

1882.
—
VICTORIA.

R E P O R T

UPON THE AFFAIRS OF THE

POST OFFICE AND TELEGRAPH
DEPARTMENT

FOR THE YEAR

1881.

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

By Authority:
JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

APPROXIMATE COST OF REPORT.

[illegible]

REPORT.

As required under section 57 of the Post Office Statute, 29th Vict., No. 298, the Postmaster-General has the honor to present a general report upon the affairs of the Post Office in the several departments thereof for the year 1881.

The large increase in both postal and telegraph business shown by the accompanying returns is highly satisfactory, and must be regarded as one of the best evidences of the commercial and general prosperity realized in Victoria during the past year. This is especially noticeable as, following the unusual activity of the preceding (Exhibition) year, it was feared there might be some reaction; so far, however, from such proving to be the case, the increase in postal revenue was larger than in any previous year since 1854, and the telegraph revenue also far exceeded the amount estimated.

REVENUE AND EXPENDITURE.

Revenue.

The net Postal Revenue for the year 1881 was £209,086 5s. 11d., as against £191,849 19s. 1d. for 1880, showing an increase of £17,236 6s. 10d., or nearly 9 per cent.

The Commission on Money Orders for 1881 was £6,816 14s. 7d., as against £6,311 9s. 8d., showing an increase of £505.

The net Electric Telegraph Revenue for 1881 amounted to £69,149 0s. 11d., as against £60,163 1s. 7d. for 1880, showing an increase of £8,986, or nearly 15 per cent.

The net total Postal and Telegraph Revenue for 1881 amounted to £285,052, as against £258,323 in 1880, showing an increase of £26,728, or nearly 10 per cent.

Expenditure.

The Expenditure of the Department for the year 1881 was £389,216 19s 5d., as against £377,363 for the year 1880, showing an increase of £11,853, or about 3½ per cent.

REVENUE.				EXPENDITURE.						
	£	s.	d.	£	s.	d.		£	s.	d.
Postage	210,883	13	5				Salaries and wages	190,696	8	4
Less refunds on account of postal collections to Imperial Government ...	1,797	7	6	209,086	5	11	Contingencies	26,637	2	3
							Estimated cost of the manufacture and issue of Duty and Fee Stamps ...	5,000	0	0
Commission on Money Orders	...			6,816	14	7	Inland mail service	104,623	1	9
Electric Telegraph collections	70,654	12	5				Gratuities to masters of vessels ...	2,342	3	3
Less refunds to other colonies and to Tasmanian Cable Company	1,505	11	6				Subsidy for the duplicate Telegraph Cable Steam postal communication with Great Britain <i>via</i> Suez, San Francisco, and Torres Straits	15,530	17	4
				69,149	0	11		44,387	6	6
Deficit	...			104,164	18	0		389,216	19	5
				389,216	19	5				

The sum of £15,535 19s. 6d. was also expended in the construction, repairs, &c., of the telegraph lines—formerly borne by the Public Works Department.

With reference to the deficit shown in the above return amounting to £104,164, it is pointed out that the expenditure includes £15,530, subsidy for the Duplicate Telegraph Cable, and £5,000, the estimated cost of manufacture and issue of duty and fee stamps; also on the contract for steam postal communication (after deducting contributions from other colonies and postages received) £22,914, or £4,730 in excess of the loss under this head in the preceding year.

The sum paid to the Railway Department for conveyance of mails amounted to £36,291 1s.

The value of telegrams sent on the Government service amounted to £23,378 17s. 9d., and it is estimated that the postage on official correspondence transmitted would amount to about £35,000.

In several of the country offices the postmasters and telegraph managers also perform the duties of receiver and paymaster, which entails additional expense on this department.

The value of the duty and fee stamps issued (all of which are manufactured in and at the cost of this department) during the year amounted to the following :—

Duty	...	...	...	...	£107,987
Fee	...	...	...	...	60,248

paid into the Treasury, but forming no part of the revenue of the Post Office.

POSTAL STATISTICS.

COMPARATIVE STATEMENT showing the Estimated Number of Inland Letters, Packets, and Newspapers Posted in the Colony of Victoria, also the Number of Intercolonial and Foreign Letters, Packets, and Newspapers Despatched and Received, during the Years 1880 and 1881 respectively.

Number of Post Offices.	Years.	INLAND LETTERS, including Official Corre- spondence and Post Cards.	INTERCOLONIAL AND FOREIGN LETTERS.				Total Letters.	Increase 1881 over 1880.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
1880 : 1,100 1881 : 1,158	1880	20,750,000	879,544	474,987	1,462,244	528,374	24,195,149	} 8½ per cent.
	1881	22,500,000	1,000,463	506,616	1,737,802	563,466	26,308,347	
	Years.	INLAND PACKETS.	INTERCOLONIAL AND FOREIGN PACKETS.				Total Packets.	Increase 1881 over 1880.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
	1880	3,200,000	128,188	38,175	40,579	151,538	3,558,480	} 18½ per cent.
	1881	3,800,000	145,617	44,203	52,115	171,690	4,213,625	
	Years.	INLAND NEWSPAPERS.	INTERCOLONIAL AND FOREIGN NEWSPAPERS.				Total Newspapers.	Increase 1881 over 1880.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
	1880	7,100,000	801,628	699,264	846,144	1,193,504	10,640,540	} 7½ per cent.
	1881	7,600,000	778,928	656,212	1,022,006	1,383,586	11,440,732	

Number of letters registered in Victoria in 1880 ... 241,248 } Increase 1881 over 1880, 23½ per cent.
 " " 1881 ... 297,299 }

NOTE.—On the 1st July the fee for registration of letters was reduced from Sixpence to Fourpence.

STEAM POSTAL SERVICE.

The contract with the Peninsular and Oriental Company for the conveyance of mails fortnightly between Melbourne and Galle has been performed throughout the year in a highly satisfactory manner.

In Appendices C and D will be found tables showing time occupied in the transit of mails between the United Kingdom and Victoria. On no single occasion have the mails been delivered in Melbourne by the company's steamers after appointed time. The longest period occupied in transit of mails from London to Melbourne was 39 days 15 hours and 15 minutes, or three and a half hours less than that allowed by the table (39 days 18 hours and 45 minutes), and the shortest time 36 days 2 hours, or 3 days 16 hours and 45 minutes early. With regard to homeward mails the table allows from despatch of steamer from Hobson's Bay to delivery of mails in the London office 40 days 11 hours during six months of the year, and 42 days 11 hours during the period of the south-west monsoons. The average time actually occupied in transit of homeward mails during both ordinary and monsoon seasons was 40 days 14 hours and 21 minutes.

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

Dr.					£	s.	d.	£	s.	d.
To	Amount of contract with the Peninsular and Oriental Steam Navigation Company	...	...	...	85,000	0	0			
„	Premiums earned for arrival of mails in less than contract time	...	...	...	1,300	0	0			
„	Amount of landing and shipping Suez mails	...	...	...	376	9	11			
								86,676	9	11
Cr.										
By Amounts chargeable to other Governments on account of Peninsular and Oriental Company's contract :—										
	Great Britain	...	...	...	1,122	15	5			
	New South Wales	...	...	...	14,007	7	5			
	South Australia	...	...	...	11,128	3	7			
	Tasmania	...	...	...	3,642	6	6			
	Queensland	...	...	...	2,983	0	11			
	Western Australia	...	...	...	2,591	7	10			
	New Zealand	...	...	...	8,552	3	2			
	Fiji	...	...	...	183	17	1			
								44,211	1	11
„	Estimated amount to be paid by the French Government	...	...	...	...	...	...	1,100	0	0
„	Estimated postages collected in Victoria	...	...	...	...	...	...	18,450	19	3
								63,762	1	2
								£22,914	8	9

The following is the net cost to Victoria of the undermentioned services during 1881 :—

	£	s.	d.
San Francisco Service	2,992	10	10
Torres Straits Service	29	7	8
	£3,021	18	6

ENGLISH MAIL TIME TABLE.

The papers on this subject have been presented to Parliament, but a brief statement of the facts will not be out of place in this Report.

Great dissatisfaction was caused when it was found that, without any previous intimation to this colony, the India and China Mail Service Time Table had been so arranged that during the south-west monsoon season (April to September) it was necessary that the contract steamer from Melbourne to Galle should be despatched from Hobson's Bay at 1 p.m. on Monday, in order to connect with the onward steamer at Ceylon, and to allow a reasonable time before the appointed hour of the latter's departure for Brindisi.

This arrangement was in many ways so manifestly inconvenient that a strong remonstrance was at once made to the Home authorities through the Agent-General, and much correspondence ensued without satisfactory result. Two mails were despatched at the appointed hour, but only served to practically bear out the opinion previously expressed as to the inconvenience of the arrangement and the necessity for a change. One was despatched twenty-four hours after time, and the Postmaster-General, London, was induced to consent to the onward steamer being, if necessary, detained at Galle twenty-four hours to prevent the Australian mails being detained.

As no arrangement for a concession could be obtained, the Acting Postmaster-General exercised the power vested in him under the contract to detain the mail steamer, and it was despatched from Melbourne, Tuesday, 7 a.m., until the end of the monsoon season, when the Wednesday departures were resumed. Owing to the exertions and admirable arrangements of the Peninsular and Oriental Company, the mails never once missed transshipment at Galle.

The question of future despatches during the monsoons, however, still remained unsettled, and ultimately, after further correspondence, the matter was discussed at a conference of representatives of the Imperial Treasury, India Office, Colonial Office, and Post Office, and the time table was arranged so as in some way to meet the conflicting interests of the Calcutta and Melbourne Post Offices, the former of which desired to avoid a Sunday departure, while the latter was equally anxious to avoid a Monday despatch. It was therefore decided that during 1882, from April to September, the steamers should leave Hobson's Bay at daylight (7 a.m.), and instructions have been issued for a detention of the onward vessel at Galle for a period of twelve hours in the event of the Melbourne steamer being late in reaching that place. During the other portion of the year, the time of departure from Melbourne will be 1 p.m. Thursday.

DIVISION OF POSTAGE.

In last year's report (page 8) reference is made to the complicated and inconvenient character of the arrangement for division of postage on correspondence transmitted between the United Kingdom and Australia *viâ* Brindisi, and there also appears copy of a memorandum on the subject, dated 24th December 1880, suggesting a more simple plan for computing the amounts to be accounted for by the Imperial to the Colonial Governments.

To this memorandum the following reply has been received :—

Victoria.—No. 62.

MY LORD,

Downing street, 31st August 1881.

I caused to be laid before the Postmaster-General a copy of your Lordship's despatch, No. 41, of the 25th March 1881, with its enclosure, on the subject of a modification in the arrangements for the division of the postage collected on correspondence transmitted between the United Kingdom and Australia *viâ* Brindisi, and I have the honor to transmit to you, for the information of your Government, a copy of a letter [23rd August 1881] which has been received from the General Post Office in reply.

On consideration of the circumstances of the case, and in view of the probability—as intimated in the last paragraph of that letter—that the Australian colonies may join the Postal Union at no distant date, I concur in the decision arrived at by the Postmaster-General.

I have, &c.,
(Sd.) **KIMBERLEY.**

Governor the Most Honorable the Marquis of Normanby, G.C.M.G.

[Enclosure.]

SIR,

General Post Office, London, 23rd August 1881.

The Postmaster-General has had under consideration your letter of the 31st May last, enclosing a copy of a despatch which the Earl of Kimberley has received from the Governor of Victoria on the subject of a proposal emanating from the Victorian Post Office, to substitute a simpler scheme of division of postage between the Imperial and the Australasian Post Offices for that which was arranged last year with Mr. Childers and is at present in force.

Although in March 1880 the Victorian Government expressed its satisfaction with the solution then arrived at in a matter of great difficulty and of many conflicting interests, Mr. Fawcett cannot but admit that the scheme adopted is a complicated one as regards accounts, and that a simpler scheme would be advantageous to all concerned, provided it involved no sacrifice of individual interests. But, according to a rough estimate which has been made, the particular scheme proposed in the memorandum from the Victorian Post Office would involve a loss of about £3,000 a year to this office.

Apart from ulterior considerations, the Postmaster-General would be indisposed to recommend Her Majesty's Government to incur, in favor of the Australian Exchequer, this large additional charge upon the Imperial Exchequer.

If a simplification were to be attempted at present, he would propose a modification of the Victorian scheme, with a view to the protection of the Imperial revenue; but, looking at the probability that the Australasian group of colonies may at no distant date become members of the Postal Union, and that their adhesion would supersede any scheme that might be now adopted, Mr. Fawcett thinks it undesirable to make any change at present in the direction proposed by the Government of Victoria, and he hopes that in the circumstances the Earl of Kimberley will take the same view of the matter.

I am, &c.,
(Sd.) **ALGERNON TURNOR.**

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

In reply to the foregoing, the following memorandum was prepared for transmission to the Home authorities :—

Memorandum for the Honorable the Premier.

General Post Office, Melbourne, 5th December 1881.

With reference to the despatch from the Secretary of State for the Colonies, dated 31st August last (No. 62), enclosing copy of a communication from the Postmaster-General, London, respecting a proposal to alter and simplify the present arrangement for division of the postage on correspondence transmitted between the United Kingdom and Australia *viâ* Brindisi, and stating that as it appeared probable the Australasian colonies may at no distant date become members of the Postal Union, it was not considered desirable to make any change at present in the direction proposed by this Government; the Postmaster-General would beg to observe that, so far as can be ascertained, he regrets to find that there is very little probability, at least for some time to come, of the colonies notifying their adhesion to the Postal Union Convention, notwithstanding the efforts that have been made by Victoria to bring about so desirable an end. It is therefore suggested that the Imperial Government be asked to reconsider their decision in the matter, with a view to substitute for the present system some new and simpler scheme of the nature indicated in the memorandum from this office, dated 24th December 1880.

It may be pointed out that, in dealing with the memorandum in question, Mr. Fawcett states that "the particular scheme proposed . . . would involve a loss of £3,000 a year" to the Imperial Exchequer; but, upon further reference, it will be seen that no definite proportion of the postage to be accounted for to the colonies was stated, the intention being merely to suggest to the Home Government the desirableness of adopting an amended and equitable plan of division, without entailing any loss such as that above mentioned.

Under these circumstances, the Postmaster-General trusts that it may be found practicable to obtain a modification of the present inconvenient and complicated arrangement at the earliest possible date.

(Sd.) **HENRY BOLTON,**
Postmaster-General.

TRANSIT CHARGES ON SOUTH AUSTRALIAN CORRESPONDENCE.

Representations were made by the Government of South Australia that they were willing to reduce the postage on letters *viâ* Brindisi, from 8d. to 6d. per half-ounce, and to make a corresponding reduction in the charges on packets, but they were deterred from adopting so desirable a reform by the fact that if the rates were reduced as proposed, and the same charges for transport of their mails between Galle and Glenelg by the Peninsular and Oriental boats (letters, 1s. 7d. per ounce; packets, 1s. 6d. per lb.; newspapers, 1s. 6d. per lb.) were accounted for to this colony, a serious loss would accrue. It was therefore proposed by South Australia that, to enable them to make the desired change, Victoria's transit charges should be reduced to 1s. 4d. per ounce for letters, 1s. per lb. for packets, and 6d. per lb. for newspapers. It was estimated by this Department that according to the amount of correspondence sent by the contract steamers, the lower transit charges would reduce the amount to be paid to Victoria by about £2,700, but this loss would be considerably lessened if the bulk of the mails from South Australia were transmitted by the Peninsular and Oriental vessels instead of by the ships of the Orient Company.

To meet the views of the South Australian Government, and to ensure their continued and increasing support to the contract mail service, also in anticipation that the greater portion of the mails from that colony would, upon the reduction of the postage, be forwarded by the Peninsular and Oriental steamers, it was decided to alter the transit charges, as suggested, from 1st February 1882.

UNIVERSAL POSTAL UNION.

In the report for 1880 reference was made to the origin and design of the Universal Postal Union and to the several International Postal Conventions entered into at Berne in 1874 and 1876, and at Paris in 1878.

The probable financial effect of the entry of Victoria into the Union was also indicated, but it should be explained that, in the correspondence which took place with the Imperial Post Office upon the subject during 1880 and preceding years, it was stated that, if the Australian colonies joined the Postal Union, the 6d. rate *viâ* Brindisi might be maintained, also that there would be no necessity to disturb existing arrangements with the United Kingdom for division of the postage collected, and the observations then made were based upon this supposition.

In March 1881, however, a communication was received, through the Secretary of State for the Colonies, from the Postmaster-General, London, proposing an entirely new arrangement, full particulars of which will be found in the Appendix.

From this correspondence it will be seen that the highest rate of postage that could be charged on letters sent *viâ* Brindisi would be 5d. per $\frac{1}{2}$ oz. letter, also that payment for transmission of the mails would be regulated strictly by the provisions of the Paris Convention of 1878, that is, the sea conveyance between Ceylon and London, which is at present gratuitous, would have to be paid for, and the Imperial Government, instead of crediting the colony with a large portion of the postage on outward letters as now, would only pay at Union rates for carriage of the mails from Ceylon to Melbourne.

The same remark applies, *mutatis mutandis*, to the correspondence transmitted *viâ* San Francisco and *viâ* Singapore.

The financial effect may be illustrated thus:—

At present, upon two letters *viâ* Brindisi—one each way—the net credit to Victoria is $8\frac{1}{2}$ d., viz., 6d. upon the homeward and $2\frac{1}{2}$ d. on the outward letter.

Under the Postal Union Convention the balance of the postage collected after payment for conveyance between Ceylon and London would be little more than $2\frac{1}{2}$ d., and on an outward letter the Imperial Government would credit the colony with about three farthings per letter for carriage of the mails between Ceylon and Melbourne, or a total of about $3\frac{1}{4}$ d. upon two letters—one outwards and one homewards.

Upon two letters *viâ* San Francisco—one each way—there would be a net balance, after paying for carriage of the mails, of 5d. as against 10d., the amount received at present.

While, however, a considerable loss would result to the colonies, the Imperial Government would make a profit estimated by the London Post Office at £30,000 per annum, but it is proposed that, until the termination of the existing contract with the Peninsular and Oriental Company, viz., 31st January 1888, this sum shall be divided amongst the colonies maintaining the sea services, as follows:—New South Wales,

£17,000; Victoria, £11,600; and Queensland, £1,400; these amounts being the estimated profit upon the correspondence transmitted *viâ* San Francisco, Galle, and Singapore respectively.

Notwithstanding the allotment of these subsidies, loss of revenue would necessarily accrue to all the colonies from the reduction of the postage, but the real difficulty in the way of their joining the Postal Union arises from circumstances connected with the contract mail services.

Hitherto the other colonies have paid Victoria the full value of the postages on the correspondence for conveyance of the mails to and from Galle, while under the provisions of the Postal Union Convention the colony would only receive the proportion of the sea rate of 15 francs per kilogramme of letters which the distance between Melbourne and Galle bears to the whole distance travelled by sea; and the payments made to the contracting colonies for conveyance of mails by the San Francisco and Torres Straits services would be affected in like manner.

It was therefore deemed desirable, before giving a definite reply to the proposition of the Home Government, to communicate with the neighboring colonies with a view to obtain their concurrence in some plan under which each of the colonies interested should pay an equitable contribution towards the maintenance of the several ocean services; and accordingly the following memorandum, prepared by the late Acting Postmaster-General, was forwarded to the Government of New South Wales, Queensland, South Australia, Western Australia, Tasmania, and New Zealand:—

Memorandum for the Honorable the Chief Secretary.

With reference to the circular despatch of the Secretary of State for the Colonies, dated the 20th December last, submitting modified proposals with a view to admit of the Australian Colonies entering the Universal Postal Union, the Postmaster-General begs to state that, owing to the circumstances of the case, this question requires concurrent action on the part of the several Colonial Governments.

At the present time there are three Australian mail services, viz.:—

- I. The Galle service, maintained by Victoria.
- II. The San Francisco service, maintained by New South Wales and New Zealand.
- III. The Torres Straits service, maintained by Queensland.

The other colonies are not parties to any of these contracts, and are under no obligation to contribute towards their support, except that which arises from special arrangements.

If all the colonies joined the Union, existing arrangements would be annulled by the provisions of the Postal Union Convention, and, unless some previous understanding were arrived at, the non-contracting colonies might claim to have their mails conveyed at Union rates, which are considerably lower than those now paid to the colonies maintaining the sea services, and thus reap all the advantages of the Postal Union not only without loss but actually with a profit, while the burden of maintaining the sea services would fall upon the contracting colonies.

The loss would fall heaviest upon Victoria, which depends the most largely for the support of its service upon the payments made for transmission thereby of the correspondence of other colonies.

It may be observed that the payments made by this colony to the Peninsular and Oriental Company are to a large extent met by the value of the postages collected on homeward correspondence, by the sums credited to the colony by the Home Government upon outward correspondence, and the amounts paid by the neighboring colonies for carriage of their mails to and from Ceylon.

These latter amounts were last year £4,193 and £44,376 respectively, whereas, under the proposed arrangement, the payments to the United Kingdom, &c., on homeward mails would be considerably in excess of the sums credited to the colony upon outward correspondence; the amounts payable by the neighboring colonies, if their mails were conveyed at Union rates, would not exceed £7,000; and taking into consideration the loss on postages collected in the colony, the net cost of the Galle contract, after deducting the proposed British subsidy, would be nearly £57,000.

It would not, therefore, be to the interest of Victoria to enter the Postal Union unless upon a distinct understanding with the other colonies that they would give a general support to the fortnightly Galle service (which is maintained exclusively for postal purposes, and is undeniably the most expeditious contract mail line) by transmitting a due proportion of their mails by that route, and upon their agreeing to bear an equitable share of the loss on the Galle contract.

The fairest and most feasible plan for computing the amounts to be paid towards the maintenance of the Galle service appears to be that all the colonies should contribute towards meeting the above-mentioned loss according to the extent to which they use the service, that is, in proportion to the number of letters, packets, and newspapers transmitted to and from each, or the value of the postages thereon.

Taking the correspondence last year *viâ* Ceylon, it appears that the value of the postages on letters, packets, and newspapers transmitted to and from Victoria would be about £31,594, and on correspondence sent to and from the other colonies about £35,932.

Upon this basis the contributions would be as follow:—

Victoria	...	...	...	...	...	...	£26,669
Other Colonies	...	...	...	...	...	...	30,331
Divided as under—							
New South Wales	...	...	...	...	...	...	£8,860
South Australia	...	...	...	...	...	...	8,573
New Zealand	...	...	...	...	...	...	6,480
Tasmania	...	...	...	...	...	...	2,556
Queensland	...	...	...	...	...	...	2,188
Western Australia	...	...	...	...	...	...	1,674

These amounts, however, would not be absolute, but would be regulated by the extent of correspondence each year.

The colonies would, of course, in like manner pay their shares of the net cost of the San Francisco and Torres Straits services upon the same basis, that is to say, according to the extent to which they are used respectively for postal purposes.

As the Australian colonies are almost the only places of importance not included in the Universal Postal Union (which now comprises even the petty states of South America), there can be little doubt that, considering the recognized position they have attained, they will be obliged sooner or later to notify their adhesion to the Postal Union Convention, notwithstanding that some loss of revenue must necessarily accrue whenever that step may be taken; and, if some such arrangement as that above indicated were agreed to, it is thought that the advantages to the public of a uniform and reduced rate of postage would fully compensate for the additional loss incurred, which, it may be assumed, would be subject to a gradual reduction by the increased extent of correspondence that would naturally result from the establishment of lower postal charges.

In connection with the Postal Union question, however, it is necessary to consider not only how postage rates and arrangements would be affected in regard to correspondence transmitted between Australia and the United Kingdom and foreign countries, with which the despatch alone deals, but also what alteration would have to be made in the rates of postage on correspondence interchanged between the colonies themselves. In the event of the rules of the Paris Convention of 1878 being strictly adhered to, there would be no necessity to reduce the postage on letters and newspapers, which is already as low as that fixed by the treaty, but the postage on intercolonial packets could not exceed $\frac{1}{2}$ d. per 2 oz.—one-fourth of the present rate.

If this reduction were confined to packets despatched to other colonies, the loss of revenue would not be material, but the inland packet postage, being double the above rate, would have to be reduced also, in order to avoid the anomaly of a higher rate being charged on packets posted for delivery within the colony than would be collected on intercolonial packets.

It would not be desirable for the colony at present to incur the considerable loss of revenue which would be involved, especially as no public demand exists for the establishment of such extremely low rates, and it is not improbable that a similar objection would be raised by the neighboring colonies.

If, therefore, the colonies should decide to enter the Postal Union, some arrangement should be made either for maintenance of existing rates of packet postage or such modification as might be mutually deemed advisable. There would not appear to be any ground for objection to this course, as it would not be a matter affecting the Union generally, and Article 15 of the Paris Treaty expressly provides that “the present Convention . . . does not restrict the right of the contracting parties . . . to maintain and establish *more restricted unions*.”

The Postmaster-General begs to recommend that the foregoing proposals be communicated to the several Colonial Governments, and their concurrence invited therein, so as to admit of all the Australian colonies joining the Postal Union at an early date, and that they may be no longer excluded from participation in a comprehensive postal scheme which, by establishing reduced and uniform rates of postage, could not fail to be of advantage to the public, and would tend largely to promote the extension of social and commercial intercourse between the several communities of Australasia and all other parts of the civilized world.

(Signed)

G. D. LANGRIDGE,

Acting Postmaster-General.

Post Office and Telegraph Department,
Melbourne, 19th May 1881.

Up to the present time only two replies have been received, viz., from the Governments of Western Australia and of Queensland, the former of whom has notified its approval of the proposed arrangement; but the Government of Queensland, who has recently adopted a scheme of postal charges directly opposite in character to the principles laid down in the Postal Union Convention, has declined to entertain the proposal.

In order, therefore, to bring the matter again under the consideration of the several Colonial Governments, with a view to ascertain whether any other plan could be suggested which might meet with general acceptance, the following memorandum has been addressed to the Honorable the Premier :—

Memorandum for the Honorable the Premier.

The memorandum of the late Acting Postmaster-General, dated the 19th May 1881 (copy attached), containing proposals with a view to admit of the Australian colonies participating in the advantages of the International Postal Union, having failed to produce any satisfactory result, the Postmaster-General is induced to revert to the subject from a conviction of its great importance as affecting the position of these colonies in their relation to other countries, and having a material bearing upon the interests and convenience of the public generally.

A copy of the above-mentioned memorandum, embodying the views of the Government, was transmitted by the Chief Secretary to each of the neighboring colonies, with a request to be favored with any suggestions for promoting prompt and united action in the matter referred to.

No replies have been received from New South Wales or South Australia. New Zealand forwarded an acknowledgment only. Tasmania acknowledged receipt of the communication, with the promise of early and careful consideration. Queensland replied that it would be inadvisable for that colony to acquiesce in the propositions submitted. Western Australia answered, stating that the proposals were deemed fair and reasonable, and expressing willingness to enter the Union if the other Australian colonies were prepared to do so.

The following is an extract from a letter, dated the 12th August last, received from the General Post Office, London :—"The Postmaster-General has received, through the Colonial Office, a copy of the memorandum, dated 19th May last, which you have drawn up on the subject of the proposed entry of the Australian colonies into the Universal Postal Union, under the conditions of the Convention of Paris of the 1st June 1878. Mr. Fawcett has read your remarks with interest, and he hopes that the step taken by the Government of Victoria, in addressing proposals to the other Australian Governments, with the view to concerted action, will prove successful. He quite agrees with you in the opinion that the matter is one which requires concurrent action on the part of the several Governments, as it would be almost impossible to adopt the measure partially in Australasia."

Regarding it as most undesirable that this question should be allowed to remain as it is in abeyance, the Postmaster-General begs to urge that the Governments of the neighboring colonies be again communicated with, in the hope that some equitable means may be devised for removing the difficulties hitherto preventing the conjoint action necessary to bring about the inclusion of Australia in the Universal Postal Union, which is designed, by the adoption of reduced and uniform rates on international correspondence of every kind, to ensure more free and extended communication with other parts of the world.

If there is any question upon which all the colonies of Australasia should be able cordially to agree, it is one such as that under consideration, viz., the means of facilitating intercourse with distant countries, and especially the populous cities of the Northern Hemisphere.

In order to provide in the best possible manner for this necessity, Victoria has undertaken the pecuniary liability of an eight years' contract for a fortnightly mail service to and from Ceylon connecting with Europe and the East, which is being performed with unprecedented expedition and regularity, and, while all the colonies to a greater or less extent share the advantages it affords, Victoria sustains an annual loss amounting in 1880 to over £18,000.

It is taken for granted that the other colonies would not expect Victoria to carry their correspondence at the extremely low Union rates without repayment in some shape of at least a portion of the difference between those rates and the present transit charges, otherwise they would derive a substantial profit by the change at the expense of this colony, which is, however, as already intimated, prepared to bear a largely increased loss in order to secure to the general public the benefits proffered by the Postal Union.

It may be urged that New South Wales, New Zealand, and Queensland have also entered into contracts on account of which heavy pecuniary obligations have been incurred, but neither the San Francisco nor the Torres Straits line can be regarded as postal services established for the benefit of all the colonies in the same light as the Galle contract, the first-mentioned being advantageous chiefly for correspondence addressed to the United States of America, Canada, the West Indies, &c., and the second for correspondence to the Indian Archipelago, China, &c., mails for Europe not being transmissible by either route so frequently or expeditiously as *via* Galle and Brindisi.

Moreover, in both cases the contracts were designed to serve in a subsidiary degree other objects, such as the extension of commercial relations with America in one instance, and conveyance of immigrants at a low rate by a direct line from England in the other.

It is also pointed out that the cost of the San Francisco contract (which will terminate within two years of the present time) is divided between the two wealthy colonies of New South Wales and New Zealand, and the Torres Straits contract, under which the steamers call at the Northern Ports of Queensland, has been entered into in the interests of that colony alone.

Victoria, however, while expecting that a special payment will be made for mails carried by the Galle contract steamers computed according to the extent of correspondence so transmitted, likewise proposes to make a precisely similar allowance—calculated on the same basis—to the other colonies for Victorian correspondence conveyed by their contract steamers.

From the foregoing it will appear that the chief, if not indeed the only, obstacle to the Australian colonies joining the Union is the financial loss that would be occasioned to their respective revenues.

It should, however, be borne in mind that an immediate and appreciable gain would result to the individual members of the community in the reduced rates of postage they would have to pay, and, apart from this, it is a point worthy of consideration whether the direct and indirect benefits that may be expected to follow would not far more than counterbalance the additional expenditure entailed.

The value of increased postal facilities with all other parts of the civilized world cannot be determined by a mere monetary standard, and Australia has now attained to such a recognized status that, whatever extra outlay within fair and reasonable limits may be involved, this should no longer be a bar in the case of any one of the colonies to incorporation in the Universal Postal Union, now embracing almost every other British possession, every country of Europe, the United States of America, Canada, India, Persia, Japan, the minor states of Central and South America, and it has lately been notified that even the Sandwich Islands have been added to the list.

The Home Government has evinced an earnest desire to assist in bringing about a settlement of this matter, and in the despatch forwarded in December last it is intimated that, as upon these colonies joining the Union an annual gain of about £30,000 would accrue to the Imperial Exchequer, the Lords of the Treasury will consent to forego during the term of the present postal contracts their claim to this amount, which it is proposed to divide among the colonies providing the branch sea services; and it may confidently be assumed that a similar disposition will be manifested by the neighboring colonies in dealing with this aspect of the case so far as it may affect their interests respectively. There will then be no doubt of a mutual and satisfactory agreement being speedily arrived at.

Upon a careful review of the proposals contained in Mr. Langridge's memorandum, and the reasons given in support of them, the Postmaster-General is of opinion that they offer a fair solution of the difficulties surrounding this question.

Victoria does not desire to be relieved in any way whatever of her responsibility with regard to the Galle contract, or hesitate to pay her due proportion of its cost, but most reasonably proposes that, in addition to the Union rates to be paid for the sea transit, during the currency of existing contracts a contribution shall also be paid by the several colonies as at present according to the extent of correspondence forwarded by each mail route.

If the other Governments deem it advisable to enter the Union, and are prepared, as a first step, to notify such a desire, upon their submitting any modification of the suggested arrangement, or any other plan which they may think preferable, the same would receive due consideration.

Failing this, the Postmaster-General can only further suggest that a conference be held of representatives of the Postal Departments, who might meet to discuss the matter fully, and submit a report embodying some practicable scheme for accomplishing this important object, in which the people of all the colonies are equally concerned.

Post and Telegraph Department,
Melbourne, 5th December 1881.

(Sd.)

HENRY BOLTON,
Postmaster-General.

It may be added there can be little doubt that the Governments of the contracting Colonies for the San Francisco and Torres Straits services are apprehensive that, if the same or nearly the same rates of postage were charged for correspondence *viâ* Brindisi as by the other mail routes, a very large portion of their homeward correspondence would be forwarded *viâ* Galle, by which route mails can be transmitted to and from any part of Australia more expeditiously than *viâ* San Francisco or *viâ* Torres Straits, and doubtless this furnishes an explanation of the failure hitherto to obtain the concurrence of the Colonies generally in some mutual arrangement respecting the contract mail services which would admit of their entry into the Postal Union.

When, however, it is clearly understood that Victoria does not desire in any way to be relieved of her full and fair measure of responsibility in connection with the Galle service, and is prepared to pay a due proportion of whatever loss may be incurred, it is hoped that the Australian Colonies may at an early date be induced to assent to some arrangement which would permit them without delay to enter the Universal Postal Union, and so obtain for the public of Australia generally the advantages of reduced and uniform rates of postage upon correspondence sent to and from all parts of the world.

The interest taken in this subject by Foreign Administrations is shown by the following letters received from Dr. Stephan, the Postmaster-General of Berlin, the originator of the Postal Union System, and also from another of the heads of the Post Office Department of the German Empire.

Der Staatssecretair des Kaiserlich Deutschen Reichs-Postamts,
Berlin, W., the 17th July 1881.

SIR,

From a press telegram just received, I see that you have been entrusted with the important office of Postmaster-General to the colony of Victoria. In offering you my sincerest congratulations on that account, I beg to express a hope that the relations between our Administrations may develop satisfactorily.

To promote this end nothing would be more conducive, in my opinion, but the accession of the colony of Victoria, together with the other Australian colonies, to the Universal Postal Union. I was, therefore, very glad to learn from the printed copy of the "Report upon the affairs of the Post Office and Telegraph Department for the year 1880," that the question regarding the entrance of the Australian colonies into the Universal Postal Union has been carefully considered already by the offices concerned, and that the Post Office Department of Victoria, especially, is fully alive to the substantial benefits that would result from the territory of the colony being included among the States participating in the comprehensive scheme, offered by the Convention of Paris, for facilitating commercial and social intercourse between all civilized communities. Nor was the information less gratifying that efforts have already been made to bring about a reduced and uniform charge on correspondence for foreign parts, in order to prepare the way for the accomplishment of this end at no distant day; and that, although loss of postal revenue perhaps to a large amount would be involved by entering the Union, it is not to be expected from the recognised position the colonies of Australasia have attained, that they will long allow any mere monetary consideration to exclude them from an international arrangement promising so many immediate and prospective advantages.

In perusing the afore-mentioned report, I find that the rates of postage which will be chargeable in accordance with the Convention of Paris of the 1st June 1878, on behalf of the Australian colonies, are stated perfectly correct as follows :—

On letters	...	...	...	5d. per half ounce,
post cards	...	...	...	1½d. each,
newspapers	...	...	...	2d. per four ounces,
book packets	...	...	...	1d. per two ounces,
patterns	...	...	...	1d. per two ounces,
legal and commercial papers	...	...	...	2½d. for four ounces; every additional two ounces, 1d.,
registration fee	...	...	...	5d.,

to which the Brindisi transit charges may be added.

From another statement in the same report I see that in your opinion a rate of 6d. might be maintained after the entrance of Australia into the Universal Postal Union on letters conveyed by Brindisi; but that on letters conveyed by San Francisco or by steamers not under contract only a rate of 5d. would be allowed, and you apprehend that an essential abatement of postal revenue might result from the introduction of the last-mentioned rate of 5d. I beg to intimate, however, that in regard of the rates on letters conveyed

by San Francisco or by steamers not under contract, there seems to be a mistake in the interpretation of the regulations of the Paris Convention on your hand. For Art. 5 of the said convention prescribes:—

“Il peut être perçu, en sus des taxes et des minima fixés par les paragraphes précédents:—

“2do. Pour tout objet transporté par des services dépendant d'administrations étrangères à l'Union, ou *par des services extraordinaires dans l'Union, donnant lieu à des frais spéciaux*, une surtaxe en rapport avec ces frais;”

Or in English—

“There may be raised in addition to the taxes and the minima fixed by the preceding clauses:—

“2do. On every object of correspondence conveyed by any service dependent on administrations beyond the Union, or *by any extraordinary service within the Union causing special expenses, a rate* proportionate to these expenses.”

Besides it is stipulated in Art. III. of the detailed regulations for the execution of the Convention of Paris:—

“*Les services extraordinaires de l'Union, donnant lieu à des frais spéciaux*, dont la fixation est réservée par l'article 4 de la convention à des arrangements entre les administrations intéressées, sont exclusivement:—

“1o. Ceux qui sont entretenues pour le transport territorial accéléré de la Malle dite des Indes;”

“2do. Celui que l'administration des Postes des Etats-Unis d'Amérique entretient sur son territoire pour le transport des dépêches closes entre l'Océan Atlantique et l'Océan Pacifique;”

Or in English—

“*The extraordinary services within the Union causing special expenses*, the fixation of which is reserved under Article 4 of the treaty to an understanding between the administrations concerned, are exclusively the following:—

“1o. The service maintained for the speedier territorial conveyance of the so-called Indian Mail (Brindisi);

“2do. The service maintained by the United States of America on their territory for the transport of closed mails between the Atlantic and the Pacific Oceans (San Francisco).”

From the stipulations quoted above there can be no doubt that on all letters originating in Australia and conveyed by Brindisi or San Francisco, whether by vessels under contract or not under contract, an extra rate for the extraordinary service in addition to the rate of 5d., or a total fee of 6d. may be raised on each single letter.

I should be very glad if this circumstance would contribute to accelerate the entrance of the Australian colonies into the Union. At all events, it will be desirable for the colonies to be already represented at the next Postal Congress which is to take place at Lisbon in 1884, for, in that case, they would be in the position to watch themselves their interests in that assembly.

Finally, I beg to invite your attention to the circumstance that the sphere of action of the Universal Postal Union has been essentially extended by the Convention for the exchange of ordinary parcels up to the weight of three kilogrammes inclusive concluded at Paris on 3rd November last, a copy of which is here enclosed.

There is no doubt that the advantages, produced by this Convention, will particularly benefit the countries beyond the sea.

I feel convinced that you would render a great service to your country if you should succeed in accomplishing by your energy and skill the accession of the Australian colonies to the Universal Postal Union.

I have the honor, sir, to be

Your obedient servant,

Henry Bolton, Esq., Postmaster-General,
Melbourne, Victoria, Australia.

DR. STEPHAN.

Kaiserlich Deutsches Reichs-Postamt,
Berlin, W., the 4th March 1882.

SIR,

I beg to acknowledge, with thanks, the receipt of one copy of the Annual Report upon the affairs of the Post Office and Telegraph Department under your management for the year 1880, which accompanied your letter dated the 30th December last, No. 1306.

I have been very glad to see from this Report that your Department is fully appreciating the many benefits that would result from the entry of the colony into the Universal Postal Union, and it is with lively interest that the efforts are watched here which are made by your Administration to overcome the difficulties opposing such a measure as yet. I sincerely hope that these endeavors will meet with full and speedy success.

I have the honor to be, sir,

Your obedient servant,

For the Post Office Department of the German Empire,
DAMBACH.

To the Postmaster-General,
Melbourne, Victoria, Australia.

POSTAGE TO FRANCE.

Notwithstanding the efforts which have been made to bring about a reduction in the rates of postage chargeable on letters transmitted to and from France, and the full prepayment of all classes of correspondence, it is to be regretted that, up to the present time, it has not been found possible to arrive at any mutual understanding upon the subject.

In June 1880 the French Post Office suggested an arrangement for reduction of the postage, but, as it was proposed that the portion of the postage to be retained by and paid to France for its inland rate should be two and a half times that to be retained by and paid to the colony, and as it was also required that the colony should lower by one-half its sea transit rate, which does not now cover the cost of carriage, it was not deemed desirable to concur in the proposal.

Counter proposals were then submitted, by the Government suggesting that the French Post Office should adopt an arrangement similar to that agreed to by other countries on the continent of Europe, but no definite reply was furnished until November 1881, when, in answer to a communication from this office, a letter was received from the Postmaster-General, London (through whom the correspondence had been conducted), stating that the scheme referred to was absolutely rejected by the French Post Office, on the ground of the great sacrifice to the revenue which would be involved by its adoption, and that, considering the conflicting views entertained by the colonies, he was not in a position to make any further advance towards a settlement of the question, the only solution of the difficulty being, in Mr. Fawcett's opinion, the admission of the Australasian colonies into the Universal Postal Union.

A communication, a translation of which is given below, has however, just been received from the French Minister of Posts and Telegraphs, who expresses his desire to open up direct negotiations upon the subject :—

SIR,

Paris, Jany. 2nd 1882.

While on every side postal tariffs have, during the past few years, been subjected to material reductions, the postage collected on letters from France to the several Australian colonies, and *vice versa*, remains fixed at an excessively high rate, and one which must be regarded as an obstacle to the development of commercial relations.

In addition to this, the postage stamps affixed to insufficiently prepaid letters are not admitted in reduction of the amount chargeable on their delivery ; journals, printed papers, and samples of merchandise cannot, on one side or the other, be prepaid to destination ; and commercial papers are not transmissible at the reduced rate.

The result is that our mutual relations are in a most unsatisfactory state, the inconveniences of which have been shown in a striking manner by the recent international exhibitions. Contrary to what has taken place all over the world, postal relations between France and Australia have not hitherto experienced any improvement, and are still regulated by arrangements out of date.

Under the circumstances, I feel it my duty to communicate with you direct, and to enquire whether you will be prepared to enter into negotiations with my department, with a view to the introduction of more satisfactory regulations respecting the correspondence interchanged between France and the Colony of Victoria.

