

1880.
—
VICTORIA.

R E P O R T

UPON THE AFFAIRS OF THE

POST OFFICE AND TELEGRAPH
DEPARTMENT

FOR THE YEAR

1879.

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

By Authority :
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REPORT.

The following Report is issued in accordance with 29th Vict., No. 298, sect. 57, giving the required general information respecting the progress of the Post Office and Telegraph Department, the chief incidents connected with its administration, and details of the business transacted in its several branches during the year ended 31st December 1879.

No change was made in the postal law during last year.

The arrangement of the double staff in the Mail Branch of the General Post Office, established in October 1878, continues to work satisfactorily, and has to a very great extent facilitated the transmission and delivery of the public correspondence.

The new regulations relating to the employment of telegraph messengers, letter carriers, stampers, sorters, &c., approved by the Governor in Council to take effect from 1st July 1879, have given general satisfaction to the persons immediately concerned, and will, it is believed, be found conducive to the future efficient working of the Department.

The leading principle adopted is that all persons shall enter the subordinate grades, either as telegraph messengers or assistant letter carriers, at the minimum rate of pay; the messengers after reaching the maximum pay of that class being eligible for appointment as assistant operators or assistant clerks; or, if they have failed to qualify themselves for those positions, will be appointed letter carriers, when they will receive an annual increment of pay until they reach the maximum amount; they will then be eligible for promotion to the rank of sorters. Sorters to be selected solely from the senior letter carriers, the former practice of appointing youths as assistant sorters having been abandoned.

Every person newly entering the service is required to produce a medical certificate that he is free from infirmity of body or mind, and also a certificate from the Department of Public Instruction that he has been educated up to the required standard or pass an examination as to his educational attainments.

Various other amendments of the regulations previously in force were also adopted, and are being carried out with evident advantage to the service.

REVENUE AND EXPENDITURE.

Revenue.

The gross Postal Revenue for the years 1878 and 1879, including commission on Money Orders, &c., was—

1878	...	...	...	£191,515
1879	...	...	...	197,675

showing an increase of £6,160, or 3·21 per cent.

The gross Telegraph Revenue for the years 1878 and 1879 was—

1878	...	...	...	£60,287
1879	...	...	...	56,704

showing a decrease of £3,583, or 5·94 per cent.

The total Postal and Telegraph Revenue for 1879 amounted to £254,379, as against £251,802 for 1878, showing an increase of £2,577, or 1·02 per cent.

Expenditure.

The gross Expenditure of the Department for the year 1879, including collections on account of other Governments and commission to licensed vendors of postage stamps, amounted to £351,854, as against £344,522 for the year 1878, showing an increase of £7,332, or 2·12 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	197,675	2	0	Salaries and wages, occasional assistance, and overtime	169,133	14	10
Electric Telegraph collections, including amounts collected on account of other colonies and the Tasmanian Submarine Telegraph Company	56,704	12	1	Contingencies*	29,821	5	10
Deficit	97,474	6	2	Commission to licensed vendors of postage stamps	3,613	11	3
				Inland mail service	110,465	16	3
				Gratuities to masters of vessels	1,939	6	4
				Estimated amount of postal collections on account of other Governments	2,700	0	0
				Steam postal communication with Great Britain <i>via</i> Suez, San Francisco, and Torres Straits	32,311	5	9
				Electric Telegraph collections on account of Tasmanian Submarine Telegraph Company 1,288			
				Due by other colonies	1,236	16	10
				Cost of conveying telegrams during interruption of cable	1,817	9	0
	351,854	0	3				
					51	11	0
					351,854	0	3

* The sum of £23,609 11s. 2d. has also been expended on telegraph lines—formerly borne by the Public Works Department.

With reference to the above-mentioned deficit it may be stated that the value of telegrams sent on the Government service for which no payment was made amounted to £19,839. Credit is also due to the Department for the free transmission of all official correspondence, the postage on which it is estimated would amount to over £30,000. Out of the item for conveyance of inland mails £31,804 was paid to the Railway Department.

Among other duties performed by officers of the Department, besides those appertaining to the Post Office and Telegraph Branch of the Government Service, are those of Receiver and Paymaster, which are conducted by the Postmasters and Telegraph Managers at the following offices :—

Avoca	Casterton	Kyneton
Bright	Charlton	Talbot
Bula Bula	Colac	Wood's Point.
Castlemaine	Heathcote	

The officers in charge at the above-named places are paid by the Treasurer small allowances, ranging from £20 to £50 per annum, except in one instance, where nothing is received by the Postmaster for the extra duties.

The effect of this arrangement is a considerable saving of expense to the Government, as in most of the cases the services of third or fourth class officers were previously retained by the Treasury for the performance of the work; but, on the other hand, it entails on this Department additional cost, for which no consideration is received, as, in consequence of the time of the Postmasters being occupied in the transaction or oversight of duties foreign to their own department, extra assistance has in some instances to be employed and paid for by this Department to ensure the prompt despatch of the Post Office and Telegraph business.

It may likewise be observed that stores required for the transaction of Treasury business at the offices referred to is supplied by and is consequently paid for out of the votes of the Post Office Department.

COMPARATIVE STATEMENT OF CORRESPONDENCE, 1878-9.

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 1878 and 1879 respectively.

Number of Post Offices.	Years.	INLAND LETTERS, including Official Corre- spondence and Post Cards.	SHIP LETTERS.				Total Letters.	Increase 1879 over 1878.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
1878: 1,007 1879: 1,069	1878	19,250,000	868,265	480,638	1,267,884	458,144	22,324,931	} 4 per cent.	
	1879	20,000,000	872,762	460,613	1,321,078	561,195	23,215,648		
	Years.	INLAND PACKETS.	SHIP PACKETS.				Total Packets.	Decrease 1879 over 1878.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
	1878: 1,007 1879: 1,069	1878	2,950,000	106,861	33,504	32,465	87,466	3,210,296	} 3½ per cent.
		1879	2,740,000	115,726	52,325	35,741	147,572	3,091,364	
	Years.	INLAND NEWSPAPERS.	SHIP NEWSPAPERS.				Total Newspapers.	Decrease 1879 over 1878.	
			Despatched.		Received.				
			Colonial.	British and Foreign.	Colonial.	British and Foreign.			
1878: 1,007 1879: 1,069	1878	7,740,000	649,151	649,874	598,646	1,059,660	10,697,331	} 5½ per cent.	
	1879	6,840,000	691,772	620,175	696,686	1,226,774	10,075,407		

Number of letters registered in Victoria in 1878 ... 201,617 } Increase 1879 over 1878, 8½ per cent.
 " " 1879 ... 218,076 }

STEAM POSTAL COMMUNICATION.

As mentioned in the preceding Report, advertisements, dated 10th October 1878, were published in Melbourne, Sydney, and London, inviting tenders (receivable until 12th February 1879), for conveyance of mails, for eight years, from 1st February 1880 :—

(1st.) For a direct service from Southampton, or Plymouth, and *vice versa*, calling at Suez and Aden, once every four weeks, voyage to occupy 42 days. Passenger rates to be stated, and steamers not to call at or proceed to any other Australian port ; or—

(2nd.) For a service from Aden, or Colombo, to Melbourne, and *vice versa*, calling at King George's Sound, and Glenelg or the Semaphore, S.A., once every four weeks. If from Aden, voyage to occupy 25 days, exclusive of 12 hours' detention in each port of call. If from Colombo, in 18 days, exclusive of similar periods of detention. Steamers to be allowed to proceed to any other Australian port after delivering mails at Melbourne ; it being also left open to persons tendering to make an offer for a fortnightly service between Melbourne and Aden or Colombo.

At the date appointed for receiving tenders it was found that only one formal tender was sent in, that of the Peninsular and Oriental Steam Navigation Company, who offered to perform a service between Melbourne and Ceylon (Galle or Colombo) in 456 hours (19 days), including stoppages, every fortnight, for the sum of £85,000 per annum, being £5,000 per annum less than the amount hitherto paid for a four-weekly service between Melbourne and Galle under the contract entered into in 1873.

Some months previously representatives of the Orient Steam Navigation Company were in Melbourne, and had several interviews with members of the Government respecting the proposed establishment of a direct mail service outward *viâ* the Cape of Good Hope, and homeward *viâ* Suez ; but although tenders for a direct service were specifically invited no formal offer was received, the company stating in a letter to the Secretary of State, dated 11th March 1879, that they had "refrained from tendering in absolute terms, in reply to a recent advertisement of the

Government of Victoria, for a through service to Melbourne only because they knew the amount of subsidy which would be necessary to maintain the service advertised for would be more than there was any chance of the colony agreeing to pay."—(See Appendix P.)

After waiting for a period of nearly three months from the date of opening tenders, and finding that there was no probability of any other definite offer being submitted, the tender of the Peninsular and Oriental Company was accepted.

A copy of the new mail contract and correspondence on the subject of the ocean mail service will be found under Appendices Q, R, and S.

The arrangement under which the British Post Office authorities retained only one penny out of every sixpence postage on outward letters forwarded to the Australasian Colonies was, as previously reported, extended from the end of 1878 to the 1st February 1880, the Home Government notifying its intention after that date to retain fourpence out of each sixpence it collected, an arrangement which, however, was strongly protested against on behalf of the several Australasian Colonies.

The Honorable the late Chief Secretary, being in London while the subject was under discussion, personally urged upon the Lords of the Treasury the claims of the Colonies for a larger proportion of the postage, and on the 13th May a telegram was received from the Secretary of State (through the Governor of South Australia) as follows:—"Inform other Governments Treasury will continue present arrangements carriage of mails, but after 1st February next will retain twopence instead of one penny—M. E. HICKS-BEACH."

A circular despatch to the same effect, dated 17th May, was also transmitted to the several colonies by post (see Appendix S).

The following was the arrangement for carriage of the Australian mails up to that time in force:—

The mails were conveyed by the Imperial Government to and from Ceylon (also to and from Singapore and San Francisco) free of charge to the colonies. The bulk of the mails was sent from and to Southampton *viâ* Gibraltar and Malta, those forwarded *viâ* Brindisi being charged the continental transit rates for which extra postage was collected.

In the latter end of July printed copies of the new mail contract between the Imperial Government and the Peninsular and Oriental Company for the conveyance of the India and China mails from 1st February 1880, and correspondence connected therewith, were received. From these papers it was observed that no provision had been made for continuance of the Southampton route; and it therefore appeared that all correspondence sent *viâ* Suez would have to be forwarded by way of Brindisi or by private ship, but no official communication upon the subject reached the Department until the 28th August, when a despatch was received from the Secretary of State notifying the abandonment of the Southampton route and that the postage chargeable *viâ* Brindisi would be:—

Letters 7d. per half ounce; newspapers (not exceeding 4 oz.) 1½d. each.

Book parcels and packets 1½d. per 2 oz. Letters, &c., specially marked for transmission by private ship, to be charged former Southampton rates.

This course was objected to, as three-fourths of the correspondence of the general public was sent by the Southampton route, and persons long accustomed to pay sixpence for a letter and one penny for a newspaper would be unwilling to pay the higher rates proposed.

It was also pointed out that, in anticipation of the "present arrangements" for carriage of the Australian mails being continued as promised in the telegram and despatch already referred to, Victoria had entered into the new contract for conveying mails between Melbourne and Ceylon, at a cost of £85,000 per annum; and for the foregoing reasons it was urged that the contract arrangements for the carriage of the Australian mails between Southampton and Suez should be continued as hitherto.

The Imperial Government declined to continue the conveyance of mails as requested, but, after much negotiation, the Agent-General for Victoria (Mr. Childers) succeeded in obtaining the concession that the rates charged on correspondence from the United Kingdom *viâ* Brindisi should be reduced to the old rate *viâ* Southampton, viz.:—For letters, 6d. per half ounce; packets, one penny per ounce; and for newspapers, one penny each; though the reduction was opposed by the colonies of New South Wales and New Zealand, doubtless for the reason that the reduced rates might

have the effect of diverting correspondence from the San Francisco service, in which those colonies are chiefly concerned.

Under the new arrangement Victoria will retain all homeward letter postage, and credit the United Kingdom with half the homeward newspaper and packet postage. The Imperial Government will retain all outward newspaper and packet postage, and on outward letters will retain threepence-halfpenny out of each sixpence, which will include the Brindisi rate both ways. The remaining twopence-halfpenny out of every sixpence on letters from the United Kingdom to Victoria will be accounted for to this colony.

This reduction in the rate of postage on letters to and from the United Kingdom *via* Brindisi to sixpence, and newspapers to one penny, in connection with the accelerated and fortnightly service between Melbourne and London (mails being now delivered at either terminus within about forty days every alternate week), must be regarded as the greatest advance yet accomplished in the progress of postal communication between England and the Australasian Colonies.

STATEMENT showing the Net Cost to Victoria of the Mail Service *via* Galle :—

	DR.	£	s.	d.	£	s.	d.
To Amount of contract with the Peninsular and Oriental Steam Navigation Company ...		90,000	0	0			
„ Premiums earned for arrival of mails in less than contract time ...		2,050	0	0			
„ Amount of landing and shipping Suez mails ...		241	16	0			
					92,291	16	0

CR.

By Amounts chargeable to other Governments on account of Peninsular and Oriental Company's contract :—

	£	s.	d.	£	s.	d.
Great Britain ...	14,741	3	11			
New South Wales ...	13,235	12	4			
South Australia ...	18,320	16	0			
Tasmania ...	3,865	16	8			
Queensland ...	1,601	11	5			
Western Australia ...	2,336	9	5			
New Zealand ...	9,093	14	11			
Fiji ...	79	14	10			
	63,274	19	6			
„ Estimated amount to be paid by the French Government ...	1,100	0	0			
„ Estimated postages collected in Victoria ...	15,261	9	4			
				79,636	8	10
				£12,655	7	2

The following is the Net Cost to Victoria of the undermentioned services during 1879 :—

San Francisco Service ...	3,881	4	10
Torres Straits Service ...	513	4	5
	£4,394	9	3

STATEMENT showing the Number of Letters, Packets, and Newspapers received and despatched by the Royal Mail Steamers in each Month during the Year 1879.

Received.					Despatched.				
Date.	Name of Vessel.	Letters.	Packets.	Newspapers.	Date.	Name of Vessel.	Letters.	Packets.	Newspapers.
Jan. 3	Tanjore ...	39,620	8,352	82,020	Jan. 25	Tanjore ...	31,779	7,271	41,622
Jan. 30	Siam ...	39,109	9,422	84,443	Feb. 22	Siam ...	32,727	3,015	45,929
March 1	Assam ...	35,240	8,750	83,916	Mar. 22	Assam ...	30,733	2,327	41,244
March 26	Tanjore ...	37,369	11,324	85,163	April 17	Tanjore ...	28,809	1,845	35,107
April 22	Siam ...	32,829	11,509	84,046	May 15	Siam ...	33,768	2,307	43,112
May 22	Assam ...	35,704	11,167	80,585	June 12	Assam ...	31,106	3,677	40,337
June 17	Tanjore ...	32,086	10,568	72,580	July 10	Tanjore ...	32,131	3,027	40,691
July 14	Siam ...	31,883	9,735	73,142	Aug. 7	Siam ...	30,315	3,816	39,880
Aug. 14	Assam ...	33,218	9,743	74,217	Sept. 4	Assam ...	31,845	3,727	46,473
Sept. 11	Tanjore ...	33,701	10,515	78,896	Oct. 4	Tanjore ...	30,015	1,924	41,774
Oct. 7	Siam ...	32,802	9,864	74,407	Nov. 1	Siam ...	29,729	2,760	37,201
Nov. 5	Assam ...	31,768	10,011	71,933	Nov. 29	Assam ...	29,928	2,529	46,057
Dec. 9	Tanjore ...	38,310	11,732	84,589	Dec. 26	Tanjore ...	23,308	1,961	44,065
Dec. 30	Siam ...	31,254	7,949	57,670					
		484,893	140,641	1,087,607			396,193	40,186	543,492

STATEMENT showing the Dates upon which the Royal Mail Steamers were due in Melbourne, and the Dates upon which they arrived; also the Time Occupied in the Voyage from Galle and London, during the Year 1879.

Name of Steamer.	Due in Melbourne.		Arrived in Melbourne.		Duration of Voyage from Galle.	Late.	Before appointed Time.	Duration of Voyage from London to Melbourne.	
	Date.	Time.	Date.	Time.				Via Brindisi.	Via Southampton.
	1879.		1879.		Days hrs. min.	Days hrs. min.	Days hrs. min.	Days.	Days.
Tanjore ...	Jan. 7	9 a.m.	Jan. 3	8.30 a.m.	20 4 30	...	4 0 30	42	50
Siam ...	Feb. 4	"	Jan. 30	1.15 a.m.	19 3 45	...	5 7 45	41	49
Assam ...	March 4	"	March 1	6 p.m.	21 23 0	...	2 15 0	43	51
Tanjore ...	April 1	"	March 26	12.30 p.m.	20 1 30	...	5 20 30	40	48
Siam ...	April 29	"	April 22	12.30 p.m.	19 6 0	...	6 20 30	39	47
Assam ...	May 27	"	May 22	10.40 a.m.	20 8 20	...	4 22 20	41	49
Tanjore ...	June 24	"	June 17	10.55 a.m.	18 14 25	...	6 22 5	39	47
Siam ...	July 22	"	July 14	8 p.m.	17 11 20	...	7 13 0	38	46
Assam ...	Aug. 19	"	Aug. 14	6.20 p.m.	18 8 20	...	4 14 40	41	49
Tanjore ...	Sept. 16	"	Sept. 11	7.25 a.m.	20 11 25	...	5 1 35	41	49
Siam ...	Oct. 14	"	Oct. 7	6.45 p.m.	19 6 45	...	6 14 15	39	47
Assam ...	Nov. 11	"	Nov. 5	9 a.m.	18 13 0	...	6 0 0	40	48
Tanjore ...	Dec. 9	"	Dec. 9	1.30 a.m.	18 7 30	...	0 7 30	46	54
Siam ...	1880.		Dec. 30		18 4 25		7 8 20	39	47

NOTE.—The average time occupied per voyage throughout the year was—*via* Brindisi, 40 days 15 hours and 25 minutes; *via* Southampton, 43 days 15 hours and 25 minutes.

STATEMENT showing the Dates upon which the Royal Mail Steamers despatched from Melbourne were due in London, and the Dates upon which they arrived at destination; also the Time occupied in the Voyage, during the Year 1879.

Name of Steamer.	Date of Despatch.	Via Brindisi.		Late.	Before appointed Time.	Via Southampton.		Late.	Before appointed Time.	Duration of Voyage.	
		Due in London.	Arrived in London.			Due in London.	Arrived in London.			Via Brindisi.	Via Southampton.
	1879.	1879.	1879.	Days.	Days.	1879.	1879.	Days.	Days.	Days.	Days.
Tanjore ...	Jan. 25	March 10	March 8	...	2	March 17	March 18	1	...	42	52
Siam ...	Feb. 22	April 7	April 6	...	1	April 14	April 15	1	...	43	52
Assam ...	March 22	May 5	May 3	...	2	May 12	May 14	2	...	42	53
Tanjore ...	April 17	June 2	May 31	...	2	June 9	June 7	...	2	44	51
Siam ...	May 15	June 30	June 27	...	3	July 7	July 4	...	3	43	50
Assam ...	June 12	July 28	July 27	...	1	Aug. 4	Aug. 5	1	...	45	54
Tanjore ...	July 10	Aug. 25	Aug. 26	1	...	Sept. 1	Sept. 1	...	...	47	53
Siam ...	Aug. 7	Sept. 22	Sept. 19	...	3	Sept. 29	Sept. 26	...	3	43	50
Assam ...	Sept. 4	Oct. 20	Oct. 18	...	2	Oct. 27	Oct. 27	...	...	44	53
Tanjore ...	Oct. 4	Nov. 17	Nov. 15	...	2	Nov. 24	Nov. 24	...	...	42	51
Siam ...	Nov. 1	Dec. 15	Dec. 13	...	2	Dec. 22	Dec. 21	...	1	42	50
	1880.		1880.			1880.					
Assam ...	Nov. 29	Jan. 12	Jan. 12	...	...	Jan. 19	Jan. 17	...	2	44	48
Tanjore ...	Dec. 26	Feb. 5	Feb. 5	...	...	Feb. 12	Feb. 15	3	...	41	51

NOTE.—The average time occupied per voyage throughout the year was—*via* Brindisi, 43 days 5 hours and 32 minutes; *via* Southampton, 51 days 9 hours and 13 minutes.

STATEMENT showing the Dates upon which the Mails *via* San Francisco were due in Sydney, and the Dates upon which they arrived; also the Time occupied in the Voyage, during the Year 1879.

Name of Steamer.			Due in Sydney.		Arrived in Sydney.		Late.		Before appointed Time.		Duration of Voyage, London to Sydney.	
			1879.		1879.		Days. Hours. Min.		Days. Hours. Min.		Days.	
*City of Sydney	...	...	January	20	January	23	2	23	0	...	49	
Australia	...	...	February	17	February	18	0	20	30	...	47	
City of New York	...	...	March	17	March	18	0	18	0	...	47	
Zealandia	...	...	April	14	April	15	0	2	30	...	47	
City of Sydney	...	...	May	12	May	12	...	...	0 15 0	...	46	
Australia	...	...	June	9	June	9	...	...	0 8 40	...	46	
City of New York	...	...	July	7	July	9	1	5	30	...	48	
Zealandia	...	...	August	4	August	3	...	...	1 12 15	...	45	
City of Sydney	...	...	September	1	August	31	...	...	1 1 0	...	45	
Australia	...	...	September	29	September	30	0	0	10	...	47	
City of New York	...	...	October	27	October	26	...	...	1 2 10	...	45	
Zealandia	...	...	November	24	November	23	...	...	1 4 30	...	45	
City of Sydney	...	...	December	22	December	22	...	...	0 4 30	...	46	

* Steamer broke down.

NOTE.—The average time occupied per voyage throughout the year was 46 days 9 hours and 13 minutes.

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 the Voyage, during the Year 1879.

Name of Steamer.	Date of Despatch.	Due in London.	Arrived in London.	Late.	Before appointed Time.	Duration of Voyage, Sydney to London.
	1879.	1879.	1879.	Days.	Days.	Days.
City of New York	January 2	February 18	February 16	...	2	45
Zealandia	January 30	March 18	March 16	...	2	45
City of Sydney	February 27	April 15	April 13	...	2	45
Australia	March 27	May 13	May 11	...	2	45
City of New York	April 24	June 10	June 7	...	3	44
Zealandia	May 22	July 8	July 5	...	3	44
City of Sydney	June 19	August 5	August 2	...	3	44
Australia	July 17	September 2	August 30	...	3	44
City of New York	August 14	September 30	September 28	...	2	45
Zealandia	September 11	October 28	October 28	...	...	47
City of Sydney	October 9	November 25	November 23	...	2	45
Australia	November 6	December 23	December 22	...	1	46
City of New York	December 4	January 20	January 18	...	2	45
	1880.	1880.	1880.			

NOTE.—The average time occupied per voyage throughout the year was 44 days 22 hours and 9 minutes.

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 on the Voyage, during the Year 1879.

Name of Steamer.	Due in Brisbane.		Arrived in Brisbane.		Late.	Before appointed Time.	Duration of Voyage from London to Brisbane.			
	Date.	Time.	Date.	Time.			Via Brindist.		Via Southampton.	
					Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.	Dys. hrs. min.
Somerset ...	January 27	7 a.m.	January 26	7.46 a.m.	...	0 23 14	50 10 56	58 17 46		
Normanby ...	Feb. 24	"	Feb. 24	7.10 a.m.	0 0 10	...	51 10 20	59 17 10		
Brisbane ...	March 24	"	March 21	9.30 p.m.	...	2 9 30	49 0 40	57 7 30		
Menmuir ...	April 20	"	April 21	9.30 a.m.	1 2 30	...	51 12 40	59 19 30		
Somerset ...	May 18	"	May 18	4 p.m.	0 9 0	...	50 19 10	59 2 0		
Normanby ...	June 15	"	June 17	2.20 a.m.	1 19 20	...	52 5 30	60 12 20		
Bowen ...	July 13	"	July 10	4.10 p.m.	...	2 14 50	47 19 20	56 2 10		
Somerset ...	August 10	"	August 10	7.20 a.m.	0 0 20	...	50 10 30	58 17 20		
Normanby ...	Sept. 7	"	Sept. 4	9.15 p.m.	...	2 9 45	48 0 25	56 7 15		
Bowen ...	October 5	"	Sept. 29	4.53 p.m.	...	5 14 7	44 20 3	53 2 53		
Somerset ...	Nov. 2	"	October 31	9 a.m.	...	1 22 0	48 12 10	56 19 0		
Brisbane ...	Dec. 1	"	Nov. 26	2.18 p.m.	...	4 16 42	46 17 28	55 0 18		
Normanby ...	Dec. 29	"	Dec. 26	3 p.m.	...	2 16 0	48 18 10	57 1 0		

NOTE.—The average time occupied per voyage throughout the year was—*via* Brindist, 49 days 6 hours and 34 minutes; *via* Southampton, 57 days 13 hours and 24 minutes.

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 on the Voyage, during the Year 1879.

Name of Steamer.	Despatched from Brisbane.		Via Brindist.		Late.	Before appointed Time.	Via Southampton.		Late.	Before appointed Time.	Duration of Voyage from Brisbane to London.	
	Date.	Time.	Due in London.	Arrived in London.			Due in London.	Arrived in London.			Via Brindist.	Via Southampton.
					Days.	Days.			Days.	Days.	Days.	Days.
Brisbane ...	Jan. 2	1 p.m.	Feb. 24	Feb. 22	...	2	Mar. 3	Mar. 4	1	...	51	61
Menmuir ...	Feb. 1	"	Mar. 24	Mar. 22	...	2	Mar. 31	Mar. 30	...	1	49	57
Bowen ...	Mar. 1	"	April 21	April 19	...	2	April 28	April 25	...	3	49	55
Normanby ...	Mar. 29	"	May 19	May 18	...	1	May 26	May 25	...	1	50	57
Brisbane ...	April 25	"	June 16	June 15	...	1	June 23	June 23	...	...	51	59
Menmuir ...	May 21	4 a.m.	July 14	July 13	...	1	July 21	July 21	...	...	53	61
Somerset ...	June 18	"	Aug. 11	Aug. 9	...	2	Aug. 18	Aug. 17	...	1	52	60
Normanby ...	July 16	"	Sept. 8	Sept. 7	...	1	Sept. 15	Sept. 16	1	...	53	62
Bowen ...	Aug. 13	"	Oct. 6	Oct. 2	...	4	Oct. 13	Oct. 10	...	3	50	58
Somerset ...	Sept. 10	"	Nov. 3	Nov. 1	...	2	Nov. 10	Nov. 8	...	2	52	59
Normanby ...	Oct. 11	1 p.m.	Dec. 1	Nov. 29	...	2	Dec. 8	Dec. 8	...	...	49	58
							1880.					
Bowen ...	Nov. 8	"	Dec. 29	Dec. 28	...	1	Jan. 5	Jan. 5	...	...	50	58
Menmuir* ...	Dec. 5	"	Jan. 26	...	...	...	Feb. 2	...	...	...	...	...
							1880.					

* The *Menmuir* reached Singapore too late for the Peninsular and Oriental Company's steamer, and the mails were therefore forwarded by the *Messageries Maritimes* (French Packet Service), arriving in London on the 31st January 1880.

NOTE.—The average time occupied per voyage throughout the year was—*via* Brindist, 50 days 18 hours; *via* Southampton, 58 days 18 hours.

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 1879.

Contracting Colony.	Australian Terminus.	Route.	Outward.			Homeward.		
			Average Number of Days occupied per Voyage.			Average Number of Days occupied per Voyage.		
			Via Brindisi.	Via Southampton.	Via San Francisco.	Via Brindisi.	Via Southampton.	Via San Francisco.
Victoria ...	Melbourne	Suez ...	Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.
Queensland...	Brisbane	Torres Straits	40 15 25	48 15 25	...	43 5 32	51 9 13	...
New South Wales }	Sydney...	California ...	49 6 34	57 13 24	...	50 18 0	58 18 0	...
			...	...	46 9 13	...	...	44 22 9

STATEMENT showing the Time occupied in the Delivery of Mails by the undermentioned Steamships of the "Orient Line" between Plymouth and Melbourne, *via* Cape of Good Hope, during the Year 1879.

Name of Steamer.	Date of Despatch.	Date of Arrival.	Duration of Voyage.
Lusitania ...	November 29, 1878	January 20, 1879	Days. 52
Garonne ...	December 30, "	February 20, "	52
John Elder ...	January 30, 1879	March 15, "	44
Chimborazo ...	February 27, "	April 15, "	47
Cuzco ...	March 27, "	May 12, "	46
Aconcagua ...	April 24, "	June 9, "	46
Lusitania ...	May 22, "	July 8, "	47
Garonne ...	June 19, "	August 7, "	49
City of London	July 3, "	August 25, "	53
John Elder ...	July 17, "	September 1, "	46
Sultan ...	July 31, "	September 22, "	53
Chimborazo ...	August 14, "	September 29, "	46
Cuzco ...	September 11, "	October 24, "	43
Aconcagua ...	October 9, "	November 24, "	46
Orient ...	November 6, "	December 17, "	41

NOTE.—The average time occupied in the delivery of mails was a little over 47 days.

STATEMENT showing the Time occupied in the Delivery of Mails forwarded by the undermentioned Steamships of the Orient Line despatched from Melbourne *via* Brindisi and Plymouth respectively during the year 1879.

Name of Steamer.	Date of Despatch from Melbourne.	Arrival of Mails in London.		Time Occupied.	
		Via Brindisi.	Via Plymouth.	Via Brindisi.	Via Plymouth.
Aconcagua ...	January 14, 1879	March 1, 1879	March 3, 1879	Days. 46	Days. 48
Lusitania ...	February 14, "	March 29, "	April 2, "	43	47
Garonne ...	March 15, "	May 2, "	May 5, "	48	51
John Elder ...	April 12, "	May 23, "	May 29, "	41	47
Chimborazo ...	May 13, "	June 27, "	June 27, "	45	45
Cuzco ...	June 13, "	July 27, "	July 27, "	44	44
Aconcagua ...	July 11, "	August 26, "	August 26, "	46	46
Lusitania ...	August 14, "	September 27, "	October 1, "	44	48
Garonne ...	September 12, "	October 26, "	October 29, "	44	47
City of London	September 20, "	November 9, "	November 13, "	50	54
John Elder ...	October 9, "	November 22, "	November 27, "	44	49
Chimborazo ...	November 7, "	December 20, "	December 27, "	43	50
Cuzco ...	December 6, "	January 20, 1880	January 25, 1880	45	50
Aconcagua ...	December 24, "	February 5, "	February 10, "	48	48

NOTE.—The average time occupied in the delivery of the mails was, *via* Brindisi, 45 days; *via* Plymouth, 48 days.

STATEMENT showing the Time occupied in the Delivery of Mails by the undermentioned Steamships between Plymouth and Melbourne, *via* Cape of Good Hope, during the Year 1879.

Name of Steamer.	Date of Despatch.	Date of Arrival.	Duration of Voyage.
Somersetshire ...	December 16, 1878	February 13, 1879	Days. 59
Durham ...	January 22, 1879	March 21, "	58
Northumberland	March 11, "	April 30, "	50
Kent ...	May 10, "	July 2, "	53
Somersetshire	June 11, "	August 11, "	61
Durham ...	July 28, "	September 19, "	53
Rotomahana ...	August 9, "	September 22, "	44
Afghan ...	August 25, "	September 22, "	58
Northumberland	September 1, "	October 24, "	53
Norfolk ...	October 22, "	December 5, "	44
Atlanta ...	October 30, "	December 30, "	61

NOTE.—The average time occupied in the delivery of mails was 54 days.

ELECTRIC TELEGRAPHS.

Central Telegraph Office.

The increased number of telegraph offices within the city has materially augmented the duties of the staff at the central office, and it has been found indispensably necessary that provision should be made for additional operators, in order to discharge the business efficiently.

The telegraphic business formerly conducted by means of mounted messengers between the Central Telegraph office and the Custom House and Hobson's Bay Railway station has been more satisfactorily provided for by direct wire circuits between those points. Telegrams are now forwarded by wire instead of messenger, and a saving, both in time and expense, has been thereby effected.

In the battery room, the circuits have been clearly traced out, marked, and labelled in such a manner as to obviate the difficulty and loss of time when wires are required to be identified. The service is laboring under very serious disadvantages through the inconvenience attending the present position of the battery room, which apartment should be on the ground floor; the batteries, I am informed, should never, properly speaking, have been placed on the upper floor of the building, and probably would not have been so placed had not the contingency of temporary office accommodation led to the adoption of this objectionable course.

The operating room has undergone a few trifling improvements such as were practicable under the existing imperfect and inadequate arrangements for conducting the business in the premises now occupied for that purpose. The disadvantages occasioned by the ill-adapted wooden buildings press heavily on the energies of the department, and add to the labors of the staff generally.

With the view of reducing these inconveniences as much as possible, care has been taken to place the various instruments in such positions as to present the greatest facilities for testing and localising occasional faults or defects in the circuits, and at the same time to have the many operators and others employed in the room more directly under the immediate observation of the manager or officer in charge.

Notwithstanding the changes and rearrangement of working details announced at page 4 of the last Departmental Report (1878), the arrangements are still necessarily imperfect from the causes already mentioned; and, until suitable provision may have been made for accommodating the business of the telegraph in a manner commensurate with the present magnitude and growing importance of that branch of the service, it cannot reasonably be anticipated that much further improvement will be attainable.

Intercolonial Press Rates.

With a view to facilitate the transmission of intercolonial news for publication in the press, in November last it was suggested to the colonies of New South Wales, South Australia, Western Australia, and Queensland, that a uniform rate of One shilling and sixpence per hundred words (that is the present Victorian press rate) should be charged by each colony upon press messages passing over their lines to or from other colonies.

The negotiations have not been concluded, but there is every prospect of the arrangement being carried out as regards New South Wales and South Australia (except the Port Darwin line), when press telegrams to and from those colonies and Victoria will be forwarded at a uniform charge of three shillings per one hundred words.

The Governments of Western Australia and Queensland have, however, declined to reduce the tariff on their lines.

Duplicate Cable.

According to the preliminary agreement with the Eastern Extension Australasia and China Telegraph Company, dated 4th December 1878, entered into on behalf of the colonies of Victoria and New South Wales, the contract for the construction and maintenance of a duplicate cable from Penang to Singapore, thence direct to Banjoe-wangie, and thence to Port Darwin, for an annual subsidy of £32,400, was to be signed on or before the 1st July 1879, and the cable had to be laid within eight months of the date of signing the contract.

When, however, the contract was about to be signed the Imperial Government effected an arrangement with the company for the construction of a cable between Aden and Natal, the want of telegraphic communication with the latter place being severely felt, as the Zulu war was then in progress; and, at the request of the Home authorities, the Governments of Victoria and New South Wales consented to the cable that had been manufactured for the Australian line being used for the Natal line, the company agreeing on their part that the reduced rate for telegrams should come into force from the date of signing the contract (instead of from the date of the subsidy being payable as stated in the agreement), provided that the time for completion of the cable was extended to eight months from 1st July 1879.

A copy of the contract, as signed on the 6th May 1879, appears in Appendix O.

Under this contract it is provided that there shall be paid to the company for its own proportion of the charges on telegrams, the following rates, viz. :—

			<i>s.</i>	<i>d.</i>
Any Government message	...	...	2	10 per word
Any Press message	...	...	1	5 per word
Any other message	...	...	5	8 per word

This would make the total charge per word upon a message to England as follows :—

		Government Messages.	Press Messages.	Other Messages.
		<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Foreign Administrations	...	3 9	3 9	3 9
Eastern Extension Co.	...	2 10	1 5	5 8
Port Darwin Line	...	1 2	1 2	1 2
Victorian Line	...	0 1	0 1	0 1
Total	...	7 10	6 5	10 8

Previously all messages were charged 10s. 8d. per word.

In addition to the reduction of rates on Government and Press messages, the more immediate advantage secured by the duplicate cable is the maintenance of telegraphic communication with the United Kingdom, which on many occasions had been interrupted for considerable intervals, and the more rapid and correct transmission of messages. Before the cable was duplicated a special steamer was engaged to convey telegrams to and from Port Darwin and Batavia during interruptions to communication; the cost to Victoria of this service in 1879 was £1,817. The average time taken in the transmission of a message from London to Australia was twelve to twenty-four hours. A message now reaches its destination in from three to six hours, and telegrams have been sent to London and replies received therefrom on the same day.

The reduced rates on Government and Press messages are charged on telegrams for and from such colonies only as have expressed their willingness to contribute to the cable subsidy.

At the conference of delegates, held in Melbourne in May 1878, when representatives of Victoria, New South Wales, South Australia, Tasmania, Queensland, and New

Zealand, were present, and the establishment of duplicate telegraphic communication was determined upon, it was agreed "that the cost of the subsidy be paid by the different Australasian colonies ratably in proportion to their respective populations."

At present the contributors are Victoria, New South Wales, South Australia, and New Zealand, the Government of the last-mentioned colony having consented to pay its proportion of the subsidy subject to the ratification of Parliament.

In last Report (page 14) it was mentioned that steps had been taken with the view of securing representation of the Australasian Governments at the International Telegraphic Convention to be held in London in 1879, and which took place in July of that year, when the Australian Colonies represented were Victoria, South Australia, and New Zealand, the Right Honorable Hugh C. E. Childers, M.P., Agent-General, acting on behalf of this colony; and he was, as previously stated, requested to cause consideration to be given to the following points:—

1. Absolute uniformity of practice throughout all connecting lines between England and Australia in relation to codification of telegrams, and especially the cipher code.
2. Correction of errors in transmission by repeating telegrams, free of charge to the receiver.
3. Prompt notification to the terminals of any cause of intermediate interruption on sea or land lines, and the probable duration of such cause for delay in telegrams.
4. Reduction in tariff rates on *through* telegrams, on the basis of a lower proportionable rate over intermediate land and sea lines.

The Conference, after twelve sittings, terminated its deliberations on the 28th July, and adopted new regulations (which have been approved by this Government), to take effect from 1st April 1880.

With regard to the first point it may be stated that, under the existing rules, five figures are allowed to pass for the price of one word, and ten letters are allowed to a word when used as a cipher; but the use of one cipher word or group of figures render the whole message chargeable with fifty per cent. additional fees for collation or repetition, and such collation or repetition is compulsory. Under the new rules three figures or three letters are allowed to be sent as a cipher word and repetition, and consequently the collating charge is not compulsory. It is, however, necessary that proper names should be used in their natural sense, or the words are chargeable with the cipher rate.

Code telegrams may be sent in any of the following languages:—English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin.

The second point has been conceded. The new rules provide that when it is found necessary to forward a message asking for repetition of a telegram that appears to contain errors, upon its being ascertained that the mistakes occurred in the transmission of the telegram, the cost of the message asking for a repetition is refunded to the sender upon application.

Point 3.—A rule has been introduced providing that, in case of any interruption on the lines, such interruption shall, in the first instance, be telegraphed to the Central Bureau of the Conference at Berne, and thence immediately notified to all the Governments connected with the Conference.

