 18 10	4 17 5	...
Elphinstone ...	April 1873	8,724	8 6 4	11 15 9	3 9 5	...
Essendon ...	Aug. 1878	5,823	10 10 0	17 5 3	6 15 3	...
Euroa ...	Aug. 1876	3,798	76 5 7	78 7 9	2 2 2	...
Geelong ...	April 1862	6,755	114 15 6	121 8 4	6 12 10	...
Glenorchy ...	Jan. 1879	1,164	7 1 8	2 16 10	...	4 4 10
Guildford ...	Nov. 1878	2,244	8 11 9	8 10 9	...	0 1 0
Hamilton ...	Aug. 1878	1,243	12 13 2	13 3 8	0 10 6	...
Horsham ...	Aug. 1879	1,035	0 17 4	3 8 8	2 11 4	...
Inglewood ...	Aug. 1878	1,155	4 0 11	2 11 5	...	1 9 6

¹ Stuartmill Telegraph Office closed 28th February 1879.

³ Point Lonsdale—look-out station; no revenue.

² Wilson's Promontory—revenue included in Melbourne return.

⁴ Arcadia Telegraph Office closed 1st March 1880.

COMPARATIVE STATEMENT of Cash Revenue for 1879 and 1880, and Number of Telegraphic Messages Transmitted from each Office during the Year 1880—continued.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1880.	Revenue, 1879.	Revenue, 1880.	Increase, 1880.	Decrease, 1880.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Jung Jung ...	Sept. 1879	1,884	5 13 2	29 18 5	24 5 3	...
Keilor Road ¹ ...	Nov. 1877	698	5 9 5	8 8 4	2 18 11	...
Kilmore East ...	Sept. 1877	7,345	15 17 6	14 18 10	...	0 18 8
Kyneton ...	July 1876	1,659	24 8 0	24 4 1	...	0 3 11
Lal Lal ...	Oct. 1880	167	New office	1 12 10	1 12 10	...
Lancefield Road ...	July 1873	5,508	17 9 1	23 10 9	6 1 8	...
Lara ...	Feb. 1878	2,048	15 16 11	25 11 10	9 14 11	...
Little River ...	Sept. 1876	888	7 18 2	7 7 1	...	0 11 1
Longwood ...	Dec. 1880	145	New office	1 12 0	1 12 0	...
Lubeck ...	Aug. 1879	1,604	7 15 1	22 0 9	14 5 8	...
Macedon ...	June 1874	5,959	31 3 6	34 17 1	3 13 7	...
Mangalore ...	Feb. 1880	4,609	New office	8 14 4	8 14 4	...
Maryborough ...	July 1874	7,353	27 18 10	33 12 8	5 13 10	...
Moe ...	July 1878	3,366	1 15 1	1 10 0	...	0 5 1
Murchison ...	Feb. 1880	1,678	New office	16 9 7	16 9 7	...
Murtoa ...	Dec. 1878	3,114	170 3 4	98 18 3	...	71 5 1
Nagambie ...	Feb. 1880	1,974	New office	8 7 7	8 7 7	...
Newmarket ...	Oct. 1874	1,169	27 15 11	43 19 2	16 3 3	...
Newstead ...	July 1874	2,687	6 0 11	3 13 3	...	2 7 8
Oakleigh ...	Aug. 1878	1,470	7 16 6	3 3 3	...	4 13 3
Pakenham ² ...	Nov. 1877	964	...	0 6 0	0 6 0	...
Portland ...	Aug. 1878	713	3 2 0	2 4 2	...	0 17 10
Riddell's Creek ...	July 1876	5,029	17 1 6	15 11 5	...	1 10 1
Rutherglen ...	April 1879	581	1 18 7	1 12 11	...	0 5 8
St. Arnaud ...	Mar. 1879	1,050	1 9 2	1 6 6	...	0 2 8
Sale ...	Aug. 1878	3,184	19 14 9	31 17 2	12 2 5	...
Sandhurst ...	July 1863	5,823	149 12 11	147 12 6	...	2 0 5
Seymour ...	May 1872	10,029	52 12 11	76 19 10	24 6 11	...
Shepparton ...	Feb. 1880	1,359	New office	5 7 4	5 7 4	...
Spencer street ...	Oct. 1861	37,522	710 15 1	787 2 9	76 7 8	...
Springs ...	Nov. 1878	931	16 14 4	13 12 4	...	3 2 0
Stawell ...	Dec. 1877	3,575	38 11 1	36 17 5	...	1 13 8
Sunbury ...	Feb. 1867	6,610	52 12 6	51 7 7	...	1 4 11
Tallaroook ...	Nov. 1877	4,469	22 17 5	25 7 4	2 9 11	...
Tatura ...	Feb. 1880	2,049	New office	62 4 0	62 4 0	...
Toolamba ...	Feb. 1880	3,217	New office	18 19 5	18 19 5	...
Traralgon ...	Aug. 1878	3,927	2 2 10	0 17 2	...	1 5 8
Trentham ...	July 1880	1,823	New office	13 17 3	13 17 3	...
Violettown ...	Jan. 1877	2,000	58 15 4	38 18 9	...	19 16 7
Wahgunyah ...	Mar. 1879	1,325	3 15 5	9 19 4	6 3 11	...
Wallan Wallan ...	May 1872	9,354	14 12 4	15 0 4	0 8 0	...
Wangaratta ...	Nov. 1873	2,881	36 17 10	44 0 9	7 2 11	...
Warragal ...	Mar. 1878	6,595	76 9 9	76 13 10	0 4 1	...
Warrenheip ...	Sept. 1879	5,104	0 15 5	5 0 2	4 4 9	...
Werribee ...	April 1862	2,540	43 4 4	83 9 4	40 5 0	...
Williamstown Junction ...	April 1862	638	8 5 7	8 1 7	...	0 4 0
" Pier ...	Jan. 1870	3,356	20 10 2	18 9 5	...	2 0 9
Winchelsea ...	Aug. 1878	622	3 15 0	6 6 11	2 11 11	...
Wodonga ...	Nov. 1873	1,547	17 4 3	15 6 10	...	1 17 5
Woodend ...	Oct. 1861	23,620	50 0 10	59 14 9	9 13 11	...
Yendon ...	Mar. 1873	4,188	9 18 5	9 14 5	...	0 4 0
		1,160,912	56,704 12 1	61,478 16 9	6,596 10 11	1,822 6 3

¹ Keilor Road Telegraph Office closed 15th November 1878, re-opened 27th March 1879.

² Pakenham Telegraph Office closed 27th February 1878, re-opened 15th September 1880.

APPENDIX P.

RETURN of the Number of Money Order Offices, the Number and Amount of Orders Issued and Paid, in the Colony of Victoria during the Year 1880, and the Amount of Revenue received for Commission.

Number of Money Order Offices at close of 1880.	Net Revenue received for Commission.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.
288	6,311 9 10	151,677	423,313 0 10	166,022	485,888 2 11	317,699	909,201 3 9

APPENDIX Q.

RETURN showing the Number and Amount of Money Orders Issued and Paid at each Money Order Office in Victoria during the Year 1880.

Office.	Orders Issued.			Orders Paid.			Office.	Orders Issued.			Orders Paid.						
	No.	Amount.			No.	Amount.			No.	Amount.			No.	Amount.			
		£	s.	d.		£		s.		d.	£	s.		d.	£	s.	d.
Alexandra ...	526	1,507	19	9	411	1,601	17	4	Eastern Market	1,108	3,320	0	11	54	135	8	9
Allansford ...	94	230	7	1	56	247	15	8	Echuca ...	2,486	6,989	10	4	1,896	6,568	15	11
Amherst ...	182	398	6	4	165	372	10	11	Edenhope ...	337	1,474	9	3	27	119	8	3
Ararat ...	1,292	3,433	15	7	1,003	3,093	11	7	Elaine ...	283	739	14	4	130	484	15	1
Avenel ...	634	1,573	16	0	244	879	16	6	Eldorado ...	205	639	12	5	210	799	2	4
Avoca ...	754	2,169	2	5	458	1,616	15	2	Elizabeth street	393	1,054	2	2	24	65	8	0
Bacchus Marsh	520	1,431	13	1	157	392	3	7	Elmore ...	514	1,381	16	7	142	409	3	10
Bairnsdale ...	666	1,870	14	10	535	1,859	13	9	Eltham ...	53	140	9	5	25	52	0	0
Ballan ...	352	1,001	0	10	193	381	18	0	Emerald Hill ...	1,284	3,314	1	6	2,781	8,293	2	6
Ballarat ...	7,841	21,418	8	10	12,647	35,123	6	7	Epsom ...	73	195	11	4	79	179	13	5
" East	720	1,636	4	5	644	1,705	16	6	Euroa ...	669	1,977	10	9	142	479	14	1
Balmoral ...	298	804	12	4	43	135	6	0	Exhibition ...	120	373	4	11	10	81	19	8
Barnawartha ...	79	160	12	4	30	99	19	8	Fitzroy ...	943	2,441	6	10	2,410	6,041	17	1
Barry's Reef ...	239	507	11	1	348	1,022	14	2	" North	139	260	17	8	257	716	17	6
Bass ...	163	489	19	7	33	187	17	6	Flemington ...	113	280	5	9	131	364	19	0
Bealiba ...	402	1,043	16	3	150	727	3	2	Footscray ...	386	798	16	4	570	1,737	5	0
Beaufort ...	1,371	4,117	14	2	350	908	17	1	Foster ...	181	692	16	11	68	256	8	7
Beeac ...	140	469	12	10	34	74	16	5	Fryerstown ...	319	756	3	10	265	699	19	4
Beechworth ...	1,258	3,308	4	11	1,062	3,133	6	9	Gaffney's Creek	171	424	0	5	54	243	4	8
Belfast ...	652	1,761	3	4	398	1,054	17	10	Geelong ...	4,159	12,078	17	2	5,895	17,061	17	2
Benalla ...	1,172	3,297	12	4	1,048	3,918	16	1	Gisborne ...	341	1,013	12	6	114	331	18	10
Berwick ...	264	726	2	9	142	455	4	2	Glenmaggie ...	52	131	18	6	17	26	13	6
Bethanga ...	327	881	14	7	86	232	18	2	Glenorchy ...	141	326	8	11	40	145	9	3
Birregurra	476	1,267	18	2	76	272	5	8	Gobur ...	164	629	10	0	52	276	1	1
Box Hill ...	54	122	18	0	22	43	15	0	Golden Square...	358	776	10	1	167	489	14	2
Branxholme	250	620	4	7	67	213	0	5	Goldsborough ...	799	1,960	1	0	100	456	1	1
Briarolong	139	408	1	7	37	73	5	10	Gordons ...	307	816	6	8	88	259	13	7
Bridgewater ...	17	42	16	8	5	18	6	6	Grant ...	122	449	3	11	41	227	9	4
Bright ...	336	898	6	3	194	674	17	4	Graytown ...	103	372	10	0	56	175	11	10
Brighton ...	306	897	7	7	400	1,290	3	4	Griffith's Point	79	264	9	2	48	254	12	0
Broadford	332	893	13	8	187	655	6	3	Guildford ...	148	365	10	7	186	549	10	5
Broadmeadows	74	291	11	6	38	101	16	8	Haddon ...	196	443	19	5	80	352	19	10
Brunswick ...	392	936	4	4	793	2,211	10	4	Hamilton ...	1,563	4,556	0	9	1,370	3,884	10	3
Bruthen ...	22	67	11	9	2	5	15	0	Happy Valley ...	148	332	3	9	49	108	7	3
Buckland, Lower	37	98	3	9	5	19	10	0	Harriestville ...	69	154	19	9	4	11	3	0
Buln Buln	141	301	19	11	236	1,095	16	0	Harrow ...	353	1,126	3	1	80	273	12	10
Bungaree ...	88	246	17	10	24	90	1	3	Hastings ...	353	1,406	3	7	102	293	13	6
Buninyong ...	267	708	18	5	607	2,053	4	8	Hawthorn ...	229	508	13	0	416	1,269	6	5
Burke's Flat ...	136	373	10	9	12	52	10	6	Hawthorn, Lower	116	205	6	4	10	32	8	6
Burwood ...	55	117	13	6	9	19	2	3	Healesville ...	167	442	6	10	25	87	18	7
Byaduk ...	171	582	11	11	12	29	16	6	Heathcote ...	641	1,551	14	1	355	1,152	2	5
Campbell's Creek	208	528	6	8	252	672	16	4	Heidelberg ...	34	73	18	9	99	262	0	4
Camperdown ...	743	2,027	10	10	336	1,018	8	5	Hexham ...	103	233	10	4	12	46	16	4
Caramut ...	140	293	12	10	49	158	14	1	Heyfield ...	117	226	11	2	34	91	4	2
Carisbrook ...	250	716	14	7	139	415	9	10	Heywood ...	485	1,150	11	1	109	339	4	4
Carlton ...	1,201	3,003	18	9	2,642	6,723	15	6	Homebush ...	49	138	14	4	4	4	2	6
" North...	169	374	9	0	117	323	13	3	Horsham ...	1,847	4,992	13	0	987	4,630	15	4
Cashel ...	180	489	1	0	56	235	3	7	Hotham ...	1,286	3,347	1	5	1,811	4,935	5	9
Casterton ...	567	1,620	1	7	559	2,154	13	1	Inglewood ...	668	1,603	8	4	525	1,498	14	0
Castlemaine	2,087	5,159	11	11	2,243	6,333	4	1	Inverleigh ...	68	220	15	3	44	187	4	0
Charlton ...	597	1,969	4	0	243	973	6	0	Jamieson ...	192	500	9	8	130	475	3	1
Cheltenham	168	393	19	2	68	215	7	0	Jasper Road ...	16	41	18	0	7	32	5	0
Chetwynd ...	158	470	17	0	16	53	4	0	Kangaroo Flat...	201	519	14	8	144	293	9	2
Chewton ...	261	582	1	2	435	1,460	18	5	Karimba ...	142	623	6	1	12	46	17	0
Chiltern ...	468	1,208	17	2	242	728	17	8	Keilor ...	67	188	6	11	23	64	13	6
Clunes ...	1,793	4,958	15	8	881	2,429	6	8	Kerang ...	512	1,544	17	4	602	2,866	13	6
Cobden ...	72	171	6	2	43	182	14	0	Kew ...	295	653	5	0	242	843	13	9
Coburg ...	281	931	0	8	174	576	16	1	Kilmore ...	777	2,076	5	3	575	1,933	0	8
Coghill's Creek	77	259	14	2	22	67	15	9	Kingower ...	47	114	6	10	34	180	8	6
Colac ...	780	2,102	0	9	479	1,296	10	9	Kingston ...	257	596	10	11	42	122	5	3
Coleraine ...	522	1,676	15	9	173	544	5	6	Koroit ...	266	682	15	8	115	311	18	8
Collingwood	1,688	4,460	8	8	2,683	7,642	2	6	Kyneton ...	1,261	3,372	13	10	1,412	3,913	15	2
Condah ...	194	596	4	9	31	135	5	11	Lancefield ...	367	1,073	6	5	117	434	17	0
Cope Cope ...	51	184	10	8	6	21	0	0	Landsborough	234	837	19	4	45	168	3	0
Corack ...	18	48	17	10	...	...	...	...	Learmonth ...	108	244	16	4	75	269	19	2
Corop ...	206	567	9	9	35	172	13	7	Lilydale ...	345	1,025	14	6	174	483	16	1
Costerfield	171	344	18	5	75	266	16	10	Linton ...	264	768	18	0	295	726	17	1
Cowes ...	43	116	12	7	30	88	6	0	Long Gully ...	116	256	18	8	49	115	15	6
Cranbourne	122	374	2	1	104	379	14	11	Longwood ...	242	855	15	4	53	204	4	5
Cressy ...	174	534	0	10	6	13	18	6	Lorne ...	118	267	8	7	30	126	9	0
Creswick ...	968	2,554	1	4	810	2,340	5	3	Macarthur ...	271	841	13	10	87	266	0	7
Dandenong	294	723	19	11	263	689	17	1	Macedon ...	141	392	18	10	81	306	14	1
Dargo ...	152	435	19	2	43	97	11	10	Maffra ...	367	870	18	0	103	392	5	7
Daylesford	1,078	2,679	5	1	1,590	4,402	18	5	Majorca ...	226	570	4	5	182	584	12	8
Dean's Marsh	90	257	12	7	20												

RETURN showing the Number and Amount of Money Orders Issued and Paid—continued.

Office.	Orders Issued.			Orders Paid.			Office.	Orders Issued.			Orders Paid.		
	No.	Amount.		No.	Amount.			No.	Amount.		No.	Amount.	
		£	s. d.		£	s. d.			£	s. d.		£	s. d.
Mitta Mitta ...	192	541	17 11	5	17	9 0	Shepparton ...	1,696	4,851	5 4	623	2,753	2 2
Moe ...	266	677	0 7	104	440	1 6	Simpson's road...	240	513	9 7	99	190	9 6
Moonambel ...	176	548	16 3	30	147	1 0	Skepton ...	154	331	0 9	29	112	4 7
Moonee Ponds...	140	421	0 5	96	372	17 1	Smeaton ...	137	298	14 5	27	115	5 6
Mooroopna ...	724	2,034	11 11	214	766	7 7	Smythesdale ...	167	425	14 1	380	1,148	15 4
Morang ...	87	289	19 7	48	197	4 5	Snake Valley ...	133	266	13 2	144	446	19 4
Mornington ...	432	1,243	0 6	293	675	15 0	Sorrento ...	338	1,106	15 0	79	264	12 0
Morrison's ...	185	350	14 1	120	309	8 0	South Brighton	14	17	18 4	24	156	5 11
Mortlake ...	457	1,162	6 10	132	326	17 8	South Yarra ...	561	1,493	7 9	647	1,845	15 10
Morton's Plains	6	11	10 9	1	1	16 2	Stawell ...	2,920	7,625	7 10	2,175	5,444	16 5
Morwell ...	435	1,171	18 9	151	640	7 2	Steiglitz ...	244	722	16 5	223	642	18 1
Mt. Blackwood	242	540	1 1	334	1,052	4 7	Stratford ...	212	586	13 3	120	395	5 1
Mt. Egerton ...	808	1,873	0 0	108	333	19 2	Streatham ...	151	300	18 11	12	40	9 4
Mt. Wycheproof	64	142	18 3	9	24	6 4	Stuartmill ...	43	101	14 1	56	131	14 11
Moyston ...	97	263	18 11	69	211	3 7	Sunbury ...	386	1,079	4 3	102	259	18 4
Murchison ...	559	1,492	2 9	147	488	8 9	Swan Hill ...	235	735	5 4	53	206	11 5
Murtoa ...	703	1,804	10 6	195	648	10 1	Talbot ...	611	1,459	6 8	621	1,736	14 5
Myrniong ...	114	263	13 10	44	233	9 10	Tallarook ...	175	382	17 10	56	182	9 0
Myrtleford ...	143	380	1 3	36	97	8 9	Taradale ...	324	709	17 5	316	877	17 4
Nagambie ...	583	1,630	8 6	320	1,067	8 2	Tarnagulla ...	370	846	14 11	194	521	15 6
Nathalia ...	259	1,137	11 9	17	76	19 0	Terang ...	423	1,087	8 1	138	556	3 11
Newbridge ...	121	204	5 4	59	178	12 11	Terrick Terriek	170	725	7 2	42	150	18 9
Newstead ...	331	746	16 2	186	506	10 0	Timor... ..	201	390	15 10	152	489	7 8
Oakleigh ...	125	417	17 2	148	425	19 10	Tintalra ...	82	270	17 0	15	65	2 0
Omeo ...	211	571	12 2	104	412	10 2	Toongabbie ...	180	568	8 6	32	122	14 6
Pakenham ...	252	790	15 7	58	200	6 2	Toorak ...	169	391	14 5	85	203	4 1
Penshurst ...	349	880	15 10	98	267	0 11	Traralgon ...	453	1,095	6 5	279	1,142	3 10
Piggoriet ...	95	279	10 7	169	562	6 1	Trentham ...	584	1,408	1 6	167	611	10 5
Port Albert ...	320	845	8 10	191	784	4 1	Ullina... ..	15	29	10 9	2	6	0 0
Portarlington	150	406	5 6	62	169	8 0	Vaughan ...	91	168	5 11	114	281	6 9
Portland ...	826	2,168	11 8	1,190	3,678	7 10	Waddallah ...	103	321	19 8	33	126	10 6
Prahran ...	1,236	3,180	15 6	1,370	3,865	11 5	Wahgunyah ...	498	1,358	8 0	83	233	7 11
Preston ...	115	223	0 1	76	250	8 6	Walhalla ...	1,129	3,421	1 4	230	644	5 10
Queenscliff ...	788	2,023	8 3	225	584	4 3	Wallan Wallan	83	231	4 2	71	248	17 11
Raywood ...	158	527	6 5	67	221	13 8	Wandiligong ...	172	401	4 8	28	62	12 11
Reedy Creek ...	111	357	9 0	3	5	2 0	Wangaratta ...	915	2,687	19 2	529	1,804	19 7
Redbank ...	77	161	3 6	23	67	18 0	Warragul ...	335	834	11 5	158	552	10 3
Rheola ...	132	251	14 0	64	184	7 1	Warrnambool ...	1,496	4,370	19 7	1,175	3,337	12 4
Richmond ...	837	2,264	17 9	2,132	5,955	1 7	Waterloo ...	47	110	4 4	20	79	19 6
" North	77	155	5 5	89	205	7 8	Wedderburn ...	337	863	4 8	163	542	17 8
" South	456	1,021	1 9	291	724	2 9	Werracknebeal	253	732	9 5	58	291	7 0
Riddell's Creek...	281	669	6 1	110	296	3 2	Whittlesea ...	125	397	5 6	53	143	14 0
Ringwood ...	60	118	6 7	112	248	16 11	Whroo ...	104	173	3 10	25	118	12 4
Rochester ...	680	1,792	8 5	208	719	10 4	Wickliffe ...	111	350	2 5	21	86	10 2
Rokewood ...	330	966	18 0	100	344	13 10	Williamstown ...	1,044	2,840	1 8	1,050	3,866	19 7
Romsey ...	296	801	1 4	84	213	3 2	Winchelsea ...	243	660	6 1	143	372	16 5
Rosedale ...	307	670	8 11	292	704	14 7	Wodonga ...	632	1,645	12 7	340	1,190	4 8
Rupanyup ...	128	402	9 11	11	26	17 11	Woodend ...	550	1,223	17 7	291	877	10 7
Rushworth ...	523	1,453	18 3	300	1,057	14 0	Wood's Point ...	351	926	5 10	102	309	3 7
Rutherglen ...	327	901	10 8	139	458	11 0	Wooroonooke ...	47	111	14 7	12	59	8 0
St. Arnaud ...	1,271	3,702	15 11	805	2,519	3 3	Wunghnu ...	61	110	19 1	12	37	6 0
St. Kilda ...	907	2,539	0 6	1,368	3,784	10 0	Yackandandah...	295	573	17 5	214	617	8 5
" West	213	509	0 7	69	131	4 6	Yarrowonga ...	241	872	15 8	111	303	11 11
Sale ...	1,678	5,019	3 7	1,364	3,984	0 6	Yea ...	537	2,089	16 9	270	1,911	8 10
Sandhurst ...	5,595	15,121	2 0	6,299	17,127	8 4	Youarang ...	35	100	18 3	3	16	12 8
Sandridge ...	618	1,789	6 3	733	2,109	8 0							
Scarsdale ...	176	448	3 10	274	805	9 1							
Sebastopol ...	330	812	18 3	441	1,418	12 8							
Seymour ...	858	2,236	19 7	837	3,479	1 6							
Shelford ...	89	274	18 7	19	75	17 0							
							Melbourne ...	130,079	353,306	14 1	105,031	315,012	1 11
								21,598	70,006	6 9	60,991	170,876	1 0
							Totals ...	151,677	423,313	0 10	166,022	485,888	2 11

APPENDIX R.