It appears to me that it would be easy to arrive at an understanding if each of the two Administrations would subordinate its fiscal views to the interests of the public, and would consent to lower the charges made for carriage of the mails by the sea services under its control.

In this respect you will find me animated by the most liberal views, and always ready to offer you the right of transmitting mails by French packets on the most favorable terms. This right would be acquired over the Indo-Chinese postal lines which connect with the Australian services at Galle and Singapore, as well as over the line of steamers decided to be established between Marseilles and Australia, which will commence to run in a few months.

The high charge made for intermediate transit being the chief obstacle to the reduction of the postage rates, it would be easy for us to improve the tariff as soon as we could agree respecting the transit charges.

I shall be glad to learn that my proposals have received your favorable consideration, and that you are disposed to join your efforts to mine to remedy a state of things which is the constant cause of just complaints on the part of the public of both countries.

I forward by the same mail a similar communication to the post offices of the other Australian colonies, and of New Zealand and Tasmania.

Accept, sir, the assurance of my high consideration.

COCHERY,

Minister of Posts and Telegraphs.

In reply to the foregoing communication, the following letter has been addressed to M. Cochery, proposing a new arrangement, which, if agreed to, will result in the long desired reduction of the postal rates being adopted, and will, it is believed, give general satisfaction :—

SIR,

Post Office and Telegraph Department,

Melbourne, 20th March 1882.

I have the honor to acknowledge receipt of your communication of the 2nd January last (No. 40618), respecting the high postal rates charged on correspondence transmitted to and from France and Australia, and, in reply, to state that I shall be most happy to enter into negotiations with a view to bring about a material reduction of the postage.

The simplest method of attaining the desired end would, of course, be for the Australian colonies to join the Universal Postal Union ; but, although proposals upon the subject have been submitted to the colonial Governments, it has not been found practicable hitherto to obtain their general concurrence in a plan for maintenance of the several sea services, which would admit of that step being taken.

Considering, however, the increasing importance of these colonies, it would appear that they cannot long withhold their adhesion to the Paris Postal Convention ; but, in the meantime, I beg to suggest, in lieu of the arrangements previously proposed through the Government of Great Britain, that the transmission of correspondence between France and Victoria should be regulated by provisions similar to those set forth in the "arrangement concerning the entry into the General Postal Union of British India and the French Colonies," signed at Berne 27th January 1876, *e.g.* :—

I. The letter postage to be 6d. per half ounce in Victoria, and 60c. per 15 grammes in France, and corresponding rates for other postal articles.

II. Victoria to provide for conveyance of its mails by sea, and to pay the Egyptian and Italian transit charges. The French Post Office to provide for the carriage of its mails through Italy and Egypt, and account (through the London Post Office, as now) for sea postage, at the rate of 25fr. per kilogramme of letters, and 1fr. per kilogramme of other articles.

III. Unpaid and insufficiently prepaid letters to be forwarded, double the unpaid or deficient postage to be collected on delivery, and retained by the country collecting it.

If you approve of the foregoing proposals, I shall feel obliged by your acquainting me whether you will be prepared to bring them into force between France and Victoria, without regard to the action that may be taken by the other colonies in this matter ; but if, on the other hand, you do not concur therein, or deem it inadvisable to agree to any arrangement which is not acceptable to all the Australian Governments, I shall be glad to do everything in my power to secure a general assent to any equitable proposition that may be made.

I have the honor to be, Sir,

Your obedient servant,

HENRY BOLTON,
Postmaster-General.

OTHER POSTAGE ARRANGEMENTS.

Since the publication of the last Report the postage on letters for India, Hong Kong, and all other British possessions and foreign countries in the eastern seas has been reduced to 6d. per half ounce, and the postage to Canada *viâ* San Francisco has been reduced to the same rate under arrangement with the Postmaster-General, Ottawa.

Arrangements have also been made for transmission of unpaid and insufficiently paid letters to the neighboring colonies, the United Kingdom, India, and the colony of Netherlands-India.

ELECTRIC TELEGRAPHS.

The business of this branch of the Department continues to increase as the lines are extended and additional offices opened. During the past year extensions have been made from Dimboola to Border Town (S.A.), a distance (including the portion of the work in South Australia) of nearly 90 miles ; also from Creswick to Smeaton, 9 miles, *viâ* Allandale and Kingston. A short extension was likewise constructed from Talbot to Amherst (3 miles), and from Shepparton to Numurkah (wire only). Contracts have been executed for extensive repairs, re-poling, &c., incidental to maintenance, on sections of lines between Avoca and St. Arnaud, Horsham and Stawell (a transfer to the railway route), Portland and the South Australian boundary, Port Albert and Wilson's Promontory, Geelong and Ballarat, Beechworth, Wodonga, Chiltern and Wahgunyah, Beechworth and Bright. Offices were opened at Warragul, Amherst, and Wunghnu ; and on the railway circuit, at Newport, Daylesford, Romsey, Queenscliff, Prince's Bridge, Lancefield, Tallygaroopna, Numurkah, Brighton Beach, Middle Brighton, North Brighton, Windsor, Emerald Hill, Drouin, Hawthorn, South Yarra, Elsternwick, Caulfield, and Mordialloc. The offices at Moe and Glenorchy have been transferred to the railway stations, and the office at the Exhibition Building was closed on the termination of the public business of that institution.

Direct working between Melbourne and Adelaide, by means of the special interior line *viâ* Horsham, Dimboola, and Border Town, was established during the latter portion of the year, and the duplex system was commenced on the 9th January 1882. The results have been most satisfactory, and the business of the Departments in the respective colonies has been materially accelerated. This line being comparatively free from the obstructions to good working experienced on the older lines near the coast (owing to adverse meteorological conditions) communication in almost all weather has been rendered practically certain, while the presence of several alternative routes between Melbourne and Adelaide, as well as between Melbourne and Sydney, tend to secure for the intercolonial telegraph service a degree of permanence not hitherto attainable.

A large increase in the general business of the lines has marked the records of the past year—in messages, to the extent of 120,837 ; and in revenue, to £9,175 (the latter equivalent to nearly 15 per cent. additional on previous returns).

These figures are indicative of an increasing tendency toward a more general use of the telegraph, and also serve to show the capacity of the system for effectively performing its work, or for meeting enlarged requirements by the public.

The growth of the telegraph may receive a partial illustration by mention of the fact that whereas, in March 1854, the lines then in existence were worked by batteries, at the Melbourne office, numbering less than 10 cells, and weighing about 45 lbs., there are at present in daily use at the same office no less than 1,861 cells of battery, weighing in the aggregate 24,810 lbs.

The quadruplex system is now regularly maintained between Melbourne and Sydney, with satisfactory results.

Owing to the increased business between Melbourne and the principal inland towns, it has been decided to apply the duplex system of working, especially with Geelong, Ballarat, and Sandhurst, and the necessary instruments have been ordered for that purpose.

During the year a system of testing daily the electrical condition of the lines, and localising faults, was initiated at the head office. The results have proved very satisfactory.

The business transacted at the Flemington Race-course continues to increase. The receipts on last Cup day amounted to £190 17s.—an increase of £20 over the previous year.

The increasing number of street wires and poles, chiefly due to the large demand for telephonic communication, has formed a subject for extended consideration as to the best means for meeting the difficulties presented by the necessity, on one hand, of providing for the public wants, and on the other, of reducing the extent of obstruction to the thoroughfares, as far as practicable, and removing objections on the ground of the unsightly appearance of wires and fittings in certain positions.

The fullest and most recent information is at present being obtained regarding the best form of subterranean conductors or cables, similar to those employed in London and other large cities, cost of manufacture, &c., and it is hoped that within the ensuing year the Department may be in a position to remove at least a large portion of the poles now erected in several of the principal streets, and to replace the aerial wires by subterranean conductors.

The arrangement with the Melbourne Tramway and Omnibus Company, by means of which the messengers employed in delivering telegrams in the city and suburbs are provided with conveyance, for a fixed annual charge, in the vehicles of the company, has been found to work so advantageously in expediting the duties of the messengers that it is now continued with, it is reported, satisfactory results.

The connection of the various branch offices with the central or chief office, by means of pneumatic tubes, still remains unaccomplished. The arguments in favor of such an arrangement were forcibly detailed in the last Annual Report (p. 18), and it is hoped that the matter will be dealt with at an early date. The chief objection to the introduction of the system in past years, viz., the presence of a steam engine, coal smoke, &c., &c., has been almost entirely obviated by the adoption of the gas motor, and as the latter possesses the advantages of economy and cleanliness there are strong grounds in favor of the plan proposed. The cost of connecting the offices at the Custom House and Spencer Street Railway Station with the head office would be comparatively moderate (under £5,000), and it will eventually become a necessity that such a provision should be made, in order that the increasing business of the service may be properly transacted.

Telegraphic communication with Gabo Island, which had been interrupted during the latter portion of last year, has now been again restored on a more permanent basis than formerly, through the action of the Government of New South Wales. Difficulties had prevailed for a considerable period in maintaining the connection between the island and the main land, and the matter led to some correspondence between the Departments of the two colonies, as the interests of both appeared to be involved in preserving the establishment of the telegraph with the lighthouse at Gabo. Up to the present date there has been no further interruption, and reports are daily received from that point relating to shipping, coast meteorology, &c.

The desirableness of a reduction of the high rate charged for the transmission of telegrams between Victoria and Tasmania was brought by this department under notice of the authorities in Tasmania in 1879, but no successful results attended the

negotiation. The matter was then allowed to rest until 1881, when the question was again raised and, after considerable correspondence (for copies, see Appendix W.), arrangements were completed for the charge on a ten-word telegram between the two places to be reduced from 6s. to 3s. To accomplish this end, Victoria and Tasmania agreed to reduce their land charges for such messages from 1s. to 6d., and each to pay £600 per annum to the Cable Company to protect them against anticipated loss consequent upon their consenting to charge 2s. instead of 4s. for transmitting telegrams over the cable. The new rates came into operation 1st January 1882.

STATEMENT of Expenditure for Telegraph Lines, Stations, &c., for 1881.

Particulars.	Amount.	Total Amount.
	£ s. d.	£ s. d.
Total Expenditure for Lines, Stations, &c., to 31st December 1881	...	621,505 0 4
EXPENDITURE DURING 1881.		
Extension of Lines	15,595 19 6	
New Buildings and Repairs to existing Buildings	11,291 8 6	
		26,887 7 0
CURRENT EXPENDITURE DURING 1881.		
Rent of Temporary Offices	...	£4,371 10 10

Local and Intercolonial Business.

STATEMENT showing the Victorian and Intercolonial Business for the Years 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, and 1881.

	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	500,617	£ 31,544 15 3
From—								
Victoria to New South Wales ..	13,949	5,840 1 3	15,735	5,649 5 9	23,493	5,547 8 3	29,148	6,693 8 3
New South Wales to Victoria ..	13,540	5,750 2 5	14,203	5,288 18 8	21,165	5,095 17 7	29,393	6,769 0 8
Victoria to Queensland ..	938	586 8 11	1,080	540 1 6	1,607	643 4 0	2,540	1,016 10 10
Queensland to Victoria ..	1,118	098 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 6	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	£ 36,523 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	7,759 6 4	62,316	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	2,301 3 10	17,001	2,364 5 4	19,287	3,018 2 5	21,792	3,004 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	3,668 3 4
Victoria to Tasmania ..	5,445	1,279 8 8	5,865	1,350 7 11	6,292	1,378 10 3	7,041	1,437 11 5
Tasmania to Victoria ..	4,455	1,523 2 0	4,666	1,732 5 11	4,862	1,673 19 0	5,593	1,847 15 0
	1877.		1878.		1879.		1880.	
	No. of Private Mes-sages.	Revenue.	No. of Private Mes-sages.	Revenue.	No. of Private Mes-sages.	Revenue.	No. of Private Mes-sages.	Revenue.
* Between Victorian Stations ..	616,806	£ 39,144 1 2	641,581	£ 40,860 4 10	598,717	£ 37,493 18 10	670,413	£ 41,749 19 2
From—								
Victoria to New South Wales ..	70,510	10,661 17 3	76,509	11,333 9 2	79,039	11,312 9 5	89,792	11,457 5 3
New South Wales to Victoria ..	78,938	10,931 8 2	85,157	11,527 19 10	88,957	11,511 18 11	96,107	12,371 9 10
Victoria to Queensland ..	10,245	2,147 2 11	9,745	2,032 0 9	8,724	1,792 12 5	9,854	2,008 3 5
Queensland to Victoria ..	13,113	2,997 10 11	12,527	2,723 13 3	10,981	2,447 4 10	12,201	2,679 3 1
Victoria to South Australia ..	24,727	4,071 3 8	28,255	3,751 8 3	29,495	4,246 1 11	33,884	4,549 10 0
South Australia to Victoria ..	27,294	4,289 17 8	31,016	5,135 8 7	32,687	5,629 16 11	37,391	5,637 18 8
Victoria to Tasmania ..	6,773	1,381 0 6	8,985	1,473 13 7	7,908	1,369 19 5	6,771	1,299 16 2
Tasmania to Victoria ..	5,777	1,897 5 10	6,545	1,815 16 0	6,121	1,884 6 9	8,228	1,996 18 10
Victoria to Western Australia ..	275	73 19 4	2,310	836 16 3	1,916	489 10 1	1,752	414 2 9
Western Australia to Victoria ..	455	102 10 3	2,745	722 17 5	2,756	602 7 7	2,554	494 2 5

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

NOTE.—Victoria Reduced rate of 1s. for 10 words came into operation 1st January 1870.
New South Wales Reduced rate from 3s. to 2s. for 10 words came into operation 1st November 1873.
Queensland Reduced rate from 6s. to 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 the Year 1881, 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 ...	187	660	53	53	50	60	3,349½	6,626½	17	5	298
New South Wales	560	530	...	...	392½	320	8,515½	14,278	31	2	318
South Australia ...	192	323½	...	...	264	398	4,946	7,227½	6	1	165
Queensland*	...	...	...	...	...	...	...	...	...	...	...
Tasmania ...	35	43	...	...	15	15	780	1,006	2	...	83
New Zealand ...	120	254	...	...	...	...	3,758	9,587	22	9	227
Western Australia	...	...	...	...	...	...	1,584½	1,584½	...	...	28

* Queensland returns not to hand.

STATEMENT showing Australasian Telegraphic Business transacted with Europe and the East during the Year 1881.

Colony.	Transmitted.		Received.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
		£ s. d.		£ s. d.		£ s. d.
Victoria ...	5,643	41,200 12 8	6,525	41,009 19 3	12,168	82,210 11 11
South Australia	2,361	12,483 11 11	3,208	17,832 8 6	5,569	30,316 0 5
New South Wales	4,822	30,111 14 11	4,345	23,692 16 4	9,167	53,804 11 3
Queensland ...	863	4,553 0 2	603	3,346 19 9	1,466	7,899 19 11
Tasmania ...	183	855 5 0	241	863 5 3	424	1,718 10 3
New Zealand	2,555	15,467 14 2	2,567	15,122 7 10	5,122	30,590 2 0
Western Australia	194	920 8 3	232	782 8 0	426	1,702 16 3
Totals ...	16,621	105,592 7 1	17,721	102,650 4 11	34,342	208,242 12 0

RETURN showing Net Revenue from 1st January to 31st December 1881.

	£ s. d.	£ s. d.
Cash receipts paid into Treasury, from 1st January to 31st December 1881 ...	70,654 12 5	
Less amount paid to Tasmanian Cable Company on account of intercolonial business for same period ...	1,529 18 0	69,124 14 5
Amount due by other colonies on account of intercolonial business for same period :—		
New South Wales ...	116 7 4	
South Australia ...	547 10 8	
Tasmania ...	29 2 5	
		693 0 5
		£69,817 14 10

PORT DARWIN CABLE.

At the Conference of 1878, when it was decided to arrange for the construction and maintenance of the duplicate cable between Port Darwin and Penang, it was resolved that the cost of the subsidy be paid by the different Australasian colonies rateably in proportion to their respective populations. In the first instance, the basis of allotment of cost to each of the colonies to be the population as officially estimated on 31st December 1876, and that the contributions should be re-adjusted upon the basis of the population as ascertained by the next general census. The census having been taken in April last, it is computed that, according to the ascertained number of the population of the contributing colonies respectively, Victoria will have to pay, under the new scale, £1,321 19s. 6d. per annum less than previously.

The following shows the division of the subsidy under the old and new arrangements :—

Colony.	Old Subsidy to April 1881.	Subsidy According to Census, 1st April 1881.	Population According to Census, April 1881.
	£ s. d.	£ s. d.	
Victoria ...	15,800 13 4	14,478 13 10	862,346
N. S. Wales ...	11,842 1 4	12,617 1 4	751,468
South Australia ...	4,243 10 8	4,805 9 0	286,211
Western Australia ...	513 14 8	498 15 10	29,708
	32,400 0 0	32,400 0 0	

There were no interruptions to communication by submarine cable with Europe, India, &c., during 1881. The maintenance of the several cable sections appears to have been satisfactorily conducted. In order, however, that the possible

contingency of an extended interruption on the land sections in Australia may be reduced to the lowest minimum practicable, and the fullest benefit realized by the several colonies from the provision of the cable duplication (on account of which a heavy subsidy is paid), it will be necessary, as indicated by previous reports on the subject, that a connecting land line should be constructed between Normanton (or the nearest station in Queensland) and the most convenient point of junction on the Port Darwin line, probably Daly Waters or the Katherine. It is hoped that early steps may be initiated for carrying out this most necessary work.

It is reported that the average time during 1881 occupied in transmission of messages between Australia and England was three hours and fifteen minutes.

STAFF OF THE DEPARTMENT.

The Honorable G. D. Langridge was Acting Postmaster-General from the commencement of the year until the 9th of July, when he was succeeded by the Honorable Henry Bolton, who was appointed Postmaster-General from that date.

During the year, 14 officers were dismissed or dispensed with ; 6 retired, either through infirmity or in consequence of their having attained the age of sixty years ; 23 resigned, and 4 died.

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 Signallmen.	Printer's Assistants.	Mailmaster and Postmen.	Office-keepers and Messengers.	Gas Engineer, Carpenters, &c.	Porters, Pillar-carriers, and Supernumeraries.	Female Assistants.	Total.	Remarks.
Melbourne ...	1	195	128	6	76	10	13	5	55	16	102	68	675	26 supernumeraries occasionally employed and 47 laborers occasionally employed on telegraph lines.
Alexandra* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ararat ...	1	...	...	...	2	...	...	...	3	...	...	...	6	
Avenel* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Avoca ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Bacchus Marsh* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bairnsdale ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Ballan* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ballarat ...	1	9	7	...	12	1	...	...	9	...	1	2	42	
Ballarat East ...	1	...	1	...	4	...	...	...	3	...	...	...	9	
Beaufort* ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Beechworth ...	1	1	1	...	2	1	...	...	2	...	...	...	8	
Belfast ...	1	1	...	...	...	...	...	...	3	...	...	...	5	
Benalla ...	1	...	...	...	...	1	...	...	3	...	...	...	5	
Berwick* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Birregurra* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bridgewater (on Loddon)* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bright ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Brighton* ...	1	...	...	...	3	...	...	...	2	...	...	...	6	
Brunswick* ...	1	...	...	...	3	...	...	...	2	...	...	1	7	
Bruthen ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Buninyong* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Camperdown ...	1	1	...	...	1	...	...	...	1	...	...	...	4	
Cape Otway ...	...	...	...	...	1	...	...	...	...	...	...	1	2	
Cape Schanck* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Caramut* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Carisbrook ...	...	...	...	...	...	...	...	...	2	...	...	...	2	
Carlton ...	1	1	...	...	7	...	...	...	4	...	...	...	13	
Casterton ...	1	1	...	...	...	...	...	...	1	...	...	...	3	
Castlemaine ...	1	1	2	...	4	...	...	...	3	...	...	...	11	
Charlton ...	1	...	...	...	...	...	...	...	2	...	...	1	4	
Chewton* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Chiltern ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Clunes ...	1	...	1	...	1	...	...	...	2	...	...	...	5	
Colac ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Coleraine* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Collingwood ...	1	1	...	...	6	...	...	...	5	...	...	...	13	
Creswick ...	1	...	1	...	1	...	...	...	3	...	...	...	6	
Cunninghame ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dandenong* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Daylesford ...	1	...	...	...	1	...	...	...	2	...	...	...	4	
Dimboola ...	1	...	...	...	...	1	...	...	2	...	...	...	4	
Donald* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Dromana* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dunkeld ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Dunolly ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Durham Ox ...	1	...	...	...	...	...	...	...	...	...	1	...	2	
Eaglehawk* ...	1	...	...	...	2	...	...	...	1	...	...	...	4	
Eastern Market* ...	1	...	...	...	...	...	...	...	...	...	...	2	3	
Eldorado* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Elizabeth street North* ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Elmore ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Emerald Hill* ...	1	...	...	...	8	...	...	...	5	...	1	2	17	
Echuca ...	1	3	...	...	3	...	...	...	3	...	...	...	10	
Fitzroy* ...	1	1	...	...	3	...	...	...	4	...	...	...	9	
Fitzroy North* ...	1	...	...	...	2	...	...	...	2	...	...	...	5	
Flemington* ...	1	...	...	...	2	...	...	...	2	...	...	1	6	

* Paid out of Contingencies.

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

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers and Signalmen.	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- clearers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Footscray*	1	...	...	...	3	...	...	...	1	...	...	...	5	
Foster	1	...	...	...	...	...	...	...	...	...	...	1	2	
Fryerstown*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Geelong	1	9	3	...	9	1	...	...	8	...	1	...	32	
Goornong*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Gordons*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Hamilton	1	2	1	...	4	1	...	...	2	...	...	...	11	
Harrow*	1	1	...	...	...	...	...	...	1	...	...	...	2	
Hawthorn*	1	...	...	...	4	...	...	...	3	...	...	1	9	
Heathcote	1	...	...	...	1	...	...	...	2	...	...	...	4	
Hexham*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Horsham	1	2	1	...	2	...	...	...	2	...	...	...	8	
Hotham*	1	1	...	...	4	...	...	...	...	...	...	...	5	
Inglewood	1	...	...	...	...	...	...	...	2	...	...	1	4	
Jamieson*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Kangaroo Flat	...	...	...	...	1	...	...	...	...	...	...	...	1	
Kerang	1	...	...	...	...	...	...	...	2	...	...	...	3	
Kew* ...	1	...	...	...	4	...	...	...	2	...	...	1	8	
Kilmore	1	...	...	...	1	...	...	...	1	...	...	1	4	
Koroit*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kyneton	1	...	1	...	2	...	...	...	2	...	...	...	6	
Learmonth*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Lintons*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Macarthur*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Majorca*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maldon*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Malmesbury*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mansfield	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maryborough...	1	1	...	...	1	...	...	...	3	...	...	1	7	
Merino*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mooroopna*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mornington*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mortlake	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Blackwood*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Egerton*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Murtoa*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Myrtleford*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Nagambie*	1	...	...	...	...	...	...	...	1	...	...	...	2	
New Gisborne*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Newstead*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Omeo ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Penshurst*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Port Albert	1	...	...	...	...	...	...	...	1	...	...	...	2	
Portland	1	1	...	...	1	1	...	...	3	...	...	...	7	
Prahran*	1	...	...	...	6	...	...	...	5	...	...	1	13	
Queenscliff	1	...	...	...	...	...	...	...	3	...	...	...	4	
Richmond*	1	...	...	...	7	...	...	...	6	...	...	...	14	
Rochester	1	...	...	...	...	...	...	...	2	...	...	...	3	
Rosedale	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rushworth*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rutherglen*	1	...	...	...	...	...	...	...	1	...	...	...	2	
St. Arnaud	1	1	...	...	1	...	...	...	2	...	...	...	5	
St. Kilda*	1	...	...	...	10	...	...	...	4	...	...	1	16	
St. Kilda West*	1	...	...	...	...	...	...	...	2	...	...	1	4	
Sale ...	1	1	...	...	1	1	...	...	3	...	...	...	7	
Sandhurst	1	6	6	...	13	1	...	...	8	...	...	...	35	
Sandridge*	1	...	...	...	3	...	...	...	2	...	...	...	6	
Sandridge West	1	...	...	...	...	...	...	...	1	...	...	...	2	
Sebastopol*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Seymour	1	...	...	...	...	...	...	...	3	...	...	...	4	
Shepparton	1	1	...	...	1	...	...	...	2	...	...	...	5	
Smythesdale*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Sorrento*	1	...	...	...	...	...	...	...	1	...	...	...	2	
South Yarra*	1	...	...	...	6	...	...	...	...	...	...	...	7	
Stawell	1	...	1	...	1	1	...	...	7	...	...	1	12	
Streatham*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Stratford*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Swan Hill	1	...	...	...	...	...	...	...	1	...	...	...	2	
Talbot	1	...	1	...	1	...	...	...	1	...	...	...	4	
Taradale*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Tarnagulla*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Terang*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Toorak	...	...	...	...	2	...	...	...	...	...	...	...	2	
Traralgon*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Wabdallah*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wahgunyah*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Walhalla	1	...	...	...	...	...	...	...	1	...	...	...	2	
Wangaratta	1	...	...	...	...	...	...	...	3	...	...	...	4	
Warragul	1	...	...	...	...	...	...	...	1	...	...	1	3	
Warrnambool	1	4	...	...	1	...	...	...	5	...	...	...	11	
Wedderburn*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Williamstown*	1	...	...	...	4	...	...	...	4	...	...	...	9	
Wilson's Pro- montory	...	...	...	...	...	1	...	...	1	...	...	...	2	
Winchelsea*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wodonga	1	...	...	...	...	...	...	...	3	...	...	...	4	
Woodend	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wood's Point	1	...	...	...	1	...	...	...	...	...	...	...	2	
Yackandandah*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Market street*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Total	138	244	155	6	241	25	13	5	300	16	106	91	1,340	

* Paid out of Contingencies.

RETURN of the Officers, &c., of the Melbourne Establishment Absent from Duty on account of Illness during the Year 1881.

Branch.	Officers, &c.		Number of Days Absent.	Remarks.
	Number Employed.	Number Absent.		
Correspondence branch	13	5	49	One officer absent 44 days.
Accounts branch	15	5	11	
Mail branch	159	114	873	One officer absent 76 days ; one 67 days ; one 47 days ; and ten during 234 days.
Money Order and Savings Bank branch	25	6	28	
Stamp branch	6	3	14	One officer absent 11 days.
Dead Letter branch	7	2	2	
Stores and Printing branch	70	11	129	One officer absent 67 days ; and one 16 days.
Electric Telegraph branch	97	44	622	One officer absent 96 days ; one 89 days ; one 71 days ; and nine during 241 days.

The following particulars are not included in the above return :—
 Out of a staff of eighty-one female assistants employed in the head office, forty-four were absent during 325 days, of which number ten persons were absent during 235 days.
 Out of ninety letter carriers, forty-six were absent during 359 days, of which number eight were absent during 178 days.
 Out of seventy-four messengers, twenty-seven were absent during 130 days, of which number three were absent during 80 days.

FEMALE ASSISTANTS.

Since the date of last report four postmistresses and six assistants have retired from the service, and nine new appointments have been made to the charge of country stations, and in different branches of the General Post Office and Head Telegraph Office.

Several females have also been admitted as probationers, to acquire a knowledge of telegraphy, but as the number of persons desiring a similar privilege has become very considerable, and the prospect of their subsequently obtaining employment very remote, it has been determined, in order to prevent the loss and disappointment that must otherwise inevitably be occasioned, not to entertain any further applications of this nature.

Arrangements have, however, been made by the Committee of the Technological Museum in connection with the Public Library, Melbourne, for the re-formation of classes to afford instruction in telegraphy, and a large number of persons have availed themselves of the opportunity of attending these classes. Courses of instruction in telegraphy are also given in connection with the School of Mines, Ballarat, and many have passed the required examination at that place.

The Postmaster-General desires, however, that it should be most distinctly understood that the passing of an examination or possession of a certificate of competency as a telegraphist gives no right or special claim to public employment ; and the number of persons who have already qualified themselves as female operators is far in excess of the probable requirements of this department for several years to come.

BUILDINGS.—GENERAL POST OFFICE.

No practical steps have yet been taken for providing the extended accommodation most urgently required for performing the greatly increased, and still increasing, business of the Post and Telegraph Offices, Melbourne.

It is believed to be the intention to place a sum on the next Public Works Estimates for proceeding with the erection of that portion of the main General Post Office building, as designed, to be extended to the corner of Little Bourke street. It is also proposed to erect temporary offices on the land opposite the roadway at the eastern side of the present building.

In the meantime, however, the growing magnitude of daily business will render it indispensably necessary to rent buildings for immediate occupation, in order to avoid occasioning serious loss and inconvenience to the public.

When, during last year, the Loan Bill for various public works was under consideration, the above subject was brought under notice of the Minister by the Deputy Postmaster-General, in the following memorandum :—

I beg to bring under the special notice of the Hon. the Postmaster-General the very urgent necessity that exists for providing funds, without further delay, to extend the space and accommodation required to carry on the duties of the Post Office and Telegraph Department.

Upon the preparation of the Estimates in several years past the completion of the new General Post Office building has been proposed and urged as one of the most essential public works of the colony, but, in every instance, this item has been struck out, and, up to the present, the matter appears to stand indefinitely postponed.

In each of the Annual Reports upon the affairs of the Department laid before Parliament during the last nine years reference has also been made to this subject.

In the last of these Reports attention was again drawn in explicit terms to the "inadequacy and unsuitableness of the temporary wooden structure at the corner of Little Bourke street, in which the large and important business of the Head Telegraph Office is carried on"; and, it is added, "Not only is the space altogether too limited to admit of the duties being properly performed, but the confined and heated atmosphere in which the operators have to work is most oppressive and injurious. The same may likewise be said of the temporary building provided for the use of the public in transacting Money Order and Savings Bank business. So great has the inconvenience arising from this cause become, that further accommodation, in order to transact the daily business of the Department in its several branches, is now a matter of indispensable necessity. Unless steps be taken to carry out the proposal mentioned in last year's Report, of erecting temporary buildings on the land adjoining the General Post Office, which is leased by the Government with the right of purchase, it will be absolutely necessary to rent some convenient business premises in the vicinity for the purpose of a Money Order Office and Savings Bank; and, having regard to the additional expense that will thus be unavoidably incurred, as well as the insecurity of the present fragile and inflammable telegraph office, it is considered most advisable that financial provision should be made without the least further delay for completing the permanent General Post Office building, either in accordance with the original design or some modification thereof."

With regard to the danger there is of the dilapidated building used as the Head Telegraph Office taking fire, I would point out that, should such a catastrophe occur, apart from the heavy loss that would be occasioned by destruction of telegraph material, the instruments in use could not be readily replaced, there being no sufficient stock in the colony available, and, as a necessary consequence, until supplies could be obtained from the neighboring colonies or from England, the whole telegraph service would be paralysed, involving not merely a considerable sacrifice of revenue, but incalculable damage to mercantile interests and most serious inconvenience to the public generally.

I would further remark that owing to the large increase in the Money Order business, which is growing rapidly and is about to be extended to India, China, the United States of America, and other countries, also the increase in the Post Office Savings Bank deposits (the balance in hand now exceeding a million sterling), the accommodation provided for that branch has become so utterly inadequate that it will be necessary at once to lease a city building in some suitable position expressly for the transaction of this business.

In connection with this subject it may be mentioned that some years ago the Government purchased a block of land between the roadway at the side of the General Post Office and the lane formerly known as the *Herald* passage. More recently the land extending back therefrom to Little Bourke street has been leased with the right of purchase, but to render the space properly and permanently available for the prospective requirements of the Department it is in the highest degree desirable that the Government should arrange for the absolute purchase of the land leased as above stated, and also acquire the frontage to Bourke street, extending 60 feet eastward from the side gate of the General Post Office. This land is believed to be now obtainable at a fair valuation, and the buildings thereon could be adapted for use as a temporary Telegraph Office, without incurring the large annual expenditure otherwise inevitable for the rental of less conveniently situated premises elsewhere for this purpose.

I may further remark that since the opening of the present partially completed building in 1867, which was then only sufficient for the requirements of the time, the entire work of the Department has more than doubled, and in anticipation of a similar progressive increase in the years to come, with the addition of new schemes for the public benefit which may be engrafted upon the existing organization, it is of the utmost importance to make timely and adequate provision for the certain necessities of the future.

In asking that this important question may be brought under the notice of the Cabinet at the earliest opportunity, I would venture to express the hope that while provision is being made for various other public undertakings, the pressing claims of the Postal and Telegraph services which are so closely identified with the interests of every member of the community will be duly and promptly recognised.

Other Buildings.

The new buildings at Belfast and Jamieson have been completed and occupied.

Buildings are in progress at Benalla and Portland.

Additions, alterations, and repairs, more or less extensive, have been carried out at Bairnsdale, Ballarat, Collingwood, Dunolly, Geelong, Kyneton, St. Arnaud, Sale, Sandridge, Seymour, Smythesdale, Warrnambool, and Wood's Point.

The building and Flagstaff at Cunninghame (Lakes Entrance) has been removed to a position of comparative safety from the threatened incursion of the sea.

The establishment at Buln Buln has been removed to Warragul.

Letter Pillars.

Iron Receiving Pillar Boxes have been provided at Benalla, Collingwood (2), Dunolly, Emerald Hill, Fitzroy North, Geelong (2), Hamilton, Kyneton, Melbourne, and Melbourne West, Portland, Prahran, Queenscliff (2), Sandhurst (5), and South Yarra.

NEW POST AND TELEGRAPH OFFICES, ETC.

Sixty-two new Post Offices were opened during the year at the places named below :—

Allendale	Drouin South	Longwood (Railway Station)	Naringal	Swanwater South
Beazley's Bridge	Fenton's Creek	Mailor's Flat	Narrewillock	Talgarno
Boomanoomoonah	Flowerdale	Mangalore (Railway Station)	Neereman	Tallagaroopna Road (Railway Station)
Borong	High Camp Plain	Nurrabiel	Nhill	Tamleugh
Budgerum	Kaniva	Maribyrnong	Pelluebla East	Tarwin Lower
Budjik	Kariah	Middle Creek (Railway Station)	Pine Lodge North	Teddy Waddy
Callignee	Katunga	Miepoll	Port Campbell	Thoughla Creek
Cannum	Kolora	Moe South	Sandhill Lake	Toolamba East
Cardinia Creek	Kotupna	Mologa	Shoan's Creek	Tyrrell Creek
Carron	Laen North	Mortehup	Shoreham	Wonwondah
Congupna	Leaghur	Muckatah	Slaty Creek	Woorak
Congupna Road (Railway Station)	Lillimur		Southern Cross	Woranga
Conover West	L. L. Vale			
	Longwarry			

The Post and Telegraph Office at the Exhibition Buildings, also the Post Offices at Lucknow, Dergholm, and Toolamba have been closed.

The Post Office at Southern Cross, which was temporarily closed in December 1880, has been re-opened.

The names of the following offices have been changed :—Tarwin to "Mirboo," Mirboo to "Mirboo North," Middle Creek to "Glengower," Glengower to "Campbelltown," Lancefield Road to "Lancefield Junction," Middleton to "Krambruk," Little Bendigo to "Nerringa," Williamstown Junction to "Newport," Kaniva to "Lillimur North," and Port Campbell to "Port Campbell West."

The Post and Telegraph Office at Longwood and the Post Offices at Glenorchy and Essendon have been removed from the old townships to the Railway Stations.

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

Dandenong	Morwell	Northeote	Warburton	Yarrawonga
Frankston	Murtoa	Simpson's Road (Collingwood)	Warragul	

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

Apsley	Goornong	Northeote	Tallangatta	Violet Town
Broomfield	Lake Rowan	Pyramid Hill	Tatura	Warburton
Frankston	Narracan			

The Money Order Offices at Morton Plains, Ullina, and the Exhibition Buildings, Melbourne, have been closed.

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

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

Brighton Beach	Elsternwick	Middle Brighton	Princes Bridge	South Yarra
Caulfield	Emerald Hill	Newport	Queenscliff	Tallagaroopna
Daylesford	Hawthorn	North Brighton	Romsey	Windsor
Drouin	Lancefield	Numurkah		

The number of Post Offices on 31st December 1881 was 1,158.

EXHIBITION BUSINESS.

The following are the full returns of the business transacted at the Post and Telegraph Office in the Melbourne International Exhibition Building :—

Letters posted, 115,859	Newspapers posted, 8,808	Packets posted, 22,948
Received, 112,335	Received, 24,934	Received, 22,029
Totals, 228,194	33,742	44,977
Money Orders—Issued, 267	...	Amount, £806 13s. 5d.
Paid, 21	...	„ 130 4s. 8d.
Private Telegrams—Transmitted, 3,796		
Received, 2,302		
Cash receipts	...	£357 9s. 8d.
Government Telegrams—Transmitted, 1,164		
Received, 356		
Value of Government Telegrams transmitted		£103 5s. 2d.

The Telegraph Office was open from 18th August, the Post Office from 20th August 1880, and both offices closed on 30th June 1881.

POSTAGE STAMPS, ETC.

One hundred and ninety-five new postage-stamp licenses have been issued, and two hundred and eighty-eight revoked, making the total number at the close of the year 983.

A new design for the fourpenny postage stamp has been substituted for the stamp formerly in use, the color (carmine) remaining as before.

Embossed envelopes for registered letters have been issued, of the value of $4\frac{1}{4}$ d. each.

The following statement shows the denomination, number, and value of postage stamps manufactured and issued during the year 1881 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny	8,280,000	17,250 0 0	Halfpenny wrapper ...	2	0 0 1
One penny newspaper wrappers	12,000	50 0 0	Halfpenny	6,058,500	12,621 17 6
One penny post cards ...	1,296,243	5,401 0 3	One penny wrapper ...	32,058	133 11 6
One penny	6,426,000	26,775 0 0	One penny post card ...	1,280,522	5,335 10 2
Twopenny	16,908,000	140,900 0 0	One penny	6,386,580	26,610 15 0
Fourpenny	240,000	4,000 0 0	Twopenny	16,461,345	137,177 17 6
Sixpenny	1,068,000	26,700 0 0	Threepenny	63,515	793 18 9
Five shilling	60,000	15,000 0 0	Fourpenny	253,540	4,225 13 4
One penny stamped envelope	59,767	249 0 7	Sixpenny	708,693	17,717 6 6
Twopenny stamped envelope	63,682	530 13 8	Eightpenny	32,434	1,081 2 8
Twopence-farthing stamped envelope	3,600	33 15 0	One shilling stamped tele-graph forms	360	18 0 0
Fourpence-farthing stamped envelope, for registration	8,872	157 2 2	One shilling	91,220	4,561 0 0
			Two shilling	18,837	1,883 14 0
			Five shilling	6,161	1,540 5 0
			One penny stamped envelope	55,352	230 12 8
			Twopenny stamped envelope	65,837	548 12 10
			Twopence-farthing stamped envelope	5,452	51 2 3
			Fourpence-farthing stamped envelope, for registration	4,228	74 17 5
Total	34,426,164	237,046 11 8	Total	31,524,636	214,605 17 2

FEE AND FREIGHT STAMPS.

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

Twenty-one new fee-stamp licenses have been issued, and seventy-nine revoked, making the total number at the close of the year 235.

STATEMENT showing the Denomination, Number, and Value of Fee Stamps Manufactured and Issued during the Year 1881.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny... ..	60,000	3,000 0 0	Halfpenny	520	1 1 8
Five shilling	30,000	7,500 0 0	One penny	3,166	13 3 10
One pound	30,000	30,000 0 0	Threepenny	684	8 11 0
Five pound	1,500	7,500 0 0	Fourpenny	1,736	28 18 8
			Sixpenny	14,249	356 4 6
			One shilling	112,844	5,642 4 0
			Two shilling	35,677	3,567 14 0
			Two shilling and sixpenny	43,020	5,377 10 0
			Five shilling	20,019	5,004 15 0
			Ten shilling	37,552	18,776 0 0
			One pound	19,187	19,187 0 0
			Five pound	457	2,285 0 0
Total	121,500	48,000 0 0	Total	289,111	60,248 2 8

STATEMENT showing the Denomination, Number, and Value of Railway Freight Stamps Manufactured and Issued during the Year 1881.

Manufactured.				Issued.			
Denomination.		Number.	Value.	Denomination.		Number.	Value.
			£ s. d.				£ s. d.
One penny	...	30,000	125 0 0	One penny	...	31,117	129 13 1
Threepenny	...	73,800	922 10 0	Twopenny	...	13,424	111 17 4
Sixpenny	...	45,000	1,125 0 0	Threepenny	...	50,802	635 0 6
Ninepenny	...	121,050	4,539 7 6	Sixpenny	...	49,790	1,244 15 0
One shilling	...	150,615	7,530 15 0	Ninepenny	...	140,164	5,256 3 0
Two shilling	...	45,000	4,500 0 0	One shilling	...	100,878	5,043 18 0
Three shilling	...	15,000	2,250 0 0	Two shilling	...	39,272	3,927 4 0
				Three shilling	...	14,788	2,218 4 0
				Four shilling	...	479	95 16 0
				Five shilling	...	724	181 0 0
Total	...	480,465	20,992 12 6	Total	...	441,438	18,843 10 11

DUTY STAMPS.

Eighty-six new duty-stamp licenses have been issued, and thirty-nine revoked, making the total number at the close of the year 363.