As to the fourth point, though nothing was accomplished at the Conference in this matter, yet, under the agreement entered into with the Cable Company, considerable reduction has been made in the charges for press and Government messages to and from Victoria, particulars of which will be found on page 12.

TELEGRAPH LINES.—ADDITIONAL WIRES, EXTENSIONS, ETC.

The extension to the Gippsland Lakes Entrance has been carried out, and the wires extended from Bairnsdale to Cunninghame *via* Bruthen.

The lines have also been extended from Bruthen to Omeo, from St. Arnaud to Donald, from Hamilton to Macarthur, from Casterton to Merino, and from Berwick to Beaconsfield.

An additional special wire has been run from Melbourne to Flinders in connection with the Tasmanian cable.

The wires have been transferred from the ordinary roads to the railway routes between Ballarat and Creswick, and between Maryborough and Dunolly.

A special wire has been erected between the Head Office and the Custom House, which has obviated the necessity for employing mounted messengers.

Repairs, more or less extensive, have been carried out, or are in progress, on the following lines:—Portland and Belfast, Geelong and Werribee, Ballarat and Geelong, Ballarat and Smythesdale, Dunolly and Inglewood, Frankston and Mordialloc, Melbourne and Echuca, Sale and Port Albert, Kilmore and Heathcote, Beechworth and Bright, Jamieson and Wood's Point, Camperdown and Warrnambool, and Hexham and Mortlake.

Interruptions to telegraphic communication, creating inconvenience and expense, not infrequently arises from causes which are quite beyond the power of the Department to prevent or control. The wilful breaking of the insulators by boys addicted to the prevalent habit of stone throwing has often produced stoppage of communication for several hours. Since, however, public attention has been called to the fact that such offenders are liable to imprisonment, or a fine of £10, the mischievous practice has to some extent abated.

In the district between Werribee and Geelong trouble was, however, occasioned in an unusual and peculiar manner. Some of the wires attached to poles on a line erected over the open plain, between those places, and which is nearly destitute of trees having been removed, new wires were put up in their places. In the course of this work the small tie wires used for fastening the old lines to the insulators had been thrown to the ground and left there. These pieces of wire were seized upon by the magpies, which are numerous in the neighbourhood, and utilized by them in the construction of their nests, which they built near the tops of the poles between the insulators; and, as in many cases the small wires were brought into contact with different lines, communication was interrupted until the obstructions were discovered and removed.

Notwithstanding that attention was specially called in the last Report, as on previous occasions, to the fact of the telegraph being so extensively, and it is believed often needlessly, used for official business, and that the Ministers presiding over the different branches of the service were directly communicated with on the subject, it appears that the number of telegrams transmitted free as "On Her Majesty's Service" has still further increased.

Upon reference to Appendix C it will be found that such messages numbered in 1879, 284,317, which represented in value the sum of £19,839, or more than one-third of the total receipts for private messages, and the increase of free Government telegrams over those transmitted in 1878 was 48,058, value, £3,318.

It cannot be doubted that a large portion of the business which formed the subject of the 284,317 free telegrams referred to could have been equally well dealt with by letter, and that the sending of this large number of Government messages occupied the wires and the time of operators and messengers to the prejudice of the prompt despatch and delivery of private telegrams, also adding unnecessarily to the expenditure of the Department, without bringing in any equivalent return. It appears therefore to be imperatively necessary, both in the interests of the public who use the telegraph, and on economical grounds, that this almost unlimited use of the wires should be checked.

STATEMENT of Expenditure for Telegraph Lines, Stations, &c., for 1879.

Particulars.	Amount.	Total Amount.
	£ s. d.	£ s. d.
Total Expenditure for Lines, Stations, &c., up to 31st December 1878	...	544,721 11 5
EXPENDITURE DURING 1879.		
Main Extension of Lines, &c., to 31st December	23,609 11 2	
New Buildings and Repairs to existing Buildings	23,425 6 11	
		47,034 18 1
CURRENT EXPENDITURE DURING 1879.		£591,756 9 6
Rent of Temporary Offices	...	£2,943 19 8

Local and Intercolonial Business.

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

	1869.		1870.		1871.		1872.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* 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	6,603 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	998	586 8 11	1,080	540 1 6	1,607	643 4 0	2,540	1,016 10 10
Queensland to Victoria	1,118	698 16 0	1,514	757 1 8	1,970	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 0	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.
* Between Victorian Stations	521,489	£ 32,780 16 5	502,523	£ 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	64,306	9,307 1 0
New South Wales to Victoria	37,126	7,834 5 10	51,375	7,769 6 4	62,318	8,791 18 4	71,001	9,906 4 8
Victoria to Queensland	2,762	1,184 14 7	5,782	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 8 4
Victoria to Tasmania	5,445	1,279 8 8	5,865	1,350 7 11	6,262	1,378 10 8	7,041	1,437 11 5
Tasmania to Victoria	4,455	1,523 2 0	4,666	1,732 5 11	4,862	1,073 19 0	5,593	1,847 15 0

	1877.		1878.		1879.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* Between Victorian Stations	616,806	£ 39,144 1 2	641,581	£ 40,860 4 10	598,717	£ 37,493 18 10
From—						
Victoria to New South Wales	70,610	10,661 17 3	76,509	11,333 9 2	79,039	11,312 9 5
New South Wales to Victoria	78,938	10,931 8 2	85,187	11,527 19 10	88,957	11,511 18 11
Victoria to Queensland	10,245	2,147 2 11	9,745	2,032 0 9	8,724	1,792 12 5
Queensland to Victoria	13,113	2,997 10 11	12,527	2,723 13 3	10,981	2,447 4 10
Victoria to South Australia	24,727	4,071 3 8	28,265	3,751 8 3	29,495	4,246 1 11
South Australia to Victoria	27,294	4,289 17 8	31,016	5,135 8 7	32,687	5,629 16 11
Victoria to Tasmania	6,773	1,381 0 6	8,985	1,473 13 7	7,908	1,369 19 5
Tasmania to Victoria	5,777	1,897 5 10	6,545	3,135 16 0	6,121	1,884 6 9
Victoria to Western Australia	275	73 19 4	2,310	836 16 3	1,916	489 10 1
Western Australia to Victoria	455	102 10 3	2,745	722 17 5	2,756	602 7 7

* 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 3s. for 10 words came into operation 1st November 1873.
 South Australia .. Reduced rate from 6s. to 2s. 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 1879, 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	229	425½	44	93	23	47	3,155½	5,736½	33	1	261
New South Wales	439½	665½	...	...	498	498	7,517½	12,426	37	...	273
South Australia	206	248	...	...	850	1,010	4,393½	5,934½	12	...	149
Queensland	373½	714	...	...	...	...	5,970	7,991½	19	5	161
Tasmania	6½	6½	...	...	17	17	730	929	1	...	60
New Zealand	109	409	...	...	61	201	3,543	8,444	16	...	195
Western Australia	4	8	...	...	...	...	1,550½	1,572½	1	...	27

STATEMENT showing Australasian Telegraphic Business transacted with Europe and the East during the Year 1879.

Colonies.	Received.		Transmitted.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
		£ s. d.		£ s. d.		£ s. d.
Victoria	4,194	36,866 9 1	3,174	28,369 0 11	7,368	65,235 10 0
South Australia	1,887	11,207 18 0	1,324	7,740 4 7	3,211	18,948 2 7
New South Wales	3,081	18,470 16 0	2,961	22,364 18 5	6,042	40,835 14 5
Queensland	343	2,113 19 4	347	2,222 6 7	690	4,336 5 11
Tasmania	153	693 19 10	97	561 3 2	250	1,255 3 0
New Zealand	1,628	12,881 12 1	1,541	12,758 17 6	3,169	25,640 9 7
Western Australia	160	745 8 11	138	743 8 1	298	1,488 17 0
Totals	11,446	82,980 3 3	9,582	74,759 19 3	21,028	157,740 2 6

STATEMENT showing the Telegraphic Interruptions which have taken place in the Submarine Cables during the Year 1879.

Cable.	Period of Interruption.			Where Interrupted.
	From	To	No. of Days.	
	1878.	1879.	Dys. hrs.	
India and Australia	Dec. 29 ...	Jan. 8 ...	10 0	Between Batavia and Singapore.
" "	1879. March 26...	March 27...	0 19	West of Sourabaya.
" "	May 29 ...	May 30 ...	0 21	Near Port Darwin.
" "	June 29 ...	June 30 ...	1 9	Between Batavia and Singapore.
" "	July 4 ...	July 24 ...	20 0	Between Port Darwin and Banjoewangie.
" "	Sept. 15 ...	Sept. 22 ...	7 0	Between Batavia and Singapore.

NOTE.—No interruption took place in the submarine cable between Victoria and Tasmania during 1879.

RETURN showing Net Revenue from 1st January to 31st December 1879.

	£ s. d.	£ s. d.
Cash receipts paid into Treasury, from 1st January to 31st December 1879 ...	56,704 12 1	
Less amount due to other colonies on account of intercolonial business for same period :—		
Bass Cable Company	1,288 7 10	55,416 4 3
Amount due by other colonies on account of intercolonial business for same period :—		
New South Wales	503 6 5	
South Australia	720 19 1	
Tasmania	12 11 4	
		1,236 16 10
		£56,653 1 1

STAFF OF THE DEPARTMENT.

During the year 1879, 15 officers were dismissed or dispensed with, 10 retired in consequence of their having attained the age of sixty years, 23 resigned, and 6 died.

Six additional Letter Carriers have been appointed to the suburban districts, as follows :—One for East Melbourne, one for Carlton, one for Flemington, one for Brunswick, one for Fitzroy, and one for Kew.

The following is a 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, Car- penters, &c.	Porters, Pillar- clearers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Melbourne ...	...	160	113	5	69	11	14	5	47	15	*92	64	595	
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	7	5	...	13	2	...	...	9	...	...	2	39	6 supernumeraries occasionally employed
Ballarat East ...	1	...	...	...	4	...	...	...	2	...	...	...	7	
Beaufort ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Beechworth ...	1	1	2	...	2	1	...	...	2	...	...	...	9	
Belfast ...	1	1	...	...	...	...	...	...	3	...	...	...	5	
Benalla ...	1	...	...	...	...	1	...	...	2	...	...	...	4	
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	...	...	...	6	
Buln Buln ...	1	...	...	...	...	1	...	...	...	...	...	1	3	
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	...	...	...	2	...	...	2	12	
Casterton ...	1	1	...	...	...	...	...	...	1	...	...	...	3	
Castlemaine ...	1	1	2	...	4	...	...	...	3	...	...	...	11	
Charlton ...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Chiltern ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ciunes ...	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	
Cunningham ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Dandenong ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Dandenong ...	1	...	...	...	1	...	...	...	2	...	...	...	4	
Daylesford ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Donald ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dromana ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dunkeld ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Dunolly ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Durham Ox ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Eaglehawk ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Eldorado ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Elmore ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Emerald Hill ...	1	...	...	...	7	...	...	...	4	...	...	3	15	
Echuca ...	1	3	...	...	3	...	...	...	4	...	...	...	11	
Fitzroy ...	1	1	...	...	4	...	...	...	3	...	...	...	9	
Fitzroy North ...	1	...	...	...	2	...	...	...	1	...	...	...	4	
Flemington ...	1	...	...	...	2	...	...	...	1	...	...	...	5	
Footscray ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Fryerstown ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Geelong ...	1	10	3	...	8	1	...	...	6	...	1	...	30	
Goornong ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Gordons ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Hamilton ...	1	3	1	...	4	1	...	...	1	...	...	...	11	
Harrow ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Hawthorn ...	1	...	...	...	3	...	...	...	4	...	...	2	10	
Heathcote ...	1	...	...	...	1	...	...	...	1	...	...	1	4	
Hexham ...	1	...	...	...	...	...	...	...	1	...	...	...	1	
Horsham ...	1	2	1	...	2	...	...	...	1	...	...	...	7	
Hotbath ...	1	...	...	...	4	...	...	...	...	...	...	...	5	
Inglewood ...	1	...	...	...	...	...	...	...	2	...	...	1	4	
Jamieson ...	1	...	...	...	...	1	...	...	1	...	...	...	2	
Kangaroo Flat ...	...	...	...	...	1	...	...	...	...	...	...	...	1	
Kerang ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kew ...	1	...	...	...	4	...	...	...	2	...	...	1	8	
Kilmore ...	1	...	...	...	1	...	...	...	1	...	...	...	2	
Koroit ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kyneton ...	1	2	1	...	1	...	...	...	1	...	...	...	6	
Learmonth ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Linton ...	1	...	...	...	...	...	...	...	1	...	...	...	1	
Longwood ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Majorca ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maldon ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Malmesbury ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mansfield ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maryborough ...	1	1	1	...	1	1	...	...	2	...	...	...	7	
Meredith ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Merino ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Moe ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mornington ...	1	...	...	...	...	...	...	...	1	...	...	...	2	

* 25 of these supernumeraries are employed only a portion of each month; and 39 are employed as laborers in the telegraph lines.

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.	Cas Engineers, Car- penters, &c.	Porters, Pillar- clearers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Mortlake ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Blackwood ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Egerton ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Myrtleford ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Nagambie ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
New Gisborne ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Newstead ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Omeo ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Penshurst ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Port Albert ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Portland ...	1	1	...	...	1	1	...	...	3	...	...	...	7	
Prahran ...	1	...	...	...	5	...	...	...	4	...	...	2	12	
Queenscliff ...	1	...	...	...	1	...	...	...	2	...	...	1	5	
Richmond ...	1	...	...	...	7	...	...	...	3	...	1	2	14	
Rochester ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Rosedale ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rushworth ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rutherglen ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
St. Arnaud ...	1	1	...	...	1	...	...	...	2	...	...	...	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	5	...	11	1	...	...	8	...	...	...	30	
Sandridge ...	1	...	...	...	3	...	...	...	1	...	...	1	6	
Sandridge West ...	...	...	...	...	...	...	...	...	2	...	...	...	2	
Sebastopol ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Seymour ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Shepparton ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Smythesdale ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Sorrento ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
South Yarra ...	1	...	...	...	6	...	...	...	1	...	...	...	7	
Stawell ...	1	...	2	...	1	1	...	...	6	...	...	1	12	
Stockyard Creek ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Streatham ...	1	...	...	...	...	...	...	...	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	
Wabdallah ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wahgunyah ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Walhalla ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Wangaratta ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Warnambool ...	1	4	...	...	1	...	...	...	5	...	...	...	11	
Wedderburn ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Williamstown ...	1	...	...	...	4	...	...	...	4	...	...	...	9	
Wilson's Pro- montory ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Winchelsea ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wodonga ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Woodend ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wood's Point ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Yackandandah ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Market street...	...	...	...	...	...	...	...	...	...	...	...	2	2	
	128	210	139	5	229	25	14	5	252	15	94	93	1,210	

RETURN of the Officers, &c., of the Melbourne Establishment Absent from Duty on account of Illness during the Year 1879.

Branch.	Officers, &c.		Number of Days Absent.	Remarks.
	Number Employed.	Number Absent.		
Correspondence branch ...	13	2	3	
Accounts branch ...	14	4	11	
Mail branch ...	141	81	801	One officer absent 77 days, one 47 days, one 44 days, and eleven during 295 days.
Money Order and Savings Bank branch	21	12	156	Four officers absent during 111 days.
Stamp branch ...	7	...	...	
Dead Letter branch ...	6	3	46	One officer absent during 41 days.
Stores and Printing branch ...	59	18	77	Two officers absent during 33 days.
Electric Telegraph branch ...	75	37	258	Four officers absent during 118 days.

The following particulars are not included in the above return:—

Out of a staff of sixty-four female assistants employed in the head office, forty-two were absent on the whole during 277 days, out of which number five persons were absent 174 days.

Out of sixty-four letter carriers, twenty-seven were absent during 139 days, out of which number three were absent 57 days.

Out of sixty-five messengers, twenty-two were absent during 67 days, out of which number two were absent 36 days.

BUILDINGS.—GENERAL POST OFFICE.

The inadequacy of the present accommodation in the General Post Office building to transact the constantly increasing business has of late been so much felt that, in view of the fact that additional space would shortly become an inevitable necessity, an agreement was entered into with the owner of the adjoining property, fronting Post Office place, for the lease of the ground for a period of seven years, from 1st October 1879, at £950 per annum, with power to renew for a further period of seven years, and with right of purchase at £14,000 at expiration of either of those periods. Subsequently the three-storied brick building at the corner of Angel lane was also leased at £300 per annum, with right of purchase at £6,000 under similar conditions to those above stated.

The Government in 1876 purchased the land, 63 feet x 61 feet, immediately behind that before mentioned, for £4,750. As possession is thus secured of the whole of this valuable block, which is regarded as indispensable to the Department, a proposal is under consideration to erect temporary buildings for Electric Telegraph, Money Order and Savings Bank offices, Battery room, &c., having an entrance from Bourke street, to be used pending the completion of the General Post Office building according to the original design, these temporary erections being then available for stores and other necessary offices.

The General Post Office building has been thoroughly cleansed, repaired, and painted internally.

OTHER BUILDINGS.

New buildings at Bright, Charlton, Chewton, Clunes, Dandenong, Flinders, and Sandridge West have been erected.

A branch Post and Telegraph Office has been erected on a portion of the reserve at the junction of Elizabeth street north and Victoria street occupied by the Department as a storeyard.

Branch Telegraph Offices have also been fitted up at Flinders-street and St. Kilda Railway Stations.

The wooden building recently used at Stuartmill has been removed to, and re-erected at, Donald, and a battery and store room added.

A new building is in progress at Richmond.

At Benalla land has been purchased, on which it is intended to build a new post and telegraph office.

Alterations and repairs have been effected at Mortlake, Walhalla, &c.

Premises have been rented during the year at the following places :—Ballarat East, Brunswick, Carlton, Cunninghame (Lakes Entrance), Durham Ox, Eastern Market, Fitzroy North, Flemington, Kew, Macarthur, Merino, Moe, Mooropna, Myrtleford, Omeo, Shepparton, Traralgon, and Wedderburn.

A new pattern of iron receiving pillar has been adopted, which, besides being neater and more suited to the purposes, costs little more than a third of the price of the old description.

New letter pillars have been erected during the year at Caulfield, Chewton (2), Daylesford, Flemington; Gippsland Station, Flinders street; Hobson's Bay Station (2), Kew, Prahran, St. Kilda, St. Kilda and Brighton Road, St. Kilda Road.

The postal receptacles in Melbourne and suburbs now number 186.

NEW POST AND TELEGRAPH OFFICES.

Sixty-five new Post Offices were opened in 1879 at the places named below :—

Arundel	Cudgewa	Kileunda	Moonlight Flat	Tarwin
Baddaginnie	Dooboobetic	Killawarra	Musk Creek	Tawonga
Blampied	Elliminyt	Koondrook	Narraport	Tomahawk
Bolinda	Ellinbank	Korongvale	Narracan West	Toonalook
Calivil	Fernhill	Koroop	Nulla Nulla	Trafalgar
Capel's Crossing	Gerangamete	Lockhart	Nulla Warra	Tyrendarra
Cape Schanck	Glenloth	Lnbeck (Railway Station)	Perry Bridge	Ulupna
Caralulup	Goorombat	Marnoo	Quambatook	Ulupna West
Carapooee (Railway Station)	Gooroomadda	Marungi	Rodborough	Waggarendall
Childers	Granya	Metung	St. Kilda West	Wanalta
Chintin	Henley	Mincha West	Scott's Creek	Warrall
Coonooer Bridge	Hoddle's Creek	Mirboo	Strathmerton	Woosang
Coromby	Jung Jung (Railway Station)	Mitchell's Hill	Tarranginnie	Yalca

The Post Offices at Cove, Lower Alma, and Swift's Creek have been closed.

The names of the following offices have been changed :—Ulupna West to "Yielima"; Charlton to "Chute"; Charlton East to "Charlton"; Echunga to "Weeweerup"; Mundoona to "Bunbartha"; Morwell to "Morwell Bridge"; and Morwell Railway Station to "Morwell."

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

Ballarat East	Cobden	Fitzroy North	Gordons	Shepparton
Berwick	Donald	Flemington	Healesville	
Burwood	Elizabeth st. North	Golden Square	Market street	

Money Order Offices have been established in connection with Post Offices at the places named below :—

Ballarat East	Cohuna	Goldsborough	Myrtleford	Warragal
Briagolong	Drouin	Lorne	Nathalia	Werracknebeal
Burwood	Elizabeth st. North	Macedon	St. Kilda West	Wooroonooke
Chetwynd	Golden Square	Morwell	Yallarook	Yarrowonga

The Money Order Offices at Noorat, Lake Mundi, and Cohuna have been closed.

Telegraphic communication has been extended to the localities named below, the duties in connection therewith being conducted at the respective Post Offices at those places :—

Ballarat East	Donald	Merino	Omeo	Whittlesea
Beaconsfield	Drouin	Morwell	Shepparton	Yan Yean
Cunninghame	Fitzroy North	Myrtleford	Vaughan	Yea

Branch telegraph offices have also been opened at the Hobson's Bay Railway Station, Flinders street, Elizabeth street North, the Eastern Market, St. Kilda Railway Station, and at Sandridge West (Railway Pier).

Telegraph Offices in connection with the Railway Circuit have also been opened at the following places :—

Buangor	Drysdale	Horsham	Lubeck	Walgunyah
Dandenong	Glenorchy	Jung Jung	St. Arnaud	Warrenheip

The Telegraph Office at Stuartmill has been closed.

The number of Post Offices on the 31st December 1879 was 1,069.

POSTAGE STAMPS, ETC.

One hundred and thirty-seven new postage stamp licenses were issued and sixty-one revoked during the year, making the total number at the close of the year 977, being an increase on 1878 of $7\frac{1}{2}$ per cent.

No new stamp was issued during the year.

The following statement shows the denomination, number, and value of Postage Stamps manufactured and issued at the General Post Office during the year 1879 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny ...	5,148,000	10,725 0 0	Halfpenny ...	5,546,412	11,555 0 6
One penny ...	4,620,000	19,250 0 0	Halfpenny stamped news-paper wrappers	4,080	8 10 0
One penny post cards ...	870,246	3,626 0 6	One penny ...	5,199,839	21,665 19 11
One penny stamped news-paper wrappers	24,000	100 0 0	One penny post cards ...	851,214	3,546 14 6
One penny stamped envelopes	20,771	86 10 11	One penny stamped news-paper wrappers	25,051	104 7 7
One penny-farthing stamped envelopes	692	3 12 1	One penny stamped envelopes	20,785	86 12 1
Twopenny ...	14,573,280	121,444 0 0	One penny farthing stamped envelopes	692	3 12 1
Twopenny stamped envelopes	59,297	494 2 10	Twopenny ...	14,516,086	120,967 7 8
Twopence-farthing stamped envelopes	3,388	31 15 3	Twopenny stamped envelopes	57,884	482 7 4
Fourpenny ...	216,000	3,600 0 0	Twopence-farthing stamped envelopes	2,896	27 3 0
Sixpenny ...	714,000	17,850 0 0	Threepenny ...	66,827	835 6 9
Eightpenny ...	120,000	4,000 0 0	Fourpenny ...	210,154	3,502 11 4
One shilling ...	60,000	3,000 0 0	Sixpenny ...	582,146	14,553 13 0
Two shilling ...	24,000	2,400 0 0	Eightpenny ...	128,864	4,295 9 4
Five shilling ...	5,975	1,493 15 0	One shilling stamped tele-graph forms	214	10 14 0
			One shilling ...	75,051	3,752 11 0
			Two shilling ...	16,883	1,688 6 0
			Five shilling ...	6,461	1,615 5 0
Totals ...	26,459,649	188,104 16 7	Totals ...	27,311,539	188,701 11 1

FEE AND FREIGHT STAMPS.

A new fee stamp, value 3d., for the purchase of electoral rolls, was issued in October.

An alteration has been effected in the design of the several freight stamps, and the stamps formerly in use of the value of 1s. 6d., 2s. 3d., and 6s. have been superseded by the 1s., 2s., and 5s. stamps respectively.

STATEMENT showing the Denomination, Number, and Value of Railway Freight Stamps Manufactured and Issued at the General Post Office during the Year 1879.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	60,000	250 0 0	One penny	79,070	329 9 2
Twopenny	60,000	500 0 0	Twopenny	26,736	222 16 0
Threepenny	165,000	2,062 10 0	Threepenny	94,175	1,177 3 9
Sixpenny	60,000	1,500 0 0	Sixpenny	30,291	757 5 6
Ninepenny	150,000	5,625 0 0	Ninepenny	160,861	6,032 5 9
One shilling	75,000	3,750 0 0	One shilling	61,063	3,053 3 0
Two shilling	45,000	4,500 0 0	One shilling and sixpenny ...	39,310	2,948 5 0
Three shilling	34,500	5,175 0 0	Two shilling	24,173	2,417 6 0
Four shilling	30,000	6,000 0 0	Two shilling and threepenny ...	1,644	184 19 0
Five shilling	30,000	7,500 0 0	Three shilling	19,002	2,850 6 0
			Four shilling	4,490	898 0 0
			Four shilling and sixpenny ...	432	97 4 0
			Five shilling	4,048	1,012 0 0
			Six shilling	133	39 18 0
Totals	709,500	36,862 10 0	Totals	545,428	22,020 1 2

STATEMENT showing the Denomination, Number, and Value of Fee Stamps Manufactured and Issued at the General Post Office during the Year 1879.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	24,000	100 0 0	Halfpenny	286	0 11 11
Threepenny	30,000	375 0 0	One penny	5,771	24 0 11
One shilling	180,000	9,000 0 0	Threepenny	336	4 4 0
Two shilling	30,000	3,000 0 0	Fourpenny	1,933	32 4 4
Two shilling and sixpenny ...	30,000	3,750 0 0	Sixpenny	15,378	384 9 0
Ten shilling	56,220	28,110 0 0	One shilling	117,628	5,881 8 0
One pound	18,000	18,000 0 0	Two shilling	36,600	3,660 0 0
Five pound	720	3,600 0 0	Two shilling and sixpenny ...	48,086	6,010 15 0
			Five shilling	21,118	5,279 10 0
			Ten shilling	30,436	15,218 0 0
			One pound	16,154	16,154 0 0
			Five pound	513	2,565 0 0
Totals	368,940	65,935 0 0	Totals	294,239	55,214 3 2

DUTY STAMPS.

Notification having been made that it was the intention of the Government to introduce the system of Duty Stamps, steps were taken, in anticipation of the measure becoming law, for preparation of stamps of the various values required; and the whole resources of the stamp and printing branches of the Department were called into requisition in order to provide for the collection of these duties. The Stamp Duties Act received the Royal assent on the 17th December, and came into operation on the 18th of the same month, by which time every Post Office in the colony had been furnished with the necessary supply of stamps and instructions as to their use and issue to the public. The Stamp Act, which especially affected the legal and commercial interests, was thus brought into general operation without any difficulty whatever; and, although virtually an additional branch of special value and importance to the State was thus added to the Post Office and Electric Telegraph Department, the duties were undertaken and carried out effectually without incurring more than a very trifling additional expense, except for the material necessarily used in the production of the stamps, of which twenty-two denominations have been printed.

The following statement shows the denomination, number, and value of Adhesive Duty Stamps manufactured and issued at the General Post Office during the year 1879 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	1,672,000	6,966 13 4	One penny	1,028,986	4,287 8 10
Sixpenny	480,000	12,000 0 0	Sixpenny	79,835	1,995 17 6
One shilling	440,000	22,000 0 0	One shilling	53,452	2,672 12 0
One shilling and sixpenny	212,000	15,900 0 0	One shilling and sixpenny	23,725	1,779 7 6
Two shilling	280,000	28,000 0 0	Two shilling	18,932	1,893 4 0
Three shilling	140,000	21,000 0 0	Three shilling	10,651	1,597 13 0
Four shilling	140,000	28,000 0 0	Four shilling	6,493	1,298 12 0
Five shilling	240,000	60,000 0 0	Five shilling	4,653	1,163 5 0
Ten shilling	148,000	74,000 0 0	Ten shilling	2,011	1,005 10 0
Fifteen shilling	40,000	30,000 0 0	Fifteen shilling	871	653 5 0
One pound	24,000	24,000 0 0	One pound	1,047	1,047 0 0
One pound five shilling	16,000	20,000 0 0	One pound ten shilling	147	220 10 0
One pound ten shilling	16,000	24,000 0 0	Two pound	326	652 0 0
One pound fifteen shilling	16,000	28,000 0 0	Five pound	123	615 0 0
Two pound	4,000	8,000 0 0	Ten pound	37	370 0 0
Two pound five shilling	16,000	36,000 0 0			
Five pound	4,000	20,000 0 0			
Six pound	1,320	7,920 0 0			
Nine pound	1,320	11,880 0 0			
Ten pound	2,000	20,000 0 0			
Twenty-five pound	18	450 0 0			
Fifty pound	54	2,700 0 0			
Totals	3,892,712	500,816 13 4	Totals	1,231,289	21,251 4 10

The following statement shows the denomination, number, and value of Impressed Duty Stamps manufactured and issued at the General Post Office during the year 1879 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
CHEQUES AND RECEIPTS.			CHEQUES AND RECEIPTS.		
One penny.	2,667,512	11,114 12 8	One penny	2,348,754	9,786 9 6
BILLS OF EXCHANGE AND PROMISSORY NOTES.			BILLS OF EXCHANGE AND PROMISSORY NOTES.		
Sixpenny	350	8 15 0	Sixpenny	150	3 15 0
One shilling	380	19 0 0	One shilling	180	9 0 0
One shilling and sixpenny	120	9 0 0	One shilling and sixpenny	20	1 10 0
Two shilling	65	6 10 0	Two shilling	65	6 10 0
Three shilling	44	6 12 0	Three shilling	44	6 12 0
Four shilling	20	4 0 0	Four shilling	7	1 8 0
Five shilling	7	1 15 0	Five shilling	5	1 5 0
Six shilling	5	1 10 0	Six shilling	5	1 10 0
Seven shilling	2	0 14 0	Seven shilling	2	0 14 0
Eight shilling	2	0 16 0	Eight shilling	2	0 16 0
Nine shilling	2	0 18 0	Nine shilling	2	0 18 0
Ten shilling	61	30 10 0	Ten shilling	55	27 10 0
One pound	25	25 0 0	One pound	25	25 0 0
One pound fifteen shilling	2	3 10 0	One pound fifteen shilling	2	3 10 0
Two pound five shilling	1	2 5 0	Two pound five shilling	1	2 5 0
TRANSFERS OF FREEHOLDS.			TRANSFERS OF FREEHOLDS.		
Five shilling	51	12 15 0	Five shilling	51	12 15 0
Ten shilling	22	11 0 0	Ten shilling	22	11 0 0
Fifteen shilling	22	16 10 0	Fifteen shilling	22	16 10 0
One pound	20	20 0 0	One pound	20	20 0 0
One pound five shilling	21	26 5 0	One pound five shilling	20	25 0 0
One pound ten shilling	10	15 0 0	One pound ten shilling	10	15 0 0
One pound fifteen shilling	10	17 10 0	One pound fifteen shilling	10	17 10 0
Two pound	11	22 0 0	Two pound	11	22 0 0
Two pound five shilling	10	22 10 0	Two pound five shilling	10	22 10 0
Two pound ten shilling	1	2 10 0			
Totals	2,668,776	11,401 7 8	Totals	2,349,495	10,040 17 6

When the year 1879 closed, £17,987 15s. 2d. had been received on account of Duty Stamps ; and it is estimated that the revenue derivable from this source to the end of the financial year (30th June 1880) will be not less than £80,000.

INLAND MAILS.

The amount paid for conveyance of inland mails, 1879 (exclusive of £31,804 6s. paid to the Department of Railways), was £88,661 10s. 3d., and the gross number of miles travelled with the mails (deducting 1,543,698 miles travelled by rail) was 3,659,622; the average cost of which was 5 $\frac{1}{2}$ d. per mile. Total length of mail routes, 10,570 miles.

Alterations in Mail Arrangements during the Year 1879.

- Murchison and Tatura, six days a week from 1st January.
 Additional three days a week frequency, Maryborough and Adelaide Lead, from 1st January.
 Monegatta Post Office and mail line of road, daily from 10th January.
 To and from Mirboo (Brennan's) and Tarwin River (Jagoe's), once a week from 1st February.
 Post Office and Railway Station, St. Arnaud, twice a day from 13th January.
 Additional mail from Toorak to South Yarra, daily from 7th January.
 To and from Stratford and Briarolong, three days a week additionally from 1st February.
 To and from Mundoona and Numurkah, once a week additionally from 1st February.
 To and from Fernihurst and Mysia, once a week from 1st February.
 To and from Majorca and Rodborough, three days a week from 17th March.
 To and from Kerang and Koondrook, two days a week from 1st March.
 To and from Waterloo Railway Station and McDonald's Track (Gippsland), two days a week from 1st February.
 To and from Post Office and Railway Station, Wahgunyah, twice a day from 1st February.
 To and from Post Office and Railway Station, Rutherglen, twice a day from 1st February.
 To and from Morwell Railway Station and Hazelwood, three days a week additionally from 7th February.
 To and from Post Office and Railway Station, Horsham, and to and from Post Office and Railway Station, Murtoa, twice a day from 10th February.
 To and from Post Office and Railway Station, Glenorchy, twice a day from 10th February.
 To and from Melbourne and Lilydale, six days a week additionally; and to and from Lilydale and Marysville, three days a week additionally from 18th February.
 To and from Murtoa and Longerenong, three days a week additionally; to and from Murtoa and Rupanyup, three days a week additionally; and to and from Glenorchy and Ledcourt, three days a week from 10th February.
 To and from Colac and Elliminyt, six days a week from 1st March.
 To and from Wedderburn and Kinneypaeniel West, two days a week from 17th May.
 Clearance of twelve letter-boxes in St. Kilda, including conveyance of letter-carriers, three times a day from 1st March.
 To and from Mount Moriac and Colac, *via* Winchelsea, daily from 3rd March to 31st May only.
 To and from Lardner and Torwood, *via* Minnieburn, two days a week from 10th March.
 To and from Darraweit Guim and Havelock State School, three days a week additionally from 11th March.
 To and from Post Office and Railway Station, Warragul, once a day additionally from 15th March.
 To and from Omeo and Sassafras Creek, once a week from 1st April.
 To and from Post Office, Drouin, to Railway Station, once a day additionally from 1st March.
 To and from Woodburne Creek, two days a week (in connection with Bamganie service) from 1st April.
 To and from Toolamba West State School, two days a week (in connection with Rushworth and Toolamba service) from 15th April.

Clearance, receiving-box, St. Kilda West Post Office, daily, 4 a.m., from 28th March.

To and from Cotton Tree Diggings, in connection with the Tintaldra mail service, once a week from 12th April.

From Melbourne to North Fitzroy, once a day additionally from 9th April.

To and from Post Office and Railway Station, Oakleigh, twice a day from 2nd April.

To and from Leech's Creek, in connection with the Bullarto mail service, two days a week from 18th April.

Clearance of letter-boxes in Carlton and Hotham, commencing at 3.42 a.m.

Clearance of letter-boxes in Fitzroy and Collingwood, commencing at 4.4 a.m.

To and from Drouin Railway Station to Drouin Post Office, daily from 1st May.

To and from Rocky Lead and Langdon's Hill, six days a week from 5th May.

To and from Post Office and Railway Station, Homebush, daily from 1st April.

To and from the General Post Office and the Railway Terminus (Gippsland line), Princes Bridge, as often as required from 1st May.

To and from Coongulmerang and Upper Coongulmerang, three days a week from 25th May.

To and from Murtoa and Werracknebeal, *via* Kewell, once a week additionally from 11th July.

Additional mail from Alexandra to Acheron, and from Marysville to Acheron, from 1st June.

To and from Colac and Warrnambool, *via* Camperdown, &c., six days a week from 1st July.

To and from Dunlop's and Broken Creek and Ash's Store, two days a week from 1st July.

To and from Shepparton and Marungi, once a week from 1st January.

To and from Charlton and Buckrabanyule, once a week additionally from 1st July.

From Moonee Ponds to Melbourne, *via* Flemington, six days a week from 1st July.

To and from Ninyeunook and Quambatook, two days a week from 1st July.

To and from Kiewa and Dederang, *via* Kergunyah and Gundowring, once a week additionally from 8th July.

To and from Fernhill and Grantville, three days a week from 9th September.

To and from Kerang and Capel's Crossing, two days a week from 20th September.

To and from Cudgiewa Station and Cudgiewa Post Office, once a week from 20th July.

Additional daily frequency between Post Office and Rutherglen Railway Station, from 1st July.

To and from Lilydale and Hoddle's Creek, once a week from 1st August.

To and from Shelbourne and East Shelbourne, three days a week additionally from 22nd July.

Deviation to and from Katamatite, in connection with Benalla and Cobram service, from 1st August.

Deviation to and from Cudgiewa Post Office, in connection with Tintaldra and Towong service, once a week from 1st August.

To and from Stratford and Briagolong, two days a week from 14th August.

To and from Queenscliff and Marcus Hill State School, three days a week from 12th August.

From Lower Hawthorn to Upper Hawthorn, once a day additionally from 1st August.

Deviation to and from Drouin Post Office, in connection with Lardner mail service, three days a week from 1st July.

To and from Murtoa and Werracknebeal, *via* Kewell and Kellalac, once a week additionally from 11th July.

To and from Morwell Railway Station and Foster, *via* Mirboo and Jagoes (Tarwin), three days a week from 1st September.

To and from Warragul and Ellinbank (Bear's Creek), Gippsland, two days a week from 1st October.

Extra frequency between Post Office, Drouin, and Railway Station, from 1st July.

To and from Benalla and Baddaginnie, two days a week from 1st September.

To and from Buckrabanyule and Lake Marmal, once a week from 21st August.

To and from Yarrawonga and Mulwala (New South Wales), two days a week from 1st September.

To and from Murtoa and Minyip, six days a week (in lieu of to and from Rupanyup and Minyip thrice weekly) from 1st September.

To and from Bairnsdale and Newlands Backwater, Victoria Lake, two days a week from 8th November.

To and from Dederang and Towonga, two days a week from 4th October.

To and from Fort Cameron and Glenloth State School, two days a week from 22nd October.

To and from Grantville and Jumbunna, *viâ* Brazier and Co.'s Saw-mills, two days a week from 13th September.

To and from Strathmerton and Ulupna, three days a week from 11th September.

To and from Brown's Plains and Indigo, three days a week from 1st September.

Deviation to and from Gooramadda, three days a week from 1st October.

To and from Port Albert and Foster, *viâ* Alberton, two days a week from 1st September.

To and from Capel's Crossing and Murrabit, two days a week from 20th September.

To and from Post Office and Railway Station, Deep Lead, once a day from 15th September.

To and from Birregurra and Gerangamete State School, two days a week from 12th September.

To and from Gooroc and Dooboobetic, once a week additionally from 13th September.

To and from Anakies and Staughton Vale, two days a week from 17th September.

Deviation to and from Katamatite and Muckatah, once a week from 1st September.