COMPARATIVE STATEMENT showing the various Places where the Money Orders issued in Victoria during the Years 1880 and 1879 were made Payable.

Place.	1880.		1879.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
Victoria ...	121,629	321,139 17 3	112,261	307,937 6 9
United Kingdom	18,408	62,141 11 6	16,382	54,752 19 4
New South Wales	5,973	20,247 2 1	4,697	16,065 18 10
New Zealand	1,563	5,905 5 4	1,225	4,793 0 2
South Australia	2,012	6,270 18 4	1,941	6,815 11 0
Queensland...	573	2,355 7 4	540	2,386 19 6
Tasmania ...	1,461	5,067 10 11	1,408	5,042 19 0
Western Australia	58	185 8 1	63	223 18 9
Totals ...	151,677	423,313 0 10	138,517	398,018 13 4

APPENDIX S.

COMPARATIVE STATEMENT showing the various Places where the Money Orders paid in Victoria during the Years 1880 and 1879 were originally Issued.

Place.	1880.				1879.			
	Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.
Victoria ...	121,580	320,796	12	9	112,330	308,123	18	3
United Kingdom ...	4,111	16,430	12	7	3,855	15,133	19	9
New South Wales ...	16,668	60,580	3	6	13,038	46,238	6	3
New Zealand ...	6,439	24,526	16	2	6,152	25,944	17	9
South Australia ...	8,063	26,926	11	10	6,584	22,993	12	1
Queensland...	2,230	9,164	17	7	2,120	9,347	6	0
Tasmania ...	6,494	25,749	15	10	6,118	24,645	5	4
Western Australia ...	437	1,712	12	8	328	1,295	16	5
Totals ...	166,022	485,888	2	11	150,525	453,723	1	10

APPENDIX T.

POST OFFICE SAVINGS BANKS.

RETURN showing the Names of Places where Post Office Savings Banks have been Opened, and the Dates of their Establishment; the Number of Accounts Opened and Closed, and the Number and Amount of Deposits and Withdrawals, during the Year 1880; also the Amount of Balances remaining at the end of the Year.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1879.	Number of Accounts Opened in 1880.	Number of Accounts Closed in 1880.	Number of Accounts Open at close of 1880.	Balances on 31st Dec. 1879.	Deposits Received in 1880 (Including Interest).		Withdrawals Paid in 1880.		Balances remaining at the close of 1880.
							No.	Amount.	No.	Amount.	
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alexandra ..	1st Nov. 1869	36	20	12	44	359 8 8	183	568 9 2	59	348 17 3	579 0 7
Ararat ..	1st Jan. 1866	273	98	49	322	4,452 1 4	644	2,705 4 1	186	2,094 18 0	5,062 7 5
Avenel ..	1st Nov. 1869	57	12	14	55	857 3 10	113	297 16 1	31	244 9 2	910 10 9
Avoca ..	6th Nov. 1865	206	63	27	242	3,206 0 5	343	2,017 12 0	119	1,399 18 7	3,823 13 10
Bacchus Marsh	17th Sept. 1866	93	23	14	102	830 19 6	178	538 14 8	32	334 2 10	1,035 11 4
Bairnsdale ..	1st Nov. 1869	59	28	18	69	508 5 6	120	543 9 10	43	416 9 11	695 5 5
Bailan ..	1st Nov. 1869	56	14	6	64	626 0 5	106	473 18 4	29	295 5 8	804 14 1
Ballarat ..	11th Sept. 1865	1,751	496	411	1,836	22,057 16 9	3,073	16,157 3 4	1,376	15,003 10 7	23,211 9 6
Ballarat East ..	23rd July 1879	33	100	53	80	205 13 3	512	1,196 10 7	230	826 18 9	575 5 1
Balmoral ..	2nd Sept. 1878	13	10	2	21	20 0 6	58	262 9 0	5	22 2 1	260 7 5
Beaufort ..	1st Dec. 1865	79	32	6	105	818 11 3	158	712 11 9	31	358 19 2	1,172 3 10
Beecan ..	1st Feb. 1872	46	9	7	48	754 11 7	68	331 0 8	19	473 0 3	612 12 0
Beechworth ..	11th Sept. 1865	754	80	121	713	8,553 4 9	1,120	6,172 8 4	374	4,319 4 6	10,406 8 7
Belfast ..	1st Feb. 1865	24	6	5	25	736 12 2	42	542 10 3	16	319 13 0	959 9 5
Benalla ..	15th April 1867	146	52	29	169	2,009 17 1	230	2,645 19 0	113	1,578 17 0	3,076 19 1
Berwick ..	1st March 1879	12	13	4	21	107 8 11	46	181 10 6	16	103 16 7	185 2 10
Birregurra ..	1st July 1871	39	11	3	47	301 0 6	62	156 17 7	14	49 5 9	408 12 4
Bransholme ..	1st Aug. 1873	15	3	..	18	53 17 5	8	22 12 11	1	32 18 1	43 12 3
Bright ..	1st Feb. 1868	142	23	26	139	1,232 18 3	235	1,151 9 7	67	880 19 8	1,503 8 2
Brighton ..	1st Oct. 1866	206	127	55	278	2,393 3 6	782	2,501 7 4	262	1,925 13 5	2,968 17 5
Brunswick ..	1st Oct. 1867	484	159	127	516	3,711 10 8	1,754	3,478 5 10	435	3,144 2 10	4,045 13 8
Buln Buln ..	14th Mar. 1878	10	6	5	11	66 1 7	25	239 9 11	18	202 17 0	102 14 6
Bungaree ..	1st Dec. 1871	38	2	19	21	204 14 8	8	29 0 5	5	21 0 2	212 14 11
Buninyong ..	12th July 1866	206	53	27	432	2,322 5 5	358	1,793 18 1	123	1,496 2 8	2,620 0 10
Burwood ..	7th April 1879	27	17	5	39	34 19 0	82	169 13 4	12	44 6 7	160 5 9
Byaduk ..	1st Sept. 1873	6	6	..	12	15 4 2	16	47 5 2	1	1 10 0	60 19 4
Campbell's Creek	25th May 1869	41	14	13	42	173 19 6	81	205 5 6	32	148 5 6	230 19 6
Camperdown ..	1st Dec. 1865	137	60	33	164	1,234 1 11	293	1,159 6 6	91	698 18 8	1,694 9 9
Caramut ..	11th May 1875	24	3	1	26	100 15 6	35	49 12 6	2	1 6 0	158 2 0
Carisbrook ..	17th Sept. 1866	105	24	9	120	509 16 1	116	606 16 8	25	364 19 2	751 13 7
Carlton ..	1st Oct. 1867	1,145	601	360	1,386	11,671 8 6	5,495	13,820 10 5	1,371	10,792 7 1	14,708 11 10
Casterton ..	1st Nov. 1869	71	14	13	72	565 9 4	42	509 5 6	34	435 18 10	638 16 0
Castlemaine ..	11th Sept. 1865	182	76	44	214	2,917 0 5	568	2,802 7 8	205	1,789 19 4	3,929 8 9
Charlton ..	14th Mar. 1878	8	9	3	14	149 0 11	36	273 10 10	19	142 15 3	279 16 6
Cheltenham ..	1st Feb. 1868	200	50	22	228	2,007 7 4	639	1,190 7 0	126	1,306 6 11	1,891 8 3
Chiltern ..	6th Nov. 1865	109	29	26	112	1,745 19 10	180	794 7 0	83	1,196 12 10	1,343 14 0
Clunes ..	6th Nov. 1865	452	246	103	595	7,834 4 2	1,303	7,278 14 10	402	4,862 3 3	10,250 15 9
Cobden ..	1st Feb. 1879	2	4	1	5	8 7 1	7	61 14 2	3	41 10 0	28 11 3
Coburg ..	17th Sept. 1866	115	34	21	128	1,066 18 5	240	767 14 5	76	748 9 11	1,086 2 11
Colac ..	6th Nov. 1866	148	53	27	174	1,778 17 11	220	1,786 10 0	84	1,090 6 3	2,475 1 8
Coleraine ..	1st Nov. 1869	83	23	13	93	808 15 1	148	487 4 6	36	400 18 11	835 0 8
Collingwood ..	15th Nov. 1865	3,687	1,044	897	3,834	47,226 17 5	9,963	36,800 17 11	3,352	31,624 15 2	52,403 0 2
Corop ..	1st Sept. 1871	25	4	..	29	168 15 10	36	254 5 3	17	230 2 8	192 18 5
Cranbourne ..	1st Sept. 1871	30	7	4	33	205 6 3	283	224 10 4	10	187 14 3	242 2 4
Creswick ..	6th Nov. 1865	332	157	76	413	2,980 1 10	751	2,645 17 1	234	2,258 2 0	3,367 16 11
Daylesford ..	1st Jan. 1869	204	101	43	262	2,392 4 6	561	1,950 7 9	130	1,446 12 11	2,895 19 4
Digby ..	12th June 1876	12	2	1	13	54 5 2	15	151 8 8	4	49 19 6	155 14 4
Dimboola ..	12th Nov. 1877	5	6	1	10	24 11 10	21	76 6 1	3	21 16 4	79 1 7
Donald ..	1st Aug. 1879	28	15	8	35	52 4 11	135	193 19 11	16	92 4 5	154 0 5
Dromana ..	1st Jan. 1877	33	14	9	38	178 11 11	98	161 17 1	20	168 0 6	172 8 6
Drysdale ..	1st Jan. 1870	59	19	14	64	1,019 17 1	98	1,113 19 6	36	788 9 3	1,345 7 4
Dunolly ..	1st Dec. 1865	187	48	35	200	1,550 18 5	278	950 16 1	99	790 16 6	1,710 18 0
Durham Ox ..	1st May 1877	7	6	2	11	7 9 9	18	50 16 3	4	3 0 1	55 5 11
Eaglehawk ..	23rd Nov. 1868	209	129	71	267	1,336 14 1	705	1,724 3 8	246	1,470 7 8	1,590 10 1
Eastern Market	8th Jan. 1880	..	668	241	427	..	2,530	9,174 12 6	676	3,877 10 10	5,297 1 8
Echuca ..	1st Feb. 1866	526	254	167	613	7,403 7 7	1,271	6,606 0 4	626	5,352 17 3	8,656 10 8
Edenhope ..	11th May 1874	16	2	3	15	213 0 7	6	21 4 1	4	142 6 3	91 18 5
Elaine ..	18th Oct. 1875	18	9	7	20	107 3 8	41	33 13 3	14	75 7 0	65 9 11

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1879.	Number of Accounts Opened in 1880.	Number of Accounts Closed in 1880.	Number of Accounts Open at close of 1880.	Balances on 31st Dec. 1879.	Deposits Received in 1880 (including interest).		Withdrawals Paid in 1880.		Balances remaining at the close of 1880.
							No.	Amount.	No.	Amount.	
Eldorado ..	1st Oct. 1867	52	9	7	54	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Elizabeth street north	13th Oct. 1879	3	34	12	25	588 5 3	104 417 3 0	27 311 12 2	693 16 1		
Elmore ..	14th Sept. 1876	18	18	8	28	14 12 10	200 522 14 7	35 210 9 6	326 17 11		
Emerald Hill ..	1st Aug. 1867	1,431	481	420	1,492	134 3 7	78 320 10 4	23 152 13 9	302 0 2		
Euroa ..	8th July 1878	7	5	5	7	10,299 17 4	4,297 10,254 13 11	1,344 8,719 12 1	11,834 19 2		
Fitzroy ..	24th Sept. 1877	307	328	185	450	71 8 1	13 22 14 10	7 73 15 11	20 7 0		
Fitzroy North ..	19th April 1879	99	91	47	143	2,585 2 11	2,068 6,337 18 10	688 4,419 4 3	4,503 17 6		
Flemington ..	1st July 1879	18	20	6	32	486 19 6	717 1,414 12 5	161 984 13 9	916 18 2		
Footscray ..	1st Oct. 1867	193	89	43	239	40 3 6	189 317 7 11	40 113 3 1	244 8 4		
Fryerstown ..	1st Aug. 1867	96	17	13	100	2,006 6 7	715 2,369 18 5	209 1,711 12 3	2,664 12 9		
Gaffney's Creek	4th May 1874	18	3	2	19	1,594 12 7	171 1,004 14 10	42 532 9 9	2,066 17 8		
Geelong ..	11th Sept. 1865	1,991	582	428	2,145	333 15 1	24 203 3 5	9 37 1 5	499 17 1		
Gisborne ..	1st Nov. 1869	60	18	19	59	36,728 1 10	4,350 24,606 17 7	1,555 20,319 15 7	41,015 3 10		
Golden Square ..	1st Sept. 1879	12	58	25	45	844 10 4	322 444 9 7	42 487 18 9	801 1 2		
Gordons ..	1st July 1879	10	15	3	22	43 7 3	164 322 0 0	70 266 18 4	98 8 11		
Graysford ..	12th July 1869	40	5	11	34	43 11 4	116 134 14 10	16 47 15 2	130 11 0		
Guildford ..	1st Oct. 1867	33	17	11	39	215 12 1	21 103 6 4	14 221 15 2	97 3 3		
Hamilton ..	12th July 1866	105	42	26	121	737 6 3	102 793 8 9	33 650 16 9	879 18 3		
Harlow ..	2nd Aug. 1875	9	8	3	14	2,521 15 9	206 1,586 5 8	105 1,129 19 2	2,978 2 3		
Hastings ..	1st Jan. 1872	29	9	8	30	128 8 2	31 195 17 9	19 158 8 10	165 17 1		
Hawthorn ..	1st Oct. 1867	288	140	78	350	791 16 2	57 266 13 10	25 318 1 4	740 8 8		
Healesville ..	1st Nov. 1879	18	14	12	20	2,212 2 9	910 2,477 0 4	221 1,695 8 11	2,993 14 2		
Heathcote ..	12th July 1866	158	48	27	179	15 18 10	83 59 18 5	20 35 13 10	40 3 5		
Hexham ..	7th Feb. 1876	20	5	4	21	3,095 1 4	321 2,609 5 0	120 1,796 17 5	3,767 8 11		
Heywood ..	1st Nov. 1869	33	8	10	31	303 12 4	23 77 17 9	9 168 13 9	212 16 4		
Horsham ..	1st Nov. 1869	119	64	61	123	328 1 4	204 202 0 5	20 185 7 4	344 14 5		
Hotham ..	1st Oct. 1867	1,248	621	408	1,461	1,447 13 10	320 1,758 1 6	135 1,276 19 4	1,928 16 0		
Inglewood ..	1st Jan. 1866	152	56	28	180	10,442 9 7	5,345 12,937 10 7	1,482 9,506 5 9	13,873 14 5		
Inverleigh ..	1st Aug. 1871	26	1	3	24	770 11 0	283 797 17 9	96 614 2 10	954 5 7		
Jamieson ..	1st Nov. 1869	56	7	11	53	427 17 0	16 130 8 3	10 116 1 8	442 3 7		
Jasper Road ..	8th Aug. 1866	32	16	8	40	1,449 3 5	39 493 12 2	31 1,192 1 11	750 13 8		
Kellor ..	17th Sept. 1867	17	1	4	14	668 10 1	133 516 8 5	60 757 19 0	427 8 6		
Kerang ..	1st Nov. 1877	14	17	7	24	177 11 4	6 83 3 2	10 80 9 5	180 5 1		
Kew ..	1st Oct. 1866	167	104	45	226	2,022 12 7	44 262 18 10	10 35 15 9	429 15 8		
Kilmore ..	6th Nov. 1865	134	29	23	140	2,268 14 1	619 1,976 3 9	137 1,245 8 5	2,999 9 5		
Kingston ..	1st Jan. 1869	92	4	3	99	2,722 7 4	222 991 5 7	78 988 16 5	2,724 16 6		
Koroit ..	1st Oct. 1872	23	4	3	23	476 16 10	90 319 2 6	31 401 6 0	394 13 4		
Kyneton ..	6th Nov. 1865	226	86	45	267	303 15 11	41 142 1 2	14 67 13 9	438 3 4		
Lancefield ..	12th May 1873	63	18	13	68	2,840 13 3	554 2,866 8 10	205 1,944 16 11	3,762 5 2		
Landsborough ..	1st Jan. 1870	21	..	1	20	383 3 5	129 333 3 6	27 235 0 2	481 6 9		
Learmonth ..	1st Nov. 1869	28	7	6	29	801 3 8	16 100 5 11	2 2 5 11	899 3 8		
Lilydale ..	2nd June 1873	37	15	10	42	192 8 3	66 403 6 0	20 355 16 4	239 17 11		
Linton ..	1st Jan. 1870	48	16	9	55	138 14 6	75 322 8 5	26 315 2 11	146 0 0		
Longwood ..	1st July 1876	13	5	4	14	611 3 9	65 326 3 11	20 125 12 1	811 15 7		
Macarthur ..	18th Sept. 1869	53	5	5	53	234 12 11	19 151 18 4	13 143 17 9	242 13 6		
Macedon ..	1st May 1880	..	2	1	1	180 17 0	11 99 3 9	13 61 13 9	218 7 0		
Majorca ..	2nd May 1870	57	28	12	73	..	5 86 3 4	1 45 15 4	40 8 0		
Maldon ..	6th Nov. 1865	376	103	55	424	899 16 0	158 980 7 8	52 620 16 4	1,259 7 4		
Malmesbury ..	1st Nov. 1869	53	12	9	56	2,652 12 10	737 2,409 14 2	193 1,683 15 4	3,378 11 8		
Malvern ..	17th Aug. 1874	80	43	17	106	520 9 11	68 338 6 7	24 168 12 2	690 4 4		
Mansfield ..	1st Nov. 1869	82	18	6	94	766 5 4	470 1,120 8 11	46 431 10 11	1,455 3 4		
Market street ..	1st April 1879	22	87	50	59	848 0 11	116 735 12 4	35 596 17 1	986 16 2		
Maryborough ..	11th Sept. 1865	301	127	102	326	409 19 0	215 2,491 1 0	120 1,562 8 10	1,338 11 2		
Melton ..	1st May 1876	19	21	6	34	5,898 9 6	635 3,804 19 11	396 3,980 9 1	5,723 0 4		
Meredith ..	2nd Oct. 1871	18	1	6	13	195 10 6	82 213 11 1	9 53 1 11	355 19 8		
Merino ..	13th Nov. 1869	25	8	8	25	307 11 0	9 64 10 11	15 115 7 1	257 3 10		
Moonee Ponds ..	17th Sept. 1866	162	61	45	178	743 6 4	44 599 18 7	23 460 12 6	882 12 5		
Mooroopna ..	1st March 1880	..	17	5	12	1,408 15 1	395 1,050 15 3	97 792 14 10	1,666 15 6		
Morang ..	1st May 1876	12	2	4	10	..	66 183 12 8	18 72 2 10	111 9 10		
Mornington ..	1st Nov. 1869	76	10	10	76	65 14 0	13 90 19 7	7 9 17 9	146 15 10		
Mortlake ..	1st Nov. 1869	52	11	10	53	930 8 3	100 317 1 4	53 350 3 7	897 8 0		
Mt. Blackwood ..	1st May 1873	66	51	44	73	1,248 7 1	59 570 3 2	21 430 1 1	1,388 7 2		
Mt. Egerton ..	1st Oct. 1869	69	110	54	125	716 5 5	302 716 15 9	119 585 19 4	847 1 10		
Moynton ..	10th May 1871	31	4	5	30	970 2 0	479 1,627 7 9	135 945 17 1	1,651 12 8		
Murchison ..	1st May 1875	29	17	16	30	605 0 5	17 484 16 2	22 179 1 4	910 15 3		
Myrtleford ..	1st March 1880	..	4	1	3	466 2 10	86 389 0 9	24 261 13 1	593 10 6		
Nagambie ..	8th Aug. 1870	50	18	16	52	..	9 52 0 4	3 12 0 0	40 0 4		
Newstead ..	18th Sept. 1869	44	14	9	49	341 10 11	102 319 4 1	47 386 0 2	274 14 10		
Oneco ..	1st Jan. 1870	18	3	1	20	788 7 3	93 405 2 10	33 584 10 5	608 19 8		
Penshurst ..	1st Jan. 1870	15	8	9	14	207 1 9	12 123 5 3	2 78 7 3	251 19 9		
Piggoreet ..	1st Nov. 1869	72	4	6	70	192 1 8	23 190 2 9	16 153 5 7	228 18 10		
Port Albert ..	1st Dec. 1865	84	20	16	88	725 19 5	48 359 6 9	29 298 14 2	786 12 0		
Portarlington ..	1st Dec. 1872	28	8	4	32	1,131 11 0	109 866 15 8	43 602 8 11	1,395 17 9		
Portland ..	1st Dec. 1865	59	23	16	66	277 2 4	90 349 13 3	19 277 11 6	349 4 1		
Prinairn ..	4th June 1866	1,410	424	341	1,493	1,131 17 8	136 341 18 0	72 954 3 10	519 11 10		
Preston ..	17th Jan. 1876	49	23	6	66	12,928 19 9	4,244 12,156 4 6	1,180 9,406 6 10	15,678 17 5		
Quenscliff ..	12th July 1866	134	37	29	142	575 13 2	171 542 5 4	39 250 12 0	867 6 6		
Raywood ..	2nd Feb. 1880	..	5	..	5	951 0 11	264 1,140 14 1	94 687 2 11	1,413 12 1		
Richmond ..	1st Oct. 1867	1,058	303	319	1,102	..	19 22 1 2	..	22 1 2		
Richmond South	1st April 1876	229	215	108	336	10,501 8 2	2,991 10,125 6 6	1,022 9,648 18 8	11,977 16 0		
Riddell's Creek	16th July 1877	21	6	4	23	1,261 8 5	1,599 2,882 2 10	385 1,695 9 7	2,448 1 8		
Ringwood ..	12th Aug. 1878	19	11	9	21	78 1 10	26 54 3 4	11 39 18 2	92 7 0		
Rochester ..	1st Dec. 1875	21	14	9	26	39 5 1	59 208 2 6	31 188 13 11	58 13 2		
Rokewood ..	15th April 1867	136	3	8	131	154 11 9	105 323 10 6	30 190 13 11	287 8 4		
Romsey ..	1st June 1874	22	7	4	25	2,194 17 5	41 464 19 11	53 719 13 9	1,940 3 7		
Rosedale ..	6th April 1868	99	14	7	106	100 15 8	23 69 7 0	7 40 19 7	129 3 1		
Rushworth ..	13th Nov. 1868	173	26	22	177	458 17 7	359 408 1 2	44 401 0 5	465 18 4		
Rutherglen ..	1st Dec. 1865	55	20	9	66	2,449 0 4	434 895 7 7	112 1,213 11 2	2,130 16 9		
St. Arnaud ..	1st Nov. 1867	120	66	39	147	327 16 4	121 276 0 6	22 218 6 8	385 10 2		
St. Kilda ..	4th June 1866	897	257	208	946	946 4 8	485 1,223 14 0	110 991 8 4	1,178 10 4		
Sale ..	6th Nov. 1865	332	127	98	361	9,498 11 11	2,268 8,372 2 9	775 6,902 6 3	10,968 8 5		
Sandhurst ..	11th Sept. 1865	1,028	402	269	1,161	3,093 11 5	601 2,604 4 3	267 2,108 13 1	3,589 2 7		
Sandridge ..	6th Nov. 1865	586	240	135	691	14,994 11 0	2,409 9,958 16 10	972 10,523 7 11	14,427 19 11		
Scarsdale ..	1st Nov. 1867	76	69	28	117	5,417 15 8	1,746 4,612 7 5	586 3,892 16 10	6,137 6 3		
Sebastopol ..	1st Nov. 1869	48	28	17	59	525 10 2	414 911 13 1	90 583 0 9	854 2 6		
Seymour ..	1st Nov. 1869	76	23	30	69	629 13 1	113 212 11 1	60 520 12 0	321 12 2		
Shepparton ..	1st July 1879	16	45	22	39	700 4 1	166 962 8 7	68 779 3 5	883 9 3		
Skipton ..	1st Feb. 1873	48	8	4	52	114 10 3	130 910 1 9	67 321 18 10	702 13 2		
Smythesdale ..	1st Dec. 1865	61	26	15	72	487 2 6	80 478 6 9	24 304 12 11	660 16 4		
Snake Valley ..	1st Feb. 1873	11	4	..	15	926 14 9</					