The following statement shows the denomination, number, and value of adhesive duty stamps manufactured and issued during the year 1881 :—

Manufactured.				Issued.			
Denomination.		Number.	Value.	Denomination.		Number.	Value.
			£ s. d.				£ s. d.
One penny	...	2,834,880	11,812 0 0	One penny	...	3,570,260	14,876 1 8
Two pound	...	8,000	16,000 0 0	Sixpenny	...	192,704	4,817 12 0
Twenty-five pound	...	108	2,700 0 0	One shilling	...	141,880	7,094 0 0
Fifty pound	...	144	7,200 0 0	One shilling and sixpenny	...	38,001	2,850 1 6
One hundred pound	...	126	12,600 0 0	Two shilling	...	48,310	4,831 0 0
				Three shilling	...	29,642	4,446 6 0
				Four shilling	...	20,123	4,024 12 0
				Five shilling	...	22,472	5,618 0 0
				Six shilling	...	3,952	1,185 12 0
				Ten shilling	...	11,759	5,879 10 0
				Fifteen shilling	...	2,571	1,928 5 0
				One pound	...	8,167	8,167 0 0
				One pound five shilling	...	485	606 5 0
				One pound ten shilling	...	1,063	1,594 10 0
				One pound fifteen shilling	...	287	502 5 0
				Two pound	...	3,973	7,946 0 0
				Two pound five shilling	...	381	857 5 0
				Five pound	...	1,034	5,170 0 0
				Six pound	...	95	570 0 0
				Seven pound	...	118	826 0 0
				Eight pound	...	109	872 0 0
				Nine pound	...	125	1,125 0 0
				Ten pound	...	800	8,000 0 0
				Twenty-five pound	...	80	2,000 0 0
				Fifty pound	...	96	4,800 0 0
				One hundred pound	...	74	7,400 0 0
Total	...	2,843,258	50,312 0 0	Total	...	4,098,561	107,987 5 2

STATEMENT showing the Denomination, Number, and Value of Duty Stamps impressed upon Cheques, Receipts, Bills of Exchange, Promissory Notes, Transfer of Freeholds, Conveyances, Mortgages, Drafts, &c., for the Year ended 31st December 1881.

Denomination.			Number.	Value.	Denomination.			Number.	Value.
				£ s. d.					£ s. d.
One penny	...	...	5,474,377	22,809 18 1	Brought forward	...	...	5,476,160	23,034 12 1
Sixpenny	...	...	415	10 7 6	Eleven shilling	...	...	19	10 9 0
One shilling	...	...	479	23 19 0	Twelve shilling	...	...	18	10 16 0
One shilling and sixpenny	...	...	175	13 2 6	Thirteen shilling	...	...	9	5 17 0
Two shilling	...	...	144	14 8 0	Fourteen shilling	...	...	10	7 0 0
Three shilling	...	...	117	17 11 0	Fifteen shilling	...	...	41	30 15 0
Four shilling	...	...	103	20 12 0	Sixteen shilling	...	...	8	6 8 0
Five shilling	...	...	150	37 10 0	Seventeen shilling	...	...	10	8 10 0
Six shilling	...	...	30	9 0 0	Eighteen shilling	...	...	7	6 6 0
Seven shilling	...	...	21	7 7 0	Nineteen shilling	...	...	9	8 11 0
Eight shilling	...	...	26	10 8 0	One pound	...	...	108	108 0 0
Nine shilling	...	...	21	9 9 0	One pound one shilling	...	...	1	1 1 0
Ten shilling	...	...	102	51 0 0					
Carried forward	...	...	5,476,160	23,034 12 1	Carried forward	...	...	5,476,400	23,238 5 1

STATEMENT showing the Denomination, Number, and Value of Duty Stamps, &c.—*continued.*

Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Brought forward ...	5,476,400	23,238 5 1	Brought forward ...	5,476,610	24,598 1 1
One pound two shilling ...	2	2 4 0	Twenty-three pound five shilling	1	23 5 0
One pound three shilling ...	1	1 3 0	Twenty-three pound ten shilling	1	23 10 0
One pound four shilling ...	1	1 4 0	Twenty-three pound fifteen shilling	1	23 15 0
One pound five shilling ...	39	48 15 0	Twenty-four pound fifteen shilling	1	24 15 0
One pound ten shilling ...	48	72 0 0	Twenty-five pound ten shilling	1	25 10 0
One pound fifteen shilling ...	16	28 0 0	Twenty-seven pound five shilling	1	27 5 0
Two pound ...	39	78 0 0	Twenty-eight pound five shilling	1	28 5 0
Two pound five shilling ...	18	40 10 0	Twenty-nine pound fifteen shilling	1	29 15 0
Two pound ten shilling ...	19	47 10 0	Thirty-one pound fifteen shilling	1	31 15 0
Two pound fifteen shilling ...	3	8 5 0	Thirty-three pound five shilling	1	33 5 0
Three pound ...	9	27 0 0	Thirty-four pound five shilling	1	34 5 0
Three pound five shilling ...	3	9 15 0	Thirty-four pound fifteen shilling	1	34 15 0
Three pound ten shilling ...	5	17 10 0	Forty-nine pound fifteen shilling	1	49 15 0
Three pound fifteen shilling ...	6	22 10 0	Fifty-three pound fifteen shilling	1	53 15 0
Four pound ...	1	4 0 0	Fifty-four pound fifteen shilling	1	54 15 0
Four pound five shilling ...	1	4 5 0	Fifty-seven pound five shilling	1	57 5 0
Four pound ten shilling ...	2	9 0 0	Fifty-nine pound fifteen shilling	1	59 15 0
Four pound fifteen shilling ...	5	23 15 0	Sixty-nine pound fifteen shilling	2	139 10 0
Five pound ...	22	110 0 0	Eighty-one pound fifteen shilling	1	81 15 0
Five pound five shilling ...	1	5 5 0	Eighty-four pound ten shilling	1	84 10 0
Five pound ten shilling ...	3	16 10 0	One hundred and nine pound fifteen shilling	1	109 15 0
Five pound fifteen shilling ...	3	17 5 0	One hundred and thirty-four pound ten shilling	1	134 10 0
Six pound ...	3	18 0 0	One hundred and fifty-two pound five shilling	1	152 5 0
Six pound five shilling ...	2	12 10 0	Two hundred and eleven pound fifteen shilling	1	211 15 0
Seven pound five shilling ...	1	7 5 0	Two hundred and fourteen pound fifteen shilling	1	214 15 0
Seven pound ten shilling ...	1	7 10 0	Two hundred and ninety-nine pound fifteen shilling	1	299 15 0
Seven pound fifteen shilling ...	1	7 15 0			
Eight pound ...	2	16 0 0			
Eight pound five shilling ...	3	24 15 0			
Nine pound five shilling ...	2	18 10 0			
Nine pound fifteen shilling ...	4	39 0 0			
Ten pound ...	18	180 0 0			
Ten pound five shilling ...	1	10 5 0			
Twelve pound five shilling ...	2	24 10 0			
Twelve pound fifteen shilling ...	3	38 5 0			
Fourteen pound fifteen shilling	1	14 15 0			
Fifteen pound ...	4	60 0 0			
Sixteen pound five shilling...	2	32 10 0			
Seventeen pound five shilling	2	34 10 0			
Eighteen pound five shilling	2	36 10 0			
Nineteen pound five shilling	4	77 0 0			
Nineteen pound fifteen shilling	1	19 15 0			
Twenty pound ...	1	20 0 0			
Twenty-one pound ten shilling	1	21 10 0			
Twenty-one pound fifteen shilling	1	21 15 0			
Twenty-three pound ...	1	23 0 0			
Carried forward ...	5,476,610	24,598 1 1	Total ...	5,476,737	26,641 16 1

BEER DUTY STAMPS.

The undermentioned new beer duty stamps have been printed during the year:—2d. bottle, blue ink on white paper; 4d. bottle, carmine ink on white paper; 10d. bottle, green ink on white paper.

STATEMENT showing the Denomination, Number, and Value of the Beer Duty Stamps manufactured and issued during the year 1881.

Denomination.	Manufactured.		Issued.	
	Number.	Value.	Number.	Value.
		£ s. d.		£ s. d.
Twopenny bottles ...	100,000	833 6 8	20,004	166 14 0
Fourpenny bottles ...	50,000	833 6 8	41,104	685 1 4
Tenpenny bottles ...	50,000	2,083 6 8	35,004	1,458 10 0
Twopenny ...	15,000	125 0 0	18,048	150 8 0
Fourpenny ...	15,000	250 0 0	27,318	455 6 0
Tenpenny ...	15,000	625 0 0	24,603	1,025 2 6
One shilling and sixpenny	15,000	1,125 0 0	13,623	1,021 14 6
Three shilling ...	45,000	6,750 0 0	45,003	6,750 9 0
Four shilling and sixpenny	59,790	13,452 15 0	61,578	13,855 1 0
Six shilling ...	36,705	11,011 10 0	46,113	13,833 18 0
Eight shilling and sixpenny	159,750	67,893 15 0	137,251	58,331 13 6
Eight shilling and sixpenny—Drawbacks	9,000	3,825 0 0	5,988	2,544 18 0
Nine shilling ...	...	...	18	8 2 0
Nine shilling—Drawbacks	...	...	3	1 7 0
	570,245	108,808 0 0	475,658	100,288 4 10

INLAND MAILS.

The contracts for conveyance of Inland Mails terminating on the 30th June 1881, it became necessary to invite tenders for their renewal. Tenders were accordingly invited for the various services required in five divisions for a period of three years from the 1st July.

During many years past the question as to whether the Department should let the Mail contracts in bulk, under what is known as the combined tender system, or give the preference to offers for single services, has received full and careful consideration. Until the past year, however, no action was taken to favor the single offers as against the combined.

The bulk or combined system was originated by large firms submitting offers to perform a number of services for a lump sum, representing a lower figure than the total of the offers received for the same services singly. So long as there was active and *bonâ fide* competition for the single services, no doubt could arise as to the advisability of entertaining combined offers. In the course of time, however, it became manifest that the continued success of the large firms, in securing, year after year, the acceptance of their combined offers, discouraged competition on the part of those persons who were willing to tender for one or two services only.

The number of tenders received in response to each successive call steadily diminished, until it appeared likely there would be almost entire absence of competition for those services which the large contracting firms included in their combined offers. Sufficient proof of this assertion will be found in the fact that in 1878, with respect to 83 services for which a combined offer was received, there was competition for only 19 services.

The combined system was also open to another serious objection. It offered an inducement to the bulk tenderers to make their separate offers as high as possible, as by such means the combined offers were thereby made to appear in the most favorable light.

When tenders were invited for the services which were to come into operation on 1st July 1881, the Acting Postmaster-General announced, through the press, that the Department desired to give every possible encouragement to separate offers as against combined offers.

The result of the tendering for the first division was that a large combined offer was thrown out, owing to the total of the lowest separate offers being less in amount than the combined offer.

In the second division a combined offer, which was £60 per annum less than the total of the lowest separate offers for the same services, was rejected. In taking this course the Minister was influenced by a conviction that the apparent loss would be more than compensated by increased competition for the succeeding divisions.

In the third division a combined offer, which was £330 per annum lower than the total of the separate offers, was also rejected.

The general result of the tendering was that the whole of the services were let at an average reduction of about 30 per cent. on the rates prevailing during the preceding three years, thereby effecting a reduction in expenditure of about £24,000 per annum.

To what extent the alteration in the system of dealing with tenders contributed to this result cannot be precisely estimated. There are, however, some facts from which the inference may be drawn that the large contractors did not contemplate making any material reduction in the amount of their tenders. A large combined offer for the 1st division in 1878 was accepted at a mileage rate of 5½d. The combined offer of the same firm for the 1st division in 1881 was at a mileage rate of 5⅔d., a reduction equivalent to only 3½ per cent. The most noticeable and important feature in the tenders received in 1881 was the immense reduction in the amounts of the separate offers, compared with the separate offers received when tenders were called for the same services three years previously, the reduction in some cases amounting to as much as 66 per cent.

The contracts, generally speaking, are being carried out in a satisfactory and efficient manner, the only exception to this rule being the services for the conveyance of mails in Melbourne and the suburbs. On these lines there is no opportunity for the contractors to supplement their earnings by means of passenger or parcel traffic, and the keenness of competition in the city induces some persons to tender at rates which are too low to be fairly remunerative. The manner in which some of the city

and suburban services have been performed during many years past has occasioned a good deal of trouble to the Department. It is now in contemplation to cancel those contracts which are not satisfactorily fulfilled, and to provide for the work being undertaken by men in the immediate service of the Department.

An experiment of this nature has been made in the working of the service between the General Post Office and the Spencer street and Flinders street railway stations. The result, in point of efficiency and economy, is sufficient to encourage an extension of the principle.

The amount paid for conveyance of Inland Mails 1881 (exclusive of £36,291 1s. paid to the Department of Railways) was £68,332 0s. 9d., and the gross number of miles travelled with the mails (exclusive of 1,673,256 miles travelled by rail) was 3,609,835, the average cost of which was 4½d. per mile.

The length of new Mail Services established during the year was 649 miles ; and the total length of the Inland Mail Services at the close of the year was 11,626 miles.

New Mail Services established during the Year 1881.

To and from Violet Town and Strathbogie North *viâ* Marraweeney and Boho, two days a week.

To and from Rushworth and Toolamba West *viâ* Fawkner, Girgarre East, Merrigum, Baldwinsville, and Tatura, three days a week.

To and from Youarang and Tungamah, three times a week.

To and from Baluarring and Flinders *viâ* Stony Creek, three days a week.

To and from Swan Hill and Euston, once a week additional.

To and from Katandra and Cobram *viâ* Dunbulbalane, once a week.

To and from Dooboobetic and Conover West, three days a week.

To and from Kaniva and Lillimur Township, three days a week.

To and from Waterloo Post Office and Railway Station, once a day additional.

To and from Penshurst and Dunkeld Railway Station, six days a week.

To and from Karramomus North State School and Kialla East, two days a week.

To and from Flemington and Maribyrnong, six days a week.

To and from Shepparton and Numurkah *viâ* Creed's, Dennis', and Wunghnu, three days a week.

To and from Pelluebla and Pelluebla East, three days a week.

To and from Post Office and Railway Station, Lancefield, twice a day.

To and from Post Office and Railway Station, Romsey, twice a day.

To and from Bairnsdale and Cunningham, once a week additional.

To and from Mortlake and Hamilton, three days a week additional.

To and from Mortlake and Upper Woorndoo, once a week additional.

To and from Belfast and Penshurst, once a week additional.

To and from Middleton and Cape Otway, weekly, in lieu of fortnightly.

To and from Birregurra and Middleton, weekly, in lieu of fortnightly.

To and from Terrick Terrick and Durham Ox, once a week additional.

To and from Rochester and Kyabram, thrice weekly.

To and from Raywood and Yallock, once a week additional.

To and from Wedderburn and Wychetella, once a week additional.

To and from Wychetella and Boort, once a week additional.

To and from Charlton and Towauninie, once a week additional.

To and from Wycheproof and Ninyeunook, three days a week.

To and from Wycheproof and Mount Wycheproof, once a week additional.

To and from Rupanyup and Donald, once a week additional.

To and from Hanging Rock and Monument Creek, three days a week additional.

To and from Karimba and Yalca, once a week additional.

To and from Kerang and Koondrook, once a week additional.

To and from Ninyeunook and Budgerum *viâ* Quambatook, once a week additional.

To and from Maffra and Heyfield *viâ* Tinamba, three days a week.

To and from Dimboola and Border Town, three days a week.

To and from Nhill and Lorchon, two days a week.

To and from Kiata and Glenlee, three days a week.

To and from Lockhart and Bunyip *viâ* Cove, two days a week.

- To and from Violet Town and Caniambo *viá* Tamleugh, two days a week.
- To and from Emu Railway Station and Kooroc, six days a week.
- To and from Toongabbie and Seaton *viá* Cowwarr, Heyfield, and Glenmaggie, three days a week.
- To and from Wangaratta and Yarrawonga, two days a week additional.
- To and from Pelluebla and Cobram, three days a week.
- To and from Tungamah and Waggarandall *viá* Youarong, three days a week.
- To and from Shepparton and Karraomus North State School *viá* Kialla and Kialla East, two days a week.
- To and from Miepall and Karraomus South State School, two days a week.
- To and from Yea and Flowerdale, once a week additional.
- To and from Broadford and Lower Reedy Creek, three days a week additional.
- To and from St. Arnaud and Rupanyup *viá* Trainor's Lagoon, Avon Plains, and Banyena, three days a week.
- To and from Bealiba and Burke's Flat, six days a week.
- To and from Seymour and Droopmoor *viá* Koboboyne, once a week.
- To and from St. Arnaud and Major Line, two days a week.
- To and from Casterton and Merino *viá* Sandford, three days a week additional.
- To and from Big Hill State School (in connection with Lancefield and Emu Flat service), two days a week.
- To and from St. Germain's and Kotupna State School *viá* McCoy's Bridge, three days a week.
- From Heathcote to Costerfield *viá* South Costerfield, three days a week.
- To and from Stanley and Hurdle's Flat, three days a week additional.
- To and from Katandra and Youamite, once a week.
- To and from Talbot and Evansford, three days a week additional.
- To and from Bruthen and Omeo, once a week additional.
- To and from Eldorado and Carrargarmungee State School, two days a week.
- To and from Donald and Morton Plains *viá* Westside Lake, Buloke, once a week additional.
- To and from Pelluebla East and McCarthy's (Benalla and Yarrawonga Road) three days a week.
- To and from Post Office and Railway Station, Numurkah, once a day.
- To and from Post Office and Railway Station, Wunghnu, twice a day.
- To and from Post Office, Longwood Railway Station and Longwood, once a day additional.
- To and from Avoca and Nattie Yallock, once a week additional.
- To and from Bealiba and Nattie Yallock, once a week additional.
- To and from Greta and Hanson South, once a week additional.
- To and from Bungeet and Benalla, and Yarrawonga Road, three days a week.
- To and from Merrigum and Andrews', two days a week.
- To and from Meredith and Bamganie *viá* Woodburne Creek, once a week additional.
- To and from Burke's Flat and Avoca Forest, once a week additional.
- To and from Barrapoort and Renville, two days a week.
- To and from Terrick Terrick East and State School No. 2006, two days a week.
- To and from Inglewood and Boort, once a week additional.
- To and from Tabilk and Mitchellstown State School, once a week.
- To and from Banyena Post Office and Rich Avon West State School, three days a week.
- To and from Yarrawonga and Katamatite *viá* Burramine East State School and Boosie, three days a week.
- To and from Murchison and Rushworth, three days a week additional.
- To and from Snake Valley and Mortchap, six days a week.
- To and from Morwell and Yanner, once a week.
- To and from Gembrook and Macclesfield, once a week.
- To and from Cape Schanck and Flinders *viá* Barker's Station, three days a week re-established.
- From Bruthen to Bairnsdale, once a week, in connection with Delegate service.
- To and from Ceres and Gnarwarre, three days a week additional.
- To and from Box Hall Store, three days a week, in connection with Rochester and Kyabram service.

To and from Yarrawalla and Yarrawalla State School, two days a week.
To and from Marysville and Wood's Point *viâ* Matlock, once a week additional.
To and from Lower Cape Bridgewater and Mount Richmond State School, once a week additional.
To and from Numurkah and Cobram *viâ* Drumanure, Dunbulbalane, Katamatite, and Muckatah, three days a week.
To and from Congupna Road Railway Station and Drumanure *viâ* Morungi, three days a week.
To and from Slaty Creek, six days a week, in connection with St. Arnaud and Charlton service.
To and from Crowlands and Landsborough, three days a week additional.
To and from Bairnsdale and Store Creek, once a week.
To and from Kewell and Kewell Homestead State School, three days a week.
To and from Vickers' Hotel and Tongala State School, three days a week.
To and from Maldon and Welshman's Reef, three days a week additional.
To and from Majorca and Rodborough, three days a week additional.
To and from Shepparton and Bunbartha *viâ* Tallagaroopna, three days a week.
To and from Numurkah and Nathalia *viâ* Karimba, six days a week.
To and from Ringwood and North Scoresby, three days a week.
To and from Katunga and Yarroweyah, three days a week.
To and from Dimboola and Dart Dart Dam *viâ* Scabby Rises, two days a week.
To and from Port Campbell Township, two days a week.

DEAD LETTERS.

RETURN showing the Number of Letters, &c., received and dealt with in the Dead Letter Office during the Year 1881.

Year.	Received.				How dealt with.		
	Unclaimed.		Irregularly Posted.	Total.	Returned, Delivered, &c.	Destroyed and on Hand at close of Year.	Total.
	Victoria.	Intercolonial and Foreign.					
1881	124,435	16,386	22,662	163,483	144,577	18,906	163,483

NOTE.—Three thousand two hundred and thirty-three (3,233) registered letters, 1,733 covering value as below, and 1,500 others; also 4,029 post cards are included in above numbers.
Three letters and 27 post cards bore obscene or libellous addresses, and were at once destroyed.
Two hundred and eighty-one (281) letters were posted altogether unaddressed and 1,825 but partly or imperfectly addressed. Where possible, the intended addresses were discovered and the letters forwarded.
Only three (3) letters were received that bore obliterated or defaced stamps.
Sixty-three (63) letters were incidentally discovered to be wrongly addressed, 14 of which covered value to about £1,200.
One hundred and eighty-seven (187) envelopes, without correspondence, contained in cash, cheques, &c., over £5,000.
Two thousand eight hundred and thirteen (2,813) letters, including 354 valentines, were refused by the persons addressed. Over 100 of these letters contained valuable enclosures, which have almost all been claimed.
About half a letter per cent. of the total posted in the colony during 1881 were unclaimed; and of those forwarded to the writers from the Dead Letter Office over 3½ per cent. failed delivery, owing to want of proper addresses of the senders.
Seven thousand eight hundred and two (7,802) packets and 12,122 newspapers were dealt with in the Dead Letter Office during the year.

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 1881.

Year 1881. Contents.	Received.							How dealt with.						
	Unclaimed.				Irregularly Posted.		Total.		Returned, Delivered, &c.		Paid into the Treasury from 104 Letters Destroyed.		On Hand at Close of Year.	
	Ordinary.		Registered.											
	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.	No.	Value of Contents.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Notes, Cash, and Stamps ..	249	141 7 4	198	441 6 9	387	252 6 10	*834	835 0 11	693	774 7 5	104	43 1 8	37	17 11 10
Cheques, Drafts, &c.	333	7,180 9 1	76	893 14 7	647	16,985 3 4	†1056	25,015 7 0	1,033	22,047 13 6	..	..	23	2,967 13 6
Articles ..	582	7,277 16 5	274	1,335 1 4	1,034	17,237 10 2	1,890	25,850 7 11	1,726	22,822 0 11	104	43 1 8	60	2,985 5 4
	161	..	1,459	..	22	..	1,642	..	1,604	..	..	..	38	..
Totals ..	743	..	1,733	..	1,056	..	3,532 ‡	..	3,330	..	..	..	98	..

* Includes £20 19s. 6d., balance unclaimed from 1880, in 54 letters.
† Includes £46 6s., balance unclaimed from 1880, in 5 letters; also 4 articles.
‡ This number covers 1,633, which contained valuable enclosures, dealt with under Customs authority.

An enquiry having been made in the Legislative Assembly respecting a letter supposed to have been improperly opened in the Post Office in October 1880, a select committee was appointed to report upon the circumstances under which letters were opened in the Department. The Report was presented to Parliament on the 11th May 1881, and from certain comments which appeared in the public press it was evident that a misapprehension existed with regard to the manner in which correspondence was dealt with in the Post Office ; and the Acting Postmaster-General, in order to prevent any misunderstanding upon the subject, caused the following statement of the case to be published in the daily journals :—

With reference to the comments which have appeared upon the report of the select committee appointed to enquire into the alleged improper opening of letters in the Post Office, we are requested to state, in order to prevent any further misconception on the subject—

1. That the letters (packets) referred to were not secretly or surreptitiously opened, as appears to have been supposed, but in the presence of responsible officers, and in the ordinary course of duty.

2. That the so-called letters first referred to were not letters at all, but packets (without any correspondence) chiefly made up in card boxes, containing jewellery received from places beyond the colony, and liable to Customs duty, the sole object in view being to prevent frauds upon the revenue, which had been carried on to a considerable extent by the introduction from other colonies or countries of dutiable articles through the medium of the Post Office. Under no other circumstances whatever have letters been detained or opened except those irregularly posted or unclaimed, and which have been opened in strict conformity with the law.

3. With reference to the 308 letters, or packets, said to have been opened in the Dead Letter Office in the month of March, containing articles of value, 177 were ordinary “dead”—that is, unclaimed or irregularly posted letters ; the remaining 131 consisted of packets received from beyond the colony detained on the reasonable suspicion that they had been posted in violation of the Customs Act of Victoria; the duty, however, was claimed on the contents of only 12 of these, but the whole of the others were found to contain enclosures upon which duty was equally payable, though the payment was not enforced.

4. The letters said to have been given up by the Inspector of Dead Letters to the head of the Department were letters addressed to persons deceased, and were in no case opened at the General Post Office, but were claimed by the widow or executor upon production of probate of will, or after the warrant of the Governor in Council had been obtained.

We are further desired to state that there are no grounds for imputing blame to the officers of the Department or creating the least feeling of uneasiness in the public mind with regard to the absolute inviolability of correspondence passing through the Post Office of this colony.

MONEY ORDERS.

Number of Money Orders issued in 1881	...	...	162,202
Ditto ditto ditto 1880	...	...	151,677
Increase, 10,525, or 6·93 per cent.			
Number of Money Orders paid in 1881	...	...	179,882
Ditto ditto ditto 1880	...	...	166,022
Increase, 13,860, or 8·34 per cent.			
Value of Money Orders issued during 1881	...	£447,856 3 10	
Ditto ditto ditto 1880	...	423,313 0 10	
Increase, £24,543 3s., or 5·79 per cent.			
Value of Money Orders paid during 1881	...	£520,978 10 11	
Ditto ditto ditto 1880	...	485,888 2 11	
Increase, £35,090 8s., or 7·22 per cent.			

Eleven Money Orders were opened and three closed during the year. The number open at the end of 1881 was 296.

Arrangements have been completed for exchange of Money Orders with the United States of America, Germany, India, and the Cape of Good Hope, from 1st January 1882.

SAVINGS BANK.

Number of Savings Bank accounts opened during 1881	...	...	18,592
Ditto ditto closed ditto	...	...	13,139
Ditto ditto remaining open on 31st December 1881	...	...	59,286
Total amount of deposits received during 1881	...	£843,560 10 9	
Ditto repaid during 1881	...	542,007 13 7	
Interest (at rate of 4 per cent.) placed to credit of depositors	...	33,204 3 3	
Total amount to credit of depositors on 31st December 1881	...	1,090,802 6 2	
Ditto ditto ditto 1880	...	756,047 5 9	
Increase, £334,755 0s. 5d., or 44·27 per cent.			

Of the 59,286 accounts remaining open on 31st December 1881—

47,701 did not exceed £20.

5,386 were above £20 but did not exceed £50.

2,878 „ £50 „ „ £100.

1,491 „ £100 „ „ £150.

685 „ £150 „ „ £200.

1,145 „ £200.

The total number of deposits received during the year was 136,808, averaging £6 3s. 4½d. each.

The total number of repayments during the year was 48,073, averaging £11 5s. 5¾d. each.

Telegraph withdrawals, 571 ; amount, £5,487 15s.

Nine Savings Banks were opened during the year, making the total number open on the 31st December, 199.

With the view of affording increased convenience to depositors wishing to withdraw sums from their accounts in the Savings Bank, arrangements have been made by which persons having deposit-books originally issued in the Head Office can obtain repayments upon demand ; a day's notice of intention to withdraw money not being now required in such cases. It is intended to extend the system, and allow persons having books issued at other offices the privilege of also withdrawing money at the Chief Office, on personal application, without notice ; but the limited office accommodation, which necessitates the branch being worked at a great disadvantage, prevents this desirable arrangement being carried out at present.

The plan for collecting shilling deposits, by means of penny postage stamps affixed to a form provided by the department for the purpose, was commenced on the 1st July last, and at the end of the year 2091 forms, with stamps attached, representing deposits to the amount of £104 11s., were received. The scheme has not realized the success its advocates anticipated, nor in the cases where it has been adopted does it appear to have fulfilled the purpose it was intended to accomplish, that of encouraging thrift in the younger portion of the community, by inducing them to save their money, penny by penny. In the majority of cases the forms received have had attached to them twelve stamps adhering together as when first issued, clearly showing that they had been bought at one time with a shilling, that might with less trouble, both to the depositors and the postmasters, and less expense to the department, have been paid in as a money deposit. The number of this class of deposits is steadily decreasing.

NEW POSTAL BILL.

It is proposed, as early as practicable in the ensuing session of Parliament, to introduce a Bill for amendment of the Post Office Statute, under which special provision will be made for the erection and leasing of Telephone lines and private Telegraph wires, the reduction of postage on inland letters, also of the rates on inter-colonial newspapers and packets, the introduction of the Foreign Parcel Post, and such other new adaptations of the Postal service as will be calculated to promote public convenience, and meet the requirements of the colony.

HENRY BOLTON,
Postmaster-General.

Post Office and Telegraph Department,
General Post Office, Melbourne, 31st March 1882.

A P P E N D I C E S .

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 Intercolonial and Foreign Letters Received and Despatched, and the Number of Telegraphic Messages Transmitted in each year from 1862 to 1881 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.		
1862	408	43,534 11 4	48,322 17 1	67,811 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	58,854 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	74,009 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	240,994 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	*290,162 6 9	193,384 5 11	96,778 0 10	..	..	..			
1874	802	31,995 0 0	98,737 16 9	171,189 10 6	*301,882 7 3	196,923 0 2	104,959 7 1	..	..	..			
1875	855	33,492 11 9	98,498 4 3	177,756 0 1	*309,746 16 1	209,128 3 9	100,618 12 4	..	..	..			
1876	886	37,321 16 8	100,268 0 3	184,068 19 8	*321,658 16 7	223,359 8 10	93,299 7 9	..	..	..			
1877	948	36,009 5 3	107,368 3 11	192,717 16 3	*336,095 5 5	240,627 7 8	95,467 17 9	..	..	..			
1878	1,007	33,931 5 5	108,730 4 5	201,810 19 0	*344,522 8 10	251,802 17 11	92,719 10 11	..	..	..			
1879	1,059	32,311 5 9	110,465 16 3	209,076 18 3	*351,854 0 3	254,379 14 1	97,474 6 2	..	..	..			
1880	1,160	39,299 17 3	111,975 15 10	232,139 4 8	*383,414 17 9	265,650 12 11	117,764 4 10	..	..	..			
1881	1,158	44,387 6 6	104,623 1 9	240,206 11 2	*389,216 19 5	285,052 1 5	104,164 18 0	..	..	..			

Year.	Inland.			Intercolonial and Foreign— Received and Despatched.			Total.			Number of Telegraphic Messages Transmitted.
	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	Letters.	Packets.	Newspapers.	
1862	4,345,066	..	2,310,346	1,931,557	..	2,598,873	6,276,623	..	4,909,219	211,685
1863	4,581,169	..	2,164 475	2,055,122	..	2,766,171	6,636,291	..	4,930,646	234,520
1864	4,778,028	40,443	2,763,544	2,012,216	22,468	2,908,001	6,790,244	62,911	5,671,545	256,380
1865	5,579,097	70,871	3,151,385	1,906,711	37,017	2,880,144	7,485,808	107,888	6,037,529	279,741
1866	6,650,000	267,843	2,495,045	1,981,133	47,362	2,943,343	8,631,133	315,205	5,438,388	277,787
1867	7,663,200	238,332	2,435,934	1,904,790	48,421	2,471,885	9,567,990	286,753	4,907,819	235,648
1868	7,905,067	272,942	2,527,549	1,844,649	51,201	2,446,553	9,749,716	324,143	4,974,102	276,677
1869	8,759,848	314,695	2,596,892	1,822,863	61,344	2,654,435	10,582,711	376,039	5,251,327	277,132
1870	9,283,153	344,515	2,697,579	1,845,130	68,771	2,589,903	11,133,283	413,286	5,287,482	454,598
1871	9,900,064	394,398	2,807,501	1,816,102	75,149	2,365,469	11,716,166	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	219,391	2,880,147	18,963,503	1,909,391	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	3,235,407	23,215,648	3,091,364	10,075,407	1,010,116
1880	20,750,000	3,200,000	7,100,000	3,445,149	358,480	3,540,540	24,195,149	3,558,480	10,640,540	1,160,912
1881	22,500,000	3,800,000	7,600,000	3,808,347	413,625	3,840,732	26,308,347	4,213,625	11,440,732	1,281,749

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 1881 amounted to £15,595 19s. 6d.) is not included in these figures. Previous to the year 1873 expenditure of the kind was borne upon the Estimates of the Public Works Department.

APPENDIX B.

STATEMENT showing the Number of Letters, Packets, and Newspapers received and despatched by the Peninsular and Oriental Steam Navigation Company's Steamers during the Year 1881.

Received.					Despatched.				
Date.	Name of Vessel.	Letters.	Packets.	Newspapers.	Date.	Name of Vessel.	Letters.	Packets.	Newspapers.
Jan. 12	Hydaspes ...	20,817	6,566	45,250	Jan. 7	Siam ...	16,355	1,463	24,490
" 24	Rohilla ...	20,773	8,606	53,050	" 19	Cathay ...	17,197	1,858	20,241
Feb. 7	Peshawur ...	16,938	7,155	42,347	Feb. 2	Hydaspes ...	19,300	1,012	26,911
" 22	Brindisi ...	20,872	7,009	48,595	" 16	Rohilla ...	19,831	1,651	23,296
March 9	Bokhara ...	18,311	6,776	48,130	Mar. 2	Peshawur ...	19,133	1,446	20,909
" 21	Cathay ...	19,510	7,576	55,682	" 16	Brindisi ...	19,885	1,730	25,310
April 4	Hydaspes ...	19,306	6,083	45,149	" 30	Bokhara ...	20,657	1,118	20,046
" 18	Rosetta ...	18,601	6,239	44,964	April 11	Cathay ...	13,253	1,342	19,187
May 3	Khedive ...	19,678	6,066	44,027	" 25	Hydaspes ...	16,863	822	20,544
" 18	Kashgar ...	16,801	6,002	43,766	May 10	Rosetta ...	22,614	1,833	29,058
" 31	Bokhara ...	19,226	5,788	43,086	" 24	Khedive ...	18,275	965	22,073
June 14	Cathay ...	18,385	6,688	48,913	June 7	Kashgar ...	19,260	1,416	26,486
" 26	Hydaspes ...	18,335	6,384	47,122	" 21	Bokhara ...	19,472	1,700	22,885
July 12	Venetia ...	17,229	6,229	44,554	July 5	Cathay ...	18,361	1,618	27,435
" 25	Malwa ...	17,546	6,825	46,002	" 19	Hydaspes ...	18,871	1,124	22,564
Aug. 8	Kaisar-i-Hind ...	17,728	5,804	40,986	Aug. 2	Venetia ...	18,680	1,794	29,336
" 22	Bokhara ...	19,284	5,990	43,169	" 16	Malwa ...	18,153	1,161	23,121
Sept. 6	Cathay ...	18,991	6,656	45,448	" 30	Kaisar-i-Hind ...	18,572	1,391	25,323
" 19	Hydaspes ...	19,963	6,832	44,951	Sept. 13	Bokhara ...	17,536	1,168	29,952
Oct. 2	Venetia ...	19,956	6,302	41,743	" 28	Cathay ...	18,429	1,541	26,861
" 16	Ravenna ...	19,527	6,636	46,693	Oct. 12	Hydaspes ...	16,987	1,152	23,541
" 30	Indus ...	19,148	6,404	47,171	" 26	Venetia ...	18,305	1,350	23,392
Nov. 14	Rohilla ...	20,582	6,440	45,345	Nov. 9	Ravenna ...	17,873	1,573	30,177
" 28	Rome ...	20,966	7,089	45,362	" 23	Indus ...	21,128	2,122	26,352
Dec. 11	Carthage ...	22,457	6,875	50,274	Dec. 7	Rohilla ...	16,535	1,491	22,525
" 28	Surat ...	25,786	7,461	50,546	" 21	Rome ...	17,660	1,641	28,458
		506,716	172,481	1,202,325			479,185	37,482	640,473

APPENDIX C.

STATEMENT showing the Dates upon which the Mails despatched *via* Brindisi and Ceylon were due in Melbourne, and the Dates upon which they arrived, also the Time occupied in Transit of Mails between London and Melbourne, during the Year 1881.

Name of Steamer.	Due in Melbourne.		Arrived in Melbourne.		Time of Transit of Mails from Galle.	Late.	Before appointed Time.	Time occupied in Transit of Mails, London to Melbourne.		
	Date.	Time.	Date.	Time.				Days.	hrs.	min.
	1881.		1881.		Days hrs. min.	Days hrs. min.	Days hrs. min.	Days.	hrs.	min.
Hydaspes ...	Jan. 12	3 p.m.	Jan. 11	11.40 p.m.	18 15 20	...	0 15 20	39	3	25
Rohilla ...	Jan. 26	"	Jan. 24	7. p.m.	17 2 55	...	1 20 0	37	22	45
Peshawur ...	Feb. 9	"	Feb. 7	8.8 a.m.	17 11 43	...	2 6 52	37	11	53
Brindisi ...	Feb. 23	"	Feb. 22	5.46 a.m.	18 0 4	...	1 9 14	38	9	31
Bokhara ...	March 9	"	March 9	10.10 a.m.	18 13 50	...	0 4 50	39	13	55
Cathay ...	March 23	"	March 21	7.20 p.m.	17 8 5	...	1 19 40	37	23	5
Hydaspes ...	April 6	"	April 4	7.50 p.m.	17 8 55	...	1 19 10	37	23	35
Rosetta ...	April 20	"	April 18	6.40 a.m.	17 15 50	...	2 8 20	37	10	25
Khedive ...	May 4	"	May 3	11.30 a.m.	18 3 10	...	1 3 30	38	15	15
Kashgar ...	May 18	"	May 18	11.30 a.m.	19 3 18	...	0 3 30	39	15	15
Bokhara ...	June 1	"	May 30	10.50 p.m.	18 9 0	...	1 16 10	38	2	35
Cathay ...	June 15	"	June 14	3.50 p.m.	18 23 22	...	0 23 10	38	19	35
Hydaspes ...	June 29	"	June 26	4.35 p.m.	17 5 35	...	2 22 25	36	20	20
Venetia ...	July 13	"	July 12	10.15 a.m.	18 17 15	...	1 4 45	38	14	0
Malwa ...	July 27	"	July 25	4.56 a.m.	18 11 0	...	2 10 4	37	8	41
Kaisar-i-Hind...	Aug. 10	"	Aug. 8	8.5 a.m.	17 11 35	...	2 6 55	37	11	50
Bokhara ...	Aug. 24	"	Aug. 22	7.40 a.m.	17 19 4	...	2 7 20	37	11	25
Cathay ...	Sept. 7	"	Sept. 6	8.20 a.m.	17 22 55	...	1 6 40	38	12	5
Hydaspes ...	Sept. 21	"	Sept. 19	1 p.m.	18 0 30	...	2 2 0	37	16	45
Venetia ...	Oct. 5	"	Oct. 2	9.40 a.m.	17 13 0	...	3 5 20	36	13	25
Ravenna ...	Oct. 19	"	Oct. 16	12.35 p.m.	17 18 43	...	3 2 25	36	16	20
Indus ...	Nov. 2	"	Oct. 30	12.30 a.m.	17 7 30	...	3 14 30	36	4	15
Rohilla ...	Nov. 16	"	Nov. 14	7.22 p.m.	18 1 7	...	1 19 38	37	23	7
Rome ...	Nov. 30	"	Nov. 27	11 p.m.	17 14 28	...	2 16 0	37	2	45
Carthage ...	Dec. 14	"	Dec. 10	10.15 p.m.	16 16 37	...	3 16 45	36	2	0
Surat ...	Dec. 28	"	Dec. 28	8 a.m.	17 9 30	...	0 7 0	39	11	45

NOTE.—The average time occupied in transit of mails throughout the year was 37 days 21 hours and 23 minutes.

APPENDIX D.

STATEMENT showing the Dates upon which the Mails *viâ* Ceylon and Brindisi, despatched from Melbourne, were due in London, and the Dates upon which they arrived at destination, also the Time occupied in Transit of Mails, during the Year 1881.

Name of Steamer.	Date of Despatch.	Time.	Due in London.	Time.	Arrived in London.	Time.	Late.	Before appointed Time.	Time occupied in Transit of Mails, Melbourne to London.
	1881.		1881.		1881.				
Siam ...	January 7	1 p.m.	February 17	2 a.m.	February 16	7 p.m.	Dys. hrs. mins.	Dys. hrs. mins.	Dys. hrs. mins.
Cathay ...	January 19	"	February 28	midnight	February 28	6.45 a.m.	...	0 7 0	40 6 0
Hydaspes ...	February 2	"	March 14	"	March 14	6.23 p.m.	...	0 17 15	39 17 45
Rohilla ...	February 16	"	March 28	"	March 29	6.33 a.m.	0 6 33	0 5 37	40 5 23
Peshawur ...	March 2	"	April 11	"	April 10	7 p.m.	...	...	40 17 33
Brindisi ...	March 16	"	April 25	"	April 25	10.50 a.m.	...	1 5 0	39 6 0
Bokhara ...	March 30	"	May 9	"	May 8	7.20 p.m.	...	0 13 10	39 21 50
Cathay ...	April 11	"	May 23	"	May 23	8.30 a.m.	...	1 4 40	39 6 20
Hydaspes ...	April 25	"	June 6	"	June 7	7.20 p.m.	0 19 20	0 15 30	41 19 30
Rosetta ...	May 10	"	June 20	"	June 21	7.35 p.m.	0 19 35	...	43 6 20
Khedive ...	May 24	7 a.m.	July 4	"	July 5	4.40 a.m.	0 4 40	...	42 6 35
Kashgar ...	June 7	"	July 18	"	July 19	7.20 a.m.	0 7 20	...	41 21 40
Bokhara ...	June 21	"	August 1	"	August 2	12.15 p.m.	0 12 15	...	42 0 20
Cathay ...	July 5	"	August 15	"	August 15	7.50 a.m.	...	...	42 5 15
Hydaspes ...	July 19	"	August 29	"	August 29	4.30 a.m.	...	0 16 10	41 0 50
Venetia ...	August 2	"	Sept. 12	"	Sept. 11	7.5 p.m.	...	0 19 30	40 21 30
Malwa ...	August 16	"	Sept. 26	"	Sept. 25	7.40 a.m.	...	1 4 55	40 12 5
Kaisar-i-Hind ...	August 30	"	October 10	"	October 10	5 a.m.	...	1 16 20	40 0 40
Bokhara ...	Sept. 13	"	October 24	"	October 24	4.50 a.m.	...	0 19 0	40 22 0
Cathay ...	Sept. 28	1 p.m.	November 7	"	November 7	4.45 a.m.	...	0 19 10	40 21 50
Hydaspes ...	October 12	"	Nov. 21	"	Nov. 21	5 a.m.	...	0 19 15	39 15 45
Venetia ...	October 26	"	December 5	"	December 4	10.5 p.m.	...	0 19 0	39 16 0
Ravenna ...	November 9	"	Dec. 19	"	Dec. 18	8.20 p.m.	...	1 1 55	39 9 5
	1882.		1882.		1882.			1 3 40	39 7 20
Indus ...	Nov. 23	"	January 2	"	January 2	4.45 a.m.	...	...	39 15 45
Rohilla ...	December 7	"	January 16	"	January 18	1.30 a.m.	1 1 30	...	41 12 30
Rome ...	Dec. 21	"	January 30	"	January 29	6.30 p.m.	...	1 5 30	39 5 30

NOTE.—The average time occupied in transit of mails throughout the year was 40 days 14 hours and 21 minutes.