To and from Irrewillipe and Tomahawk Creek, once a week from 7th November.

To and from Post Office and Railway Station, Queenscliff, once a day from 1st September.

To and from Samaria and Moorngag State School, two days a week from 3rd October.

To and from Kerang and Korrack Korrack, *viâ* Rattray's, once a week from 1st November.

To and from Daylesford and Bullarto, *viâ* Musk Creek, once a week additionally from 23rd October.

To and from Morwell Railway Station Post Office and Morwell, from 13th August.

To and from Katamatite and Muckatah, once a week from 1st November.

To and from Boort and Leaghur, *viâ* Rumble's, two days a week from 1st November.

To and from the Railway Station and Post Office, Birregurra, once a day additionally from 1st November.

To and from Broomfield and Allandale, six days a week from 1st November.

To and from Euroa and Miepoll, two days a week from 1st December.

To and from Benalla and Shepparton, once a week additionally from 1st December.

To and from Cashel and Waggarandall, once a week, in lieu of to and from Devenish and Cashel, once a week, without extra cost, from 1st December.

To and from Winchelsea and Lorne, six days a week from 1st December.

To and from Buninyong and Scott's Marsh State School, six days a week from 1st December.

Extension of Catumnal service, consequent upon removal of Post Office to another site, from 21st August.

To and from Stratford and Perry's Bridge, two days a week from 10th December.

Clearance of letter-boxes, &c., in city of Melbourne, commencing at 4.10 a.m.

DEAD LETTERS.

RETURN showing the Number of Letters, &c., received and dealt with in the Dead Letter Office during the Year 1879.

Year.	Received.				How dealt with.			
	Unclaimed.		Irregularly Posted.	Total.	Returned, Delivered, &c.	Destroyed.	On Hand.	Total.
	Victorian.	Intercolonial and Foreign.						
1879 ...	119,070	15,143	18,602	152,815	134,682	18,063	70	152,815

NOTE.—One thousand three hundred and twenty-seven (1,327) registered letters (1,020 Victorian, and 307 others), 182 covering enclosures of value (as shown below), and 1,145 without valuable contents, or with contents unknown to the Department, are included in the above numbers; as also 5,107 post cards. One hundred and two (102) of the ordinary letters and 19 post cards, senders not known, bore obscene or libellous addresses, and were at once disposed of.

Of the 18,602 irregularly posted letters received, 265 were entirely unaddressed, and 1,469 but partly addressed, which were, when possible, at once forwarded as intended or returned to the writers; 25 were posted in violation of the postal law, and the remainder, including 944 valentines, were unpaid and detained for postage in consequence.

Eighty (80) letters were incidentally discovered to be wrongly addressed, 19 enclosing value of about £300; in these cases the senders' errors were corrected by the office, where practicable, or the letters returned for proper addresses. One hundred and seventeen (117) envelopes, without correspondence, covered, in cash, cheques, &c., over £3,500, and 19 contained 40 articles of value, such as jewellery, &c. Four thousand three hundred and thirty-six (4,336) letters, including 1,556 valentines, were refused by the persons addressed, and 51 of them enclosed over £200 and 3 valuable articles. Nine hundred and forty-eight (948) letters, some containing value, addressed to deceased persons, and approximately 700 letters written in foreign languages, were dealt with during the year.

The number of Victorian letters received in the Dead Letter Office unclaimed during 1879 represents about three-fifths of a letter per cent. of the total posted in the year; and of those forwarded to the writers or senders about 6 per cent. failed delivery, from insufficient addresses and other causes, and were destroyed. Nine thousand nine hundred and three (9,903) packets and 17,149 newspapers, including 651 packets and 969 papers received in a damaged condition by foreign mails, were dealt with. Considerably more than half the damaged packets and about one-fifth of the papers have, however, been claimed by the owners.

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 1879.

Year 1879. Contents.	Received.								How dealt with.					
	Unclaimed.				Irregularly Posted.	Total.		Returned, Delivered, &c.	Paid into the Treasury from Letters Destroyed.		On Hand at Close of Year.			
	Ordinary.		Registered.											
	No.	Value of Contents.	No.	Value of Contents.		No.	Value of Contents.	N o	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Cash, Notes, and Stamps ..	183	97 19 5	113	102 2 3	312	246 19 10	*608	447 1 6	481	388 0 11	80	37 2 10	47	21 17 9
Cheques, Drafts, &c. ..	275	5,408 4 2	56	611 2 8	487	9,211 5 3	†818	15,288 12 1	803	13,350 8 10	..	..	15	1,938 3 3
Articles ..	458	5,564 3 7	109	713 4 11	799	9,458 5 1	1,426	15,735 13 7	1,284	13,738 9 9	80	37 2 10	62	1,960 1 0
	8	..	18	..	21	..	†42	..	34	..	..	..	8	..
Totals ..	466	..	192	..	820	..	1,468	..	1,318	..	..	..	70	..

* Includes £30 5s. 4d. balance unclaimed from 1878, in 40 letters.

† Includes £17, part of balance unclaimed from 1874 and 1878, in 2 letters, also 1 article.

MONEY ORDER AND SAVINGS BANK.

The number of Money Orders issued during the year was 138,517, against 132,659 in 1878; the difference showing an increase of 5,858, or 4.41 per cent.

The number of Money Orders paid during the year was 150,525, against 142,280 in 1878; the difference showing an increase of 8,245, or 5.79 per cent.

The value of the Money Orders issued during the year was £398,018 13s. 4d., against £394,999 8s. 4d.; the difference showing an increase of £3,019 5s., or .764 per cent.

The value of the Money Orders paid during the year was £453,723 1s. 10d., against £440,297 8s. 9d. in 1878; the difference showing an increase of £13,425 13s. 1d., or 3.04 per cent.

Twenty new Money Order Offices were opened during the year, and three closed, making the number open 273.

The number of new Savings Bank accounts opened during the year was 13,674; the number closed, 10,709; and the number remaining open on the 31st December, 49,233.

The total amount of Deposits received during the year was £452,984 1s. 4d., and the amount repaid, £448,792 7s. 10d.

The total amount of Interest placed to the credit of depositors for the year was £22,858 0s. 8d.

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 1879 was £650,100 11s. 7d., and on the 31st December 1878, £623,050 17s. 5d.; the difference showing an increase of £27,049 14s. 2d., or 4·34 per cent.

Of the 49,233 accounts remaining open at 31st December—

40,945 did not exceed £20.

4,537 were above £20, but did not exceed £50.

2,201 „ £50, „ „ £100.

805 „ £100, „ „ £150.

338 „ £150, „ „ £200.

407 „ £200.

The total number of Deposits received during the year was 102,376, averaging £4 8s. 5½d. each.

The total number of Repayments was 41,156, averaging £10 18s. 1d.

Thirteen new Savings Banks were opened during the year, making the number open at the close of the year 185.

In order to meet the convenience of Savings Bank depositors, arrangements have been made for the withdrawal of money to the amount of £20 upon application by telegraph from any station in Victoria.

In ordinary cases a depositor wishing to withdraw sends by post to Melbourne an application, when a warrant for the amount is forwarded to him, and he obtains the money upon application at the post office at which he signified his desire to withdraw. In Melbourne and the suburbs it is the day following that upon which notice has been given that the warrant reaches the depositor, in places further removed from the metropolis it is the third day or longer before payment can be obtained.

In applying by telegraph the depositor pays one shilling for the telegram of application, and one shilling for the telegram authorizing the postmaster to pay the money, which is available a few hours after the application has been made.

Though the system of telegraphic applications was new and consequently little known, and the amount withdrawable limited, yet from the 22nd July to 31st December the sum of £1,189 19s. 8d. was withdrawn in this way upon 173 applications.

The system of Penny Savings Banks in connection with State schools was brought into operation in 1879, but no definite information as to the results obtained has yet been furnished.

In the Appendices will be found comparative statements showing the progress of the Department during past years, and further detailed statistics of the postal and telegraph business transacted in Melbourne and at the various country establishments.

HENRY CUTHBERT,
Postmaster-General.

Post Office and Telegraph Department,
General Post Office,
Melbourne, 31st March 1880.

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 1879 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	25,768 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	683	35,529 5 8	75,764 1 11	135,701 8 2	246,994 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	*290,102 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 8	*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	..	..	..			

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	2,783,544	2,012,216	22,408	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	6,050,000	267,843	2,405,045	1,981,133	47,362	2,948,343	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	276,677
1869	8,759,848	314,095	2,596,892	1,822,863	61,344	2,654,435	10,582,711	376,039	5,251,327	277,132
1870	9,288,153	344,515	2,697,579	1,845,130	68,771	2,589,908	11,133,293	413,286	5,287,482	454,598
1871	9,900,064	394,398	2,807,501	1,816,102	75,149	2,365,469	11,716,166	469,547	5,172,970	537,398
1872	11,000,000	452,711	2,998,633	1,941,095	103,755	2,492,139	12,941,095	556,486	5,490,772	639,960
1873	12,342,000	594,591	3,524,857	2,133,085	112,725	2,555,150	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	219,891	2,880,147	18,963,503	1,909,891	9,010,147	801,946
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	351,364	3,285,407	23,215,648	3,091,364	10,075,407	1,010,116

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 1879 amounted to £23,609 11s. 2d.) 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.

STATEMENT showing the names of the several Electric Telegraph Stations, &c.—*continued.*

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.	
ELTHAM BRANCH ..	6½	6½	Eltham				Wallan Wallan
COBURG BRANCH ..	5	5	Brunswick				Newmarket
			Coburg				Essendon
LILYDALE BRANCH ..	20	20	Lilydale				Craigieburn
			Portsea				Kilmore
SORRENTO BRANCH ..	10	60	Sorrento	NORTH-EASTERN ..	26	288½	Broadford
			Dromana				Tallaroek
			Mornington				Seymour
			Mordialloc				Avenel
			Brighton				Longwood
FLEMINGTON BRANCH ..	..	1½	Flemington				Euroa
			Newmarket				Violet Town
			Spencer street				Benalla
RAILWAY CIRCUITS.			Kellor Road				Wangaratta
			Sunbury				Chiltern
			Riddell's Creek				Springs
			Lancefield Road				Wahgunyah
			Macedon				Beechworth
			Woodend				Wodonga
			Kyneton	GIPPSLAND ..	59½	202	Pakenham
			Elphinstone				Dandenong
			Inglewood				Berwick
			Castlemaine				Warrigal
			Guildford				Bunyip
NORTHERN ..	..	196	Newstead				Oakleigh
			Clunes				Moe
			Avoca				Sale
			St. Arnaud				Traralgon
			Maryborough				
			Bealiba	SPECIAL WIRES.			
			Dunolly	Ballarat ..	..	97	Ballarat
			Carisbrook	Williamstown ..	..	9½	
			Sandhurst	Ballarat to Maryborough ..	..	44	
Sandhurst to Inglewood } 2nd wire .. }	..	19½	Elmore	Castlemaine to Sandhurst	..	22	
			Rochester	Benalla ..	..	122	
			Echuca	Terang ..	..	1	
			Williamstown Pier	Everton to Tarravangee ..	..	6	
			Werribee	Sandhurst via Kilmore ..	..	40	
			Little River	Powder Magazine ..	..	2	
			Lara	Private Wires, &c. ..	15	30	
			Geelong	Flinders ..	..	77	
			Drysdale				
WESTERN ..	37	220½	Winchelsea				
			Colac				
			Warrenhelp				
			Yendon				
			Ballarat West	LINES IN PROGRESS.			
			Beaufort	Tallaroek and Yea ..	23½	23½	
			Buagor	Yan Yean and Whittlesea	21	21	
			Ararat				
			Stawell				
			Jung Jung				
			Horsham				
			Hamilton				
ARARAT TO PORTLAND, VIA HAMILTON .. }	98½	184½	Condah				
			Portland				
			Dunkeld				
			Murtoa				
			Lubeck	OFFICES IN CITY.			
			Glen Thompson	Customs			
			Glenorchy	Hobson's Bay Railway			
				Elizabeth street north.			

NOTE.—During the year 98 miles of poles and 156 miles of wire were dismantled in small sections.

APPENDIX C.

STATISTICS of Business from 1854 to 1879, inclusive.

Year.	Cash Revenue.	Value of Government Telegrams.	Number of Government Telegrams.	Total Number of Telegrams.	Year.	Cash Revenue.	Value of Government Telegrams.	Number of Government Telegrams.	Total Number of Telegrams.
	£ s. d.	£ s. d.				£ s. d.	£ s. d.		
1854	223 2 7	1,037 0 5	1,570	3,869	1868	31,058 6 8	9,916 1 11	57,047	276,677
1855	3,162 13 11	3,074 11 8	2,559	12,241	1869	34,183 0 5	10,460 10 7	57,966	277,132
1856	3,225 13 5	2,422 2 3	2,685	13,174	1870	33,145 10 4	5,996 12 9	60,634	454,598
1857	10,024 16 10	3,023 12 2	6,628	60,058	1871	36,941 17 1	5,247 0 4	63,877	537,398
1858	16,474 17 10	10,126 15 10	17,834	131,486	1872	42,617 17 3	7,029 11 9	85,645	639,960
1859	25,249 17 0	21,301 8 7	31,699	197,320	1873	45,322 17 5	9,056 7 7	124,319	718,167
1860	24,955 18 2	21,270 12 2	49,918	167,872	1874	42,825 9 7	9,055 1 4	121,285	701,080
1861	25,217 5 4	8,566 13 11	40,818	184,688	1875	46,995 7 11	7,870 15 1	109,355	732,869
1862	26,834 19 8	15,466 0 9	49,038	211,685	1876	52,467 10 2	8,722 19 0	119,262	801,946
1863	25,768 15 8	18,289 8 2	78,038	234,520	1877	57,429 4 10	13,734 1 0	190,549	919,985
1864	30,601 17 11	14,375 12 0	71,939	256,380	1878	60,287 12 10	16,523 7 11	236,259	1,003,654
1865	35,767 17 4	11,546 19 3	68,946	279,741	1879	56,704 12 1	19,839 13 3	284,317	1,010,116
1866	36,178 17 4	12,899 16 0	63,506	277,787					
1867	29,148 12 2	6,588 18 0	59,887	235,648	Totals	832,814 11 9	273,441 13 8	2,055,580	10,340,051

APPENDIX D.

COMPARATIVE STATEMENT of Cash Revenue for 1878 and 1879, and Number of Telegraphic Messages Transmitted from each Office during the Year 1879.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1879.	Revenue, 1878.	Revenue, 1879.	Increase, 1879.	Decrease, 1879.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Melbourne, Central Office ...	Mar. 1854	208,790	22,685 3 1	21,472 5 8	...	1,212 17 5
" Customs ...	Aug. 1872	40,517	4,187 15 11	3,993 1 5	...	194 14 6
Alexandra ...	Dec. 1873	1,787	89 12 4	90 13 8	1 1 4	...
Ararat ...	Nov. 1858	5,393	377 13 10	316 3 10	...	61 10 0
Avenel ...	Nov. 1874	1,188	59 1 9	58 9 11	...	0 11 10
Avoca ...	Mar. 1859	2,298	132 6 6	97 19 6	...	34 7 0
Bacchus Marsh ...	Oct. 1874	1,295	74 7 5	70 0 6	...	4 6 11
Bairnsdale ...	July 1869.	5,204	378 15 8	314 3 2	...	64 12 6
Ballan ...	Sept. 1874	1,203	66 18 8	63 8 0	...	3 10 8
Ballarat ...	Dec. 1856	45,594	3,177 9 2	2,966 2 1	...	211 7 1
" East ...	July 1879	1,172	New office	68 0 10	68 0 10	...
Balmoral ...	Oct. 1875	1,114	68 7 1	67 7 3	...	0 19 10
Beaconsfield ...	April 1879	434	New office	23 7 7	23 7 7	...
Beaufort ...	Mar. 1858	1,952	86 3 6	108 14 8	22 11 2	...
Beechworth ...	Jan. 1858	7,939	456 7 10	430 5 0	...	26 2 10
Belfast ...	Mar. 1858	4,213	344 5 7	238 7 5	...	105 18 2
Benalla ...	May 1858	6,508	243 11 11	262 12 8	19 0 9	...
Berwick ...	Mar. 1873	962	69 9 7	52 7 2	...	17 2 5
Birregurra ...	Feb. 1874	1,262	84 5 3	61 7 10	...	22 17 5
Brauxholme ...	Nov. 1875	805	54 13 8	43 2 2	...	11 11 6
Bridgewater ...	June 1877	2,156	85 6 6	67 7 1	...	17 19 5
Bright ...	Aug. 1867	1,760	97 18 2	97 4 6	...	0 13 8
Brighton ...	Nov. 1872	1,374	95 6 7	86 13 0	...	8 13 7
Brunswick ...	Aug. 1872	1,036	44 13 9	57 1 9	12 8 0	...
Buln Buln ...	Mar. 1877	735	65 2 0	30 4 0	...	34 18 0
Buninyong ...	Oct. 1862	597	37 16 0	30 17 11	...	6 18 1
Camperdown ...	Oct. 1863	3,357	211 4 10	185 16 3	...	25 8 7
Cape Otway ...	Sept. 1859	748	12 10 5	11 18 3	...	0 12 2
Cape Schanck ...	Sept. 1861	716	7 1 4	6 9 8	...	0 11 8
Caramut ...	Mar. 1874	944	45 18 0	47 1 6	1 3 6	...
Carlton ...	Feb. 1875	3,325	272 19 9	223 14 0	...	49 5 9
Casterton ...	July 1865	3,778	298 19 0	248 17 11	...	50 1 1
Castlemaine ...	Jan. 1857	6,651	399 17 1	333 16 2	...	66 0 11
Charlton ...	Jan. 1878	3,473	237 5 6	196 14 6	...	40 11 0
Chewton ...	Oct. 1872	358	22 19 8	19 1 6	...	3 18 2
Chiltern ...	Mar. 1861	2,207	110 13 6	106 4 2	...	4 9 4
Clunes ...	Feb. 1861	3,651	230 9 10	216 6 10	...	14 3 0
Coburg ...	Aug. 1873	410	26 0 5	20 5 4	...	5 15 1
Colac ...	Aug. 1863	4,668	379 17 2	278 10 6	...	101 6 8
Coleraine ...	Aug. 1867	2,912	211 13 3	194 16 11	...	16 16 4
Collingwood ...	Nov. 1865	3,563	262 8 6	238 7 10	...	24 0 8
Cranbourne ...	Feb. 1877	615	40 5 5	34 5 3	...	6 0 2
Creswick ...	Aug. 1859	4,781	270 9 4	237 4 10	...	33 4 6
Cudjee ...	Nov. 1878	334	4 8 4	23 6 2	18 17 10	...
Cunninghame ...	Oct. 1879	136	New office	6 10 6	6 10 6	...
Dandenong ...	June 1871	1,816	90 3 2	89 4 6	...	0 18 8
Daylesford ...	Aug. 1859	2,451	178 5 11	135 7 8	...	42 18 3
Donald ...	July 1879	1,340	New office	82 7 10	82 7 10	...
Dromana ...	April 1875	668	89 2 7	32 19 7	...	56 3 0
Drouin ...	Feb. 1879	1,013	New office	55 14 6	55 14 6	...
Dunolly ...	Aug. 1859	7,302	346 4 8	395 16 2	49 11 6	...
Durham Ox ...	June 1876	1,541	96 18 9	82 6 0	...	14 12 9
Eaglehawk ...	Oct. 1871	1,104	96 4 6	61 17 2	...	34 7 4
Echuca ...	Dec. 1858	15,170	1,111 13 11	1,024 6 1	...	87 7 10
Elaine ...	April 1875	336	22 15 0	17 9 0	...	5 6 0
Eldorado ...	July 1871	557	35 9 0	28 16 2	...	6 12 10
Elizabeth street North Receiving-house	Aug. 1879	1,567	New office	104 13 3	104 13 3	...
Eltham ...	June 1877	271	13 18 7	15 3 10	1 5 3	...
Emerald Hill ...	Feb. 1872	3,844	247 16 11	255 14 4	7 17 5	...
Fitzroy ...	Sept. 1877	2,839	201 17 2	200 0 2	...	1 17 0
" North ...	April 1879	270	New office	13 0 11	13 0 11	...
Flemington ...	Dec. 1876	2,532	139 13 11	174 1 5	34 7 6	...
Flinders ...	May 1869	251	10 4 6	11 7 7	1 3 1	...
Footscray ...	Oct. 1873	1,001	77 12 5	55 10 1	...	22 2 4
Foster ...	April 1873	490	30 12 10	25 8 7	...	5 4 3
Fryerstown ...	April 1872	557	41 0 10	27 16 5	...	13 4 5
Gaffney's Creek ...	May 1871	393	24 7 1	18 19 11	...	5 7 2
Geelong ...	Dec. 1854	25,203	1,697 2 7	1,809 5 11	112 3 4	...
Glenorchy ...	Sept. 1877	543	52 17 6	27 16 7	...	25 0 11
Glenthompson ...	Aug. 1878	872	8 8 1	20 5 6	11 17 5	...
Goornong ...	Sept. 1877	700	25 7 3	19 4 4	...	6 2 11
Gordons ...	Mar. 1875	1,198	56 4 3	63 18 7	7 14 4	...

1 Local collections only

COMPARATIVE STATEMENT of Cash Revenue for 1878 and 1879, and Number of Telegraphic Messages Transmitted from each Office during the Year 1879—*continued.*

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1879.	Revenue, 1878.	Revenue, 1879.	Increase, 1879.	Decrease, 1879.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hamilton	Mar. 1861	12,252	927 10 3	754 7 7	...	173 2 8
Harrow	July 1875	1,681	92 19 0	94 15 4	1 16 4	...
Hawthorn	July 1872	1,515	96 4 9	89 7 3	...	6 17 6
Heathcote	Oct. 1859	1,894	117 2 5	104 14 7	...	12 7 10
Heidelberg	Aug. 1876	308	20 9 1	15 0 10	...	5 8 3
Hexham	April 1858	467	28 19 0	23 16 10	...	5 2 2
Heywood	July 1877	849	64 6 9	45 16 3	...	18 10 6
Hobson's Bay Railway Station	April 1879	4,879	New office	334 16 0	334 16 0	...
Horsham	Jan. 1875	10,628	718 4 0	676 8 6	...	41 15 6
Hotham	June 1875	2,761	203 3 9	175 5 11	...	27 17 10
Inglewood	Oct. 1861	3,076	198 11 7	153 0 9	...	45 10 10
Ivanhoe	Aug. 1876	208	17 5 7	15 4 7	...	2 1 0
Jamieson	June 1865	1,073	52 18 10	49 5 1	...	3 13 9
Kerang	Aug. 1863	3,368	196 0 1	189 2 3	...	6 17 10
Kew	Feb. 1875	1,634	98 0 2	92 13 5	...	5 6 9
Kilmore	Oct. 1857	2,530	135 13 8	132 4 3	...	3 9 5
Koroit	Sept. 1872	1,378	88 14 1	80 3 8	...	8 10 5
Kyneton	April 1857	5,279	333 0 6	296 2 11	...	36 17 7
Lancefield	May 1874	968	47 13 0	42 18 10	...	4 14 2
Learmonth	May 1874	598	40 17 6	31 19 4	...	8 18 2
Lilydale	July 1876	1,220	66 8 0	64 17 8	...	1 10 4
Linton	Oct. 1868	696	42 11 0	33 11 11	...	8 19 1
Longwood	Nov. 1857	482	26 6 4	22 16 6	...	3 9 10
Lorne	Jan. 1876	1,339	49 17 9	71 7 1	21 9 4	...
Maffra	July 1875	1,812	138 9 10	112 15 10	...	25 14 0
Majorca	April 1870	487	33 9 9	26 3 2	...	7 6 7
Maldon	Aug. 1859	1,505	78 5 5	76 17 7	...	1 7 10
Malmesbury	Oct. 1865	1,123	49 7 1	49 17 2	0 10 1	...
Malvern	Jan. 1876	197	15 8 2	12 10 11	...	2 17 3
Mansfield	Nov. 1868	2,780	134 10 7	121 5 4	...	13 5 3
Maryborough	April 1859	5,814	367 0 4	335 10 3	...	31 10 1
Melton	Sept. 1877	493	31 1 6	26 19 3	...	4 2 3
Meredith	April 1875	837	24 9 11	22 16 4	...	1 13 7
Merino	May 1879	805	New office	46 10 2	46 10 2	...
Moe	Jan. 1877	732	78 5 3	37 4 7	...	41 0 8
Mordialloc	Aug. 1876	672	33 14 7	36 6 11	2 12 4	...
Mornington	Mar. 1861	1,454	68 12 5	81 10 9	12 18 4	...
Mortlake	June 1864	1,766	122 12 7	97 4 11	...	25 7 8
Mount Blackwood	Aug. 1875	904	51 4 2	47 11 2	...	3 13 0
Mount Egerton	Jan. 1878	1,027	64 7 0	50 10 3	...	13 16 9
Murchison	Dec. 1874	3,869	199 10 3	229 1 4	29 11 1	...
Myrning	Feb. 1876	443	26 13 10	22 18 9	...	3 15 1
Myrtleford	May 1879	546	New office	31 10 4	31 10 4	...
Nagambie	Jan. 1875	1,854	73 6 10	116 4 2	42 17 4	...
New Gisborne	July 1873	679	37 10 2	33 18 4	...	3 11 10
Newstead	Oct. 1863	506	35 12 10	24 19 10	...	10 13 0
Northcote	Aug. 1876	280	17 5 5	16 2 2	...	1 3 3
Oakleigh	Sept. 1875	487	43 0 4	22 15 8	...	20 4 8
Omeo	Nov. 1879	178	New office	10 17 8	10 17 8	...
Pakenham	Aug. 1877	579	28 17 0	31 9 6	2 12 6	...
Penshurst	Jan. 1867	1,985	124 1 2	111 14 6	...	12 6 8
Piggoreet	Mar. 1875	229	13 18 5	11 8 5	...	2 10 0
Port Albert	Dec. 1864	1,424	112 0 3	68 5 11	...	43 14 4
Portland	Feb. 1858	7,321	624 19 0	427 2 7	...	197 16 5
Portsea	Jan. 1877	753	68 6 3	41 3 3	...	27 3 0
Prahan	Aug. 1872	3,545	214 16 9	217 10 4	2 13 7	...
Preston	Aug. 1876	559	12 18 10	10 6 8	...	2 12 2
Queenscliff ¹	Jan. 1855	9,691	183 1 2	204 15 1	21 13 11	...
Richmond	Jan. 1872	2,553	157 1 4	139 7 2	...	17 14 2
„ South Receiving-house	April 1876	1,021	54 9 10	62 4 8	7 14 10	...
Rochester	May 1875	3,160	190 6 10	160 0 6	...	30 6 4
Rokewood	Sept. 1873	614	30 16 11	32 6 8	1 9 9	...
Romsey	May 1874	860	47 8 11	45 10 1	...	1 18 10
Rosedale	Mar. 1867	1,588	104 4 5	78 6 8	...	25 17 9
Rushworth	Dec. 1874	1,528	115 8 6	79 16 8	...	35 11 10
Rutherglen	Aug. 1862	1,847	87 16 4	92 19 5	5 3 1	...
St. Arnaud	Jan. 1865	6,336	371 19 9	352 13 6	...	19 6 3
St. Kilda	Feb. 1871	3,601	357 8 8	243 6 5	...	114 2 3
„ West	Dec. 1878	3,656	13 11 0	241 9 7	227 18 7	...
Sale	Sept. 1864	10,518	830 6 9	627 17 10	...	202 8 11
Sandhurst	Jan. 1857	28,701	2,102 11 9	1,808 6 10	...	294 4 11
Sandridge	July 1855	2,081	218 1 1	150 11 9	...	67 9 4
„ West	Mar. 1879	1,319	New office	105 6 5	105 6 5	...
Scarsdale	Sept. 1872	448	30 2 2	24 19 3	...	5 2 11
Sebastopol	Jan. 1870	297	17 12 6	18 5 6	0 13 0	...
Serpentine Creek	Sept. 1873	870	58 10 9	49 5 6	...	9 5 3
Seymour	June 1865	2,026	93 5 2	96 6 4	3 1 2	...
Shepparton	Oct. 1879	1,242	New office	68 0 10	68 0 10	...
Skipton	Sept. 1876	559	46 0 4	33 19 6	...	12 0 10
Smythesdale	June 1863	987	48 8 3	46 19 2	...	1 9 1
Sorrento	Feb. 1874	1,513	98 10 0	76 10 7	...	21 19 5
South Yarra	Aug. 1872	3,919	228 6 7	276 12 4	48 5 9	...

¹ Queenscliff: 3,548 messages were "collect," value £203 15s.

COMPARATIVE STATEMENT of Cash Revenue for 1878 and 1879, and Number of Telegraphic Messages Transmitted from each Office during the Year 1879—continued.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1879.	Revenue, 1878.	Revenue, 1879.	Increase, 1879.	Decrease, 1879.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Stawell	Oct. 1861	11,825	1,064 15 5	841 19 3	...	222 16 2
Stratford	May 1873	1,242	87 19 6	68 5 7	...	19 13 11
Streatham	July 1858	494	38 3 9	28 16 9	...	9 7 0
Stuartmill ¹	Dec. 1869	34	33 10 6	11 12 1	...	21 18 5
Swan Hill	April 1863	2,911	171 8 7	172 12 2	1 3 7	...
Talbot	Dec. 1860	2,701	139 16 5	130 3 10	...	9 12 7
Taradale	Nov. 1861	586	40 19 8	30 11 3	...	10 8 5
Tarnagulla	Nov. 1860	2,076	99 8 6	109 8 5	9 19 11	...
Tarraville	June 1877	441	33 4 2	23 8 1	...	9 16 1
Terang	Nov. 1871	1,424	79 13 11	79 1 10	...	0 12 1
Toongabbie	May 1878	556	24 6 9	31 2 3	6 15 6	...
Toorak ²	May 1877	...	83 4 10	...	...	83 4 10
Traralgon	May 1875	1,419	95 11 1	63 1 5	...	32 9 8
Vaughan	Dec. 1878	88	0 14 2	4 9 3	3 15 1	...
Waddallah	May 1873	664	33 3 6	30 3 6	...	3 0 0
Wahgunyah	Feb. 1861	2,793	100 14 10	92 7 5	...	8 7 5
Walhalla	Nov. 1870	3,883	294 18 9	227 7 6	...	67 11 3
Wangaratta	July 1858	4,183	260 16 0	215 14 8	...	45 1 4
Warrnambool	Mar. 1858	14,478	1,129 5 1	976 0 4	...	153 4 9
Wedderburn	Feb. 1876	1,414	97 9 7	86 8 5	...	11 1 2
Whittlesea	June 1879	225	New office	12 8 3	12 8 3	...
Williamstown	Mar. 1854	4,232	372 6 2	317 16 6	...	54 9 8
Wilson's Promontory ³	April 1873	560	...	...	...	...
Winchelsea	Feb. 1874	754	52 3 11	39 7 9	...	12 16 2
Wodonga	Jan. 1858	2,318	166 19 5	108 14 10	...	58 4 7
Wood's Point	Oct. 1865	1,143	47 9 1	54 13 10	7 4 9	...
Yackandandah	Feb. 1861	1,024	52 1 2	56 9 8	4 8 6	...
Yan Yean	Aug. 1879	107	New office	1 4 3	1 4 3	...
Yea	July 1879	335	New office	20 2 11	20 2 11	...
Point Lonsdale ⁴	Oct. 1861	...	...	...	...	...
RAILWAY CIRCUIT.						
Ararat	Mar. 1878	4,806	34 9 5	55 6 1	20 16 8	...
Avenel	Dec. 1872	2,908	12 8 3	10 17 11	...	1 10 4
Avoca	Aug. 1878	587	2 2 2	1 12 7	...	0 9 7
Ballarat West	July 1863	9,053	101 14 5	122 15 7	21 1 2	...
Bealiba	Sept. 1878	1,402	14 18 8	37 17 0	22 18 4	...
Beaufort	Aug. 1874	1,300	2 12 4	5 19 11	3 7 7	...
Beechworth	Aug. 1878	1,395	0 14 2	3 14 9	3 0 7	...
Benalla	Aug. 1873	3,010	94 7 8	73 10 7	...	20 17 1
Berwick	Mar. 1878	3,432	2 9 9	5 13 8	3 3 11	...
Broadford	May 1872	5,404	19 9 2	19 6 1	...	0 3 1
Buangor	Aug. 1879	426	New office	5 17 6	5 17 6	...
Bunyip	Nov. 1877	2,582	25 15 9	17 6 1	...	8 9 8
Carisbrook	Jan. 1861	1,963	42 15 11	45 12 8	2 16 9	...
Castlemaine	July 1863	8,976	52 3 10	46 2 10	...	6 1 0
Chiltern	Dec. 1873	1,297	7 5 2	7 17 3	0 12 1	...
Clunes	Aug. 1878	2,782	4 3 8	12 1 9	7 18 1	...
Colac	Aug. 1878	802	1 19 7	9 0 0	7 0 5	...
Condah	Aug. 1878	818	4 14 5	12 9 3	7 14 10	...
Craigieburn	Nov. 1877	10,633	10 12 10	12 2 4	1 9 6	...
Dandenong	Mar. 1879	1,994	New office	0 19 4	0 19 4	...
Drysdale	Dec. 1879	30	New office	1 3 3	1 3 3	...
Dunkeld	April 1877	1,855	79 15 5	55 16 4	...	23 19 1
Dunolly	Aug. 1878	1,205	...	0 1 0	0 1 0	...
Echuca	June 1865	6,849	265 8 10	179 11 4	...	85 17 6
Elmore	June 1865	3,191	139 3 0	101 1 5	...	38 1 7
Elphinstone	April 1873	8,485	9 19 3	8 6 4	...	1 12 11
Essendon	Aug. 1878	7,151	4 3 4	10 10 0	6 6 8	...
Euroa	Aug. 1876	3,278	66 12 7	76 5 7	9 13 0	...
Geelong	April 1862	5,499	110 19 2	114 15 6	3 16 4	...
Glenorchy	Jan. 1879	2,176	New office	7 1 8	7 1 8	...
Guildford	Nov. 1878	1,348	1 4 4	8 11 9	7 7 5	...
Hamilton	Aug. 1878	1,541	6 4 11	12 13 2	6 8 3	...
Horsham	Aug. 1879	336	New office	0 17 4	0 17 4	...
Inglewood	Aug. 1878	1,081	2 3 6	4 0 11	1 17 5	...
Jung Jung	Sept. 1879	349	New office	5 13 2	5 13 2	...
Keilor Road ⁵	Nov. 1877	384	15 8 3	5 9 5	...	9 18 10
Kilmore East	Sept. 1877	6,922	13 14 6	15 17 6	2 3 0	...
Kyneton	July 1876	1,572	19 7 0	24 8 0	5 1 0	...
Lancefield Road	July 1873	5,273	17 15 6	17 9 1	...	0 6 5
Lara	Feb. 1878	2,033	17 4 10	15 16 11	...	1 7 11
Little River	Sept. 1876	563	27 16 2	7 18 2	...	19 18 0
Lubeck	Aug. 1879	577	New office	7 15 1	7 15 1	...
Macedon	June 1874	5,799	33 11 5	31 3 6	...	2 7 11
Maryborough	July 1874	6,505	21 19 11	27 18 10	5 18 11	...
Moe	July 1878	2,684	2 3 3	1 15 1	...	0 8 2
Morwell	Aug. 1879	323	New office	17 1 10	17 1 10	...
Murtoa	Dec. 1878	4,163	1 15 11	170 3 4	168 7 5	...
Newmarket	Oct. 1874	872	35 2 5	27 15 11	...	7 6 6
Newstead	July 1874	2,855	5 2 9	6 0 11	0 18 2	...

¹ Stuartmill Telegraph Office closed 28th February 1879.

² Toorak Telegraph Office closed 1st December 1878.

³ Wilson's Promontory—revenue included in Melbourne return.

⁴ Point Lonsdale—look-out station.

⁵ Keilor Road Telegraph Office closed 15th November 1878, re-opened 27th March 1879.

COMPARATIVE STATEMENT of Cash Revenue for 1878 and 1879, and Number of Telegraphic Messages Transmitted from each Office during the Year 1879—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted, 1879.	Revenue, 1878.	Revenue, 1879.	Increase, 1879.	Decrease, 1879.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Oakleigh ...	Aug. 1878	1,538	1 19 7	7 16 6	5 16 11	...
Pakenham ¹ ...	Nov. 1877	...	1 0 11	...	...	1 0 11
Portland ...	Aug. 1878	818	0 10 0	3 2 0	2 12 0	...
Riddell's Creek ...	July 1876	4,762	21 17 1	17 1 6	...	4 15 7
Rutherglen ...	April 1879	371	New office	1 18 7	1 18 7	...
St. Arnaud ...	Mar. 1879	980	New office	1 9 2	1 9 2	...
Sale ...	Aug. 1878	1,891	3 5 7	19 14 9	16 9 2	...
Sandhurst ...	July 1863	5,746	171 16 7	149 12 11	...	22 3 8
Seymour ...	May 1872	5,219	47 3 8	52 12 11	5 9 3	...
Spencer street ...	Oct. 1861	30,028	795 9 11	710 15 1	...	84 14 10
Springs ...	Nov. 1878	999	7 2 3	16 14 4	9 12 1	...
Stawell ...	Dec. 1877	4,135	29 8 5	38 11 1	9 2 8	...
Sunbury ...	Feb. 1867	6,091	50 19 10	52 12 6	1 12 8	...
Tallarook ...	Nov. 1877	4,396	20 11 3	22 17 5	2 6 2	...
Traralgon ...	Aug. 1878	3,043	2 1 7	2 2 10	0 1 3	...
Violettown ...	Jan. 1877	2,089	62 5 2	58 15 4	...	3 9 10
Wahgunyah ...	Mar. 1879	697	New office	3 15 5	3 15 5	...
Wallan Wallan ...	May 1872	7,986	13 19 3	14 12 4	0 13 1	...
Wangaratta ...	Nov. 1873	2,858	47 9 2	36 17 10	...	10 11 4
Warrigal ...	Mar. 1878	4,530	56 4 5	76 9 9	20 5 4	...
Warrenheip ...	Sept. 1879	2,661	New office	0 15 5	0 15 5	...
Werribee ...	April 1862	2,037	40 12 3	43 4 4	2 12 1	...
Williamstown Junction ...	April 1862	1,153	6 7 3	8 5 7	1 18 4	...
" Railway Pier ...	Jan. 1870	2,721	18 16 8	20 10 2	1 13 6	...
Winchelsea ...	Aug. 1878	558	1 15 10	3 15 0	1 19 2	...
Wodonga ...	Nov. 1873	1,230	16 13 3	17 4 3	0 11 0	...
Woodend ...	Oct. 1861	21,623	51 9 7	50 0 10	...	1 8 9
Yendon ...	Mar. 1873	6,170	12 18 8	9 18 5	...	3 0 3
		1,010,116	60,287 12 10	56,704 12 1	2,209 3 11	5,792 4 8

¹ Pakenham Railway Telegraph Office closed 27th February 1878.

APPENDIX E.

AUSTRALIAN and European Telegrams.—Course of a Telegram between Melbourne and London.