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1879.	Number of Accounts Opened in 1880.	Number of Accounts Closed in 1880.	Number of Accounts Open at close of 1880.	Balances on 31st Dec. 1879.	Deposits Received in 1880 (including Interest).		Withdrawals Paid in 1880.		Balances remaining at the close of 1880.
							No.	Amount.	No.	Amount.	
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Talbot ..	6th Nov. 1865	248	116	58	306	3,329 3 6	644	2,484 8 2	199	1,663 19 0	3,149 12 8
Taradale ..	1st Nov. 1869	95	9	10	94	986 6 4	102	390 13 11	51	342 16 5	1,034 3 10
Tarnagulla ..	6th Nov. 1868	79	8	13	74	987 14 10	94	635 2 2	33	491 19 10	1,130 17 2
Terang ..	1st Oct. 1872	23	10	3	30	170 16 0	35	224 5 9	25	175 14 0	219 7 9
Toorak ..	17th June 1870	108	34	16	126	861 8 2	500	936 2 9	62	612 4 10	1,185 6 1
Traralgon ..	12th July 1875	24	14	9	29	164 16 3	80	202 8 7	24	141 13 2	225 11 8
Vaughan ..	17th Jan. 1870	43	17	..	60	484 9 11	102	748 5 9	12	61 17 0	1,170 18 8
Waddallah ..	1st Aug. 1873	11	..	..	11	20 8 6	20	30 15 4	3	9 0 0	42 3 10
Wahgunyah ..	1st July 1872	48	24	10	62	668 15 7	94	695 18 9	53	474 16 2	889 18 2
Walhalla ..	1st Feb. 1871	132	62	63	131	1,936 7 6	316	1,956 12 6	145	1,597 18 7	2,295 1 5
Wangaratta ..	1st Feb. 1866	237	68	46	259	2,931 12 5	437	1,982 7 0	151	1,654 11 3	3,259 8 2
Warrnambool ..	1st Dec. 1865	137	70	49	158	1,829 14 0	308	2,076 2 1	162	2,159 13 2	1,746 2 11
Wedderburn ..	1st Dec. 1874	13	11	4	20	39 4 3	67	142 19 0	15	56 15 6	125 7 9
Whroo ..	1st Feb. 1868	76	7	4	79	490 1 0	58	524 16 9	27	202 8 7	812 9 2
Wickliffe ..	1st Nov. 1872	15	3	3	15	123 6 0	5	127 8 9	3	40 2 0	210 12 9
Williamstown ..	11th Sept. 1865	1,014	382	186	1,210	14,433 13 3	2,181	10,484 10 4	730	8,837 6 3	16,080 17 4
Winchelsea ..	9th May 1870	76	14	5	85	731 2 6	81	580 7 3	23	168 11 9	942 18 0
Woodonga ..	1st Feb. 1871	41	18	16	43	984 4 6	71	528 4 2	47	531 7 6	981 1 2
Woodend ..	1st Nov. 1869	105	38	28	115	1,117 12 1	641	1,103 17 5	95	828 4 5	1,393 5 1
Wood's Point ..	1st Jan. 1869	81	12	9	84	2,081 13 5	54	643 8 6	39	1,219 12 4	1,505 9 7
Yackandandah ..	1st Jan. 1866	77	20	16	81	687 15 0	83	340 0 9	37	417 15 3	610 0 6
Yea ..	15th Jan. 1877	6	2	..	8	26 14 6	13	12 12 4	1	3 10 0	35 16 10
Melbourne ..	17th Sept. 1865	33,190 16,043	12,981 3,941	8,628 3,694	37,543 16,290	391,240 4 6 258,860 7 1	94,265 29,834	341,022 17 9 220,190 6 1	29,882 15,140	274,146 10 6 181,119 19 2	458,116 11 9 297,930 14 0
Totals ..		49,233	16,922	12,322	53,833	650,100 11 7	124,099	561,213 3 10	45,022	455,266 9 8	756,047 5 9

APPENDIX U.

PROGRESSIVE STATEMENT of the Money Order System in Victoria for the Decennial Period from 31st December 1870 to 31st December 1880.

Year.	Number of Money Order Offices at 31st Dec.	Net Revenue received from Commission on Orders.	Orders Issued.		Orders Paid.		Total Transactions.	
			Number.	Amount.	Number.	Amount.	Number.	Amount.
1871	187	£ s. d. 4,159 0 8	100,908	313,223 13 3	90,182	290,066 0 5	191,090	603,289 13 8
1872	196	4,542 8 5	113,050	341,976 6 10	105,084	328,138 16 3	218,134	670,115 3 1
1873	204	4,781 2 11	113,135	341,961 10 8	109,048	348,019 0 6	222,183	689,980 11 2
1874	216	4,912 15 7	119,542	374,075 13 7	116,418	379,748 4 8	235,960	753,823 18 3
1875	224	4,959 4 8	121,094	373,435 18 10	121,924	393,383 6 2	243,018	766,819 5 0
1876	234	5,064 6 0	123,025	379,570 10 0	125,595	403,525 11 6	248,620	783,096 1 6
1877	246	5,423 10 7	131,173	395,829 6 0	133,587	423,588 8 3	264,760	819,417 14 3
1878	256	5,579 1 5	132,659	394,999 8 4	142,280	440,297 8 9	274,939	835,296 17 1
1879	273	5,718 5 2	138,517	398,018 13 4	150,525	453,723 1 10	289,042	851,741 15 2
1880	288	6,311 9 10	151,677	423,313 0 10	166,022	485,888 2 11	317,699	909,201 3 9

APPENDIX V.

PROGRESSIVE STATEMENT of the Post Office Savings Banks in Victoria from the commencement of the system, 11th September 1865, to 31st December 1880.

Year.	No of Banks at 31st Dec.	Deposits Received.			Repayments.			Interest credited to Depositors.	Depositors' Balances.	Depositors' Account.			Average Balance to each Account.	
		Number.	Amount.		Number.	Amount.				Accounts Opened.	Accounts Closed.	Accounts remaining Open.		
			£	s.		d.	£							s.
1865	31	4,961	18,465	6 6	495	3,058	7 9	61 0 9	15,467	19 6	2,227	101	2,126	7 5 6
1866	50	25,909	85,381	15 7	6,204	43,348	4 11	1,189 0 9	58,690	10 11	5,703	1,055	6,774	8 13 3
1867	66	37,624	124,633	5 0	10,657	83,006	10 0	2,758 4 3	103,075	10 2	6,175	1,831	11,118	9 5 5
1868	72	45,408	184,115	4 6	14,293	125,565	10 7	4,435 19 3	166,061	3 4	6,540	3,302	14,356	11 11 4
1869	99	51,528	233,412	14 0	16,435	163,267	4 0	7,272 2 2	243,478	15 6	7,501	3,991	17,866	13 12 6½
1870	112	57,241	242,192	3 6	20,622	215,603	4 2	9,482 9 6	279,550	4 4	7,973	4,662	21,177	13 4 0
1871	122	63,693	292,679	17 3	22,213	229,871	18 11	11,167 2 2	353,525	4 10	8,864	5,237	24,804	14 5 0½
1872	130	74,842	521,978	6 10	26,406	348,314	15 7	16,241 11 2	543,430	7 3	11,458	6,134	30,128	18 0 8½
1873	139	84,148	433,086	15 3	29,880	389,673	9 11	16,680 2 9	603,523	15 4	11,791	7,562	34,360	17 11 3½
1874	143	86,772	461,973	1 0	33,081	451,132	19 5	22,726 1 8	637,039	18 7	11,862	8,422	37,800	16 17 1
1875	151	82,908	395,842	12 9	34,402	476,752	12 8	21,201 0 8	577,380	19 4	10,877	9,431	39,246	14 14 2½
1876	159	88,128	422,135	10 7	33,090	403,851	15 7	21,612 4 6	617,276	18 10	11,592	9,317	41,521	14 17 3½
1877	166	93,803	430,230	2 1	34,097	418,322	17 9	22,904 15 0	652,088	18 2	12,057	9,217	44,361	14 13 11½
1878	172	95,103	413,236	12 6	36,764	464,800	12 5	22,525 19 2	623,050	17 5	12,218	10,311	46,268	13 9 3½
1879	185	102,376	452,984	1 4	41,156	418,792	7 10	22,858 0 8	650,100	11 7	13,674	10,709	49,233	13 4 1
1880	191	124,009	536,522	15 3	45,022	455,266	9 8	24,690 8 7	756,047	5 9	16,922	12,322	53,833	14 0 10½

APPENDIX W.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Depositors from 1st January to 31st December 1880.

Dr.				Cr.			
1880. 1st January to 31st Dec.		£	s. d.	1880. 1st January to 31st Dec.		£	s. d.
	To Balance from 1879	650,100	11 7		By Repayment to Depositors	455,266	9 8
	„ Deposits received in 1880	536,522	15 3		„ Balance	756,047	5 9
	„ Interest on Deposits	24,690	8 7				
		1,211,313	15 5			1,211,313	15 5

APPENDIX X.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Honorable the Treasurer on account of Savings Bank Transactions for the Year 1880.

Dr.				Cr.			
1880. 1st January to 31st Dec.		£	s. d.	1880. 1st January to 31st Dec.		£	s. d.
	To Balance, being Deposits received in 1879, and paid into the Treasury in January 1880	6,362	16 2		By Balance, being amount due from Treasury for repayments to Depositors in 1879	8,501	17 1
	„ Deposits received in 1880	536,522	15 3		„ Repayments to Depositors in 1880	455,266	9 8
	„ Cash received from Treasury	479,940	10 5		„ Cash paid into the Treasury	556,803	15 9
	„ Interest allowed to Depositors for 1880	24,690	8 7		„ Amount due to Trust Fund for Interest credited to Depositors in 1880	24,690	8 7
	„ Balance due from Treasury for repayments made to Depositors in 1880	6,685	17 0		„ Cash on hand awaiting lodgment in the Treasury	8,939	16 4
		1,054,202	7 5			1,054,202	7 5

APPENDIX Y.

CORRESPONDENCE RELATING TO THE ARRANGEMENT ENTERED INTO WITH THE IMPERIAL GOVERNMENT FOR DIVISION OF THE POSTAGE COLLECTED ON LETTERS, PACKETS, AND NEWSPAPERS TRANSMITTED BETWEEN THE UNITED KINGDOM AND AUSTRALIA, *via* BRINDISI, FROM THE 1st MARCH 1880.

The Chief Secretary to the Postmaster-General.

SIR,

Chief Secretary's Office, Melbourne, 28th August 1879.

I have the honor, by direction of the Chief Secretary, to forward for your information a copy of a memorandum from His Excellency the Governor (August 28th), intimating the proposal of the Imperial Government to abandon the mail from Southampton after January next, and to say that it will be considered by the Cabinet on Monday next.

I have the honor to be, Sir,

Your most obedient servant,

The Honorable the Postmaster-General,
&c., &c., &c.

(Signed) W. H. ODGERS.

[Enclosure.]

Memorandum for the Honorable the Chief Secretary.

The Governor has received a telegraphic despatch from the Secretary of State, by which it would appear that it is proposed to abandon the mail from Southampton after January next, and that all mails should be sent *via* Brindisi.

Charge for letters	...	...	...	7d.
Newspapers (4 oz.)	...	...	...	1½d.
Book parcels and patterns (2 oz.)	...	...	...	1½d.

Letters and papers specially addressed, to be forwarded by any private ship, to pay the same rate as at present from Southampton.

The Secretary of State is anxious to have the opinion of the Government upon this proposal.

(Signed) NORMANBY.

Deputy Postmaster-General to Under Secretary.

SIR,

General Post Office, Melbourne, 1st September 1879.

In reply to your letter of the 28th ultimo, forwarding copy of a memorandum from His Excellency the Governor respecting the proposal of the Imperial Government to abandon the mail service between Southampton and Suez after January next, I am directed to forward draft telegram, to be forwarded to the Secretary of State in reply to the communication upon the above subject, and I am to request that you will have the goodness to take the necessary steps accordingly.

I am further to state that the Postmaster-General will submit to His Excellency a memorandum respecting proposed discontinuance of the Southampton and Suez mail line, for transmission by the outgoing mail.

I have, &c.,

(Signed)

T. W. JACKSON,

Deputy Postmaster-General.

The Under Secretary, &c., &c., &c.

Postmaster-General to Chief Secretary.

SIR,

General Post Office, Melbourne, 2nd September 1879.

Adverting to your communication of the 28th ultimo, forwarding a copy of a memorandum from His Excellency the Governor respecting a proposal by the Imperial Government to abandon the mail service between Southampton and Suez after January next, I am directed by Mr. Patterson to forward the enclosed memorandum on the subject, and to submit same for signature (if approved) and transmission to His Excellency.

I have the honor to be, &c.,

(Signed)

T. W. JACKSON,

Deputy Postmaster-General.

The Honorable the Chief Secretary,
&c., &c., &c.

(Enclosure.)

Memorandum.

With reference to the telegraphic despatch just received from the Secretary of State, containing a proposal by the Imperial Government that the mail service between Southampton and Suez should be abandoned after January next, and that all mails be sent *viâ* Brindisi, at reduced rates, viz. :—

Letters, 7d. per half-ounce,

Newspapers, 1½d. per 4 ounces,

Book packets and patterns, 1½d. per 2 ounces,

Letters and papers specially endorsed for transmission by private ship to pay the same rate as at present charged *viâ* Southampton—.

I have the honor to point out that, as it is not stated there is any alteration in the rate to be accounted for to the Italian Government for conveyance of mails *viâ* Brindisi (7½d. per ounce) upon which there is already a loss sustained, the proposed reduction in the rates to be charged will occasion a further loss to the extent of one penny per half-ounce letter on all correspondence sent by that route.

Presuming, however, that an arrangement may have been made to reduce the Italian rate so that, reserving 6d. for British postage, 1d. per half-ounce letter would cover the charge made for transport of mails through Italy and France, this concession, although it would doubtless be appreciated by mercantile firms and others, would not be of any advantage to the great majority of the public, who have been accustomed to forward their correspondence *viâ* Southampton at the rate of 6d. per half-ounce letter, newspapers, 1d. each; fully two-thirds of the correspondence being sent by that route.

If, therefore, the contract service between Southampton and Suez were abandoned as proposed the general public would be called upon either to pay a higher rate of postage than hitherto, or submit to the inconvenience and uncertainty of their correspondence being sent by private vessels without any regularly appointed times of arrival and despatch.

A telegram was sent from London by Sir Michael Hicks-Beach, on the 13th May, notifying that "*present arrangements for carrying of the Australian mails* would be continued," an announcement confirmed by the despatch of the 17th May, subsequently received; and it was upon the understanding that the existing arrangements would be maintained that this Government entered into the recent contract with the Peninsular and Oriental Steam Navigation Company for a fortnightly mail between Ceylon and Melbourne at a cost of £85,000 per annum for eight years.

If this unexpected alteration in the arrangements should be determined upon, and the anticipated regular fortnightly contract service between Southampton and Suez not be carried out, irrespective of the increased loss sustained on correspondence sent *viâ* Brindisi, a much larger number of letters than would otherwise be the case will be sent by private ship, for conveyance of which a special payment will have to be made, the contributions of the neighboring colonies to the Ceylon contract service will be materially diminished, and the postal revenue of Victoria suffer to a considerable extent.

It is also pointed out that, in a communication from the Right Honorable the Postmaster-General of England to the Lords of the Treasury, dated the 6th October 1876 (forwarded in a despatch from the Secretary of State), it is stated that, if Victoria or any other of the Australian colonies were to enter the Union, the Southampton route would still be maintained for mails to and from the United Kingdom.

This subject is now under consideration, and it is probable that Victoria (as well as New South Wales, and it is believed other chief Australian colonies) will join the International Postal Union without further delay.

For the foregoing reasons it is suggested that the Secretary of State should be strongly urged to cause the contract arrangements for carriage of the Australian mails between Southampton and Suez to be continued as heretofore.

Chief Secretary to Mr. Childers.

(Telegram.)

Melbourne, 17th September 1879.

Government proposal to abandon Southampton and Suez service, by which two-thirds of correspondence is sent, would injure our postal revenue. Strongly urge continuance present arrangement. Governor has written by mail accordingly.

To Childers, London.

(Signed) BERRY.

Mr. Childers to the Chief Secretary.

No. 1832/79.

8 Victoria Chambers, Victoria street, Westminster, S.W.,

SIR,

24th September 1879.

I have the honor to acknowledge the receipt of your telegraphic despatch of the 17th instant, on the subject of the discontinuance of the Southampton and Suez mail. I immediately communicated with the General Post Office on the subject, and I propose to make direct representation to the Postmaster-General and Colonial Office of the claims of the Government to full consideration in the re-arrangement of postal charges now under discussion.

2. On reference to the correspondence regarding "Mail Contracts (Peninsular and Oriental Steam Company)," ordered by Parliament to be published last March, you will see that, so long ago as the 28th January 1878, the Postmaster-General recommended to the Lords of the Treasury the discontinuance of the Southampton mail. The Post Office seems to have been largely influenced in this decision by a very distinct intimation received from the Director-General of the Indian Post Office, that "the Indian Post Office does not want the Southampton line, and is not disposed to pay any share of its cost if it be included in the contract."—(Mr. Monteath to the Secretary of the Government of India, Financial Department, 1st November 1877.)