APPENDIX E.

STATEMENT showing the Dates upon which the Mails *viâ* San Francisco were due in Sydney, and the Dates upon which they arrived, also the Time occupied in Transit of Mails, during the Year 1881.

Name of Steamer.	Due in Sydney.	Arrived in Sydney.	No. of Days Late.	No. of Days Early.	No. of Days occupied in Transit.
	1881.	1881.			
City of New York ...	January 15	January 19	4	...	48
Zealandia ...	February 12	February 14	2	...	46
City of Sydney ...	March 12	March 14	2	...	46
Australia ...	April 9	April 9	...	...	44
City of New York ...	May 7	May 8	1	...	45
Zealandia ...	June 4	June 3	...	1	43
City of Sydney ...	July 2	July 1	...	1	43
Australia ...	July 30	July 30	...	...	44
City of New York ...	August 27	August 29	2	...	46
Zealandia ...	September 24	September 22	...	2	42
City of Sydney ...	October 22	October 21	...	1	43
Australia ...	November 19	November 16	...	3	41
City of New York ...	December 17	December 19	2	...	46

NOTE.—The average time occupied in transit of mails throughout the year was 44 days 9 hours and 13 minutes.

APPENDIX F.

STATEMENT showing the Dates upon which the Mails *viâ* San Francisco, despatched from Sydney, were due in London, and the Dates upon which they arrived at destination; also the Time occupied in Transit during the Year 1881.

Name of Steamer.	Date of Despatch.	Due in London.	Arrived in London.	No. of Days Late.	No. of Days Early.	No. of Days occupied in Transit.
	1880.	1881.	1881.			
City of Sydney ...	December 30	February 15	February 20	5	...	52
	1881.					
Australia ...	January 27	March 14	March 14	...	...	46
City of New York* ...	February 24	April 11	April 23	12	...	58
Zealandia ...	March 24	May 9	May 7	...	2	44
City of Sydney ...	April 21	June 6	June 5	...	1	45
Australia ...	May 19	July 4	July 2	...	2	44
City of New York ...	June 16	August 1	July 31	...	1	45
Zealandia ...	July 14	August 29	August 26	...	3	43
City of Sydney ...	August 11	September 26	September 23	...	3	43
Australia ...	September 8	October 24	October 21	...	3	43
City of New York ...	October 6	November 21	November 18	...	3	43
Zealandia ...	November 3	December 19	December 17	...	2	44
	1882.	1882.				
City of Sydney ...	December 1	January 16	January 14	...	2	44

* Broke down after leaving Auckland, and detained 281 hours at sea.

NOTE.—The average time occupied in transit of mails throughout the year was 45 days 16 hours and 37 minutes.

APPENDIX G.

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 1881.

Contracting Colony.	Australian Terminus.	Route.	Outward.			Homeward.		
			Average Number of Days occupied in Transit of Mails.			Average Number of Days occupied in Transit of Mails.		
			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.	Dys. hrs. min.
Queensland*	Brisbane	Torres Straits	37 21 23	...	...	40 14 21	...	...
New South Wales }	Sydney...	California ...	...	...	44 9 13	...	...	45 16 37

* Queensland returns not to hand.

APPENDIX H.

STATEMENT showing the Time occupied in the Delivery of Mails by the undermentioned Steamships of the "Orient Line" between London and Melbourne, *viâ* the Cape of Good Hope, during the Year 1881.

Name of Steamer.				Date of Despatch of Mails from London.	Date of Arrival of Mails in Melbourne.	Time occupied in Transit of Mails.
				1880.	1881.	Days.
Garonne ...	...	...	...	November 12 ...	January 1, 9.40 a.m. ...	50
Chimborazo ...	...	...	...	November 26 ...	January 12, 1.50 ,, ...	47
John Elder ...	...	...	...	December 10 ...	January 25, 8.45 ,, ...	46
Cuzco ...	...	...	...	December 25 ...	February 13, 3.20 p.m. ...	50
				1881.		
Aconcagua*	...	...	...	January 7 ...	February 20, 9.10 a.m. ...	44
Cotopaxi ...	...	...	...	January 21 ...	March 7, 11.30 ,, ...	45
Orient ...	...	...	...	February 4 ...	March 19, 1 p.m. ...	43
Lusitania*	...	...	...	February 19 ...	April 3, 3.15 ,, ...	43
Liguria ...	...	...	...	March 4 ...	April 19, 7.35 a.m. ...	46
Potosi ...	...	...	...	March 25 ...	May 11, 4.50 p.m. ...	47
Chimborazo ...	...	...	...	April 13 ...	June 1, 11.25 a.m. ...	49
John Elder ...	...	...	...	April 29 ...	June 13, 7.45 ,, ...	45
Cuzco ...	...	...	...	May 13 ...	June 29, 4.40 p.m. ...	47
Cotopaxi ...	...	...	...	May 27 ...	July 8, 8.10 a.m. ...	42
Orient ...	...	...	...	June 10 ...	July 23, 12.10 p.m. ...	43
Garonne ...	...	...	...	June 24 ...	August 10, 8.20 a.m. ...	47
Lusitania ...	...	...	...	July 8 ...	August 21, 11 p.m. ...	44
Liguria ...	...	...	...	July 22 ...	September 2, 10 ,, ...	42
Potosi ...	...	...	...	August 5 ...	September 24, 10.10 a.m. ..	50
Chimborazo ...	...	...	...	August 19 ...	October 6, 3.20 p.m. ...	48
John Elder ...	...	...	...	September 2 ...	October 18, 11.30 ,, ...	46
Sorata ...	...	...	...	September 16 ...	October 30, 2.20 ,, ...	44
Cuzco ...	...	...	...	September 30 ...	November 16, 12.30 ,, ...	47
Cotopaxi ...	...	...	...	October 14 ...	November 26, 7.45 ,, ...	43
Orient*	...	...	...	October 28 ...	December 7, 10.15 a.m. ...	40

* These vessels came by way of Suez Canal.

NOTE.—The average time occupied in the delivery of mails was 45 days 12 hours and 28 minutes.

APPENDIX I.

STATEMENT showing the Time occupied in the Delivery of Mails shipped in Melbourne on board the undermentioned Steamers of the Orient Line and forwarded *viâ* Naples, during the year 1881.

Name of Steamer.	Date of Despatch of Steamer from Melbourne.	Date of Arrival of Mail in London.	Time occupied in Transit of Mails.	Name of Steamer.	Date of Despatch of Steamer from Melbourne.	Date of Arrival of Mail in London.	Time occupied in Transit of Mails.
	1881.	1881.	Days.		1881.	1881.	Days.
Garonne ...	January 19 ...	March 4 ...	44	Cuzco ...	July 25 ...	September 1 ...	38
Chimborazo ...	February 2 ...	March 12 ...	38	Cotopaxi ...	August 8 ...	September 11 ...	34
John Elder ...	February 16 ...	March 25 ...	37	Orient ...	August 22 ...	September 29 ...	38
Cuzco ...	March 2 ...	April 10 ...	39	Garonne ...	September 6 ...	October 18 ...	42
Aconcagua ...	March 16 ...	April 24 ...	39	Lusitania ...	September 21 ...	October 31 ...	40
Cotopaxi ...	March 30 ...	May 5 ...	36	Liguria ...	October 5 ...	November 12 ...	38
Orient ...	April 12 ...	May 16 ...	34	Potosi ...	October 19 ...	November 28 ...	40
Lusitania ...	April 25 ...	June 4 ...	40	Chimborazo ...	November 2 ...	December 11 ...	39
Liguria ...	May 10 ...	June 16 ...	37	John Elder ...	November 16 ...	December 26 ...	40
Potosi ...	May 23 ...	July 1 ...	39			1882.	
Chimborazo ...	June 14 ...	July 24 ...	40	Sorata ...	November 29 ...	January 10 ...	42
John Elder ...	June 28 ...	August 6 ...	39	Cuzco ...	December 13 ...	January 23 ...	41
Sorata ...	July 11 ...	August 18 ...	38	Cotopaxi ...	December 28 ...	February 4 ...	38

NOTE.—The average time occupied in the delivery of mails as above was 38 days 19 hours and 12 minutes.

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

Garonne ..	January 19	Cotopaxi ..	March 30	Sorata ..	July 11	John Elder ..	November 16
Chimborazo ..	February 2	Lusitania ..	April 26	Cuzco ..	July 25	Sorata ..	November 30
John Elder ..	February 16	Potosi ..	May 25	Orient ..	August 22	Cuzco ..	December 15
Cuzco ..	March 2	Chimborazo ..	June 15	Potosi ..	October 20	Cotopaxi ..	December 29
Aconcagua ..	March 16	John Elder ..	June 20	Chimborazo ..	November 2		

APPENDIX J.

STATEMENT showing the Names of the several Electric Telegraph Stations and the Lines of Telegraph in Operation in the Colony of Victoria on the 31st December 1881.

Designation of Line.	Length of Line.	Length of Wire.	Names of Stations.	Designation of Line.	Length of Line.	Length of Wire.	Names of Stations.
	Miles.	Miles.			Miles.	Miles.	
SOUTHERN COAST ..	137	137	Williamstown	BIRREGURRA BRANCH ..	17	60	Birregurra
			Geelong	POINT LONSDALE BRANCH	2	4	Winchelsea
			Queenscliff	KORORIT BRANCH ..	9	9	Point Lonsdale
			Sandridge	BLACKWOOD BRANCH ..	14	14	Kororit
			Sandridge West	BENINYONG BRANCH ..	5	7	Blackwood
WESTERN COAST ..	258	606	Cape Schanck	ROKEWOOD BRANCH ..	20	20	Sebastopol
			Flinders				Buninyong
			Mount Gambier				Rokewood
			Portland				Ararat
			Belfast				Stawell
NORTH-WESTERN ..	60	70	Warrnambool				Horsham
			Terang				Dimboola
			Cudjee				Glenorchy
			Camperdown				Learnmonth
			Colac				Beaufort
CROSS COUNTRY—WESTERN	288	338					Waddallah
			Ballarat East				Meredith
			Gordons				Elaine
			Ballan				Coornong
			Bacchus Marsh				Sandhurst
CAPE OTWAY ..	75	140	Myrmiong	INGLEWOOD BRANCH ..	30	60	Inglewood
			Melton				Bridgewater
			Mt. Egerton	HAMILTON AND MACARTHUR	22	22	Macarthur
				PORTLAND AND HAMILTON			
				BRANCH ..	58	58	Bransholme
CROSS COUNTRY ..	352½	381½	Streatham				Heywood
			Hexham				Harr. w
			Mortlake	HARROW BRANCH ..	56½	56½	Balmoral
			Caramut	CARTERTON AND MERINO ..	13	13	Merino
			Penshurst				
SWAN HILL ..	155	231	Hamilton	CHARLTON AND WEDDER-			
			Coleraine	BERN BRANCH ..	37½	37½	Wedderburn
			Casterton				Carlton
			Smythesdale	MAJORCA BRANCH ..	11	11	Majorca
			Scarsdale				
NORTHERN ..	156	156	Piggoreet	ROMSEY AND LANCEFIELD			
			Linton	BRANCH ..	24	24	Romsey
			Skipton				Lancefield
				CHEWTON BRANCH ..	..	3	Chewton
				FRYERSTOWN BRANCH ..	6	9	Fryerstown
NORTH-EASTERN	215	465	Otway	NEWSTEAD BRANCH ..	10	10	Vaughan
			Lorne				Newstead
			Creswick	EAGLEHAWK BRANCH ..	5	5	Eaglehawk
			Daylesford	HEATHCOTE BRANCH ..	56	56	Heathcote
			Talbot	YEA BRANCH ..	23	23	Kilmore
GIPPSLAND ..	366	518	Amherst				Yea
			Maryborough	RUSHWORTH BRANCH ..	60	95	Rushworth
			Clunes				Murchison
			Avoca				Shepparton
			St. Arnaud	ALEXANDRA BRANCH ..	30	30	Naganbrie
			Donald				Alexandra
				WOOD'S POINT BRANCH ..	85	85	Mansfield
				GAFFNEY'S CREEK BRANCH	..	12	Jamieson
							Wood's Point
				WAGGUNYAH BRANCH ..	50	50	Gaffney's Creek
			Tarnagulla				Yackandandah
			Inglewood				Chiltern
			Durham Ox	BRIGHT BRANCH ..	36	36	Rutherglen
			Serpentine				Wahgunyah
			Kerang	WALLHALLA BRANCH ..	32	32	Myrtleford
			Swan Hill				Bright
			Gisborne	BERWICK, BEACONSFIELD ..	7	7	Beaconsfield
			Kyneton	BAIRNSDALE BRANCH ..	43	43	Bairnsdale
			Maldon	MAFFRA BRANCH ..	7	7	Stratford
			Maldon				Maffra
			Dunolly	CRANDOURNE BRANCH ..	9	9	Crandbourne
			Echuca				
			Rochester	TOONGABBIE BRANCH ..	..	8	Toongabbie
			Seymour				Botham
			Avenel				Carlton
			Benalla				Collingwood
			Wangaratta				Fitzroy
			Eldorado				Fitzroy North
			Beechworth				Richmond
			Wodonga				Hawthorn
			Albury				Kew
							South Yarra
							Frazer
							Malvern
							Emerald Hill
			Oakleigh				St. Kilda West
			Dandenong				St. Kilda
			Berwick				Footscray
			Pakenham				Northcote
			Drouin				Preston
			Warragul				Morang
			Buln Buln				Whittlesea
			Waterloo				Ivanhoe
			Morwell				Yan Yean
			Traralgon				
			Rosedale				
			Sale				
			Cunningham				
			Brathen				
			Omeco				
			Port Albert				
			Tarraville				
			Foster				
			Wilson's Promontory				

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
LILYDALE BRANCH ..	20	20	Coburg				Essendon
			Lilydale				Broadmeadows
			Portsea				Craigieburn
			Sorrento				Kilmore
SORRENTO BRANCH ..	10	60	Dromana				Broadford
			Mornington				Tallaroek
			Frankston				Seymour
			Mordialloc				Avenel
			Brighton	NORTH-EASTERN ..	26	286½	Longwood
FLEMINGTON BRANCH ..	..	1½	Flemington				Euroa
			Newmarket				Violet Town
			Spencer street				Benalla
RAILWAY CIRCUITS.			Keilor Road				Wangaratta
			Sunbury				Chiltern
			Riddell's Creek				Springs
			Lancefield Road				Rutherglen
			Lancefield				Wahgunyah
			Romsey				Beechworth
			Macedon				Wodonga
			Upper Macedon				
			Carlsruhe				Mangalore
			Trentham				Nagambie
			Woodend				Toolamba
			Kyneton				Tatura
			Daylesford				Arcadia
			Elphinstone	GOULBURN VALLEY BRANCH	51	51	Murchison
NORTHERN	..	196	Inglewood				Shepparton
			Castlemaine				Mooroopna
			Gulldford				Tallygaroopna
			Newstead				Wunghnu
			Clunes				Numurkah
			Creswick				
			Avoca				Princes Bridge
			St. Arnaud				Pakenham
			Maryborough				Dandenong
			Bealiba				Berwick
			Dunolly	GIPPSLAND	59½	202	Warragul
			Carisbrook				Bunyip
Sandhurst to Inglewood }	..	19½	Sandhurst				Oakleigh
2nd wire .. }			Elmore				Moe
			Rochester				Sale
			Echuca				Traralgon
			Williamstown Pier				
			Williamstown				
			Newport				
			Werribee	SPECIAL WIRES.			
			Little River				
			Lara	Bellarat	..	97	
			Geelong	Williamstown	..	9½	
			Drysdale	Bellarat to Maryborough ..	..	44	
			Queenscliff	Castlemaine to Sandhurst	..	22	
			Winchelsea	Benalla	..	122	
			Colac	Terang	1	137	
			Lal Lal	Everton to Tarrawingee ..	..	6	
			Warrenheip	Sandhurst via Kilmore ..	..	40	
			Yendon	Powder Magazine	2	2	
			Bellarat West	Private Wires, &c. ..	30	136½	
			Beaufort	Flinders	..	77	
			Buangor	South Australian border..	66	438	
			Ararat				
			Stawell	OFFICES IN CITY.			
			Jung Jung	Customs			
			Horsham	Hobson's Bay Railway			
			Murtoa	Elizabeth street north			
			Hamilton	Eastern Market			
ARARAT TO PORTLAND, }	98½	184½	Condah	Exchange.			
VIA HAMILTON .. }			Portland				
			Dunkeld				
			Lubeck				
			Glen Thompson				
			Glenorchy				

APPENDIX K.

STATISTICS of Telegraph Business from 1854 to 1881, 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	1869	34,183 0 5	10,460 10 7	57,966	277,132
1855	3,162 13 11	3,074 11 8	2,559	12,241	1870	33,145 10 4	5,996 12 9	60,634	454,598
1856	3,225 13 5	2,422 2 3	2,685	13,174	1871	36,941 17 1	5,247 0 4	63,877	537,398
1857	10,024 16 10	3,023 12 2	6,628	60,058	1872	42,617 17 3	7,029 11 9	85,645	639,960
1858	16,474 17 10	10,126 15 10	17,834	131,486	1873	45,322 17 5	9,056 7 7	124,319	718,167
1859	25,249 17 0	21,301 8 7	31,699	197,320	1874	42,825 9 7	9,055 1 4	121,285	701,080
1860	24,935 18 2	21,270 12 2	49,918	167,872	1875	46,995 7 11	7,870 15 1	109,355	732,869
1861	25,217 5 4	8,566 13 11	40,818	184,688	1876	52,467 10 2	8,722 19 0	119,262	801,946
1862	26,834 19 8	15,466 0 9	49,038	211,685	1877	57,429 4 10	13,734 1 0	190,549	919,985
1863	25,768 15 8	18,289 8 2	78,038	234,520	1878	60,287 12 10	16,523 7 11	236,259	1,003,654
1864	30,601 17 11	14,375 12 0	71,939	256,380	1879	56,704 12 1	19,839 13 3	284,317	1,010,116
1865	35,767 17 4	11,546 19 3	68,946	279,741	1880	61,478 16 9	23,881 13 7	348,446	1,160,912
1866	36,178 17 4	12,899 16 0	63,506	277,787	1881	70,654 12 5	23,378 17 9	360,107	1,281,749
1867	29,148 12 2	6,588 18 0	59,887	235,648					
1868	31,058 6 8	9,916 1 11	57,047	276,677	Totals	964,948 0 11	320,702 5 0	2,764,133	12,782,712

APPENDIX L.

COMPARATIVE STATEMENT of Cash Revenue for 1880 and 1881, and Number of Telegraphic Messages Transmitted from each Office during the Year 1881.

Name of Station.		Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1880.		Revenue, 1881.		Increase, 1881.		Decrease, 1881.	
				£	s. d.	£	s. d.	£	s. d.	£	s. d.
Melbourne, Central Office	...	Mar. 1854	197,599	21,613	7 3	21,688	19 11	75	12 8	...	
" Customs	...	Aug. 1872	39,038	3,427	0 6	3,552	10 6	125	10 0	...	
Alexandra	...	Dec. 1873	2,178	92	14 9	109	8 4	16	13 7	...	
Amherst	...	Oct. 1881	95	New office		4	19 11	4	19 11	...	
Ararat	...	Nov. 1858	4,684	286	3 7	281	13 6	...		4	10 1
Avenel	...	Nov. 1874	705	35	14 4	33	13 6	...		2	0 10
Avoca	...	Mar. 1859	2,388	109	14 11	119	3 7	9	8 8	...	
Bacchus Marsh	...	Oct. 1874	1,108	60	7 10	56	5 4	...		4	2 6
Bairnsdale	...	July 1869	6,267	334	19 5	393	15 1	58	15 8	...	
Ballan	...	Sept. 1874	1,202	61	0 11	62	5 11	1	5 0	...	
Ballarat	...	Dec. 1856	70,348	4,052	16 10	4,784	19 6	732	2 8	...	
" East	...	July 1879	3,559	180	9 0	198	13 11	18	4 11	...	
Balmoral	...	Oct. 1875	1,096	75	12 8	64	13 4	...		10	19 4
Beaconsfield	...	April 1879	279	20	13 6	14	12 0	...		6	1 6
Beaufort	...	Mar. 1858	2,099	127	12 0	114	6 4	...		13	5 8
Beechworth	...	Jan. 1858	6,842	452	11 6	411	9 0	...		41	2 6
Belfast	...	Mar. 1858	4,438	247	18 5	271	2 8	23	4 3	...	
Benalla	...	May 1858	4,670	236	17 8	230	14 5	...		6	3 3
Berwick	...	Mar. 1873	902	44	13 4	47	13 3	2	19 11	...	
Birregurra	...	Feb. 1874	1,306	66	3 9	65	14 7	...		0	9 2
Branxholme	...	Nov. 1875	1,069	49	16 1	56	18 5	7	2 4	...	
Bridgewater	...	June 1877	2,194	82	11 11	73	19 4	...		8	12 7
Bright	...	Aug. 1867	1,633	107	15 8	92	5 10	...		15	9 10
Brighton	...	Nov. 1872	1,957	89	18 8	124	7 11	34	9 3	...	
Brunswick	...	Aug. 1872	1,148	60	0 7	70	9 9	10	9 2	...	
Bruthen	...	May 1880	1,018	20	15 5	56	3 7	35	8 2	...	
Buln Buln	...	Mar. 1877	422	23	18 6	19	4 9	...		4	13 9
Buninyong	...	Oct. 1862	916	43	19 1	49	16 3	5	17 2	...	
Camperdown	...	Oct. 1863	3,862	194	2 4	210	12 4	16	10 0	...	
Cape Otway	...	Sept. 1859	1,111	14	12 8	18	13 4	4	0 8	...	
Cape Schanck	...	Sept. 1861	611	6	13 7	8	6 5	1	12 10	...	
Caramut	...	Mar. 1874	851	46	3 1	45	13 5	...		0	9 8
Carlton	...	Feb. 1875	4,790	229	19 10	339	13 5	109	13 7	...	
Casterton	...	July 1865	3,684	260	16 11	233	13 1	...		27	3 10
Castlemaine	...	Jan. 1857	7,050	359	13 1	365	15 0	6	1 11	...	
Charlton	...	Jan. 1878	3,352	199	3 0	178	9 11	...		20	13 1
Chewton	...	Oct. 1872	403	20	15 10	19	7 4	...		1	8 6
Chiltern	...	Mar. 1861	1,938	85	12 1	93	16 4	8	4 3	...	
Clunes	...	Feb. 1861	4,471	248	1 1	261	17 9	13	16 8	...	
Coburg	...	Aug. 1873	579	27	19 11	40	9 2	12	9 3	...	
Colac	...	Aug. 1863	4,489	265	6 1	265	16 8	0	10 7	...	
Coleraine	...	Aug. 1867	2,318	189	14 9	156	9 2	...		33	5 7
Collingwood	...	Nov. 1865	4,144	251	3 3	292	2 0	40	18 9	...	
Cranbourne	...	Feb. 1877	536	29	9 11	33	1 11	3	12 0	...	
Creswick	...	Aug. 1859	7,032	262	14 7	406	13 6	143	18 11	...	
Cudgee	...	Nov. 1878	275	33	17 8	15	14 8	...		18	3 0
Cunninghame	...	Oct. 1879	1,291	37	19 4	51	9 8	13	10 4	...	
Dandenong	...	June 1871	1,574	76	12 2	78	0 1	1	7 11	...	
Daylesford	...	Aug. 1859	4,503	244	9 0	241	0 11	...		3	8 1
Dimboola	...	June 1880	2,192	58	15 10	125	15 7	66	19 9	...	
Donald	...	July 1879	2,754	146	9 9	172	19 1	26	9 4	...	
Dromana	...	April 1875	557	27	8 2	26	7 3	...		1	0 11
Drouin	...	Feb. 1879	1,140	78	1 5	54	16 11	...		23	4 6
Dunolly	...	Aug. 1859	5,708	419	6 3	299	13 5	...		119	12 10
Durham Ox	...	June 1876	1,194	72	6 8	60	15 11	...		11	10 9
Eaglehawk	...	Oct. 1871	2,029	85	19 4	116	4 2	30	4 10	...	
Eastern Market	...	Jan. 1880	13,858	654	4 0	913	14 10	259	10 10	...	
Echuca	...	Dec. 1858	14,382	900	18 0	909	12 11	8	14 11	...	
Elaine	...	April 1875	269	14	18 9	14	1 2	...		0	17 7
Eldorado	...	July 1871	475	24	8 5	23	17 10	...		0	10 7
Elizabeth street north	...	Aug. 1879	4,382	270	12 6	279	6 0	8	13 6	...	
Eltham	...	June 1877	223	16	8 8	12	3 1	...		4	5 7
Emerald Hill	...	Feb. 1872	4,720	267	5 0	316	3 6	48	18 6	...	
Exchange	...	Dec. 1880	63,448	223	3 6	5,327	19 6	5,104	16 0	...	
Exhibition ¹	...	Aug. 1880	2,759	167	8 8	190	1 0	22	12 4	...	
Fitzroy	...	Sept. 1877	3,751	224	10 3	265	2 4	40	12 1	...	
" North	...	April 1879	538	24	6 5	30	7 2	6	0 9	...	
Flemington	...	Dec. 1876	2,412	167	5 8	167	6 11	0	1 3	...	
Flinders ²	...	May 1869	189	8	13 6	8	9 1	...		0	4 5
Footscray	...	Oct. 1873	1,226	54	6 7	71	3 10	16	17 3	...	
Foster	...	April 1873	436	19	8 7	17	14 7	...		1	14 0
Frankston	...	Oct. 1880	535	6	16 8	29	5 5	22	8 9	...	
Fryerstown	...	April 1872	560	34	3 11	28	3 6	...		6	0 5
Gaffney's Creek	...	May 1871	316	16	12 3	13	18 11	...		2	13 4
Geelong	...	Dec. 1854	32,200	1,897	18 10	2,180	1 4	282	2 6	...	
Glenthompson	...	Aug. 1878	991	20	6 2	21	15 1	1	8 11	...	
Goornong	...	Sept. 1877	926	21	13 1	20	6 8	...		1	6 5

¹ Exhibition Telegraph Office "closed" 2nd July 1881.

² Local collections only.

COMPARATIVE STATEMENT of Cash Revenue for 1880 and 1881, and Number of Telegraphic Messages Transmitted from each Office during the Year 1881—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1880.			Revenue, 1881.			Increase, 1881.			Decrease, 1881.		
			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Glenorchy ¹ ...	Sept. 1877	309	20	0	4	17	0	5	...	...	...	2	19	11
Gordons ...	Mar. 1875	1,497	75	15	7	79	2	6	3	6	11	...	...	...
Hamilton ...	Mar. 1861	11,627	756	11	1	733	10	0	...	...	...	23	1	1
Harrow ...	July 1875	2,035	116	5	8	124	17	11	8	12	3	...	...	...
Hawthorn ...	July 1872	1,918	89	16	7	131	0	2	41	3	7	...	...	...
Heathcote ...	Oct. 1859	2,343	107	7	1	112	6	1	4	19	0	...	...	...
Heidelberg ...	Aug. 1876	328	20	18	0	17	6	11	...	...	...	3	11	1
Hexham ...	April 1858	476	23	13	6	28	5	9	4	12	3	...	...	...
Heywood ...	July 1877	956	45	15	9	50	7	5	4	11	8	...	...	...
Hobson's Bay ...	April 1879	16,759	1,126	16	3	1,226	11	4	99	15	1	...	...	...
Horsham ...	Jan. 1875	9,222	615	7	7	628	13	6	13	5	11	...	...	...
Hotham ...	June 1875	3,858	194	10	2	242	17	0	48	6	10	...	...	...
Inglewood ...	Oct. 1861	3,389	164	9	11	165	17	4	1	7	5	...	...	...
Ivanhoe ² ...	Aug. 1876	...	0	16	0	...	...	...	...	...	...	0	16	0
Jamieson ...	June 1865	1,015	46	9	1	49	4	11	2	15	10	...	...	...
Kerang ...	Aug. 1863	2,939	185	19	0	167	15	7	...	...	...	18	3	5
Kew ...	Feb. 1875	2,514	109	7	4	145	4	9	35	17	5	...	...	...
Kilmore ...	Oct. 1857	2,833	119	19	0	149	2	2	29	3	2	...	...	...
Koroit ...	Sept. 1872	1,295	75	13	2	72	9	2	...	...	...	3	4	0
Kyneton ...	April 1857	5,921	331	6	7	341	2	1	9	15	6	...	...	...
Lancefield ...	May 1874	1,153	48	0	6	56	2	7	8	2	1	...	...	...
Learmonth ...	May 1874	783	42	19	11	44	7	5	1	7	6	...	...	...
Lilydale ...	July 1876	1,482	62	5	8	76	11	10	14	6	2	...	...	...
Linton ...	Oct. 1868	702	35	14	5	35	9	8	...	...	...	0	4	9
Longwood ³ ...	Nov. 1857	...	20	18	3	...	...	...	...	...	...	20	18	3
Lorne ...	Jan. 1876	1,511	86	8	10	83	12	6	...	...	...	2	16	4
Macarthur ...	Jan. 1880	1,733	85	2	2	106	8	9	21	6	7	...	...	...
Maffra ...	July 1875	2,537	125	8	6	160	14	7	35	6	1	...	...	...
Majorca ...	April 1870	657	24	18	6	32	7	2	7	8	8	...	...	...
Maldon ...	Aug. 1859	2,129	94	19	8	109	2	1	14	2	5	...	...	...
Malmesbury ...	Oct. 1865	1,428	56	0	5	69	6	0	13	5	7	...	...	...
Malvern ...	Jan. 1876	315	14	10	2	18	19	9	4	9	7	...	...	...
Mansfield ...	Nov. 1868	2,247	125	2	6	118	8	6	...	...	...	6	14	0
Maryborough ...	April 1859	7,354	389	0	6	426	7	11	37	7	5	...	...	...
Melton ...	Sept. 1877	432	21	13	7	23	15	9	2	2	2	...	...	...
Meredith ...	April 1875	874	23	13	10	30	2	2	6	8	4	...	...	...
Merino ...	May 1879	1,167	81	15	8	62	19	6	...	...	...	18	16	2
Moe ⁴ ...	Jan. 1877	393	24	19	3	16	8	6	...	...	...	8	10	9
Mooroopna ...	Jan. 1880	2,684	138	1	8	148	12	4	10	10	8	...	...	...
Morang ...	Jan. 1880	224	5	16	3	9	17	2	4	0	11	...	...	...
Mordialloc ...	Aug. 1876	781	33	19	3	46	19	1	12	19	10	...	...	...
Mornington ...	Mar. 1861	1,288	65	11	6	70	18	8	5	7	2	...	...	...
Mortlake ...	June 1864	1,778	92	8	3	93	14	7	1	6	4	...	...	...
Morwell ...	Aug. 1879	843	43	18	0	42	19	3	...	...	...	0	18	9
Mount Blackwood ...	Aug. 1875	911	45	8	8	44	1	4	...	...	...	1	7	4
Mount Egerton ...	Jan. 1878	1,229	58	7	9	57	7	7	...	...	...	1	0	2
Murchison ...	Dec. 1874	1,950	136	18	0	105	5	11	...	...	...	31	12	1
Murtoa ...	June 1880	3,431	94	5	0	199	10	11	105	5	11	...	...	...
Myrning ...	Feb. 1876	410	20	4	1	21	5	5	1	1	4	...	...	...
Myrtieford ...	May 1879	813	48	17	0	41	2	5	...	...	...	7	14	7
Nagambie ...	Jan. 1875	1,768	95	15	3	92	7	2	...	...	...	3	8	1
New Gisborne ...	July 1873	767	32	10	3	40	3	8	7	13	5	...	...	...
Newstead ...	Oct. 1863	537	25	2	11	28	5	0	3	2	1	...	...	...
Northcote ...	Aug. 1876	395	17	15	0	25	2	6	7	7	6	...	...	...
Oakleigh ...	Sept. 1875	384	22	3	10	20	4	10	...	...	...	1	19	0
Omeo ...	Nov. 1879	1,412	83	8	3	80	9	6	...	...	...	2	18	9
Pakenham ...	Aug. 1877	504	24	11	9	26	16	3	2	4	6	...	...	...
Penshurst ...	Jan. 1867	1,899	98	9	6	102	6	5	3	16	11	...	...	...
Piggoreet ...	Mar. 1875	194	9	11	5	8	16	7	...	...	...	0	14	10
Port Albert ...	Dec. 1864	1,389	72	2	1	61	3	9	...	...	...	10	18	4
Portland ...	Feb. 1858	6,636	437	19	5	388	16	5	...	...	...	49	3	0
Portsea ...	Jan. 1877	803	35	11	8	42	9	9	6	18	1	...	...	...
Prahran ...	Aug. 1872	4,964	234	6	2	300	9	2	66	3	0	...	...	...
Preston ...	Aug. 1876	1,171	13	3	4	14	3	9	1	0	5	...	...	...
Queenscliff ⁵ ...	Jan. 1855	9,325	218	9	10	236	14	9	18	4	11	...	...	...
Richmond ...	Jan. 1872	3,153	168	14	5	207	16	11	39	2	6	...	...	...
„ South ...	April 1876	1,430	70	10	4	87	2	4	16	12	0	...	...	...
Rochester ...	May 1875	3,228	157	9	9	150	2	5	...	...	...	7	7	4
Rokewood ...	Sept. 1873	640	32	5	0	35	19	6	3	14	6	...	...	...
Romsey ...	May 1874	903	38	2	8	45	1	9	6	19	1	...	...	...
Rosedale ...	Mar. 1867	1,722	84	4	2	76	7	2	...	...	...	7	17	0
Rushworth ...	Dec. 1874	1,530	88	1	11	77	17	0	...	...	...	10	4	11
Rutherglen ...	Aug. 1862	1,483	75	12	1	75	7	11	...	...	...	0	4	2
St. Arnaud ...	Jan. 1865	6,752	353	13	3	389	10	1	35	16	10	...	...	...
St. Kilda ...	Feb. 1871	4,505	263	19	10	322	12	4	58	12	6	...	...	...
„ Railway Station ...	Dec. 1878	5,089	350	11	8	375	14	11	25	3	3	...	...	...
Sale ...	Sept. 1864	10,715	616	15	7	634	18	4	18	2	9	...	...	...
Sandhurst ...	Jan. 1857	42,632	2,100	10	11	2,746	2	9	645	11	10	...	...	...
Sandridge ...	July 1855	2,327	143	5	11	179	13	6	36	7	7	...	...	...
Sandridge West ...	Mar. 1879	2,870	153	8	0	170	1	4	16	13	4	...	...	...
Scarsdale ...	Sept. 1872	291	27	16	1	15	2	8	...	...	...	12	13	5
Sebastopol ...	Jan. 1870	346	24	11	0	18	6	0	...	...	...	6	5	0

¹ Glenorchy business transferred to Railway Station office 1st September 1881.

² Ivanhoe telegraph office closed 1st February 1880.

³ Longwood business transferred to Railway Station office 1st January 1881.

⁴ Moe telegraph business transferred to Railway Station office 1st September 1881.

⁵ Queenscliff: 2,309 messages were "collect," value £164 19s. 9d.

COMPARATIVE STATEMENT of Cash Revenue for 1880 and 1881, and Number of Telegraphic Messages Transmitted from each Office during the Year 1881—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1880.	Revenue, 1881.	Increase, 1881.	Decrease, 1881.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Serpentine Creek ...	Sept. 1873	802	51 4 2	45 10 11	...	5 13 3
Seymour ...	June 1865	1,844	96 6 2	81 5 9	...	15 0 5
Shepparton ...	Oct. 1879	7,643	347 16 11	418 11 7	70 14 8	...
Skipton ...	Sept. 1876	713	42 15 1	46 3 6	3 8 5	...
Smythesdale ...	June 1863	955	49 6 4	44 15 6	...	4 10 10
Sorrento ...	Feb. 1874	1,466	64 2 11	71 13 10	7 10 11	...
South Yarra ...	Aug. 1872	4,532	288 15 7	340 13 8	51 18 1	...
Stawell ...	Oct. 1861	10,967	628 4 2	642 15 3	14 11 1	...
Stratford ...	May 1873	1,250	71 8 11	62 5 7	...	9 3 4
Streatham ...	July 1858	615	29 14 5	35 17 1	6 2 8	...
Swan Hill ...	April 1863	2,804	178 16 9	174 15 7	...	4 1 2
Talbot ...	Dec. 1860	3,084	184 14 2	146 15 6	...	37 18 8
Taradale ...	Nov. 1861	699	31 2 4	36 4 6	5 2 2	...
Tarnagulla ...	Nov. 1860	1,168	81 16 9	62 10 10	...	19 5 11
Tarraville ...	June 1877	552	25 14 6	32 5 2	6 10 8	...
Terang ...	Nov. 1871	1,201	78 14 10	68 8 3	...	10 6 7
Toongabbie ...	May 1878	595	31 9 5	31 19 6	0 10 1	...
Traralgon ...	May 1875	1,496	69 18 7	72 9 6	2 10 11	...
Upper Macedon ...	July 1880	378	7 14 3	23 17 2	16 2 11	...
Vaughan ...	Dec. 1878	90	4 18 0	4 7 5	...	0 10 7
Waddallah ...	May 1873	666	29 14 6	34 0 8	4 6 2	...
Wahgunyah ...	Feb. 1861	2,499	78 8 1	78 9 5	0 1 4	...
Walhalla ...	Nov. 1870	5,128	308 5 6	294 14 8	...	13 10 10
Wangaratta ...	July 1858	3,777	205 1 6	207 0 6	1 19 0	...
Warragul ...	June 1881	923	New office	47 9 4	47 9 4	...
Warrnambool ...	Mar. 1858	14,076	922 3 4	893 1 7	...	29 1 9
Waterloo (G. L.) ...	Jan. 1880	622	30 14 3	32 3 10	1 9 7	...
Wedderburn ...	Feb. 1876	1,209	86 5 8	67 1 7	...	19 4 1
Whittlesea ...	June 1879	467	27 18 6	23 12 7	...	4 5 11
Williamstown ...	Mar. 1854	4,807	293 10 6	323 13 6	30 3 0	...
Wilson's Promontory ¹ ...	April 1873	666	...	...	...	...
Winchelsea ...	Feb. 1874	806	50 7 1	42 14 11	...	7 12 2
Wodonga ...	Jan. 1858	3,624	128 19 1	182 19 8	54 0 7	...
Wood's Point ...	Oct. 1865	1,315	77 11 7	70 1 11	...	7 9 8
Yackandandah ...	Feb. 1861	1,151	55 4 1	57 10 3	2 6 2	...
Yan Yean ...	Aug. 1879	230	3 5 2	2 12 2	...	0 13 0
Yea ...	July 1879	889	41 3 8	45 12 4	4 8 8	...
Point Lonsdale ² ...	Oct. 1861	...	...	...	...	...
RAILWAY STATION CIRCUIT.						
Ararat ...	Mar. 1878	4,836	50 4 1	53 7 3	3 3 2	...
Arcadia ³ ...	Feb. 1880	...	1 3 9	...	...	1 3 9
Avenel ...	Dec. 1872	3,576	2 10 2	3 2 7	0 12 5	...
Avoca ...	Aug. 1878	1,024	2 4 7	4 4 10	2 0 3	...
Ballarat West ...	July 1863	12,543	105 15 5	134 13 11	28 18 6	...
Bealiba ...	Sept. 1878	1,562	36 12 2	41 12 1	4 19 11	...
Beaufort ...	Aug. 1874	1,567	7 8 1	7 8 4	0 0 3	...
Beechworth ...	Aug. 1878	1,204	0 14 1	1 13 1	0 19 0	...
Benalla ...	Aug. 1873	4,753	96 7 9	116 7 11	20 0 2	...
Berwick ...	Mar. 1878	4,408	1 16 5	3 4 3	1 7 10	...
Brighton Beach ...	Oct. 1881	103	New office	3 5 7	3 5 7	...
Broadford ...	May 1872	7,470	26 17 1	48 0 3	21 3 2	...
Broadmeadows ...	Mar. 1880	11,065	2 10 9	4 1 2	1 10 5	...
Buangor ...	Aug. 1879	973	14 18 1	13 18 10	...	0 19 3
Bunyip ...	Nov. 1877	4,476	11 8 7	14 17 6	3 8 11	...
Castlemaine ...	July 1863	10,008	41 10 10	50 9 11	8 19 1	...
Carisbrook ...	Jan. 1861	2,332	46 12 8	56 5 10	9 13 2	...
Carlsruhe ...	Mar. 1880	4,110	9 14 6	4 10 4	...	5 4 2
Caulfield ...	Dec. 1881	71	New office	0 8 0	0 8 0	...
Chiltern ...	Dec. 1873	1,267	6 7 10	6 15 5	0 7 7	...
Clunes ...	Aug. 1878	1,884	8 15 2	12 1 3	3 6 1	...
Colac ...	Aug. 1878	860	9 2 8	13 16 0	4 13 4	...
Condah ...	Aug. 1878	908	14 10 1	18 0 9	3 10 8	...
Craigieburn ...	Nov. 1877	7,055	10 16 11	11 10 10	0 13 11	...
Creswick ...	June 1880	796	5 2 3	3 17 5	...	1 4 10
Dandenong ...	Mar. 1879	4,383	4 12 5	5 4 4	0 11 11	...
Daylesford ...	Feb. 1881	439	New office	4 10 10	4 10 10	...
Drouin ...	Dec. 1881	290	New office	...	...	...
Drysdale ...	Dec. 1879	1,094	28 3 1	38 15 4	10 12 3	...
Dunkeld ...	April 1877	2,005	62 7 1	68 1 3	5 14 2	...
Dunolly ...	Aug. 1878	988	0 4 6	0 12 6	0 8 0	...
Echuca ...	June 1865	6,491	145 18 5	140 13 3	...	5 5 2
Elmore ...	June 1865	3,027	105 18 10	96 7 10	...	9 11 0
Elphinstone ...	April 1873	8,972	11 15 9	16 1 8	4 5 11	...
Elsternwick ...	Dec. 1881	76	New office	1 3 10	1 3 10	...
Emerald Hill ...	Nov. 1881	18	New office	0 9 1	0 9 1	...
Essendon ...	Aug. 1878	5,116	17 5 3	18 9 11	1 4 8	...
Euroa ...	Aug. 1876	2,314	78 7 9	78 12 10	0 5 1	...
Geelong ...	April 1862	7,434	121 8 4	166 18 8	45 10 4	...
Glenorchy ...	Jan. 1879	946	2 16 10	10 2 4	7 5 6	...
Guildford ...	Nov. 1878	2,946	8 10 9	9 17 6	1 6 9	...
Hamilton ...	Aug. 1878	1,487	13 3 8	14 11 4	1 7 8	...
Hawthorn ...	Dec. 1881	10	New office	0 5 5	0 5 5	...