Points of Connection and Repetition.	Mileage.*	Cable.	Land.	Proprietary or Administration.
Melbourne—Mount Gambier ...	300	...	300	Government of Victoria.
Mount Gambier—Adelaide ...	270	...	270	Government of South Australia.
Adelaide—Port Augusta ...	200	...	200	
Port Augusta—Alice Springs ...	1,036	...	1,036	
Alice Springs—Port Darwin ...	898	...	898	
Port Darwin—Banjoewangie† ...	1,150	1,150	...	Eastern Extension Australasia and China Telegraph Company.
Banjoewangie—Batavia† ...	480	...	480	Netherlands India Government.
Batavia—Singapore ...	553	553	...	Eastern Extension Australasia and China Telegraph Company.
Singapore—Penang ...	399	399	...	
Penang—Madras ...	1,280	1,280	...	
Madras—Bombay ...	650	...	650	Government of India.
Bombay—Aden ...	1,662	1,662	...	Eastern Extension Australasia and China Telegraph Company.
Aden—Suez ...	1,346	1,346	...	
Suez—Alexandria ...	224	...	224	Government of Turkey.
Alexandria—Malta ...	828	828	...	Mediterranean Telegraph Company.
Malta—Gibraltar ...	1,008	1,008	...	
Gibraltar—Falmouth ...	1,061	1,061	...	
Falmouth—London ...	350	...	350	Government of Great Britain.
Total ...	13,695	9,287	4,408	

* Distances approximately correct.

ALTERNATIVE Route, through India, when the Cable may be interrupted between Penang and Madras.

Points of Connection and Repetition.	Mileage.*	Cable.	Land.	Proprietary or Administration.
Penang—Rangoon	860	860	...	Eastern Extension, Australasia and China Telegraph Company. Government of India.
Rangoon—Chittagong	480	...	480	
Chittagong—Calcutta	320	...	320	
Calcutta—Bombay	1,150	...	1,150	

* Distances approximately correct.

† The Duplicate Cable has been laid between Port Darwin and Banjocwangle, thence direct to Singapore 931 miles, and from that place to Penang. Telegrams are now chiefly sent by this route.

APPENDIX F.

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 1879, and the Amount of Revenue received for Commission.

Number of Money Order Offices at close of 1879.	Net Revenue received for Commission.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
273	£ s. d. 5,718 5 2	138,517	£ s. d. 398,018 13 4	150,525	£ s. d. 453,723 1 10	289,042	£ s. d. 851,741 15 2

APPENDIX G.

RETURN showing the Number and Amount of Money Orders Issued and Paid at each Money Order Office in Victoria during the Year 1879.

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 ...	479	1,488 16 11	364	1,786 5 9	Carlton, North...	148	294 13 0	79	200 13 8
Allansford ...	74	196 0 4	41	139 10 10	Cashel ...	167	459 15 0	41	257 5 7
Amherst ...	198	452 16 1	121	304 17 8	Casterton ...	545	1,413 12 2	460	1,951 15 0
Ararat ...	1,197	3,142 17 11	1,037	2,963 13 8	Castlemaine ...	2,054	5,401 14 11	2,252	6,375 16 2
Avenel ...	612	1,786 5 3	195	733 14 3	Charlton ...	671	1,777 8 6	208	931 6 9
Avoca ...	604	1,642 0 10	516	1,675 5 2	Cheltenham ...	182	519 17 1	67	168 1 8
Bacchus Marsh ...	425	1,144 6 8	158	466 8 6	Chetwynd ...	17	54 3 8	3	14 10 0
Bairnsdale ...	783	2,387 14 3	544	1,933 5 10	Chewton ...	257	670 10 11	433	1,457 1 3
Ballan ...	291	849 17 7	201	492 7 0	Chiltern ...	548	1,221 11 3	248	764 2 1
Ballarat ...	6,476	18,305 3 8	13,344	38,294 19 0	Clunes ...	1,768	4,671 11 8	898	2,465 15 10
„ East ...	244	510 7 10	175	527 5 5	Cobden ...	84	224 7 9	46	219 5 3
Balmoral ...	258	663 6 2	46	163 1 3	Coburg ...	213	790 1 10	141	504 5 6
Barnawartha ...	89	231 12 11	26	132 19 4	Coghill's Creek ...	66	214 9 6	21	41 6 9
Barry's Reef ...	323	745 8 6	305	907 4 4	Colac ...	738	2,123 12 2	548	1,453 13 9
Bass ...	160	467 4 8	29	155 11 4	Cohuna ...	37	119 11 11	13	68 7 0
Bealiba ...	403	1,085 16 10	128	552 12 6	Coleraine ...	474	1,812 6 8	165	516 6 10
Beaufort ...	887	2,410 1 9	417	1,214 11 10	Collingwood ...	1,470	3,700 8 1	2,801	8,021 17 10
Beeac ...	155	469 12 3	64	182 11 7	Condah ...	191	685 4 5	21	62 18 1
Beechworth ...	1,152	3,032 18 1	1,099	3,211 11 7	Cope Cope ...	66	243 0 11	18	78 4 0
Belfast ...	759	2,141 8 7	447	1,386 15 1	Corop ...	164	480 0 10	63	164 5 3
Benalla ...	1,072	2,855 6 8	1,225	4,651 18 2	Costerfield ...	153	383 12 2	38	124 18 9
Berwick ...	283	803 17 8	145	492 17 5	Cowes ...	40	133 12 6	17	80 17 6
Bethanga ...	358	1,122 8 2	73	226 10 5	Cranbourne ...	126	383 15 2	61	263 0 0
Birregurra ...	481	1,308 12 0	73	241 14 2	Cressy ...	100	264 11 8	7	26 10 0
Box Hill ...	43	107 19 6	5	5 18 6	Creswick ...	886	2,473 8 2	792	2,284 19 11
Branxholme ...	279	748 9 4	50	171 17 4	Dandenong ...	332	876 12 10	226	756 9 7
Briarolong ...	40	104 8 0	14	44 12 0	Daylesford ...	876	2,400 17 10	1,471	4,492 14 8
Bright ...	316	1,022 5 9	125	487 5 1	Dean's Marsh ...	100	330 5 3	12	54 4 3
Brighton ...	272	850 4 1	346	995 14 0	Digby ...	255	889 2 6	41	161 19 10
Broadford ...	317	935 2 4	164	604 16 7	Dimboola ...	241	902 6 2	84	310 7 11
Broadmeadows ...	63	240 17 9	35	72 14 6	Donald ...	562	2,210 1 11	156	562 10 8
Brunswick ...	318	797 9 5	560	1,694 8 3	Donnelly's Creek ...	189	529 9 4	2	15 19 0
Buckland, Lower ...	48	168 3 10	3	14 3 0	Dromana ...	211	905 9 0	115	451 13 0
Buln Buln ...	191	426 4 8	234	1,193 7 11	Drouin ...	252	810 7 7	118	409 2 4
Bungaree ...	111	358 10 11	26	74 14 1	Drysdale ...	102	240 7 10	40	141 7 7
Buninyong ...	246	788 0 8	698	2,201 1 6	Dunkeld ...	364	810 11 6	75	245 3 8
Burke's Flat ...	111	311 19 7	18	73 1 1	Dunolly ...	938	2,466 6 6	935	2,127 2 4
Burwood ...	15	47 6 11	12	28 17 0	Durham Ox ...	340	1,105 4 10	105	497 9 7
Byaduk ...	149	476 1 10	14	67 0 7	Eaglehawk ...	750	1,887 15 4	671	1,899 12 0
Campbell's Creek ...	197	503 0 7	223	650 4 9	East Brighton ...	51	90 10 7	9	27 19 0
Camperdown ...	638	1,995 10 2	325	1,062 4 6	Echuca ...	2,454	6,944 14 10	1,773	6,304 6 9
Caramut ...	156	355 2 11	37	131 15 8	Edenhope ...	363	1,581 5 1	22	86 13 6
Carisbrook ...	224	585 2 10	83	270 8 8	Elaine ...	291	700 2 2	152	554 18 1
Carlton ...	973	2,594 5 0	2,309	6,479 12 9	Eldorado ...	220	674 7 10	235	780 2 1

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.
Elizabeth street north	94	252 0 2	2	1 15 0	Nagambie	574	1,800 10 4	112	325 10 1
Elmore	426	1,199 9 6	132	332 2 10	Nathalia	64	226 15 9	8	50 8 0
Eltham	38	134 6 9	41	107 8 6	Newbridge	139	346 13 6	51	146 17 1
Emerald Hill	1,027	2,710 14 1	2,807	8,010 12 10	Newstead	311	669 18 6	160	494 15 7
Epsom	85	229 14 10	107	225 18 0	Noorat	51	125 6 11	6	11 4 0
Euroa	641	1,738 2 10	156	706 9 10	Oakleigh	79	236 5 2	107	411 3 6
Fitzroy	785	2,048 15 10	1,917	5,504 14 10	Omeo	120	351 10 9	98	500 19 11
" North	138	314 6 9	223	566 17 6	Pakenham	274	778 8 6	52	200 7 6
Flemington	57	142 6 8	96	233 0 1	Penshurst	345	934 13 9	107	282 1 4
Footscray	323	724 0 11	443	1,466 1 1	Piggoreet	97	204 2 5	196	667 5 9
Foster	120	416 18 0	64	285 4 2	Port Albert	321	839 6 10	206	817 4 0
Fryerstown	286	751 6 4	221	484 13 2	Portarlington	108	232 16 4	49	179 8 6
Gaffney's Creek	193	633 16 1	35	144 9 9	Portland	1,036	3,010 15 8	1,245	4,033 12 7
Geelong	4,030	11,563 8 9	5,402	16,053 19 1	Prahran	1,033	2,593 16 4	1,343	3,999 13 2
Gisborne	324	873 4 6	136	393 1 2	Preston	94	279 12 11	69	243 8 7
Glenmaggie	43	102 15 9	6	9 18 9	Queenscliff	509	1,552 9 10	219	738 19 5
Glenorchy	300	1,072 16 0	29	129 18 0	Raywood	124	398 8 10	52	194 8 3
Gobur	142	329 6 8	112	556 8 7	Redbank	83	209 18 11	35	102 1 6
Golden Square	233	537 10 1	62	148 15 4	Rheola	195	436 17 7	65	239 16 1
Goldsborough	633	1,664 12 8	29	102 13 0	Richmond	656	1,975 0 10	1,789	5,334 12 10
Gordons	302	710 2 0	88	241 8 2	" North	69	165 18 2	91	241 11 11
Grant	137	375 11 3	17	66 16 8	" South	400	839 14 3	278	708 3 6
Graytown	56	180 5 1	36	86 3 11	Riddell's Creek	253	641 3 1	102	279 14 8
Griffith's Point	75	281 7 1	49	174 5 2	Ringwood	128	293 9 7	55	170 3 0
Guildford	137	454 11 10	201	621 3 5	Rochester	697	2,015 3 2	236	794 2 6
Haddon	159	394 6 11	76	329 8 9	Rokewood	327	1,052 9 1	106	397 12 7
Hamilton	1,658	4,860 19 4	1,271	3,810 0 11	Romsey	272	783 6 7	98	255 5 10
Happy Valley	151	316 1 0	67	185 2 9	Rosedale	282	868 0 1	235	567 13 4
Harrow	329	1,100 3 3	76	270 6 0	Rushtworth	503	1,179 8 11	285	969 1 0
Hastings	288	1,308 7 5	63	278 2 5	Rutherglen	367	1,065 12 11	136	415 1 8
Hawthorn	214	537 0 2	378	1,120 3 4	St. Arnaud	1,187	3,571 16 0	850	3,178 0 7
Hawthorn, Lower	65	137 8 10	21	42 1 6	St. Kilda	858	2,301 3 1	1,345	4,343 7 0
Healesville	156	479 4 7	29	89 5 8	" West	42	100 15 3	1	2 0 0
Heathcote	604	1,545 15 7	314	1,075 12 10	Sale	1,445	3,578 15 2	1,091	3,481 7 11
Heidelberg	31	99 18 6	88	229 9 4	Sandhurst	5,413	15,578 8 8	6,025	16,677 12 10
Hexham	87	264 18 4	17	78 3 4	Sandridge	602	1,903 18 1	708	2,038 17 4
Heyfield	83	164 1 7	19	47 7 8	Scarsdale	171	350 16 8	363	1,108 11 4
Heywood	443	1,173 1 11	114	418 18 10	Sebastopol	202	439 5 6	552	1,681 3 6
Horsham	2,039	6,435 11 4	922	4,266 3 11	Seymour	827	2,278 10 10	735	3,308 15 7
Hotliam	1,099	2,893 14 5	1,701	4,739 13 11	Shelford	90	298 16 8	10	32 12 0
Inglewood	698	1,767 7 8	534	1,567 3 2	Shepparton	889	2,699 6 1	514	2,416 8 4
Inverleigh	92	261 2 10	40	118 14 10	Simpson's road	184	441 2 6	58	207 12 0
Jamieson	206	623 12 7	153	563 18 7	Skipton	198	453 14 8	24	62 4 6
Jasper Road	45	104 14 2	10	55 7 0	Smeaton	125	322 2 6	15	34 1 0
Kangaroo Flat	225	612 17 4	141	433 1 11	Smythesdale	235	501 5 5	507	1,385 9 6
Karimba	152	636 10 3	35	202 15 6	Snake Valley	188	455 8 8	159	545 13 3
Keilor	59	156 16 1	13	35 13 0	Sorrento	311	1,300 9 0	71	239 14 3
Kerang	533	1,557 2 7	704	3,328 5 0	South Brighton	22	56 4 4	28	150 15 11
Kew	273	818 4 11	272	1,056 17 4	South Yarra	563	1,699 8 4	616	1,757 19 6
Kilmore	675	1,933 12 3	652	2,030 0 8	Stawell	3,442	9,183 18 5	1,894	5,081 14 7
Kingower	43	130 6 3	34	150 7 6	Steiglitz	222	514 13 2	184	552 14 9
Kingston	350	904 16 0	38	130 7 3	Stratford	194	463 6 2	88	227 6 1
Koroit	258	657 6 9	132	555 5 8	Streatham	129	303 13 9	21	77 4 9
Kyneton	1,450	4,105 11 11	1,254	3,829 4 3	Stuartmill	65	131 16 0	34	99 11 4
Lake Mundi	15	56 5 0	2	6 6 1	Sunbury	366	940 6 5	86	217 13 10
Lancefield	369	1,022 16 10	96	236 1 0	Swan Hill	354	1,167 3 3	50	188 15 7
Landsborough	273	1,031 17 9	58	238 8 7	Talbot	494	1,235 12 7	526	1,438 9 3
Learmonth	111	334 1 6	81	272 18 8	Tallaroek	115	245 12 3	31	115 0 0
Lilydale	330	924 6 5	126	376 8 5	Taradale	311	662 17 7	341	936 4 10
Linton	329	1,050 19 2	252	677 18 7	Tarnagulla	280	742 2 6	245	606 17 11
Longwood	258	809 15 4	53	192 7 6	Terang	411	1,149 3 7	122	451 0 4
Lorne	147	520 0 5	14	60 8 2	Terrick Terrick	221	1,099 8 6	59	292 7 7
Macarthur	295	820 17 2	64	219 15 6	Timor	269	744 14 4	73	211 14 10
Macedon	63	207 6 9	17	48 18 0	Tintalra	79	280 6 9	13	44 12 0
Maffra	257	616 9 5	116	419 19 10	Toorak	164	402 13 5	93	246 5 9
Majorca	126	282 17 0	157	481 5 11	Traralgon	466	1,307 4 3	275	1,289 1 1
Maldon	694	1,644 18 7	774	2,059 5 11	Trentham	700	1,844 11 0	105	401 10 6
Malmesbury	367	724 3 8	220	670 8 10	Ullina	14	47 4 6	3	10 16 0
Malvern	98	182 18 1	67	186 7 4	Vaughan	100	244 3 11	116	315 10 11
Mansfield	344	1,087 16 10	161	641 17 0	Waddallah	136	400 1 5	39	132 19 3
Market street	874	2,246 0 5	18	49 6 10	Wahgunyah	547	1,605 6 1	79	278 17 0
Maroona	48	87 7 7	5	21 15 0	Walhalla	967	3,205 14 10	201	619 16 2
Maryborough	1,454	4,052 18 10	928	2,551 11 9	Wallan Wallan	95	330 12 8	42	152 17 9
Melton	135	317 6 5	60	186 12 4	Wandiligong	164	384 10 8	7	23 11 0
Meredith	340	1,019 14 2	154	638 11 10	Wangaratta	780	2,097 14 8	453	1,632 16 4
Merino	252	779 11 10	63	244 4 2	Warragul	228	517 15 9	38	121 14 5
Merrigum	81	338 5 11	20	55 14 0	Warrnambool	1,647	4,466 1 0	1,062	3,204 15 1
Mitiamo	157	555 12 10	25	76 17 4	Wedderburn	395	1,120 2 1	137	444 7 7
Mitta Mitta	163	484 17 9	9	44 3 5	Werracknebeal	16	35 5 6	7	39 11 0
Moe	289	899 16 7	107	436 6 1	Whittlesea	119	315 0 11	49	167 8 4
Moonambel	128	290 17 3	50	128 18 3	Whroo	125	154 19 9	22	78 13 11
Moonee Ponds	171	490 0 0	124	436 17 4	Wickliffe	72	411 0 2	19	79 5 5
Mooroopna	547	1,636 3 5	123	340 8 8	Williamstown	999	3,034 3 10	955	3,312 19 5
Morang	87	266 16 5	30	120 10 5	Winchelsea	289	807 5 10	142	508 9 9
Mornington	453	1,334 0 9	262	725 2 2	Wodonga	570	1,610 2 5	339	1,124 0 2
Morrison	201	513 9 1	96	214 0 11	Woodend	493	1,139 16 9	247	751 2 4
Mortlake	412	1,203 7 1	148	376 2 0	Wood's Point	264	719 4 4	91	340 7 1
Morwell	91	217 14 7	10	31 5 0	Wooroonooka	49	117 16 0	13	37 17 6
Mt. Blackwood	197	411 0 2	286	895 17 4	Yackandandah	267	611 5 8	173	535 16 8
Mt. Egerton	874	2,073 17 6	117	391 19 11	Yarrawonga	13	46 14 0	3	17 17 0
Moyston	98	251 6 8	57	145 13 10	Yea	483	1,902 3 11	89	418 2 11
Murchison	695	1,950 12 6	128	392 10 11					
Murtoa	673	1,942 2 1	125	392 4 9					
Myrning	114	338 16 5	30	154 4 6					
Myrtleford	31	75 12 5	3	5 18 6					
					Melbourne	118,423	332,318 5 9	98,411	304,445 16 4
						20,094	65,700 7 7	52,114	149,277 5 6
					Totals	138,517	398,018 13 4	150,525	453,723 1 10

APPENDIX H.

COMPARATIVE STATEMENT showing the various Places where the Money Orders issued in Victoria during the Years 1879 and 1878 were made Payable.

Place.	1879.		1878.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
Victoria	112,261	307,937 6 9	105,900	302,696 16 5
United Kingdom	16,382	54,752 19 4	16,867	55,988 3 4
New South Wales	4,697	16,065 18 10	4,809	16,688 18 8
New Zealand	1,225	4,793 0 2	1,105	4,442 14 5
South Australia	1,941	6,815 11 0	1,741	6,329 1 10
Queensland... ..	540	2,386 19 6	598	2,698 3 6
Tasmania	1,408	5,042 19 0	1,570	5,949 1 2
Western Australia	63	223 18 9	69	206 9 0
Totals	138,517	398,018 13 4	132,659	394,999 8 4

APPENDIX I.

COMPARATIVE STATEMENT showing the various Places where the Money Orders paid in Victoria during the Years 1879 and 1878 were originally Issued.

Place.	1879.		1878.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
Victoria	112,330	308,123 18 3	105,938	302,969 16 8
United Kingdom	3,855	15,133 19 9	3,736	15,164 12 2
New South Wales	13,038	46,238 6 3	11,727	40,654 13 4
New Zealand	6,152	25,944 17 9	5,955	24,127 10 2
South Australia	6,584	22,993 12 1	6,524	23,334 5 5
Queensland... ..	2,120	9,347 6 0	2,290	9,537 10 4
Tasmania	6,118	24,645 5 4	5,836	23,371 11 4
Western Australia	328	1,295 16 5	274	1,137 9 4
Totals	150,525	453,723 1 10	142,280	440,297 8 9

APPENDIX J.

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 1879; 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 1878.	Number of Accounts Opened in 1879.	Number of Accounts Closed in 1879.	Number of Accounts Open at close of 1879.	Balances on 31st Dec. 1878.	Deposits Received in 1879 (including Interest).		Withdrawals Paid in 1879.		Balances remaining at the close of 1879.
							No.	Amount.	No.	Amount.	
						£ s. d.		£ s. d.		£ s. d.	£ s. d.
Alexandra ..	1st Nov. 1869	32	8	4	36	322 16 8	36	145 13 5	23	109 1 5	359 8 8
Ararat ..	1st Jan. 1866	274	59	60	273	4,211 2 11	441	2,756 15 0	179	2,515 16 7	4,452 1 4
Avenel ..	1st Nov. 1869	47	17	7	57	620 17 4	211	351 13 7	13	115 7 1	857 3 10
Avoca ..	6th Nov. 1865	188	43	25	206	3,185 17 1	187	1,567 6 0	91	1,547 2 8	3,206 0 5
Bacchus Marsh	17th Sept. 1866	89	14	10	93	724 16 8	123	360 8 6	35	254 5 8	830 19 6
Bairnsdale ..	1st Nov. 1869	60	25	26	59	612 11 11	97	619 11 1	56	663 17 6	568 5 6
Ballan ..	1st Nov. 1869	48	13	5	56	663 19 1	74	392 8 5	27	430 6 1	626 5

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Opened at close of 1878.	Number of Accounts Opened in 1879.	Number of Accounts Closed in 1879.	Number of Accounts Open at close of 1879.	Balances on 31st Dec. 1878.	Deposits Received in 1879 (including interest).		Withdrawals Paid in 1879.		Balances remaining at the close of 1879.
							No.	Amount.	No.	Amount.	
						£ s. d.		£ s. d.		£ s. d.	£ s. d.
Ballarat ..	11th Sept. 1865	1,680	425	354	1,751	21,730 15 6	2,784	14,117 13 8	1,240	13,790 12 5	22,057 16 9
Ballarat East ..	23rd July 1879	..	38	5	33	..	123	2,417 7 4	23	35 14 1	205 13 3
Balmoral ..	2nd Sept. 1878	8	8	3	13	37 11 2	28	36 10 6	8	54 1 2	20 0 6
Beaufort ..	1st Dec. 1865	73	12	6	79	541 7 3	123	480 14 11	31	203 10 11	818 11 3
Beece ..	1st Feb. 1872	39	16	9	46	839 14 4	63	932 7 10	28	1,017 10 7	754 11 7
Beechworth ..	11th Sept. 1865	742	138	126	754	8,518 8 9	1,074	4,488 2 2	384	4,453 6 2	8,553 4 9
Belfast ..	1st Feb. 1866	23	6	5	24	723 10 4	31	335 13 1	16	322 11 3	736 12 2
Benalla ..	15th April 1867	149	23	26	146	2,423 1 5	173	1,241 7 9	104	1,654 12 1	2,009 17 1
Berwick ..	1st March 1879	..	14	2	12	..	28	113 4 3	2	5 15 4	107 8 11
Birregurra ..	1st July 1871	32	12	5	39	544 6 5	47	1,464 4 5	16	389 10 4	301 0 6
Brankholme ..	1st Aug. 1873	14	4	3	15	49 5 7	5	57 12 11	4	53 1 1	53 17 5
Bright ..	1st Feb. 1866	131	31	20	142	1,412 18 11	146	824 14 9	49	1,004 15 5	1,232 18 3
Brighton ..	1st Oct. 1866	172	77	43	206	2,250 15 11	534	1,358 12 3	152	1,216 4 8	2,393 3 6
Brunswick ..	1st Oct. 1867	420	144	80	484	2,873 7 0	1,530	3,149 12 6	338	2,311 8 10	3,711 10 8
Burn Burn ..	14th Mar. 1878	12	..	6	6	50 0 9	16	118 15 11	26	102 15 1	66 1 7
Bungaree ..	1st Dec. 1871	17	21	..	38	174 6 5	9	31 8 3	1	1 0 0	204 14 8
Buninyong ..	12th July 1866	203	17	14	206	1,922 16 4	226	1,042 15 3	84	643 6 2	2,322 5 5
Burwood ..	7th April 1879	..	28	1	27	..	91	39 2 0	2	4 3 0	34 19 0
Byaduk ..	1st Sept. 1873	4	3	1	6	10 1 4	4	7 0 1	1	1 17 3	15 4 2
Campbell's Creek ..	25th May 1869	34	14	7	41	164 19 5	74	172 16 1	26	163 16 0	173 19 6
Camperdown ..	1st Dec. 1865	128	31	22	137	1,259 8 5	138	553 11 3	54	578 17 9	1,234 1 11
Carantut ..	1st May 1875	19	9	4	24	71 2 2	40	48 18 11	5	10 5 7	109 15 6
Carisbrook ..	17th Sept. 1866	104	11	10	105	517 3 10	95	213 14 5	27	221 2 2	509 16 1
Carleton ..	1st Oct. 1867	995	491	341	1,145	11,490 1 10	4,377	11,574 4 1	1,314	11,392 17 5	11,671 8 6
Casterton ..	1st Nov. 1869	67	12	8	71	505 14 2	45	204 16 2	23	145 1 0	505 9 4
Castlemaine ..	11th Sept. 1865	170	46	34	182	2,828 16 2	404	2,295 10 6	155	2,207 6 3	2,917 0 5
Charlton ..	14th Mar. 1878	10	8	10	8	128 3 5	35	181 9 2	19	160 11 8	149 0 11
Cheltenham ..	1st Feb. 1868	197	38	35	200	1,993 8 9	601	1,302 19 1	136	1,289 0 6	2,007 7 4
Chiltern ..	6th Nov. 1865	96	29	16	109	1,539 12 11	158	885 16 7	62	679 9 8	1,745 19 10
Clunes ..	6th Nov. 1865	421	107	76	452	7,380 15 1	745	4,649 16 10	343	4,196 7 9	7,834 4 2
Cobden ..	1st Feb. 1879	..	8	6	2	..	27	17 8 2	7	9 1 1	8 7 1
Coburg ..	17th Sept. 1866	92	39	16	115	911 1 6	200	456 18 10	68	301 1 11	1,066 18 5
Colac ..	6th Nov. 1866	137	43	32	148	1,705 9 7	234	1,753 3 5	99	1,679 15 1	1,778 17 11
Coleraine ..	1st Nov. 1869	71	26	14	83	798 14 5	193	437 15 2	30	427 14 6	808 15 1
Collingwood ..	15th Nov. 1865	3,763	958	1,034	3,687	47,576 7 1	9,433	33,433 19 11	3,713	33,783 9 7	47,226 17 5
Corop ..	1st Sept. 1871	19	8	2	25	58 19 2	49	211 1 8	7	101 5 0	168 15 10
Cranbourne ..	1st Sept. 1871	34	2	6	30	218 3 3	222	140 16 10	14	153 13 10	205 6 3
Creswick ..	6th Nov. 1865	301	67	36	332	2,800 11 8	491	1,661 1 11	135	1,481 11 9	2,980 1 10
Davlesford ..	1st Jan. 1869	172	55	23	204	2,253 5 0	345	1,203 8 6	102	1,064 9 0	2,392 4 6
Digby ..	12th June 1876	17	1	6	12	61 10 10	5	6 5 7	6	13 11 3	54 5 2
Dimboola ..	12th Nov. 1877	2	5	2	5	6 11 6	18	27 5 8	3	9 5 4	24 11 10
Donald ..	1st Aug. 1879	..	28	..	28	..	80	52 4 11	..	..	52 4 11
Donnana ..	1st Jan. 1877	28	11	6	33	106 5 7	148	145 1 11	18	72 15 7	178 11 11
Drysdale ..	1st Jan. 1870	53	17	11	59	1,174 7 3	75	439 2 2	34	593 12 4	1,019 17 1
Dunolly ..	1st Dec. 1865	192	24	29	187	2,276 12 8	155	594 2 2	72	1,319 16 5	1,550 18 5
Durham Ox ..	1st May 1877	7	2	7	7	12 7 9	5	33 18 4	8	38 16 4	7 9 9
Eaglehawk ..	23rd Nov. 1868	171	75	37	209	1,131 5 9	349	1,519 4 0	167	1,313 15 8	1,336 14 1
Echuca ..	1st Feb. 1866	441	239	47	433	6,074 13 11	936	6,429 12 7	577	5,100 18 11	7,403 7 7
Edenhope ..	11th May 1874	19	..	3	16	368 7 10	7	27 1 11	15	182 9 2	213 0 7
Elaine ..	18th Oct. 1875	16	10	8	18	232 13 7	38	14 19 10	13	140 9 9	107 3 8
Eldorado ..	1st Oct. 1867	50	11	9	52	473 18 6	108	345 3 11	24	230 17 2	588 5 3
Elizabeth street north	13th Oct. 1879	..	3	..	3	..	8	14 12 10	..	..	14 12 10
Elmore ..	14th Sept. 1876	12	13	7	18	119 16 5	48	158 10 8	16	144 3 6	134 3 7
Emerald Hill ..	1st Aug. 1867	1,344	472	385	1,431	9,387 17 9	4,055	8,924 9 6	1,292	8,012 9 11	10,299 17 4
Euroa ..	8th July 1878	..	11	4	7	..	34	127 9 10	5	56 1 0	71 8 1
Fitzroy ..	24th Sept. 1877	205	273	171	307	1,677 5 1	1,759	4,208 13 0	635	3,300 15 2	2,585 2 11
Fitzroy North ..	19th April 1879	..	118	19	99	..	449	702 8 5	52	215 8 11	486 19 6
Flemington ..	1st July 1879	..	22	4	18	..	59	45 18 8	5	5 15 2	40 6 6
Footscray ..	1st Oct. 1867	172	84	63	193	2,032 8 2	533	1,721 9 8	212	1,747 11 3	2,006 6 7
Fryerstown ..	1st Aug. 1867	92	21	17	96	1,456 5 2	150	965 7 2	49	826 19 9	1,594 12 7
Gaffney's Creek ..	4th May 1874	11	9	2	18	234 18 1	24	192 16 2	10	93 19 2	333 15 1
Geelong ..	11th Sept. 1865	1,786	539	334	1,991	31,184 7 2	3,711	23,071 11 2	1,299	17,527 16 6	36,728 1 10
Gisborne ..	1st Nov. 1869	61	14	15	60	721 4 9	273	521 7 7	44	398 2 0	844 10 4
Golden Square ..	1st Sept. 1879	..	12	..	12	..	56	58 8 4	6	15 1 1	43 7 3
Gordons ..	1st July 1879	..	17	7	10	..	66	53 18 9	9	10 7 5	43 11 4
Graytown ..	12th July 1869	42	..	2	40	214 0 7	5	19 18 11	3	18 7 5	215 12 1
Gullford ..	1st Oct. 1867	30	13	10	33	685 3 9	56	647 3 9	28	595 1 3	737 6 3
Hamilton ..	12th July 1866	101	40	36	105	2,046 3 3	196	1,563 3 2	95	1,087 10 8	2,521 15 9
Harrow ..	2nd Aug. 1875	11	3	5	9	115 9 4	25	143 12 2	13	130 13 4	128 8 2
Hastings ..	1st Jan. 1872	24	7	2	29	1,153 4 7	22	177 19 2	27	539 7 7	791 16 2
Hawthorn ..	1st Oct. 1867	252	86	50	288	1,792 16 6	546	1,499 9 7	167	1,680 3 4	2,212 2 9
Healesville ..	1st Nov. 1879	..	18	..	18	..	32	15 18 10	..	..	15 18 10
Heathcote ..	12th July 1866	183	..	25	158	3,338 4 9	210	1,397 5 7	117	1,780 9 0	2,955 1 4
Hexham ..	7th Feb. 1876	20	4	4	20	298 14 1	30	172 2 1	11	167 3 10	303 12 4
Heywood ..	1st Nov. 1869	34	2	3	33	329 19 7	115	169 19 11	24	171 18 2	328 1 4
Horsham ..	1st Nov. 1869	92	73	46	119	1,234 4 6	313	1,629 9 4	128	1,416 0 0	1,447 13 10
Hotham ..	1st Oct. 1867	1,120	486	358	1,248	8,933 4 0	3,972	10,888 0 3	1,297	9,378 14 8	10,442 9 7
Inglewood ..	1st Jan. 1866	153	31	32	152	873 3 3	166	643 14 3	99	746 6 6	770 11 0
Inverleigh ..	1st Aug. 1871	26	3	3	26	350 19 3	27	235 2 2	12	158 4 5	427 17 0
Jamieson ..	1st Nov. 1869	55	8	7	56	765 15 6	46	1,001 1 6	21	317 13 7	1,440 3 5
Jasper Road ..	8th Aug. 1866	26	5	10	21	428 5 8	166	980 11 3	53	739 17 10	668 19 1
Kellor ..	17th Sept. 1867	17	..	..	17	179 1 5	16	49 9 11	8	51 0 0	177 11 4
Kerang ..	1st Nov. 1877	11	8	5	14	80 18 5	27	229 0 4	7	116 6 2	202 12 7
Kew ..	1st Oct. 1866	140	69	42	167	1,986 14 0	488	1,574 13 5	113	1,292 13 4	2,268 14 1
Kilmore ..	6th Nov. 1865	136	23	25	134	2,647 19 2	185	1,218 14 11	102	1,444 6 9	2,722 7 4
Kingston ..	1st Jan. 1869	83	10	1	92	405 16 7	79	426 5 3	12	355 5 0	476 10 10
Koroit ..	1st Oct. 1872	22	7	6	23	233 17 9	31	230 8 7	14	100 10 5	363 15 11
Kyneton ..	6th Nov. 1865	208	60	42	226	2,936 11 5	417	2,079 17 6	192	2,175 15 8	2,840 13 3
Lancefield ..	12th May 1873	65	13	15	63	331 18 2	87	192 19 6	44	139 14 3	383 3 5
Landsborough ..	1st Jan. 1870	22	1	2	21	618 10 2	24	198 9 10	7	15 16 4	801 3 8
Learnmouth ..	1st Nov. 1869	27	7	4	30	541 13 1	48	399 17 4	22	749 2 2	192 8 6
Lilydale ..	2nd June 1873	37	8	3	37	141 19 1	66	363 5 7	30	366 10 2	138 14 6
Linton ..	1st Jan. 1870	53	7	12	48	488 11 11	52	276 19 4	23	154 7 6	611 3 9
Longwood ..	1st July 1876	14	4	5	13	89 0 7	25	240 3 4	5	94 11 0	234 12 11
Macarthur ..	18th Sept. 1869	54	1	2	53	312 10 11	13	85 10 4	20	217 13 3	180 17 0
Majorca ..	2nd May 1870	41	23	9	57	657 11 6	145	893 18 4	54	651 13 10	899 16 0
Maldon ..	6th Nov. 1865	351	56	31							