The Treasury, on the 20th of June 1878, authorized the Post Office to call for tenders for a weekly service between Brindisi and Alexandria, and Suez and Bombay, or between Brindisi and Bombay, through the Canal, and also for a fortnightly service between Suez and Shanghai, calling at Aden, Point de Galle (or Colombo), Penang, Singapore, and Hongkong.

The Postmaster-General accordingly advertised for tenders for the services named (omitting altogether the Southampton route) on the 26th June, and the tender of the Peninsular and Oriental Company for those services, so limited from their former contract, was accepted on the 27th of August 1878. I am informed that the Peninsular and Oriental Company have accordingly determined to discontinue their Southampton establishment altogether, and to place the English terminus of their steamers in the London Docks.

3. It is not possible, I apprehend, under the circumstances, to expect that the mail route *viâ* Southampton and Suez will be continued; but I think the colony has an equitable claim that the rate of postage *viâ* Brindisi be reduced to that now charged *viâ* Southampton. I understand that a recommendation has been made by the Post Office, and is now under the consideration of the Treasury, and of the Governments of France and Italy, whose postal revenue is concerned in the transit rates, for a reduction of the postage *viâ* Brindisi from the present rate, eightpence, to sevenpence per half-ounce letter, and twopence to three halfpence per four-ounce newspaper; but I trust to be able to submit reasons why the case should be reconsidered, with a view to the still further reduction I have indicated.

I enclose a copy of your telegraphic despatch, to which I will reply directly by cable within a few days.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

HUGH C. E. CHILDERS.

The Honorable the Chief Secretary, Melbourne.

Mr. Childers to the Chief Secretary.

No. 2093/79.

8 Victoria Chambers, Victoria street, Westminster, S.W.,
31st October 1879.

SIR,

In continuation of my letter of the 24th of September (No. 1832), on the subject of the lately proposed postal changes consequent on the cessation of the Southampton mail, I have the honor to inform you that, conceiving it to be very desirable to have as soon as possible a clear understanding between the departments interested, I urged the Colonial Office to initiate a conference at which I might have the opportunity, on your behalf, of discussing the subject with the gentlemen who, in mail service questions, ordinarily represent the Treasury and the Post Office. Accordingly, on Mr. Herbert's invitation, an informal conference was held yesterday at the Colonial Office, at which Mr. Stronge, of the Treasury, Mr. Page, of the Post Office, Mr. Herbert and Mr. Bramston, of the Colonial Office, myself and Mr. Cashel Hoey, were present. The subject was very thoroughly discussed in all its relations, and I have since conveyed to you the general result in the telegram of which I subjoin a copy:—"Confidential. Conferred with Herbert, Page, Stronge about postal rates. I urged Brindisi rate, letters sixpence, newspapers one penny, modifying agreement with colony thus:—Colony retain all homeward letter postage; credit England half homeward newspaper postage; England retain outward newspaper postage, and on outward letters penny-halfpenny, also retaining twopence for Brindisi charge both ways, crediting colony remaining twopence-halfpenny. Great difficulty inducing transit Governments concede charge carrying newspapers. Telegraph whether approve outline."

2. I found that the Treasury and Post Office were agreed on the adoption, after January next, of the new rates *viâ* Brindisi, of which you were informed last month by the Secretary of State, and were of opinion that the later dates for correspondence, and other advantages of the Brindisi route, would be regarded by the public as well worth the increased postage of a penny per letter and a halfpenny per newspaper.

3. I pointed out that, considering that the letter postage to India, Mauritius, and Hongkong, *viâ* Brindisi, was to be fivepence, and that the postage to Australia *viâ* San Francisco was to remain at sixpence, it would be very anomalous and inconvenient to make the letter rate to Australia *viâ* Brindisi more than sixpence, while I doubted the willingness of the Colonial Government, on whom the loss would fall, to come under the International Postal Treaty and reduce to fivepence, as, according to the provisions of the Convention of Paris of 1878, they would be obliged to do. As to newspapers, I strongly urged the impolicy of making the mail rate more than a penny. The only rates of one penny-halfpenny would, in fact, be to India and the East, where newspapers were virtually used by the mercantile and official classes alone, and were few in proportion to letters; whereas I pointed out that while, according to Her Majesty's Postmaster-General's report, the letters sent and received from Europe exceeded in number twice or three times the newspapers sent and received; the reverse was the case with Australia, as was shown by the last report of the Postmaster-General of Victoria, according to which the total number of British and foreign letters despatched and received in 1878 amounted to 938,782, while the number of newspapers amounted to 1,709,534. I therefore advised that the new rates should be, not those proposed by the Treasury, but sixpence for letters and one penny for newspapers.

4. Then the question came to be considered how the adoption of those rates would affect the arrangement entered into with the Treasury, by which twopence of inland postage is retained here. I argued that the proposal to charge sevenpence for letters and one penny-halfpenny for newspapers, in connection with the existing arrangement, instead of sixpence and one penny, as hitherto paid by Southampton, implied that the transit charge through France and Italy will be one penny for letters and one halfpenny for newspapers. The existing arrangement gives Victoria (excluding the transit charge) five-sixths of the letter postage and the Home Government one-sixth, and to each one halfpenny of the newspaper rate. If these bases were to be applied to the re-arrangement of rates suggested by me, the effect might be thus stated:—Taking a letter out and a letter home, a total charge of one shilling, from which is to be deducted the Brindisi rate of twopence; there would remain tenpence, to which, applying the principle of the present arrangement, the colony would be entitled to receive five-sixths, or about eightpence-halfpenny, and the Home Government one-sixth, or about one penny-halfpenny. The general result should be that the colony would retain all the postage received by it, and in the proportion of twopence-halfpenny out of each sixpence of letter postage received by the Home Government, the Home Government paying, out of the balance of threepence-halfpenny which would remain to it, the Governments of France and Italy for the transit charges both to and from the colony. Similarly in regard to newspapers, treating the transit charge as one halfpenny, the Home Government would retain all the newspaper postage it received and one halfpenny on each newspaper posted in the colony, again on the condition of paying the transit charge each way. The balance on newspaper postage, after paying the transit rate, would then be, as at present, equally divided between the Governments.

5. In the course of the discussion some reference was made to the Orient line, now to be fortnightly, and probably in the end intermediate with the half-monthly P. and O. service; and it was suggested that the sixpenny and one penny rates would be chargeable by this line, so that the colonists would not be worse off than now. But it was pointed out that on every letter sent by this route from England the colony would lose fourpence; as the Home Government would retain the whole, except one penny paid to the ship, and on every letter sent to England the colony would lose the one penny paid to the ship, though it might retain the remaining fivepence. It would, therefore, be manifestly unjust to the colony, which had contracted for a half-monthly service to Ceylon, on the faith of the P. and O. half-monthly line from London being the regular mail service, to divert to another route letters the postage on which now forms part of the colonial revenue, but would then mainly go to the British exchequer. I understand also that for the present the Peninsular and Oriental Company contemplate continuing the Southampton service (though not under contract), and that, so long as it lasts, letters and newspapers might be directed so as to be sent that way.

6. Mr. Herbert informed me, after the conference broke up, that the Colonial Office would at once write to the Treasury; and I anticipate that, before the rates are finally settled, an official communication will be made to the several Australian Agencies. It is with a view to definite dealing with such a reference to me that I telegraphed for instructions,

I have the honor to be, Sir,

Your most obedient servant,

The Honorable the Chief Secretary, Melbourne.

(Signed)

HUGH. C. E. CHILDERS.

The Postmaster-General to the Chief Secretary.

Memorandum for the Honorable the Chief Secretary.

Letter from
Agent-General,
31st Oct. 1879.
Telegram from
Agent-General,
1st Nov. 1879.

In returning the accompanying papers, the Postmaster-General would beg to point out that, from an English telegram, published yesterday, it would appear to be the intention of the Imperial Post Office authorities, consequent upon the abandonment of the Southampton and Suez mail contract, to forward, after the present month, the ordinary mails for Australia, *viâ* Brindisi, charging letters 7d. per half ounce and newspapers 1½d. each.

Letter from the
Secretary of
State for the
Colonies, 28th
Aug. 1879.

As, however, by far the greater part of the Australian correspondence has always hitherto been sent *viâ* Southampton at the lower postage, letters 6d., newspapers 1d., it would entail the most serious public inconvenience if the proposed arrangement were carried out.

The immediate result would necessarily be to divert a large proportion of the Australian correspondence from the most expeditious route, that *viâ* Suez and Ceylon, to that *viâ* San Francisco, or cause it to be forwarded by various steamers not under contract, now trading between England and Australian ports; and the postal revenue derivable from such correspondence would be wholly lost to this colony, which, relying thereupon, entered into a contract with the Peninsular and Oriental Steam Navigation Company for the fortnightly branch service between Melbourne and Ceylon for eight years at £85,000 per annum.

Owing to the discontinuance of the Southampton route, this colony has now no alternative but to send and receive its mails *viâ* Brindisi, but, under no circumstances, should the postage rates chargeable to the public be higher than those now paid *viâ* Southampton, viz. :—

Letters, 6d. per half ounce.

Packets, 1d. per ounce.

Newspapers, 1d. each.

The question as to a fair division of the postage between the Imperial and Colonial Governments might be left to future arrangement.

The Postmaster-General suggests that the Agent-General be advised by wire immediately, requesting him to communicate at once with the Imperial Post Office representing the necessity of present Southampton rates only being charged on Australian correspondence now to be forwarded *viâ* Brindisi, and urging public notification of this arrangement forthwith.

It is also suggested, that a communication be forwarded to each of the neighboring colonies apprising them of the foregoing recommendation, and inviting their concurrence in the transmission of all correspondence by the new, fortnightly service *viâ* Brindisi, the same rates as at present to be accounted for to Victoria, until it can be ascertained what modification of the existing arrangement appears to be necessary.

(Signed)

J. B. PATTERSON,

Post Office and Telegraph Department,

Postmaster-General.

Melbourne, 2nd January 1880.

Mr. Childers to the Chief Secretary.

No. 118/80.

8 Victoria Chambers, Victoria street, Westminster,
16th January 1880.

SIR,

I have the honor to acknowledge the receipt of your telegram of the 3rd instant, of which I subjoin a copy. This despatch had reached the Agency a few days before my return from the West Indies, but Mr. Cashel Hoey had, meantime, been in communication with the Colonial Office, and the Treasury, and Post Office; and immediately after my arrival in London on the 13th an arrangement was made for a conference at the Treasury, which took place on the return to town of Sir Henry Selwin Ibbetson, the Financial Secretary to My Lords, on yesterday afternoon. Mr. Stronge attended on the part of the Treasury, Mr. Page on behalf of the Post Office, and I was accompanied by Mr. Cashel Hoey.

2. Since my telegram to you of the 30th, and letter to you of the 31st October, in which I reported to you the proposal I had provisionally submitted in the conference held at the Colonial Office, no communication had, I believe, been received in reply from you until your telegram already referred to. Having requested you to "telegraph whether approve outline," on the 30th October, it was not possible, pending your reply, to take any satisfactory step in the matter; but as I mentioned in the last paragraph of my despatch on the following day, I had certainly understood that the Colonial Office would have addressed first the Treasury and then the Agencies on the subject. No such communication was, however, received.

3. The conference had no sooner commenced yesterday than it was evident that there had been an official misunderstanding on the subject between the departments concerned. I urged upon Sir Henry Ibbetson the one important consideration, that there was still ample time within the next fortnight to rectify any mistake that might have been made, and to accede to the wishes of your Government by amending, in the sense you desired, the Treasury warrant, which had been so hurriedly issued. Sir H. Ibbetson then invited me to again state the proposal I had made in October. Although your telegram did not in direct terms sanction the details of that proposal, I understood the words in it, "division of postage matter for arrangement," to approve the general principle of such a division; and it was obviously necessary, in asking for the reduction of the postage, to settle upon a principle by which the financial arrangement should be governed. The obvious equity of dividing whatever loss the reduction of postage might

entail on the two Governments, in the proportions settled by your arrangement with the Treasury in May last, seemed to commend itself to Sir Henry Ibbetson's mind. He promised to give the matter his immediate and best attention, to urge the consideration of your proposal upon My Lords; and he asked me to give him, without delay, a written statement of the plan of arrangement suggested by me. This I did immediately afterwards, in the letter of which I enclose a copy.

4. I have to-day seen Mr. Herbert, and I learn from him that the subject is already under the consideration of the Colonial Office, where I have reason to hope it will be warmly supported; and I trust to be able to telegraph to you, within a few days, that the question has been settled in the sense you desire.

5. I enclose a copy of a telegram which I addressed to you immediately after the conference yesterday evening.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

HUGH C. E. CHILDERS.

The Honorable the Chief Secretary, Melbourne.

[Enclosure.]

Mr. Childers to Sir H. Ibbetson.

8 Victoria Chambers, Westminster, S.W.,
15th January 1880.

MY DEAR IBBETSON,

The proposal which I made on the 30th October at the conference between Mr. Herbert, Mr. Stronge, Mr. Page, Mr. Cashel Hoey, and myself, and which I renewed at the Treasury to-day, was that, from the 1st February, the postage on letters and newspapers *via* Brindisi to Australia should be the same as *via* San Francisco, *i.e.*, 6d. for a half-ounce letter and 1d. for a newspaper; and that, instead of the Home Government retaining 2d. out of the postage on outward letters (the equivalent of 1d. on an outward and 1d. on a homeward letter), 3½d. should be retained. The retention of 2d. gave five-sixths of the postage on a letter homewards and a letter outwards to the colonies and one-sixth to the Home Government. Assuming then (on the basis of the 7d. rate in the Treasury warrants) that 1d. is the fair letter charge for the Brindisi transit, 2d. should be deducted for this from the 1s. The postage of two letters, one outward and one homeward, and the 8½d. and 1½d. would be as nearly as possible five-sixths and one-sixth of the net 10d.

Similarly as to newspapers, ½d. being assumed as the Brindisi portion of the 1½d. rate in the Treasury warrant, the net receipt on two newspapers, one outwards and one homewards (at 1d. each), would be 1d. to be divided between the Home Government and the colonies. This would be effected by the colonies crediting the Home Government with half the homeward 1d.

A similar arrangement would have to be made as to book packets and patterns.

As you know, Victoria, on whose behalf I am writing, bears the whole charge and receives the whole postage on letters between Australia and Galle or Colombo.

Yours, very truly,

(Signed)

HUGH C. E. CHILDERS.

Mr. Childers to the Chief Secretary.

No. 164/80.
SIR,

8 Victoria Chambers, Victoria street, Westminster, S.W.,
30th January 1880.

In continuation of my letter of the 16th instant (No. 118), I have the honor to inform you that, while awaiting the reply to my letter to Sir Henry Selwin Ibbetson, of which I then enclosed you a copy, and having good reason to expect that the reply would be in a favorable sense, I learned, with much surprise, that the Government of New South Wales had protested by telegraph against the proposed arrangement. In consequence, I received the Treasury letter, of which I enclose a copy, on the 27th instant.

2. I at once wrote to Sir H. Ibbetson, asking him to see me as soon as he conveniently could, and I called upon him yesterday accordingly. I found that, though the Treasury, Post Office, and Colonial Office favored the proposal I had made on your behalf, it was yet felt that it would be impossible to give effect to it in the face of the positive protest, however ill-founded, of two of the colonies whose mails were forwarded by that route. In the interval between the despatch of Sir H. Ibbetson's letter and my seeing him, the protest of New Zealand had also been notified. On the other hand, the Agent-General for South Australia had already personally signified to the Colonial Office his support of my proposal, and has, since the New South Wales protest, I understand, addressed a despatch to the Secretary of State for the Colonies to the same effect.

3. At my interview with Sir H. Ibbetson I at first gathered that it would be difficult to effect anything until a formal communication could be made to the objecting colonies, and their answers received, a delay perhaps of four or five months; but, on my asking what the real objection was, I was shown the telegram, and it struck me at once that it was couched in purposely ambiguous language. The Government of New South Wales objected to any reduction being made in the fourpence per half ounce which it now received from the Imperial Government on outward letters. But, if this referred only to letters *via* San Francisco, the objection could have no weight, as the Treasury have not proposed to alter, and stoutly disclaim any intention of altering, the arrangement made in May last. If, however, it referred to the four-

pence allowed to all the colonies on letters *viâ* Suez, this was a matter in which New South Wales had no interest, as whatever she received from the Home Government she was bound under agreement to refund to your Post Office. The true reason, however, appeared to be, that the maintenance of the sevenpenny rate for all letters *viâ* Suez would divert a certain amount of correspondence to San Francisco, to the benefit of New South Wales and New Zealand, and to this, I need hardly say, the Home Government would not be parties. I therefore made the suggestion, that if the letter rate *viâ* Brindisi and Suez were reduced to sixpence, New South Wales and the other colonies using it under agreement with you, might still, as a matter of form, be credited with fourpence, and that, out of the fourpence repaid by them to you, you should credit the Home Government with three-halfpence.

In this manner the point of form urged obstructively by New South Wales and New Zealand would be got rid of, and the reduced rate might be put in force at once. This solution appeared to commend itself to the gentlemen whom I met (Mr. Stronge and Mr. Page were with Sir H. Ibbetson), and to Mr. Herbert, whom I afterwards saw, and we are to meet again on Saturday at the Colonial Office, if Sir Michael Hicks-Beach can attend.

4. It will be, however, desirable that I should have your formal authority for the arrangement, and I accordingly sent you, without delay, the following telegram:—

"Seen Treasury Herbert again. Sydney Government protests—probably real object force letters into 'Frisco' route, avowed object secure fourpence on outward letters. Treasury declare no intention disturb credit fourpence *viâ* 'Frisco'. But as you receive from Sydney and other colonies whatever England credits them on mail matter carried by you from Colombo, please authorize me guarantee that on such mail matter you will settle in account basis of my letter October. Reply Friday for conference final settlement Saturday thirty-first. Adelaide helps us. New Zealand joins Sydney protest."

I have the honor to be, Sir,

Your most obedient servant,

The Honorable the Chief Secretary, Melbourne.

(Signed)

HUGH C. E. CHILDERS.

[Enclosure.]

The Treasury to Mr. Childers.

SIR,

Treasury Chambers, 27th January 1880.

I have laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 15th instant, submitting, on behalf of the colony of Victoria, proposals with a view of maintaining, after the withdrawal of the Southampton mail packets on the 1st of next month, the 6d. rate of postage on the Australian correspondence and likewise the 1d. rate on newspapers, in lieu of their being charged after that date, when the whole of the correspondence, &c., will be conveyed by way of Brindisi (excepting of course that sent by the San Francisco route), a rate of 7d. the half-ounce letter and 1½d. on newspapers.

I am commanded to inform you that, after consulting the Postmaster-General on the subject, My Lords would have been ready, even at some increased expense to the Home Government, to have acquiesced in the arrangement proposed in your letter.

They would have done so, however, on the assumption that your proposal would have reference to the correspondence of all the Australian colonies which might be sent by the Brindisi route; but, upon communicating with the Colonial Office, My Lords learn that, although there is little doubt that South Australia would agree in the arrangement which you recommend for adoption, none of the other Australian colonies have signified their concurrence therein; and that New South Wales has, by telegram, expressly intimated her dissent to any arrangement with regard to her correspondence sent by way of Brindisi which would have the effect of lessening the amount on the outward postage which would be handed over to her.

My Lords have again been in communication with the Postmaster-General, with the wish, if possible, of meeting your views; but his Lordship is of opinion that it would be very objectionable to reduce to 6d. the rate of postage *viâ* Brindisi in the case of one Australian colony and to fix it at 7d. for the others.

In these circumstances, My Lords regret they are unable at present to sanction the adoption of the arrangements recommended in your letter.

My Lords have, however, caused a copy of your letter and of this reply to be forwarded to the Colonial Office for the information of the Secretary of State, and have at the same time requested him to communicate with the Governments of the several Australian colonies and New Zealand, with the view of inducing them to give their assent to the arrangements in question.

I am, Sir,

Your obedient servant,

The Right Hon. Hugh C. E. Childers, M.P.,

(Signed)

H. SELWIN IBBETSON.

8 Victoria Chambers, Westminster, S.W.

Mr. Childers to the Chief Secretary.

No. 248/80.

8 Victoria Chambers, Victoria street, Westminster, S.W.,

SIR,

13th February 1880.

In continuation of my letter of the 30th January (No. 164/80), I have the honor to inform you that, having been officially informed by the Colonial Office on the following day (in the letter of which I enclose a copy) of the action taken by the New South Wales Government respecting the proposal I had made on your behalf for a uniform rate of postal charges, I requested the Secretary of State to give me an interview, and having been unable to attend on Saturday the 31st ultimo, he appointed to see me on the afternoon of Tuesday the 3rd instant.

At that interview, prior to which I had received your telegram approving of my proceedings, I read to Sir Michael Hicks-Beach a memorandum, of which I enclose a copy, and I gathered from him that, unless the New South Wales and New Zealand Governments gave to my arguments an immediate and conclusive answer, the postal reduction would be made on the terms I had proposed. I had reason to hope that before this the official reply to that effect would have been received here, when another difficulty was interposed by Mr. McIlwraith, the Premier of the Queensland Government, in the interest of their Singapore service.

I am given to understand that Mr. McIlwraith's objections are not considered of sufficient weight to create further delay, but that there are some details as to book parcels, &c., still unsettled, about which I may receive a further communication.

I will telegraph to you as soon as the final steps have been taken in the matter.

I have the honor to be, Sir,

Your most obedient servant,

The Honorable the Chief Secretary.