¹ Wilson's Promontory—revenue included in Melbourne return.

² Point Lonsdale—look-out station; no revenue.

³ Arcadia Telegraph Office closed 1st March 1880.

COMPARATIVE STATEMENT of Cash Revenue for 1880 and 1881, and Number of Telegraphic Messages Transmitted from each Office during the Year 1881—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1880.	Revenue, 1881.	Increase, 1881.	Decrease, 1881.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Horsham	Aug. 1879	831	3 8 8	3 15 10	0 7 2	...
Inglewood	Aug. 1878	1,097	2 11 5	3 14 5	1 3 0	...
Jung Jung	Sept. 1879	2,100	29 18 5	25 2 9	...	4 15 8
Keilor Road	Nov. 1877	866	8 8 4	8 1 3	...	0 7 1
Kilmore East	Sept. 1877	7,454	14 18 10	20 6 7	5 7 9	...
Kyneton	July 1876	1,711	24 4 1	28 4 0	3 19 11	...
Lal Lal	Oct. 1880	617	1 12 10	7 8 11	5 16 1	...
Lancefield Road	July 1873	6,030	23 10 9	28 14 6	5 3 9	...
„ Railway	July 1881	480	New office	1 3 2	1 3 2	...
Lara	Feb. 1878	1,204	25 11 10	26 17 6	1 5 8	...
Little River	Sept. 1876	946	7 7 1	10 12 0	3 4 11	...
Longwood	Dec. 1880	2,066	1 12 0	18 3 1	16 11 1	...
Lubeck	Aug. 1879	1,365	22 0 9	21 10 9	...	0 10 0
Macedon	June 1874	5,731	34 17 1	18 10 5	...	16 6 8
Mangalore	Feb. 1880	6,305	8 14 4	11 11 6	2 17 2	...
Maryborough	July 1874	7,931	33 12 8	43 15 4	10 2 8	...
Middle Brighton	Oct. 1881	68	New office	3 6 8	3 6 8	...
Moe	July 1878	3,116	1 10 0	13 3 3	11 13 3	...
Murchison	Feb. 1880	1,829	16 9 7	17 4 1	0 14 6	...
Murtoa	Dec. 1878	2,119	98 18 3	15 17 1	...	83 1 2
Nagambie	Feb. 1880	2,342	8 7 7	8 10 7	0 3 0	...
Newmarket	Oct. 1874	1,711	43 19 2	56 0 2	12 1 0	...
Newport ¹	April 1862	890	8 1 7	8 5 11	0 4 4	...
Newstead	July 1874	3,128	3 13 3	8 14 8	5 1 5	...
North Brighton	Nov. 1881	87	New office	6 1 9	6 1 9	...
Numurkah	Sept. 1881	1,742	New office	77 14 8	77 14 8	...
Oakleigh	Aug. 1878	2,129	3 3 3	5 9 0	2 5 9	...
Pakenham	Nov. 1877	4,297	0 6 0	3 15 5	3 9 5	...
Portland	Aug. 1878	718	2 4 2	2 11 2	0 7 0	...
Princes Bridge	July 1881	1,589	New office	3 17 0	3 17 0	...
Queenscliff	July 1881	351	New office	6 17 5	6 17 5	...
Riddell's Creek	July 1876	5,187	15 11 5	15 19 1	0 7 8	...
Romsey	July 1881	827	New office	0 10 7	0 10 7	...
Rutherglen	April 1879	830	1 12 11	1 17 8	0 4 9	...
St. Arnaud	Mar. 1879	1,318	1 6 6	4 4 11	2 18 5	...
Sale	Aug. 1878	2,525	31 17 2	28 0 7	...	3 16 7
Sandhurst	July 1863	6,310	147 12 6	157 9 11	9 17 5	...
Seymour	May 1872	13,403	76 19 10	105 7 4	28 7 6	...
Shepparton	Feb. 1880	2,346	5 7 4	15 18 3	10 10 11	...
South Yarra	Dec. 1881	11	New office	0 2 0	0 2 0	...
Spencer street	Oct. 1861	43,903	787 2 9	946 18 2	159 15 5	...
Springs	Nov. 1878	577	13 12 4	15 5 8	1 13 4	...
Stawell	Dec. 1877	3,234	36 17 5	31 4 2	...	5 13 3
Sunbury	Feb. 1867	6,861	51 7 7	52 9 9	1 2 2	...
Tallagaroopna	Sept. 1881	500	New office	7 4 9	7 4 9	...
Tallaroock	Nov. 1877	6,224	25 7 4	28 1 10	2 14 6	...
Tatura	Feb. 1880	2,730	62 4 0	89 9 10	27 5 10	...
Toolamba	Feb. 1880	3,080	18 19 5	19 12 10	0 13 5	...
Traralgon	Aug. 1878	2,396	0 17 2	3 15 3	2 18 1	...
Trentham	July 1880	2,875	13 17 3	33 16 10	19 19 7	...
Violettown	Jan. 1877	2,015	38 18 9	31 14 5	...	7 4 4
Wahgunyah	Mar. 1879	1,404	9 19 4	11 4 0	1 4 8	...
Wallan Wallan	May 1872	8,442	15 0 4	20 5 1	5 4 9	...
Wangaratta	Nov. 1873	2,929	44 0 9	58 19 5	14 18 8	...
Warragul	Mar. 1878	5,902	76 13 10	46 10 1	...	30 3 9
Warrenheip	Sept. 1879	3,304	5 0 2	5 10 5	0 10 3	...
Werribee	April 1862	2,288	83 9 4	57 8 1	...	26 1 3
Williamstown Pier	Jan. 1870	4,092	18 9 5	25 18 1	7 8 8	...
„ Railway	Dec. 1881	26	New office	0 5 10	0 5 10	...
Winchelsea	Aug. 1878	654	6 6 11	8 10 5	2 3 6	...
Windsor	Nov. 1881	237	New office	4 5 1	4 5 1	...
Wodonga	Nov. 1873	2,884	15 6 10	65 10 2	50 3 4	...
Woodend	Oct. 1861	25,734	59 14 9	69 1 0	9 6 3	...
Wunghnu	Dec. 1881	66	New office	3 5 2	3 5 2	...
Yendon	Mar. 1873	758	9 14 5	12 14 5	3 0 0	...
		1,281,749	61,478 16 9	70,654 12 5	10,226 18 4	1,051 2 8

¹ Newport, late Williamstown Junction.

APPENDIX M.

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 1881, and the Amount of Revenue received for Commission.

Number of Money Order Offices at close of 1880.	Net Revenue received for Commission.	Orders Issued.		Orders Paid.		Total Transactions.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.
296	6,816 14 7	162,202	447,856 3 10	179,882	520,978 10 11	342,084	968,834 14 9

APPENDIX N.

RETURN showing the Number and Amount of Money Orders Issued and Paid at each Money Order Office in Victoria during the Year 1881.

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 ...	643	1,875	18 1	417	1,672	7 0	Eaglehawk ...	874	2,182	18 10	658	1,832	9 7
Allansford ...	91	206	18 7	39	118	16 0	East Brighton ...	48	156	5 7	16	52	2 8
Amherst ...	145	332	19 4	102	228	6 10	Eastern Market	1,455	4,308	5 3	83	131	5 4
Apsley ...	42	236	19 7	...	...	...	Echuca ...	2,470	6,958	4 10	1,766	5,967	13 3
Ararat ...	1,185	3,045	1 8	979	2,993	16 7	Edenhope ...	492	2,232	17 11	35	104	11 11
Avenel ...	574	1,455	0 3	246	862	10 2	Elaine ...	228	615	1 10	97	320	0 2
Avoca ...	787	2,107	7 10	449	1,687	15 4	Eldorado ...	239	711	4 10	230	980	3 10
Bacchus Marsh	479	1,204	11 6	169	472	1 10	Elizabeth street	550	1,574	4 1	46	79	14 0
Bairnsdale ...	806	2,694	3 11	557	2,042	4 1	Elmore ...	447	1,132	13 4	154	447	9 10
Ballan ...	333	904	16 10	193	416	2 0	Eltham ...	48	113	0 5	36	74	15 11
Ballarat ...	8,073	21,533	16 0	12,701	34,430	2 7	Emerald Hill ...	1,484	4,118	1 9	2,960	8,683	15 1
" East ...	1,005	2,199	14 11	865	2,287	9 0	Epsom ...	54	181	14 3	85	169	12 10
Balmoral ...	233	606	18 0	47	131	2 11	Euroa ...	677	1,746	0 10	228	689	0 3
Barnawartha ...	74	163	14 11	25	62	15 0	Exhibition Build-	147	433	8 6	11	48	5 0
Barry's Reef	260	479	12 2	393	1,154	0 9	ing						
Bass ...	136	406	15 8	52	229	12 10	Fitzroy ...	1,131	2,736	15 2	2,711	6,757	11 4
Bealiba ...	461	1,263	18 7	126	539	1 9	" North ...	208	484	0 3	310	918	10 10
Beaufort ...	1,137	3,196	7 4	358	1,083	4 6	Flemington ...	115	280	8 6	184	553	1 6
Beecac ...	164	426	8 6	36	122	2 4	Footscray ...	380	882	13 5	547	1,691	0 1
Beechworth ...	1,262	3,466	11 4	1,161	3,564	17 9	Foster ...	187	666	13 5	134	672	10 8
Belfast ...	712	1,668	8 5	442	1,344	5 9	Frankston ...	98	197	2 8	27	45	14 2
Benalla ...	1,421	4,003	11 10	1,108	3,987	9 0	Fryerstown ...	307	747	11 0	231	672	15 1
Berwick ...	279	740	14 3	167	570	13 0	Gaffney's Creek	185	471	0 7	65	324	19 2
Bethanga ...	308	817	3 3	97	334	4 3	Geelong ...	4,287	12,381	17 11	5,788	16,984	17 2
Birregurra ...	480	1,182	13 10	62	147	6 9	Gisborne ...	318	915	9 0	180	516	18 8
Box Hill ...	68	195	4 6	17	45	18 6	Glenmaggie ...	51	132	14 5	18	60	18 9
Branxholme ...	270	611	17 0	73	244	6 5	Glenorchy ...	180	376	1 8	24	66	10 6
Briarolong ...	183	594	14 8	87	260	19 9	Gobur ...	122	372	19 4	69	329	11 6
Bridgewater ...	157	415	12 6	48	163	14 8	Golden Square...	387	852	1 2	170	412	2 8
Bright ...	360	1,057	11 3	236	898	16 9	Goldsborough ...	874	2,134	4 3	105	479	3 2
Brighton ...	325	906	11 11	404	1,226	8 11	Goornong ...	50	154	7 9	22	58	7 2
Broadford ...	237	698	7 1	120	382	0 2	Gordons ...	562	1,236	15 3	91	262	10 9
Broadmeadows	54	131	1 0	63	145	14 3	Grant ...	155	578	13 5	45	231	0 8
Broomfield ...	669	1,708	14 10	12	19	13 9	Graytown ...	82	261	5 2	48	170	12 9
Brunswick ...	412	1,054	17 1	657	1,876	0 5	Griffith's Point	78	204	13 6	32	106	17 6
Bruthen ...	51	115	10 0	12	43	16 11	Guildford ...	160	421	7 0	202	633	7 5
Buckland, Lower	35	119	5 6	9	25	8 0	Haddon ...	134	340	19 6	64	217	3 8
Buln Buln ...	130	249	8 7	114	467	0 0	Hampton ...	1,816	4,863	9 0	1,304	3,587	9 9
Bungaree ...	85	237	19 8	21	54	0 6	Happy Valley ...	130	288	7 10	108	276	19 6
Buninyong ...	340	807	10 9	564	1,648	7 7	Harrierville ...	157	373	9 9	4	25	4 0
Burke's Flat ...	169	503	10 4	14	58	16 0	Harrow ...	418	1,209	8 5	121	487	9 6
Burwood ...	34	103	14 8	15	49	1 0	Hastings ...	336	1,413	7 0	57	149	17 8
Byaduk ...	217	767	19 6	32	111	16 6	Hawthorn ...	371	872	2 9	482	1,305	11 5
Campbell's Creek	181	467	8 6	245	637	3 11	Lower	141	279	1 9	4	7	18 0
Camperdown ...	953	2,335	1 8	398	1,204	9 0	Healesville ...	184	487	8 10	63	241	4 8
Caramut ...	129	292	2 11	28	52	1 4	Heathcote ...	620	1,429	13 6	444	1,478	19 9
Carisbrook ...	306	842	12 6	129	329	2 8	Heidelberg ...	29	50	0 2	119	248	6 9
Carlton ...	1,183	3,075	7 4	2,779	7,534	11 1	Hlexham ...	80	213	13 7	15	75	0 0
" North...	157	338	17 3	147	522	3 8	Heyfield ...	144	243	2 2	67	255	10 2
Cashel ...	166	498	19 0	45	125	14 1	Heywood ...	398	960	9 0	139	465	3 0
Casterton ...	576	1,524	1 1	563	2,257	1 4	Homebush ...	625	1,894	11 9	32	78	12 2
Castlemaine ...	2,100	5,389	1 7	2,570	6,912	0 2	Horsham ...	1,715	4,878	16 4	1,121	4,925	8 10
Charlton ...	627	1,918	10 8	264	1,111	2 4	Hotham ...	1,466	3,994	16 0	2,151	5,975	17 4
Cheltenham ...	202	555	0 1	84	258	7 5	Inglewood ...	650	1,611	19 0	493	1,461	7 4
Chetwynd ...	173	553	2 10	24	83	17 10	Inverleigh ...	50	165	6 3	31	68	11 10
Chewton ...	172	391	11 11	616	2,180	8 1	Jamieson ...	245	617	5 3	164	623	17 3
Chiltern ...	447	1,082	15 4	297	909	12 10	Jasper Road ...	59	170	3 6	12	34	2 6
Clunes ...	1,626	4,562	18 10	1,318	3,946	19 3	Kangaroo Flat...	227	627	7 6	189	674	18 7
Cobden ...	179	475	5 11	58	280	14 6	Kearimba ...	130	417	19 4	27	96	16 3
Coburg ...	156	437	7 9	163	542	4 3	Keilor ...	80	208	11 4	21	60	1 6
Coghil's Creek	57	180	18 5	23	42	5 10	Kerang ...	594	1,778	0 8	569	2,591	10 4
Colac ...	748	1,889	15 1	597	1,475	6 0	Kew ...	291	746	8 9	242	669	12 10
Coleraine ...	419	991	5 11	189	514	15 9	Kilmore ...	603	1,622	9 6	697	2,114	16 9
Collingwood ...	1,843	4,765	3 5	2,616	7,302	18 10	Kingower ...	59	187	16 7	43	191	9 6
Coodah ...	193	555	7 10	63	313	6 5	Kingston ...	236	483	11 8	36	149	4 8
Cope Cope ...	114	425	3 10	18	41	3 10	Koroit ...	220	499	6 10	112	348	0 6
Corack ...	95	291	3 11	8	35	0 8	Kyneton ...	1,266	3,141	6 11	1,429	4,142	0 2
Corop ...	177	388	13 11	48	98	13 1	Lake Rowan ...	13	25	12 2	1	10	0 0
Costerfield ...	136	3 2	3 5	80	321	3 11	Lancefield ...	435	1,230	12 9	126	367	11 10
Cowes ...	75	207	10 9	26	130	13 2	Landsborough ...	172	665	7 7	44	167	10 4
Cranbourne ...	137	332	12 9	99	352	7 10	Learmonth ...	125	356	6 3	83	380	10 6
Cressy ...	104	429	10 7	5	21	0 0	Lillydale ...	406	1,130	13 5	179	471	1 10
Creswick ...	1,211	3,182	11 0	1,309	3,340	6 6	Linton ...	232	623	19 4	383	920	19 2
Dandenong ...	284	630	18 3	276	935	18 9	Long Gully ...	219	460	8 1	90	209	13 2
Dargo ...	284	1,012	11 5	14	55	2 2	Longwood ...	247	816	12 4	71	269	19 11
Daylesford ...	1,093	2,740	12 3	1,737	5,326	19 0	Lorne ...	148	315	2 4	33	113	9 2
Dean's Marsh ...	79	202	0 2	14	58	19 2	Macarthur ...	323	960	12 8	84	259	4 1
Digby ...	231	757	11 2	46	170	17 7	Macedon ...	174	519	16 7	106	396	16 7
Dinuboola ...	508	1,651	11 8	142	469	8 10	Maffra ...	342	810	11 9	145	518	10 3
Donald ...	523	1,736	6 11	221	625	18 0	Majorca ...	294	790	11 1	182	583	15 0
Donnelly's Creek	167	408	10 6	14	38	17 2	Maldon ...	868	1,994	4 1	812	2,233	15 11
Dromana ...	213	762	0 7	125	479	5 3	Maldesbury ...	427	855	2 8	291	976	15 7
Drouin ...	418	937	12 9	253	787	3 2	Malvern ...	89	206	17 9	65	147	1 10
Drysdale ...	157	329	6 3	45	149	19 7	Mansfield ...	329	876	9 3	190	672	5 2
Dunkeld ...	363	801	11 1	69	177	3 11	Market street ...	1,420	4,140	10 4	41	149	19 5
Dunolly ...	950	2,150	0 7	1,314	2,773	11 2	Maroona ...	30	64	3 8	2	2	18 0
Durham Ox ...	239	748	15 11	136	640	9 11							

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.
Maryborough ...	1,308	3,374 3 0	1,241	3,319 5 6	Seymour ...	894	2,355 13 1	870	3,533 9 4
Melton ...	146	415 15 7	71	162 5 0	Shelford ...	76	192 1 8	34	111 0 10
Meredith ...	344	899 10 11	111	408 14 5	Shepparton ...	2,006	5,696 13 11	719	2,476 6 0
Merino ...	260	665 18 6	69	251 10 9	Simpson's road...	295	532 11 9	136	269 12 6
Merrigum ...	75	273 12 0	6	14 3 10	Skipton ...	125	232 2 9	25	96 11 3
Mitiamo ...	180	724 10 4	36	137 8 0	Smeaton ...	259	602 10 6	56	160 17 9
Mitta Mitta ...	199	660 6 0	13	37 1 0	Smythesdale ...	167	353 14 4	414	1,101 18 5
Moe ...	217	620 6 8	76	244 3 1	Snake Valley ...	120	232 12 1	147	452 13 6
Moonambel ...	161	451 9 11	52	158 9 0	Sorrento ...	280	845 8 8	76	262 9 4
Moonee Ponds...	178	558 16 9	84	175 7 0	South Brighton ...	46	116 10 1	32	174 2 10
Mooroopna ...	613	1,604 6 7	201	737 14 10	South Yarra ...	659	1,679 2 2	785	2,211 1 4
Morang ...	145	439 18 1	26	97 13 5	Stawell ...	2,440	6,522 4 2	2,165	5,423 4 10
Mornington ...	376	1,146 7 0	232	519 19 3	Steiglitz ...	245	434 12 8	210	595 12 7
Morrisons ...	221	422 4 7	99	202 4 5	Stratford ...	177	482 11 0	106	319 0 5
Mortlake ...	400	1,009 18 11	171	447 7 10	Streatham ...	129	259 2 7	22	118 5 6
Morwell ...	401	964 11 8	204	801 6 0	Stuartmill ...	39	62 14 5	28	69 10 0
Mt. Blackwood ...	237	425 2 0	292	897 13 9	Sunbury ...	428	1,163 12 7	107	284 12 5
Mt. Egerton ...	913	2,084 5 8	127	416 0 6	Swan Hill ...	243	785 10 3	64	252 13 9
Mt. Wycheproof ...	126	389 4 8	26	127 17 6	Talbot ...	544	1,290 2 10	697	1,888 1 8
Moyston ...	95	292 6 10	46	190 8 10	Tallangatta ...	76	150 1 7	21	75 5 7
Murchison ...	518	1,109 7 10	139	417 7 0	Tallarook ...	166	370 16 8	74	254 5 1
Murtoa ...	769	2,070 14 8	195	534 19 9	Taradale ...	282	518 1 0	315	792 10 8
Myrniong ...	85	263 14 11	51	161 18 0	Tarnagulla ...	359	859 2 5	236	600 1 0
Myrtleford ...	258	765 15 7	44	147 5 1	Tatura ...	222	476 1 6	34	97 17 2
Nagambie ...	524	1,371 10 8	318	934 10 1	Terang ...	396	1,057 1 2	118	406 4 8
Narracan ...	31	108 0 5	7	16 1 0	Terriok Terrick ...	164	614 15 2	17	51 9 0
Nathalia ...	232	660 17 4	37	173 17 0	Timor ...	261	611 16 1	111	362 1 10
Newbridge ...	105	185 15 11	60	192 13 2	Tintaldra ...	101	390 1 11	3	12 15 6
Newstead ...	262	635 0 8	191	576 15 11	Toongabbie ...	227	623 11 11	32	139 13 9
Northcote ...	14	48 4 6	6	13 10 6	Toorak ...	205	474 17 2	98	293 6 2
Oakleigh ...	84	214 12 11	100	419 6 10	Traralgon ...	588	1,457 19 6	325	1,263 17 2
Omeo ...	209	595 10 4	159	730 16 11	Trentham ...	385	947 0 1	183	598 15 2
Pakenham ...	339	962 8 7	98	295 1 5	Ullina ...	5	23 8 1	...	...
Penshurst ...	405	1,015 4 9	112	315 1 10	Vaughan ...	113	235 1 5	142	408 19 10
Piggoreet ...	81	215 17 9	281	763 6 0	Violet Town ...	256	543 6 2	85	373 5 4
Port Albert ...	297	818 10 4	232	844 19 2	Waddallah ...	121	307 4 3	35	117 13 8
Portarlington ...	150	439 12 1	67	203 5 9	Wahgunyah ...	448	1,183 1 3	90	297 17 5
Portland ...	841	2,245 15 2	1,210	3,843 19 3	Wahalla ...	1,232	3,412 8 2	232	715 14 8
Prahran ...	1,469	3,862 14 4	1,681	4,610 10 8	Wallan Wallan ...	100	277 17 11	76	274 8 8
Preston ...	134	359 3 8	88	242 13 4	Wandiligong ...	165	481 16 4	60	186 17 11
Pyramid Hill ...	107	360 11 2	7	29 15 0	Wangaratta ...	850	2,195 6 2	645	2,116 3 2
Queenscliff ...	760	2,306 2 5	219	705 4 1	Warburton ...	54	142 8 6	2	2 18 6
Raywood ...	194	575 11 1	71	280 9 6	Warragul ...	460	1,020 18 11	287	1,099 13 6
Redbank ...	88	228 3 0	23	78 12 6	Warrnambool ...	1,680	4,756 0 6	1,160	3,313 6 0
Reedy Creek ...	862	2,728 3 3	135	542 9 3	Waterloo ...	258	601 17 8	80	297 11 5
Rheola ...	128	234 6 0	84	221 4 6	Wedderburn ...	403	1,216 12 1	182	590 0 5
Richmond ...	845	2,281 1 3	2,225	5,982 18 8	Werracknebeal ...	295	971 10 5	62	231 10 9
" South ...	591	1,389 8 0	369	817 5 2	Whittlesea ...	148	466 11 5	80	200 2 7
Riddell's Creek...	273	669 13 9	144	482 4 6	Whroo ...	143	287 18 2	37	123 2 10
Ringwood ...	119	273 10 6	79	383 3 8	Wickliffe ...	84	246 1 1	17	71 6 0
Rochester ...	658	1,790 6 11	203	671 5 1	Williamstown ...	1,165	3,270 16 9	1,116	3,774 5 4
Rokewood ...	357	1,110 0 1	98	304 1 9	Winchelsea ...	261	595 5 3	128	404 15 4
Romsey ...	415	1,124 10 10	123	335 9 10	Wodonga ...	611	1,740 12 1	297	1,008 11 6
Rosedale ...	237	504 18 9	238	622 6 1	Woodend ...	616	1,361 17 10	304	1,105 3 9
Rupanyup ...	193	559 17 5	25	58 7 6	Wood's Point ...	234	550 2 5	114	380 13 8
Rushworth ...	459	1,298 3 11	256	757 15 5	Wunghnu ...	303	918 14 11	46	194 3 2
Rutherford ...	323	840 9 0	129	444 0 8	Yaakandandah...	288	645 6 0	290	1,139 3 6
St. Arnaud ...	1,485	4,443 4 8	844	2,843 13 1	Yarrawonga ...	302	894 17 10	110	273 13 11
St. Kilda ...	985	2,513 3 0	1,508	4,357 0 11	Yea ...	579	2,066 7 11	134	482 17 3
" West ...	247	613 18 1	49	149 16 11	Youarang ...	143	585 6 3	5	16 0 0
Sale ...	1,660	4,658 4 6	1,445	4,310 9 11		139,028	373,717 11 8	112,301	333,549 1 9
Sandhurst ...	5,725	15,685 19 8	6,972	18,768 5 5	Melbourne ...	23,174	74,138 12 2	67,581	187,429 9 2
Sandridge ...	642	1,813 1 4	808	2,271 11 11		162,202	447,856 3 10	179,882	520,978 10 11
Scarsdale ...	132	335 15 3	297	899 1 2					
Sebastopol ...	281	689 11 10	415	1,312 7 2					

APPENDIX O.

COMPARATIVE STATEMENT showing the various Places where the Money Orders issued in Victoria during the Years 1881 and 1880 were made Payable.

Place.	1881.		1880.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
Victoria ...	129,797	337,098 11 7	121,629	321,139 17 3
United Kingdom ...	18,648	63,926 6 5	18,408	62,141 11 6
New South Wales ...	7,173	24,210 17 9	5,973	20,247 2 1
New Zealand ...	1,638	6,130 15 0	1,563	5,905 5 4
South Australia ...	2,455	7,747 2 8	2,012	6,270 18 4
Queensland...	669	2,702 3 5	573	2,355 7 4
Tasmania ...	1,714	5,731 1 2	1,461	5,067 10 11
Western Australia ...	108	309 5 10	58	185 8 1
Totals ...	162,202	447,856 3 10	151,677	423,313 0 10

APPENDIX P.

COMPARATIVE STATEMENT showing the various Places where the Money Orders paid in Victoria during the Years 1881 and 1880 were originally Issued.

Place.	1881.			1880.		
	Number.	Amount.		Number.	Amount.	
		£	s. d.		£	s. d.
Victoria	129,447	336,404	14 2	121,580	320,796	12 9
United Kingdom	4,239	17,255	12 1	4,111	16,430	12 7
New South Wales	19,531	69,759	8 4	16,668	60,580	3 6
New Zealand	6,533	23,841	17 10	6,439	24,526	16 2
South Australia	9,017	29,711	16 10	8,063	26,926	11 10
Queensland... ..	2,422	9,689	11 2	2,230	9,164	17 7
Tasmania	8,171	32,230	17 0	6,494	25,749	15 10
Western Australia	522	2,084	13 6	437	1,712	12 8
Totals	179,882	520,978	10 11	166,022	485,888	2 11

APPENDIX Q.

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 1881; 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 1880.	Number of Accounts Opened in 1881.	Number of Accounts Closed in 1881.	Number of Accounts Open at close of 1881.	Balances on 31st Dec. 1880.	Deposits Received in 1881 (including Interest).		Withdrawals Paid in 1881.		Balances remaining at the close of 1881.
							No.	Amount.	No.	Amount.	
							£	s. d.	£	s. d.	
Alexandra ..	1st Nov. 1869	44	65	21	88	579 0 7	273	1,341 16 10	69	674 12 8	1,246 4 9
Ararat ..	1st Jan. 1866	322	93	52	363	5,062 7 5	538	5,474 16 9	180	2,313 15 0	8,213 9 2
Avenel ..	1st Nov. 1869	55	12	10	57	910 10 9	78	358 18 7	28	297 1 11	982 7 5
Avoca ..	6th Nov. 1865	242	51	40	253	3,823 13 10	280	3,006 7 8	124	1,640 6 9	5,189 14 9
Bacchus Marsh ..	17th Sept. 1866	102	44	16	130	1,035 11 4	234	1,061 4 6	38	275 0 9	1,821 15 1
Bairnsdale ..	1st Nov. 1869	69	67	35	101	695 5 5	276	1,990 3 7	71	586 6 11	2,099 2 1
Ballan ..	1st Nov. 1869	64	40	6	98	804 14 1	188	1,695 17 6	39	640 18 5	1,859 13 2
Ballarat ..	11th Sept. 1865	1,836	536	388	1,984	23,211 9 6	3,199	23,409 10 5	1,176	13,500 12 9	33,110 7 2
Ballarat East ..	23rd July 1879	80	74	40	114	575 5 1	371	782 15 11	100	726 8 3	629 12 9
Balmoral ..	2nd Sept. 1878	21	16	5	32	260 7 5	94	1,472 10 8	26	554 8 4	1,178 9 9
Beaufort ..	1st Dec. 1865	105	72	12	165	1,172 3 10	293	1,481 18 6	51	655 14 0	1,998 8 4
Beacont ..	1st Feb. 1872	48	15	11	52	612 12 0	121	1,821 0 4	21	724 2 1	1,709 10 3
Beechworth ..	11th Sept. 1865	713	196	94	815	10,406 8 7	1,166	13,083 2 3	358	4,409 6 3	19,080 4 7
Belfast ..	1st Feb. 1865	25	17	5	37	959 9 5	77	344 6 11	17	193 12 1	1,110 4 3
Benalla ..	15th April 1867	169	75	25	219	3,276 19 1	333	2,711 7 11	107	1,473 5 9	4,315 1 3
Berwick ..	1st March 1879	21	18	4	35	185 2 10	74	570 8 0	31	382 2 5	373 8 5
Birregurra ..	1st July 1871	47	14	2	59	408 12 4	71	271 18 1	16	204 14 1	475 16 4
Branxholme ..	1st Aug. 1873	18	14	1	31	43 12 3	67	60 17 10	2	6 7 3	98 2 10
Bright ..	1st Feb. 1868	139	53	21	171	1,503 8 2	252	3,352 6 6	73	650 17 8	4,204 17 0
Brighton ..	1st Oct. 1866	278	103	70	311	2,968 17 5	835	4,677 10 4	239	2,209 14 11	5,346 12 10
Brunswick ..	1st Oct. 1867	516	242	93	665	4,045 13 8	1,995	7,676 19 11	326	3,567 19 3	8,214 14 4
Buln Buln ..	14th Mar. 1878	11	3	3	11	102 14 6	14	262 16 11	9	163 2 9	202 8 8
Bungaree ..	1st Dec. 1871	21	8	5	24	212 14 11	71	78 15 3	8	211 14 5	70 15 9
Buninyong ..	12th July 1866	232	46	26	252	2,620 10 0	299	3,482 10 9	83	619 4 2	5,481 7 5
Burwood ..	7th April 1879	39	14	12	41	160 5 9	106	158 12 11	25	138 2 1	180 16 1
Byaduk ..	1st Sept. 1873	12	5	1	16	60 19 4	21	66 11 10	1	16 19 3	110 11 11
Campbell's Creek ..	25th May 1869	42	4	10	36	230 19 6	8	39 10 7	26	134 5 10	136 4 3
Camperdown ..	1st Dec. 1865	164	63	30	197	1,694 9 9	334	1,904 2 10	83	941 16 0	2,656 16 7
Caramut ..	11th May 1875	26	6	2	30	158 2 0	55	151 9 3	5	47 18 11	261 12 4
Carisbrook ..	17th Sept. 1866	120	24	12	132	751 13 7	161	666 14 0	47	394 7 7	1,024 0 0
Carlton ..	1st Oct. 1867	1,386	698	446	1,638	14,708 11 10	6,874	20,448 15 11	1,533	12,769 0 10	22,388 6 11
Casterton ..	1st Nov. 1869	72	23	12	83	638 16 0	87	826 2 7	32	284 8 6	1,180 10 1
Castlemaine ..	11th Sept. 1865	214	81	56	239	3,929 8 9	505	6,135 7 8	159	2,739 14 9	7,325 1 8
Charlton ..	14th Mar. 1878	14	17	6	25	279 16 6	80	484 4 7	23	232 3 11	531 17 2
Cheltenham ..	1st Feb. 1868	228	54	38	244	1,891 8 3	653	2,089 3 6	146	1,815 2 5	2,165 9 4
Chiltern ..	6th Nov. 1865	112	39	24	127	1,343 14 0	180	2,067 4 0	72	784 11 8	2,626 6 4
Clunes ..	6th Nov. 1865	595	133	156	572	10,250 15 9	972	9,801 19 6	520	6,591 11 11	13,461 3 4
Cobden ..	1st Feb. 1879	5	8	..	13	28 11 3	13	29 2 9	1	27 0 0	30 14 0
Coburg ..	17th Sept. 1866	128	16	19	169	1,086 2 11	391	1,630 0 2	88	706 13 0	2,009 10 1
Colac ..	6th Nov. 1866	174	71	33	212	2,475 1 8	274	3,294 19 9	110	1,461 13 3	4,308 8 2
Coleraine ..	1st Nov. 1869	93	17	18	92	835 0 8	136	798 13 10	37	242 16 4	1,390 18 2
Collingwood ..	15th Nov. 1865	3,834	914	925	3,823	52,403 0 2	9,495	45,538 12 6	3,169	35,168 10 4	62,773 2 4
Corop ..	1st Sept. 1871	29	15	3	41	192 18 5	54	146 13 5	22	156 8 0	183 3 10
Cranbourne ..	1st Sept. 1871	33	12	9	36	242 2 4	192	206 5 1	16	275 4 10	223 2 7
Creswick ..	6th Nov. 1865	413	87	88	412	3,367 16 11	637	3,071 16 11	238	2,269 7 10	4,170 6 0
Dandenong ..	1st Sept. 1881	..	13	1	12	..	41	180 8 8	2	6 10 0	173 18 8
Daylesford ..	1st Jan. 1869	262	147	51	358	2,895 19 4	759	10,859 13 11	160	2,510 0 5	11,245 12 10
Digby ..	12th June 1876	13	4	1	16	155 14 4	13	156 2 11	3	87 17 3	224 0 0
Dimboola ..	12th Nov. 1877	10	11	3	18	79 1 7	39	231 15 2	6	53 10 1	257 6 8
Donald ..	1st Aug. 1879	35	22	9	48	154 0 5	202	463 9 8	17	164 8 5	513 1 8
Dromana ..	1st Jan. 1877	38	14	6	46	172 8 6	119	272 11 5	19	77 2 5	367 17 6
Drysdale ..	1st Jan. 1870	64	17	10	71	1,345 7 4	108	1,152 5 10	43	908 7 6	1,589 5 8
Dunolly ..	1st Dec. 1865	200	75	24	251	1,710 18 0	403	2,682 19 2	90	988 2 5	3,405 14 9
Durham Ox ..	1st May 1877	11	10	1	20	55 5 11	26	409 14 1	4	32 17 0	412 3 0
Eaglehawk ..	23rd Nov. 1868	267	116	89	294	1,590 10 1	671	2,538 13 3	196	1,246 12 9	2,882 10 7
Eastern Market ..	8th Jan. 1880	427	727	481	673	5,297 1 8	4,623	17,889 12 7	1,433	11,682 17 5	11,503 16 10
Eltham ..	1st Feb. 1866	613	240	180	673	8,056 10 8	1,359	10,557 16 3	617	5,993 2 5	13,221 4 6
Edenhope ..	11th May 1874	15	2	..	17	91 18 5	6	33 11 2	..	..	125 9 7