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1878.	Number of Accounts Opened in 1879.	Number of Accounts Closed in 1879.	Number of Accounts Open at close of 1879.	Balances on 31st Dec. 1878.	Deposits Received in 1879 (including Interest).		Withdrawals Paid in 1879.		Balances remaining at the close of 1879.	
							No.	Amount.	No.	Amount.		
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Mt. Blackwood	1st May 1873	58	30	22	66	532 16 8	193	587 16 3	60	404 7 6	716 5 5	
Mt. Egerton ..	1st Oct. 1869	56	37	24	69	896 15 8	244	724 7 9	72	651 1 5	970 2 0	
Moyston ..	10th May 1871	32	5	6	31	585 11 0	22	259 1 4	17	239 11 11	605 0 5	
Murchison ..	1st May 1875	20	20	11	29	262 17 0	69	385 7 10	22	182 2 0	466 2 10	
Nagambie ..	8th Aug. 1870	35	28	13	50	158 11 7	117	290 14 11	39	107 15 7	341 10 11	
Newstead ..	18th Sept. 1869	43	11	10	44	559 15 6	90	613 12 6	24	385 0 9	788 7 3	
Omeo ..	1st Jan. 1870	17	..	..	17	126 17 1	9	92 4 8	2	12 0 0	207 1 9	
Penshurst ..	1st Jan. 1870	16	8	9	15	354 17 10	22	133 2 2	14	295 18 4	192 1 8	
Piggoreet ..	1st Nov. 1869	68	5	1	72	870 4 4	77	721 12 10	29	865 17 9	725 19 5	
Port Albert ..	1st Dec. 1865	77	12	5	84	1,217 2 9	87	450 2 7	34	535 14 4	1,131 11 0	
Portarlington ..	1st Dec. 1872	20	11	3	28	247 3 9	65	306 3 9	14	276 5 2	277 2 4	
Portland ..	1st Dec. 1865	56	16	13	59	1,273 7 0	138	823 18 10	47	965 8 2	1,131 17 8	
Prahran ..	4th June 1866	1,320	437	347	1,410	11,284 19 1	3,746	10,594 18 7	1,122	8,950 17 11	12,928 19 9	
Preston ..	17th Jan. 1876	41	18	10	49	491 2 10	195	363 9 6	35	278 19 2	575 13 2	
Queenscliff ..	12th July 1866	137	20	23	134	1,400 3 3	156	839 7 7	60	1,288 9 11	951 0 11	
Richmond ..	1st Oct. 1867	995	314	251	1,058	10,132 16 2	2,742	8,336 14 0	911	6,968 2 0	11,501 8 2	
Richmond South	1st April 1876	161	143	75	229	1,078 8 6	1,021	1,548 0 10	301	1,365 0 11	1,261 8 5	
Riddell's Creek	16th July 1877	17	5	1	21	65 2 5	53	46 3 7	10	33 4 2	78 1 10	
Ringwood ..	12th Aug. 1878	16	..	8	8	45 6 9	41	64 14 8	19	70 16 4	39 5 1	
Rochester ..	1st Dec. 1875	15	11	5	21	210 14 3	107	365 19 6	43	431 2 0	154 11 9	
Rokewood ..	15th April 1867	146	11	21	136	2,994 3 7	92	1,048 16 10	84	1,848 3 0	2,194 17 5	
Romsey ..	1st June 1874	20	4	2	22	72 3 11	10	39 4 4	5	10 12 7	100 15 8	
Rosedale ..	16th April 1868	102	19	22	99	489 16 9	577	549 3 10	61	580 3 0	458 17 7	
Rushworth ..	13th Nov. 1868	169	26	22	173	2,399 16 4	487	1,086 16 4	121	1,037 12 4	2,449 0 4	
Rutherglen ..	1st Dec. 1865	52	15	12	55	273 10 8	68	361 4 10	44	306 19 2	327 16 4	
St. Arnaud ..	1st Nov. 1867	112	40	32	120	905 8 11	448	1,258 18 5	93	1,218 2 8	946 4 8	
St. Kilda ..	4th June 1866	826	263	192	897	8,080 9 0	2,171	7,748 18 1	795	6,330 15 2	9,498 11 11	
Sale ..	6th Nov. 1865	317	95	100	312	3,249 17 4	463	2,406 8 1	255	2,652 14 0	3,093 11 5	
Sandhurst ..	11th Sept. 1865	922	290	184	1,028	12,774 1 2	1,697	9,834 15 3	674	7,614 5 5	14,994 11 0	
Sandridge ..	6th Nov. 1865	574	185	160	599	4,853 6 7	1,389	4,388 12 11	564	3,824 2 10	5,417 15 8	
Scarsdale ..	1st Nov. 1867	72	19	15	76	487 19 6	271	440 13 2	58	403 2 6	525 10 2	
Sebastopol ..	1st Nov. 1869	50	7	9	48	713 4 6	59	167 15 7	33	251 7 0	629 13 1	
Seymour ..	1st Nov. 1869	67	28	19	76	909 2 8	145	549 1 6	53	758 0 1	700 4 1	
Shepparton ..	1st July 1879	..	23	7	16	..	48	232 13 7	17	118 3 4	114 10 3	
Skipton ..	1st Feb. 1873	42	9	3	48	464 16 1	94	384 18 1	15	362 11 8	487 2 6	
Smythesdale ..	1st Dec. 1865	50	17	6	61	884 6 2	83	318 4 4	26	275 15 9	926 14 9	
Snake Valley ..	1st Feb. 1873	15	2	2	15	273 0 3	20	300 6 7	9	287 0 7	285 17 3	
Sorrento ..	2nd Sept. 1878	2	9	3	8	14 7 9	29	108 15 1	14	91 12 3	31 10 7	
South Yarra ..	1st Jan. 1867	414	136	129	441	4,325 19 6	1,814	2,862 7 9	410	3,238 7 10	3,949 19 5	
Stawell ..	1st Dec. 1867	505	227	150	582	7,150 0 7	1,435	6,385 6 8	490	5,271 1 10	8,264 5 5	
Steiglitz ..	1st Jan. 1870	31	1	9	23	336 6 4	23	70 10 2	12	64 18 8	341 17 10	
Stratford ..	1st July 1873	24	11	4	31	83 6 1	90	324 15 7	25	324 5 6	83 16 2	
Streatham ..	1st March 1873	2	1	..	3	330 6 3	1	32 11 10	2	22 0 0	340 18 1	
Stuartmill ..	1st April 1870	23	5	2	26	93 19 6	22	12 19 9	5	9 17 1	97 2 2	
Sunbury ..	2nd May 1870	64	20	7	77	928 3 9	76	583 6 0	54	578 2 0	933 7 9	
Swan Hill ..	1st Dec. 1865	63	3	8	58	337 0 1	25	53 1 10	20	198 12 7	191 9 4	
Talbot ..	6th Nov. 1865	214	62	28	248	2,975 18 7	432	1,911 15 7	137	1,558 10 8	3,329 3 6	
Taradale ..	1st Nov. 1869	89	14	8	95	770 0 11	124	592 17 5	48	376 12 0	986 6 4	
Tarnagulla ..	6th Nov. 1868	85	8	14	79	1,036 6 4	99	321 12 8	44	370 4 2	987 14 10	
Terang ..	1st Oct. 1872	14	16	7	23	113 1 10	56	192 8 1	17	134 13 11	170 16 0	
Toorak ..	17th June 1870	98	25	15	108	1,091 8 8	385	471 4 8	54	701 5 2	861 8 2	
Traralgon ..	12th July 1875	30	..	6	24	165 4 2	33	150 6 2	27	150 14 1	164 16 3	
Vaughan ..	17th Jan. 1870	40	8	5	43	479 1 5	61	219 2 8	17	213 14 2	484 9 11	
Waddallah ..	1st Aug. 1873	9	3	1	11	11 9 10	18	11 12 4	2	2 13 8	20 8 6	
Wahgunyah ..	1st July 1872	43	14	9	48	664 11 3	140	432 7 6	26	428 3 2	668 15 7	
Walhalla ..	1st Feb. 1871	169	30	67	132	1,901 1 11	311	2,406 13 7	156	2,371 8 0	1,936 7 6	
Wangaratta ..	1st Feb. 1866	219	56	38	237	2,756 15 8	293	1,247 7 6	104	1,072 10 9	2,931 12 5	
Warrnambool ..	1st Dec. 1865	119	47	29	137	1,711 15 11	271	1,471 16 1	129	1,353 18 0	1,829 14 0	
Wedderburn ..	1st Dec. 1874	14	4	5	13	98 2 9	27	33 7 2	9	92 5 8	39 4 3	
Whroo ..	1st Feb. 1868	69	7	..	76	634 15 10	41	72 16 10	13	217 11 8	490 1 0	
Wickliffe ..	1st Nov. 1872	19	1	5	15	180 16 10	6	25 2 4	12	82 13 2	123 6 0	
Williamstown ..	11th Sept. 1865	1,057	223	166	1,114	14,846 2 1	1,889	8,185 16 2	740	8,598 5 0	14,433 13 3	
Winchelsea ..	9th May 1870	73	14	11	76	713 0 7	69	353 0 0	25	334 18 1	731 2 6	
Wodonga ..	1st Feb. 1871	31	21	11	41	632 5 1	94	600 19 4	46	248 19 11	984 4 6	
Woodend ..	1st Nov. 1869	109	19	23	105	1,331 18 4	514	719 2 3	60	933 8 6	1,117 12 1	
Wood's Point ..	1st Jan. 1869	85	8	12	81	2,021 7 8	54	723 12 2	34	663 6 5	2,081 13 5	
Yackandandah	1st Jan. 1866	76	15	14	77	858 10 0	86	376 7 3	38	547 2 3	687 15 0	
Yea ..	15th Jan. 1877	5	4	3	6	49 15 6	8	27 16 6	3	50 17 6	26 14 6	
		30,800	9,763	7,373	33,190	365,847 11 9	75,020	276,751 12 3	25,893	251,358 19 6	391,240 4 6	
		15,468	3,911	3,336	16,043	257,203 5 8	27,356	199,090 9 9	15,263	197,433 8 4	258,860 7 1	
Melbourne ..	11th Sept. 1865	46,268	13,674	10,709	49,233	623,050 17 5	102,376	475,842 2 0	41,156	448,792 7 10	650,100 11 7	
	Totals ..	46,268	13,674	10,709	49,233	623,050 17 5	102,376	475,842 2 0	41,156	448,792 7 10	650,100 11 7	

APPENDIX K.

PROGRESSIVE STATEMENT of the Money Order System in Victoria for the Decennial Period from 31st December 1869 to 31st December 1879.

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.
1870	175	£ 3,883 1 11	91,002	£ 291,626 3 5	79,191	261,871 15 0	170,193	553,497 18 5
1871	187	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	323,133 16 3	215,134	670,115 3 1
1873	204	4,731 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

APPENDIX L.

PROGRESSIVE STATEMENT of the Post Office Savings Banks in Victoria from the commencement of the system, 11th September 1865, to 31st December 1879.

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. d.	£ s. d.	£ s. d.				£ s. d.
1865	31	4,964	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	29,380	389,673 9 11	16,630 2 9	603,523 15 4	11,794	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	33,099	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	448,792 7 10	22,858 0 8	650,100 11 7	13,674	10,709	49,233	13 4 1

APPENDIX M.

THE POSTMASTER-GENERAL in account with the Depositors from 1st January to 31st December 1879.

Dr.				Cr.			
1879.		£ s. d.		1879.		£ s. d.	
1st January to 31st Dec.	To Balance from 1878	623,050 17 5		1st January to 31st Dec.	By Repayment to Depositors	448,792 7 10	
	" Deposits received in 1879	452,984 1 4			" Balance	650,100 11 7	
	" Interest on Deposits	22,858 0 8					
		1,098,892 19 5				1,098,892 19 5	

APPENDIX N.

THE POSTMASTER-GENERAL in account with the Honorable the Treasurer on account of Savings Bank Transactions for the Year 1879.

Dr.				Cr.			
1879.		£ s. d.		1879.		£ s. d.	
1st January to 31st Dec.	To Balance, being Deposits received in 1878, and paid into the Treasury in January 1879	4,908 13 5		1st January to 31st Dec.	By Balance, being amount due from Treasury for repayments to Depositors in 1878	5,032 7 5	
	" Deposits received in 1879	452,984 1 4			" Repayments to Depositors in 1879	448,792 7 10	
	" Cash received from Treasury	467,848 17 4			" Cash paid into the Treasury	474,055 17 9	
	" Interest allowed to Depositors for 1879	22,858 0 8			" Amount due to Trust Fund for Interest credited to Depositors in 1879	22,858 0 8	
	" Balance due from Treasury for repayments made to Depositors in 1879	8,501 17 1			" Cash on hand awaiting lodgment in the Treasury	6,362 16 2	
		957,101 9 10				957,101 9 10	

APPENDIX O.

ARTICLES OF AGREEMENT entered into this sixth day of May in the year of our Lord 1879, between Her Most Gracious Majesty the Queen of the one part, and The Eastern Extension Australasia and China Telegraph Company, Limited (hereinafter called "the Company"), of the other part.

1. The contract created by these presents is entered into on behalf of Her Majesty by the authority of the respective Governments of the colonies of New South Wales and Victoria.

In consideration of the subsidy or payment hereinafter mentioned, the company for itself and its successors agrees with Her Majesty and her successors as follows :—

2. The company will construct, or cause to be constructed, in accordance with the specification contained in the schedule hereto, and within eight calendar months from the first day of July 1879, unless prevented by the act of God, or the Queen's enemies, inevitable accident, or other contingencies over which the company shall have no control, or if so prevented within a period to be computed from the expiration of such eight calendar months equal to that during which the company shall have been so prevented, lay, or cause to be laid, a submarine telegraph cable or cables from Penang to Singapore and thence direct to Banjoewangie, and thence direct to Port Darwin, and erect and provide any stations, instruments and apparatus, and provide and employ any operators, clerks, and other persons which or who may be necessary for properly working and making use of such cable or cables, so that messages may within such period be transmitted by such cable or cables, and will keep the same open and ready for being used for the transmission of messages.

3. The company will at all times during a period of twenty years, to be computed from the day when the cable or cables hereby agreed to be laid shall be laid and be ready and in proper working order and open for use as aforesaid, unless prevented by the act of God, or the Queen's enemies, inevitable accident, or other contingency over which the company shall have no control, or if so prevented so soon afterwards as shall be reasonably practicable, or unless Her Majesty shall have purchased under the right to purchase hereinafter given to her, maintain and keep such cable or cables, and also the present telegraph cables of the company between Madras and Batavia by way of Penang and Singapore, and between Rangoon and Penang, and between Banjoewangie and Port Darwin, and all stations, instruments, and apparatus necessary for properly working and making use of all the said cables, in good working order and condition, and provide and employ all such operators, clerks, and other persons as shall be necessary properly to attend to, keep, and work the said stations, instruments and apparatus, in the usual course of business, and will keep all the said cables open and ready to be used for the transmission of messages.

4. The company will, at all times from and after the date of these presents, transmit by the cable or cables belonging to it, and take all proper and necessary steps for procuring the transmission by the cable or cables or telegraph line or lines belonging to other telegraphic companies or to Governments, of all telegraphic messages between England and the colonies of New South Wales or Victoria, or any other Australasian colony or colonies as to which it shall at any time hereafter be notified to the company by the Agent-General of New South Wales, that, by virtue of any agreement or arrangement with the Governments of the colonies of New South Wales and Victoria, it or they is or are entitled to take advantage of the rates fixed hereby, and will not until the subsidy hereinafter mentioned shall finally cease to be payable charge for its own proportion of the charges for such telegraphic messages beyond the rates following, that is to say :—For any Government message, 2s. 10d. per word ; for any press message, 1s. 5d. per word ; and for any other message, 5s. 8d. per word. And in case the company shall at any time hereafter reduce its existing tariff of charges below the rate of 5s. 8d. per word, it will not during such reduction charge more than one-half of such reduced rate for any Government message, nor more than one-quarter thereof for any press message. And the company further agrees that any excess over the above stipulated rates charged at the date of these presents by any telegraph administration on behalf of the company shall be allowed to the sender of any Government or press message by way of discount. Any moneys which may be charged for Government or press messages, as hereinafter respectively defined, in excess of the rates hereby agreed upon, may be deducted out of the subsidy hereinafter agreed to be paid.

5. By "Government messages" are meant messages sent from or to Her Majesty, Her Majesty's Principal Secretary of State for the Colonies, or any Government department in the United Kingdom, or the respective Agents-General for the colonies of New South Wales, Victoria, or any other Australasian colony or colonies as to which it shall be notified as hereinbefore mentioned, on the one hand, and the Governors, or Chief or Colonial Secretaries, of or any Government department of the various colonial Governments on the other, or any of them, on matters relating to the administration of the Governments.

6. By "press messages" are meant messages addressed to newspapers duly published in accordance with the respective laws relating to the publication of newspapers in force in the United Kingdom, or the colonies or countries in which they are respectively published, and intended in good faith for publication in full in such newspapers, and shall include only such as are intelligible and written in English, in plain language, and without the use of cypher, code, groups of figures, or letters or words of concealed meaning.

7. The company will at all times give priority in transmission to Government messages as above defined.

In consideration of the premises, Her Majesty, for herself and her successors, agrees with the company and their successors as follows :—

8. Her Majesty will, subject to the provisos and conditions hereinafter contained, cause to be paid out of the consolidated revenue fund of the colony of New South Wales, and out of the consolidated

revenue of the colony of Victoria, to the company in London, the annual subsidy or sum of £32,400 free of all deductions, by equal quarterly payments, for the period of twenty years, to be computed from the day when the said cable or cables shall be laid and be open for use, so that messages shall be capable of being continuously transmitted thereby, or if such last-mentioned day shall happen within eight calendar months from the said 1st day of July 1879, then to be computed from the expiration of four calendar months after such last-mentioned day. Provided, nevertheless, and it is hereby agreed and declared, that if, at any time hereafter, the Governments of the said colonies of New South Wales and Victoria shall agree with each other as to the proportions in which the said annual subsidy shall be paid by the said colonies respectively, and shall give notice of such agreement to the company, then, out of the said consolidated revenue fund of the colony of New South Wales shall thenceforth be paid such portion only of the said annual subsidy as it shall have been so agreed between the said Governments shall be paid by the colony of New South Wales, and out of the consolidated revenue of the colony of Victoria shall thenceforth be paid such portion only of the said annual subsidy as it shall have been so agreed shall be paid by the colony of Victoria.

9. If the company shall, within eight calendar months from the said 1st day of July 1879, have laid, or caused to be laid, the cable or cables hereby agreed to be laid, and the same shall be open for use so that messages shall, within such period, be capable of being continuously transmitted by such cable or cables, the first of such quarterly payments shall be deemed to have become due at the expiration of seven calendar months from the said 1st day of July 1879, but shall not be paid until the cable or cables shall be laid and open for use as aforesaid, and in any other event the first of such quarterly payments shall become due and be made at the expiration of three calendar months after the company shall have laid the cable or cables hereby agreed to be laid, and opened the same for use so that messages shall be capable of being continuously transmitted thereby.

10. If there shall at any time or from time to time be a total interruption of telegraphic communication between Singapore and Port Darwin, arising otherwise than by reason of war or any such like cause, a deduction at the rate of one 365th part of the said subsidy of £32,400 for every day exclusive of the day on which the interruption occurs, but inclusive of the day on which it ceases, during which there shall be such total interruption, shall from time to time be made from the quarterly payment becoming due next after such interruption. Provided, nevertheless, that if such total interruption shall be caused by war or any such like cause, the company will, if requested, restore communication with all possible despatch, the costs of so doing being borne and paid by Her Majesty.

And in further consideration of the premises, Her Majesty, for herself and her successors, and the company, for itself and its successors, hereby further agree each with the other as follows :—

11. If the Agent-General of New South Wales shall hereafter notify to the company that any other Australasian colony entitled to take advantage of the rates fixed hereby has agreed to contribute to the said subsidy, to an amount to be specified in the notice, the company will thenceforth from time to time accept the payment of the agreed contribution by such colony, if made with reasonable punctuality, in satisfaction of *pro tanto* of the subsidy hereby agreed to be paid.

12. Her Majesty may at any time during the period during which the said subsidy shall be payable (whether under these presents or under any articles of agreement in addition or supplemental to them) cause to be given to the company notice of her intention to purchase on a day not less than 12 calendar months thereafter, and the company, after receiving such notice and upon payment of the price to be paid, in accordance with the provisions hereinafter contained, shall be bound to execute on such day, or on the day of payment of the said price which shall last happen, such instrument or instruments as may be necessary for conveying and assigning to Her Majesty, or to such persons or bodies corporate as she shall direct, the cable or cables by these presents agreed to be laid, and the company's present cables between Singapore and Batavia, and between Banjoewangie and Port Darwin, and any cable or cables which the company may hereafter lay, or cause to be laid, between Singapore and Port Darwin, or between either of them, and any intermediate point, or between any intermediate points, and all the stations, instruments and apparatus, and all other property which at the time of such notice shall be used by the company in connection with the working and making use of such cables, or any of them, and upon payment of the said price the said subsidy shall cease to be payable. Provided always that Her Majesty shall not be entitled to cause such notice to be given unless the company shall for five years have paid a dividend of not less than £10 per centum for the year or passed not less than £10 per centum for the year to its reserve or other accumulated fund.

13. The price to be paid to the company shall be such an amount as, taking into account the cost of construction, the probable duration of the cables and cost of repair and renewal, the profits earned by the company, and other circumstances, shall be equitable, and the other terms of the said purchase shall be fixed on an equitable basis; and if Her Majesty and the company shall not be able to agree as to the amount which ought to be paid to the company, or as to any other terms for the purchase, the matter in difference shall be determined by arbitration as follows :—

- (a.) The parties to the said arbitration shall be deemed to be the Governors for the time being of the said colonies of New South Wales and Victoria, on behalf of Her Majesty, on the one side, and the company on the other; and any request or notice which may have to be given to or served upon the said Governors shall be given to or served on the Agents-General for the time being of the said colonies on their behalf.
- (b.) Unless the Governors for the time being of the colonies of New South Wales and Victoria on behalf of Her Majesty and the company shall concur in the appointment of a single arbitrator, each party on the request of the other party shall nominate and appoint an arbitrator to whom such dispute, question, difference, or controversy shall be referred, and every such appointment of an arbitrator shall be made on the part of the Governors under their hands or under the hands of the Agents-General of the said colonies respectively, and on the part of the company under their corporate seal, and such appointment shall be made in duplicate and be delivered as to one part to the other party and as to the other part to the arbitrator appointed on behalf of the party by whom the same shall be made, and after any such appointment shall have been made, neither

party shall have power to revoke the same without the consent of the other, nor shall any vacancy or change in the office of Governor of either of the said colonies operate as a revocation, and if for the space of one calendar month after a request in writing shall have been served upon the said Agents-General or the company respectively or given to either of the said Agents-General or the company as the case may be, by the one party on the other party to appoint an arbitrator, such last-mentioned party fail to appoint an arbitrator, then upon such failure the party making the request, and having appointed an arbitrator, may appoint such arbitrator to act on behalf of both parties, and such arbitrator may proceed to hear and determine the matters which shall be in dispute, and in such case the award or determination of such single arbitrator shall be final.

- (c.) If before the matters so referred shall be determined any arbitrator, appointed by either party, die or become incapable, the party by whom such arbitrator was appointed, or the successor in office, or successors or assigns, of such party, may nominate and appoint, in writing, some other person to act in his place, and if for the space of one calendar month after notice in writing from the other party for that purpose he fail to do so, the remaining or other arbitrator may proceed *ex parte*, and every arbitrator so to be substituted as aforesaid shall have the same powers and authorities as were vested in the former arbitrator at the time of such his death, or disability, as aforesaid.
- (d.) Where more than one arbitrator shall have been appointed such arbitrators shall, before they enter upon the matters referred to them, nominate and appoint, by writing under their hands, an umpire, to decide on any such matters on which they shall differ or which shall be referred to him, and if such umpire shall die or become incapable to act, they shall forthwith, after such death or incapacity, appoint another umpire in his place, and the decision of every such umpire on the matters so referred to him shall be final.
- (e.) If, in either of the cases aforesaid, the said arbitrators shall refuse, or shall for one calendar month after the request of either party to such arbitration, neglect to appoint an umpire, the Secretary of State for the Colonies shall, on the application of either party to such arbitration, appoint an umpire, and the decision of such umpire on the matters in which the arbitrators shall differ or which shall be referred to him shall be final.
- (f.) If, when a single arbitrator shall have been appointed or shall be proceeding *ex parte* under any of the provisions herein contained, such arbitrator shall die or become incapable to act before he shall have made his award, the matters referred to him shall be determined by arbitration in the same manner as if no such arbitrator had been appointed.
- (g.) If, where more than one arbitrator shall have been appointed, either of the arbitrators refuse or for one calendar month neglect to act, the other arbitrator may proceed *ex parte*, and the decision of such other arbitrator shall be as effectual as if he had been a single arbitrator appointed by both parties.
- (h.) If, when more than one arbitrator shall have been appointed, and when neither of them shall refuse or neglect to act as aforesaid, such arbitrators shall fail to make their award within six calendar months after the day on which the last of such arbitrators shall have been appointed, or within such extended time (if any) as shall have been appointed for that purpose by both such arbitrators under their hands, the matters referred to them shall be determined by the umpire to be appointed as aforesaid, and the umpire shall make his award within three calendar months after the time when his duties shall commence, or within such extended time (if any) as shall have been appointed for that purpose by the umpire under his hand.
- (i.) The said arbitrator or arbitrators, or their umpire, may call for the production of any documents in the possession or power of either party which they or he may think necessary for determining the question in dispute, and may examine the parties or their witnesses on oath, and administer the oaths necessary for that purpose.
- (j.) The costs of every such arbitration and of the award shall be in the discretion of the arbitrator, arbitrators, or umpire, who may direct to and by whom and in what manner the same or any part thereof shall be paid.
- (k.) The arbitration shall take place and be conducted in London, and the arbitrator or arbitrators or the umpire, as the case may be, shall deliver his or their award in writing to the said Agents-General, and the Agents-General shall retain the same and shall forthwith on demand, at their own expense, furnish a copy thereof to the company, and shall at all times on demand produce the said award, and allow the same to be inspected or examined by the company or any person appointed by them for that purpose.
- (l.) This submission to arbitration may be made a rule of the Supreme Court of Judicature in England or Ireland respectively, or of any division thereof, on the application of either of the Agents-General or the company.

14. Nothing in these presents contained shall prejudice or affect the articles of agreement dated the 24th day of July 1875, and purporting to be made between His Excellency the Marquis of Normanby, the Governor of the colony of New Zealand, for and on behalf of the said colony of the first part, His Excellency Sir Hercules Robinson, the Governor of the colony of New South Wales, for and on behalf of the said colony of the second part, and the company of the third part; but the subsidy hereby granted is not to be taken to be a subsidy within the meaning or to be a subsidy granted as contemplated by the 18th and 19th articles of the said agreement.

In witness whereof, William Forster, Esquire, the Agent-General of the colony of New South Wales, and Graham Berry, Esquire, the Premier of the colony of Victoria, have hereunto set their hands (but not so as to make themselves or either of them in any way individually liable under or in respect of these presents), and the Eastern Extension Australasia and China Telegraph Company, Limited, has hereunto set its common seal the day and year first above written.

THE SCHEDULE ABOVE REFERRED TO.

SPECIFICATION.

The following are the lengths and types of cable that are to be furnished by the contractors, viz. :—

								107 Copper. Core — 140 G.P.	
								Sheathed.	Not Sheathed.
								Nauts.	Nauts.
Type A.	Shore ends. 10 No. 00 (.375) galvanised.							101	
	Penang ...	...	...	...	...	...	15		
	Malacca ...	...	...	...	...	...	3		
	Malacca ...	...	...	...	...	...	3		
	Singapore ...	...	...	...	...	...	30		
	Singapore ...	...	...	...	...	...	10		
	Banjoewangie ...	...	...	...	...	...	5		
	Banjoewangie ...	...	...	...	...	...	15		
	Darwin ...	...	...	...	...	...	20		
Type B.	10 No. 6 (.200) galvanised.							1,255	
	Penang-Malacca ...	...	...	...	...	...	258		
	Malacca-Singapore ...	...	...	...	...	...	91		
	Singapore, through the Carimata Strait	...	...	...	...	...	455		
	Madura Island, towards Banjoewangie	...	...	...	...	...	113		
	Banjoewangie, Baly Strait ...	...	...	...	...	...	5		
	Rotti Strait ...	...	...	...	...	...	22		
	Sahul Bank, towards Darwin	...	...	...	...	...	311		
Type B ¹ .	12 No. 9 (.148) galvanised.							305	
	Singapore-Banjoewangie ...	...	...	...	...	...	...		
Type D.	11 No. 13 (.099) galvanised homogeneous, each wire taped.							...	810
	Baly Strait to Rotti Strait ...	...	...	...	...	...	645		
	Rotti Strait to Sahul Bank ...	...	...	...	...	...	165		
Type E.	10 No. 2 (.270) galvanised.							40	
	Singapore Strait ...	...	...	...	...	...	...		
Total ...								1,701	810
								2,511	

The following are the lengths of wrought-iron pipes and taped core necessary for the land connections :—

							Two-inch Pipes. — Yards.	No. of Taped Cores.
Malacca ...	...	...	...	...	...	...	507	4
Passer Panjang to Singapore Office	...	...	...	...	...	...	9,126	4
Menang Point to Banjoewangie	...	...	...	...	...	...	24,336	3
Darwin ...	...	...	...	...	...	...	150	4
							34,119	

Banjoewangie to landing place of third section 1,014 yards of cable B or D.

CORE.

(A.) The conductor to be a strand of seven copper wires weighing 107 lbs. per nautical mile, or Conductor, within 5 per cent. thereof, and the resistance at 75° Fahrenheit shall not be more than 12.13 ohms.

(B.) The conductor is to be insulated with three coatings of gutta percha of improved inductive Insulator. capacity, prepared according to Mr. Willoughby Smith's system, alternating with three coatings of Chatterton's compound, and to weigh 140 lbs. per knot, or within 5 per cent. thereof. The resistance of the completed core to be not less than 150 megohms per nautical mile when tested at a temperature of 75° Fahrenheit, after twenty-four hours' immersion in water fourteen days after manufacture.

(C.) The types A, E, B¹, and B to be covered with Clifford's patent sheathing for the protection of Sheathing. the core against the ravages of insects.

(D.) The core of all the types to be served with a good and sufficient serving of jute yarn, steeped Serving. in catch or other preservative mixture, and applied wet.

OUTER COVERINGS.

(E.) *Type A.*—The served core to be covered with ten galvanised BB iron wires, each to gauge Outer coverings. No. 00 B.W.G., equal to .375 of an inch when galvanised, or within 2½ per cent. thereof.

(F.) *Type B.*—The served core to be covered with ten galvanised BB iron wires, each wire to gauge No. 6 B.W.G., equal to .200 of an inch when galvanised, or within 2½ per cent. thereof.

(G.) *Type B¹.*—The served core to be covered with twelve galvanised iron wires, the diameter of each wire to be No. 9 B.W.G., equal to .148 of an inch when galvanised, or within 2½ per cent. thereof.

(H.) *Type D.*—The served core to be covered with eleven galvanised homogeneous iron wires, each wire being taped and compounded. The homogeneous wires to be No. 13 B.W.G., equal to .099 of an

inch when galvanised, or within $2\frac{1}{2}$ per cent. thereof, and to bear a breaking strain of not less than 52 tons per square inch, with an elongation of not less than 3 per cent.

(I.) *Type E.*—The served core to be covered with ten BB galvanised iron wires, the diameter of each wire to be No. 2 B.W.G., equal to .270 of an inch when galvanised, or within $2\frac{1}{2}$ per cent. thereof.

OUTSIDE SERVING.

Outside serving.

(J.) The cable manufactured as above to be covered with two of Johnson and Phillips' patent tapes, laid on spirally in opposite directions, and two coatings of Clark's compound.

Cables to be kept under water.

(K.) The cable when completed shall be coiled in suitable water-tight tanks and be kept, as far as practicable, constantly under water.

GENERAL CLAUSES.

Electrical tests.

(L.) The standard of insulation for the completed cable with either current, before being submerged, to be not less than 250 megohms per nautical mile, when reduced to a temperature of 75° Fahrenheit after five minutes' electrification, the tests to be taken at the actual natural temperature, and to be reduced by calculation to the standard specified.

Tanks on board ship.

(M.) The completed cable shall be coiled on board ship in water-tight tanks, and be kept, as far as practicable, under water until submerged.

Final electrical condition of cable.

(N.) The electrical condition of the cable when laid shall be such, as having regard to its previous condition, and making due allowance for the mean actual temperature of the water, as shown by the resistance of the conductor, to give no good grounds for believing that any fault exists in the insulator or conductor.

WILLIAM FORSTER,

As Agent-General for New South Wales.

GRAHAM BERRY,

As Premier of Victoria.

Witness to the signatures of the above-named William Forster and Graham Berry,

JNO. MACKRELL, Solicitor, 21 Cannon street, London.

The Common Seal of the Company was affixed by }
order of the Board in the presence of }

JAMES ANDERSON, Director.

F. E. HESSE, Secretary.



APPENDIX P.

CORRESPONDENCE FROM ORIENT STEAM NAVIGATION COMPANY.

Orient Company to Chief Secretary.

The Hon. Graham Berry,
Chief Secretary.

The Orient Steam Navigation Company, Limited,
Melbourne, Victoria, Australia, 5th September 1878.

SIR,

As requested by you, at the two interviews you gave us, we herewith have the honor to place before you in writing some of the views our company hold with regard to a mail service between Australia and England; but before doing so we would remind you that, for all practicable purposes, the distance, whether *viâ* Suez or the Cape, may be regarded as identical.

The first point which seems to us to require a more thorough understanding by your Government is the length of time in which it is reasonable to expect any owner of steamships would contract to make the voyage in between Australia and England, or *vice versa*. We observe that a statement was made by a member of the House of Assembly that it was merely a question of consumption of coals whether the voyage was performed in 35 or 40 days. Such a statement is, we think, misleading to those who have not an intimate knowledge of steamships and the capabilities of marine engines; and further, is one that requires explanation if not a positive contradiction, as 35 days from Plymouth to Glenelg *viâ* the Cape, a distance of 11,791 miles, means steaming at the rate of 15.06 knots per hour the whole way, deducting two days for coaling; and we doubt if this is ever possible for any steamer to accomplish, certainly not for any steamer that could be built for mercantile purposes. We would point out to you that the Imperial Government of England, after obtaining the best advice possible in such matters, in the recent tenders (result of which is

just advised here by telegram) for the mail contract between England and China, only asked for a maximum speed of 11 knots per hour at sea, giving extra days for the steamers encountering the monsoon, and for their detention at various ports; and they introduced clauses into the tender which showed that they contemplated accepting, in certain eventualities, even a lower rate of speed.

We understand, moreover, that your Government wish, in any contract they make for the mail service, to fix Melbourne as the terminus. This, we would respectfully point out to you, means paying a much larger subsidy than if the steamers carrying your mails were left free to call at any ports they choose, both before and after delivery of the mails, as the large steamers which would have to be used to make the voyage through from England, in say 45 days, would not be able to get a complete cargo either out or home at all times, if at any, at your port only. The price of coals also here is higher than at ports nearer Newcastle, N.S.W., which is the present entrépot for the coals used by ocean-going steamers from Australia, and this alone would entail on a four-weekly line of steamers an increased annual expenditure of at least £15,000.

The foregoing are the principal points which we would submit for your special attention, after the conversations we have had with you, in which you expressed your wish to have a through over sea mail service.

We beg to remain, Sir,

Your most obedient servants,

FREDK. GREEN.

W. R. ANDERSON.

Orient Company to Chief Secretary.

The Orient Steam Navigation Company, Limited,
Menzies' Hotel, Melbourne, Australia, 23rd September 1878.

The Honorable Graham Berry.
SIR,

With reference to our letter to you of the — instant, and your kind promise to give us an opportunity of remarking upon the conditions of tender for the new Mail Service your Government had decided upon before these conditions were sent out to the world, we shall be glad to learn that you have fixed an early date for the consideration of this matter, as we are anxious to get through our travels in New South Wales, Queensland, and New Zealand in time to admit of our being back in Melbourne in January at the time when the tenders are to be considered.

We would respectfully beg to point out that, with the notice of tender for the new services of the Imperial Government and the conditions of contract issued by the Imperial Government for their China service, both of which we handed to the Hon. Mr. Patterson, before you, you are now in possession of all material information to enable you to decide upon the alternative routes desirable, under the changed conditions of the Imperial services, for your mail service.

We beg to remain, Sir,

Your most obedient servants,

FREDK. GREEN.

W. R. ANDERSON.

Orient Company to Postmaster-General.

The Orient Steam Navigation Company, Limited,
Menzies' Hotel, Melbourne, Australia, 23rd September 1878.

To the Hon. Mr. Patterson,
Postmaster-General, Victoria.

DEAR SIR,

Herewith we have the pleasure to hand you map of the routes between this and England as promised, and we have the honor to inform you that the distances you asked us for are usually reckoned as below:—

	Miles.
Melbourne to Aden, <i>viâ</i> Glenelg	6,627
Aden to Suez	1,315
Suez to Port Said	89
Port Said to Plymouth	3,000

The route from here to Aden, *viâ* Galle, is about 320 miles longer than that given above.

In calculating the time an 11-knot service would take to deliver your mails, it is necessary to bear in mind the allowances made by the Imperial Government under similar circumstances, viz., for going through the Suez Canal, for meeting the monsoons, and for detention at the ports at which you may require your mail steamers to call.

We have the honor to be,

Your obedient servants,

FREDK. GREEN.

W. R. ANDERSON.

MEMO.—Remarks on proposed form of Tender and Terms proposed new Mail Contract with the Government of Victoria.

With this we send statements showing the time which would be occupied on the passage by an 11-knots service by the various routes proposed by your Government, as well as the time which would be occupied by a service like the present one of the O.S.N. Co., coming and returning *viâ* the Suez Canal. Attached to each of these statements we put a note of the estimated time the overland mails would take, *viâ* Brindisi, between London and Melbourne, and *vice versâ* by the respective routes. It is worthy of remark that the time put down, in all the statements, between London and Suez is taken from the present time-table of the P. and O. Co., and this may possibly be reduced by the accelerated services recently entered into by that company with the Imperial Government. On this point, however, we are not in a position to speak quite positively at present, not having the completed contracts before us. We trust these statements may be of service to you.

With regard to the notice of tender (terms marked A) we would suggest that the time to be occupied should be stated in — hours at sea, exclusive of all stoppages and allowances which would then appear in the conditions of the contract. The time could then be easily seen at a glance by dividing the whole distance to be traversed by 11, being the number of knots per hour at which the steamers are, we understand, to travel. In the accompanying statements you will note the various stoppages and allowances which we think would be necessary on the various routes.

We feel there might be a difficulty in naming passage rates to which we were to be bound for eight years whatever might happen—for instance, the price of coal in England doubling itself, war, &c., &c. Would it not, we submit, meet the case to name our present rates, and bind ourselves to continue to carry similar classes of passengers during the contract, and at rates varying with any altered conditions of expenses, &c., which might arise?

With regard to the notice of tender (terms marked B) our remarks, as above, about the way the time to be occupied should be stated, would equally apply. It would, we think, be for mutual advantage to give the contractors option of calling off the Semaphore, S.A., or Glenelg, S.A.; the former place being more protected affords a greater certainty of delays being avoided in landing mails, &c., than can be got at the latter. The Semaphore is only some ten miles further up the gulf, so that the distance is no object.

We may perhaps venture to remark that it might make a considerable difference in the cost of service B were you to allow the steamers to remain a longer time than 24 hours at Glenelg or Semaphore, when necessary, without penalty, provided always they were up to their contract time at the end of their voyages or at an important junction, as the case might be; this would more especially apply if this junction service was to be done by steamers going through to and from England, which, we understand, you would prefer.

We presume Aden or Galle would be at the option of the tenderers. You will observe from the accompanying statements the preference in point of time of the former over the latter. In addition to this, Aden is a much more certain port than Galle.

Referring to conditions marked A. The route in avoiding Adelaide and insisting on the Melbourne terminus will entail a very heavy subsidy; and after our various conversations with the Hon. Mr. Berry, we have submitted, in the accompanying statements, a similar through-steamer route which, while calling at Adelaide, &c., only increases the time the mail would take by 48 hours at the most.

Remarking upon Article 3, which deals with the times to be occupied, we may mention that the *Lusitania*, on her present homeward passage between Adelaide and King George's Sound, could only average 8 knots for five days and a half, owing to adverse winds, though her usual speed between London and Adelaide is about 12 knots. This will show that an 11-knots service at sea is a high rate of speed. In the event of war in Europe or a continued stoppage of the canal from this or any other cause, there would require to be a deviation of route by mutual arrangement, and some provision for this would require to be inserted in the contract.

Referring to Article 4. We do not think it is usual for the Postmaster-General in similar contracts to reserve power to alter the durations of stoppages, which are fixed in the contract, to more than the usual 24 hours to wait for any mails that may be behind time.

Referring to Article 5. We would suggest that the voyage, in point of time, should be considered finished when the steamer stops to deliver mails alongside off Queenscliff.

Referring to Article 28. As we mentioned to you in conversation, we hardly consider the provisions of this article sufficiently strong to protect *bonâ fide* tenderers, but we understand you have this point under consideration.

The Hon. Mr. Patterson, Postmaster-General.
Melbourne, 30th September 1878.

FREDK. GREEN.
W. R. ANDERSON.

DISTANCES, &C., OF PROPOSED CONTRACTS.

A.				Hours.
Plymouth to Port Said, 3,014 knots, at 11 knots per hour	...	...	...	274
Port Said to Suez (minimum time allowed for going through, 48 hours)	...	...	...	
Suez to Aden, 1,316 knots, at 11 knots per hour	...	...	...	119½
Aden to Melbourne, 6,319 knots, at 11 knots per hour	...	...	...	574½
				968
Allowances going through canal (as above)	...	...	...	48
" at Suez for mails and coaling, and for Port Said	...	...	...	24
" at Aden for mails and coaling	...	...	...	24
				1,064
(Equals 44 days 8 hours.)				

The mails overland by this route would take—

	Days	hours.
London to Suez, <i>viâ</i> Brindisi	7	0
Suez to Aden, and detention there	5	23½
Aden to Melbourne	23	22½
	36 days 22 hours	

On the voyage from Aden to Melbourne an additional 24 hours must be allowed for encountering the S.E. Trades.

N.B.—If to Southampton, the steamer would take about 10 hours longer getting there.

B (1).

	Hours.
Aden to King George's Sound, 5,159 knots, at 11 knots per hour ...	469
King George's Sound to the Semaphore, 1,012 knots, at 11 knots per hour	92
The Semaphore to Melbourne, 506 knots, at 11 knots per hour ...	46
	607
Allowances at King George's Sound	12
„ at the Semaphore	24
	643

The mails overland by this route would take—

	Days	hours.
London to Suez, <i>viâ</i> Brindisi	7	0
Suez to Aden, and detention there	5	23½
Aden to Melbourne (as above)	26	19
	39 days 18½ hours	

On the voyage from Aden to King George's Sound an additional 24 hours must be allowed for encountering the S.E. Trades.