(Signed) HUGH C. E. CHILDERS.

(Enclosure.)

The Colonial Office to the Agent-General.

SIR,

Downing street, 2nd February 1880.

With respect to the proposal recently made by you on behalf of the Government of Victoria, respecting the postal rates to be charged on correspondence passing between this country and Australia, I am directed by the Secretary of State for the Colonies to transmit to you, for your information, the accompanying copy of a telegram (20th January 1880) from the Colonial Secretary of New South Wales on this subject, forwarded to this department in a letter by the Agent-General for that colony.

I am, Sir,

Your most obedient servant,

(Signed) JOHN BRAMSTON.

(Enclosure.)

Telegram referred to in Mr. Bramston's Letter.

(From Secretary, Sydney, to Cooper, Acting Agent-General, London.)

20th January 1880.

Last September Imperial Government notified proposed abandonment Southampton route and reduction Brindisi postage to sevenpence. We replied no objection provided that penny would meet continental rate. Victoria has since proposed reducing to sixpence, to which we have objected. Now rumored Imperial Government favorably considering Victorian proposal. Strongly protest against any reduction that will prevent our receiving the fourpence already agreed to be allowed on every half-ounce letter.

(Enclosure.)

Memorandum left by Mr. Childers with the Secretary of State for the Colonies.

In May 1873 Her Majesty's Government decided to leave to the Australian colonies to make such arrangements as they wished for the conveyance of their mails from and to the Peninsular and Oriental Steam Navigation Company's system, and from and to San Francisco, undertaking to provide for the service between the United Kingdom and Ceylon, Singapore, and San Francisco, in consideration of retaining one penny out of the outward postage, representing the British inland rate. The rates were sixpence on letters, and one penny on newspapers, by whatever route conveyed, with an extra charge for the transit of France and Italy to Brindisi, the whole of which extra charge both ways was credited to the Home Government.

This having been notified to the Colonial Governments, the Victorian Government contracted with the Peninsular and Oriental Steam Navigation Company for a monthly service to and from Ceylon, and shortly afterwards the New South Wales and New Zealand Governments established jointly a monthly service to and from San Francisco.

The arrangement between the colonies was, that Victoria was to be paid by each colony the whole of the postage on their mail matter conveyed *via* Ceylon, whether received in the colony on correspondence homewards, or from the Imperial Post Office on correspondence outwards; and a similar arrangement with New South Wales and New Zealand followed for mail matter *via* San Francisco.

In 1879 the arrangement between the Home Government and the colonies was modified to the extent of the former receiving twopence instead of one penny out of the outward sixpence postage. Victoria about the same time contracted with the Peninsular and Oriental Steam Navigation Company for a fortnightly service to and from Colombo.

When the new arrangement was made between the Home Government and the colonies, the intention of the former to discontinue altogether the postal service *via* Southampton, and to send all letters to and from Suez *via* Brindisi, was lost sight of; but at the end of August 1879 the Colonial Office notified this change to the Government of Victoria, and the Post Office decided that the rate of postage from the United Kingdom to Australia *via* Suez should be sevenpence on letters and three-halfpence on newspapers. To this the Government of Victoria objected. If the only rate on a letter by Suez were sevenpence, it

would be a serious disadvantage to the great body of letter writers, who belong to the class from which emigrants generally come, and who have been accustomed to pay sixpence up to the present time. This they could only continue to do once a month by the far longer San Francisco route, or by ships not carrying regular mails. Again, it would be unfair to the Government of Victoria (who had recently entered into an onerous contract for mails *viâ* Suez, on the assumption that letters for Victoria would go that way, and that the Government would be partly recouped by the postage on them) that a premium should be given to sending letters by another route. The charge of three-halfpence on newspapers was specially objected to, inasmuch as the proportion of newspapers to letters is four times greater between England and Australia than between England and Europe or other countries, the great mass of such newspapers being sent by their friends in Europe to persons of the emigrant class.

It was therefore proposed, on the part of Victoria, that the postage by Brindisi should be what it was by Southampton, *i.e.*, sixpence on letters and one penny on newspapers; that the sum of threepence-halfpenny, instead of twopence, should be retained by the British Post Office from the postage on outward letters, and that one halfpenny should be credited by Victoria to the British Post Office on newspapers homewards. This would preserve, as nearly as possible, the proportion of the net postage going to the Home and Colonial Governments respectively, under the arrangement of May 1879, and, in fact, would leave the British Post Office in a better position than they have held up to the 31st January 1880, inasmuch as they would receive on every letter outwards and homewards, after paying the overland charge, about three farthings instead of one halfpenny.

The Treasury and the Post Office have expressed themselves favorable to this arrangement, and it was on the point of being carried out when a telegram arrived from the colony of New South Wales (supported by New Zealand) protesting against "any reduction which would prevent their receiving the fourpence already agreed to be allowed on every half-ounce letter."

So far as the San Francisco route is concerned, it is understood that the Treasury have no intention to disturb the existing arrangement under which fourpence is credited to the colonies on letters taking that route; and to obviate all possible objection as to letters by Suez, the Colony of Victoria agrees that the post offices shall continue to credit fourpence to each of the other colonies, she (Victoria) undertaking to repay three-halfpence of that fourpence in account with the Post Office. Victoria will settle with the other colonies (as now) what contribution they shall pay for the service *viâ* Suez, which is solely controlled by her, and, as a matter of fact, it is immaterial to those colonies how much is credited to them by the Home Government, inasmuch as they are bound to repay the full amount, whatever it is, to Victoria.

It is hoped that, under these circumstances, no further objection will be made to reducing the rate of letter postage *viâ* Suez to sixpence.

The reduction of the newspaper postage to one penny is proposed on the basis of the Home Government receiving on all homeward papers one half-penny instead of *nil* (as now), and to this, it is understood, the Treasury are prepared to assent.

It is important that, if possible, this settlement should be effected in time for the mail of the 13th instant, and published in the Post Office list of Saturday next, the 7th instant.

Mr. Childers to Chief Secretary.

(Telegram.—From Childers, London, to Berry, Melbourne.—23rd February 1880.)

Postal question settled; basis, my proposal.

Mr. Childers to the Chief Secretary.

No. 320/80.

8 Victoria Chambers, Victoria street, Westminster, S.W.,

SIR,

27th February 1880.

I have already had the honor to inform you, by telegraph on the 23rd instant, that the question of postal rates had been settled on the basis of my proposal and on the principal laid down in your despatch of the 30th of January, that the rates *viâ* Brindisi should not exceed those formerly charged *viâ* Southampton. I have the honor now to acknowledge the receipt of your telegraphic despatch of the 25th instant, in reply, assuring me that the Government are much gratified with the success attained in this matter, which is to me a sincere satisfaction.

2. In continuation of my letter of the 13th instant (No. 248), I have also to state that, on the 16th, I received a letter from Mr. Herbert, of the Colonial Office, enclosing further communications from the Treasury and Post Office, mainly with reference to a discrepancy that would arise if my proposal were adopted in regard to the postage on book packets, &c., which had been reduced under the regulations of January, through what I cannot help thinking must have been a miscalculation or oversight, to 3d. per four ounces, a rate lower than the old Southampton rate. I at once addressed Sir Michael Hicks-Beach in reply, stating that I did not propose that the reduction made should be rescinded. But three days later, having ascertained that the arrangement of this question, which I did not regard as of any serious importance, was likely to cause further delay and discussion between the departments—knowing, too, that what you desired was uniformity of rates by all routes, of which principle this trivial reduction was really a violation—I wrote the further letter to the Colonial Secretary on the 19th instant, which you will find in its place among the subjoined correspondence. This removed the sole remaining difficulty, and I am glad to admit that the Treasury and Post Office did their utmost to expedite the necessary measures, so that the change should be brought into operation on the 1st of March.

3. On the eve of the signature of the Treasury warrant, Mr. McIlwraith, the Premier of Queensland, with whom I had the opportunity of conversation that afternoon, signified the adhesion of his Government to the proposal made by me on your behalf, as respects mail matter transmitted by the Torres Straits line. Accordingly there will now be one uniform rate of Australasian postage, whatever service may be employed.

4. I have carefully studied the financial aspect of the question, as it affects your postal revenue, and I propose to address to you by next mail a letter on the subject, giving in detail, for the information of the Postmaster-General, my estimate of what the acceptance of our proposals will probably be. There will be some details for him to arrange with the Postmaster-General here, with reference to the substitution of payment per pound for payment per letter, &c., in settlement between the two offices.

I have the honor to be, Sir,
Your most obedient servant,

(Signed) HUGH C. E. CHILDERS.

The Honorable the Chief Secretary, Melbourne.

[Enclosure.]

The Colonial Office to Mr. Childers.

SIR,

Downing street, 14th February 1880.

With reference to the memorandum which you laid before Sir Michael Hicks-Beach on the 3rd instant, relative to the Australian postage question, I am directed to transmit to you a copy of a letter from the Treasury, received in reply to a reference made to that department on the subject, enclosing a communication from the Postmaster-General, in which attention is called to certain points in respect of which further explanations are desired.

I am to request that you will be so good as to favor Sir Michael Hicks-Beach, at your early convenience, with a statement of your views on the questions referred to.

I am, Sir, your obedient servant,

(Signed) ROBERT G. W. HERBERT.

The Right Hon. H. C. E. Childers, M.P.

[Enclosure.]

The Treasury to the Colonial Office.

SIR,

Treasury Chambers, 12th February 1880.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of Secretary Sir Michael Hicks-Beach, that they caused your letter of the 4th instant and the memorandum from the Right Honorable Hugh C. E. Childers, relative to the Australian postage question, which accompanied it, to be referred to the Postmaster-General.

My Lords have now received the report thereon, dated the 11th instant, of which a copy is enclosed, and they desire me to request that, in laying the same before the Secretary of State, you will move him to communicate with Mr. Childers to obtain from that gentleman the explanations suggested therein, which certainly appear to be necessary before a final decision on the question raised in his memorandum can be arrived at.

I am further to state, with reference to the concluding paragraph of the Postmaster-General's report, that My Lords have forwarded Mr. Wingfield's letter of the 11th instant and its enclosures (one of which is a letter from the Premier of Queensland) to the Postmaster-General, for his Lordship's consideration.

I am, &c.,

R. G. W. Herbert, Esq., Colonial Office.

(Signed) R. R. W. LINGEN.

[Enclosure.]

The Post Office, London, to the Treasury.

MY LORDS,

General Post Office, 11th February 1880.

I have the honor to return the accompanying letter from the Colonial Office, covering a memorandum from the Right Honorable H. C. E. Childers, M.P., referred to me by your Lordships on the 4th instant.

In this memorandum Mr. Childers repeats the proposal which he made, on the part of the Government of Victoria, in his note of the 15th ultimo to Sir Henry Ibbetson, that the rate of postage on letters forwarded from the mother-country to the several Australian colonies *viâ* Brindisi should be reduced to 6d. per half ounce and the charge on each newspaper reduced to 1d.; that of this rate of 6d. on outward letters 2½d. only should be accounted for to the colonies, and that one halfpenny should be credited to the mother-country on each homeward newspaper.

With reference to the difficulties raised by the Government of New South Wales, and supported by the Government of New Zealand, Mr. Childers states that, to obviate all possible objection, and to allow the reduction of postage to be carried at once into effect, the colony of Victoria agrees that the mother-country shall continue to credit the sum of 4d. instead of 2½d. to each of the colonies other than Victoria, she undertaking to repay 1½d. of that 4d. to the Imperial Post Office, and to settle with the other colonies, as now, what contribution they shall pay for the service *viâ* Suez, which is solely controlled by her.

I beg leave to point out to your Lordships that, while dealing with the postage on outward letters, the memorandum makes no reference to the postage on outward newspapers, books, and patterns, which postage, according to the proposal in Mr. Childers' note to Sir Henry Ibbetson, was to be retained wholly by the Imperial Post Office, instead of being, as now, shared with the colonies. It is further observed that

the memorandum provides for one-half the postage collected in the colonies on homeward newspapers being credited to the Imperial Post Office, but makes no mention of the postage collected on books and patterns.

Before proceeding further, it seems to me that Mr. Childers should be requested to explain his views in these respects.

There is another point on which I think it necessary to advert in considering this question.

Only correspondence sent to or from the colony of Queensland *viâ* Point de Galle and Melbourne would, of course, come under the arrangement here proposed; but before the postage rates *viâ* Brindisi can be reduced generally on Australian correspondence, it is necessary that I should be informed whether, as regards letters, &c., sent *viâ* Singapore and Torres Straits, the Government of Queensland will agree to the same conditions that are proposed on the part of Victoria with respect to letters, &c., sent by the Galle and Melbourne route, or whether the Victorian Government will also recoup this department for any loss incurred in applying the measure to that description of correspondence.

I am, &c.,
(Signed) JOHN MANNERS.

The Lords Commissioners of Her Majesty's Treasury.

[Enclosure.]

Mr. Childers to Secretary of State for the Colonies.

8 Victoria Chambers, Victoria street, Westminster, S.W.,
16th February 1880.

SIR,

I have the honor to acknowledge the receipt of Mr. Herbert's letter of the 14th instant, enclosing a letter from the Treasury, with one from Lord John Manners, in which it has been suggested that I should be asked to answer certain queries connected with the proposal made by me on behalf of the Government of Victoria in regard to postal rates *viâ* Brindisi.

With respect to the postage on outward newspapers, the proposed arrangement as to letters to colonies other than Victoria (*viâ* Melbourne) would be followed *mutatis mutandis*, that is to say, the Home Government would continue to credit to those colonies one halfpenny per newspaper, and Victoria would repay that amount in account.

But as to books and patterns, I observe that the warrant fixing the postage on letters at sevenpence has already reduced the rate on books and patterns to three-halfpence per two ounces, that is to say, to a rate not only lower than the former Brindisi rate, but even than the former Southampton rate, which was twopence per two ounces. I do not know on what ground this has been done; but I do not propose to disturb the new rate; and as it would have been in any case necessary for the Post Office to arrange for its division with the Postmaster-General of Victoria, I can only suggest that this should be so settled.

With reference to the concluding paragraph of your letter, Victoria has no appreciable interest in the mail service between Singapore and Brisbane, and could make no payment to the Post Office in connection with it.

I have the honor to be, &c.,
(Signed) HUGH C. E. CHILDERS.

The Right Honorable Sir Michael Hicks-Beach,
Secretary of State for the Colonies.

[Enclosure.]

Mr. Childers to the Secretary of State for the Colonies.

8 Victoria Chambers, Victoria street, Westminster, S.W.,
19th February 1880.

SIR,

Since writing to you on the 16th instant, with reference to postal rates *viâ* Brindisi, I have ascertained that it will probably expedite the settlement of this question if the book packet and pattern rate by Brindisi to Melbourne were proposed to be the same as formerly by Southampton, and the division of the postage be the same as that on newspapers, that is to say, that the Home Government should retain the whole of the outward rate and one-half the homeward rate (defraying therefrom the overland charge to Brindisi), and that Victoria undertakes to settle in account with the Post Office the division of the postage on book packets, &c., to and from the other colonies sent by the service from Ceylon, for which Victoria contracts, on the same terms as the postage rates on book packets to and from Victoria herself.

I consent, on behalf of the colony, to this adjustment, and I earnestly hope that there will be no further delay in formally adopting the entire arrangement.

I have the honor to be, &c.,
(Signed) HUGH C. E. CHILDERS.

The Right Honorable Sir Michael Hicks-Beach, Bart., M.P.,
Secretary of State for the Colonies.

[Enclosure.]

Colonial Office to Mr. Childers.

SIR,

Downing street, 24th February 1880.

I am directed by the Secretary of State for the Colonies to transmit to you a copy of a letter from the Treasury (23rd Feb. 1880), enclosing one from the Postmaster-General, from which you will learn that Her Majesty's Government have agreed to the proposals made on behalf of the Government of Victoria, and that the postal charges on correspondence sent *viâ* Brindisi, Adelaide, and Melbourne, will, for the future, be fixed at the same rates as those which were charged until the 1st instant for correspondence by way of Southampton.

I am, &c.,
(Signed) ROBERT G. W. HERBERT.

The Agent-General for Victoria.

[Enclosure.]

The Treasury to the Colonial Office.

SIR,

Treasury Chambers, 23rd February 1880.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a copy of a report from the Postmaster-General, dated the 21st instant, having reference to the letters from the Colonial Office, dated the 13th, 18th, and 19th instant, relative to proposals made, on behalf of the colony of Victoria, by the Right Honorable Hugh C. Eardley Childers, under which the postage on the correspondence, newspapers, books, and patterns between this country, Victoria, and the other Australian colonies and New Zealand, now forwarded *viâ* Brindisi, and which are carried by the Victoria contract packets between Ceylon and Australia, should be fixed at the same rates as were charged up to the 1st of this month on the Australian correspondence, &c., conveyed by the Southampton route; and I am to request that, in laying the same before Secretary Sir Michael Hicks-Beach, you will state to him that My Lords agree to the terms submitted by Mr. Childers on behalf of Victoria, and will therefore issue instructions to the Postmaster-General to prepare the necessary warrant for fixing the postage at the rates proposed.

As the Government of Queensland has not, however, yet signified its acquiescence in an arrangement being made as regards the correspondence, &c., of that colony, which is sent by way of Singapore, similar to that proposed on behalf of Victoria, the postage on such correspondence, &c., will have to remain as fixed by the recent warrant; but on learning that the Government of Queensland is prepared to agree to terms similar to those now sanctioned with respect to Victoria, My Lords will be ready to give directions for reducing the postage on correspondence, &c., conveyed by the Queensland contract packets to the same rates as those which will be charged on correspondence, &c., carried by the Victorian packets.

I am, &c.,

(Signed) H. SELWIN IBBETSON.

The Right Hon. Sir Michael Hicks-Beach, Bart., M.P.,
Colonial Office.

[Enclosure.]

The General Post Office to the Treasury.

MY LORDS,

General Post Office, 21st February 1880.

I have the honor to return the three accompanying letters from the Colonial Office, referred to me on the 20th instant.

Two of these letters cover communications from Mr. Childers, M.P., on the subject of the proposals which he made on the 3rd instant, that the rates of postage on letters, newspapers, and book packets sent to and from the United Kingdom *viâ* Brindisi and Point de Galle, and thence by the packets subsidized by the Government of Victoria, should be at once reduced to the rates hitherto charged for correspondence sent *viâ* Southampton in the case of all the Australian colonies and New Zealand, the Government of Victoria undertaking to be responsible that, practically, the same arrangements in regard to the division of the postage shall be adopted by the other colonies that are offered by Victoria herself. Mr. Childers has now supplied what was deficient in his former letter, and he states that he can make no offer with regard to correspondence sent to and from Queensland *viâ* Brindisi and Singapore and thence by the packet subsidized by the Queensland Government.

On this point I made a separate report to your Lordships on the 16th instant.

Should your Lordships be disposed to agree to the reduction suggested, it will remain to be decided whether you will wait for a further communication from the Premier of Queensland, or whether you will have the postage on correspondence sent to Queensland or any other Australian colony *viâ* Singapore at the present amount, and apply the reduced rates to such correspondence only as is forwarded *viâ* Point de Galle and by the Victorian packet.

I have, &c.,

(Signed) JOHN MANNERS.

The Lords Commissioners of Her Majesty's Treasury.

Mr. Childers to the Chief Secretary.

No. 737/80.

SIR,

8 Victoria Chambers, Victoria street, Westminster, S.W.,
23rd April 1880.

By the mail of the 27th of February last I informed you of the final settlement with the Postmaster-General of the postal rates to be charged on mail matter from this country to Australia *viâ* Brindisi, and by the line of mail steamers controlled by the Government of Victoria. It may be well that I should recapitulate the details of the arrangement and their financial effect.

The rates to be charged on this side were to be sixpence per half-ounce letter, one penny per four-ounce newspaper, and one penny per one-ounce book packet; and it was understood that these would be the charges in Australia on homeward mail matter.

The colony was to retain the postage on homeward letters, and to be paid twopence-halfpenny on outward letters. The Home Government was to retain the postage on outward newspapers and book packets, and to be paid one halfpenny (*i.e.*, half the postage) on homeward newspapers and book packets.

To meet the objections raised by New South Wales and New Zealand, those colonies, and others using the route were to receive from the Home Government payment according to the present scale on outward mail matter; and they would not be called upon by the Post Office to account for any part of the postage on homeward newspapers and book packets, but they would continue to repay the cost of the foreign transit of the homeward mails. Your Government would, however, insist, as a condition of

carrying their mails, on being repaid the whole amount received by them, whether from the Home Government on outward mail matter, or from the senders on homeward mail matter, in accordance with the intercolonial arrangements of 1873, in virtue of which Victoria was to receive "full British postage on correspondence contained in outward mails, and full colonial postage on correspondence contained in the homeward mails;" and, in settling with the British Post Office, mail matter to and from all the colonies conveyed by your route would be placed on the same footing as mail matter to and from Victoria.

The following table shows the exact effect of this arrangement, the unit in each case being two letters, newspapers, or book packets, one outwards, the other homewards :—

	Total Postage.	Retained by Home Government.			Retained by Victorian Government.
		To meet Transit Charge.	To meet Inland Rate and Conveyance to and from Ceylon.	Total.	
Two letters	1s.	2d.	1½d.	3½d.	8½d.
Two newspapers	2d.	1d.	½d.	1½d.	½d.
Two book packets (1 oz.) ...	2d.	1d.	½d.	1½d.	½d.