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1880.	Number of Accounts Opened in 1881.	Number of Accounts Closed in 1881.	Number of Accounts Open at close of 1881.	Balances on 31st Dec. 1880.	Deposits Received in 1881 (including interest).		Withdrawals Paid in 1881.		Balances remaining at the close of 1881.
							No.	Amount.	No.	Amount.	
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Elaine	18th Oct. 1875	20	51	14	57	65 9 11	195	76 10 0	17	63 3 7	78 16 4
Eldorado ..	1st Oct. 1867	54	13	8	59	693 16 1	132	1,413 9 3	18	351 15 9	1,755 9 7
Elizabeth street north	13th Oct. 1879	25	61	23	63	326 17 11	377	893 17 1	112	502 9 5	718 5 7
Elmore	14th Sept. 1876	28	22	15	35	302 0 2	154	688 17 5	27	215 6 11	775 10 8
Emerald Hill ..	1st Aug. 1867	1,492	422	410	1,504	11,834 19 2	3,914	13,801 12 0	1,228	9,472 5 10	16,164 5 4
Euroa	8th July 1878	7	16	2	21	20 7 0	54	233 2 0	3	23 7 5	230 1 7
Fitzroy	24th Sept. 1877	450	392	264	578	4,503 17 6	2,869	10,460 3 9	955	5,486 14 5	9,477 6 10
Fitzroy North..	19th April 1879	143	118	69	192	916 18 2	1,198	2,865 8 0	208	1,684 1 7	2,698 4 7
Flemington ..	1st Oct. 1879	32	24	5	51	244 8 4	178	587 4 6	36	229 12 3	602 0 7
Footscray ..	1st Oct. 1867	239	115	60	294	2,664 12 9	871	2,967 8 7	248	2,115 12 1	3,516 9 3
Frankston ..	1st Jan. 1881	..	39	2	37	..	136	43 19 3	3	9 15 5	34 3 10
Fryerstown ..	1st Aug. 1867	100	47	14	133	2,066 17 8	208	1,319 1 0	47	448 17 8	2,937 1 0
Gaffney's Creek	4th May 1874	19	7	4	22	499 17 1	26	189 15 7	11	133 7 10	556 4 10
Geelong	11th Sept. 1865	2,145	515	417	2,443	41,015 3 10	4,408	40,375 5 1	1,398	22,170 16 9	59,219 12 2
Gisborne	1st Nov. 1869	59	29	23	65	801 1 2	345	1,076 15 11	46	800 9 0	1,077 8 1
Golden Square..	1st Sept. 1879	45	14	24	35	98 8 11	81	103 5 11	35	99 6 2	102 8 8
Gordons	1st July 1879	22	40	10	52	130 11 0	218	400 6 7	28	180 14 3	350 3 4
Graytown	12th July 1869	34	1	1	34	97 3 3	14	141 13 10	7	35 14 5	203 2 8
Guildford	1st Oct. 1867	39	14	4	49	879 18 3	84	1,634 6 9	24	172 0 10	2,344 4 2
Hamilton	12th July 1866	121	43	35	129	2,978 2 3	223	2,000 13 5	113	1,201 1 5	3,777 14 3
Harrow	2nd Aug. 1875	14	9	5	18	165 17 1	57	252 15 2	18	181 7 0	237 5 3
Hastings	1st Jan. 1872	30	10	6	34	740 8 8	81	386 11 6	18	264 17 8	862 2 6
Hawthorn	1st Oct. 1867	350	115	77	388	2,993 14 2	1,005	2,549 6 2	190	1,766 10 2	3,770 10 2
Healesville ..	1st Nov. 1879	20	18	5	33	40 3 5	75	502 8 5	16	73 13 9	468 18 1
Heathcote	12th July 1866	179	64	29	214	3,767 8 11	387	5,215 13 8	138	2,072 16 8	6,910 5 11
Hexham	7th Feb. 1876	21	8	5	24	212 16 4	41	167 13 10	9	81 18 10	298 11 4
Heywood	1st Nov. 1869	31	24	2	53	344 14 5	306	188 0 8	3	14 3 3	518 11 10
Horsham	1st Nov. 1869	122	80	50	152	1,928 16 0	348	2,929 12 7	150	1,947 8 9	2,910 19 10
Hotham	1st Oct. 1867	1,461	740	502	1,699	13,873 14 5	6,112	19,147 10 0	1,773	13,189 0 1	19,832 4 4
Inglewood	1st Jan. 1866	180	45	20	205	954 5 11	317	1,992 6 7	71	7 7 13 2	2,168 19 4
Inverleigh ..	1st Aug. 1871	24	5	2	27	442 3 7	19	138 4 0	4	66 14 2	513 13 5
Jamieson	1st Nov. 1869	52	9	12	49	750 13 8	45	307 2 8	26	289 0 11	768 15 5
Jasper Road ..	8th Aug. 1866	40	24	8	56	427 8 6	208	1,445 2 3	33	604 1 4	1,268 9 5
Keilor	17th Sept. 1867	14	..	1	13	180 5 1	2	11 13 4	6	150 17 10	41 0 7
Kerang	1st Nov. 1877	24	24	14	34	429 15 8	79	1,487 2 8	33	868 18 4	1,048 0 0
Kew	1st Oct. 1866	226	69	40	255	2,999 9 5	595	3,471 1 7	156	2,057 17 5	4,412 13 7
Kilmore	6th Nov. 1865	140	25	12	153	2,724 16 6	212	1,907 4 10	65	762 17 10	3,869 3 6
Kingston	1st Jan. 1869	99	10	7	102	394 13 4	63	240 6 10	26	116 0 2	519 0 0
Koroit	1st Oct. 1872	23	24	3	44	438 3 4	103	325 19 8	12	71 3 5	692 19 7
Kyneton	6th Nov. 1865	267	63	36	294	3,762 5 2	545	4,606 4 9	137	1,926 9 1	6,442 0 10
Lancefield ..	12th May 1873	68	23	17	74	481 6 9	199	543 15 6	40	323 11 9	701 10 6
Landsborough..	1st Jan. 1870	20	6	2	24	899 3 8	44	82 10 3	3	18 12 5	963 1 6
Learnmouth ..	1st Nov. 1869	29	8	5	32	239 17 11	57	150 5 1	14	79 4 3	310 18 9
Lilydale	2nd June 1873	42	33	5	70	146 0 0	150	1,037 13 8	35	169 19 2	1,013 14 6
Linton	1st Jan. 1870	55	19	10	64	811 15 7	101	825 5 4	26	149 16 11	1,487 4 0
Longwood	1st July 1876	14	4	5	13	242 13 6	16	138 17 7	20	217 0 4	164 10 9
Macarthur	18th Sept. 1869	53	8	2	59	218 7 0	21	653 10 7	9	37 11 0	834 6 7
Macedon	1st May 1880	1	7	2	6	40 8 0	12	159 18 7	4	43 19 9	156 6 10
Majorca	2nd May 1870	73	39	22	90	1,259 7 4	196	2,381 14 10	51	854 10 10	2,786 11 4
Maldon	6th Nov. 1865	424	66	59	431	3,378 11 8	761	4,374 0 1	129	1,416 10 9	6,336 1 0
Malmesbury ..	1st Nov. 1869	56	60	11	105	690 4 4	236	720 12 6	51	357 15 9	1,053 1 1
Malvern	17th Aug. 1874	106	48	26	128	1,455 3 4	510	1,704 12 2	69	1,616 13 11	1,543 1 7
Mansfield	1st Nov. 1869	94	22	11	105	986 16 2	138	1,042 16 7	30	513 15 0	1,515 17 9
Market street ..	1st April 1879	59	124	88	95	1,138 11 2	322	4,279 9 4	253	2,424 12 4	3,193 8 2
Maryborough ..	11th Sept. 1865	326	87	70	343	5,723 0 4	544	7,327 16 6	289	3,956 2 2	9,094 14 8
Melton	1st May 1876	34	27	11	50	355 19 8	143	329 7 3	19	113 9 5	571 17 6
Meredith	2nd Oct. 1871	13	12	4	21	257 3 10	37	118 0 1	10	90 3 2	285 0 9
Morino	13th Nov. 1869	25	14	2	37	882 12 5	48	855 12 9	20	399 10 3	1,338 14 11
Moonee Ponds ..	17th Sept. 1866	178	75	37	216	1,666 15 6	594	2,125 11 7	118	889 1 3	2,903 5 10
Mooroopna ..	1st March 1880	12	18	10	20	111 9 10	84	591 8 11	26	130 12 0	572 6 9
Morang	1st May 1876	10	12	2	20	146 15 10	23	155 5 8	5	24 8 2	277 13 4
Mornington ..	1st Nov. 1869	76	36	15	97	897 8 0	184	387 14 3	51	411 14 4	873 7 11
Mortlake	1st Nov. 1869	53	21	10	64	1,388 7 2	106	1,785 17 4	25	478 2 5	2,690 2 1
Morwell	1st Oct. 1881	..	18	..	18	..	35	7 15 1	1	1 19 0	5 16 1
Mt. Blackwood ..	1st May 1873	73	29	18	84	847 1 10	147	571 15 1	39	369 17 8	1,048 19 3
Mt. Egerton ..	1st Oct. 1869	125	90	61	154	1,651 12 8	526	2,709 1 11	112	1,071 3 6	3,289 11 1
Moynton	10th May 1871	30	11	3	38	910 15 3	38	1,210 10 7	17	319 13 7	1,801 12 3
Murchison	1st May 1875	30	12	8	34	593 10 6	112	560 5 3	24	345 13 5	808 2 4
Murtoa	1st Aug. 1881	..	18	..	18	..	38	343 10 5	3	42 14 0	300 16 5
Myrtleford	1st March 1880	3	4	2	5	40 0 4	11	164 9 5	3	155 8 0	49 1 9
Nagambie	8th Aug. 1870	52	28	10	70	274 14 10	142	682 2 0	41	266 15 8	690 1 2
Newstead	18th Sept. 1869	49	9	10	48	608 19 8	88	869 3 6	30	329 12 10	1,148 10 4
Norricote	1st Oct. 1881	..	..	..	..	..	..	..	..	..	..
Oneco	1st Jan. 1870	20	1	4	17	251 19 9	9	124 3 10	7	114 18 5	261 5 2
Penshurst	1st Jan. 1870	14	30	7	37	228 18 10	104	328 16 0	19	132 19 1	424 15 9
Piggorcet	1st Nov. 1869	70	6	4	72	786 12 0	77	432 17 8	23	375 14 2	843 15 6
Port Albert ..	1st Dec. 1865	88	25	13	100	1,395 17 9	145	1,635 13 9	52	502 7 7	2,529 3 11
Portarlington ..	1st Dec. 1872	12	7	9	30	349 4 1	43	104 6 3	17	114 1 2	339 9 2
Portland	1st Dec. 1865	66	13	19	60	519 11 10	80	1,697 17 9	48	351 5 6	1,866 4 1
Prahran	4th June 1876	1,493	485	369	1,609	15,678 17 5	4,614	17,079 10 2	1,158	11,789 9 11	20,968 17 8
Preston	17th Jan. 1876	66	33	15	84	867					

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1880.	Number of Accounts Opened in 1881.	Number of Accounts Closed in 1881.	Number of Accounts Open at close of 1881.	Balances on 31st Dec. 1880.	Deposits Received in 1881 (including Interest).		Withdrawals Paid in 1881.		Balances remaining at the close of 1881.	
							No.	Amount.	No.	Amount.		
						£ s. d.		£ s. d.		£ s. d.		£ s. d.
Steiglitz ..	1st Jan. 1870	23	6	2	27	363 10 8	49	140 12 2	6	78 3 7	425 19 3	
Stratford ..	1st July 1873	33	13	4	42	328 14 11	90	521 3 3	20	201 6 3	648 11 11	
Streatham ..	1st March 1873	3	7	2	8	414 14 1	37	291 7 8	7	400 8 4	305 13 5	
Stuartmill ..	1st April 1870	27	9	..	36	97 4 11	36	151 0 7	4	34 4 0	214 1 6	
Sunbury ..	2nd May 1870	78	9	9	78	1,115 10 8	117	703 19 6	47	531 11 9	1,287 18 5	
Swan Hill ..	1st Dec. 1865	67	12	11	68	499 0 2	39	305 14 3	26	227 14 10	576 19 7	
Talbot ..	6th Nov. 1865	306	81	68	319	3,149 12 8	584	7,346 1 3	152	2,197 14 2	8,297 19 9	
Taradale ..	1st Nov. 1869	94	29	10	113	1,034 3 10	226	1,085 4 11	46	421 5 4	1,698 3 5	
Tarnagulla ..	6th Nov. 1868	74	17	10	81	1,130 17 2	143	1,507 18 10	32	913 12 1	1,725 3 11	
Terang ..	1st Oct. 1872	30	35	6	59	219 7 9	109	730 9 5	29	423 5 11	526 11 3	
Toorak ..	17th June 1870	126	26	24	128	1,185 6 1	501	1,192 4 3	81	919 7 8	1,438 2 8	
Traralgon ..	12th July 1875	29	21	7	43	225 11 8	118	350 7 3	18	58 5 11	517 13 0	
Vaughan ..	17th Jan. 1870	60	64	14	110	1,170 18 8	299	2,062 1 2	54	290 10 2	2,942 9 8	
Wabdallah ..	1st Aug. 1873	11	7	4	14	42 3 10	38	53 14 10	9	23 14 4	72 4 4	
Wahgunyah ..	1st July 1872	62	23	18	67	889 18 2	131	757 15 1	60	585 18 7	1,061 14 8	
Walhalla ..	1st Feb. 1871	131	67	58	140	2,295 1 5	324	3,204 12 3	162	1,647 17 5	3,851 16 3	
Wangaratta ..	1st Feb. 1866	259	71	54	276	3,259 8 2	361	3,315 15 11	163	1,638 2 6	4,937 1 7	
Warburton ..	1st Jan. 1881	..	11	1	10	..	29	11 12 8	2	6 0 11	5 11 9	
Warragul ..	1st July 1881	..	32	5	27	..	88	579 17 4	8	43 7 0	536 10 4	
Warrnambool..	1st Dec. 1865	158	46	35	169	1,746 2 11	283	2,516 6 9	111	858 13 6	3,403 16 2	
Wedderburn ..	1st Dec. 1874	20	24	5	39	125 7 9	102	521 5 7	26	83 4 10	563 8 6	
Whroo ..	1st Feb. 1868	79	20	5	94	812 9 2	74	647 16 3	27	443 19 0	1,016 6 5	
Wickliffe ..	1st Nov. 1872	15	12	4	23	210 12 9	41	53 4 6	7	134 8 11	129 8 4	
Williamstown..	11th Sept. 1865	1,210	345	196	1,359	16,080 17 4	2,788	18,702 13 4	847	9,439 1 6	25,344 9 2	
Winchelsea ..	9th May 1870	85	27	8	104	942 18 0	108	759 6 0	29	226 12 2	1,475 11 10	
Wodonga ..	1st Feb. 1871	43	34	11	66	981 1 2	125	2,368 11 3	53	651 6 9	2,698 5 8	
Woodend ..	1st Nov. 1869	115	30	30	115	1,393 5 1	435	1,068 0 7	80	1,159 12 5	1,301 13 3	
Wood's Point ..	1st Jan. 1869	84	14	9	89	1,505 9 7	54	1,254 6 3	34	344 5 11	2,415 9 11	
Yackandandah	1st Jan. 1866	81	35	5	111	610 0 6	137	1,006 1 2	14	301 16 2	1,314 5 6	
Yea ..	15th Jan. 1877	8	17	1	24	35 16 10	58	155 19 1	14	61 11 3	130 4 8	
Yarrawonga ..	1st March 1881	..	9	1	8	..	20	46 17 7	3	33 0 0	13 17 7	
		37,543	13,994	9,373	42,164	458,116 11 9	104,041	553,442 11 0	30,235	311,565 19 8	699,993 3 1	
Melbourne ..	17th Sept. 1865	16,290	4,598	3,766	17,122	297,928 14 0	32,767	323,322 3 0	17,838	230,441 13 11	390,809 3 1	
Totals ..		53,833	18,592	13,139	59,286	756,045 5 9	136,808	876,764 14 0	48,073	542,007 13 7	1,090,802 6 2	

APPENDIX R.

PROGRESSIVE STATEMENT of the Money Order System in Victoria for the Decennial Period from 31st December 1871 to 31st December 1881.

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.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
1872	196	4,542 8 5	113,050	341,976 6 10	105,084	328,138 16 3	218,134	670,115 3 1
1873	204	4,731 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	395,820 6 0	133,587	423,588 8 3	264,760	819,417 14 3
1878	256	5,579 1 5	132,659	394,999 8 4	142,280	440,297 8 9	274,939	835,296 17 1
1879	273	5,718 5 2	138,517	398,018 13 4	150,525	453,723 1 10	289,042	851,741 15 2
1880	288	6,311 9 10	151,677	423,313 0 10	166,022	485,888 2 11	317,099	909,201 3 9
1881	296	6,816 14 7	162,202	447,856 3 10	179,882	520,978 10 11	342,084	968,834 14 9

APPENDIX S.

PROGRESSIVE STATEMENT of the Post Office Savings Banks in Victoria from the commencement of the system, 11th September 1865, to 31st December 1881.

Year.	No of Banks at 31st Dec.	Deposits Received.			Repayments.			Interest credited to Depositors.	Depositors' Balances.	Depositors' Account.			Average Balance to each Account.	
		Number.	Amount.		Number.	Amount.				Accounts Opened.	Accounts Closed.	Accounts remaining Open.		
			£	s.		d.	£							s.
1865	31	4,964	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	7,435	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	637,089	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	617,376	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	22,901 15 0	652,088	18 2	12,057	9,217	44,361	14 13 11½
1878	172	95,103	413,236	12 6	36,764	464,800	12 5	22,525 19 2	623,050	17 5	12,218	10,311	46,268	13 9 3½
1879	185	102,376	452,984	1 4	41,156	418,792	7 10	22,858 0 8	650,100	11 7	13,674	10,709	49,233	13 4 1
1880	191	121,099	536,522	15 3	45,022	455,266	9 8	24,690 8 7	756,047	5 9	16,922	12,322	53,833	14 0 10½
1881	199	136,808	843,560	10 9	48,073	542,007	13 7	33,204 3 3	1,090,802	6 2	18,592	13,139	59,286	18 7 11½

APPENDIX T.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Depositors from 1st January to 31st December 1881.

Dr.			Cr.		
1881. 1st January to 31st Dec.	To Balance from 1880 ... " Deposits received in 1881 ... " Interest on Deposits ...	£ s. d. 756,045 5 9 843,560 10 9 33,204 3 3 1,632,809 19 9	1881. 1st January to 31st Dec.	By Repayments to Depositors ... " Balance ...	£ s. d. 542,007 13 7 1,090,802 6 2 1,632,809 19 9

APPENDIX U.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Honorable the Treasurer on account of Savings Bank Transactions for the Year 1881.

Dr.			Cr.		
1881. 1st January to 31st Dec.	To Balance, being Deposits received in 1880, and paid into Treasury in January 1881 ... " Deposits received in 1881 ... " Cash received from Treasury ... " Interest allowed to Depositors for the year 1881 ... " Balance due from Treasury for repayments made to Depositors in 1881 ...	£ s. d. 8,939 16 4 843,560 10 9 566,509 11 0 33,204 3 3 6,872 8 2 1,459,086 9 6	1881. 1st January to 31st Dec.	By Balance, being amount due from Treasury for repayments to Depositors in 1880 ... " Repayments to Depositors in 1881 ... " Cash paid into Treasury ... " Amount due to Trust Fund for Interest credited to Depositors in 1881 ... " Cash on hand awaiting lodgment in Treasury ...	£ s. d. 6,685 17 0 542,007 13 7 861,063 9 7 33,204 3 3 16,125 6 1 1,459,086 9 6

APPENDIX V.

(Circular.)

SIR,

Downing street, 20th December 1880.

I have the honor to transmit to you a copy of a letter from the Treasury, enclosing a copy of a correspondence between that Department and the General Post Office with reference to the proposal to again bring under the consideration of the respective Governments of the Australasian colonies the question of entering into the General Postal Union. I have also the honor to enclose a copy of the correspondence, noted in the margin, which has since taken place with regard to the financial effect to those colonies of their joining the Union under the arrangement proposed by the Postmaster-General.

7th September 1880 and enclosures.
C.O. to Treasury, 23rd September.
Treasury, 23rd October.
C.O. to Treasury 13th November., Treasury, 29th November.

2. Your Ministers will see, by the letter from the Treasury of the 29th of November, that the Lords Commissioners will not refuse to forego, during the term of the present Postal Contracts, in favor of the colonies concerned, the thirty thousand pounds annual gain which it is estimated would accrue to the Imperial Exchequer by the change, such sum to be divided amongst the colonies named in the proportions suggested by the Postmaster-General in his report of the 25th of August.

3. I shall be glad to be favored with the views of your Ministers on this subject at as early a period as may be convenient.

4. I also take this opportunity of transmitting to you a copy of a letter from the General Post Office, dated the 27th of September, enclosing a copy of a communication from Dr. Stephan, the Postmaster-General of Germany, urging that steps should be taken for bringing into the Postal Union the important British Colonies of Australasia and South Africa; and I have to add that a copy of this letter, and of its enclosure, has been communicated to the Governors of the South African colonies for the consideration of their respective Governments.

27th September 1880.

I have the honor to be, Sir,

Your most obedient humble servant,

KIMBERLEY.

The Officer Administering the Government of

(Copy.)
No. 15431.

The Treasury to the Colonial Office.

SIR,

Treasury Chambers, 7th September 1880.

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, copies of the following correspondence upon the subject of the rates of postage upon Australian correspondence under the Postal Union, viz. :—

1. Post Office Report, dated the 30th April 1880.
2. Treasury Reply thereto (8165), dated 7th May 1880.
3. Post Office Report, dated 25th June 1880.
4. Treasury Reply thereto (11520), dated 15th July 1880.
5. Post Office Report, dated 25th August 1880.

I am to request that you will move Lord Kimberley to favor my Lords with his opinion thereon.

I am, &c.,

The Under Secretary for the Colonies.

(Signed) R. R. W. LINGEN.

(Copy.)
No. 41970.

The Post Office to the Treasury.

My Lords,

General Post Office, 30th April 1880.

The question whether the Australian colonies should become members of the Universal Postal Union has, from time to time, formed the subject of correspondence between the Treasury, the Colonial Office, and this Department, but little progress has been made in the settlement of the question.

In a letter dated the 16th of January last, the Deputy Postmaster-General of Victoria requested information in respect to the effect which an entry of that colony into the Union would have on the rates of postage to be collected, and on the sea rates to be accounted for by the Colonial Post Office on letters sent in transit through the United Kingdom.

It was found, however, difficult to furnish the particulars asked for, because it seems evident that, if the Australian colonies enter the Union, the existing arrangements for sharing between the mother country and the colonies respectively, the cost of the sea services, and for the appropriation of the postage collected on the correspondence exchanged, must be altogether modified and made conformable to the principles of the Union Treaty. I accordingly directed the Deputy Postmaster-General of Victoria to be answered that the points which he had raised would render a reference to your Lordships necessary, and that the subject would receive early consideration.

In bringing the matter before your Lordships, I beg leave to transmit a memorandum, which I have caused to be prepared, showing to what extent the rates of postage on Australian correspondence of all kinds will require to be altered to correspond with Union principles, and the rates at which the charges for sea transit will, in the opinion of this Department, be accounted for after the entry of the colonies into the Union.

Your Lordships will probably think it advisable to direct that a copy of this memorandum may be forwarded to the Governments of each of the Australian colonies and of New Zealand, so that they may be fully aware of the effect of entering the Union before they come to any decision.

But you will, no doubt, cause to be intimated to the several Governments, at the same time, what arrangements you propose to substitute for the existing arrangements with regard to the aid to be rendered from Imperial funds towards the cost incurred in maintaining the services subsidized by the colonies.

The Lords Commissioners of Her
Majesty's Treasury.

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

Memorandum showing the Changes which seem to be necessary in respect of the Exchange of Correspondence between the United Kingdom and other countries of the Universal Postal Union on the one side, and the Australian colonies and New Zealand on the other, in the event of those colonies entering the Union.

Assuming that the Australian colonies and New Zealand become members of the Universal Postal Union, it seems to follow :—

1. That the arrangement made by the Treasury in April 1879, as to the mode in which the sea conveyance of the mails between the United Kingdom and Australia, or New Zealand, should be performed, and as to the shares to be borne by the mother country and the colonies respectively in the cost of such conveyance, as well as the modification of that arrangement settled with Mr. Childers, M.P., in February last, should be considered at an end.

2. That, thenceforth, the exchange of mails between the Australian colonies, or New Zealand, and the United Kingdom, or between the Australian colonies, or New Zealand, and any other Union country, either direct or by way of the United Kingdom, should be strictly according to the principles laid down in the Union Treaty of Paris.

As between the mother country and the colonies, therefore—

The Imperial Post Office will retain the whole postage collected on the correspondence despatched from the United Kingdom, and the colonial post offices will retain the whole postage collected on the correspondence despatched from the colonies.

The despatching office will defray the cost of the sea conveyance, as well as of the land transit of all mails which it despatches, and will be governed, in each case, by the stipulations of the Treaty of Paris, and by the arrangements made in conformity to those stipulations. Consequently, on the outward mails *viâ* Brindisi, the Imperial Post Office will pay to France the special transit rates of 10 fr. per kilo. of letters and 50 c. per kilo. of printed papers or patterns, and to Italy the special transit rates of 6 fr. 50 c. per kilo. of letters and 37½ c. per kilo. of printed papers or patterns.

The Imperial Post Office will then convey the mails from Brindisi to Alexandria, will pay the Egyptian Post Office the transit rates due for their conveyance across the Isthmus, and will again convey the mails from Suez to Ceylon or Singapore.

The Imperial Post Office will further account to the post offices of Melbourne or Brisbane for the sea conveyance of the mails by the colonial packets. The rates to be paid for this conveyance will be calculated at the proportion of 15 fr. per kilo. of letters and 1 fr. per kilo. of printed papers which the distance from Ceylon or Singapore to the place of destination bears to the whole distance travelled by sea. In the case of Melbourne, the distance to be performed by sea from Brindisi *viâ* Alexandria, Suez, and Point de Galle, may be set down at 9,089 nautical miles, to which 22 miles must be added for the sea conveyance from Dover to Calais or 9,111 miles in all. Of this, 4,289 miles is performed by the Imperial and 4,822 miles by the colonial packets.

The proportion of the Union sea rates of 15 fr. per kilo. of letters, and 1 fr. per kilo. of printed papers, which would have to be accounted for by the Imperial to the Melbourne Post Office would therefore be 7 fr. 94 c. per kilo. of letters and 53 c. per kilo. of printed papers, &c.

In the case of Brisbane, the distance to be performed by sea from Brindisi, *viâ* Alexandria, Suez, and Singapore, may be set down at 9,886 nautical miles, 22 miles must be added for the sea conveyance from Dover to Calais, or 9,908 miles in all.

Mails between
the United
Kingdom and
Australia or
New Zealand.

Outward mails
viâ Brindisi.

Of this, 5,883 miles is performed by the Imperial and 4,025 miles by the colonial packets. The proportion of the Union sea rates of 15 fr. per kilo. of letters and 1 fr. per kilo. of printed papers which would have to be accounted for by the Imperial to the Brisbane Post Office would, therefore, be 6 fr. 09 c. per kilo. of letters, and 41 c. per kilo. of printed papers, &c.

The post offices of Melbourne and Brisbane will convey the homeward mails *viâ* Brindisi in the one case to Ceylon and in the other to Singapore, and will account to the Imperial Post Office—

1. For the proportion of sea postage due for the services performed by the Imperial Post Office in conveying the mails from Ceylon or Singapore to Suez, and from Alexandria to Brindisi, and from Calais to Dover, viz., 7 fr. 06 c. per kilo. of letters, and 47 c. per kilo. of printed papers sent from Melbourne, and 8 fr. 91 c. per kilo. of letters, and 59 c. per kilo. of printed papers sent from Brisbane.

2. For the transit rates payable to Egypt for the territorial conveyance from Suez to Alexandria, say at the ordinary Union transit charges, 2 francs per kilo. of letters and 25 centimes per kilo. of printed papers.

The post offices of Melbourne and Brisbane will also account to the Italian and French post offices for the territorial transit rates payable for the conveyance of the mails from Brindisi to Calais by special services.

The Imperial Post Office will convey to New York the outward mails *viâ* San Francisco, and will pay to the United States Post Office the transit rates of 6 francs. per kilo. of letters, and 2 francs per kilo. of printed papers, &c., due for their conveyance from New York to San Francisco.

The Imperial Post Office will account to the Post Office of Sydney or Wellington for the sea conveyance of the mails by colonial packet from San Francisco, at rates calculated according to the proportion of 15 francs per kilo. of letters, and 1 franc per kilo. of printed papers, which the distance from San Francisco to Sydney or Wellington bears to the distance from Liverpool to New York.

The distance from San Francisco to Sydney is 6,950 miles, and from San Francisco to Wellington 6,255 miles, and the distance from Liverpool to New York is 3,016 miles. The proportion of the Union sea rates of 15 francs. per kilo. of letters, and 1 franc per kilo. of printed papers, which would have to be accounted for by the Imperial Post Office to the colonial post offices would therefore be 10 fr. 46 c. per kilo. of letters, and 70 c. per kilo. of printed papers sent to New South Wales, and 10 fr. 12 c. per kilo. of letters and 67 centimes per kilo. of printed papers sent to New Zealand.

The post offices of Sydney and Wellington will convey the homeward mails to San Francisco, and will account to the United States Post Office—

1. For the territorial transit rates due for the conveyance of the mails from San Francisco to New York.

2. For the proportion of sea postage due for the conveyance of the mails from New York to Liverpool, viz., 4 fr. 54 c. per kilo. of letters, and 30 centimes per kilo. of printed papers sent from New South Wales, and 4 fr. 88 c. per kilo. of letters, and 33 centimes per kilo. of printed papers sent from New Zealand.

The mails which are forwarded between the Australian colonies or New Zealand and Union countries other than the United Kingdom may be classified as shown in the following table:—

	From.	By what route conveyed.	To
1	Ceylon	Direct	Victoria.
2	Other Union countries in the East	Point de Galle and Melbourne	
3	Egypt	Point de Galle and Melbourne	
4	Italy, or other Union countries in Europe	Brindisi, Point de Galle, and Melbourne	
5	United States or other Transatlantic Union countries	United Kingdom	Queensland.
6	Straits Settlements	Direct	
7	Other Union countries in the East	Singapore and Brisbane	
8	Egypt	Singapore and Brisbane	
9	Italy, or other Union countries in Europe	Brindisi, Singapore, and Brisbane	New South Wales, or New Zealand.
10	United States or other Transatlantic Union countries	United Kingdom	
11	United States	Direct	
12	Canada	United States	
13	Union countries in the Pacific	San Francisco	
14	Bermuda and Newfoundland	New York and San Francisco	
15	Union countries in the West Indies	New York and San Francisco	
16	Union countries in Europe	United Kingdom	

* 1. The Ceylon office will account to the Melbourne office for the whole sea postage of 15 fr. per kilo. of letters, and 1 fr. per kilo. of printed papers sent to Melbourne, and the Melbourne office will make no payment on the letters or papers sent to Ceylon.

2 and 3. The despatching office will account to the Melbourne office for the proportion of sea postage due for the conveyance from Point de Galle to Melbourne, and will account to the Imperial Post Office for the proportion due for the conveyance from the country of origin to Point de Galle.

In the opposite direction, the Melbourne office will account to the Imperial Post Office for its proportion of the sea postage.

4. The despatching office will account to the Melbourne office for the proportion of sea postage due for the conveyance from Point de Galle to Melbourne.

In the opposite direction, the Melbourne office will account to the Imperial Post Office for its proportion of the sea postage as well as for the Egyptian transit rate, and will account to Italy for the Union territorial transit rates of 2 fr. per kilo. of letters, and 25 c. per kilo. of printed papers. But on all mails conveyed from Brindisi by the special services provided for the English overland mails, the higher special transit rates must be accounted for to Italy, and also to France if the mails are conveyed through France by the special services, as in the instance of mails for Belgium, Spain, Portugal, &c. To every Union country other than Italy and France through which a mail from Victoria may pass in transit, the Post Office of Melbourne must account for the Union transit rates of 2 fr. per kilo. of letters and 25 c. per kilo. of printed papers.

5. The despatching office will provide for the conveyance of the mails to the United Kingdom, and will account to the Melbourne office for its proportion of sea postage due for the conveyance of the mails from Point de Galle to Melbourne.

In the opposite direction, the Melbourne office will account as on mails for the United Kingdom, but the amount of sea postage to be credited to the Imperial Post Office will be at a higher rate, because the proportion of sea service performed by Imperial mail packets will be increased to the extent of the distance between Liverpool and the Transatlantic country. The Melbourne office will also account to the Imperial Post Office on these mails for the Union territorial transit rates for conveyance through Great Britain.

- 6. Same as No. 1, substituting "Brisbane" for "Melbourne," and "Singapore" for "Ceylon."
- 7 and 8. Same as Nos. 2 and 3, substituting "Brisbane" for "Melbourne," and "Singapore" for "Point de Galle."
- 9. Same as No. 4, substituting "Brisbane" for "Melbourne," and "Singapore" for "Point de Galle."
- 10. Same as No. 5, substituting "Brisbane" for "Melbourne," and "Singapore" for "Point de Galle."
- 11. Same as No. 1, substituting "United States" for "Ceylon," and "Sydney or New Zealand" for "Melbourne."
- 12. The Canadian office will account to the Sydney or New Zealand office for the whole of the sea postage of 15 fr. per kilo. of letters and 1 fr. per kilo of printed papers.
- In the opposite direction, the Sydney or New Zealand office will make no payment to the Canadian office, but will account to the United States office for the ordinary Union territorial transit rates.
- 13. The despatching office will provide for the conveyance of the mails to San Francisco, and will account to the Sydney or New Zealand office for its proportion of the sea postage due for the conveyance of the mails from San Francisco to Sydney or New Zealand.
- In the opposite direction, the Sydney or New Zealand office will account to the United States office for its proportion of sea postage due for the conveyance of mails to countries north of Panama, and will account to the United States and the Imperial Post Office respectively for their proportions of the sea postage due for the conveyance of mails to countries south of Panama.
- 14. The despatching office will provide for the conveyance of the mails to New York, will account to the United States office for the territorial transit rate due for the conveyance from New York to San Francisco, and will account to the Sydney or New Zealand office for its proportion of the sea postage.
- In the opposite direction, the Sydney or New Zealand office will account to the United States office for the Union territorial transit rates, and for its proportion of the sea postage due for the conveyance of the mails from New York to Bermuda or Newfoundland.
- 15. The despatching office will provide for the conveyance to New York or to San Francisco, and will account to the Sydney or New Zealand office for its proportion of the sea postage.
- In the opposite direction, the Sydney or New Zealand office will account to the United States office for its proportion of sea postage.
- If the mails are sent by land from San Francisco to New York, the Sydney or New Zealand office will also account to the United States office for the Union territorial transit rates.
- And if the mails are sent by sea from San Francisco to Panama, the Sydney or New Zealand office will account to the Imperial Post Office for its proportion of sea postage due for the conveyance from Colon to destination, as well as for the Columbian transit rates of 2 fr. 52 c. per kilo. of letters, and 92 c. per kilo. of printed papers payable for the conveyance of the mails across the Isthmus of Darien.
- 16. The despatching office will account to the Sydney or New Zealand office for its proportion of sea postage.
- In the opposite direction, the Sydney or New Zealand office will account to the United States office for the territorial transit rates of 6 fr. per kilo. of letters, and 2 fr. per kilo. of printed papers for the service from San Francisco to New York, as well as for its proportion of sea postage for the service from New York to Liverpool.
- The Sydney or New Zealand office will account to the Imperial office for the Union territorial transit rates for the passage of the mails through Great Britain, and will account to every country on the continent through which the mails may pass for like transit rates.

Mails to or from South Australia, Western Australia, and Tasmania.

As the contract for the packet service from Point de Galle to Melbourne is made by the Government of Victoria alone, it will be necessary that the Governments of South Australia, Western Australia, and Tasmania should arrange with Victoria respecting the exchange of their mails with the United Kingdom or other Union countries.

Union rates of postage.

The ordinary Union rate of postage on letters is fixed by Article 5 of the Convention of Paris at 25 centimes (twopence-halfpenny) per half ounce.

Letters.

Letters sent from one Australian colony to another will be liable to this rate, unless any lower rate is now charged.

In the same article it is provided that, in cases where letters are subjected to the sea transit rate of 15 francs per kilo., a surcharge not exceeding 25 centimes may be levied in addition. This brings the maximum total rate chargeable in the Australian colonies or New Zealand, on a paid letter addressed to the United Kingdom or any other postal Union country, to 50 centimes, or fivepence.

Another section of the same article authorizes the collection of an additional charge on letters conveyed by extraordinary services in the Union, such as those between Brindisi and Calais. But if the Australian colonies and New Zealand adopt the maximum surcharge of 25 centimes and make their total rate 50 centimes, or fivepence, on letters sent to Union countries generally, nothing can be collected on this head because the condition on which the present reduced transit rates were granted by France and Italy was that no higher rate than 5d. per half ounce should be collected on the letters sent in the British overland mails to or from Union countries.

Post cards, newspapers, and printed papers.

The postage to be levied in the Australian colonies or New Zealand on post cards sent to Union countries generally will be one penny-halfpenny each, but on those which are sent to or through the United Kingdom, *via* Brindisi, the charge will be twopence each.

On newspapers a rate of one penny each when addressed to Union countries generally will be chargeable. On those sent to or through the United Kingdom, *via* Brindisi, one penny-halfpenny each might be levied, but the Colonial Government will no doubt prefer to charge one penny only.

On printed papers and patterns the charge will be one penny per two ounces when addressed to Union countries generally, and one penny-halfpenny per two ounces when sent to or through the United Kingdom, *via* Brindisi.

General Post Office,
London, April 1880.

(Copy.) *The Treasury to the Post Office.*
No. 8165/80.

SIR, Treasury Chambers, 7th May 1880.

The Lords Commissioners of Her Majesty's Treasury have had before them Lord John Manners' letter of the 30th ultimo, on the question as to whether the Australian colonies should become members of the Postal Union, and I am to request that their Lordships may be furnished with a statement in figures showing the financial effect of the detailed measures set forth in the printed memorandum which accompanied that letter, as compared with present cost. My Lords wish, at the same time, to observe that the present postal arrangements with Victoria were only completed in February last.

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

The Postmaster-General.

(Copy.)
No. 234 F.
MY LORDS,

The Post Office to the Treasury.

General Post Office, 25th June 1880.

In conformity with the instructions given by your Lordships' letter of the 7th ultimo, No. 8165, I have the honor to furnish, for your information, a statement in figures showing the estimated financial effect upon the Imperial Revenue in the event of the Australasian colonies entering the Postal Union under the terms of the memorandum which was submitted to you by my predecessor's letter of the 30th of April last.

It will be seen that the present amount of revenue is estimated at £1,666 a year, while the prospective revenue is calculated at £31,720; so that your Lordships, should you see fit, would have a balance of £30,054 to hand over to the Australian colonies, in aid of their packet service, for such period as you may wish to compensate them for abolishing the arrangement which you have recently agreed to in their favor.

I have, &c.,

(Signed) HENRY FAWCETT.

The Lords Commissioners
of Her Majesty's Treasury.

(Copy.)

Statement showing the estimated financial effect upon the Imperial Revenue in the event of the Australasian colonies entering the Postal Union under the terms of the Post Office Memorandum of April 1880.

Route.	Imperial share of the Postage.		Effect upon the Imperial Revenue under proposed Union System.		
	Under present System.		Under proposed Union System.		
	Gain.	Loss.	Gain.	Gain.	Loss.
	£	£	£	£	£
Viâ Brindisi	8,238	—	21,322	13,084	—
Viâ San Francisco	—	*9,050	8,295	17,345	—
By private ship	2,478	—	2,103	—	375
Total	10,716	9,050	31,720	30,429	375
Net Gain £1,666			Net gain to Imperial Revenue } £30,054.		

(Signed) GEO. CHETWYND,
Receiver and Accountant-General.

General Post Office, London,
21st June 1880.

(Copy.)
No. 11520/80.
SIR,

The Treasury to the Post Office.

Treasury Chambers, 15th July 1880.

The Lords Commissioners of Her Majesty's Treasury having had before them your further letter of the 25th June 1880, enclosing a statement of the estimated financial effect of the extension of the Postal Union to the Australian colonies, by which it appears that the net gain to the Imperial Government would be £30,054 a year instead of £1,666, I am desired to inform you, with reference to Lord John Manners' letter of 30th April last, that as the interests of the public will be served by the Australian colonies becoming members of the Postal Union (thereby reducing the postage of a letter of half-an-ounce from 6d. to 2½d.), the colonial postal authorities should be informed of the financial result, and be invited to say what they would propose in order to provide for their admission to the Postal Union.

I am, &c.,

(Signed) WM. LAW.

The Postmaster-General.

EXTRACT from a LETTER from the POST OFFICE to the TREASURY, dated 25th August 1880. No. 299 F.

"I have had the honor to receive your letter of the 15th ultimo, No. 11520, with reference to the memorandum which my predecessor submitted to you on the 30th of April last, showing to what extent the rates of postage on Australian correspondence will require to be altered in the event of the Australian colonies deciding to become members of the Postal Union.

Your Lordships appear to have misapprehended the extent to which the postage of a letter between this country and Australia would be reduced under the proposed arrangements. A reference to the memorandum will show that, upon such letters the rate will be 5d., not 2½d. per half-ounce. As mentioned in the memorandum the ordinary Union rate for letters is 25 centimes or 2½d.; but in cases where they are carried over long distances by sea (as in the case in point), a surcharge, not exceeding 25 centimes, may be levied in addition. This would bring the rate upon a letter sent from this country to Australia, or *vice versâ*, to 50 centimes, or 5d.

I have thought it necessary to make special mention of this error, as your Lordships evidently consider that the interests of the public will be served to a greater extent than is really the case by the Australian colonies becoming members of the Postal Union.

It is understood that the Government of Victoria has made a contract for the conveyance of its mails between Melbourne and Point de Galle for eight years, commencing on the 1st of February last, a

* This amount represents the present loss sustained by the United Kingdom, in consequence of the payment to the United States for transit services being in excess of the Imperial share of the postage.

period co-existent with the term for which this department made its contract with the Peninsular and Oriental Steam Navigation Company for its India and China mail service, and I would propose that, for the remainder of such term, your Lordships should offer to make over to the Australian colonies the sum of £30,000 a year, conditionally upon their joining the Postal Union.

This amount might be apportioned among the colonies providing the packet service, as it is upon them will fall the loss, inasmuch as they will be obliged to carry the mails of other colonies for the Union sea rates of 15 francs per kilogramme of letters and post cards, and 1 franc per kilogramme for all other articles. Should this plan be approved of, the proportions in which the £30,000 should be divided would be as follows, viz., £17,000 to New South Wales and New Zealand, on account of the mail service between San Francisco and Sydney; £11,600 to Victoria, on account of the service between Point de Galle and Melbourne; and £1,400 to Queensland, on account of the service between Singapore and Brisbane.

This apportionment will be found to be in agreement with the statement which accompanied my letter of the 25th of June last. That statement shows that about £17,000 is the gain on the San Francisco route, and about £13,000 on the Brindisi route, the latter gain being divisible between Victoria and Queensland, according to the extent of the correspondence.

By this arrangement the Imperial revenue would be no better or worse off than it is now, while the colonies, on their part, would not be deprived of the advantages lately assured to them, and would, at the same time, profit by the uniformity of postage rates throughout the civilized world, which would result from their adhesion to the Postal Union."

The Colonial Office to the Treasury.

(Copy.)

SIR,

Downing street, 23rd September 1880.

I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 7th instant, 15431, with reference to the proposal to again bring under the consideration of the respective Governments of the Australasian colonies the question of entering into the General Postal Union, and I am to request that you will state to the Lords Commissioners of the Treasury that Lord Kimberley would be glad to be furnished with a memorandum showing what will be the financial result to the colonies concerned of their entering the Postal Union under the arrangement proposed by the Postmaster-General. His Lordship would also be glad to be informed how Tasmania would be affected, as that colony has now to pay sea transit to and from Melbourne.

I am, &c.,
(Signed) E. WINGFIELD.

The Secretary to the Treasury.

The Treasury to the Colonial Office.

(Copy.)

No. 18077.

SIR,

Treasury Chambers, 23rd October 1880.

I am directed by the Lords Commissioners of Her Majesty's Treasury to transmit to you herewith, with reference to Mr. Wingfield's letter of the 23rd ultimo, for the information of the Earl of Kimberley, a copy of a letter, dated the 18th instant, from the Postmaster-General respecting the financial result to the Australian colonies and Tasmania of joining the Postal Union.

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

The Under Secretary of State for the Colonies.

The Post Office to the Treasury.

(Copy.)

No. 391 F.

MY LORDS,

General Post Office, 18th October 1880.

I have the honor to return the enclosed letter referred to me by your Lordships, in which the Colonial Office asks for a memorandum showing what would be the financial result to the Australian colonies and Tasmania of joining the Postal Union.

I have the honor to inform your Lordships that, according to an estimate made in this office, it is calculated that the colonies in question, which under the present system receive postage to the amount of £92,404 a year, would, under the Union system, receive only £38,706 a year, being a loss of revenue to the extent of £53,698 a year. This loss would be reduced to £23,698 a year, if the estimated amount of the gain to this country, £30,000 a year, were handed over to the colonies, as proposed in my letter of the 25th August last, No. 299 F.

With reference to the question how Tasmania would be affected in regard to the sea conveyance of its correspondence to and from Melbourne, I presume that, as the colony of Victoria provides the sea service in this case, it would as a matter of course be entitled, under the Union regulations, to claim on the correspondence conveyed by its packets a part of the sea rates allowed for the whole of the distance (viz., 15 francs per kilogramme for letters and post cards and 1 franc per kilogramme for other articles), proportionate to the mileage traversed by its packets; but the settlement of all claims for sea transit as between the various Australasian colonies, as well as the apportionment of the total estimated loss above referred to, would no doubt depend upon mutual arrangements between the Colonial Governments providing the packet services and the colonies making use of such services.

I have, &c.,
(Signed) HENRY FAWCETT.

The Lords Commissioners of Her Majesty's Treasury, &c., &c.

The Colonial Office to the Treasury.

(Copy.)

SIR,

Downing street, 13th November 1880.

I am directed by the Earl of Kimberley to acknowledge the receipt of your letter of the 23rd of October, 18077, enclosing a copy of a letter from the General Post Office respecting the financial result to the Australasian colonies of joining the Postal Union, and I am to request that you will state to the Lords Commissioners of the Treasury in reply to your letter of the 7th of September, 15431, that his Lordship concurs in the observations of the Postmaster-General contained in the 6th paragraph of his letter of the 25th of August, and will submit a proposal to the respective Governments of the Australasian colonies to join the Union, if their Lordships are prepared to resign the estimated saving of £30,000 a year in favor of those colonies in the proportions suggested by the Postmaster-General, an arrangement which his Lordship thinks likely to have an important bearing upon the decision of the Colonial Government.

I am to add that Lord Kimberley would propose to transmit a copy of the correspondence for the consideration of the colonies concerned.

The Secretary to the Treasury.

I am, &c.,

(Signed)

R. G. W. HERBERT.

(Copy.)

19586.

SIR,

The Treasury to the Colonial Office.