B (2).

	Hours.
Point de Galle to King George's Sound, 3,355 knots, at 11 knots per hour	305
King George's Sound to the Semaphore, 1,012 knots, at 11 knots per hour	92
The Semaphore to Melbourne, 506 knots, at 11 knots per hour ...	46
	443
Allowances at King George's Sound	12
„ at the Semaphore, S.A.	24
	479

The mails overland by this route would take—

	Days	hours.
London to Suez, <i>viâ</i> Brindisi	7	0
Suez to Aden, and detention there	5	23½
Aden to Point de Galle	9	0½
Point de Galle to Melbourne (as above)	19	23
	41 days 23 hours	

On the voyage from Point de Galle to King George's Sound an additional 24 hours must be allowed for encountering the S.E. Trades.

Route proposed by the O. S. N. Co.

With through steamer from Melbourne to London, and connection at Suez, and for Aden for overland mail *viâ* Brindisi.

	Hours.
Plymouth to Port Said, 3,014 knots, at 11 knots per hour	274
Port Said to Suez (minimum time allowed for going through, 48 hours)	
Suez to Aden, 1,316 knots, at 11 knots per hour	119½
Aden to the Semaphore, 6,072 knots, at 11 knots per hour	552
Semaphore to Melbourne, 506 knots, at 11 knots per hour	46
	991½
Allowances going through canal (as above)	48
„ at Suez	24
„ at Aden	24
„ at the Semaphore	24
	1,111½

(Equals 46 days 7½ hours.)

The mails overland by this route would take—

	Days	hours.
London to Suez, <i>via</i> Brindisi	7	0
Suez to Aden, and detention there	5	23½
Aden to Melbourne (as above)	25	22
	38 days 21½ hours	

On the voyage from Aden to Semaphore an additional 24 hours must be allowed for encountering the S.E. Trades.

Memo. re Mail Contract.

With reference to our former remarks on proposed Mail Contract, and having now your revised notice of tender and conditions marked A before us, we would respectfully beg to ask your consideration of the following further observations, viz. :—

Terms A.—The speed you ask for on the through passage, Plymouth to Melbourne, is, we notice, 11½ knots at sea, exclusive of passage through the canal and all stoppages. The time allowed for stoppages, viz., 24 hours, in all for two ports, is quite inadequate, not only for the coaling necessary for the voyage, but being divided between the two ports as it is, it does not admit of the engineers properly screwing up the engines, which is an absolute necessity on so long a voyage. The whole time to be occupied on the voyage, from Plymouth to Melbourne, under your terms, as we calculate, is 41 days 14 hours (*i.e.*, taking 926 hours as time at sea, which we apprehend you mean from Plymouth, though the terms state 936 hours). This, we may remark, is about 8 hours quicker than the best passage any steamer has made hitherto (making allowance for the increased detention over Suez route), while the average passage of our steamers is considerably over this.

Clause 3.—By the penal part of this clause you appear to take power to fine the contractor £100 per twenty-four hours twice on each voyage,—1st, if overdue on whole passage; 2nd, if overdue on passage between Suez and Melbourne. We are not aware of any contract in existence having similar power. This stipulation further prevents the steamers making an average of the high rate asked for over the whole passage, making, as it does, the average rate between Port Said and Plymouth close on 12 knots per hour.

Clause 4.—By this you take power to detain any steamer an unlimited time at Suez. Compensation would require to be made for this after a detention of 24 hours.

Terms B.—We observe in your notice of tender you mention the times for these services exclusive of stoppages, while the notice for service, terms A, mentions the time to be occupied on the voyage inclusive of stoppages. This is, we think, misleading, and perhaps you may see your way to correct it.

We are not in a position, without terms B before us, to remark at length on these services, but may now say that the time allowed for coaling appears to us in this case also to be too short; and further, we are unable to understand the principle on which you ask for a lower rate of speed on the shorter passage, while the difficulty always has been to maintain a high rate of speed on a long one. It is worthy of note also, that the mails under services B, even if carried at the same rate of speed as under service A, will be a longer time on the voyage.

Before closing these hurried remarks, we would beg, most respectfully, to express our opinion, that the conditions and rate of speed you ask for, at all events on the through service, cannot be obtained in practice with any degree of satisfaction either to your Government or the Contractors.

The Hon. Mr. Patterson, Postmaster-General.
Melbourne, 2nd October 1878.

For F. GREEN AND SELF,
W. R. ANDERSON.

Orient Steam Navigation Company to Postmaster-General, London.

MY LORD,

24th March 1879.

We beg to send you herewith enclosed a copy of a letter which we wrote, under date 11th instant, to H.M. Secretary of State for the Colonies on the subject of the Australian postal contract. As the Orient Steam Navigation Company (Limited) have run risks and made sacrifices in starting and maintaining their regular service of first-class full-powered passenger steamships through between England and Australia, being the only line of the kind in existence, they feel anxious to be assured that there will be given to their company an opportunity of bidding for the mail contract at least equal with that accorded to any other company whatsoever. It would obviously be a great hardship on the proprietary of the Orient Company if, in the face of the acknowledged benefits which their enterprise has conferred upon the colonies, the present conditions of the Australian steam trade were changed to their detriment by means of public money awarded otherwise than by fair and equal competition. We hope you may be enabled, on behalf of the Government, to state to us that the Orient Company will have the equal opportunity which we seek in their name.

Begging the favor of your reply,

We remain, my Lord,

Your Lordship's most obedient servants,

ANDERSON, ANDERSON, AND CO.,

For Selves and MESSRS. F. GREEN AND CO.,
Joint Managers of the Orient Steam Navigation Company, Limited.

The Right Honorable Lord John Manners, M.P., &c.,
H.M. Postmaster-General, St. Martins-le-Grand.

Orient Steam Navigation Company to Secretary of State.

(Enclosure.)

SIR,

Fenchurch avenue, London, 11th March 1879.

We beg to inform you that the Orient Steam Navigation Company, Limited, was formed twelve months ago specially to meet the demand which was believed to exist for a through service of full-powered steamships to place Australia relatively to this country on the same footing of advantage as regards means of conveyance for passengers of all classes and mails as is enjoyed, for instance, by the United States of America. The originators of the Orient Company had in view from the outset that a high-class service such as they aimed at establishing could not, in the present state of growth of the colonies, be fully developed except with the aid of a subsidy, and their experience since gained has confirmed them in this view. They considered, however, that the time between the starting of the company and the expiry of the existing mail contracts would be advantageously spent by the company in opening up the direct steam trade, and in ascertaining by experiment what its general conditions are. The Orient Company have also in the interval contracted with the eminent shipbuilding firm of Messrs. John Elder and Co. for a magnificent steamer, of 9,600 tons displacement, and 5,400 horse-power indicated, with every modern improvement, which they hope will be launched in June next. This steamer has been intended by the company as an example of the sort of boat which they would propose to develop the service if encouragement should offer. The Orient Company refrained from tendering in absolute terms in reply to a recent advertisement of the Government of Victoria, for a through service to Melbourne only, because they knew that the amount of subsidy which would be necessary to maintain the service advertised for would be more than there was any chance of the colony agreeing to pay, and because they understood that until certain questions pending between the Imperial Government and the colonies of Australia generally were adjusted no mail contract would be entered into. Disquieting rumors have, however, lately reached some of our proprietary to the effect that, notwithstanding all their preparations and their sacrifices to maintain their line in the face of much discouragement from depression of trade, there is a likelihood of their being passed over in favor of some other company which has made no such preparations or sacrifices. Under these circumstances we shall feel obliged if you will authorize us to assure our proprietary, at our annual general meeting, which will shortly be held, that, so far as rests with H.M. Colonial Office and the Postmaster-General's Department, the Orient Steam Navigation Company, Limited, shall have a fair and equal chance with all other companies of securing the Australian mail contract and subsidy.

Begging the favor of a reply,

We are, Sir,

Your most obedient servants,

(Signed)

ANDERSON, ANDERSON, AND CO.,

F. GREEN AND CO.,

Joint Managers of the Orient Steam Navigation Company, Limited.

To H.M. Secretary of State for the Colonies.

APPENDIX Q.

CORRESPONDENCE *RE* CONTRACT ENTERED INTO WITH PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Secretary of State to the Governor of Victoria.

VICTORIA.

No. 86.

MY LORD,

Downing street,
26th May 1879.

With reference to my circular despatch of the 17th instant, I have the honour to transmit to you for the information of your Government copy of a correspondence with Mr. Graham Berry, and with the Peninsular and Oriental Steam Navigation Company, respecting the tender which Mr. Berry has accepted from the company for the conveyance of the Victorian mails after the 1st of February next.

Although Her Majesty's Government are not parties to the contract, I may observe that the provision which it makes for the conveyance of the mails of the colonies of Western Australia and South Australia appears to be adequate, and to justify the liberal terms conceded by Her Majesty's Government in regard to the postage receipts.

I have the honor to be,

My Lord,

Your Lordship's most obedient humble servant,

M. E. HICKS BEACH.

Governor

The Most Honorable

The Marquis of Normanby, G.C.M.G.,

&c.,

&c.,

&c.

C.O. to Mr. Berry,
3rd May 1879.

Mr. Berry,
5th May 1879.

C.O. to P. & O. Co.,
7th May 1879.

P. & O. Co. to C.O.,
8th May 1879.

[No. 1.]

Colonial Office to Graham Berry, Esq.

SIR,

Downing street, 10th April 1879.

I am directed by the Secretary of State to inquire whether you are in a position to inform him as to the result of your negotiations with the Peninsular and Oriental Company, upon their tender sent in upon the 12th February 1879.

Sir Michael Hicks Beach would be glad to ascertain the fact whether any tender has been accepted, as this circumstance may affect his communications with other colonies in reference to the arrangements which he is informed by the Treasury their Lordships are now disposed to accede to, as intimated to you by Sir Henry Selwin Ibbetson.

The Hon. Graham Berry,
Alexandra Hotel.

I am, &c.,
(Signed) R. H. MEADE.

[No. 2.]

Graham Berry, Esq., to Colonial Office.

SIR,

Alexandra Hotel, London, 12th April 1879.

I am directed by the Hon. Graham Berry to acknowledge the receipt of Mr. Meade's letter of the 10th instant,* and to inform you that no tender has yet been accepted from the Peninsular and Oriental Steam Navigation Company.

Mr. Berry is awaiting a reply to a communication he made to Sir H. Selwin Ibbetson. As soon as that has been received Mr. Berry will be in a position to deal with the question.

Robert G. W. Herbert, Esq.,
&c. &c.

I have, &c.,
(Signed) H. H. HAYTER.

[No. 3.]

Colonial Office to Graham Berry, Esq.†

SIR,

Downing street, 29th April 1879.

With reference to previous correspondence respecting the Australian postal question, I am directed by the Secretary of State for the Colonies to inform you that he has received a letter from the Lords Commissioners of the Treasury, intimating that on being informed by you that you had reason to believe that a fresh contract might be made with the Peninsular and Oriental Company for a fortnightly service both to Melbourne and Sydney, touching at King George's Sound and South Australia, on terms which would be advantageous as compared with the existing rate, they are prepared, under such circumstances, so far to modify their previous decision on the subject as to agree that the Australian mails shall as at present be conveyed free of charge to the colonies between this country and Point de Galle or Colombo (in the event of the latter port being made the port of call for Ceylon), on the condition that the Imperial Post Office shall, after the 1st of February next, when the present arrangement will expire, receive 2d. in lieu of 1d. as at present on the outward correspondence, which may be considered as equivalent to the inland rate on both the homeward and the outward correspondence.

This arrangement would of course apply equally to the correspondence conveyed under other contracts *via* Singapore and San Francisco.

The Hon. Graham Berry.

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

[No. 4.]

Colonial Office to Graham Berry, Esq.

SIR,

Downing street, 3rd May 1879.

With reference to the letter from this Department of the 29th of April,‡ I am directed by the Secretary of State for the Colonies to say that he would be glad to be informed, at as early a date as possible, whether you have been able to conclude any contract for the conveyance of the Victorian mails after the 1st of February next.

The Hon. Graham Berry.

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

[No. 5.]

Graham Berry, Esq., to Colonial Office.

SIR,

Alexandra Hotel, London, 5th May 1879.

In reply to your letter of the 3rd instant,|| I am directed by Mr. Graham Berry to inform you that he has concluded a contract with the Peninsular and Oriental Steam Navigation Company for the conveyance of the Victorian mails after the 1st February next.

Robert G. W. Herbert, Esq.,
&c. &c.

I have, &c.,
(Signed) H. H. HAYTER.

* No. 1.

† A similar letter was addressed to the Agents-General of the Australasian colonies.

‡ No. 3.

|| No. 4.

[No. 6.]

Colonial Office to the Peninsular and Oriental Steam Navigation Company.

SIR,

Downing street, 7th May 1879.

I am directed by the Secretary of State for the Colonies to say that he would be much obliged if the directors of the Peninsular and Oriental Steam Navigation Company would furnish him at their early convenience with a copy of the contract which he understands that Mr. Graham Berry has concluded with the company for the conveyance of the Victorian mails after the 1st of February next.

I am, &c.,

The Secretary to the
Peninsular and Oriental Steam Navigation Company.

(Signed)

JOHN BRAMSTON.

[No. 7.]

Peninsular and Oriental Steam Navigation Company to Colonial Office.

SIR,

Peninsular and Oriental Steam Navigation Company,
Offices, 122 Leadenhall street, London, E.C., 8th May 1879.

I have the honor to acknowledge the receipt of your letter of yesterday, requesting to be furnished with a copy of the contract which the Secretary of State understands that Mr. Graham Berry has entered into with the company for the conveyance of the Australian mails from the 1st February next.

In reply I am instructed to state that, in intimating the acceptance of the company's tender, Mr. Berry expressed his readiness to execute a contract, and a draft (two copies of which are enclosed) was prepared; but, owing to the shortness of Mr. Berry's stay, and the pressure of other business, it was afterwards arranged that the contract shall be executed in Melbourne, and the directors are sending the necessary instructions and authority to the company's agent there by to-morrow's mail.

I am, &c.,

John Bramston, Esq.,
Colonial Office.

(Signed)

A. M. BETHUNE,
Secretary.

Letter to the Agent-General which accompanied the Peninsular and Oriental Company's Tender.

Peninsular and Oriental Steam Navigation Company,
122 Leadenhall street, E.C., London, 12th February 1879.

The Agent-General for the Government of Victoria, London.

SIR,

In compliance with the invitation of the Government of Victoria, the directors of this company now request me to submit for consideration the accompanying tender to perform a fortnightly mail service between Colombo and Melbourne for a period of eight years, commencing on the 1st February 1880, for the annual subsidy of £85,000.

2. In submitting this tender the directors deem it advisable to explain their reasons for confining themselves to this single offer instead of availing of the opportunity of putting forward alternative proposals, which your Government have notified their willingness to consider.

3. In the first place, the directors would state that, having regard only to the present position of the company's business in connection with the Australian colonies, it would be more to their interest simply to maintain the existing monthly mail service upon fair terms of remuneration than to aim at the immediate extension of the company's operations. But in looking forward to a contract of eight years' duration the directors must necessarily consider many future contingencies, and in doing so it appears to them sufficiently clear that the company cannot hope to maintain their present revenue and prestige by means of a monthly communication only. Under these circumstances, if their invitation to tender had been limited to that point, the directors would have found it extremely difficult to decide what would have been in the future a suitable subvention for the present monthly service. On the other hand, the directors may reasonably hope that, by converting the monthly into a fortnightly communication, the company will command increased receipts; and it is under this expectation that the directors have framed the estimates upon which the tender now before you is based. In the very low price which the directors ask for the new service, it will at once be seen that in their calculations they have credited your Government, by anticipation, with a very considerable share of the additional income which they hope to realize by doubling the line. In availing themselves therefore of the permission accorded by the conditions of tender to offer for a fortnightly service, the directors venture to believe that they are doing their utmost to afford the colonies the most efficient and economical service which it is in their power to obtain.

4. In giving the preference to the route from Colombo instead of Aden, the directors have carefully considered the question of connecting the mail service directly with the latter port. They admit that geographically there is a saving of distance (though not important in proportion to the length of the voyage from Australia to England), but this saving would practically be only in favor of the run from Australia, while the advantage thus gained would be neutralized by the fact that the mails would not arrive any sooner by Brindisi than if they were carried *viâ* Ceylon. As regards the outward service, the steamers leaving Aden during the south-west monsoon would shape a course so close to Ceylon, that their calling at Colombo would then hardly amount to a deviation, while by lying at Aden some three weeks, the steamers

would certainly become covered with grass to such an extent as would considerably affect their rate of speed. It must be remembered there is no dry dock at Aden in which to clean and repair steamers; and though the same may be said of Colombo, yet from that port the steamers can, if necessary, proceed to Bombay for the purpose of being docked, as you are aware they do at present, so that the mails may be delivered in Australia as quickly as possible.

5. The directors have therefore no hesitation in saying that Aden would not be so advantageous a termination as Colombo for the Australian mail service. But, apart from the reasons for this opinion just expressed; they fear that the additional expense of such an arrangement would be a fatal disadvantage. The directors estimate that the additional cost of the Aden as compared with the Colombo line, if carried out once a fortnight, would amount to something like £55,000 per annum, and the subsidy would, therefore, not only require to be increased by that amount, but by the sum which would be necessary to compensate for the loss of the present Indian traffic, as that traffic would certainly not be secured by the Aden route. This would add an additional £25,000 to the cost of the Aden line. Opinions seem to differ in Australia as to the advantage of a direct connection between that country and so important a part of the empire as India, but the directors feel confident that the intercourse arising between those countries by means of a convenient postal communication must prove of the utmost value to both. Moreover, should any contingency arise involving the mother country in war, the mail line would certainly prove of the highest political importance to both India and Australia. In expressing their opinion on this subject, the directors do not imply that a connection with India should be allowed to overpower the advantage of the speediest communication with Great Britain; but they submit that the Colombo route possesses both advantages. Equal celerity, infinitely greater cheapness, and the advantage of close contact with India can, in the opinion of the directors, be claimed for the Colombo line when compared with a service to Aden, and these advantages are not diminished when the comparison is made with the other route by which your Government has invited tenders.

6. The question of tendering for a through mail line between Great Britain and Australia is one to which the directors have devoted the greatest consideration for some time past, and it may be expected that they should explain the reasons which have induced them to prefer the development of their present lines to embarking upon any other scheme.

7. The first consideration weighing with the directors is the fact that your Government evidently desires to establish a sound fortnightly postal scheme, the demand for which is so constantly reiterated, both in England and the colonies. They had therefore to apply themselves to the solution of this problem in the most successful and economical form. To show how the through monthly service would, in their opinion, have jarred with the scheme of an efficient and economical fortnightly line, the directors can most easily explain their views by means of an hypothesis.

8. For this purpose, suppose that your Government, instead of advancing the somewhat exigent scheme of a through line, for which tenders are now invited, had been content to put forward proposals for a line at the speed of eleven knots (which is the speed under the new contract for the Indian Mail Service) and the conditions had also permitted the steamers to load at other ports as well as at Melbourne, the question the directors put to themselves is, for what sum they would, with their experience, have undertaken such a service under all the stringent conditions of a mail contract? In very general terms the reply would be not less, and probably more, than they now ask for a fortnightly service. But in the event of tendering for such a line the directors would have had to complete the fortnightly service by tendering also a monthly line from Colombo. Looking at the present tender for the fortnightly line from Colombo, it might then be supposed that the cost of half this work would be the half of £85,000, and thus that the through line would cost about £85,000, and the Colombo line £42,000, making altogether £127,000 for the complete work, or £42,000 more than they now ask for a service which, for postal purposes, the directors contend would be even more efficient.

9. This assumption would not, however, be correct. The additional cost of the service arranged in two separate divisions would have to be computed at considerably more than £42,000 above the present tender. The reason of this is that these two services, being arranged on different bases, would be certain to clash with each other in their earning power, and, that being so, it would be necessary to protect the interest of the Colombo line by a higher rate of subsidy than would be required if the line were not interfered with by another mail service, which, even in the company's hands, would still be a rival undertaking. Such a sum as £42,000 for a monthly line between Colombo and Melbourne would, under these circumstances, be out of the question, although the directors are willing to give the fortnightly service in that ratio of payment when the whole work is carried out on the same basis. The cost of the alternative services from Southampton and Colombo would, therefore, be considerably more than £50,000 in excess of the tender for the fortnightly mail line now submitted. But another important point to notice, in connection with the plan of two services differently arranged is, that they would lack that exact comparative regularity which is the very essence of a satisfactory mail service. The directors need hardly lay stress on this point, because it is one to which your Government must feel keenly alive, viz., that if two mail services are laid along the same route and for the same object, there should not be a hair's-breadth of difference between them in their arrivals and departures. But if one-half of a fortnightly communication is carried out on one plan, and the other half upon a different plan, the same absolutely successful working cannot be attained as when the two divisions are exact counterparts of each other, which will be the case in a fortnightly line between Colombo and Melbourne.

10. These observations will serve to explain why the directors have not thought it wise to complicate the simple and direct offer which they are now making by any proposals of a more expensive, and, as they believe, less effectual kind. It must be admitted that it would be impossible to formulate any combination between two different services, which would compare in cheapness and regularity with the work which the directors offer to undertake. This being explained on the theory of a through line, similar in speed to that which the company have recently contracted to perform in their Indian service, and with liberty to earn freight and passage money by loading at more than one Australian port, it will not be difficult for you to understand that the directors, as prudent men of business, and having a long experience of such matters, could not see their way to make a tender on the basis of an eight years' contract for a service of so exceptional a character as that proposed by the Victorian Government at the present moment, the speed of which is nearly 11½ knots, the sole loading port in Australia being that of Melbourne. The directors

cannot see that the large outlay which would be required to provide the vessels necessary for this service (which would be vessels of nearly 5,000 tons and enormous power), and the expense of working these vessels at a very high rate of speed, could be recouped by anything less than an extravagant subsidy and a long period of contract. If it be supposed that such a line would carry everything before it in the Australian trade (especially with only one port to load in), and would thus overwhelm competition so as to be able to work successfully and permanently under the stringent conditions of a mail contract, for a moderate rate of subsidy, the directors venture entirely to dissent from such an opinion. There is certain to be plenty of competition in the Australian carrying trade, and such a mail line as this, limited to one Australian port for its commercial sustenance, would be opposed very successfully. Such a line would essentially be an extravagant one, and the directors regret to say that among the travelling public cheapness seems to rank almost before quality. Hence there would be plenty of steamers running at a modest speed, and with two or three ports to engage freight and passengers in, they could more easily make a profit without a subsidy.

Beyond all this there would arise the necessity of providing the fortnightly mail communication, and the difficulty already stated, of accurately dove-tailing two different systems of postal conveyance.

11. The directors have seen in the Australian newspapers that great stress is sometimes laid upon the advantage of what is called a through mail service, but they venture to assert that the service which they are now offering to perform is superior for that particular purpose to a through line.

What is required in carrying mails is to approach as nearly as possible to absolute certainty and regularity, and this result is more likely to be secured, throughout a continuous period, when a voyage of 12,000 miles is divided in two or more sections than when performed by one vessel.

The break in the company's mail service at Ceylon places a fresh steamer on the line, and renders the work more efficient than if the Southampton steamer proceeded to Australia. While, as far as passengers are concerned, the directors believe that the transshipment at the new port, which is being made at Colombo, will not be an unpleasant change.

But the directors submit with confidence that their experience of the work which can be prudently obtained from mail steamers can hardly be questioned. It is in no spirit of boastfulness that they point to the fact that their steamers have run, during the last few years, about 13,000,000 of miles, not only without serious accident, but scarcely delivering a mail late, so that the India, China, Japan, and Australian mails have been delivered at their respective destinations with almost the same regularity as the Dublin or Paris mails are delivered in London. This result is achieved, not by chance, but by the most careful supervision, and particularly by dividing the work which each steamer has to perform. Less public attention than it deserves may have been bestowed on the company's work, from the very certainty with which it has been performed, while the admirable passages, and occasional mishaps of other steamers, have probably given rise to more curiosity and higher expectations. But, in looking at the working of any steam line, it will be well to have regard to the slow as well as the exceptional voyages, and to remember that casualties and irregularities are fatal to the commercial interests which a mail service is chiefly instituted to promote.

12. These observations will serve to explain the views of the directors of this company on a question to which they have given much attention, and which your Government is now called on to decide. That question really is the principal future mail route between Australia and Great Britain. When the directors look back at the history of mail communication with Australia, and the money wasted in promoting postal services, comparatively valueless, *viâ* the Cape of Good Hope, by Panama, San Francisco, and even on the route now occupied by the company, when the service was placed in the hands of the European and Australian Steam Company, they feel some satisfaction in believing that the company's performances compare most favorably with these experiments. They are, therefore, the more confident that the offer now submitted for the continuance and expansion of their work will be viewed as a liberal and enterprising effort on the part of the company to meet the future postal requirements of the colonies in the most reliable and satisfactory manner, more particularly as the amount of the tender seems to assure to the Government of Victoria an absolute profit on the postage which such a line must secure.

I have the honor to be, sir,

Your most obedient servant,

(Signed) A. M. BETHUNE,

Secretary.

APPENDIX R.

POSTAL CONTRACT.

ARTICLES OF AGREEMENT made this second day of August One thousand eight hundred and seventy-nine, between the Honorable James Brown Patterson, as Her Majesty the Queen's Postmaster-General of the colony of Victoria, and for and on behalf of Her Majesty's Government of the said colony of Victoria, of the one part, and the Peninsular and Oriental Steam Navigation Company, hereinafter called "the company," of the other part.

Witness that the company for themselves and their successors hereby covenant with the said Postmaster-General and his successors, Her Majesty's Postmasters-General for the colony of Victoria for the time being; and the said Postmaster-General, for and on behalf of Her Majesty's Government of the said colony, doth hereby covenant with the company in manner following (that is to say):—

Company to provide steam vessels to convey mails between Point de Galle or Colombo and Melbourne via King George's Sound and Glenelg.

1. That the company will at all times during the continuance of this agreement, or so long as the whole or any part of the services hereby agreed to be performed ought to be performed in pursuance hereof, provide, keep seaworthy, and in complete repair and readiness, for the purpose of conveying, as hereinafter provided, all Her Majesty's mails (in which term "mails," used throughout this agreement, all boxes, bags, or packets of letters, newspapers, books, or printed papers, and all other articles transmissible by the post, without regard either to the place to which they may be addressed or to that in which they may have originated, and all empty bags, empty boxes, and other stores and articles used or to be used in carrying on the Post Office service, which shall be sent by or to or from the Post Office, are agreed to be comprehended) which shall at any time and from time to time by the Postmaster-General or any of his officers or agents be required to be conveyed, as hereinafter provided, between Melbourne, in Victoria, and Point de Galle, or Colombo as hereinafter provided, in Ceylon, by way of and calling at King George's Sound, in the colony of Western Australia, and also, by way of and calling at Glenelg, in the province of South Australia, or at the option of the Postmaster-General at the Semaphore in the same province, a sufficient number of good, substantial and efficient steam vessels of adequate power, and supplied with first-rate appropriate steam engines.

To stop at Queenscliff.

2. Every vessel carrying mails under this agreement shall, on entering or leaving Port Phillip Bay, in Victoria, weather permitting, stop to deliver or to receive alongside the vessel the Geelong mails, and such other mails as the Postmaster-General may direct at Queenscliff, the time occupied in such stoppage not to be reckoned in the running time of the voyage.

Vessels to be equipped and manned, and subject to approval.

3. That the vessels to be employed under this agreement shall be always furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, lamps, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means of extinguishing fire, lightning conductors, charts, chronometers, nautical instruments, and whatsoever else may be requisite for equipping the said vessels and rendering them constantly efficient for the service hereby agreed to be performed, and also manned and provided with competent officers with appropriate certificates, granted pursuant to the Act or Acts of the Imperial Parliament of Great Britain and Ireland in force for the time being relative to the granting of certificates to officers in the Merchant Service, with a competent surgeon, and with a sufficient number of efficient engineers and a sufficient crew of able seamen and other men, to be in all respects, as to vessels, engines, equipment, officers, engineers, and crew, subject in the first instance and from time to time and at all times afterwards to the approval of the Postmaster-General or of such person or persons as he shall at any time or times or from time to time authorize to inspect and examine the same.

As to mail and sorting rooms.

4. The company shall at their own cost provide on each of the vessels to be employed under this agreement, a separate and convenient room, for the convenient and secure deposit of the mails, under lock and key, and shall also at the like cost (if and when they shall be required so to do by the said Postmaster-General) erect and provide on each of such vessels employed under this agreement a separate and convenient room for sorting and making up the said mails, and shall provide in such room all such furniture, lamps, fittings, and other conveniences as shall be necessary or convenient for the purpose of sorting and making up the said mails; and all such furniture, lamps, fittings, and other conveniences, shall be from time to time cleansed and kept in repair, and the oil for the lamps supplied by the servants, and at the cost of the company, and the services of the crew of every such vessel shall from time to time be given in the conveyance of the mails between the mail room and the sorting room. The company shall also, if required by the Postmaster-General so to do, convey free of cost on such parts of the voyage as he may direct, one or two mail agents, to be berthed and messed as first-class passengers. The duties of such mail agent or mail agents shall be to take charge of and sort the mails, and he or they shall have no power of control over the commander of the vessel conveying the said mails.

Times of starting.

5. That one of such vessels so approved, equipped and manned as aforesaid shall, once in every fourteen days and on such days and at such hours as shall be fixed by the Postmaster-General upon or after the day hereinafter appointed for the commencement of this agreement (until and unless any other days or hours shall, under the proviso herein in that behalf contained be substituted instead thereof), and immediately after the mails are embarked, put to sea from the ports of Melbourne and Point de Galle, or Colombo as the case may be, respectively, and the company shall convey in such vessels to and from and cause to be delivered and received at such of the ports or places hereinbefore mentioned all such mails as shall or may be tendered or delivered to or received by the company or any of their agents, officers, or servants, by or from or under the direction of the Postmaster-General or any of his officers or agents.

Power to alter time.

6. That if at any time or times the Postmaster-General shall desire to alter the particular days, times, or hours of departure from and arrival at any of the ports or places to or from which mails are to be conveyed under this agreement, he shall be at liberty so to do on giving three calendar months' previous notice in writing of such his desire to the company, and the company shall observe, perform, fulfil and keep such altered days, times, and hours.

Postmaster-General may delay starting for twenty-four hours.

7. That should it be deemed by the Postmaster-General requisite for the public service that any vessel to be employed under this agreement should at any time or times delay her departure from any port from which the mails are to be conveyed under this agreement beyond the period appointed for her departure therefrom, the Postmaster-General, his officers or agents, shall have power to order such delay (not however exceeding twenty-four hours), by letter or telegram addressed by him or them to the master of any such vessel or person acting as such, and which shall be deemed a sufficient authority for such detention; and the said Postmaster-General, his officers or agents shall have power, to be exercised in writing as aforesaid, to delay the departure of any vessel employed under this agreement, from Point de Galle or Colombo, as the case may be, until the mails from England are placed on board.

Duration of voyages. Point de Galle or Colombo to Melbourne.

8. All mails conveyed by the company in pursuance of this agreement from Point de Galle or Colombo, as hereinafter provided, to Melbourne shall be conveyed by way of King George's Sound and also by way of Glenelg or the Semaphore, as the Postmaster-General may direct, and the voyage from Point de Galle, or Colombo as the case may be, to Melbourne shall be completed in four hundred and fifty-six hours inclusive of the stoppages at King George's Sound and Glenelg or the Semaphore, which stoppages shall not together exceed twenty-four hours.

Melbourne to Point de Galle or Colombo.

9. All mails conveyed by the company in pursuance of this agreement from Melbourne to Point de Galle or Colombo, as the case may be, shall be conveyed by way of Glenelg or the Semaphore as the Postmaster-General may direct, and also by way of King George's Sound, and the voyage from Melbourne

to Point de Galle or Colombo shall be completed in four hundred and fifty-six hours inclusive of the stoppages at Glenelg or the Semaphore and King George's Sound, which stoppages shall not together exceed twenty-four hours.

10. The company further agree that, so long as Her Majesty's mails are conveyed from Brindisi to Point de Galle or Colombo, under the provisions of the contract of the seventh day of February, One thousand eight hundred and seventy-nine, the company will convey the mails from Brindisi to Melbourne in eight hundred and ninety-five hours, inclusive of stoppages, and from Melbourne to Brindisi in nine hundred and ten hours, inclusive of stoppages, except during the prevalence of the south-west monsoon, when forty-eight hours additional shall be allowed for the conveyance of the mails from Melbourne to Brindisi. And if the company shall fail to convey the said mails from Brindisi to Melbourne, and from Melbourne to Brindisi, in the periods respectively above stipulated, then in every such case, and so often as the same shall happen, the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of One hundred pounds for every complete period of twenty-four hours consumed on the respective voyages, beyond the periods hereinbefore respectively specified: Provided always that the full amount of such sums payable on any one voyage shall never exceed the portion of the sum of the subsidy hereinafter agreed to be paid by the Postmaster-General as applicable to such voyage; and provided further that the payment of any such sum shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from causes over which they had not and could not have had any control. Penalties.

11. The Postmaster-General doth hereby agree to pay to the company a premium of Fifty pounds for every complete period of twenty-four hours by which the time occupied in the conveyance of the mails from Brindisi to Melbourne and from Melbourne to Brindisi shall be less than the times stipulated in clause 10. Premium for time saved.

12. Should the Postmaster-General desire so to do he may, by notice in writing under his hand to be given at any time before the first day of February, One thousand eight hundred and eighty, substitute for the stipulation in clause 10 as to penalties the following stipulation, that is to say—That if the company shall fail to convey the said mails from Point de Galle or Colombo, as the case may be, to Melbourne in four hundred and fifty-six hours, or from Melbourne to Point de Galle or Colombo, as the case may be, in four hundred and fifty-six hours under the conditions specified in clauses 8 and 9, then in any of such cases, and so often as the same shall happen, the company shall forfeit and pay to Her Majesty, her heirs and successors, the sum of One hundred pounds for every complete period of twenty-four hours consumed on the respective voyages, beyond the periods hereinbefore respectively specified: Provided always that the full amount of such sums payable on any one voyage shall never exceed the portion of the sum of the subsidy hereinafter agreed to be paid by the Postmaster-General as applicable to such voyage; and provided further, that the payment of any such sum shall not be enforced against the company if it be shown by them to the satisfaction of the Postmaster-General that the delay has arisen from causes over which they had not and could not have had any control. Alternative provisions as to penalties.

And in case the Postmaster-General shall decide to adopt the system of penalties specified in this clause, then and in that case there shall be substituted for the stipulation in clause 11 as to premiums, the following stipulation, that is to say, that the Postmaster-General shall pay to the company a premium of Fifty pounds for every complete period of twenty-four hours by which the time occupied in the conveyance of the mails from Point de Galle or Colombo to Melbourne, and from Melbourne to Point de Galle or Colombo, shall be less than the time stipulated in clauses 8 and 9 respectively.

In computing the time occupied from Point de Galle or Colombo to Melbourne or *vice versa* five hours shall be allowed for difference of longitude on the voyage from Point de Galle or Colombo to Melbourne, and the same shall be deducted on the voyage from Melbourne to Point de Galle or Colombo.*

13. That if the company fail to provide an efficient vessel at Point de Galle or Colombo, as the case may be, or Melbourne in accordance with the terms of this agreement, ready to put to sea on and at the appointed day and hour, then and so often as the same shall happen the company shall forfeit and pay unto Her Majesty, her heirs and successors, the sum of Five hundred pounds, and also the further sum of One hundred pounds for every successive twenty-four hours which shall elapse until such vessel actually proceeds to sea on her voyage, in the performance of this agreement: Provided always that the aggregate amount of the penalties to be recoverable under this clause in respect of any one voyage or contemplated voyage shall not exceed by more than the sum of Two thousand pounds the proportion of the subsidy hereinafter agreed to be paid by the Postmaster-General as applicable to such voyage. Penalties for failing to provide vessels.

14. That during the continuance of this agreement the commanders of the vessels to be employed for the time being in carrying the mails under this agreement shall take due care of, and the company shall be responsible for, the receipt, safe custody and delivery of the said mails, and each of such masters or commanders shall make such oath or declaration or declarations now lawfully required or which may hereafter be lawfully required by the Postmaster-General in such and similar cases, and furnish such journals, returns, and information to and perform such services as the Postmaster-General may require: And every such master or commander or officer duly authorized by him having the charge of mails shall himself immediately on the arrival at any of the said ports or places of any such vessel, deliver all mails for such port or place into the hands of the Postmaster or other person at such port or place as the Postmaster-General shall authorize to receive the same, receiving in like manner all the return or other mails to be forwarded in due course. Masters of vessels to take charge of mails.

15. That the company shall not, nor shall any of the masters of any of the vessels employed or to be employed under this agreement, receive or permit to be received on board any of the vessels carrying the mails under this agreement any letters for conveyance other than those carried under this agreement in charge of the said commander or other person authorized to have charge of the said mails, or which are or may be privileged by law, nor shall any mails be conveyed by the company between Point de Galle or Colombo, as the case may be, and any of the Australasian colonies or New Zealand, for or on behalf of any colony, province, or foreign country, save those carried under this agreement, without the consent in writing of the Postmaster-General, and the whole postage of every mail conveyed between the places herein mentioned shall, under all circumstances, be at the disposal of the Postmaster-General. No letters to be received on board but Her Majesty's mails.

* Penalties and premiums are assessed under clause 12.

Substitution of
Colombo for
Point de Galle.

16. So long as Point de Galle continues to be the port in the island of Ceylon, to and from which the mails are conveyed under the contract between the Imperial Government and the company, the company's steamers employed under this present agreement shall run to and from Point de Galle, but as soon as Colombo shall have been substituted for Point de Galle as the port of call under the Imperial contract, the company's steamers employed under this agreement shall run to and from Colombo, instead of Point de Galle.

Postmaster-
General may
survey vessels.

17. That the Postmaster-General shall have full power whenever and as often as he may deem it requisite, to survey by any of his officers or agents all or any of the vessels employed and to be employed in the performance of this agreement, and hulls thereof; and the engines, machinery, furniture, tackle, apparel, stores, equipments, and the officers, engineers, and crew of every such vessel, and any defect or deficiency that may be discovered on any such survey, shall be forthwith repaired or supplied by the company; and if any of such vessels or any part thereof, or any engines, machinery, furniture, tackle, apparel, boats, stores, or equipments shall on any such survey be declared by any of such officers or agents to be unseaworthy or not adapted to the service hereby agreed to be performed, every vessel which shall be disapproved of or in which such deficiency or defect shall appear shall be deemed insufficient for any service hereby agreed to be performed, and shall not be again employed in the conveyance of mails until such defect or deficiency has been repaired or supplied to the satisfaction of the Postmaster-General.

Orders as to the
landing, &c., of
mails to be
attended to.