I have ascertained that the transit rate is sixteen francs fifty centimes per kilogramme of letters, and eighty-seven and a half centimes per kilogramme of newspapers and book packets; that the number of letters in the past has been, *viâ* Brindisi, a little over two and three-quarters to the ounce, and *viâ* Southampton, a little over three; the number of newspapers, *viâ* Brindisi, a little over five to the pound, and *viâ* Southampton, a little over six; and the number of book packets, *viâ* Brindisi, nearly twenty, and *viâ* Southampton, to nearly nineteen to the pound. Taking the future number of letters *viâ* Brindisi at three to the ounce, of newspapers at six to the pound, and of book packets at eighteen to the pound, the Home Government will have to pay transit rate as follows :—

On two letters, threepence,
On two newspapers, three-halfpence,
On two book packets, one halfpenny;
and will thus retain for inland rate, and conveyance to Ceylon—
On two letters, one halfpenny,
On two newspapers, *nil*,
On two book packets, one penny.

As the colony will retain on the above eightpence-halfpenny, one halfpenny, and one halfpenny, respectively, for their inland rate and conveyance to Ceylon, I hope that the agreement will be considered by your Government as not unsatisfactory.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) HUGH C. E. CHILDERS.

The Honorable the Chief Secretary, Melbourne.

APPENDIX Z.

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Aberfeldy	Donaldson, H. ...	21 0 0	Avoca	Arkins, P. R. ...	220 0 0
Acheron	Wylie, J. ...	15 0 0	Avoca Forest ...	Stewart, D. ...	9 0 0
Adelaide Lead ...	Dillon, D. ...	12 0 0	Avon Plains ...	Stratford, A. ...	45 0 0
Alberton	Gregory, J. ...	15 0 0	Axedale	Cahill, W. T. ...	24 0 0
Alexandra	Palmer, Kate S. ...	84 0 0	Baarmutha	Gatehouse, J. ...	15 0 0
Alfredton	Forrester, H. D. ...	27 0 0	Bacchus Marsh ...	Moseley, Rachel E. ...	72 0 0
Allan's Flat	Elliott, E. ...	15 0 0	Baddaginnie ...	O'Dea, E. M. ...	9 0 0
Allansford	Anderson, J. ...	48 0 0	Bahgallah	Craig, R. ...	6 0 0
Alma	Pearse, F. F. ...	21 0 0	Baillieston	Oppermann, W. ...	12 0 0
Alma, Lower	Maher, J. ...	12 0 0	Bairnsdale	Jones, B. C. ...	200 0 0
Alphington	Adams, J. S. ...	18 0 0	Bald Hills	Slattery, D. ...	9 0 0
Amherst	Hackett, M. ...	47 0 0	Bald Rock	Bernicke, G. A. ...	18 0 0
Amphitheatre ...	Hardie, A. ...	36 0 0	Baldwinsville ...	Baldwin, W. ...	12 0 0
Anakie	Howarth, J. ...	18 0 0	Ballan	McDonagh, Margt. ...	92 0 0
Apsley	Hoare, W. J. ...	60 0 0	Ballangeich	Tomlinson, W. ...	33 0 0
Ararat	Kilborn, R. ...	350 0 0	Ballarat	Bechervaise, W. P. ...	533 6 8
Arcadia	McCulskey, P. ...	12 0 0	Ballarat East ...	Whitelaw, W. S. ...	185 0 0
Archdale	Ashwood, J. ...	9 0 0	Ballyrogan	Roberts, E. ...	9 0 0
Areegra	Sanders, H. ...	6 0 0	Balmattum	McKernan, D. ...	18 0 0
Armstrongs (Ry. Stn.)	Muir, D. ...	15 0 0	Balmoral	Lyon, B. ...	48 0 0
Arundel	Moore, R. A. ...	6 0 0	Balnarring	Vansulyen, P. ...	15 0 0
Ascot	Crichton, T. O. ...	18 0 0	Balwyn	Orr, J. K. ...	40 0 0
Ashens	Runnalls, L. ...	9 0 0	Bamawm	Rankin, J. ...	6 0 0
Avenel	Coffin, Eliza ...	84 0 0	Bamganie	Watt, A. ...	12 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Banyena ...	McGonigal, S. ...	27 0 0	Buln Buln ...	Ryan, J. C. ...	190 0 0
Barber's Creek ...	Butler, T. ...	9 0 0	Bulumwaal ...	Watson, G. H. ...	6 0 0
Barfold ...	Latimer, J. ...	23 0 0	Bunbartha ...	Lowry, J. W. ...	18 0 0
Baringhup ...	Laurence, C. ...	27 0 0	Bundalong ...	Hendry, W. ...	15 0 0
Baringhup East ...	Watson, J. ...	9 0 0	Bundoora ...	Emms, W. ...	12 0 0
Barker's Creek ...	Davey, R. ...	18 0 0	Bung Bong (Railway Station) ...	Wiseman, B. F. ...	24 0 0
Barkly ...	Cheeseman, J. ...	15 0 0	Bungaree ...	Chalmers, T. ...	27 0 0
Barkstead ...	Clarke, D. ...	12 0 0	Bung Bong ...	Bennett, C. ...	12 0 0
Barmah ...	Doig, M. ...	12 0 0	Bungeeluke ...	Stubbs, J. W. ...	24 0 0
Barnawartha ...	McKeone, M. A. ...	59 0 0	Bungeeluke North ...	Draper, J. H. ...	18 0 0
Barnedown ...	Maltby, T. K. ...	42 0 0	Bungeeluke West ...	McLeod, M. A. ...	6 0 0
Barrapoort ...	Russell, J. T. ...	15 0 0	Bunyong ...	Drury, Mary ...	100 0 0
Barry's Reef ...	Shaw, W. ...	42 0 0	Bunyip (Railway Station) ...	Rosson, T. G. O. ...	27 0 0
Bass ...	Hardy, G. ...	18 0 0	Burke's Flat ...	Gaullett, F. ...	30 0 0
Batesford ...	Smith, H. A. ...	40 0 0	Burnt Creek ...	Russell, J. G. ...	12 0 0
Baynton ...	Knight, E. ...	21 0 0	Burrabunna ...	Busse, F. ...	9 0 0
Beaconsfield ...	Butler, T. ...	18 0 0	Burramine ...	Smith, W. ...	21 0 0
Bealiba ...	Lyndon, E. M. ...	70 0 0	Burramine West ...	Bourke, P. ...	6 0 0
Beaufort ...	Kildahl, Eva ...	84 0 0	Burreroo ...	Goods, G. ...	21 0 0
Beecac ...	Gilbert, A. ...	51 0 0	Burruibeet (Railway Station) ...	McDonald, D. ...	38 5 0
Beenak ...	Clackson, J. ...	9 0 0	Burwood ...	Clarke, W. F. ...	24 0 0
Beechworth ...	Groves, G. E. ...	250 0 0	Buttlejork ...	Murphy, J. ...	9 0 0
Belfast ...	Thwaites, J. ...	350 0 0	Buxton ...	Scott, A. ...	6 0 0
Bellarine ...	Andrews, W. ...	24 0 0	Byaduk ...	Ross, J. ...	27 0 0
Bellevue ...	Hay, E. ...	27 0 0	Bylands ...	Fitzpatrick, M. ...	6 0 0
Belmont ...	Williams, J. ...	21 0 0	California Gully ...	Thomas, M. ...	27 0 0
Benalla ...	Saxe, W. H. ...	250 0 0	Calivil ...	Slaterry, A. E. ...	12 0 0
Bendoc ...	Tipping, J. ...	20 0 0	Callawadda ...	Rickard, E. ...	15 0 0
Beremboke ...	Eastwood, J. W. ...	21 0 0	Camberwell ...	Keen, Eva S. ...	80 0 0
Berwick ...	D'Arcy, Elizabeth C. ...	100 0 0	Cambrian Hill ...	Renkin, J. ...	21 0 0
Bet Bet ...	Grant, M. ...	15 0 0	Campaspe ...	O'Brien, J. ...	15 0 0
Bethanga ...	Foster, J. C. ...	64 0 0	Campbellfield ...	Mathewson, E. ...	24 0 0
Beveridge ...	Robins, M. ...	18 0 0	Campbell's Creek ...	Pattle, F. ...	95 0 0
Big Hill ...	Perry, P. C. ...	9 0 0	Campbell's Forest ...	Davidson, J. ...	9 0 0
Birregurra ...	Dawkins, Anne ...	110 0 0	Campbelltown East ...	Talbot, C. H. ...	9 0 0
Blackburn Creek ...	King, G. ...	15 0 0	Camperdown ...	Hannah, J. ...	180 0 0
Black Hill ...	Turner, W. ...	15 0 0	Canary Island ...	Vear, S. ...	15 0 0
Black Lead ...	Chapman, A. W. ...	9 0 0	Canterbury ...	Wall, M. ...	6 0 0
Blakeville ...	Lilburne, J. ...	12 0 0	Cape Clear ...	Gibson, A. L. ...	30 0 0
Blampied ...	Blampied, A. ...	12 0 0	Cape's Crossing ...	Ievers, M. ...	6 0 0
Bobinawarra ...	Winning, A. ...	33 0 0	Cape Otway ...	Kelsall, J. E. ...	172 18 0
Bolinda ...	Caldwell, G. A. ...	12 0 0	Cape Schanck ...	Tapp, Ada ...	66 0 0
Bolwarra ...	Hansen, L. ...	21 0 0	Caralulup ...	Reed, F. ...	9 0 0
Bonang ...	Marriott, R. ...	9 0 0	Caramut ...	Rose, Evelyn ...	65 0 0
Bonegilla ...	Cummin, J. ...	9 0 0	Carapooee ...	Edelsten, S. J. ...	15 0 0
Boort ...	Brown, T. A. ...	54 0 0	Carapooee (Railway Station) ...	Campbell, J. F. ...	12 0 0
Bo-Peep Hill ...	McDonald, M. E. ...	6 0 0	Carapook ...	Proudfoot, J. J. ...	6 0 0
Bowman's Forest ...	Connor, P. ...	35 0 0	Cardigan ...	Surnum, J. W. ...	15 0 0
Box Forest ...	Checkley, H. ...	6 0 0	Cargarie ...	Campbell, M. ...	15 0 0
Box Hill ...	Padgham, S. ...	27 0 0	Carisbrook (Railway Station) ...	Atkinson, T. P. ...	35 5 0
Bransholme ...	Kemp, M. E. ...	57 0 0	Carlsruhe ...	Hughes, E. ...	15 0 0
Braybrook ...	Dickson, J. ...	21 0 0	Carlsruhe (Railway Station) ...	Weller, F. ...	24 0 0
Breakwater ...	Smith, C. ...	18 0 0	Carlton ...	Lawson, Jessie A. ...	100 0 0
Briagolong ...	Knipe, J. ...	30 0 0	Carlton North (Receiving House) ...	Hall, F. ...	30 0 0
Bridgewater-on-Loddon ...	Hutchison, Emily ...	57 0 0	Carngham ...	Wilson, W. ...	21 0 0
Bright ...	Outtrim, E. S. ...	180 0 0	Carpentideit ...	Morrison, P. ...	6 0 0
Brighton ...	Thomas, Frederika ...	100 0 0	Cashel ...	Playford, H. ...	65 0 0
Brighton East ...	Wood, J. T. ...	103 0 0	Casterton ...	Barry, J. J. ...	180 0 0
Brighton South ...	Reynolds, J. G. ...	63 0 0	Castlemaine ...	Green, T. ...	350 0 0
Brimboal ...	Ross, T. J. ...	12 0 0	Catcart ...	Ahrendts, G. ...	15 0 0
Broadford ...	McLeish, J. ...	54 0 0	Catumnal ...	Westcott, W. ...	15 0 0
Broadmeadows ...	Couser, G. ...	33 0 0	Caulfield ...	Le Page, J. ...	48 0 0
Broadwater ...	McLean, M. ...	18 0 0	Cavendish ...	McCallum, A. ...	33 0 0
Broomfield ...	Mitchell, H. ...	30 0 0	Ceres ...	Clarke, J. ...	24 0 0
Brown Hills ...	Schmidt, G. ...	36 0 0	Charlotte Plains ...	Gordon, H. ...	6 0 0
Brown's Diggings ...	Booth, J. ...	9 0 0	Charlton ...	Holderness, T. ...	180 0 0
Brown's Plains ...	Dunkerly, J. ...	21 0 0	Chatsworth ...	Murray, A. J. ...	18 0 0
Brunswick ...	Allison, Elizabeth ...	110 0 0	Cheltenham ...	Chandler, T. ...	42 0 0
Bruthen ...	Knight, H. J. ...	139 6 0	Chepstowe ...	Tindall, T. ...	24 0 0
Buangor ...	Hornsby, R. ...	54 0 0	Chetwynd ...	Clarke, W. D. ...	27 0 0
Buchan ...	Kellie, W. ...	18 0 0	Chewton ...	Lamb, J. ...	120 0 0
Buckland ...	White, M. ...	12 0 0	Childers ...	Dickenson, R. ...	12 0 0
Buckrabanyule ...	Howard, J. ...	21 0 0			
Bulgoack ...	Hardy, J. ...	12 0 0			
Bulla ...	Bethell, W. ...	30 0 0			
Bullarook ...	James, W. ...	12 0 0			
Bullarto ...	Bass, W. C. ...	12 0 0			
Bullengarook ...	Gorman, W. ...	9 0 0			
Bullengarook East ...	Webb, J. W. ...	9 0 0			

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Chiltern ...	Green, Fanny ...	180 0 0	Derrimut ...	Hopkins, R. ...	6 0 0
Chinaman's Creek ...	Laver, M. A. ...	6 0 0	Derrinallum ...	Hart, A. J. ...	27 0 0
Chinaman's Flat ...	Beedon, E. ...	33 0 0	Devenish ...	O'Connor, M. ...	18 0 0
Chintin ...	Osmond, S. ...	9 0 0	Diamond Creek ...	Edmonds, J. F. L. ...	24 0 0
Christmas Hill ...	Young, T. ...	15 0 0	Diamond Hill ...	Nixon, J. ...	15 0 0
Chute ...	Dobie, G. ...	15 0 0	Digby ...	Townsend, M. ...	30 0 0
Clarendon ...	McDonald, A. ...	21 0 0	Diggersrest (Railway Station) ...	Donnelly, R. ...	30 0 0
Clarke's Hill ...	Connelly, H. ...	15 0 0	Diggora ...	Roney, P. ...	9 0 0
Clear Lake ...	Edmonds, J. H. ...	18 0 0	Dimboola ...	Mitchell, Mary H. ...	80 0 0
Clunes ...	Collier, J. L. ...	350 0 0	Dobie's Bridge ...	Maloney, W. ...	18 0 0
Clyde ...	Twyford, T. A. ...	12 0 0	Docker's Plains ...	Parfitt, H. S. ...	15 0 0
Clydebank ...	Henry, J. ...	9 0 0	Dolly's Creek ...	Nesbitt, B. ...	9 0 0
Clydesdale ...	Yourn, J. ...	9 0 0	Donald ...	Lynn, Jemima ...	72 0 0
Cobden ...	Brown, W. ...	57 0 0	Doncaster ...	Reynolds, H. G. ...	21 0 0
Cobram ...	Dick, H. M. ...	21 0 0	Donnelly's Creek ...	Bake, R. H. ...	15 0 0
Coburg ...	Landells, J. D. ...	180 0 0	Dooboobetic ...	Morgan, W. C. ...	9 0 0
Codrington ...	Forest, M. J. ...	6 0 0	Doon ...	Grant, R. ...	15 0 0
Coghill's Creek ...	Collas, E. N. ...	24 0 0	Doogalook ...	Kemp, M. ...	15 0 0
Cohuna ...	Garden, J. ...	39 0 0	Dookie ...	McGee, A. ...	15 0 0
Coimadai Creek ...	Doubleday, W. ...	9 0 0	Doon ...	Sartain, M. J. ...	24 0 0
Colac ...	Dore, F. ...	250 0 0	Drik Drik ...	Dunbar, C. S. ...	18 0 0
Colbinabbin ...	Horsborough, R. H. ...	24 0 0	Dromana ...	Fitzgerald, Margt. ...	60 0 0
Coleraine ...	Kinahan, Louisa E. ...	140 0 0	Drouin ...	Stephenson, W. G. ...	54 0 0
Collingwood ...	Colles, J. ...	350 0 0	Drouin West ...	Sutherland, J. ...	21 0 0
Condah ...	McLellan, M. ...	42 0 0	Drummond ...	Porter, E. B. ...	21 0 0
Connewarre ...	Parsons, H. ...	18 0 0	Drung Drung ...	Duggan, A. ...	12 0 0
Conover ...	Quick, R. ...	12 0 0	Dry Creek ...	Pemberton, J. ...	12 0 0
Coomoora ...	Browne, J. W. ...	6 0 0	Dry Diggings ...	Elliott, T. ...	12 0 0
Coongulmerang ...	Whitbourne, J. ...	21 0 0	Drysdale ...	Brazier, C. ...	57 0 0
Coongulmerang (Upper) ...	Brean, M. J. ...	6 0 0	Dunach ...	Corfield, C. H. ...	18 0 0
Coonooer Bridge ...	Williams, W. ...	18 0 0	Dunbulbalane ...	Sloss, S. ...	27 0 0
Cooper's Creek ...	Day, J. ...	21 0 0	Dunkeld (Railway Station) ...	Hughes, W. J. ...	50 0 0
Cope Cope ...	Gray, W. H. ...	45 0 0	Dunnstown ...	D'Arcy, D. ...	18 0 0
Corack ...	Glowrey, J. T. ...	33 0 0	Dunolly ...	Laurence, J. ...	210 0 0
Corindhap ...	Thomas, D. E. ...	33 0 0	Duridwarrah ...	Ellison, R. C. ...	27 0 0
Corinella ...	Mitchell, J. ...	9 0 0	Durham Lead ...	Lamb, R. ...	24 0 0
Coromby ...	Hobbins, J. H. ...	12 0 0	Durham Ox ...	Boddy, W. B. ...	90 0 0
Corop ...	Smith, A. G. ...	45 0 0	Eaglehawk ...	Mulcahy, Julia ...	120 0 0
Corryong ...	Donaldson, T. R. ...	27 0 0	Eastbrook ...	O'Keefe, T. ...	11 0 0
Costerfield ...	Field, A. E. ...	27 0 0	Eastville ...	Murdoch, J. ...	9 0 0
Costerfield South ...	Gray, J. G. ...	12 0 0	Echuca ...	Forbes, D. W. ...	350 0 0
Couangalt ...	Benson, J. ...	12 0 0	Echuca East ...	Lawrence, S. J. ...	30 0 0
Cowes ...	West, J. ...	33 0 0	Eddington ...	Ryan, T. ...	48 0 0
Cowie's Creek ...	Jones, C. J. ...	9 0 0	Edenhope ...	Cranage, W. H. ...	49 0 0
Cowley's Creek ...	Nelson, J. ...	12 0 0	Edgecombe ...	Gillam, S. ...	12 0 0
Cowwarr ...	Gebhardt, W. ...	24 0 0	Eganstown ...	Vanderbilt, D. ...	21 0 0
Craigie ...	Sundberg, S. G. ...	21 0 0	Elaine ...	Munro, A. ...	61 0 0
Craigieburn (Ry. Stn.) ...	Richards, T. K. ...	18 0 0	Eldorado ...	Horrocks, H. ...	100 0 0
Cranbourne ...	Thomson, A. ...	60 0 0	Elliminyt ...	Camm, J. ...	18 0 0
Cressy ...	Hall, J. A. ...	30 0 0	Ellerslie ...	Coughran, S. A. ...	15 0 0
Creswick ...	Williams, W. W. ...	300 0 0	Ellinbank ...	Redman, G. H. ...	9 0 0
Crossley ...	Malone, J. ...	15 0 0	Elmhurst ...	Spiers, H. ...	30 0 0
Crossover Diggings ...	Veysey, J. ...	6 0 0	Elmore (Railway Station) ...	Stephens, C. ...	50 0 0
Crowlands ...	Wilkinson, S. J. ...	33 0 0	Elphinstone (Railway Station) ...	Wotherspoon, J. ...	31 10 0
Croxton East ...	Lane, A. S. ...	12 0 0	Elsternwick ...	Morris, G. ...	110 0 0
Cudgee ...	Fearnley, Jane ...	21 0 0	Eltham ...	Hunniford, A. ...	27 0 0
Cudgewa ...	Eade, J. A. ...	15 0 0	Emerald Hill ...	Oldham, Mary K. ...	135 0 0
Cundare ...	Harlock, B. ...	9 0 0	Emu ...	Collins, D. ...	9 0 0
Cunninghame ...	Blake, E. ...	104 0 0	Emu Creek ...	Owen, J. ...	33 0 0
Curlewis ...	Brammer, W. ...	15 0 0	Emu Flat ...	Kidd, W. ...	9 0 0
Dandenong ...	Dobson, O. ...	100 0 0	Enfield ...	McClelland, R. ...	9 0 0
Dargalong ...	Tidboald, T. ...	27 0 0	Enoch's Point ...	Kelly, E. ...	12 0 0
Dargo ...	Kelly, J. B. ...	21 0 0	Ensay ...	Johnston, H. ...	27 0 0
Darlimurla ...	Collard, H. E. ...	12 0 0	Epping ...	Vockenshaw, F. ...	21 0 0
Darlingford ...	Dunn, J. ...	27 0 0	Epsom ...	Sharp, R. ...	33 0 0
Darlington ...	Hodgson, S. O. ...	42 0 0	Essendon ...	West, J. ...	9 0 0
Darraweit Guim ...	Francis, M. A. ...	30 0 0	Estcourt ...	Pratt, J. ...	15 0 0
Dartmoor ...	McPherson, M. ...	18 0 0	Eurambeen ...	Kelly, M. ...	12 0 0
Daylesford ...	Reed, T. ...	275 0 0	Euroa (Railway Station) ...	Vaughan, J. ...	50 0 0
Dean ...	Maples, C. ...	27 0 0	Eurobin ...	Winter, S. ...	14 0 0
Dean's Marsh ...	Schram, J. ...	36 0 0	Evansford ...	Hastie, R. ...	15 0 0
Dederang ...	Oliver, G. ...	12 0 0	Everton ...	Davenport, T. ...	26 0 0
Deep Lead ...	Sweetman, M. J. ...	24 0 0	Everton (Railway Station) ...	Gleeson, J. ...	18 0 0
Delatite ...	Lorick, W. ...	6 0 0	Exhibition Building ...	Challen, P. R. ...	210 0 0
Denicull Creek ...	Cowper, S. ...	9 0 0	Fawkner ...	Fawkner, J. M. ...	12 0 0
Dennington ...	O'Sullivan, A. ...	18 0 0			
Dereel ...	Bown, C. ...	9 0 0			
Derby (Railway Station) ...	Wilson, J. ...	15 0 0			
Dergholm ...	Thompson, W. R. ...	15 0 0			

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—continued.