Treasury Chambers, 29th November 1880.

In reply to your letter of the 13th instant, respecting the proposed entry of the Australian colonies into the Postal Union, I am directed by the Lords Commissioners of Her Majesty's Treasury to state that in the event of these colonies joining the Union my Lords will not refuse to forego in their favor, during the term of the present contracts, the £30,000 annual gain, which it is estimated will accrue to the Imperial Exchequer by the change, such sum to be divided among the colonies in the proportions suggested by the Postmaster-General in his report of the 25th August last.

I am to add that my Lords see no objection to the several Colonial Governments being furnished with so much of the correspondence which has passed on this subject as is necessary to show the various results which will follow if the colonies join the Union.

The Under Secretary of State,
Colonial Office.

I am, &c.,

(Signed)

F. CAVENDISH.

The General Post Office to the Colonial Office.

(Copy.)

No. 370 F.

SIR,

General Post Office, London,

27th September 1880.

Referring to my letter of the 31st of March 1877, I am directed by the Postmaster-General to request that you will be good enough to lay before Her Majesty's Secretary of State for the Colonies the enclosed copy of a letter from Dr. Stephan, the Postmaster-General of Germany, once more urging that steps should be taken for bringing into the Postal Union the important British colonies of Australasia and South Africa.

Dr. Stephan points out that since the conclusion of the Treaty of Paris, of the 1st of June 1878, there has been a considerable accession of British colonies and foreign countries into the Universal Postal Union, and that in a short time it will comprehend almost all civilized nations with the exception of Australia and the South African colonies.

In the hope that some solution may be found of the difficulties which have hitherto prevented the Australian and South African colonies coming into the Union system, Dr. Stephan has made a proposal that the delegates of Great Britain and Germany, who will shortly meet at a Postal Conference in Paris, should be instructed to discuss the question, but Mr. Fawcett has informed him that the matter in no way depends upon this department, and that the decision must rest with the colonies themselves.

At the same time Mr. Fawcett has undertaken to lay Dr. Stephan's letter before the Earl of Kimberley, with a request that he will bring it to the notice of the colonies concerned, and I am to request that you will move his Lordship accordingly to forward a copy of it to each of the Colonial Governments.

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

I am, &c.,

(Signed)

ALGERNON TURNOR.

The Postmaster-General, Berlin, to the Postmaster-General, London.

(Copy.)

SIR,

Berlin, W., 12th September 1880.

Since the conclusion of the Treaty of Paris, 1st June 1878, the number of the countries belonging to the Universal Postal Union has increased considerably. There have joined the said Union in the meantime:—

1. The following British colonies:—The Bahama Islands, British Honduras, Newfoundland, the Gold Coast, Gambia, Lagos, Sierra Leone, the Falkland Islands, Antigua, Dominica, Montserrat, Nevis, St. Kitts, the Virgin Islands.

2. Bulgaria.

3. The Republic of Liberia.

4. The Republic of Honduras.

5. Venezuela.

6. Uruguay.

7. Ecuador.

Moreover, the entrance of the Republic of San Domingo into the Union is to occur on the 1st of October next, and that of the Republic of Hayti will take place on the 1st of April 1881, consequently the Universal Postal Union will soon comprehend *almost all civilized nations of the globe*, with the sole exception of *Australia* and the *South African colonies*, which as yet are no members of the Union,

Regarding the great advantages, however, which have resulted from the foundation of the Universal Postal Union for the countries partaking in it, and which have been welcomed and gladly approved by the public in all the spheres of life, there can be no doubt that the entrance of the said British colonies into the Union would be highly desirable for the population of the countries concerned. Apart from the interests of general civilization, this measure would also be most recommendable from an economical point of view, as I need not explain further, because this side of the question falls into the dominion of your Excellency's special scientific researches, and will have met already with your full appreciation. I feel convinced from the same reason that your Excellency will fully value the injury inflicted upon the important commercial interests of those colonies and the mother country, if their mutual correspondence, this potent and indispensable lever of civilization and commercial intercourse, is subject continually to more unfavorable conditions than that of other adjoining countries, I beg to refer in this respect, for instance, to the concessions made to the correspondence between Europe and the Dutch possessions in East India, especially the Sunda Islands, owing to these islands being members of the Universal Union. Though the injury done to a steady and complete development of the commercial and industrial relations by the state of things now existing with regard to Australia and the Cape Colony is not to be seen in its full extent from the beginning, it becomes, according to experience, very evident in the course of time. Nay, I think, and I believe to meet with your agreement in this regard, that it may become impossible to amend at all the neglects of this kind (unless they are of a very transitory character) as the commercial traffic is notoriously not easily diverted from the course which it has once taken.

On the other hand I underrate by no means the many difficulties which may have hitherto hindered the solution of this question in consequence of the present condition of the colonial legislation.

Perhaps it might contribute to a promotion of this affair, if an oral discussion about it would take place between the delegates of either administration, who will meet on the Postal Conference in Paris, in October next. If your Excellency should think this way expedient, I beg you will kindly furnish the delegates of your department for the said Conference with instructions as to the object in view, while I, in case of your assent to my proposal, would provide the delegates of this office with the necessary orders for that purpose.

Your Excellency will permit me to give expression to my confidence that your Excellency, whose energetic endeavors are directed towards the improvement and higher development of the postal and telegraph services in their several branches will find the means to bring this question, now already in suspense since some years, to a successful conclusion, and will remove thereby a state of things which as I feel sure is considered by your Excellency too as abnormal at present.

I am, &c.,

To His Excellency the Postmaster-General,
H. Fawcett, Esq., London.

(Signed) DR. STEPHAN.

APPENDIX W.

SIR,

Treasury, Hobart, 27th July 1881.

I have the honor to solicit your attention to a proposal for the reduction of the rates charged for telegraphic messages between Victoria and Tasmania, in which I desire, on the part of the Government of this colony, to enlist the assistance and co-operation of the Government of Victoria.

You are aware that, at present, telegraphic communication between the two colonies is maintained by the Eastern Extension Telegraph Company Limited, to whom the cable uniting Tasmania and Victoria belongs. This company receives a subsidy of £4,200 per annum, which is paid exclusively by Tasmania, and charges 4s. for a ten-word message, to which must be added 1s. to Victoria, and 1s. to Tasmania, for the use of the inland lines of the two colonies—making, in all, 6s. for a message of ten words.

During the past three years attempts have been made to procure a reduction of the cable rates, and, in May 1879 some correspondence took place between the Governments of Victoria and Tasmania on the subject, the then Government of Victoria being desirous to bring about this reduction.

In June 1880 I endeavored, when in Melbourne, to obtain an interview with Mr. Cuthbert, the then Postmaster-General, in order to negotiate in the matter, but was unable to see him. I learned, however, from Mr. Jackson, the Deputy Postmaster-General, that Mr. Cuthbert was decidedly in favor of joining the Tasmanian Government in bringing about the reduction; but, owing to political troubles that arose almost immediately, I had no favorable opportunity of bringing the matter again under the notice of the Government of Victoria.

The rapid growth of the mining industry in Tasmania, and the large amount of Victorian energy and capital that is now finding an outlet in Tasmanian ventures, impresses upon me that no further time should be lost in again seeking the co-operation of Victoria in trying to secure the boon of cheaper telegraphy between the two colonies.

The commerce between Tasmania and Victoria has always been considerable, but recent events seem to indicate that a large number of Victorians will henceforth have a keener interest in Tasmanian affairs, and will find cheaper telegraphic communication a great assistance to them in their enterprises.

The Telegraph Company are prepared to reduce the cable charge to 2s. for a ten-word message, if the annual subsidy is increased from £4,200 to £5,400, and if the Governments of Victoria and Tasmania would reduce the charge for their land lines on a similar message from 1s. to 6d. each, so that such message might be transmitted, say from Melbourne to Hobart or Launceston, for 3s., and *vice versa*.

If the subsidy were equally shared—as it ought to be between our two colonies—we would gladly join your colony in assenting to this proposal. But, bearing in mind that for eleven years past Tasmania has, single-handed, borne the burden of the subsidy of £4,200 per annum—although your population, equally with ours, or more than ours, has reaped the benefit of the cable communication—I would venture to suggest that the large and wealthy colony may very properly accept the liability for the additional £1,200 asked for, assured that the increase in the number of messages, and the facilities thereby given to business, would be an adequate recompense to Victoria for the outlay.

I should be glad to hear from you, at your early convenience, whether your Government is prepared to assist in this matter in the manner suggested.

I have, &c.,

The Honorable the Postmaster-General, Victoria.

(Signed) W. R. GIBLIN.

SIR,

General Post Office, Melbourne, 11th August 1881.

I have the honor to acknowledge receipt of your communication of the 27th ult., submitting a proposal for reduction of rates charged on telegraphic messages between Victoria and Tasmania, and requesting the co-operation of this Government in order to effect that object.

In reply, I would beg to observe that the rates charged on cable messages forwarded between Victoria and Tasmania have for a long time past been considered excessive, and a serious obstacle to the free use of the telegraph, which, in the interests of both colonies, for business and social purposes, is felt to be in the highest degree desirable.

In the memorandum of your predecessor, dated 23rd May 1879, forwarded in response to a communication from this Government, urging that steps be taken to bring about such a reduction as that now again suggested, it was stated that if Victoria would join Tasmania in recommending the reduction proposed and "further guarantee the Cable Company against loss of revenue, as compared with their average receipts for the preceding three years," * * * * "it would rest with Tasmania and Victoria to make up the difference."

The payment now demanded by the Cable Company (£1,200) may be taken as the amount required to guarantee the company against loss upon the proposed reduction in the rates, but it does not appear that Victoria can be fairly called upon to defray this extra charge, having in view the former proposition, that the two colonies (Victoria and Tasmania) should jointly make up any loss the company might sustain by reducing the cable charges without an increase of the subsidy.

In each of the last two years the revenue derived by Victoria upon messages sent to and from Tasmania amounted to no more than £810, and although a reduction in the rates to one-half would probably lead to such an increase of business that no monetary loss would be sustained on this account by either colony, such a large augmentation of business would manifestly conduce much more to the benefit of your colony than to Victoria, whose capital is said to be so largely employed in developing the resources of Tasmania.

It is, moreover, pointed out that, consequent upon the refusal of Tasmania to pay anything toward the subsidy for the duplicate cable between Port Darwin and Penang, a much larger amount than would otherwise be necessary has to be paid by Victoria, now called upon to contribute to that subsidy the large sum of £15,800 per annum.

Taking into consideration, however, the advantages that would certainly result from the reduction of rates, by promoting the more general transmission of both private and press messages between the two colonies whose interests are so closely allied, this Government is prepared to reduce the rate along its land lines from one shilling (1s.) to sixpence (6d.) for ten words, and would also contribute a moiety (£600) of the additional subsidy required by the Cable Company, in order that the proposed arrangement may be brought into operation without further delay.

I have &c.,
(Signed) HENRY BOLTON,

The Honorable the Colonial Treasurer, &c., &c., &c.,
Hobart.

Postmaster-General.

SIR,

Treasury, Hobart, Aug. 23, 1881.

I have the honor to acknowledge receipt of your letter, dated 11th inst., which reached me on the 20th, and am glad to find that the Government of Victoria are prepared to co-operate with this Government in endeavoring to procure a reduction of the charges for the use of the telegraph cable between Victoria and Tasmania.

It is admitted that the proposal I had the honor to make on the 27th ult. would be more beneficial to Tasmania, if accepted, than that made by my predecessor on the 23rd May 1879, but I would submit for your consideration that the proposal involves nothing unreasonable. When it is considered that this colony has had to bear alone the direct subsidy of £4,200 per annum for 12 years past, to enable telegraphic communication to be maintained, I think that it will be conceded that what we now ask is less than might fairly be claimed. Looking at the relative population and wealth of the two colonies, and the advantage to each of telegraphic communication, in consequence of the great community of trading interests which exists between them, I do not think that it would be unfair for the two colonies to divide the burden equally, thus—

Cable subsidy ...	...	...	...	...	...	...	£4,200
Further subsidy proposed	...	...	...	...	...	...	1,200
							<u>£5,400</u>

which, if borne between the two Governments, would give £2,700 by Tasmania, and £2,700 by Victoria.

But even if, as your letter states, the telegraph business conduces "much more to the benefit of Tasmania than Victoria" (a proposition I am not prepared to admit), and, in consequence, the subsidy were divided into thirds, two-thirds borne by Tasmania, and one-third by Victoria, the Victorian one-third would still be £1,800 per annum, or £600 more than the contribution which is now asked for.

Having regard to the circumstance that if my proposal of the 27th ult. were fully acceded to by your Government, the relative contributions to be paid by the two colonies would be—Victoria, £1,200; Tasmania, £4,200; while under your counter proposal the subsidies would be—Victoria, £600; Tasmania, £4,800. I venture to suggest that you will be good enough to take the matter again into consideration, and trust that on so doing your Government will be enabled to take a more favorable view of my original proposition, and add this to those measures of peaceful progress which I am sure it will be your desire to foster.

Without in the least underrating the advantage to Tasmania of cheaper cable rates, I am confident that every month is making it more desirable to Victorians, and in Victorian interests, that there should be more economical means of telegraphic communication with Tasmania; and I therefore hope that your Government may, upon reconsideration, see the way clear to assent to the request contained in my former letter.

With reference to the duplicate cable between Port Darwin and Penang, it always appeared to this Government that the proposal was an ingenious and, as it proved, successful attempt on the part of the Cable Company to induce the colonies to pay for that which the state of the then existing cable made a necessity for the company; but, waiving all this, the Government of Tasmania were prepared to join

with the other colonies and bear their quota of the duplicate cable subsidy, if the submarine cables between New Zealand and Australia and Tasmania and Australia were also made matters of Australasian concern.

As our Parliament is in session, I should be glad to hear again from you hereon as early as may be convenient, and in the meantime, I have, &c.,

The Hon. H. Bolton, Postmaster-General, Victoria.

W. R. GIBLIN.

SIR,

General Post Office, Melbourne, 31st August 1881.

I have the honor to acknowledge the receipt of your letter, dated 23rd inst., with further reference to the conditions upon which a reduction may be effected in the rates charged on telegraphic messages transmitted between Tasmania and Victoria, and requesting reconsideration of the proposal contained in your communication of the 27th ult., that this Government should pay the whole amount of the additional subsidy (£1,200) required by the Cable Company, before assenting to its rates being lowered to one-half the present charges.

In reply, I beg to state that, in deference to your wish, renewed consideration has been given to the subject, but I regret that the Government has been unable to arrive at any other conclusion than that already communicated.

The reasons assigned for Victoria being expected to contribute towards the cable subsidy appear to be based on the assumption that the maintenance of the submarine telegraph is a matter of equal importance to the two colonies, whereas the facilities it affords for the transmission of intelligence, social, commercial, and political, from Victoria and all other parts of the world must be of special and peculiar value to the people of Tasmania, in whose interest the cable communication was primarily, if not exclusively, established.

The increase previously adverted to in the amount of Victorian energy and capital now being expended in connection with Tasmanian enterprises (and consequently diverted from those of Victoria) will naturally tend more directly and permanently to the advantage of the colony in which such means of development are employed; and this can hardly be admitted as a fair argument in support of the claim upon this colony for a large pecuniary contribution towards the further promotion of the same object.

There is, however, an earnest desire on the part of the Government of Victoria to facilitate in every practicable way telegraphic intercourse between the two colonies. With this view, it has agreed to reduce the rate upon its land lines for a ten-words message from 1s. to 6d., although the present rate, 1s., to all the other colonies will still be continued; and, in addition, to pay £600 per annum towards the extra subsidy demanded by the Cable Company.

It is hoped that this offer will be accepted at once, in order that the proposed arrangement, which is felt by all concerned to be most desirable, may be adopted without further delay, and also that it will be followed by a material reduction in the rates on press messages similar to the concessions now allowed to the press in this and the adjacent colonies, in order to admit of more complete reports of general news, both to and from Tasmania, being transmitted for publication daily.

I have the honor to be Sir,

Your obedient Servant,

HENRY BOLTON,

Postmaster-General.

The Hon. W. R. Giblin, M.L.A.,
Colonial Treasurer, &c., Hobart.

SIR,

Treasury, Hobart, 16th September 1881.

I have had the honor to receive your letter of the 31st ult., written in reply to mine of the 23rd, in which you inform me that renewed consideration has been given by your Government to the proposals submitted to you for effecting a reduction in the rates charged on telegraphic messages transmitted between Tasmania and Victoria.

I regret to learn that your Government is unable to accept the proposal that the whole of the additional subsidy should be paid by Victoria in consideration of the heavy burden borne by Tasmania, and, without change in the views I held on the date of my last letter to you stating the case for this colony as clearly as possible, I am ready to admit that the proposed reduction is one which is felt by all concerned to be most desirable, and should be adopted without delay, and therefore, at the earliest opportunity, this Government will submit and recommend to Parliament that the additional subsidy be guaranteed the Cable Company in order to bring about the change as quickly as possible, one moiety of the subsidy of £1,200 being paid by each Government.

May I ask you to favor me with a copy of the latest scale of charges and regulations for transmission of press messages.

As soon as the Legislature of this colony assents to the proposal, I hope to communicate with you again.

I have, &c.,

The Honorable the Postmaster-General, Victoria.

(Signed)

W. R. GIBLIN.

Telegram for Hon. Postmaster-General, Victoria.

Hobart, 1st Decr. 1881.

Re reduction of cable rates, private messages as agreed on, press messages, manager cable made further liberal concessions, namely, half private message rate except between 6 and 8 p.m., when reduced rate of 6s. for 100 and under, and 3s. each additional fifty. We propose to charge 1s. 6d. for 100 words or under, and 6d. each additional 50. Will you make your charges to correspond? To take effect from 1st January next. Reply at once.

(Signed)

W. R. GIBLIN.

(Telegram.)

The Hon. W. R. Giblin, Treasurer, &c., Hobart.

Melbourne, 6th Decr. 1881.

Proposed telegraph rates between Victoria and Tasmania approved. I would have preferred that the reduced press rates were made chargeable throughout the day instead of only between 6 and 8 p.m. Can this be arranged? Steps will be taken to bring new arrangement into force from 1st January.

(Signed)

HENRY BOLTON,

Postmaster-General.

APPENDIX X.

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Aberfeldy ...	Donaldson, H. ...	18 0 0	Benalla ...	Saxe, W. H. ...	275 0 0
Acheron ...	Wylie, J. ...	15 0 0	Bendoc ...	Tipping, J. ...	20 0 0
Adelaide Lead ...	Dillon, D. ...	12 0 0	Beremboke ...	Eastwood, G. W. ...	24 0 0
Alberton ...	Gregory, J. ...	18 0 0	Berwick ...	D'Arcy, E. C. ...	100 0 0
Alexandra ...	Palmer, Kate S. ...	94 0 0	Bet Bet ...	Grant, M. ...	15 0 0
Alfredton ...	Gavin, W. C. ...	30 0 0	Bethanga ...	Forster, J. C. ...	64 0 0
Allan's Flat ...	Elliot, E. ...	15 0 0	Beveridge ...	Robins, M. ...	18 0 0
Allansford ...	Anderson, J. ...	48 0 0	Big Hill, Sandhurst ...	Perry, P. C. ...	9 0 0
Allendale ...	Hiscox, A. ...	33 0 0	Birregurra ...	Dawkins, A. ...	110 0 0
Alma ...	Pearse, F. F. ...	18 0 0	Blackburn Creek ...	King, G. ...	18 0 0
Alma, Lower ...	Maher, J. ...	6 0 0	Black Hill ...	Turner, A. ...	15 0 0
Alphington ...	Adams, J. S. ...	18 0 0	Black Lead ...	Creech, W. ...	9 0 0
Amherst ...	Hackett, M. ...	47 0 0	Blakeville ...	Blake, E. jun. ...	12 0 0
Amphitheatre ...	Hardie, A. ...	36 0 0	Blampied ...	Blampied, A. ...	12 0 0
Anakie ...	Howarth, J. ...	18 0 0	Bobinawarra ...	Winning, A. ...	33 0 0
Apsley ...	Hoare, W. T. ...	57 0 0	Bolinda ...	Caldwell, G. A. ...	15 0 0
Ararat ...	Kilborn, R. ...	350 0 0	Bolwarra ...	Gabriel, L. ...	21 0 0
Arcadia ...	McCluskey, P. ...	12 0 0	Bonang ...	Marriott, R. ...	6 0 0
Archdale ...	Davey, W. J. ...	9 0 0	Bonegilla ...	Cummin, J. ...	9 0 0
Areegra ...	Sanders, H. ...	9 0 0	Boomanoomoonah ...	Townsend, J. ...	9 0 0
Armstrongs (Ry. Stn.) ...	Muir, D. ...	18 0 0	Boort ...	Brown, T. A. ...	60 0 0
Arundel ...	Moore, R. A. ...	6 0 0	Bo-Peep Hill ...	McDonald, M. E. ...	6 0 0
Ascot ...	Crichton, T. O. ...	18 0 0	Borong ...	May, J. ...	6 0 0
Ashens ...	Runnalls, L. ...	6 0 0	Bowman's Forest ...	Connor, P. ...	32 0 0
Avenel ...	Coffin, E. ...	84 0 0	Box Forest ...	Checkley, H. ...	6 0 0
Avoca ...	Arkins, P. R. ...	300 0 0	Box Hill ...	Padgham, S. ...	30 0 0
Avoca Forest ...	Stewart, D. ...	9 0 0	Branxholme ...	Kemp, M. E. ...	57 0 0
Avon Plains ...	Stratford, H. ...	39 0 0	Braybrook ...	Dickson, J. ...	21 0 0
Axedale ...	Cahill, W. T. ...	24 0 0	Breakwater ...	Smith, C. ...	15 0 0
Baarmutha ...	Gatehouse, J. ...	15 0 0	Briagolong ...	Knipe, J. ...	30 0 0
Bacchus Marsh ...	Moseley, R. E. ...	72 0 0	Bridgewater-on-Loddon ...	Hutchison, E. ...	57 0 0
Baddaginnie ...	O'Dea, E. M. ...	9 0 0	Bright ...	Outtrim, E. S. ...	200 0 0
Bahgallah ...	Craig, R. ...	6 0 0	Brighton ...	Thomas, F. ...	100 0 0
Baillieston (Coy's Digs.) ...	Opperman, W. ...	12 0 0	Brighton East ...	Wood, J. T. ...	103 0 0
Bairnsdale ...	Jones, B. C. ...	220 0 0	Brighton South ...	Reynolds, J. G. ...	63 0 0
Bald Hills ...	Slattery, D. ...	9 0 0	Brimboal ...	Ross, T. J. ...	12 0 0
Bald Rock ...	Bernicke, G. A. ...	18 0 0	Broadford ...	McLiesh, J. ...	60 0 0
Baldwinsville ...	Ferguson, A. G. ...	12 0 0	Broadmeadows ...	Couser, G. ...	33 0 0
Ballan ...	McDonagh, M. ...	92 0 0	Broadwater ...	McLean, M. ...	21 0 0
Ballangeich ...	Tomlinson, W. ...	33 0 0	Broomfield ...	Mitchell, H. ...	33 0 0
Ballarat ...	Bechervaise, W. P. ...	550 0 0	Brown Hills ...	Schmidt, G. ...	36 0 0
Ballarat East ...	Whitelaw, W. S. ...	200 0 0	Brown's Diggings ...	Hele, C. ...	9 0 0
Ballyrogan ...	Stewart, C. ...	12 0 0	Brown's Plains ...	Gilmore, D. H. ...	21 0 0
Balmattum ...	McKernan, D. ...	21 0 0	Brunswick ...	Allison, E. ...	110 0 0
Balmoral ...	Lyon, B. ...	48 0 0	Bruthen ...	Knight, H. J. ...	148 0 0
Balnarring ...	Jarvis, P. ...	15 0 0	Buangor ...	Hornsby, R. ...	54 0 0
Balwyn ...	Orr, J. K. ...	40 0 0	Buchan ...	Kellie, W. ...	21 0 0
Bamawm ...	Rankin, J. ...	9 0 0	Buckland ...	White, M. ...	12 0 0
Bamganie ...	Watt, A. ...	12 0 0	Buckrabanyule ...	Howard, J. ...	24 0 0
Banyena ...	McGonigal, S. ...	27 0 0	Budgerum ...	Kelly, D. ...	6 0 0
Barber's Creek ...	Butler, T. ...	9 0 0	Budjik ...	Dungeo, T. R. ...	6 0 0
Barfold ...	Latimer, J. ...	23 0 0	Bulgoback ...	Hardy, J. ...	12 0 0
Baringhup ...	Laurence, C. ...	27 0 0	Bulla ...	Bethell, W. ...	30 0 0
Baringhup East ...	Watson, J. ...	9 0 0	Bullarook ...	James, W. ...	12 0 0
Barker's Creek ...	Davey, R. ...	15 0 0	Bullarto ...	Bass, W. C. ...	18 0 0
Barkly ...	Cheeseman, J. ...	15 0 0	Bullengarook ...	Gorman, W. ...	6 0 0
Barkstead ...	Clarke, D. ...	12 0 0	Bullengarook East ...	Clark, J. ...	9 0 0
Barmah ...	Doig, M. ...	15 0 0	Buln Buln ...	Maginn, J. ...	57 0 0
Barnawartha ...	McKeone, M. A. ...	59 0 0	Bulumwaal ...	Waite, H. ...	6 0 0
Barnedown ...	Maltby, T. K. ...	42 0 0	Bunbartha ...	Byrne, R. ...	18 0 0
Barrapoort ...	Russell, J. T. ...	18 0 0	Bundalong ...	Hendry, W. ...	15 0 0
Barry's Reef ...	Shaw, W. ...	42 0 0	Bundoora ...	Emms, W. ...	12 0 0
Bass ...	Connell, W. H. ...	18 0 0	Bung Bong ...	Bennett, C. ...	12 0 0
Batesford ...	Smith, H. A. ...	40 0 0	Bung Bong (Railway Station) ...	Wiseman, B. F. ...	24 0 0
Baynton ...	Philpot, H. ...	21 0 0	Bungaree ...	Chalmers, T. ...	24 0 0
Beaconsfield ...	Butler, J. T. ...	18 0 0	Bungeeluke ...	Stubbs, J. W. ...	21 0 0
Bealiba ...	Lyndon, E. M. ...	54 0 0	Bungeeluke North ...	Ulrich, A. ...	18 0 0
Beaufort ...	Kildahl, E. ...	96 0 0	Bungeeluke West ...	McLeod, M. A. ...	9 0 0
Beazley's Bridge ...	Helliar, A. J. ...	6 0 0	Bunyong ...	Drury, M. ...	100 0 0
Beecac ...	Gilbert, A. ...	51 0 0	Bunyip (Railway Station) ...	McAree, M. ...	27 0 0
Beenak ...	Claxton, J. ...	9 0 0	Burke's Flat ...	Goulet, F. ...	30 0 0
Beechworth ...	Groves, G. E. ...	350 0 0	Burnt Creek ...	Russell, J. G. ...	12 0 0
Belfast ...	Thwaites, J. ...	350 0 0	Burrabunna ...	Busse, F. ...	12 0 0
Bellarine ...	Andrews, W. ...	24 0 0	Burramine ...	Smith, W. ...	18 0 0
Bellevue ...	Prendergast, K. ...	27 0 0	Burramine West ...	Bourke, P. ...	12 0 0
Belmont ...	Williams, J. ...	21 0 0			

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Burreroo ...	Goods, G. ...	21 0 0	Coburg ...	Landells, J. D. ...	210 0 0
Burrumbeet (Railway Station) ...	McDonald, D. ...	38 5 0	Codrington ...	Forrest, M. J. ...	6 0 0
Burwood ...	Clarke, W. F. ...	59 0 0	Coghill's Creek ...	Collas, E. N. ...	27 0 0
Buttlejork ...	Murphy, J. ...	9 0 0	Cohuna ...	Garden, J. ...	39 0 0
Buxton ...	Scott, A. ...	6 0 0	Coimadai Creek ...	Doubleday, W. ...	12 0 0
Byaduk ...	Ross, J. ...	27 0 0	Colac ...	Dore, F. ...	310 0 0
Bylands ...	Fitzpatrick, M. ...	6 0 0	Colbinabbin ...	Horsburgh, R. H. ...	21 0 0
California Gully ...	Thomas, M. ...	30 0 0	Coleraine ...	Kinahan, L. E. ...	140 0 0
Calivil ...	Slaterry, A. E. ...	12 0 0	Collingwood ...	Hollick, W. ...	220 0 0
Callawadda ...	Rickard, E. ...	18 0 0	Condah ...	McLellan, M. ...	42 0 0
Callignee ...	Tanner, T. D. ...	6 0 0	Congupna ...	Nixon, J. ...	6 0 0
Camberwell ...	Keen, E. S. ...	83 0 0	Congupna Road ...	De Morton, J. ...	6 0 0
Cambrian Hill ...	Renkin, J. ...	18 0 0	Connewarre ...	Parsons, H. ...	18 0 0
Campaspe ...	O'Brien, J. ...	15 0 0	Conover ...	Quick, R. ...	12 0 0
Campbellfield ...	Matthewson, E. ...	24 0 0	Conover West ...	Jennings, J. W. ...	9 0 0
Campbell's Creek ...	Pattle, T. ...	95 0 0	Coomoora ...	Browne, J. W. ...	9 0 0
Campbell's Forest ...	Davidson, J. ...	9 0 0	Coongulmerang ...	Bustorff, M. ...	21 0 0
Campbelltown ...	McDonald, A. ...	21 0 0	Coongulmerang (Upper) ...	Breen, M. J. ...	9 0 0
Campbelltown East ...	Talbot, C. H. ...	9 0 0	Coonoor Bridge ...	Williams, W. ...	18 0 0
Camperdown ...	Hannah, J. ...	200 0 0	Cooper's Creek ...	Day, J. ...	21 0 0
Canary Island ...	Vear, S. ...	18 0 0	Cope Cope ...	Gray, W. H. ...	48 0 0
Cannum ...	Kinghorn, A. ...	6 0 0	Corack ...	Glowrey, J. T. ...	33 0 0
Canterbury ...	Wall, M. ...	6 0 0	Corindhap ...	Thomas, D. E. ...	33 0 0
Cape Clear ...	Gibson, A. L. ...	30 0 0	Corinella ...	Mitchell, J. ...	12 0 0
Capel's Crossing ...	Ievers, M. ...	6 0 0	Coromby ...	Hobbins, J. H. ...	12 0 0
Cape Otway ...	Kelsall, J. E. ...	172 18 0	Corop ...	Smith, A. G. ...	42 0 0
Cape Schanck ...	Tapp, A. ...	66 0 0	Corryong ...	Donaldson, T. R. ...	30 0 0
Caralulup ...	Reed, F. ...	9 0 0	Costerfield ...	Harrison, W. K. ...	27 0 0
Caramut ...	Boyd, S. P. ...	75 0 0	Costerfield South ...	Gray, J. G. ...	9 0 0
Carapooee ...	Edelsten, S. J. ...	15 0 0	Couangalt ...	Benson, J. ...	9 0 0
Carapooee (Railway Station) ...	McPhee, P. ...	15 0 0	Cowes ...	West, J. ...	33 0 0
Carapook ...	Jelbart, J. ...	12 0 0	Cowie's Creek ...	Jones, C. J. ...	9 0 0
Cardigan ...	Surman, J. W. ...	15 0 0	Cowley's Creek ...	Nelson, J. ...	12 0 0
Cardinia Creek ...	Hansen, C. T. ...	6 0 0	Cowwarr ...	Gebhardt, W. ...	24 0 0
Cargarie ...	Campbell, M. ...	12 0 0	Craigie ...	Sundberg, S. G. ...	21 0 0
Carisbrook (Railway Station) ...	Atkinson, T. P. ...	38 5 0	Craigieburn (Ry. Stn.) ...	Richards, T. K. ...	18 0 0
Carlsruhe ...	Weller, F. ...	18 0 0	Cranbourne ...	Thomson, A. ...	54 0 0
Carlsruhe (Railway Station) ...	McDonald, T. F. ...	15 0 0	Cressy ...	Hall, T. A. ...	30 0 0
Carlton ...	Clark, J. H. ...	180 0 0	Creswick ...	Williams, W. W. ...	325 0 0
Carlton North (Receiving House) ...	Hall, F. ...	30 0 0	Crossley ...	Malone, J. ...	15 0 0
Carngham ...	Wilson, W. ...	21 0 0	Crossover Diggings ...	Veysey, J. ...	6 0 0
Carpendeit ...	Morrison, P. ...	6 0 0	Crowlands ...	Wilkinson, S. J. ...	42 0 0
Carron ...	McAdam, E. ...	6 0 0	Croxton East ...	O'Farrell, T. ...	15 0 0
Cashel ...	Playford, H. ...	65 0 0	Cudgee ...	Fearnley, J. ...	21 0 0
Casterton ...	Barry, J. J. ...	200 0 0	Cudgewa ...	Eade, J. A. ...	18 0 0
Castlemaine ...	Green, T. ...	350 0 0	Cundare ...	Harlock, B. ...	12 0 0
Cathcart ...	Ahrendts, G. ...	15 0 0	Cunninghame ...	Blake, E. ...	120 0 0
Catumnal ...	Westcott, W. ...	15 0 0	Curlewis ...	Stowe, T. M. ...	15 0 0
Caulfield ...	Le Page, J. ...	48 0 0	Dandenong ...	Dobson, O. ...	110 0 0
Cavendish ...	Roberts, F. ...	36 0 0	Dargalong ...	Tidbould, T. ...	27 0 0
Ceres ...	Clarke, J. ...	24 0 0	Dargo ...	Kelly, J. B. ...	24 0 0
Charlotte Plains ...	Gordon, H. ...	6 0 0	Darlumurla ...	Pollard, H. E. ...	12 0 0
Charlton ...	Tymms, H. F. ...	220 0 0	Darlingford ...	Dunn, J. ...	27 0 0
Chatsworth ...	Murray, A. J. ...	21 0 0	Darlington ...	Hodgson, S. D. ...	42 0 0
Cheltenham ...	Chandler, T. ...	90 0 0	Darraweit Guim ...	Francis, M. A. ...	30 0 0
Chepstowe ...	Tindall, T. ...	24 0 0	Dartmoor ...	McPherson, M. ...	18 0 0
Chetwynd ...	Clarke, W. D. ...	27 0 0	Daylesford ...	Reed, T. ...	350 0 0
Chewton ...	Lamb, J. ...	120 0 0	Dean ...	Naples, C. ...	27 0 0
Childers ...	Dickinson, R. ...	15 0 0	Dean's Marsh ...	Schram, J. ...	39 0 0
Chiltern ...	Green, Fanny ...	180 0 0	Dederang ...	Oliver, G. ...	12 0 0
Chinaman's Creek ...	Laver, M. A. ...	9 0 0	Deep Lead ...	Sweetman, N. J. ...	21 0 0
Chinaman's Flat ...	Beedon, E. ...	30 0 0	Delatite ...	Lovick, W. ...	6 0 0
Chintin ...	Osmond, S. ...	9 0 0	Denicull Creek ...	Cowper, S. ...	9 0 0
Christmas Hill ...	Young, T. ...	15 0 0	Dennington ...	O'Sullivan, A. ...	21 0 0
Chute ...	Dobie, G. ...	15 0 0	Dereel ...	Bown, C. ...	9 0 0
Clarendon ...	McDonald, A. ...	21 0 0	Derby (Railway Station) ...	Turnbull, J. ...	15 0 0
Clarke's Hill ...	Connelly, H. ...	15 0 0	Dergholm ...	McDonald, M. ...	15 0 0
Clear Lake ...	Edwards, J. H. ...	18 0 0	Derrimut ...	Hopkins, R. ...	6 0 0
Clunes ...	Collier, J. L. ...	350 0 0	Derrinallum ...	Hart, A. J. ...	27 0 0
Clyde ...	Twyford, J. A. ...	12 0 0	Devenish ...	O'Connor, M. ...	18 0 0
Clydebank ...	Henry, J. ...	9 0 0	Diamond Creek ...	Edmonds, F. ...	24 0 0
Clydesdale ...	Yourn, J. ...	6 0 0	Diamond Hill ...	Nixon, J. ...	15 0 0
Cobden ...	Brown, W. ...	60 0 0	Digby ...	Townsend, M. ...	30 0 0
Cobram ...	Dick, H. M. ...	24 0 0	Diggersrest (Railway Station) ...	Donnelly, R. ...	30 0 0
			Diggora ...	Roney, P. ...	9 0 0
			Dimboola ...	Holderness, T. ...	200 0 0
			Dobie's Bridge ...	Moloney, W. ...	18 0 0
			Docker's Plains ...	Parfitt, H. S. ...	15 0 0