18. That the company and all commanding and other officers of the vessels employed in the performance of this agreement, and all agents, seamen, and servants of the company shall at all times punctually attend to the orders and directions of the Postmaster-General, his officers or agents, as to the mode, time, and place of landing, delivering, and receiving mails.

Penalties to be
considered as
ascertained
damages, and
may be retained
by the Post-
master-General.

19. That all and every the sums of money hereby stipulated to be forfeited or paid by the company unto Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, whether any damage or loss have or have not been sustained, and shall and may be retained and deducted by the Postmaster-General out of any moneys payable or which may thereafter become payable to the company.

Subsidy.

20. And in consideration of the due and faithful performance by the said company of all the services hereby agreed to be by them performed, the said Postmaster-General doth hereby agree that there shall be paid at Melbourne to the said company by Her Majesty's Government of Victoria, so long as the company perform the voyages and services herein contracted to be performed, a sum of money after the rate of Eighty-five thousand pounds per annum (£85,000), in equal quarterly payments on the first day of April, the first day of July, the first day of October, and the first day of January in each year, and shall accrue due from day to day; and the said payments shall be received by the said company as full compensation for all costs and expenses which they may incur or be put unto by reason or on account of all and singular the services hereby contracted to be performed, subject however to the abatement or deduction of any sums of money in respect of forfeitures which the said company may have incurred, or to the addition of any sums in respect of premiums as the case may be, as herein provided.

Contractors to
have no claim to
postage except as
herein provided.

21. The contractors shall have no claim to any postage nor to any payment on account thereof for mails carried under this contract except as herein provided.

Commencement
and duration of
contract.

22. That this agreement shall commence on and from the first day of February, One thousand eight hundred and eighty, and shall continue until the thirty-first day of January, One thousand eight hundred and eighty-eight, and shall then determine if the Postmaster-General shall by writing under his hand have given to the company, or if the company shall have given to the Postmaster-General, twenty-four calendar months' notice, that this agreement shall so determine; but if neither the Postmaster-General nor the company shall give any such notice, this agreement shall continue in force after the said thirty-first day of January, One thousand eight hundred and eighty-eight, until the expiration of a twenty-four calendar months' notice in writing as aforesaid, which may be given by either of the said parties hereto to the other of them, and which last-mentioned notice may be given on or at any time after the 31st day of January 1886. This agreement shall then determine accordingly, without prejudice nevertheless to any right of action or other proceeding which shall then have accrued to either party for any breach thereof.

Penalties for
failing to com-
mence service
on 1st February
1880.

23. And it is hereby further agreed that in case the company shall fail to commence the performance of the services herein agreed to be by them performed on the first day of February, One thousand eight hundred and eighty, or the first day thereafter which the Postmaster-General may fix as the day of sailing, then and in such case the company shall forfeit and pay unto Her Majesty, her heirs and successors, the sum of Five hundred pounds, and also the further sum of One hundred pounds for every successive period of twenty-four hours which shall elapse until the actual and *bonâ fide* commencement of the performance by the company of the services herein agreed to be by them performed: Provided always that the total amount of the penalties to be incurred by the said company by reason of such failures as aforesaid respectively shall not exceed the sum of Fifteen thousand pounds.

On determina-
tion, voyages
begun to be
completed.

24. That if on the determination of this agreement any vessel or vessels should have started or should start with the mails, in conformity with this agreement, such voyage or voyages shall be continued and performed and the mails be delivered and received during the same as if this agreement had remained in force with regard to any such vessels and services; and with respect to such vessels and services as last aforesaid, this agreement shall be considered as having terminated when such vessels and services shall have reached their port or place of destination and been performed.

Postmaster-
General may
delegate powers.

25. It shall be lawful for the Postmaster-General, by writing under his hand, at any time and from time to time to delegate any of the powers vested in him by virtue of this agreement to such person or persons as he may think fit.

Company not to
convey danger-
ous articles.

26. The company shall not convey in any vessel employed by them in pursuance of this agreement any nitro-glycerine or any other article which shall have been legally declared specially dangerous either in England or Victoria.

Quarantine.
As to notices.

27. The company shall undertake for themselves all arrangements relative to quarantine.

28. That all notices or directions which the Postmaster-General, his officers, agents, or others, are hereby authorized to give to the company, their officers, servants, or agents, other than any notice of termination of this contract, may, at the option of the Postmaster-General, either be delivered to the master of any of the said vessels or other officer or agent of the company in the charge or management of any vessel employed in the performance of this agreement, or left for the company at their office or house of

business in Melbourne, or at their or any, of their last known places of business, or abode in Melbourne; and any notices or directions so given or left shall be binding on the company: Provided always that any notice of termination of this contract shall be served on the company, their officers, servants, or agents, at their office or last known office in Melbourne.

29. The company shall not assign, underlet, or dispose of this agreement, or any part thereof, without the consent of the Postmaster-General, signified by writing under his hand. And in case of the same or any part thereof being assigned, underlet, or otherwise disposed of, or of any breach of clause fifteen of this agreement, or of any great or habitual breach of this agreement, or of any covenant, matter, or thing herein contained on the part of the company, their officers, agents, or servants, and whether there be or be not any penalty or sum of money payable by the company for any breach, it shall be lawful for the Postmaster-General, by writing under his hand, to determine this agreement without any previous notice to the company or their agents, and without any claim on the part of the company to compensation. Company not to assign, &c.

30. If at any time during the continuance of this agreement, or after the determination thereof, any dispute shall arise between the parties to these presents, or their successors respectively, concerning any breach or alleged breach by or on the part of the company of this agreement, or the sufficiency of any such breach to justify the Postmaster-General in putting an end to the same, or concerning any matters and things in anywise relating thereto, such dispute shall be referred to two arbitrators, one to be chosen from time to time by the Postmaster-General and the other by the company; and if such arbitrators should at any time or times not agree on the matter or question referred to them, then such question in difference shall be referred by them to an umpire to be chosen by such arbitrators, before they proceed with the reference to them, and the joint and concurrent award of the said arbitrators, or the separate award of the said umpire when the said arbitrators cannot agree, shall be binding and conclusive on both parties. Provided, that in case of either party failing to choose an arbitrator within two months after receipt of notice to arbitrate, or in case of the chosen arbitrators failing to choose an umpire within two months of their failure to agree, then the Chief Justice of the colony of Victoria for the time being shall nominate an umpire, by writing under his hand, whose award shall be final and conclusive on all parties. And every such arbitration shall be held in Melbourne aforesaid. Arbitration.

31. Any submission to arbitration in pursuance of this agreement shall be made a rule of the Supreme Court of the colony of Victoria, pursuant to the Statute in that case made and provided, on the application of either party. Any reference to be made a rule of court.

32. And for the due and faithful performance of all and singular the covenants, conditions, provisoes, clauses, articles, and agreements hereinbefore contained, and which on the part and behalf of the said company, their officers, agents, or servants are or ought to be observed, performed, fulfilled, and kept, the said company do hereby bind themselves and their successors unto Her Majesty in the sum of Fifteen thousand pounds sterling, to be paid to Her Majesty, her heirs and successors, by way of stipulated or ascertained damages, hereby agreed upon between the Postmaster-General and the said company, in case of the failure on the part of the company in the execution of this contract or any part thereof. Bond clause.

33. The words "Postmaster-General" herein shall mean the Postmaster-General of the colony of Victoria for the time being, or the responsible Minister of the Crown for the time being administering the Post Office Department. Interpretation.

In witness whereof the said James Brown Patterson, Her Majesty's Postmaster-General of Victoria, has hereunto set his hand and seal, and the company its common seal, the day and year first above written.

Signed, sealed, and delivered by the above-named
James Brown Patterson, in the presence of— J. B. PATTERSON. (L.S.)
R. A. SUTHERLAND, Solr., Melbourne.

Signed, sealed, and delivered by the Peninsular
and Oriental Steam Navigation Company, by
its duly constituted agent and attorney in that
behalf, Franklin Richardson Kendall, in the
presence of— FRANKLIN RICHARDSON KENDALL. (L.S.)
R. A. SUTHERLAND.

Secretary of State to the Governor of Victoria.

VICTORIA.
No. 132.
MY LORD,

Downing street,
28th August 1879.

I have the honor to transmit to you, for your information and for that of your Government, a copy of a letter from the Treasury, with its enclosures, respecting the contract which has been entered into for a period of eight years between the Peninsular and Oriental Company and your Lordship's Government for a fortnightly mail service between Ceylon and Melbourne, calling at King George's Sound and Adelaide, to commence on the 1st of February next. 18th August.

I have the honor to be,
My Lord,

Your Lordship's most obedient humble servant,

M. E. HICKS BEACH.

Governor

The Most Honorable

The Marquis of Normanby, G.C.M.G.,
&c. &c. &c.

The Treasury to the Colonial Office.

14141.

SIR,

Treasury Chambers,

18th August 1879.

I am commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, for the information of Secretary Sir Michael Hicks Beach, copies of a letter from the Postmaster-General, dated the 14th instant, and of the letter from the Peninsular and Oriental Steam Navigation Company enclosed therein (with two of the printed enclosures), respecting the contract which has been concluded between that company and the Government of Victoria for the conveyance of mails between Ceylon and Melbourne, calling at King George's Sound and Adelaide.

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

I am, &c.,
(Signed) WILLIAM LAW.

The General Post Office to the Treasury.

General Post Office,

14th August 1879.

MY LORDS,

I have received from the Peninsular and Oriental Steam Navigation Company a letter announcing that a contract has been concluded between that company and the Government of Victoria for the conveyance of mails between Ceylon and Melbourne, calling at King George's Sound and Adelaide, by a fortnightly service, commencing on the 1st of February next.

The directors have sent me some copies of a letter which they addressed with their tender to the Agent-General for the Government of Victoria, and have expressed a wish that copies might be placed in your Lordships' hands and those of Her Majesty's Secretary of State for the Colonies.

I have the honor accordingly to send your Lordships a copy of the company's letter, together with four copies of the enclosure referred to.

The Lords Commissioners
of Her Majesty's Treasury.

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

The Peninsular and Oriental Steam Navigation Company to the General Post Office.

Peninsular and Oriental Steam Navigation Company,
Offices: 122 Leadenhall street, London, E.C., 6th August 1879.

SIR,

I have the honor to acquaint you, for the information of the Postmaster-General, that the Directors have received a telegram from the company's agent at Melbourne, to the effect that the Government of Victoria have signed a contract with this company for the conveyance of mails between Ceylon and Melbourne, calling at King George's Sound and Adelaide, by a fortnightly service, commencing on the 1st February next. This contract is for a period of eight years, and, as you are already doubtless aware, it is to be worked in connection with the new contract for the India and China mail services.

2. As soon as the directors receive the contract from Australia they will hand you a copy of the same for the information of your department. Meantime, in view of the fact that there seems to have been an attempt made by some of the company's opponents to misrepresent the position both of the Government and the company in reference to the Eastern mail contracts, the directors think it may perhaps be useful to you to be put in possession of the reasons upon which the company based their tender to the Government of Victoria, as you are already fully acquainted with those which actuated them in tendering for the India and China services, from the letters addressed to you which accompanied these tenders.

I am therefore desirous to hand you the enclosed copy of a letter* addressed by the directors to the Agent-General of the Government of Victoria on the occasion of transmitting their tender to that Government for the Australian mail service for which the contract has just been signed, and you will observe that the directors therein not only explain the grounds on which they made their proposals for a fortnightly service between Ceylon and Australia, but they also dealt with the whole question of mail communication with that country, about which, as you are aware, there has been from time to time much controversy.

3. The directors need scarcely remind you that great jealousy and diversity of opinion has existed between the different colonies on this question of mail communication, a state of things which has hitherto been prejudicial to the regular and periodic movement of correspondence, inasmuch as none of the routes employed have succeeded in dovetailing with each other, so as to effect exact fortnightly services. It was the desire of the directors to make such a proposal for a new service as would have the effect of harmonising the postal interests of all the Australian colonies, and they venture to believe that by the regular fortnightly service which is now contracted for this object will certainly be effected to the great advantage of commercial as well as general interests.

It will be perceived that in their desire to carry out this improvement, which they also consider necessary to the consolidation of the company's business with Australia, the directors offered the Government such terms as could not but be found financially satisfactory; but in doing this the directors simply offered the same conditions which they would have submitted to the Imperial Government had this service been combined with the India and China contract.

The directors would ask the favor of your transmitting a copy of this letter and its enclosure to the Treasury and the Colonial Office.

The Secretary,
General Post Office, London.

I have, &c.,
(Signed) A. M. BETHUNE,
Secretary.

APPENDIX S.

CIRCULAR.
SIR,

Downing street,
17th May 1879.

I informed you by my telegram of the 13th instant, that the Lords Commissioners of the Treasury would continue the present arrangement for the carriage of the Australasian Mails, but after the 1st of February next would retain twopence instead of a penny on the outward correspondence; and I have now the honor to transmit to you, for the information of your Government, a copy of a letter in which I caused their Lordships' decision to be communicated to the Agents-General, and to Mr. Graham Berry, as the representative of the Government of Victoria, who was then in this country. C.O. 29th April 1879.

I have the honor to be,

Sir,

Your most obedient humble servant,
M. E. HICKS BEACH.

The Officer Administering
the Government of Victoria.

The Colonial Office to Mr. Graham Berry and the Agents-General for the Australasian Colonies.

SIR,

Downing street,
29th April 1879.

With reference to previous correspondence respecting the Australian postal question, I am directed by the Secretary of State for the Colonies to inform you that he has received a letter from the Lords Commissioners of the Treasury, intimating that on being informed by [Mr. Berry] [you] that [he] [you] had reason to believe that a fresh contract might be made with the Peninsular and Oriental Company for a fortnightly service both to Melbourne and Sydney, touching at King George's Sound and South Australia, on terms which would be advantageous as compared with the existing rate, they are prepared, under such circumstances, so far to modify their previous decision on the subject as to agree that the Australian Mails shall, as at present be conveyed "free of charge" to the colonies between this country and Point de Galle or Colombo, (in the event of the latter port being made the port of call for Ceylon), on the condition that the Imperial Post Office shall, after the 1st of February next, when the present arrangement will expire, receive twopence in lieu of one penny as at present on the outward correspondence, which may be considered as equivalent to the inland rate on both the homeward and the outward correspondence.

This arrangement would of course apply equally to the correspondence conveyed under other contracts *via* Singapore and San Francisco.

I am, &c.,

(Signed) R. G. W. HERBERT.

The Honorable Graham Berry and
The Agents-General
for the Australasian Colonies.

APPENDIX T.

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Aberfeldy ...	M. Nugent ...	21 0 0	Ashens ...	Letitia S. Runnalls	9 0 0
Acheron ...	J. Wylie ...	15 0 0	Avenel ...	Eliza Coffin ...	84 0 0
Adelaide Lead ...	D. Dillon ...	12 0 0	Avoca ...	P. R. Arkins ...	220 0 0
Alberton ...	J. Gregory ...	15 0 0	Avoca Forest ...	D. Stewart ...	6 0 0
Alexandra ...	Elizabeth A. Reid	84 0 0	Avon Plains ...	H. Stratford ...	50 0 0
Alfredton ...	H. D. Forester ..	15 0 0	Axedale ...	W. S. Cahill ...	24 0 0
Allan's Flat ...	E. Elliott ...	12 0 0	Baarmutha ...	Jane Gatehouse ...	9 0 0
Allansford ...	J. Anderson ...	45 0 0	Bacchus Marsh ...	Sarah H. Gearing	84 0 0
Alma ...	F. T. Pearse ...	21 0 0	Baddaginnie ...	Eliza M. O'Dea ...	6 0 0
Alma, Lower ...	J. Maher ...	12 0 0	Bahgallah ...	R. Craig ...	6 0 0
Alphington ...	J. S. Adams ...	15 0 0	Baillieston ...	W. Oppermann ...	12 0 0
Amherst ...	Margaret Hackett	52 0 0	Bairnsdale ...	B. C. Jones ...	200 0 0
Amphitheatre ...	Annie Hardy ...	36 0 0	Bald Hills ...	D. Slattery ...	9 0 0
Anakie ...	G. B. London ...	18 0 0	Bald Rock ...	G. A. Bernickes ...	15 0 0
Apsley ...	W. T. Hoare ...	60 0 0	Ballan ...	Margt. McDonagh	92 0 0
Ararat ...	R. Kilborn ...	350 0 0	Ballangeich ...	N. Tomlinson ...	33 0 0
Arcadia ...	Honora E. O'Brien	9 0 0	Ballarat ...	T. R. James (acting)	600 0 0
Archdale ...	J. Ashwood ...	9 0 0	Ballarat East ...	W. S. Whitelaw	185 0 0
Armstrongs (Ry. Stn.)	D. Muir ...	15 0 0	Ballyrogan ...	Elizabeth A. Roberts	9 0 0
Arundel ...	R. A. Moore ...	6 0 0	Balmattum ...	D. McKernan ...	15 0 0
Ascot ...	T. O. Crichton ...	18 0 0	Balmoral ...	B. Lyon ...	45 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Balnarring ...	P. Vansuylen ...	15 0 0	Bulgoback ...	J. Hardy ...	9 0 0
Balwyn ...	J. K. Orr ...	40 0 0	Bulla ...	W. Bethell ...	27 0 0
Bamganie ...	G. Smith ...	12 0 0	Bullarook ...	W. James ...	12 0 0
Banyena ...	J. Spence ...	27 0 0	Bullarto ...	W. C. Bass ...	12 0 0
Barber's Creek ...	T. Butler ...	9 0 0	Bullengarook ...	W. Gorman ...	9 0 0
Barfold ...	J. Latimer ...	23 0 0	Bulu Buln ...	J. C. Ryan ...	150 0 0
Baringhup ...	Caroline Lawrence ...	27 0 0	Bulumwaal ...	G. H. Watson ...	6 0 0
Baringhup East ...	J. Watson ...	9 0 0	Bunbartha ...	J. W. Lowry ...	54 0 0
Barker's Creek ...	R. Davey ...	18 0 0	Bundalong ...	W. Hendry ...	12 0 0
Barkly ...	J. Cheeseman ...	12 0 0	Bundoora ...	W. Emms ...	12 0 0
Barkstead ...	D. Clarke ...	15 0 0	Bung Bong ...	C. Bennett ...	12 0 0
Barmah ...	M. Doig ...	12 0 0	Bung Bong (Railway Station) ...	B. F. Wiseman ...	21 0 0
Barnawartha ...	Margaret McKeone ...	56 0 0	Bungaree ...	T. Chalmers ...	27 0 0
Barnedown ...	T. K. Maltby ...	45 0 0	Bungeelake ...	J. W. Stubbs ...	24 0 0
Barrapoot ...	J. T. Russell ...	12 0 0	Bungeelake North ...	J. M. Draper ...	9 0 0
Barry's Reef ...	W. Shaw ...	48 0 0	Buninyong ...	Mary Drury ...	100 0 0
Bass ...	Alice C. McDonald ...	18 0 0	Bunyip (Railway Station) ...	E. Rossan ...	24 0 0
Batesford ...	H. A. Smith ...	24 0 0	Burke's Flat ...	F. T. Gouillet ...	30 0 0
Baynton ...	E. Knight ...	21 0 0	Burnt Creek ...	J. G. Russell ...	12 0 0
Beaconsfield ...	W. Brisbane ...	21 0 0	Burrabunna ...	T. Busse ...	9 0 0
Bealiba ...	Elizabeth M. Lyndon ...	70 0 0	Burramine ...	W. Smith ...	21 0 0
Beaufort ...	Eva Kildahl ...	84 0 0	Burramine West ...	P. Bourke ...	6 0 0
Beaac ...	A. Gilbert ...	51 0 0	Burreroo ...	J. Anderson ...	21 0 0
Beenak ...	J. Claxton ...	9 0 0	Burrumbett (Railway Station) ...	D. McDonald ...	38 5 0
Beechworth ...	S. R. Deverell ...	350 0 0	Burwood ...	W. F. Clark ...	21 0 0
Belfast ...	J. Thwaites ...	350 0 0	Buttlejork ...	J. Murphy ...	9 0 0
Bellarine ...	W. Andrews ...	24 0 0	Buxton ...	Ann Scott ...	6 0 0
Bellevue ...	Elizabeth Hay ...	27 0 0	Byaduk ...	J. Ross ...	27 0 0
Belmont ...	J. Williams ...	21 0 0	California Gully ...	M. Thomas ...	27 0 0
Benalla ...	W. H. Saxe ...	250 0 0	Calivil ...	Agnes E. Slattery ...	6 0 0
Bendoc ...	Jas. Tipping ...	20 0 0	Callawadda ...	J. Rickard ...	12 0 0
Beremboke ...	A. Reily ...	21 0 0	Camberwell ...	Eva S. Keen ...	80 0 0
Berwick ...	Elizabeth D'Arcy ...	100 0 0	Cambrrian Hill ...	J. Renkin ...	21 0 0
Bet Bet ...	Mary Grant ...	15 0 0	Campaspe ...	J. O'Brien ...	15 0 0
Bethanga ...	J. C. Forster ...	61 0 0	Campbellfield ...	G. Shanks ...	24 0 0
Beveridge ...	Martha Robins ...	18 0 0	Campbell's Creek ...	T. Pattle, actg. ...	100 0 0
Big Hill, Sandhurst ...	P. C. Perry ...	12 0 0	Campbell's Forest ...	J. Evans ...	9 0 0
Birregurra ...	Ann Dawkins ...	110 0 0	Campbelltown East ...	C. H. Talbot ...	9 0 0
Blackburn Creek ...	Geo. King ...	9 0 0	Camperdown ...	J. Hannah ...	180 0 0
Black Hill ...	Ann Turner ...	15 0 0	Canary Island ...	S. Vear ...	15 0 0
Black Lead ...	A. W. Chapman ...	9 0 0	Canterbury ...	M. Wall ...	6 0 0
Blakeville ...	Jas. Lilburne ...	12 0 0	Cape Clear ...	A. L. Gibson ...	30 0 0
Blampied ...	A. Blampied ...	6 0 0	Capel's Crossing ...	Mary Ievers ...	6 0 0
Bobinawarrah ...	J. S. Wallace ...	33 0 0	Cape Schanck ...	Ada Tapp ...	66 0 0
Bolinda ...	Grace A. Caldwell ...	12 0 0	Caralulup ...	Frances Reed ...	6 0 0
Bolwarra ...	Lavinia Hansen ...	21 0 0	Caramut ...	Mary Foster ...	70 0 0
Bonang ...	R. Marriott ...	9 0 0	Carapooee ...	S. J. Edelston ...	15 0 0
Bonegilla ...	J. J. Smyth ...	12 0 0	Carapooee (Railway Station) ...	J. F. Campbell ...	6 0 0
Boort ...	T. A. Brown ...	51 0 0	Cardigan ...	J. W. Surman ...	15 0 0
Bo-Peep Hill ...	Mary E. McDonald ...	6 0 0	Cargarie ...	J. L. Bonnin ...	15 0 0
Boweya ...	J. B. Higgins ...	12 0 0	Carisbrook (Railway Station) ...	T. P. Atkinson ...	38 5 0
Bowman's Forest ...	P. Connor ...	35 0 0	Carlsruhe ...	E. Hughes ...	15 0 0
Box Forest ...	H. Checkley ...	6 0 0	Carlsruhe (Rwy. Station) ...	F. Weller ...	24 0 0
Box Hill ...	S. Padgham ...	24 0 0	Carlton ...	Jessie A. Lawson ...	100 0 0
Branxholme ...	Maria E. Kemp ...	54 0 0	Carlton North (Receiving House) ...	F. Hall ...	30 0 0
Braybrook ...	J. Dickson ...	21 0 0	Carngham ...	W. H. Jennings ...	21 0 0
Breakwater ...	Clara Smith ...	18 0 0	Carpenteit ...	P. Morrison ...	6 0 0
Briagolong ...	J. Knipe ...	27 0 0	Cashel ...	H. Playford ...	65 0 0
Bridgewater-on-Loddon (Railway Station) ...	Emily Hutchison ...	54 0 0	Casterton ...	J. J. Barry ...	180 0 0
Bright ...	E. S. Outtrim ...	180 0 0	Castlemaine ...	T. Green ...	350 0 0
Brighton ...	Fredericka Thomas ...	95 0 0	Cathcart ...	G. Ahrendts ...	15 0 0
Brighton East ...	J. T. Wood ...	103 0 0	Catumnal ...	W. Westcott ...	9 0 0
Brighton South ...	J. G. Reynolds ...	63 0 0	Caulfield ...	J. le Page ...	42 0 0
Brimboal ...	T. J. Ross ...	12 0 0	Cavendish ...	A. McCallum ...	42 0 0
Broadford ...	J. McLiesh ...	48 0 0	Ceres ...	J. Clarke ...	24 0 0
Broadmeadows ...	Geo. Couser ...	33 0 0	Charlotte Plains ...	H. Gordon ...	6 0 0
Broadwater ...	H. McLean ...	15 0 0	Charlton ...	T. Holderness ...	180 0 0
Broomfield ...	H. Mitchell ...	27 0 0	Chatsworth ...	A. J. Murray ...	21 0 0
Brown Hills ...	G. Schmidt ...	39 0 0	Cheltenham ...	T. Chandler ...	39 0 0
Brown's Diggings ...	Jas. Booth ...	9 0 0	Chepstowe ...	T. Tindale ...	24 0 0
Brown's Plains ...	J. Dunkerley ...	18 0 0	Chetwynd ...	W. D. Clarke ...	21 0 0
Brunswick ...	Elizabeth Allison ...	110 0 0	Chewton ...	J. Lamb ...	100 0 0
Bruthen ...	R. McDougall ...	33 0 0	Childers ...	R. Dickenson ...	12 0 0
Buangor ...	R. Hornsby ...	54 0 0			
Buchan ...	W. Kellie ...	12 0 0			
Buckland ...	Mary White ...	12 0 0			
Buckrabanyule ...	J. Howard ...	21 0 0			

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Chiltern ...	Fanny Green ...	180 0 0	Diamond Creek ...	T. F. L. Edmond ...	21 0 0
Chinaman's Creek ...	J. Laver ...	6 0 0	Diamond Hill ...	Jane Nixon ...	15 0 0
Chinaman's Flat ...	E. Beedon ...	33 0 0	Digby ...	M. Townsend ...	30 0 0
Chintin ...	W. L. Birrell ...	9 0 0	Diggersrest (Railway Station) ...	R. Donnelly ...	30 0 0
Christmas Hill ...	T. Young ...	12 0 0	Diggora ...	P. Roney ...	9 0 0
Chute ...	G. Dobie ...	12 0 0	Dimboola ...	P. P. Fraser ...	125 0 0
Clarendon ...	A. McDonald ...	21 0 0	Dobie's Bridge ...	W. Maloney ...	18 0 0
Clarke's Hill ...	Mary Higgins ...	12 0 0	Docker's Plains ...	H. S. Parfitt ...	15 0 0
Clear Lake ...	J. H. Edmonds ...	15 0 0	Dolly's Creek ...	Barbara Nesbit ...	9 0 0
Clunes ...	J. L. Collier ...	350 0 0	Donald ...	Mary K. Poole ...	84 0 0
Clyde ...	T. A. Twyford ...	12 0 0	Doncaster ...	H. G. Reynolds ...	21 0 0
Clydebank ...	J. Henry ...	9 0 0	Donnelly's Creek ...	R. H. Bake ...	15 0 0
Clydesdale ...	J. Youn ...	9 0 0	Dooboobetic ...	W. C. Morgan ...	9 0 0
Cobden ...	W. Brown ...	54 0 0	Doon ...	R. Grant ...	12 0 0
Cobram ...	J. Webster ...	18 0 0	Doogalook ...	M. Kemp ...	15 0 0
Coburg ...	W. G. Reid ...	211 0 0	Dookie ...	A. McGee ...	12 0 0
Codrigton ...	Mary T. Forest ...	6 0 0	Doon ...	Mary J. Sartain ...	24 0 0
Coghill's Creek ...	E. N. Collas ...	24 0 0	Drik, Drik ...	C. S. Dunbar ...	15 0 0
Cohuna ...	J. Garden ...	36 0 0	Dromana ...	Margaret Fitzgerald ...	60 0 0
Coimadai Creek ...	W. Doubleday ...	12 0 0	Drouin ...	W. S. Stephenson ...	48 0 0
Colac ...	E. Dore ...	250 0 0	Drouin West ...	J. Sutherland ...	24 0 0
Colbinabbin ...	R. H. Horsbergh ...	24 0 0	Drummond ...	E. B. Porter ...	21 0 0
Coleraine ...	Louisa E. Kinahan ...	140 0 0	Drung Drung ...	R. Hoffman ...	12 0 0
Collingwood ...	Jas. Colles ...	350 0 0	Dry Creek ...	J. Pemberton ...	9 0 0
Condali ...	J. A. McLellan ...	42 0 0	Dry Diggings ...	T. Elliott ...	12 0 0
Connewarre ...	H. Parsons ...	18 0 0	Drysdale ...	C. Brazier ...	48 0 0
Conover ...	R. Quick ...	18 0 0	Dunach ...	C. H. Corfield ...	15 0 0
Coongulmerang ...	J. Whitbourne ...	21 0 0	Dunbulbalane ...	S. Sloss ...	27 0 0
Coonooer Bridge ...	W. Williams ...	18 0 0	Dunkeld (Railway Station) ...	W. Hughes ...	60 0 0
Cooper's Creek ...	J. Day ...	18 0 0	Dunnstown ...	D. D'Arcy ...	18 0 0
Cope Cope ...	W. H. Gray ...	42 0 0	Dunolly ...	H. F. O'Connell ...	350 0 0
Corack ...	J. F. Glowrey ...	27 0 0	Durdidwarrah ...	R. Ellison ...	24 0 0
Corindhap ...	D. Thomas ...	33 0 0	Durham Lead ...	R. Lamb ...	24 0 0
Corinella ...	J. Mitchell ...	9 0 0	Durham Ox ...	W. R. Boddy ...	90 0 0
Coromby ...	J. H. Hobbins ...	6 0 0	Eaglehawk ...	Julia Mulcahy ...	120 0 0
Corop ...	A. G. Smith ...	45 0 0	Eastbrook ...	T. O'Keefe ...	11 0 0
Corryong ...	T. R. Donaldson ...	24 0 0	Eastville ...	J. Murdoch ...	9 0 0
Costerfield ...	Amelia E. Field ...	36 0 0	Echuca ...	D. W. Forbes ...	350 0 0
Costerfield South ...	C. Schreyelius ...	15 0 0	Echuca East ...	S. J. Laurence ...	30 0 0
Couangalt ...	J. Benson ...	12 0 0	Eddington ...	T. Ryan ...	48 0 0
Cowes ...	J. West ...	33 0 0	Edenhope ...	W. H. Cranage ...	49 0 0
Cowie's Creek ...	C. J. Jones ...	9 0 0	Edgecombe ...	S. Gillan ...	12 0 0
Cowwarr ...	T. Gebhart ...	24 0 0	Eganstown ...	Dorothy Vanderbilt ...	21 0 0
Craigie ...	Susannah G. Sunberg ...	21 0 0	Elaine ...	Annie Munro ...	55 0 0
Craigieburn (Ry. Stn.) ...	J. Melville ...	18 0 0	Eldorado ...	H. Horrock ...	100 0 0
Cranbourne ...	A. Thomson ...	60 0 0	Elliminyt ...	J. A. Camm ...	15 0 0
Cressy ...	T. A. Hall ...	30 0 0	Ellerslie ...	W. J. Bertram ...	15 0 0
Creswick ...	W. W. Williams ...	275 0 0	Ellinbank ...	G. H. Redman ...	6 0 0
Crossley ...	J. Malone ...	15 0 0	Elmhurst ...	H. Spiers ...	27 0 0
Crossover Diggings ...	J. Veysey ...	6 0 0	Elmore (Railway Station) ...	W. D. McKee ...	50 0 0
Crowlands ...	S. J. Wilkinson ...	21 0 0	Elphinstone (Railway Station) ...	J. Wotherspoon ...	31 10 0
Croxton East ...	A. S. Lane ...	12 0 0	Elsternwick ...	G. Morris ...	110 0 0
Cudgee ...	Jane Fearnley ...	18 0 0	Eltham ...	Ann Hunniford ...	27 0 0
Cudgewa ...	Jane A. Eade ...	9 0 0	Emerald Hill ...	Isabella J. Landells ...	150 0 0
Cundare ...	B. Harlock ...	9 0 0	Emu ...	Lucy Collins ...	9 0 0
Cunninghame ...	E. Blake ...	18 0 0	Emu Creek ...	J. Owen ...	33 0 0
Curlewis ...	W. Brammer ...	15 0 0	Emu Flat ...	W. Kidd ...	9 0 0
Dandenong ...	J. Dobson ...	120 0 0	Enfield ...	R. McClelland ...	9 0 0
Dargalong ...	T. Tidboald ...	18 0 0	Enoch's Point ...	E. Kelly ...	12 0 0
Dargo ...	J. B. Kelly ...	18 0 0	Ensay ...	Helen Johnston ...	21 0 0
Darlingford ...	J. Dunn ...	27 0 0	Epping ...	F. Vockenshon ...	21 0 0
Darlington ...	S. D. Hodgson ...	39 0 0	Epsom ...	R. Sharp ...	33 0 0
Darraweit Guim ...	Mary A. Francis ...	24 0 0	Essendon ...	John West ...	9 0 0
Dartmoor ...	Mary McPherson ...	18 0 0	Estcourt ...	J. Pratt ...	15 0 0
Daylesford ...	Thos. Reed ...	250 0 0	Eurambeen ...	M. Kelly ...	12 0 0
Dean ...	C. Maples ...	30 0 0	Euroa (Railway Station) ...	J. Vaughan ...	50 0 0
Dean's Marsh ...	J. S. Schram ...	33 0 0	Eurobin ...	Susannah Winter ...	14 0 0
Dederang ...	G. Oliver ...	9 0 0	Evansford ...	R. Hastie ...	18 0 0
Deep Lead ...	M. J. Sweetman ...	24 0 0	Eversley ...	H. H. Mansfield ...	21 0 0
Delatite ...	W. Lovick ...	6 0 0	Everton ...	T. Davenport ...	26 0 0
Dennington ...	Ann O'Sullivan ...	15 0 0	Everton (Railway Station) ...	M. Melican ...	18 0 0
Dereel ...	C. Bown ...	9 0 0	Faraday ...	Norah A. Temby ...	6 0 0
Denicull Creek ...	S. Cowper ...	9 0 0	Fawkner ...	J. L. Fawkner ...	12 0 0
Derby (Railway Station) ...	J. Wilson ...	15 0 0	Fernbank ...	Mary L. Scott ...	21 0 0
Dergholm ...	W. R. Thompson ...	15 0 0			
Derrimut ...	R. Hopkins ...	9 0 0			
Derrinallum ...	A. J. Hart ...	24 0 0			
Devenish ...	M. O'Connor ...	15 0 0			