Office.	Name.	Salary or Allowance.			Office.	Name.	Salary or Allowance.		
		£	s.	d.			£	s.	d.
Fernbank ...	Scott, M. L. ...	21	0	0	Gre Gre ...	Dowling, E. ...	18	0	0
Fernhill ...	Nowell, F. A. ...	18	0	0	Grenville ...	Richards, E. ...	15	0	0
Fernihurst ...	Huggins, C. ...	21	0	0	Greta ...	Ellis, S. ...	27	0	0
Fernshawe ...	Hurst, E. E. ...	15	0	0	Griffith's Point ...	Hull, G. ...	40	0	0
Ferntree Gully ...	Charman, Mary ...	21	0	0	Guildford ...	Sinclair, J. ...	57	0	0
Fitzroy ...	Mirams, E. ...	150	0	0	Gunbower ...	Treacey, M. ...	18	0	0
Fitzroy North ...	Gearing, Sarah H. ...	90	0	0	Gundowring ...	Howard, W. C. ...	12	0	0
Flemington ...	Reed, F. ...	110	0	0	Haddon ...	Sims, H. ...	36	0	0
Flinders ...	Warren, W. ...	150	0	0	Hamilton ...	Shields, W. ...	350	0	0
Flynn's Creek ...	Barclay, D. ...	15	0	0	Hanson South ...	Walkden, T. D. ...	9	0	0
Flynn's Creek (Railway Station) ...	Baynes, C. E. ...	6	0	0	Happy-go-Lucky ...	Collins, C. ...	19	0	0
Footscray ...	Larritt, Margt. ...	90	0	0	Happy Valley ...	Tynan, M. ...	24	0	0
Forbes ...	Dwyer, E. A. ...	18	0	0	Harcourt ...	McMackin, A. ...	21	0	0
Forest Hill ...	Peacock, R. ...	9	0	0	Hardie's Hill ...	Laurence, R. ...	6	0	0
Foster ...	Barry, W. ...	156	0	0	Harkaway ...	Hessel, J. ...	15	0	0
Framlingham ...	Munro, J. ...	15	0	0	Harrietville ...	Jones, G. ...	24	0	0
Franklinford ...	Bumstead, W. ...	21	0	0	Harrow ...	Creagh, Gertrude M. ...	96	0	0
Frankston ...	Savage, S. M. ...	36	0	0	Hartwell ...	Clarke, G. T. ...	31	0	0
Freeburgh ...	McKay, P. ...	12	0	0	Hastings ...	Peddle, H. ...	30	0	0
Frenchman's ...	Creamer, E. ...	6	0	0	Havelock ...	McCarthy, J. H. ...	12	0	0
Freshwater Creek ...	Mayall, M. ...	12	0	0	Hawkesdale ...	Kerr, R. ...	18	0	0
Fryerstown ...	Carter, G. L. ...	152	0	0	Hawkeston ...	Hartney, J. M. ...	12	0	0
Fyansford ...	Littlewood, T. ...	21	0	0	Hawthorn ...	Haverty, Margt. M. ...	100	0	0
Gaffney's Creek ...	Weatherhead, J. ...	82	0	0	Hawthorn, Lower ...	Nicholls, H. ...	48	0	0
Gannawarra ...	Safe, W. H. ...	18	0	0	Hayami ...	Hiscock, G. ...	15	0	0
Gapstead ...	Bryce, M. ...	17	0	0	Hazelglen ...	Smith, A. ...	15	0	0
Garup ...	Reynolds, J. ...	9	0	0	Hazelwood ...	Gooding, M. A. ...	21	0	0
Garvoc ...	Toleman, J. ...	30	0	0	Healesville ...	Cameron, M. ...	36	0	0
Geelong ...	Fisher, James ...	350	0	0	Heathcote ...	Tymms, H. J. F. ...	200	0	0
Geelong East ...	Stone, E. ...	15	0	0	Hedi ...	Kerr, J. ...	15	0	0
Geelong West ...	Birrell, J. ...	27	0	0	Heidelberg ...	Dunn, F. P. ...	105	0	0
Gembrook ...	Chrichton, D. ...	18	0	0	Henley ...	Henley, G. ...	15	0	0
Geraugamete ...	Tranter, W. A. ...	9	0	0	Hepburn ...	Hill, E. A. ...	21	0	0
Germantown ...	Benari, A. ...	15	0	0	Hesket ...	Meagher, J. T. ...	15	0	0
Gheringhap ...	Moore, W. ...	15	0	0	Hesse ...	Kelly, M. A. ...	12	0	0
Gipsy Village ...	Lewis, M. ...	9	0	0	Hexham ...	Stubley, Georgiana ...	65	0	0
Girgarre East ...	Ryan, W. ...	9	0	0	Heyfield ...	Marshal, A. ...	27	0	0
Gisborne ...	Haines, R. ...	54	0	0	Heywood ...	Remfry, J. ...	70	0	0
Glenaroua ...	Mooney, F. ...	12	0	0	Highton ...	Nicol, N. ...	21	0	0
Glendaruel ...	Walsh, W. H. ...	9	0	0	Hill Plain ...	Argus, A. ...	33	0	0
Glendonald ...	Gillan, A. ...	9	0	0	Hillsborough ...	McGowan, A. ...	15	0	0
Glengower ...	McDonald, A. ...	24	0	0	Hinnocomunje ...	Jeffery, E. ...	18	0	0
Glenloth ...	Harvey, J. ...	12	0	0	Hochkirch ...	Muller, O. ...	15	0	0
Glenluce ...	Knapman, H. ...	9	0	0	Hoddle's Creek ...	Ewart, T. ...	12	0	0
Glenlyon ...	Orde, M. A. ...	33	0	0	Homebush ...	McKinnon, J. ...	33	0	0
Glenmaggie ...	Weekes, C. ...	21	0	0	Homebush Lower ...	Twist, H. ...	21	0	0
Glenorchy ...	Wallace, J. ...	65	0	0	Horsham ...	Fraser, J. ...	300	0	0
Glenpark ...	Edwards, G. E. ...	9	0	0	Hotham ...	McGibbon, J. ...	250	0	0
Glenrowan ...	Reynolds, H. J. ...	48	0	0	Hotspur ...	McEachern, J. ...	18	0	0
Glenthompson ...	Eagland, E. ...	42	0	0	Huntly ...	Cartmell, B. ...	36	0	0
Glenvale ...	Hughson, M. ...	15	0	0	Hurdle Flat ...	Birtles, S. ...	15	0	0
Gnarwarre ...	Corbett, P. ...	12	0	0	Illabarook ...	Hope, J. ...	15	0	0
Gobur ...	Simcox, H. ...	27	0	0	Illowa ...	Johnston, A. ...	15	0	0
Golden Gully ...	Coyle, A. ...	12	0	0	Indigo ...	Robinson, C. ...	27	0	0
Golden Lake ...	Sinclair, M. J. ...	9	0	0	Inglewood ...	Kibble, J. H. ...	200	0	0
Golden Point ...	Hopper, E. ...	15	0	0	Inglewood (Old) ...	Power, M. ...	9	0	0
Golden Square ...	Bienvenu, W. H. ...	48	0	0	Inkermann ...	Matthews, J. E. ...	6	0	0
Goldie ...	Douglas, J. ...	9	0	0	Inverleigh ...	Murray, R. ...	39	0	0
Goldsboro' Reef ...	King, T. N. ...	39	0	0	Irrewarra ...	Dunnett, J. ...	6	0	0
Gooram Gong ...	Rigg, J. ...	6	0	0	Irrewillipe ...	Dennithorne, J. ...	12	0	0
Goornong ...	Conboy, Esther ...	60	0	0	Ivanhoe ...	Crisp, E. ...	21	0	0
Gooroc ...	Eagon, M. ...	18	0	0	Jamieson ...	Claridge, Julia E. ...	100	0	0
Goorombat ...	Hosking, E. ...	12	0	0	Janeifield ...	McFarlane, J. ...	15	0	0
Gooroomadda ...	Conna, Margt. ...	6	0	0	Janiember East ...	Shaw, B. ...	12	0	0
Gordons ...	Milne, Barbara ...	80	0	0	Jan Juc ...	Cunningham, S. ...	12	0	0
Gowar ...	Butler, S. W. ...	9	0	0	Jarklin ...	Hardy, W. ...	36	0	0
Graham's Hill ...	Thomsett, J. M. ...	6	0	0	Jasper Road ...	Ward, W. ...	74	0	0
Grant ...	Harrison, H. ...	45	0	0	Jeruk ...	Martin, J. ...	6	0	0
Grantville ...	Dickens, J. ...	39	0	0	Jindivick ...	Edney, W. ...	12	0	0
Granya ...	Sparrow, C. C. ...	18	0	0	Jordan ...	Donaldson, R. J. ...	17	0	0
Graytown ...	Oddy, W. ...	21	0	0	Joyce's Creek ...	Gorman, A. ...	25	0	0
Great Western ...	Baker, J. ...	27	0	0	Jung Jung ...	Dyte, D. M. ...	30	0	0
Greendale ...	Williams, G. ...	18	0	0	Kalkallo ...	Crichton, P. ...	18	0	0
Green Gully ...	Lauer, J. ...	9	0	0	Kalkee ...	Sleator, S. H. ...	12	0	0
Green Hill ...	Mellin, W. ...	9	0	0	Kalymna ...	Pearson, W. ...	6	0	0
Greensborough ...	Iredale, J. ...	18	0	0	Kamarooka ...	Goy, R. A. ...	15	0	0
Green's Creek ...	Tiddy, C. ...	12	0	0	Kangaroo ...	Haig, J. ...	15	0	0
Greenvale ...	Watts, R. W. ...	15	0	0	Kangaroo Flat ...	Donaldson, W. ...	60	0	0