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Fernhill ...	F. A. Nowell ...	6 0 0	Grenville ...	Elizabeth Richards	15 0 0
Fernihurst ...	Chas. Huggins ...	21 0 0	Greta ...	S. Ellis ...	27 0 0
Fernshawe ...	S. Boyle ...	12 0 0	Griffith's Point ...	Georgina Hull ...	31 0 0
Ferntree Gully ...	Mary Charman ...	21 0 0	Guildford ...	J. Sinclair ...	70 0 0
Fitzroy ...	E. Mirams ...	150 0 0	Gunbower ...	J. McLachlan ...	18 0 0
Fitzroy North ...	Sarah H. Gearing ...	84 0 0	Gundowring ...	W. C. Howard ...	12 0 0
Flemington ...	Fanny Reed ...	110 0 0	Haddon ...	Helen Sims ...	36 0 0
Flinders ...	Ann Worrall ...	21 0 0	Hamilton ...	W. Shields ...	350 0 0
Flynn's Creek ...	D. Barkly ...	15 0 0	Hanson South ...	F. D. Walkden ...	9 0 0
Footscray ...	Margaret Larritt ...	90 0 0	Happy-go-Lucky ...	C. Collins ...	19 0 0
Forbes ...	E. O'Dwyer ...	18 0 0	Happy Valley ...	Margaret Tynan ...	27 0 0
Forest Hill ...	R. Peacock ...	9 0 0	Harcourt ...	A. McMackin ...	21 0 0
Fort Cameron ...	N. Campbell ...	27 0 0	Hardie's Hill ...	R. Laurence ...	6 0 0
Foster ...	Wm. Barry ...	156 0 0	Harkaway ...	J. Hessel ...	15 0 0
Framlingham ...	J. Munro ...	15 0 0	Harrietville ...	G. Jones ...	24 0 0
Franklinford ...	W. Bumstead ...	21 0 0	Harrow ...	Gertrude M. Creagh	85 0 0
Frankston ...	Susan M. Savage ...	30 0 0	Hartwell ...	Margaret A. Sturtevant	6 0 0
Freeburgh ...	P. McKay ...	12 0 0	Hastings ...	H. Peddle ...	27 0 0
Freshwater Creek ...	M. Mayall ...	12 0 0	Havelock (Ry. Stn.) ...	J. H. McCarthy ...	12 0 0
Fryerstown ...	G. L. Carter ...	152 0 0	Hawkesdale ...	R. Kerr ...	18 0 0
Fyansford ...	T. Littlewood ...	21 0 0	Hawkinson ...	J. M. Hartney ...	12 0 0
Gaffney's Creek ...	J. Weatherhead ...	82 0 0	Hawthorn ...	Margaret M. Harvey	100 0 0
Gannawarra ...	W. H. Safe ...	18 0 0	Hawthorn (Lower) Receiving House	C. Nicholls ...	48 0 0
Gapsted ...	Margaret Brice ...	12 0 0	Hazelglen ...	A. Smith ...	15 0 0
Garup ...	J. Reynolds ...	9 0 0	Hazelwood ...	Mary A. Gooding ...	15 0 0
Garvoc ...	J. Toleman ...	39 0 0	Haynam ...	J. G. Hiscock ...	18 0 0
Geelong ...	S. C. Vivian ...	485 0 0	Healesville ...	Mary Cameron ...	30 0 0
Geelong East ...	F. Stone ...	15 0 0	Heathcote ...	H. J. T. Timms ...	200 0 0
Geelong West ...	J. Birrell ...	27 0 0	Hedi ...	J. Kerr ...	15 0 0
Gembrook ...	D. Crichton ...	15 0 0	Heidelberg ...	F. Dunn ...	108 0 0
Gerangamete ...	W. A. Tranter ...	6 0 0	Henley ...	G. Henley ...	6 0 0
Germantown ...	A. Bernari ...	15 0 0	Hepburn ...	Emily A. Hill ...	21 0 0
Gheringhap ...	W. Moore ...	15 0 0	Hesket ...	J. T. Meagher ...	15 0 0
Gipsy Village ...	Margaret Lewis ...	9 0 0	Hesse ...	Mary A. Kelly ...	15 0 0
Girgarre East ...	W. Down ...	9 0 0	Hexham ...	Alma S. E. Hellston ...	65 0 0
Gisborne ...	R. Haines ...	54 0 0	Heyfield ...	A. Marshall ...	27 0 0
Glenaroua ...	Ida Moony ...	12 0 0	Heywood ...	J. Remfry ...	75 0 0
Glendaruel ...	W. H. Walsh ...	9 0 0	Highton ...	J. Nichol ...	18 0 0
Glendonald ...	A. Gillan ...	9 0 0	Hill Plain ...	A. Argus ...	33 0 0
Glengower ...	A. McDonald ...	24 0 0	Hillsborough ...	F. Vale ...	15 0 0
Glenloth ...	J. Harvey ...	6 0 0	Hinnomunje ...	E. Jeffrey ...	15 0 0
Glenluce ...	H. Knapman ...	9 0 0	Hochkirch ...	O. Muller ...	15 0 0
Glenlyon ...	J. McFarlane ...	23 0 0	Hoddle's Creek ...	T. Ewart ...	12 0 0
Glenmaggie ...	Clara E. Weekes ...	21 0 0	Homebush ...	J. McKinnon ...	18 0 0
Glenorchy ...	J. Wallace ...	65 0 0	Horsham ...	John Fraser ...	250 0 0
Glenpark ...	J. J. Glen ...	9 0 0	Hotham ...	J. McGibbon ...	250 0 0
Glenrowan ...	H. J. Reynolds ...	45 0 0	Hotspur ...	J. MacEachern ...	15 0 0
Glenthompson (Railway Station)	E. Eagland ...	31 10 0	Huntly ...	Belinda Cartmell ...	36 0 0
Glenvale ...	E. Gibney ...	12 0 0	Hurdle Flat ...	S. Birtles ...	12 0 0
Gnarwarre ...	P. Corbett ...	15 0 0	Ilabarook ...	Jane Hope ...	15 0 0
Gobur ...	Hannah Simcox ...	24 0 0	Illowa ...	A. Johnston ...	15 0 0
Golden Gully ...	Ann Coyle ...	12 0 0	Indigo ...	C. Robinson ...	15 0 0
Golden Lake ...	Mary J. Sinclair ...	9 0 0	Inglewood ...	J. H. Kibble ...	200 0 0
Golden Point ...	Elizabeth Hopper ...	15 0 0	Inglewood (Old) ...	Martha Power ...	9 0 0
Golden Square ...	W. H. Bienvenu ...	48 0 0	Inkermann ...	J. E. Mathews ...	6 0 0
Goldie ...	J. Douglas ...	9 0 0	Inverleigh ...	R. Murray ...	36 0 0
Goldsboro' Reef ...	T. N. King ...	30 0 0	Irrewillipe ...	J. Dennithorne ...	12 0 0
Goornong (Railway Station)	Esther Conboy ...	60 0 0	Ivanhoe ...	E. Crisp ...	21 0 0
Gooroc ...	M. Egan ...	18 0 0	Jamieson ...	Julia E. Claridge ...	100 0 0
Goorambat ...	E. Hoskin ...	9 0 0	Janefield ...	Mary McFarlane ...	15 0 0
Gooramadda ...	Margaret Conna ...	6 0 0	Janiember East ...	B. Shaw ...	12 0 0
Gordons ...	Barbara Milne ...	80 0 0	Jan Juc ...	Susan Cunningham ...	12 0 0
Gowar ...	S. W. Butler ...	9 0 0	Jarklin ...	W. Hardy ...	30 0 0
Graham's Hill ...	J. M. Thomsett ...	6 0 0	Jasper Road ...	W. Ward ...	71 0 0
Grant ...	H. Harrison ...	45 0 0	Jordan ...	R. J. Donaldson ...	15 0 0
Grantville ...	J. Dickens ...	30 0 0	Joyce's Creek (Railway Station)	F. Murphy ...	25 0 0
Granya ...	C. C. Sparrow ...	6 0 0	Jung Jung (Railway Station)	P. O'Brien ...	6 0 0
Graytown ...	W. Oddy ...	24 0 0	Kalkallo ...	P. Crichton ...	21 0 0
Great Western (Railway Station)	J. Baker ...	27 0 0	Kalkee ...	S. H. Slater ...	12 0 0
Greendale ...	G. Williams ...	18 0 0	Kalymna ...	W. Pearson ...	9 0 0
Green Gully ...	J. Lauer ...	9 0 0	Kamarooka ...	R. A. Gay ...	15 0 0
Green Hill ...	W. Mellen ...	9 0 0	Kangaroo ...	J. Haig ...	15 0 0
Greensborough ...	J. Iredan ...	18 0 0	Kangaroo Flat ...	W. Davidson ...	60 0 0
Green's Creek ...	C. F. Proctor ...	12 0 0			
Greenvale ...	R. W. Watts ...	12 0 0			
Gre Gre ...	Eliza Dowling ...	18 0 0			

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Kangaroo Ground ...	W. McLoughlin ...	33 0 0	Lockwood ...	S. Espie ...	45 0 0
Karabeal ...	R. Donnelan ...	12 0 0	Loddon Vale ...	T. Langford ...	12 0 0
Karimba ...	C. Gifford ...	33 0 0	Longerenong ...	W. McClintock ...	48 0 0
Katamatite ...	C. J. T. Moore ...	15 0 0	Longford ...	A. Sutherland ...	9 0 0
Katandra ...	N. Fletcher ...	36 0 0	Long Gully ...	Amelia Daniel ...	33 0 0
Keilor ...	R. G. Ely ...	30 0 0	Longwood ...	P. Frayne, junior ...	150 0 0
Keilor Road (Ry. Stn.)	H. Jukes ...	24 0 0	Lord Clyde ...	W. L. Richardson ...	6 0 0
Kellalac ...	W. Bruce ...	15 0 0	Lorne ...	T. Mountjoy ...	24 0 0
Kensington ...	Sarah J. McWilliams ...	24 0 0	Lower Buckland ...	J. Dunphy ...	18 0 0
Kerang ...	A. Ellis ...	156 0 0	Lower Cape Bridgewater	C. Hedditch ...	9 0 0
Kergunyah ...	Rachel J. Nichol ...	27 0 0	Loyola ...	T. Allen ...	12 0 0
Kew ...	Mary Hodgson ...	100 0 0	Lubeck (Railway Station)	P. D. Manning ...	18 0 0
Kewell ...	J. Coffey ...	33 0 0	Lyal ...	J. Dunstan ...	12 0 0
Kialla ...	J. Furphy ...	9 0 0	Lyndhurst ...	Jas. Norquay ...	9 0 0
Kialla East ...	R. Gourlay ...	18 0 0	Lyndhurst South ...	D. Aherne ...	9 0 0
Kialla West ...	Annie Whitfield ...	18 0 0	Lysterfield ...	E. Pitfield ...	9 0 0
Kiewa ...	Jane Lawson ...	65 0 0	Macarthur ...	J. Law ...	51 0 0
Kilcunda ...	J. Carew ...	6 0 0	Macedon (Railway Station)	Jas. Leake ...	42 15 0
Killarney ...	J. J. Madden ...	24 0 0	Macorna ...	R. Bonney ...	18 0 0
Killawarra ...	O. Francis ...	6 0 0	Mack's Creek ...	J. Dellar ...	12 0 0
Kilmore ...	G. A. Firman ...	150 0 0	McIntyres ...	C. R. Belcher ...	12 0 0
Kilmore East (Railway Station)	W. G. Lumley ...	18 0 0	Maffra ...	Emily Macarthur ...	70 0 0
Kingower ...	J. P. Plumpton ...	21 0 0	Magpie ...	W. B. Norton ...	15 0 0
Kingston ...	T. Russell ...	45 0 0	Maidentown ...	A. Black ...	15 0 0
Kinneypaniel ...	S. Rickards ...	15 0 0	Maidstone ...	W. Pullan ...	12 0 0
Kiora ...	Louisa J. Biggin ...	9 0 0	Maindample ...	M. Aylward ...	12 0 0
Kirkstall ...	J. Reedy ...	21 0 0	Main Lead ...	Elizabeth McLeod ...	9 0 0
Koondrook ...	M. Keene ...	18 0 0	Majorca ...	Mary Mitchell ...	65 0 0
Kooroc ...	E. Bayles ...	12 0 0	Major Plains ...	O. Kyne ...	12 0 0
Kooroocheang ...	J. James ...	12 0 0	Maldon ...	G. E. Groves ...	220 0 0
Koroit ...	Mary Richardson ...	72 0 0	Malmesbury ...	Annie E. Argyle ...	90 0 0
Korongvale ...	H. L. Brown ...	9 0 0	Malvern ...	W. J. Wilson ...	126 0 0
Koroop ...	R. Torrance ...	9 0 0	Mandurang ...	T. Pranker ...	12 0 0
Kororoit Creek ...	A. G. Hossack ...	9 0 0	Mangalore ...	J. N. Barrow ...	15 0 0
Korweinguboorra ...	T. Wood ...	6 0 0	Mansfield ...	G. W. Newland ...	180 0 0
Kyabram ...	J. Meehan ...	12 0 0	Marnoo ...	John McKenzie ...	15 0 0
Kyabram East ...	T. Lancaster ...	12 0 0	Marong (Railway Station)	J. N. Corbett ...	39 0 0
Kyneton ...	H. B. Bristow ...	350 0 0	Maroona ...	E. Wyatt ...	33 0 0
Laaneecoorie ...	G. Gardiner ...	27 0 0	Marshalltown ...	W. J. Morrison ...	21 0 0
Laen ...	J. Bankin ...	21 0 0	Marungi ...	T. G. Knuckey ...	6 0 0
Lake Bolac ...	W. E. Veale ...	42 0 0	Maryborough ...	F. L. Outtrim ...	250 0 0
Lake Charm ...	J. Scantleton ...	21 0 0	Maryfield ...	C. McMaster ...	6 0 0
Lake Marmal ...	J. Bertoli ...	12 0 0	Marysville ...	J. N. Keppel ...	37 0 0
Lake Mundi ...	Harriet Roberts ...	24 0 0	Matlock ...	Emily Drake ...	41 0 0
Lake Rowan ...	J. Swannell ...	39 0 0	Maude ...	T. Biles ...	15 0 0
Lake Town ...	A. F. Wane ...	12 0 0	Melton ...	J. Ferris ...	45 0 0
Lal Lal (Railway Station)	N. McCann ...	38 5 0	Meredith (Railway Station)	J. White ...	50 0 0
Lamplough ...	P. M. Fogarty ...	18 0 0	Merino ...	Helen Hughes ...	84 0 0
Lancefield ...	W. Derrick ...	60 0 0	Merriang ...	H. Hartley ...	12 0 0
Lancefield Road (Railway Station)	C. F. Cutten ...	30 0 0	Merrigum ...	W. Baldwin ...	27 0 0
Landsborough ...	J. Johnstone ...	75 0 0	Merton ...	Jessie Nolan ...	39 0 0
Lang Lang ...	J. G. Hudson ...	21 0 0	Metcalf ...	Elizabeth Reddick ...	18 0 0
Langley ...	J. Twyford ...	61 0 0	Metung ...	Geo. Grant ...	9 0 0
Lara (Railway Station)	Margaret Walker ...	30 0 0	Mia Mia ...	Thos. Dwyer ...	34 0 0
Lardner ...	A. G. Duncan ...	27 0 0	Mickleham ...	J. Edis ...	18 0 0
Larpet ...	J. McKay ...	21 0 0	Middle Creek ...	W. Potter ...	15 0 0
Lauriston ...	J. Crymble ...	33 0 0	Middleton ...	J. S. Smith ...	15 0 0
Lawloit ...	J. McNevin ...	12 0 0	Milawa ...	C. Gardiner ...	48 0 0
Learmonth ...	Grace McKay ...	50 0 0	Millbrook ...	M. Stokes ...	18 0 0
Ledcourt ...	T. W. Dadswell ...	18 0 0	Milloo ...	A. Cayley ...	21 0 0
Leichardt (Railway Station)	J. H. Dollar ...	15 0 0	Mincha West ...	M. J. Wallace ...	9 0 0
Leigh Creek ...	J. Byrne ...	15 0 0	Minersrest ...	J. Blennerhasset ...	24 0 0
Lenewa ...	G. S. Manus ...	6 0 0	Minyip ...	M. Morris ...	45 0 0
Leonard's Hill ...	J. Wilkie ...	15 0 0	Mirboo ...	M. Brennan ...	18 0 0
Lethbridge ...	C. Ross ...	21 0 0	Mitchell's Hill ...	M. Cody ...	6 0 0
Lexton ...	W. Fairlie ...	33 0 0	Mitiamo ...	R. F. Dyke ...	48 0 0
Lilydale ...	T. W. Perrin ...	60 0 0	Mitta Mitta ...	Mary Thompson ...	18 0 0
Lintons ...	Georgina Montgomery ...	72 0 0	Modewarre ...	J. Davis ...	18 0 0
Lismore ...	W. Cameron ...	36 0 0	Moe ...	Sarah Lee ...	72 0 0
Little Bendigo ...	O. Skogland ...	18 0 0	Molesworth ...	Caroline K. Cook ...	18 0 0
Little Hampton ...	J. Thompson ...	9 0 0	Moliagul ...	H. Benain ...	18 0 0
Little River (Railway Station)	C. J. Coles ...	30 0 0	Monegatta ...	Emily F. Briggs ...	6 0 0
Lockhart ...	J. Tully ...	21 0 0	Moolap ...	Amelia E. Yeoman ...	12 0 0
			Moolort ...	J. A. Vaughan ...	15 0 0
			Moonambel ...	C. Middleton ...	60 0 0
			Moonee Ponds ...	Ellen M. Hinkins ...	215 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Moonlight Flat ...	T. D. Lord ...	6 0 0	Neilborough ...	Lydia Marsden ...	9 0 0
Moorabool (Railway Station) ...	M. Reardon ...	15 0 0	Nelson ...	C. M. Shugg ...	6 0 0
Moorilim ...	M. Kearney ...	18 0 0	Nerring ...	J. Patterson ...	6 0 0
Moorookyle ...	J. Isherwood ...	15 0 0	Newbridge ...	H. Pearson ...	39 0 0
Mooroopna ...	E. Florance ...	80 0 0	Newbury ...	D. Delaney ...	15 0 0
Mooroopna North ...	C. Wemyss ...	18 0 0	New Gisborne ...	Maria Lee ...	39 0 0
Morang ...	A. M. Thompson ...	36 0 0	Newham ...	E. Gibbs ...	24 0 0
Morang South ...	Geo. Pineo ...	12 0 0	Newhaven ...	A. McLeod ...	9 0 0
Mordialloc ...	Elizabeth Saunders ...	27 0 0	Newington ...	H. Mackay ...	15 0 0
Mornington ...	Mary Kentish ...	110 0 0	Newlyn ...	F. Wilkins ...	21 0 0
Morrison's Diggings ...	T. Adamson ...	36 0 0	Newstead ...	Elizabeth Sutton ...	84 0 0
Mortlake ...	J. M. Goodwin ...	160 0 0	Newtown-Scarsdale ...	G. D. Knight ...	24 0 0
Morton Plains ...	J. Miller ...	27 0 0	Ninyeunook ...	Jas. Sholl ...	15 0 0
Morwell ...	Mary A. Smith ...	18 0 0	Nirranda ...	J. Lee ...	18 0 0
Morwell (Railway Station) ...	Mary J. Holland ...	51 0 0	Noorat ...	Margaret J. Carson ...	44 0 0
Mosquito Flat ...	W. Morris ...	12 0 0	Nooradjuha ...	Jas. Treadwell ...	15 0 0
Mount Beckworth ...	Thos. Dunn ...	9 0 0	North Barnawartha ...	W. E. Colston ...	6 0 0
Mount Blackwood ...	Emma L. Hansen ...	90 0 0	Northcote ...	E. Bastings ...	93 0 0
Mount Blackwood (Receiving House) ...	J. F. Hansen ...	30 0 0	North Redesdale ...	A. Shepherd ...	12 0 0
Mount Blowhard ...	Jas. Pollock ...	19 0 0	Northwood ...	Sabina Cox ...	9 0 0
Mount Bolton ...	R. K. Sanderson ...	25 0 0	Nuggety Reef ...	Jemima Moir ...	6 9 0
Mount Cameron ...	Matilda Holden ...	9 0 0	Nulla Nulla ...	W. H. Thompson ...	6 0 0
Mount Clear ...	J. Davidson ...	18 0 0	Nullawarre ...	C. G. Smeaton ...	6 0 0
Mount Cole ...	J. Butt ...	12 0 0	Numurkah ...	A. W. Day ...	27 0 0
Mount Cotterell ...	C. Tanner ...	9 0 0	Oaklands Junction ...	J. Dewar ...	15 0 0
Mount Doran ...	W. Montgomery ...	21 0 0	Oakleigh ...	W. H. Wastell ...	84 0 0
Mount Duneed ...	C. Lamond ...	18 0 0	Omeo ...	E. McDonald ...	120 0 0
Mount Egerton ...	Ellen Campion ...	72 0 0	Opossum Gully ...	E. C. Webb ...	9 0 0
Mount Gellibrand ...	J. E. Luscombe ...	24 0 0	Ormond ...	Mary Harrington ...	6 0 0
Mount Greenock ...	J. McLennan ...	18 0 0	Orford ...	M. Horan ...	18 0 0
Mount Jeffcott ...	J. Chamen ...	18 0 0	Orville ...	E. Nicholls ...	12 0 0
Mount Mercer ...	W. H. Incedon ...	18 0 0	Osborn's Flat ...	Jas. Down ...	12 0 0
Mount Moriac ...	C. J. Elden ...	36 0 0	Oxley ...	R. Dunlop ...	54 0 0
Mount Pleasant ...	J. D. White ...	12 0 0	Pakenham ...	Cicely M. Bourke ...	55 0 0
Mount Prospect ...	J. Dunrose ...	15 0 0	Panmure ...	C. Anderson ...	31 0 0
Mount Rowan ...	Ellen Hitchcock ...	12 0 0	Pannoobamawn ...	C. L. Pinner ...	24 0 0
Mount Wallace ...	R. Robertson ...	12 0 0	Pannoomilloo ...	G. E. Poyser ...	12 0 0
Mount Wycheproof ...	F. Smith ...	33 0 0	Panton Hill ...	Jeanne Hude ...	15 0 0
Moutajup ...	J. Lane ...	12 0 0	Pastoria ...	J. Donovan ...	6 0 0
Moyhu ...	Mary J. Moore ...	33 0 0	Penshurst ...	Agnes Hayes ...	84 0 0
Moyston ...	D. Sullivan ...	42 0 0	Percydale ...	H. Wise ...	21 0 0
Muckleford ...	J. Scully ...	37 0 0	Perry Bridge ...	C. Barton ...	6 0 0
Muckleford South ...	Mary Moncks ...	9 0 0	Pettavel ...	E. Marendaz ...	6 0 0
Mudgegonga ...	P. Murray ...	6 0 0	Picola ...	W. Adams ...	24 0 0
Mulgrave ...	Ann Freeman ...	27 0 0	Piggoreet ...	Emily Blythman ...	33 0 0
Murchison ...	W. P. A. Smith ...	80 0 0	Pimpinio ...	J. Day ...	18 0 0
Murgheboluc ...	Elizabeth S. Tonner ...	9 0 0	Pine Grove ...	J. O'Brien ...	24 0 0
Murrumungee ...	T. Horsfall ...	9 0 0	Pine Lodge ...	J. Sumpton ...	21 0 0
Murra Warra ...	Janet Disher ...	9 0 0	Piper's Creek ...	W. Piggott ...	9 0 0
Murroon ...	G. K. Prime ...	15 0 0	Pirron Yaloak ...	R. B. Macafie ...	36 0 0
Murtoa ...	L. Anderson ...	70 0 0	Pitfield ...	Jessie Crowe ...	6 0 0
Musk Creek ...	H. Beardsell ...	9 0 0	Point Henry ...	J. Patterson ...	12 0 0
Muskvale ...	J. Hatton ...	9 0 0	Pomborneit ...	C. H. Bowker ...	18 0 0
Myamyn ...	S. Duddin ...	12 0 0	Pootilla ...	J. Godden ...	6 0 0
Myers' Flat ...	Ann Dellar ...	12 0 0	Poowong ...	W. Horsley ...	30 0 0
Myrniong ...	Catherine Simmons ...	51 0 0	Porcupine Flat ...	D. F. Martin ...	9 0 0
Myrtle Creek ...	G. Bickford ...	6 0 0	Pore-Punka ...	W. Hooper ...	52 0 0
Myrtleford ...	Minnie A. L. Col-den ...	60 0 0	Port Albert ...	J. Ferris ...	180 0 0
Mysia ...	J. Boyle ...	12 0 0	Portarlington ...	T. Brown ...	33 0 0
Nagambie ...	Mary Greet ...	80 0 0	Port Campbell ...	H. McIntyre ...	18 0 0
Nalinga ...	A. Gordon ...	15 0 0	Portland ...	C. M. Maplestone ...	350 0 0
Napoleons ...	J. Membrey ...	21 0 0	Portsea ...	W. B. Ford ...	21 0 0
Nareen ...	A. Grant ...	12 0 0	Powlett Plains ...	T. J. Matthewson ...	9 0 0
Naroghid ...	J. Griffin ...	9 0 0	Powlett's Hill ...	J. Morris ...	6 0 0
Narracan ...	J. Powell ...	36 0 0	Prahran ...	Kate E. Chapman ...	150 0 0
Narracan West ...	E. J. Stranger ...	6 0 0	Preston ...	E. Wood ...	105 0 0
Narraport ...	A. Porter ...	6 0 0	Preston Hill ...	W. Wilson ...	21 0 0
Narrawong ...	D. McLean ...	12 0 0	Puckapunyal ...	Mary A. Arthur ...	6 0 0
Narree-Warren ...	Geo. Roe ...	15 0 0	Purnim ...	W. Kavanagh ...	21 0 0
Narrigal ...	F. Hancox ...	6 0 0	Pyalong ...	H. Cathery ...	36 0 0
Nathalia ...	J. Van Stavern ...	27 0 0	Pyramid Hill ...	J. Watson ...	48 0 0
Natimuk Creek ...	D. Mitchell ...	48 0 0	Quambatook ...	J. Adamthwaite ...	6 0 0
Nattie Yallock ...	G. B. Casey ...	15 0 0	Queenscliff ...	H. E. Dod ...	182 0 0
Navarre ...	J. A. Stuart ...	21 0 0	Queensferry ...	A. Stewart ...	15 0 0
Neerim ...	A. English ...	9 0 0	Raglan ...	C. Tucker ...	18 0 0
			Ravenswood ...	G. Hall ...	12 0 0
			Raywood ...	I. Potter ...	51 0 0
			Redbank ...	E. Murphy ...	24 0 0
			Redcastle ...	J. McKee ...	15 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Redesdale ...	J. McNiff ...	39 0 0	Spring Hill ...	S. Knight ...	12 0 0
Redhill ...	Elizabeth Wheeler ...	12 0 0	Springhurst (Ry. Stn.) ...	M. Moran ...	42 15 0
Redjacket ...	R. Ellis ...	11 0 0	Springmount ...	J. F. Creati ...	9 0 0
Reedy Creek ...	G. Davis ...	18 0 0	Springvale ...	J. Ford ...	15 0 0
Reefton ...	W. C. Curry ...	9 0 0	Springs ...	W. Barbour ...	29 0 0
Reid's Creek ...	E. Gannell ...	6 0 0	Staffordshire Reef ...	Martha Landles ...	27 0 0
Rheola ...	J. McLeish ...	51 0 0	Stanley ...	J. Mathieson ...	36 0 0
Rhymney Reef ...	A. B. Symington ...	9 0 0	Stawell ...	J. Nicholl ...	350 0 0
Richmond ...	Annie W. Staunton ...	150 0 0	Stawell West ...	G. Magnus ...	56 0 0
Richmond South—(Receiving House) ...	H. Simmons ...	57 0 0	Steiglitz ...	Elizabeth Cooper ...	42 0 0
Richmond North—(Receiving House) ...	L. Griffiths ...	20 0 0	Stockyard Hill ...	R. Clarke ...	24 0 0
Riddell's Creek (Railway Station) ...	J. R. Hamilton ...	40 0 0	Stradbrook ...	J. Fisher ...	15 0 0
Ringwood ...	T. Hutchison ...	27 0 0	Strangways ...	W. H. Mulholland ...	15 0 0
Rochester ...	M. Glenton ...	150 0 0	Stratford ...	Matilda E. Harriott ...	84 0 0
Rochford ...	J. Edwards ...	21 0 0	Strathbogie ...	R. H. Graham ...	21 0 0
Rockbank ...	W. Pratt ...	6 0 0	Strathdownie East ...	W. Holden ...	21 0 0
Rocky Flat ...	James Moore ...	9 0 0	Strathfieldsaye ...	P. Meares ...	21 0 0
Rocky Lead ...	J. H. Werner ...	18 0 0	Strathloddon ...	E. March ...	12 0 0
Rodborough ...	E. Moffatt ...	12 0 0	Strathmerton ...	M. A. P. Taylor ...	6 0 0
Rokewood ...	W. H. White ...	57 0 0	Strathmore ...	J. Wilson ...	12 0 0
Rokewood Junction ...	J. Gladstone ...	15 0 0	Streatham ...	Charlotte E. Jones ...	84 0 0
Romsey ...	W. T. Moffatt ...	54 0 0	Stuartmill ...	W. Swanton ...	27 0 0
Rosebrook ...	H. J. H. Irwin ...	18 0 0	Sulky Gully ...	C. Redman ...	6 0 0
Rosedale ...	S. Baker ...	150 0 0	Sunbury (Railway Station) ...	J. F. Pearce ...	48 5 0
Ross' Bridge ...	W. S. Bryant ...	9 0 0	Sutherland's Creek ...	D. McCallum ...	18 0 0
Ross' Creek ...	T. Evans ...	15 0 0	Sutton Grange ...	Mary Elphinstone ...	21 0 0
Running Creek ...	W. F. Carthew ...	9 0 0	Swan Hill ...	W. T. Swann ...	175 0 0
Rupanyup ...	J. H. Gawith ...	70 0 0	Swan Pool ...	P. Honex ...	18 0 0
Rushworth ...	Marion J. Davis ...	120 0 0	Swanwater ...	W. J. E. Short ...	15 0 0
Russell's Creek ...	Harriet Espie ...	6 0 0	Swift's Creek Junction ...	Margt. McWilliam ...	21 0 0
Rutherglen ...	Annie H. Belling ...	120 0 0	Sydney Flat ...	H. J. Cook ...	12 0 0
Rye ...	G. Mitchell ...	18 0 0	Tabilk ...	H. Brems ...	24 0 0
St. Andrew ...	Elizabeth Smith ...	18 0 0	Tahara ...	Alice Young ...	27 0 0
St. Arnaud ...	J. A. B. Smith ...	250 0 0	Talangatta ...	W. Dyring ...	33 0 0
St. Germain's ...	G. Mills ...	45 0 0	Talbot ...	H. B. Jones ...	200 0 0
St. Helens ...	Margaret Roe ...	6 0 0	Talbotville ...	Annie Richmond ...	6 0 0
St. Huberts ...	Jane Lalor ...	15 0 0	Tallagaroopna ...	Elizabeth Wellwood ...	18 0 0
St. Kilda ...	Jane Constable ...	150 0 0	Tallarook ...	W. Fox ...	60 0 0
St. Kilda West (Railway Station) ...	Blanche Glass ...	80 0 0	Taminick ...	J. Sadler ...	12 0 0
St. Leonards ...	R. Smiley ...	9 0 0	Tangil ...	C. H. Williams ...	27 0 0
Sale ...	J. Coverdale ...	350 0 0	Tantaraboo ...	J. N. C. McLennan ...	12 0 0
Salisbury West ...	J. Weston ...	9 0 0	Taradale ...	Mary K. Hansell ...	90 0 0
Samaria ...	T. Redding ...	9 0 0	Tarilta ...	J. Helson ...	15 0 0
Sandford ...	J. Kemp ...	30 0 0	Taripta ...	J. Edwards ...	27 0 0
Sandhurst ...	G. W. B. Vibert ...	350 0 0	Tarkedia ...	D. McLean ...	24 0 0
Sandon ...	J. C. House ...	12 0 0	Tarnagulla ...	Jessie Phillips ...	90 0 0
Sandridge ...	Julia Riordan ...	108 0 0	Tarranginnie ...	J. Haycroft ...	6 0 0
Sandy Creek ...	H. Briddon ...	15 0 0	Tarraville ...	T. Lang ...	41 0 0
Sarsfield ...	J. Aitken ...	6 0 0	Tarrawingee ...	T. Ladson ...	24 0 0
Scarsdale ...	E. Knights ...	54 0 0	Tarrayoukyan ...	F. J. Andrews ...	12 0 0
Scott's Creek ...	R. Howlett ...	15 0 0	Tarwin ...	J. H. Jagoe ...	6 0 0
Seaton ...	C. Rumpff ...	12 0 0	Tatura ...	A. Ross ...	33 0 0
Sebastian ...	R. H. Fletcher ...	27 0 0	Tatyoon ...	W. Cowley ...	15 0 0
Sebastopol ...	Bessie Stark ...	84 0 0	Tawonga ...	Sarah Howitt ...	6 0 0
Serpentine Creek ...	C. Hutton ...	48 0 0	Teesdale ...	E. Wall ...	18 0 0
Seymour ...	H. J. Howson ...	150 0 0	Templestowe ...	J. Field ...	15 0 0
Shelbourne ...	P. J. Macmamara ...	18 0 0	Terang ...	Lizzie Anderson ...	78 0 0
Shelbourne East ...	T. S. Samson ...	33 0 0	Terrick Terrick ...	E. Davies ...	51 0 0
Shelford ...	H. M. Wilson ...	36 0 0	Terrick Terrick East ...	H. A. W. Luelf ...	21 0 0
Shepherd's Flat ...	J. Sandells ...	9 0 0	Thomastown ...	R. J. McGuire ...	12 0 0
Shepparton ...	F. St. Leger ...	150 0 0	Thornton ...	H. Robinson ...	15 0 0
Shirley ...	J. Drummond ...	15 0 0	Timmering ...	E. Steed ...	15 0 0
Simmons' Reef ...	M. Rogers ...	12 0 0	Timor ...	S. S. Brown ...	42 0 0
Simpson's Road (Receiving House) ...	C. Pitcher ...	30 0 0	Tintaldra ...	E. Armstrong ...	30 0 0
Skipton ...	J. M. Elder ...	42 0 0	Tomahawk Creek ...	Geo. Williamson ...	6 0 0
Smeaton ...	R. J. Sheahan ...	48 0 0	Tongala ...	J. Brontton ...	18 0 0
Smythesdale ...	W. R. Hart ...	100 0 0	Tongio ...	D. Nolan ...	9 0 0
Snake Valley ...	R. Haworth ...	36 0 0	Toan ...	H. McLachlan ...	12 0 0
Snowy Creek ...	J. Kingston ...	18 0 0	Tooborac ...	W. Dodd ...	15 0 0
Somerville ...	J. Grant ...	12 0 0	Toolamba ...	D. Hazlett ...	54 0 0
Sorrento ...	Ann Thwaites ...	84 0 0	Toolamba North ...	W. Baldwin ...	9 0 0
South Yarra ...	J. Turner ...	200 0 0	Toolamba West ...	Jas. Moncrieff ...	15 0 0
Spring Bank ...	M. Delahunty ...	9 0 0	Toolern ...	G. Hesketh ...	12 0 0
Springfield ...	Martha R. Drummond ...	15 0 0	Toolleen ...	C. T. Keam ...	21 0 0
			Toonook ...	Caroline Tucker ...	6 0 0
			Toongabbie ...	J. Bassett ...	33 0 0
			Tooradin ...	Annie Newman ...	18 0 0
			Toorak ...	E. Morel ...	90 0 0

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1879—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Top Creek ...	H. Pye ...	12 0 0	Wendouree ...	H. Martin ...	15 0 0
Torrumbarry ...	J. E. Tolhurst ...	51 0 0	Wensleydale ...	R. Brooks ...	6 0 0
Tourello ...	Hy. Judkin ...	9 0 0	Werracknebeal ...	J. A. Sutcliffe ...	45 0 0
Towaninnie ...	J. Findlay ...	24 0 0	Wharparilla ...	J. Brisbane ...	27 0 0
Trafalgar ...	Katherine Kenny ...	15 0 0	White Hills ...	G. S. Butter ...	27 0 0
Tragowel ...	Jessie Andrews ...	12 0 0	Whittlesea ...	T. Jupp ...	49 0 0
Tramor's Lagoon ...	T. H. Clutterbuck ...	15 0 0	Whorouly ...	E. Tillotson ...	15 0 0
Traralgon ...	Kate Campbell ...	72 0 0	Whroo ...	C. Band ...	18 0 0
Trawalla (Railway Station)	J. C. Cutbush ...	18 0 0	Wickliffe ...	R. Ford ...	58 0 0
Trentham ...	G. McPherson ...	53 0 0	Wickliffe Road (Railway Station)	G. E. Dunne ...	30 0 0
Trentham East ...	J. Creagh ...	15 0 0	Wild-duck Creek ...	G. Murrowood ...	15 0 0
Truganina ...	W. T. Muir ...	9 0 0	Williamstown ...	Fanny Cook ...	150 0 0
Trunk Lead ...	R. Hall ...	15 0 0	Williamstown Junction (Railway Station)	W. Smith ...	21 0 0
Tullamarine ...	J. Cousins ...	15 0 0	Williamstown North (Railway Station)	H. Rockett ...	18 0 0
Twist's Creek ...	J. Burke ...	6 0 0	Winchelsea ...	Annie J. MacManus ...	80 0 0
Tylden ...	Ann M. Clayton ...	49 0 0	Windermere ...	R. Comer ...	18 0 0
Tylden South ...	Geo. Smale ...	15 0 0	Winslow ...	W. Watson ...	9 0 0
Tyrendarra ...	W. Allitt ...	15 0 0	Winton ...	M. Stratford ...	12 0 0
Ullina ...	W. Casey ...	12 0 0	Witchipool ...	J. Litchfield ...	12 0 0
Ulupna ...	E. Smith ...	15 0 0	Wodonga ...	A. Cheyne ...	200 0 0
Ulupna West ...	F. Bottenberg ...	12 0 0	Wodonga West ...	W. G. McFarlane ...	9 0 0
Undera ...	D. Baker ...	21 0 0	Wollert ...	A. Cameron ...	9 0 0
Upper Dargo ...	J. Fairlie ...	31 0 0	Wombat Creek ...	P. Maloney ...	6 0 0
Upper King River ...	M. Izard ...	9 0 0	Woodend (Railway Station)	W. W. Moule ...	50 0 0
Upper Macedon ...	W. H. Dunne ...	36 0 0	Woodford ...	R. Thompson ...	36 0 0
Upper Maffra ...	T. McKinnell ...	30 0 0	Woodside ...	J. Collins ...	17 0 0
Vaughan ...	J. Rodger ...	24 0 0	Wood's Point ...	G. E. Jackson ...	150 0 0
Victoria Valley ...	H. C. McIntyre ...	18 0 0	Woodstock ...	O. Quinn ...	25 0 0
Violet Town ...	John Fivey ...	60 0 0	Woodstock (Loddon) ...	G. N. Wardell ...	24 0 0
Waanarra ...	J. Burns ...	9 0 0	Woodstock West ...	G. Fingland ...	9 0 0
Wabdallah ...	Maria O'Connor ...	48 0 0	Woolshed ...	Mary J. Kerr ...	9 0 0
Waggarandall ...	David Arnold ...	9 0 0	Woolsthorpe ...	W. Davidson ...	21 0 0
Wahgunyah ...	Mary K. Oldham ...	120 0 0	Wooragee ...	S. M. Gale ...	12 0 0
Wahring ...	J. Adams ...	15 0 0	Woorndoo ...	Annie Geddes ...	15 0 0
Walhalla ...	M. Costello ...	130 0 0	Wooroonoke ...	A. M. Smith ...	21 0 0
Wallan Wallan ...	Margt. Sinclair ...	48 0 0	Woosang ...	J. Lennon ...	15 0 0
Wallan Wallan (Railway Station)	H. H. Carkeet ...	18 0 0	Wunghnu ...	M. A. Dockery ...	30 0 0
Wallington ...	S. Coleman ...	27 0 0	Wycheproof ...	Oliver Cooper ...	12 0 0
Walmer ...	Elizth. Watson ...	12 0 0	Wychebella ...	R. Martin ...	27 0 0
Wanalta ...	Jane Moore ...	9 0 0	Wyndham ...	T. Schultze ...	39 0 0
Wandiligong ...	W. Dunphy ...	39 0 0	Yackandandah ...	Kathleen Kennedy ...	90 0 0
Wandin Yallock ...	J. Baker ...	12 0 0	Yackandandah Junction	J. McCully ...	6 0 0
Wandong ...	F. G. Arkell ...	27 0 0	Yalca ...	W. Scott ...	6 0 0
Wangaratta ...	J. Sennett ...	180 0 0	Yallock ...	C. A. Brewer ...	18 0 0
Wangoom ...	T. Whyte ...	9 0 0	Yambuk ...	Maria A. Doherty ...	30 0 0
Wannon ...	Jas. Dunne ...	21 0 0	Yandoit ...	C. Hedges ...	27 0 0
Warburton ...	G. Gray ...	21 0 0	Yangery ...	W. T. Chalkley ...	6 0 0
Warragul ...	J. Biram ...	51 0 0	Yan Yean ...	D. McPhee ...	12 0 0
Wareek ...	G. Fitzgerald ...	9 0 0	Yapeen ...	J. Smith ...	15 0 0
Warrak ...	R. Phillips ...	6 0 0	Yarek ...	S. Hill ...	9 0 0
Warrandyte ...	G. Holloway ...	27 0 0	Yarra Flats ...	J. H. Petty ...	24 0 0
Warrenheip (Railway Station)	A. B. Tregurtha ...	24 0 0	Yarram Yarram ...	C. Devonshire ...	21 0 0
Warrenmang ...	R. Peacock ...	6 0 0	Yarraville ...	J. Palmer ...	83 0 0
Warrion ...	H. Reid ...	12 0 0	Yarrawalla ...	Hy. Ingamells ...	39 0 0
Warrnambool ...	J. Fisher ...	350 0 0	Yarrowonga ...	J. Davis ...	45 0 0
Waterloo ...	Alice Duncan ...	18 0 0	Yarrowee ...	J. W. Russell ...	18 0 0
Waterloo (Gippsland) ...	J. D. Murray ...	45 0 0	Yawong ...	J. Keily ...	18 0 0
Watania ...	J. Murphy ...	6 0 0	Yea ...	S. A. Wall ...	54 0 0
Wauru Ponds ...	T. Heal ...	12 0 0	Yendon (Railway Station)	J. Urquhart ...	38 5 0
Weatherboard Hill ...	J. Down ...	12 0 0	Yielima ...	S. Smith ...	6 0 0
Wedderburn ...	Millicent A. Kemp ...	84 0 0	Yourang ...	W. Sefton ...	18 0 0
Weewerup ...	E. Sutherland ...	24 0 0			
Welda ...	Jessie Brown ...	12 0 0			
Welchman's Reef ...	M. Morris ...	12 0 0			