List of Post-Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Kangaroo Ground	McLaughlin, W.	39 0 0	Longford	Sutherland, A.	12 0 0
Karabeal	Donelan, R.	12 0 0	Long Gully	Daniel, A.	33 0 0
Karimba	Gifford, C.	39 0 0	Longwood	Morris, J.	42 10 0
Katamatite	Moore, C. J. D.	24 0 0	Lord Clyde	Grose, J.	6 0 0
Katandra	Fletcher, N.	39 0 0	Lorne	Mountjoy, T. J.	36 0 0
Keilor	Ely, R. G.	27 0 0	Lower Buckland	Dumphy, J.	18 0 0
Keilor Road	Jukes, H.	18 0 0	Lower Cape Bridgewater	Hedditch, C.	12 0 0
Kellalac	Bruce, W.	15 0 0	Loyola	Allen, T.	12 0 0
Kensington	McWilliams, S. J.	24 0 0	Lubeck	Melville, J.	24 0 0
Kerang	Ellis, A.	156 0 0	Lucknow	Phillips, B.	6 0 0
Kergunyah	Nichol, R. J.	12 0 0	Lyal	Dunstan, J.	12 0 0
Kew	Hodgson, Mary E.	100 0 0	Lyndhurst	Norquay, J.	9 0 0
Kewell	Coffey, J.	33 0 0	Lyndhurst South	Aherne, D.	12 0 0
Kialla	Furphy, J.	9 0 0	Lysterfield	Pitfield, E.	12 0 0
Kialla East	Gourlay, R.	21 0 0	Macarthur	Andrews, Theresa	80 0 0
Kialla West	Whitfield, A.	18 0 0	Macedon	Hamilton, G. P.	48 0 0
Kiata	McIlrath, J.	15 0 0	Macorna	Bonney, R.	18 0 0
Kiewa	Lawson, J.	65 0 0	Mack's Creek	Dellar, J.	9 0 0
Kilcunda	Carew, J.	15 0 0	McIntyres	Belcher, C. R.	12 0 0
Killarney	Lynch, M.	9 0 0	Maffra	Macarthur, E.	70 0 0
Killawarra	Francis, O.	9 0 0	Magpie	Norton, W.	15 0 0
Kilmore	Firman, G. A.	180 0 0	Maidentown	Black, A.	15 0 0
Kilmore East	Lumley, W. G.	21 0 0	Maidstone	Pullar, W.	12 0 0
Kingower	Plumpton, P. J.	21 0 0	Maidample	Aylward, M.	15 0 0
Kingston	Rossell, J.	42 0 0	Main Lead	McLeod, E.	9 0 0
Kinneypaniel	Rickards, S.	15 0 0	Majorca	Alderson, Olivia	60 0 0
Kiora	Biggin, L.	6 0 0	Major Plains	Kyne, O.	17 0 0
Kirkstall	Reidy, J.	21 0 0	Maldon	Richardson, Mary	120 0 0
Koondrook	Keene, M.	24 0 0	Malmesbury	Argyle, Annie E.	90 0 0
Kooroc	Bayles, E.	12 0 0	Malvern	Wilson, W. J.	129 0 0
Kooroocheang	James, J.	12 0 0	Mandurang	Prankard, V.	12 0 0
Koroit	McDougall, Mary A.	72 0 0	Mangalore	Hart, M. A.	15 0 0
Korongvale	Brown, H. L.	9 0 0	Mansfield	Newland, G. W.	180 0 0
Koroop	Torrance, R.	9 0 0	Marnoo	McKenzie, John	15 0 0
Kororoit Creek	Hassock, A. G.	9 0 0	Marong	Corbett, M.	30 0 0
Korweinguboorra	Stewart, T.	9 0 0	Maroona	Wyatt, E.	30 0 0
Kyabram	Meehan, J.	12 0 0	Marshalltown	Gilbert, E. B.	21 0 0
Kyabram East	Lancaster, T.	15 0 0	Marungi	Humberstone, W.	12 0 0
Kyneton	Smith, J. A. B.	250 0 0	Maryborough	Outtrim, F. L.	275 0 0
Laanecoorie	Gardiner, G.	27 0 0	Marysville	Keppel, M.	40 0 0
Laen	Bankin, J.	21 0 0	Matlock	Drake, E.	35 0 0
Lake Bolac	Veale, W. E.	42 0 0	Maude	Biles, T.	12 0 0
Lake Charm	Scantleton, J.	24 0 0	Melton	Ferris, C.	45 0 0
Lake Marmal	Bertali, J.	21 0 0	Mereditth	White, J.	50 0 0
Lake Mundi	Toohy, J.	24 0 0	Merino	Harriott, Matilda E.	84 0 0
Lake Rowan	Swannell, M. A.	45 0 0	Merriang	Hartley, H.	12 0 0
Lake Town	Wane, A. F.	12 0 0	Merrigum	Baldwin, W.	27 0 0
Lal Lal	McCann, N.	40 10 0	Merton	Nolan, J.	42 0 0
Lamplough	Fogarty, M.	18 0 0	Metcalfe	Reddie, E. A.	18 0 0
Lancefield	Derrick, W.	60 0 0	Metung	Grant, G.	12 0 0
Lancefield Road	Cutten, C. F.	30 0 0	Mia Mia	Dwyer, T.	34 0 0
Landsborough	Johnston, J.	64 0 0	Mickleham	Edis, J.	18 0 0
Lang Lang	Hudson, A. G.	21 0 0	Middle Creek	Potter, W.	12 0 0
Langley	Twyford, J.	61 0 0	Middleton	Smith, J. S.	15 0 0
Lara	Walker, M.	39 0 0	Milawa	Gardiner, C.	48 0 0
Lara Lake	Spalding, J.	6 0 0	Millbrook	Williams, W.	18 0 0
Lardner	Duncan, A. G.	21 0 0	Miloo	Cayley, A.	21 0 0
Larpet	McKay, J.	18 0 0	Mincha West	Wallace, M. J.	15 0 0
Launching Place	Ewart, J.	6 0 0	Minersrest	Blennerhassett, J.	24 0 0
Lauriston	Crymble, J.	33 0 0	Minyip	Morris, M.	48 0 0
Lawloit	McNevin, J.	12 0 0	Mirboo	Brennan, M.	21 0 0
Learmonth	McKay, G.	50 0 0	Mitchell's Hill	Cody, M.	9 0 0
Leichardt	Dollar, J. H.	15 0 0	Mitiamo	Dyke, R. F.	45 0 0
Leigh Creek	Byrne, J.	15 0 0	Mitta Mitta	Thompson, M.	18 0 0
Leneva	Manus, F. A.	6 0 0	Modewarre	Davis, J.	18 0 0
Leonard's Hill	Wilkie, J.	12 0 0	Moe	Boyd, Susannah P.	72 0 0
Lethbridge	Ross, C.	21 0 0	Mokoan	Higgins, B.	15 0 0
Lexton	Fellie, W.	35 0 0	Molesworth	Cook, C. K.	18 0 0
Lilydale	Parrie, F. W.	60 0 0	Moliagul	Berriam, H.	18 0 0
Lintons	Montgomery, George	72 0 0	Monegatta	Briggs, E. F.	9 0 0
Lismore	Cameron, W.	36 0 0	Moolap	Yeoman, A. E.	12 0 0
Little Bendigo	Skoglund, O.	18 0 0	Moolort	Maxworthy, E.	12 0 0
Little Hampton	Lascelles, W.	9 0 0	Moonambel	Middleton, C.	60 0 0
Little River	Coles, C. J.	33 0 0	Moonee Ponds	Hinkins, E. M.	215 0 0
Lockhart	Tully, J.	27 0 0	Moonlight Flat	Lord, T. D.	6 0 0
Lockwood	Espie, S.	45 0 0	Moorabool	Reardon, M.	15 0 0
Loddon Vale	Langford, T.	12 0 0	Moorilim	Kearney, M.	24 0 0
Longerenong	Davey, T.	48 0 0	Moorookyle	Isherwood, J.	15 0 0
			Mooroopna	Lee, Sophia	80 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Mooroopna North	Homewood, F.	18 0 0	Newlyn	Wilkins, F.	21 0 0
Morang	Thomson, H. M.	36 0 0	Newmerella	Burn, A.	6 0 0
Morang South	Pines, G.	12 0 0	Newstead	Sutton, Elizabeth	84 0 0
Mordialloc	Saunders, E.	27 0 0	Newtown-Seardsdale	Knight, G. D.	21 0 0
Mornington	Kentish, Mary	110 0 0	Ninyeunook	Ireland, J.	21 0 0
Morrison's Diggings	Adamson, T.	36 0 0	Nirranda	Lee, J.	18 0 0
Mortlake	Goodwin, J. M. M.	170 0 0	Noorat	Carson, M. J.	41 0 0
Morton Plains	Miller, J.	29 0 0	Nooradjuha	Treadwell, J.	15 0 0
Morwell Bridge	Smith, M. A.	6 0 0	North Barnawartha	Colston, W. E.	6 0 0
Morwell	Holland, Mary J.	60 0 0	Northcote	Bastings, E.	103 0 0
Mosquito Flat	Owens, M.	12 0 0	North Redesdale	Shepherd, A.	9 0 0
Mount Beckworth	Dunn, T.	9 0 0	Northwood	Cox, S.	9 0 0
Mount Blackwood	Hansen, Emma L.	90 0 0	Nuggety Reef	Moir, J.	6 0 0
Mount Blackwood (Receiving House)	Hansen, J. F.	30 0 0	Nulla Nulla	Thomas, W. H.	9 0 0
Mount Blowhard	Hocking, R.	19 0 0	Nullawarre	Smeaton, G.	9 0 0
Mount Bolton	Saunderson, R. K.	22 0 0	Numurkah	Day, A. W.	30 0 0
Mount Cameron	Holden, M.	6 0 0	Oaklands Junction	Dewar, J.	15 0 0
Mount Clear	Davidson, J.	18 0 0	Oakleigh	Wastell, W. H.	84 0 0
Mount Cole	Butt, J.	12 0 0	Omeo	McDonald, E.	160 0 0
Mount Cotterell	Tanner, C.	9 0 0	Opossum Gully	Webb, E. C.	9 0 0
Mount Doran	Montgomery, W.	18 0 0	Ormond	Harrington, M.	6 0 0
Mount Duneed	Lamond, C.	18 0 0	Orford	Horan, M.	21 0 0
Mount Egerton	Moore, Elizabeth	65 0 0	Orville	Chivers, J.	12 0 0
Mount Gellibrand	Luscombe, J. E.	18 0 0	Osborn's Flat	Down, J.	12 0 0
Mount Greenock	McLellan, J.	15 0 0	Oxley	Dunlop, R.	54 0 0
Mount Jeffcott	Coats, C.	21 0 0	Pakenham	Bourke, C. M.	55 0 0
Mount Mercer	Incedon, W. H.	18 0 0	Panmure	Anderson, C.	34 0 0
Mount Moriac	Elden, C. J.	27 0 0	Pannooabamawm	Pinner, C. L.	24 0 0
Mount Pleasant	White, J. D.	12 0 0	Pannoomilloo	Poyser, G. E.	12 0 0
Mount Prospect	Durose, J.	15 0 0	Panton Hill	Hude, J.	18 0 0
Mount Rowan	Hitchcock, E.	12 0 0	Pastoria	Donovan, J.	6 0 0
Mount Wallace	Robertson, R.	12 0 0	Peechelba	Burt, W.	6 0 0
Mount Wycheproof	Smith, F.	33 0 0	Pelluebla	Keep, T.	15 0 0
Moutajup	Lane, J.	12 0 0	Penshurst	Hayes, Agnes	90 0 0
Moyhu	Fulton, M. J.	33 0 0	Percydale	Wise, H.	21 0 0
Moyston	Sullivan, D.	42 0 0	Perry Bridge	Barton, C.	12 0 0
Muckleford	Scully, J.	37 0 0	Pettavel	Marenday, E.	6 0 0
Muckleford South	Monks, M.	9 0 0	Picola	Adams, W.	27 0 0
Mudgegonga	Murray, P.	6 0 0	Piggoreet	Blythman, E.	30 0 0
Mulgrave	Freeman, A.	30 0 0	Pimpinio	Day, J.	21 0 0
Murchison	Smith, W. P. A.	80 0 0	Pine Grove	O'Brien, J.	24 0 0
Murghelolue	Tonnor, E. S.	12 0 0	Pine Lodge	Fahey, J.	21 0 0
Murmungee	Horsfall, F.	9 0 0	Piper's Creek	Fisher, H.	9 0 0
Murrabit	Paynter, S.	12 0 0	Pirron Yaloak	Macafee, H. B.	45 0 0
Murra Warra	Holland, A.	12 0 0	Pitfield	Crowe, J.	6 0 0
Murroon	Prince, G. K.	18 0 0	Point Henry	Paterson, J.	12 0 0
Murtoa	Campion, Ellen	84 0 0	Pomborneit	Bowker, C. H.	18 0 0
Musk Creek	Beardsell, H.	9 0 0	Pootilla	Godden, J.	9 0 0
Muskvale	Hatton, J.	9 0 0	Poowong	Horsley, M.	36 0 0
Myamyn	Duddin, S.	15 0 0	Porcupine Flat	Martin, D. F.	9 0 0
Myers' Flat	Dellar, T.	12 0 0	Porepunka	Hooper, W.	52 0 0
Myrniong	Simmons, C.	51 0 0	Port Albert	Ferris, J.	180 0 0
Myrtle Creek	Bickford, G. M.	6 0 0	Portarlington	Wright, R.	36 0 0
Myrtleford	Travis, Mary J.	60 0 0	Port Campbell	McIntyre, H.	21 0 0
Mysia	Boyle, J.	18 0 0	Portland	Maplestone, C. M.	350 0 0
Nagambie	Greet, Mary	80 0 0	Portsea	Ford, W. B.	18 0 0
Nalinga	Gordon, A.	15 0 0	Powlett Plains	Mathewson, T. J.	9 0 0
Napoleons	Membrey, J.	18 0 0	Powlett's Hill	Morris, J.	6 0 0
Nareen	Grant, A.	18 0 0	Prahran	Chapman, Kate E.	150 0 0
Naroghid	Griffin, J.	9 0 0	Preston	Wood, E.	115 0 0
Narracan	Powell, J.	36 0 0	Preston Hill	Last, P.	21 0 0
Narracan West	Stranger, E. J.	12 0 0	Puckapunyal	Arthur, M. A.	6 0 0
Narrapoort	Porter, A.	9 0 0	Purnim	Stewart, A.	21 0 0
Narrawong	McLean, D.	12 0 0	Pyalong	Cathery, H.	36 0 0
Narree Warren	Rae, G.	15 0 0	Pyramid Hill	Watson, J.	48 0 0
Nathalia	Van Stavern, J.	30 0 0	Quambatook	Adamthwaite, J.	18 0 0
Natimuk Creek	Mitchell, D.	51 0 0	Queenscliff	Dod, H. C.	182 0 0
Nattie Yallock	Casey, G. B.	15 0 0	Queensferry	Stewart, A.	18 0 0
Navarre	Stuart, J. A.	21 0 0	Raglan	Tucker, G.	18 0 0
Neerim	English, A.	9 0 0	Ravenswood	Hall, G.	12 0 0
Neilborough	Marsden, L.	9 0 0	Raywood	Potter, J.	51 0 0
Nelson	Shugg, C. McL.	6 0 0	Redbank	Murphy, E.	24 0 0
Nerring	Patterson, J.	6 0 0	Redcastle	McKee, J.	12 0 0
Newbridge	Pearson, H.	39 0 0	Redesdale	McKniff, J.	36 0 0
Newbury	Delaney, D.	15 0 0	Redhill	Wheeler, E.	9 0 0
New Gisborne	Lee, M.	42 0 0	Redjacket	Ellis, R.	6 0 0
Newham	Gibbs, E.	24 0 0	Reedy Creek	Davis, G.	33 0 0
Newhaven	McLeod, A.	9 0 0	Reefton	Curry, T.	6 0 0
			Reid's Creek	Gannell, E.	6 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Rheola ...	McLeish, J. ...	51 0 0	Stockyard Hill ...	Clarke, R. ...	24 0 0
Rhymney Reef ...	Symington, A. B. ...	9 0 0	Stradbroke ...	Fisher, J. ...	15 0 0
Richmond ...	Stanton, Annie W. ...	150 0 0	Strangways ...	Mulholland, W. H. ...	15 0 0
Richmond South ...	Simmons, H. ...	57 0 0	Stratford ...	Saunders, M. Laura ...	75 0 0
Riddell's Creek ...	Gledhill, R. H. ...	40 0 0	Strathbogie ...	Simpson, John ...	21 0 0
Ringwood ...	McHutchison, T. ...	27 0 0	Strathdownie East ...	Holden, W. ...	24 0 0
Rochester ...	Glenton, M. ...	150 0 0	Strathfieldsaye ...	Meares, P. ...	21 0 0
Rochford ...	Edwards, J. ...	18 0 0	Strathloddon ...	Marsh, E. ...	12 0 0
Rockbank ...	Pratt, W. ...	6 0 0	Strathmerton ...	Taylor, M. A. P. ...	21 0 0
Rocky Flat ...	Moore, J. ...	6 0 0	Strathmore ...	Wilson, J. ...	12 0 0
Rocky Lead ...	Werner, J. H. ...	18 0 0	Streatham ...	Hellsten, Alma S. ...	84 0 0
Rodborough ...	Moffatt, E. ...	12 0 0	Stuartmill ...	Swanton, W. ...	27 0 0
Rokewood ...	White, W. H. ...	60 0 0	Sulky Gully ...	Redman, G. ...	6 0 0
Rokewood Junction ...	Gladstone, J. ...	15 0 0	Sunbury (Railway Station) ...	Pearce, J. F. ...	48 5 0
Romsey ...	Moffatt, W. T. ...	54 0 0	Sutherland's Creek ...	McCallum, D. ...	15 0 0
Rosebrook ...	Irwin, H. J. H. ...	15 0 0	Sutton Grange ...	Elphinstone, M. ...	18 0 0
Rosedale ...	Baker, S. ...	200 0 0	Swan Hill ...	Frayne, P. ...	180 0 0
Ross' Bridge ...	Bryant, W. S. ...	9 0 0	Swan Pool ...	Hone, P. ...	24 0 0
Ross' Creek ...	Evans, T. ...	15 0 0	Swan Reach ...	Ross, A. ...	9 0 0
Running Creek ...	Carthew, W. F. ...	9 0 0	Swanwater ...	Short, W. J. E. ...	15 0 0
Rupanyup ...	Gawith, J. H. ...	70 0 0	Swift's Creek Junction ...	McMillan, M. ...	27 0 0
Rushworth ...	Davies, Marion J. ...	120 0 0	Sydney Flat ...	Cook, H. J. ...	12 0 0
Russell's Creek ...	Espie, H. ...	6 0 0	Tabilk ...	Beams, H. ...	30 0 0
Rutherglen ...	Orr, Margt. C. ...	80 0 0	Tahara ...	Young, A. ...	27 0 0
Rye ...	Mitchell, G. ...	18 0 0	Talangatta ...	Francis, W. P. B. ...	48 0 0
St. Andrew ...	Smith, E. ...	18 0 0	Talbot ...	Jones, H. B. ...	200 0 0
St. Arnaud ...	Swann, W. T. ...	200 0 0	Talbotville ...	Richmond, A. ...	6 0 0
St. Germain ...	Mills, G. ...	48 0 0	Tallagaroopna ...	Wellwood, S. ...	18 0 0
St. Helens ...	Roe, M. ...	6 0 0	Tallarook ...	Fox, W. ...	60 0 0
St. Huberts ...	Lalor, J. ...	18 0 0	Taminick ...	Sadler, J. ...	15 0 0
St. Kilda ...	Constable, J. ...	150 0 0	Tangil ...	Williams, C. H. ...	18 0 0
St. Kilda West ...	Glass, Blanche ...	80 0 0	Tantaraboo ...	McLellan, J. W. ...	12 0 0
St. Leonards ...	Smiley, R. ...	9 0 0	Taradale ...	Hansell, Mary ...	90 0 0
Sale ...	Coverdale, J. ...	350 0 0	Tarilta ...	Helson, J. ...	12 0 0
Salisbury West ...	Western, J. ...	9 0 0	Taripta ...	Edwards, J. ...	27 0 0
Samaria ...	Redding, T. ...	12 0 0	Tarkedia ...	McLean, D. ...	24 0 0
Sandford ...	Kempe, J. ...	30 0 0	Tarnagulla ...	Phillips, Jessie ...	90 0 0
Sandhurst ...	Bristow, H. B. ...	350 0 0	Tarranginnie ...	Haycroft, J. ...	15 0 0
Sandon ...	House, S. ...	12 0 0	Tarraville ...	Lang, T. ...	41 0 0
Sandridge ...	Riordan, Julia ...	108 0 0	Tarrawingee ...	Gough, J. P. ...	24 0 0
Sandy Creek ...	Briddon, H. ...	15 0 0	Tarrayoukyan ...	McCahill, Catherine ...	12 0 0
Sarsfield ...	Aitken, J. ...	9 0 0	Tarwin ...	Jagoe, J. H. ...	12 0 0
Scarsdale ...	Knights, M. ...	54 0 0	Tatura ...	O'Callaghan, W. ...	42 0 0
Scott's Creek ...	Howlett, R. ...	18 0 0	Tatyoan ...	Cowley, W. ...	15 0 0
Scott's Marsh ...	Millar, A. ...	6 0 0	Tawonga ...	Howitt, G. ...	6 0 0
Seaton ...	Rumpff, C. ...	12 0 0	Teesdale ...	Clark, J. ...	18 0 0
Sebastian ...	Fletcher, R. H. ...	27 0 0	Templestowe ...	Field, J. ...	15 0 0
Sebastopol ...	Starke, Bessie ...	84 0 0	Terang ...	Kemp, Millicent A. ...	84 0 0
Sedgewick ...	Butson, H. R. ...	6 0 0	Terrick Terrick ...	Davies, T. ...	51 0 0
Serpentine Creek ...	Hutton, C. ...	43 0 0	Terrick Terrick East ...	Suelf, H. A. W. ...	21 0 0
Seymour ...	Howson, H. J. ...	165 0 0	Thomastown ...	Maguire, R. J. ...	12 0 0
Shelbourne ...	Macnamara, P. J. ...	18 0 0	Thornton ...	Robinson, H. ...	18 0 0
Shelbourne East ...	Sampson, T. S. ...	33 0 0	Timmering ...	Steed, E. ...	18 0 0
Shelford ...	Wilson, H. M. ...	36 0 0	Timor ...	Brown, S. S. ...	42 0 0
Shepherd's Flat ...	Sandells, J. ...	9 0 0	Timor West ...	Duffy, A. J. ...	12 0 0
Shepparton ...	St. Leger, F. ...	200 0 0	Tintaldra ...	Armstrong, E. ...	33 0 0
Shirley ...	Drummond, J. ...	15 0 0	Tomahawk Creek ...	Williamson, G. ...	6 0 0
Simmons' Reef ...	Rogers, M. ...	12 0 0	Tongala ...	Branton, J. ...	18 0 0
Simpson's Road ...	Pitcher, C. ...	36 0 0	Tongio ...	Nolan, D. ...	9 0 0
Skipton ...	Elder, J. ...	42 0 0	Toan ...	McLachlan, H. ...	12 0 0
Smeaton ...	Sheehan, R. ...	48 0 0	Tooborac ...	Dodd, W. ...	12 0 0
Smythesdale ...	Hart, W. R. ...	100 0 0	Toolamba ...	Hazlett, D. ...	54 0 0
Snake Valley ...	Haworth, R. ...	36 0 0	Toolamba West ...	Moncrieff, J. ...	12 0 0
Snowy Creek ...	Kingston, J. ...	18 0 0	Toolern ...	Stephens, W. J. ...	15 0 0
Somerville ...	Grant, J. ...	15 0 0	Toolleen ...	Keen, C. T. ...	21 0 0
Sorrento ...	Dunne, Lizzie M. ...	72 0 0	Toonalook ...	Tucker, C. ...	9 0 0
South Yarra ...	Turner, J. ...	200 0 0	Toongabbie ...	Bassett, J. ...	33 0 0
Spring Bank ...	Delahunty, M. ...	12 0 0	Tooradin ...	Newman, A. ...	18 0 0
Springfield ...	Hall, M. ...	15 0 0	Toorak ...	Morel, E. ...	90 0 0
Spring Hill ...	Knight, S. ...	12 0 0	Top Creek ...	Thornton, M. A. ...	12 0 0
Springhurst ...	Moran, M. ...	45 0 0	Torrumbarry ...	Tolhurst, J. E. ...	51 0 0
Springmount ...	Creati, J. F. ...	9 0 0	Tourello ...	Judkins, H. ...	9 0 0
Springvale ...	Ford, J. ...	12 0 0	Towaninnie ...	Findlay, J. ...	24 0 0
Springs ...	Barbour, W. ...	29 0 0	Trafalgar ...	Kenny, C. ...	24 0 0
Staffordshire Reef ...	Landles, M. ...	27 0 0	Tragowel ...	Andrews, J. ...	12 0 0
Stanley ...	Mathieson, J. ...	39 0 0	Trainer's Lagoon ...	Clutterbuck, T. H. ...	15 0 0
Stawell ...	Nicol, J. ...	350 0 0	Traralgon ...	Campbell, Kate ...	72 0 0
Stawell West ...	Magnus, G. ...	53 0 0	Trawalla ...	Cutbush, J. E. ...	18 0 0
Steiglitz ...	Cooper, E. ...	45 0 0			

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1880—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Trentham ...	McPherson, G. ...	62 0 0	White Hills ...	Trahair, N. ...	27 0 0
Trentham East ...	Creagh, J. ...	21 0 0	Whittlesea ...	Lording, A. J. ...	49 0 0
Truganina ...	Muir, W. J. ...	9 0 0	Whorouly ...	Tillotson, E. ...	15 0 0
Trunk Lead ...	Hall, R. ...	15 0 0	Whroo ...	Band, C. ...	21 0 0
Tullamarine ...	Cousins, J. ...	15 0 0	Wickliffe ...	Ford, R. ...	55 0 0
Tungamah ...	Vagg, W. H. ...	6 0 0	Wickliffe Road ...	Dunn, G. E. ...	30 0 0
Twist's Creek ...	Burke, J. ...	6 0 0	Wild-duck Creek ...	Murrowood, G. ...	15 0 0
Tylden ...	Clayton, A. M. ...	49 0 0	Williamstown ...	Cooke, Fanny ...	160 0 0
Tylden South ...	Smale, G. ...	12 0 0	Williamstown Junction ...	Smith, W. ...	21 0 0
Tyrendarra ...	Allitt, W. ...	15 0 0	Williamstown North ...	Rockett, H. ...	21 0 0
Ullina ...	Casey, W. ...	12 0 0	Willung ...	Bower, D. D. ...	6 0 0
Ulupna ...	Smith, E. ...	15 0 0	Wirri Wirri ...	Wilson, R. ...	6 0 0
Ulupna West ...	Battenberg, P. F. ...	12 0 0	Winchelsea ...	MacManus, Annie J. ...	80 0 0
Undera ...	Baker, D. ...	21 0 0			
Upper King River ...	Izard, M. ...	9 0 0	Windermere ...	Comber, R. ...	18 0 0
Upper Macedon ...	Dunn, W. H. ...	36 0 0	Winslow ...	Watson, W. ...	9 0 0
Upper Maffra ...	McKinnell, F. ...	30 0 0	Winton ...	Stafford, M. ...	12 0 0
Vaughan ...	Rodger, J. ...	24 0 0	Witchipool ...	Litchfield, J. ...	15 0 0
Victoria Valley ...	McIntyre, M. C. ...	15 0 0	Wodonga ...	Cheyne, A. ...	200 0 0
Violet Town ...	Fivey, J. ...	60 0 0	Wodonga West ...	McFarland, W. C. ...	9 0 0
Waanyarra ...	Burns, J. ...	9 0 0	Wollert ...	Cameron, A. ...	9 0 0
Wabdallah ...	O'Connor, Maria ...	48 0 0	Wombat Creek ...	Moloney, B. E. ...	6 0 0
Waggarandall ...	Arnold, D. ...	15 0 0	Woodbury ...	Meaghes, M. ...	6 0 0
Wahgunyah ...	Kennedy, Kathleen P. ...	100 0 0	Woodend ...	Moule, W. W. ...	75 0 0
			Woodford ...	Thomson, R. ...	36 0 0
Wahring ...	Adams, J. ...	15 0 0	Woodside ...	Collins, J. ...	14 0 0
Walhallia ...	Costello, M. ...	215 0 0	Wood's Point ...	Jackson, G. E. ...	230 0 0
Wallan Wallan ...	Sinclair, M. ...	18 0 0	Woodstock ...	Quinn, O. ...	25 0 0
Wallan Wallan (Railway Station) ...	Cadwallader, S. O. ...	18 0 0	Woodstock (Loddon) ...	Wardell, G. N. ...	18 0 0
Wallington ...	Coleman, S. ...	27 0 0	Woodstock West ...	Riley, A. ...	6 0 0
Walmer ...	Watson, E. ...	12 0 0	Woolshed (Ovens) ...	Kerr, M. J. ...	9 0 0
Wanalta ...	Moore, J. ...	12 0 0	Woolsthorpe ...	Davidson, W. ...	21 0 0
Wandiligong ...	Dumphy, W. ...	42 0 0	Wooragee ...	Gale, S. M. ...	12 0 0
Wandin Yalloak ...	Baker, J. ...	12 0 0	Woorndoo ...	Nalder, E. ...	15 0 0
Wandong ...	Arkell, F. G. ...	30 0 0	Wooroonoke ...	Smith, A. N. ...	21 0 0
Wangaratta ...	Sennett, J. ...	180 0 0	Woosang ...	Connor, J. ...	18 0 0
Wangaratta South ...	Tobin, E. O. M. ...	6 0 0	Wunghnu ...	Dockery, M. A. ...	30 0 0
Wangoom ...	Whyte, T. ...	9 0 0	Wycheproof ...	Cooper, O. ...	15 0 0
Wannon ...	Dunne, J. ...	21 0 0	Wychetella ...	Martin, R. ...	27 0 0
Warburton ...	Gray, G. ...	21 0 0	Wyndham ...	Schulze, F. ...	42 0 0
Warragul ...	Biram, J. ...	60 0 0	Yackandandah ...	Foster, Mary St. B. ...	84 0 0
Wareek ...	Fitzgerald, C. ...	9 0 0	Yackandandah Junction ...	McCully, J. ...	6 0 0
Warrak ...	Phillips, R. ...	6 0 0	Yalca ...	Scott, W. ...	18 0 0
Warrandyte ...	Holloway, G. ...	27 0 0	Yallook ...	Brewer, C. A. ...	18 0 0
Warrenheip ...	Tregurtha, A. B. ...	24 0 0	Yambuk ...	Doherty, M. A. ...	30 0 0
Warrenmang ...	Peacock, R. ...	6 0 0	Yandoit ...	Hedges, C. ...	27 0 0
Warrion ...	Reid, H. ...	12 0 0	Yangery ...	Chalkley, W. T. ...	6 0 0
Warrnambool ...	O'Connell, H. F. ...	350 0 0	Yan Yean ...	Turner, S. ...	15 0 0
Waterloo ...	Trengove, R. ...	33 0 0	Yapeen ...	Smith, J. ...	15 0 0
Waterloo (Gippsland) ...	Murray, M. B. ...	51 0 0	Yarck ...	Hill, S. ...	12 0 0
Watgania ...	Murphy, J. ...	12 0 0	Yarra Flats ...	Petty, J. H. ...	24 0 0
Wauru Ponds ...	Walters, L. ...	12 0 0	Yarram Yarram ...	Devonshire, C. ...	21 0 0
Weatherboard Hill ...	Dawn, J. ...	15 0 0	Yarrawille ...	Palmer, J. ...	96 0 0
Wedderburn ...	Cowan, Emily H. ...	72 0 0	Yarrawalla ...	Marfleet, H. J. ...	39 0 0
Weeweerup ...	Sutherland, D. ...	27 0 0	Yarrowonga ...	Davis, J. ...	51 0 0
Wehla ...	Brown, J. ...	12 0 0	Yarrowee ...	Russell, J. W. ...	18 0 0
Welchman's Reef ...	Morris, M. ...	12 0 0	Yawong ...	Murphy, M. A. ...	18 0 0
Wendouree ...	Martin, H. ...	15 0 0	Yea ...	Wall, S. A. ...	54 0 0
Wensleydale ...	Brooks, R. ...	6 0 0	Yendon ...	Urquhart, J. ...	51 0 0
Werracknebeal ...	Sutcliffe, J. A. ...	45 0 0	Yielima ...	Smith, S. ...	9 0 0
Wharparilla ...	Brisbane, J. ...	24 0 0	Youarang ...	Sefton, W. ...	21 0 0
			Zulu Creek ...	Hodgson, C. H. ...	12 0 0