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—continued.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Dolly's Creek ...	Nesbitt, B. ...	9 0 0	Flynn's Creek ...	Barkly, D. ...	15 0 0
Donald ...	Saunders, M. L. ...	84 0 0	Flynn's Creek (Railway Station) ...	Baynes, C. E. ...	15 0 0
Doncaster ...	Reynolds, H. G. ...	24 0 0	Footscray ...	Larrit, M. ...	100 0 0
Donnelly's Creek ...	Bake, R. H. ...	15 0 0	Forbes ...	Dwyer, D. O. ...	18 0 0
Dooboobetic ...	Morgan, W. C. ...	12 0 0	Forest Hill ...	Peacock, R. ...	9 0 0
Doon ...	Grant, R. ...	15 0 0	Foster ...	Barry, W. ...	156 0 0
Doogalook ...	Kemp, M. ...	15 0 0	Framlingham ...	Munro, J. ...	15 0 0
Dookie ...	Robinson, G. Y. ...	15 0 0	Franklinford ...	Bumstead, W. ...	18 0 0
Doon ...	Sartain, M. J. ...	30 0 0	Frankston ...	Savage, S. N. ...	36 0 0
Drik Drik ...	Dunbar, C. S. ...	18 0 0	Freeburgh ...	McKay, J. ...	12 0 0
Dromana ...	Fitzgerald, M. ...	70 0 0	Frenchman's ...	Creamer, E. ...	6 0 0
Drouin ...	Stephenson, W. G. ...	54 0 0	Freshwater Creek ...	Mayall, M. ...	12 0 0
Drouin South ...	Dempsey, A. M. ...	6 0 0	Fryerstown ...	Carter, G. L. ...	152 0 0
Drouin West ...	Sutherland, J. ...	21 0 0	Fyansford ...	Littlewood, T. ...	21 0 0
Drummond ...	Porter, H. ...	21 0 0	Gaffney's Creek ...	Weatherhead, J. ...	82 0 0
Drung Drung ...	Nason, M. ...	15 0 0	Gannawarra ...	Safe, W. H. ...	18 0 0
Dry Creek ...	Pemberton, J. ...	12 0 0	Gapstead ...	Bryce, M. ...	17 0 0
Dry Diggings ...	Elliott, T. ...	12 0 0	Garup ...	Reynolds, J. ...	9 0 0
Drysdale ...	Brazier, C. ...	57 0 0	Garvoc ...	Glowrey, J. ...	30 0 0
Dunach ...	Corfield, C. H. ...	18 0 0	Geelong ...	Fisher, J. ...	375 0 0
Dunbulbalane ...	Sloss, S. ...	27 0 0	Geelong East ...	Stone, F. ...	15 0 0
Dunkeld ...	Hughes, W. J. ...	42 15 0	Geelong West ...	Birrell, J. ...	27 0 0
Dunnstown ...	Darcey, D. ...	18 0 0	Gembrook ...	Crichton, D. ...	21 0 0
Dunolly ...	Lawrence, J. ...	210 0 0	Gerangamete ...	Tranter, W. A. ...	9 0 0
Duridwarrah ...	Ellison, R. C. ...	30 0 0	Germantown ...	Benari, A. ...	15 0 0
Durham Lead ...	Lamb, R. ...	21 0 0	Gheringhap ...	Moore, W. ...	15 0 0
Durham Ox ...	Boddy, W. B. ...	100 0 0	Gipsy Village ...	Lewis, M. ...	9 0 0
Eaglehawk ...	Mulcahy, J. ...	120 0 0	Girgarre East ...	Ryan, W. ...	9 0 0
Eastbrook ...	O'Keefe, T. ...	11 0 0	Gisborne ...	Haines, R. ...	54 0 0
Eastern Market Receiving House ...	Burns, S. ...	100 0 0	Glenaroua ...	Mooney, J. ...	12 0 0
Eastville ...	Murdoch, J. S. ...	9 0 0	Glendaruel ...	Walsh, W. H. ...	9 0 0
Echuca ...	Forbes, D. W. ...	350 0 0	Glendonald ...	Gillan, A. ...	9 0 0
Echuca East ...	Lawrence, S. J. ...	27 0 0	Glengower ...	Potter, W. ...	12 0 0
Eddington ...	Ryan, T. ...	48 0 0	Glenloth ...	Harvey, J. ...	12 0 0
Edenhope ...	English, J. ...	46 0 0	Glenluce ...	Knapman, H. ...	9 0 0
Edgecombe ...	Gillam, S. ...	12 0 0	Glenlyon ...	Orde, M. A. ...	33 0 0
Eganstown ...	Vanderbilt, D. ...	24 0 0	Glenmaggie ...	Weekes, C. ...	18 0 0
Elaine ...	Munro, A. ...	64 0 0	Glenorely ...	Judd, W. S. ...	60 0 0
Eldorado ...	Horrocks, H. ...	100 0 0	Glenpark ...	Edwards, G. E. ...	9 0 0
Elizabeth Street North ...	Palmer, C. ...	96 0 0	Glenrowan ...	Reynolds, H. J. ...	48 0 0
Elliminyt ...	Camm, J. S. ...	18 0 0	Glenhompson ...	Eagland, E. ...	31 10 0
Ellerslie ...	Coughlan, S. A. ...	15 0 0	Glenvale ...	Hughson, M. ...	15 0 0
Ellinbank ...	Redman, G. H. ...	9 0 0	Glenwarre ...	Corbett, P. ...	12 0 0
Elmhurst ...	Spier, H. ...	33 0 0	Gobur ...	Sincocks, H. ...	27 0 0
Elmore ...	Stephens, C. ...	50 0 0	Golden Gully ...	Shiel, M. ...	12 0 0
Elphinstone ...	Wotherspoon, J. ...	30 0 0	Golden Lake ...	Higgins, J. ...	9 0 0
Elsternwick ...	Morris, G. ...	110 0 0	Golden Point ...	Hopper, E. ...	15 0 0
Eltham ...	Hunniford, A. ...	27 0 0	Golden Square ...	Bienvenu, W. H. ...	48 0 0
Emerald Hill ...	Oldham, M. K. ...	135 0 0	Goldie ...	Douglas, J. ...	9 0 0
Emu ...	Collins, R. ...	9 0 0	Goldsboro' Reef ...	King, T. N. ...	42 0 0
Emu Creek ...	Owen, J. ...	33 0 0	Gooram Gong ...	Rigg, J. ...	12 0 0
Emu Flat ...	Cannan, T. ...	9 0 0	Goornong ...	Conboy, E. ...	60 0 0
Enfield ...	McClelland, R. ...	9 0 0	Gooroc ...	Eagan, M. ...	18 0 0
Enoch's Point ...	Kelly, E. ...	15 0 0	Goorombat ...	Hoskin, E. ...	12 0 0
Ensay ...	Johnston, H. ...	27 0 0	Gooroomadda ...	Barnard, A. ...	9 0 0
Epping ...	Aitken, J. ...	18 0 0	Gordons ...	Milne, B. ...	60 0 0
Epsom ...	Robbie, J. ...	33 0 0	Gowar ...	Butler, S. W. ...	9 0 0
Essendon ...	Mullen, R. ...	9 0 0	Graham's Hill ...	Thomsett, J. M. ...	6 0 0
Estecourt ...	Pratt, J. ...	15 0 0	Grant ...	Harrison, H. ...	45 0 0
Eurambeen ...	Kelly, M. ...	9 0 0	Grantville ...	Dickins, J. ...	42 0 0
Euroa ...	Vaughan, J. ...	50 0 0	Granya ...	Sparrow, C. C. ...	18 0 0
Eurobin ...	Wood, C. E. ...	17 0 0	Graytown ...	Oddy, W. ...	18 0 0
Evansford ...	Hastie, R. ...	15 0 0	Great Western ...	Baker, J. ...	27 0 0
Everton ...	Davenport, T. ...	26 0 0	Greendale ...	Mitchell, J. ...	12 0 0
Everton (Railway Station) ...	Wright, J. J. ...	18 0 0	Green Gully ...	Laur, J. ...	6 0 0
Fawkner ...	Beasley, A. C. ...	9 0 0	Green Hill ...	Mellen, W. ...	9 0 0
Fenton's Creek ...	Finch, J. A. ...	12 0 0	Greensborough ...	Iredale, J. ...	18 0 0
Fernbank ...	Scott, M. L. ...	15 0 0	Green's Creek ...	Tiddy, C. ...	15 0 0
Fernhill ...	Nowell, F. A. ...	24 0 0	Greenvale ...	Watts, R. W. ...	15 0 0
Fernhurst ...	Huggins, C. ...	21 0 0	Gre Gre ...	Dowling, E. ...	15 0 0
Fernshawe ...	Hurst, E. E. ...	15 0 0	Grenville ...	Richards, E. ...	15 0 0
Ferntree Gully ...	Charman, M. ...	24 0 0	Greta ...	Ellis, S. ...	27 0 0
Fitzroy ...	Mirams, E. ...	170 0 0	Griffith's Point ...	Hull, G. ...	43 0 0
Fitzroy North ...	Gearing, S. H. ...	100 0 0	Guildford ...	Sinclair, J. ...	70 0 0
Flemington ...	Reed, F. ...	110 0 0	Gunbower ...	Treacey, M. ...	21 0 0
Flinders ...	Segrave, W. ...	...	Gundowring ...	Ryan, M. M. ...	12 0 0
Flowerdale ...	Blackman, G. ...	9 0 0	Haddon ...	Sims, H. ...	36 0 0
			Hamilton ...	Shields, W. ...	350 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Hanson South ...	Walkden, T. D. ...	9 0 0	Keilor ...	Ely, R. G. ...	30 0 0
Happy-go-Lucky ...	Collins, C. ...	19 0 0	Keilor Road (Railway Station) ...	Rockett, H. ...	15 0 0
Happy Valley ...	Tynan, M. ...	24 0 0	Kellalac ...	Bruce, W. ...	15 0 0
Harcourt ...	McMacking, A. ...	21 0 0	Kensington ...	McWilliams, S. J. ...	24 0 0
Hardie's Hill ...	Lawrence, R. ...	6 0 0	Kerang ...	Ellis, A. ...	180 0 0
Harkaway ...	Nichol, A. ...	15 0 0	Kergunyah ...	Nichol, R. J. ...	12 0 0
Harrietville ...	Jones, G. ...	27 0 0	Kew ...	Hodgson, M. E. ...	110 0 0
Harrow ...	Creagh, G. M. ...	96 0 0	Kewell ...	Coffey, J. ...	30 0 0
Hartwell ...	Clarke, G. T. ...	9 0 0	Kialla ...	Furphy, J. ...	9 0 0
Hastings ...	Peddle, H. ...	39 0 0	Kialla East ...	Gourlay, R. ...	21 0 0
Havelock ...	McCarthy, J. H. ...	12 0 0	Kialla West ...	Whitfield, A. ...	15 0 0
Hawkesdale ...	Kerr, R. ...	18 0 0	Kiata ...	McIlrath, S. A. ...	18 0 0
Hawkeston ...	Finnamore, T., jun. ...	15 0 0	Kiewa ...	Lawson, J. ...	65 0 0
Hawthorn ...	Haverty, M. ...	110 0 0	Kilcunda ...	Carew, J. ...	21 0 0
Hawthorn, Lower (Receiving House) ...	Nicholls, C. ...	51 0 0	Killarney ...	Lynch, M. ...	9 0 0
Hayanmi ...	Geddes, E. S. ...	15 0 0	Killawarra ...	Francis, O. ...	9 0 0
Hazelglen ...	Smith, A. ...	15 0 0	Kilmore ...	Firman, G. A. ...	200 0 0
Hazelwood ...	Gooding, M. A. ...	21 0 0	Kilmore East ...	McIlwraith, R. A. ...	21 0 0
Healesville ...	Cameron, M. ...	42 0 0	Kingower ...	Plumpton, J. P. ...	21 0 0
Heathcote ...	Challen, P. R. ...	210 0 0	Kingston ...	Rossell, T. ...	42 0 0
Hedi ...	Wood, M. ...	12 0 0	Kinneypaniel ...	Rickards, S. ...	15 0 0
Heidelberg ...	Dunn, F. P. ...	105 0 0	Kiora ...	Biggin, L. J. ...	6 0 0
Henley ...	Henley, G. ...	18 0 0	Kirkstall ...	Reidy, J. ...	21 0 0
Hepburn ...	Hill, E. A. ...	27 0 0	Kolara ...	Brain, L. ...	15 0 0
Hesket ...	Meagher, J. T. ...	15 0 0	Koondrook ...	Keene, M. ...	24 0 0
Hesse ...	Kelly, M. A. ...	15 0 0	Kooroc ...	Bayles, E. ...	9 0 0
Hexham ...	Stubbs, L. A. ...	65 0 0	Kooroocheang ...	James, J. ...	12 0 0
Heyfield ...	Marshall, A. ...	27 0 0	Koroit ...	McDougall, M. A. ...	72 0 0
Heywood ...	Remfrey, J. ...	70 0 0	Korongvale ...	Gibson, C. A. ...	9 0 0
High Camp Plain ...	Griffin, D. ...	6 0 0	Korooop ...	Torrance, R. ...	9 0 0
Highton ...	Nicol, W. ...	24 0 0	Kororoit Creek ...	Hassock, A. G. ...	9 0 0
Hill Plain ...	Argus, A. ...	33 0 0	Korweinguboorra ...	Stewart, T. ...	9 0 0
Hillsborough ...	McGowan, A. ...	12 0 0	Kotupna ...	Hurdell, W. ...	6 0 0
Hinnoomunje ...	Jeffery, E. W. ...	18 0 0	Krambruk ...	Smith, J. E. ...	18 0 0
Hochkirch ...	Muller, O. ...	15 0 0	Kyabram ...	Mehan, J. ...	15 0 0
Hoddle's Creek ...	Ewart, T. ...	9 0 0	Kyneton ...	Smith, J. A. B. ...	250 0 0
Homebush ...	McKinnon, J. ...	42 0 0	Laanecoorie ...	Gardiner, G. ...	27 0 0
Homebush Lower ...	Twist, H. ...	24 0 0	Laen ...	Bankin, J. ...	21 0 0
Horsham ...	Fraser, J. ...	325 0 0	Laen North ...	Jones, D. ...	6 0 0
Hotham ...	McGibbon, J. ...	250 0 0	Lake Bolac ...	Veale, W. E. ...	39 0 0
Hotspur ...	Matheson, D. ...	18 0 0	Lake Charm ...	Scantleton, J. ...	24 0 0
Huntly ...	Cartnell, B. ...	36 0 0	Lake Marmal ...	Bertoli, J. ...	21 0 0
Hurdle Flat ...	Birtles, S. ...	18 0 0	Lake Mundi ...	Toohy, J. ...	21 0 0
Illabarook ...	Hope, J. ...	15 0 0	Lake Rowan ...	Bond, C. ...	45 0 0
Illowa ...	Johnston, A. ...	15 0 0	Lake Town ...	Wane, A. F. ...	12 0 0
Indigo ...	Robinson, C. ...	27 0 0	Lal Lal (Railway Station) ...	McCann, N. ...	40 10 0
Inglewood ...	Kibble, J. H. ...	220 0 0	Lamplough ...	Fogarty, P. M. ...	21 0 0
Inglewood (Old) ...	Power, M. ...	9 0 0	Lancaster ...	Lancaster, T. ...	15 0 0
Inkermann ...	Mathews, J. E. ...	6 0 0	Lancefield ...	Derrick, W. ...	60 0 0
Inverleigh ...	Murray, R. ...	39 0 0	Lancefield Junction ...	Cutten, C. F. ...	33 15 0
Irrewarra ...	Dunnett, J. ...	6 0 0	Landsborough ...	Johnstone, J. ...	58 0 0
Irrewillipe ...	Dennithorne, J. ...	12 0 0	Lang Lang ...	Hudson, J. G. ...	21 0 0
Ivanhoe ...	Crisp, E. ...	18 0 0	Langley ...	Twyford, J. ...	58 0 0
Jamieson ...	Claridge, J. E. ...	100 0 0	Lara ...	Walker, M. ...	30 0 0
Janefield ...	McFarlane, J. ...	15 0 0	Lara Lake ...	Spalding, J. ...	21 0 0
Janiember East ...	Shaw, B. ...	12 0 0	Lardner ...	Duncan, A. G. ...	18 0 0
Jan Juc ...	Cunningham, S. ...	12 0 0	Larpent ...	Scott, S. ...	15 0 0
Jarklin ...	Hardy, W. ...	39 0 0	Launching Place ...	Ewart, J. ...	9 0 0
Jasper Road ...	Ward, W. ...	74 0 0	Lauriston ...	Crymble, J. ...	33 0 0
Jeruk ...	Heath, F. ...	12 0 0	Lawloit ...	McNevin, J. ...	24 0 0
Jindivick ...	Edney, W. ...	15 0 0	Leaghur ...	Waterman, J. ...	9 0 0
Jordan ...	Donaldson, R. J. ...	9 0 0	Learmonth ...	McKay, J. ...	50 0 0
Joyce's Creek ...	Gorman, A. ...	25 0 0	Leichardt ...	Dollar, J. H. ...	18 0 0
Jung Jung (Railway Station) ...	Boon, B. ...	30 0 0	Leigh Creek ...	Byrne, J. ...	15 0 0
Kalkallo ...	Crichton, P. ...	21 0 0	Leneva ...	Manus, F. A. ...	6 0 0
Kalkee ...	Sleater, S. H. ...	12 0 0	Leonard's Hill ...	Wilkie, J. ...	9 0 0
Kalymna ...	Moran, J. ...	6 0 0	Lethbridge ...	Ross, C. ...	21 0 0
Kamarooka ...	Goy, R. A. ...	15 0 0	Lexton ...	Fairlie, W. ...	35 0 0
Kangaroo ...	Haig, J. ...	15 0 0	Lillimur ...	Hopkins, J. ...	6 0 0
Kangaroo Flat ...	Robertson, E. ...	60 0 0	Lillimur North ...	McCaffrey, H. ...	24 0 0
Kangaroo Ground ...	McLaughlin, W. ...	39 0 0	Lilydale ...	Perrin, F. W. ...	60 0 0
Karabeal ...	Donelan, R. ...	12 0 0	Lintons ...	Powell, H. M. ...	80 0 0
Kariah ...	Chisholm, J. ...	6 0 0	Lismore ...	Cameron, W. ...	36 0 0
Karimba ...	Gifford, C. ...	42 0 0	Little Hampton ...	Lascelles, W. ...	9 0 0
Katamatite ...	Moore, C. J. T. ...	24 0 0	Little River ...	Coles, C. J. ...	30 0 0
Katandra ...	Fletcher, N. ...	39 0 0	L. L. Vale ...	Bowen, T. ...	6 0 0
Katunga ...	Lease, C. ...	15 0 0	Lockhart ...	Tully, W. C. ...	30 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Lockwood ...	Mason, R. ...	45 0 0	Moe South ...	Lithgow, L. ...	6 0 0
Loddon Vale ...	Langford, T. ...	15 0 0	Mokoan ...	Higgins, J. B. ...	15 0 0
Longerenong ...	Blunden, H. ...	18 0 0	Molesworth ...	Cook, C. K. ...	18 0 0
Longford ...	Sutherland, A. ...	15 0 0	Moliagul ...	Beniam, H. ...	18 0 0
Long Gully ...	Daniel, A. ...	33 0 0	Mologa ...	Grant, J. ...	6 0 0
Longwarry ...	Tolley, S. ...	15 0 0	Monegatta ...	Briggs, E. F. ...	15 0 0
Longwood ...	Tubb, E. ...	6 0 0	Moolap ...	Yeoman, A. E. ...	12 0 0
Longwood (Railway Station)	Morris, J. ...	42 15 0	Moolort ...	Maxworthy, E. ...	12 0 0
Lord Clyde ...	Grose, J. ...	6 0 0	Moonambel ...	Middleton, C. ...	51 0 0
Lorne ...	Mountjoy, T. J. ...	36 0 0	Moonee Ponds ...	Hinkins, E. M. ...	215 0 0
Lower Buckland ...	Dumphy, J. ...	18 0 0	Moonlight Flat ...	Lord, T. D. ...	6 0 0
Lower Cape Bridgewater	Hedditch, C. ...	12 0 0	Moorabool ...	Reardon, M. ...	18 0 0
Loyola ...	Allen, T. ...	17 0 0	Moorilim ...	Kearney, M. ...	24 0 0
Lubeck ...	Melville, J. ...	27 0 0	Moorookyle ...	Pool, J. S. ...	15 0 0
Lyal ...	Dunstan, J. ...	12 0 0	Mooroopna ...	Lee, S. ...	96 0 0
Lyndhurst ...	Norquay, A. ...	9 0 0	Mooroopna North ...	Homewood, F. ...	18 0 0
Lyndhurst South ...	Hall, F. ...	12 0 0	Morang ...	Thomson, H. M. ...	39 0 0
Lysterfield ...	Reeves, L. E. ...	12 0 0	Morang South ...	Pines, G. ...	15 0 0
Macarthur ...	Collier, M. F. ...	60 0 0	Mordialloc ...	Saunders, E. ...	27 0 0
Macedon (Railway Station)	Hamilton, J. P. ...	36 0 0	Mornington ...	Kentish, M. ...	120 0 0
Macorna ...	Bonney, R. ...	15 0 0	Morrison's Diggings ...	Adamson, T. ...	39 0 0
Mack's Creek ...	Dellar, J. ...	9 0 0	Mortchap ...	Amoore, A. H. ...	6 0 0
McIntyres ...	Belcher, C. R. ...	12 0 0	Mortlake ...	Goodwin, J. M. M. ...	180 0 0
Maffra ...	Macarthur, E. ...	70 0 0	Morton Plains ...	Miller, J. ...	30 0 0
Magpie ...	Norton, W. ...	15 0 0	Morwell Bridge ...	Smith, M. A. ...	6 0 0
Maidentown ...	Black, A. ...	18 0 0	Morwell ...	Feely, M. ...	60 0 0
Maidstone ...	Pullar, W. ...	12 0 0	Mosquito Flat ...	Owen, M. ...	12 0 0
Mailor's Flat ...	Parkinson, L. J. ...	6 0 0	Mount Beckworth ...	Dunn, T. ...	9 0 0
Maindample ...	Aylward, M. ...	15 0 0	Mount Blackwood ...	Hansen, E. L. ...	90 0 0
Main Lead ...	McLeod, P. ...	9 0 0	Mount Blackwood (Receiving House)	Hansen, J. F. ...	30 0
Majorca ...	Alderson, O. ...	60 0 0	Mount Blowhard ...	Hocking, R. ...	16 0 0
Major Plains ...	Kyne, O. ...	17 0 0	Mount Bolton ...	Sanderson, R. K. ...	19 0 0
Maldon ...	Richardson, M. ...	120 0 0	Mount Cameron ...	Holden, M. ...	6 0 0
Malmesbury ...	Argyle, A. E. ...	100 0 0	Mount Clear ...	Davison, J. ...	18 0 0
Malvern ...	Wilson, W. J. ...	129 0 0	Mount Cole ...	Butt, J. ...	12 0 0
Mandurang ...	Prankard, V. ...	12 0 0	Mount Cotterell ...	Tanner, C. ...	9 0 0
Mangalore ...	Hart, M. A. ...	18 0 0	Mount Doran ...	Montgomery, W. ...	18 0 0
Mangalore (Railway Station)	Wright, T. ...	6 0 0	Mount Duneed ...	Lamond, C. ...	18 0 0
Mansfield ...	Newland, G. W. ...	180 0 0	Mount Egerton ...	Moore, B. ...	65 0 0
Maribyrnong ...	Boyd, H. C. ...	9 0 0	Mount Gellibrand ...	Luscombe, J. E. ...	18 0 0
Market Street ...	Roberts, J. ...	140 0 0	Mount Greenock ...	McLennan, A. ...	15 0 0
Marnoo ...	McKenzie, J. ...	18 0 0	Mount Jeffcott ...	Coats, C. ...	21 0 0
Marong ...	Corbett, M. ...	30 0 0	Mount Mercer ...	Incedon, W. H. ...	18 0 0
Maroona ...	Wyatt, E. ...	27 0 0	Mount Moriac ...	Elden, C. J. ...	27 0 0
Marshalltown ...	Gilbert, E. B. ...	21 0 0	Mount Pleasant ...	White, J. D. ...	15 0 0
Marungi ...	Humberstone, W. ...	12 0 0	Mount Prospect ...	Durose, J. ...	15 0 0
Maryborough ...	Outtrim, F. L. ...	300 0 0	Mount Rowan ...	Urquhart, D. ...	15 0 0
Marysville ...	Keppel, M. ...	40 0 0	Mount Wallace ...	Robinson, R. ...	12 0 0
Matlock ...	Drake, E. ...	35 0 0	Mount Wycheproof ...	Smith, F. ...	36 0 0
Maude ...	Biles, T. ...	12 0 0	Moutajup ...	Lane, J. ...	9 0 0
Melton ...	Ferris, C. ...	45 0 0	Moyhu ...	Fulton, M. J. ...	33 0 0
Meredith ...	White, J. ...	50 0 0	Moyston ...	Sullivan, D. ...	42 0 0
Merino ...	Davis, S. E. ...	70 0 0	Muckatah ...	Drummond, M. T. ...	6 0 0
Merriang ...	Hartley, H. ...	12 0 0	Muckleford ...	Scully, J. ...	40 0 0
Merrigum ...	Baldwin, W. ...	33 0 0	Muckleford South ...	Monks, M. ...	9 0 0
Merton ...	Nolan, J. ...	42 0 0	Mudgegonga ...	Murray, P. ...	6 0 0
Metcalfe ...	Reddick, E. A. ...	18 0 0	Mulgrave ...	Freeman, A. ...	30 0 0
Metung ...	Grant, G. ...	12 0 0	Murchison ...	Smith, W. P. A. ...	80 0 0
Mia Mia ...	Dwyer, T. ...	31 0 0	Murgheboluc ...	Tonnor, E. S. ...	15 0 0
Mickleham ...	Edis, J. ...	18 0 0	Murmungee ...	Horsfall, F. ...	9 0 0
Middle Creek (Railway Station)	Townsend, R. H. ...	6 0 0	Murrabit ...	Paynter, S. ...	15 0 0
Miepoll ...	Stevens, S. ...	18 0 0	Murra Warra ...	Holland, A. ...	15 0 0
Milawa ...	Gardiner, C. ...	48 0 0	Murroon ...	Prime, G. K. ...	18 0 0
Millbrook ...	Williams, W. ...	21 0 0	Murtoa ...	Campion, E. ...	84 0 0
Milloo ...	Cayley, A. ...	21 0 0	Musk Creek ...	Beardsell, H. ...	9 0 0
Mincha West ...	Wallis, M. J. ...	15 0 0	Muskvale ...	Anderson, G. ...	12 0 0
Minersrest ...	Blennerhassett, J. ...	27 0 0	Myamyn ...	Duddin, S. ...	15 0 0
Minyip ...	Morris, M. ...	51 0 0	Myers' Flat ...	Dellar, T. ...	12 0 0
Mirboo ...	Jago, J. H. ...	12 0 0	Myrniong ...	Simmons, C. ...	51 0 0
Mirboo North ...	Brennan, M. ...	21 0 0	Myrtle Creek ...	Pickford, G. M. ...	6 0 0
Mitchell's Hill ...	Cody, M. ...	9 0 0	Myrtleford ...	Travis, M. J. ...	65 0 0
Mitiamo ...	Dyke, R. F. ...	42 0 0	Mysia ...	Boyle, J. ...	18 0 0
Mitta Mitta ...	Thompson, M. ...	18 0 0	Nagambie ...	Greet, M. ...	90 0 0
Modewarre ...	Davis, J. ...	18 0 0	Nalunga ...	Gordon, A. ...	15 0 0
Moe (Railway Station)	Roach, C. ...	60 0 0	Napoleons ...	Smith, D. ...	18 0 0
			Nareen ...	Grant, A. ...	18 0 0
			Naringal ...	Johnson, T. ...	6 0 0
			Nar-nar-goon ...	O'Connor, M. ...	6 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Naroghid (Marida Yallock)	Griffin, E. ...	9 0 0	Porepunka ...	Hooper, W. ...	52 0 0
Narracan ...	Powell, A. ...	30 0 0	Port Albert ...	Ferris, J. ...	180 0 0
Narracan West ...	Stranger, E. J. ...	15 0 0	Portarlington ...	Wright, R. ...	39 0 0
Narraport ...	Porter, A. ...	12 0 0	Port Campbell ...	Tregea, W. ...	6 0 0
Narrawong ...	McLean, D. ...	9 0 0	Port Campbell West ...	McIntyre, H. ...	21 0 0
Narree Warren ...	Rae, G. ...	12 0 0	Portland ...	Maplestone, C. M. ...	350 0 0
Narrewillock ...	Martin, J. ...	6 0 0	Portsea ...	Ford, W. B. ...	18 0 0
Nathalia ...	Van Staveren, J. ...	33 0 0	Powlett Plains ...	Mathewson, T. J. ...	9 0 0
Natimuk Creek ...	Mitchell, D. ...	51 0 0	Powlett's Hill ...	Morris, J. ...	6 0 0
Nattie Yallock ...	Taylor, C. M. ...	15 0 0	Prahran ...	Chapman, K. E. ...	150 0 0
Navarre ...	Stuart, J. A. ...	21 0 0	Preston ...	Wood, E. ...	115 0 0
Neereman ...	Ely, R. ...	6 0 0	Preston Hill ...	Burge, J. ...	18 0 0
Neerim ...	English, A. ...	9 0 0	Puckapunyal... ..	Arthur, M. A. ...	6 0 0
Neilborough ...	Marsden, L. ...	9 0 0	Purnim ...	Stewart, A. ...	18 0 0
Nelson ...	Baird, R. P. ...	9 0 0	Pyalong ...	Cathery, H. ...	36 0 0
Nerrina ...	Skogland, O. ...	18 0 0	Pyramid Hill ...	Watson, J. ...	45 0 0
Nerring ...	Patterson, J. ...	6 0 0	Quambatook ...	Adamthwaite, J. ...	24 0 0
Newbridge ...	Pearson, H. ...	39 0 0	Queenscliff ...	Dod, H. C. ...	182 0 0
Newbury ...	Delaney, D. ...	15 0 0	Queensferry ...	Stewart, A. ...	18 0 0
New Gisborne ...	Lee, M. ...	42 0 0	Raglan ...	Tucker, C. ...	15 0 0
Newham ...	Gibbs, E. ...	21 0 0	Ravenswood ...	Hall, G. ...	12 0 0
Newhaven ...	McLeod, A. ...	9 0 0	Raywood ...	Potter, J. ...	48 0 0
Newlyn ...	Wilkins, F. ...	21 0 0	Redbank ...	Murphy, E. ...	21 0 0
Newmerella ...	Burn, A. ...	12 0 0	Redcastle ...	McKee, J. ...	12 0 0
Newport (Railway Station)	Smith, W. ...	21 0 0	Redesdale ...	McNiff, J. ...	39 0 0
Newstead ...	Hannah, M. L. ...	72 0 0	Redhill ...	Wheeler, E. ...	9 0 0
Newtown-Scarsdale ...	Knight, G. D. ...	21 0 0	Redjacket ...	Ellis, R. ...	6 0 0
Nhill ...	Oliver, A. M. E. ...	39 0 0	Reedy Creek ...	Davis, G. ...	36 0 0
Ninyeunook ...	Ireland, S. ...	21 0 0	Reefton ...	Curry, T. ...	11 0 0
Nirranda ...	Lee, J. ...	18 0 0	Reid's Creek ...	Gannell, E. ...	6 0 0
Noorat ...	Carson, M. J. ...	38 0 0	Rheola ...	McLeish, J. ...	51 0 0
Nooradjuha ...	Treadwell, J. ...	15 0 0	Rhymney Reef ...	Hurley, E. ...	9 0 0
North Barnawartha ...	Colston, W. E. ...	6 0 0	Richmond ...	Stanton, A. W. ...	150 0 0
Northcote ...	Bastings, E. ...	103 0 0	Richmond South (Receiving House)	Simmons, H. ...	60 0 0
North Redesdale ...	Shephard, A. ...	9 0 0	Riddell's Creek (Railway Station)	Larter, J. W. ...	40 0 0
Northwood ...	Cox, S. ...	9 0 0	Ringwood ...	Jordan, R. ...	24 0 0
Nuggety Reef ...	Moir, J. ...	6 0 0	Rochester ...	Glenton, M. ...	150 0 0
Nulla Nulla ...	Thomas, W. H. ...	9 0 0	Rochford ...	Edwards, J. ...	18 0 0
Nullawarre ...	McDonagh, J. ...	9 0 0	Rockbank ...	Pratt, W. ...	6 0 0
Numurkah ...	Mallock, W. H. ...	80 0 0	Rocky Flat ...	Moore, J. ...	6 0 0
Nurrabil ...	Morse, H. T. E. ...	6 0 0	Rocky Lead ...	Werner, J. H. ...	18 0 0
Oaklands Junction ...	Dewar, J. ...	12 0 0	Rodborough ...	Moffat, E. ...	12 0 0
Oakleigh ...	Wastell, W. H. ...	60 0 0	Rokewood ...	White, M. H. ...	60 0 0
Omeo ...	McDonald, E. ...	130 0 0	Rokewood Junction ...	Gladstone, J. ...	15 0 0
Opossum Gully ...	Webb, E. C. ...	9 0 0	Romsey ...	Moffat, W. T. ...	51 0 0
Orford ...	Horan, M. ...	21 0 0	Rosebrook ...	Irwin, H. J. H. ...	15 0 0
Ormond ...	Harrington, M. ...	6 0 0	Rosedale ...	Baker, S. ...	210 0 0
Orville ...	Chivers, J. F. ...	9 0 0	Ross' Bridge ...	Bryant, W. S. ...	9 0 0
Osborn's Flat ...	Down, J. ...	12 0 0	Ross' Creek ...	Evans, T. ...	12 0 0
Oxley ...	Dunlop, R. ...	54 0 0	Running Creek ...	Carthew, W. F. ...	9 0 0
Pakenham ...	Bourke, C. M. ...	58 0 0	Rupanyup ...	Gawith, J. H. ...	65 0 0
Panmure ...	Anderson, C. ...	34 0 0	Rushworth ...	Andrews, T. ...	90 0 0
Pannooabamawn ...	Pinner, C. L. ...	21 0 0	Russell's Creek ...	Espie, H. ...	6 0 0
Pannoomilloo ...	Payser, G. E. ...	12 0 0	Rutherglen ...	Orr, M. C. ...	100 0 0
Panton Hill ...	Hude, J. ...	18 0 0	Rye ...	Mitchell, G. ...	18 0 0
Pastoria ...	Donovan, J. ...	6 0 0	St. Andrew ...	Smith, E. ...	24 0 0
Peechelba ...	Burt, W. ...	12 0 0	St. Arnaud ...	Swann, W. T. ...	220 0 0
Pelluebla ...	Keep, T. ...	18 0 0	St. Germaines ...	Mills, G. ...	48 0 0
Pelluebla East ...	Crawford, J. ...	6 0 0	St. Helens ...	Roe, M. ...	6 0 0
Penshurst ...	Montgomery, G. ...	84 0 0	St. Huberts ...	Lawlor, J. ...	21 0 0
Percydale ...	Wise, H. ...	18 0 0	St. Kilda ...	Constable, J. ...	150 0 0
Perry Bridge ...	Barton, C. ...	12 0 0	St. Kilda West ...	Glass, B. ...	80 0 0
Pettavel ...	Marendaz, E. ...	6 0 0	St. Leonards ...	Smiley, R. ...	12 0 0
Picola ...	Ruler, J. ...	27 0 0	Sale ...	Coverdale, J. ...	350 0 0
Piggoreet ...	Blythman, E. ...	30 0 0	Salisbury West ...	Podlech, G. J. W. ...	15 0 0
Pimpinio ...	Day, J. ...	21 0 0	Samaria ...	Redding, T. ...	12 0 0
Pine Grove ...	O'Brien, J. ...	21 0 0	Sandford ...	Kemp, I. ...	13 0 0
Pine Lodge ...	Ving, A. ...	21 0 0	Sandhill Lake ...	Rattray, W. ...	6 0 0
Pine Lodge North ...	Henessy, A. M. ...	6 0 0	Sandhurst ...	Bristow, H. B. ...	375 0 0
Piper's Creek ...	Robinson, J. ...	9 0 0	Sandon ...	House, S. ...	12 0 0
Pirron Yaloak ...	Macafie, H. B. ...	45 0 0	Sandridge ...	Dunne, L. M. ...	100 0 0
Pitfield ...	Crowe, J. ...	6 0 0	Sandy Creek ...	Briddon, H. ...	21 0 0
Point Henry ...	Paterson, J. ...	12 0 0	Sarsfield ...	Aitken, J. ...	12 0 0
Pomborneit ...	Lord, M. ...	18 0 0	Scarsdale ...	Knights, M. ...	54 0 0
Pootilla ...	Gooden, J. ...	9 0 0	Scott's Creek ...	Howlett, R. ...	21 0 0
Poowong ...	Horsley, M. ...	36 0 0	Scott's Marsh ...	Scarse, G. H. ...	12 0 0
Poreupine Flat ...	Martin, D. F. ...	9 0 0	Seaton ...	Rumpff, C. ...	12 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1881—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Sebastian ...	Fletcher, R. H. ...	27 0 0	Taripta ...	Edwards, J. ...	24 0 0
Sebastopol ...	Sutton E. C. ...	84 0 0	Tarkedia ...	McLean, D. ...	24 0 0
Sedgewick ...	Beetson, H. R. ...	6 0 0	Tarnagulla ...	Phillips, J. ...	90 0 0
Serpentine Creek ...	Hutton, C. ...	48 0 0	Tarranginnie... ..	Haycroft, J. ...	15 0 0
Seymour ...	Howson, H. J. ...	200 0 0	Tarraville ...	Flinn, M. D. ...	36 0 0
Shean's Creek ...	Emmett, E. P. H. ...	6 0 0	Tarrawingee ...	Gough, J. P. ...	24 0 0
Shelbourne ...	Macnamara, P. J. ...	18 0 0	Tarrayoukian ...	McCahill, C. ...	12 0 0
Shelbourne East ...	Sampson, T. S. ...	33 0 0	Tarwin, Lower ...	Wydel, J. ...	6 0 0
Shelford ...	Wilson, H. M. ...	36 0 0	Tatura (Railway Station)	Reade, J. ...	38 5 0
Shepherd's Flat ...	Sandells, J. ...	9 0 0	Tatyoon ...	Cowley, W. ...	15 0 0
Shepparton ...	St. Leger, F. ...	220 0 0	Tawonga ...	Howitt, S. ...	6 0 0
Shirley ...	Drummond, J. ...	15 0 0	Teddy Waddy ...	Forbes, J. ...	6 0 0
Shoreham ...	Plank, S. M. ...	6 0 0	Teesdale ...	Clark, J. ...	18 0 0
Simmons' Reef ...	Rogers, M. ...	12 0 0	Templestowe ...	Stockdale, T. ...	15 0 0
Simpson's Road (Receiving House)	Pitcher, C. ...	39 0 0	Terang ...	Hughes, M. ...	80 0 0
Skipton ...	Elder, J. ...	42 0 0	Terrick Terrick ...	Davies, T. ...	51 0 0
Slaty Creek ...	Kerr, R. ...	6 0 0	Terrick Terrick East ...	Luelf, H. A. W. ...	21 0 0
Smeaton ...	Sheahan, R. ...	48 0 0	Thomastown ...	Maguire, R. J. ...	12 0 0
Smythesdale ...	Starke, B. ...	96 0 0	Thornton ...	Robinson, H. ...	18 0 0
Snake Valley ...	Haworth, R. ...	36 0 0	Thoughla Creek ...	Smith, E. ...	15 0 0
Snowy Creek ...	Kingston, J. ...	15 0 0	Timmering ...	Steed, E. ...	18 0 0
Somerville ...	Grant, J. ...	15 0 0	Timor ...	Brown, S. S. ...	39 0 0
Sorrento ...	Stubley, G. ...	75 0 0	Timor West ...	Casey, G. B. ...	12 0 0
Southern Cross ...	Coughlan, M. ...	15 0 0	Tintaldra ...	Armstrong, E. ...	36 0 0
South Yarra ...	Turner, J. ...	225 0 0	Tomahawk Creek ...	Williamson, G. ...	6 0 0
Spring Bank ...	Delahunty, M. ...	12 0 0	Tongala ...	Brunton, J. ...	21 0 0
Springfield ...	Hall, M. ...	15 0 0	Tongio ...	Nolan, D. ...	9 0 0
Spring Hill ...	Knight, S. ...	12 0 0	Toonan ...	McLachlan, H. ...	12 0 0
Springhurst (Railway Station)	Moran, M. ...	38 5 0	Tooborac ...	Dodd, W. ...	12 0 0
Springmount ...	Creati, J. F. ...	9 0 0	Toolamba East ...	Currie R. ...	6 0 0
Springvale ...	Ford, J. ...	12 0 0	Toolamba West ...	Monerieff, J. ...	12 0 0
Springs ...	Barbour, W. ...	26 0 0	Toolern ...	Stephens, W. J. ...	15 0 0
Staffordshire Reef ...	Landles, M. ...	27 0 0	Toolleen ...	Keen, C. T. ...	21 0 0
Stanley ...	Matheson, J. ...	39 0 0	Toonalook ...	Tucker, C. ...	12 0 0
Stawell ...	Nicol, J. ...	350 0 0	Toongabbie ...	Bassett, J. ...	33 0 0
Stawell West ...	Magnus, G. ...	53 0 0	Tooradin ...	Allechin, L. ...	21 0 0
Steiglitz ...	Cooper, M. ...	48 0 0	Toorak ...	Morel, E. ...	105 0 0
Stockyard Hill ...	Clarke, R. ...	21 0 0	Toorak ...	Thornton, M. A. ...	12 0 0
Stradbroke ...	Fisher, J. ...	15 0 0	Top Creek ...	Tollhurst, E. ...	51 0 0
Strangways ...	Mulholland, W. H. ...	15 0 0	Torrumbarry ...	Judkins, H. ...	9 0 0
Stratford ...	Rose, E. ...	75 0 0	Tourello ...	Findlay, J. ...	21 0 0
Strathbogie ...	Simpson, J. ...	27 0 0	Towaninnie ...	Keuny, C. ...	24 0 0
Strathdownie East ...	Holden, W. ...	27 0 0	Tragowel ...	Andrews, J. ...	12 0 0
Strathfieldsaye ...	Meares, P. ...	21 0 0	Trainor's Lagoon ...	Gunn, W. ...	15 0 0
Strathloddon ...	Marsh, E. ...	12 0 0	Traralgon ...	Campbell, K. ...	72 0 0
Strathmerton ...	Taylor, M. A. P. ...	21 0 0	Trawalla (Railway Station)	Cutbush, J. C. ...	21 0 0
Strathmore ...	Wilson, J. ...	12 0 0	Trentham ...	McPherson, G. ...	65 0 0
Streatham ...	Hellsten, A. S. E. ...	84 0 0	Trentham East ...	Creagh, J. ...	24 0 0
Stuartmill ...	Swanton, W. ...	24 0 0	Truganina ...	Muir, W. J. ...	9 0 0
Sulky Gully ...	Redman, G. ...	6 0 0	Trunk Lead ...	Hall, R. ...	15 0 0
Sunbury (Railway Station)	Pearse, J. F. ...	48 5 0	Tullamarine ...	Cousins, A. ...	15 0 0
Sutherland's Creek ...	McCallum, D. ...	15 0 0	Tungamah ...	Vagg, W. H. ...	15 0 0
Sutton Grange ...	Elphinstone, M. ...	18 0 0	Twist's Creek ...	Burke, J. ...	6 0 0
Swan Hill ...	Frayne, P. ...	180 0 0	Tylden ...	Clayton, A. M. ...	45 0 0
Swan Pool ...	Honex, P. ...	24 0 0	Tylden South ...	Smale, G. ...	9 0 0
Swan Reach ...	Ross, A. ...	9 0 0	Tyrendarra ...	Allitt, W. ...	15 0 0
Swanwater ...	Short, W. J. E. ...	15 0 0	Tyrrell Creek ...	Webber, E. ...	6 0 0
Swanwater South ...	Hodgson R. ...	12 0 0	Ullina ...	Casey, W. ...	15 0 0
Swift's Creek Junction	McMillan, M. ...	27 0 0	Ulupna ...	Smith, E. ...	21 0 0
Sydney Flat ...	Cook, H. J. ...	12 0 0	Ulupna West ...	Battenberg, P. F. ...	12 0 0
Tabilk ...	Beams, H. ...	30 0 0	Undera ...	Baker, D. ...	21 0 0
Tahara ...	Young, A. ...	27 0 0	Upper King River ...	Izard, M. ...	12 0 0
Talangatta ...	Francis, W. P. B. ...	51 0 0	Upper Macedon ...	Dunn, W. H. ...	36 0 0
Talbot ...	Jones, H. B. ...	200 0 0	Upper Maffra ...	McKinnell, F. ...	30 0 0
Talbotville ...	Richmond, A. ...	6 0 0	Vaughan ...	Rodger, J. ...	24 0 0
Talgarno ...	Petersen, C. M. ...	6 0 0	Victoria Valley ...	McIntyre, M. C. ...	15 0 0
Tallagaroopna ...	Wellwood, S. ...	15 0 0	Violet Town ...	Fivey, J. ...	60 0 0
Tallagaroopna (Railway Station)	Green, A. C. ...	6 0 0	Waanyarra ...	Burns, J. ...	9 0 0
Tallarook ...	Fox, W. ...	60 0 0	Wabdallah ...	O'Connor, M. ...	54 0 0
Taminick ...	Sadler, J. ...	15 0 0	Waggarandall ...	Arnold, D. ...	15 0 0
Tamleugh ...	Davoreu, K. ...	6 0 0	Wahgunyah ...	Davies, M. J. ...	120 0 0
Tangil ...	Williams, C. H. ...	21 0 0	Wahring ...	Adams, J. ...	15 0 0
Tantaraboo ...	McLellan, J. W. ...	9 0 0	Walhalla ...	Costello, M. ...	180 0 0
Taradale ...	Hausell, M. ...	90 0 0	Wallan Wallan ...	Sinclair, M. ...	48 0 0
Tarilta ...	Helson, J. ...	12 0 0	Wallan Wallan (Railway Station)	Cadwallader, S. O. ...	18 0 0
			Wallington ...	Coleman, S. ...	18 0 0
			Walmer ...	Watson, E. ...	12 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amount of Salaries, for 1881—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Wanalta ...	Moore, J. ...	12 0 0	Witchipool ...	Litchfield, J. ...	18 0 0
Wandiligong ...	Dumphy, W. ...	42 0 0	Wodonga ...	Cheyne, A. ...	200 0 0
Wandin Yallock ...	Baker, J. ...	12 0 0	Wodonga West ...	McFarland, W. C. ...	6 0 0
Wandong ...	Arkell, F. J. ...	30 0 0	Wollert ...	Cameron, A. ...	9 0 0
Wangaratta ...	Sennett, J. ...	200 0 0	Wombat Creek ...	Moloney, B. E. ...	6 0 0
Wangaratta South ...	Tobin, E. O. M. ...	6 0 0	Wonwondah ...	Oakley, T. R. ...	15 0 0
Wangoom ...	White, T. ...	9 0 0	Woodbury ...	Meagher, M. ...	6 0 0
Wannon ...	Dunne, J. ...	24 0 0	Woodend (Railway Station)	Davis, E. G. ...	75 0 0
Warburton ...	Gray, G. ...	21 0 0	Woodford ...	Thomson, J. ...	36 0 0
Warragamba ...	Heberte, C. ...	9 0 0	Woodside ...	Collins, J. ...	17 0 0
Warragul ...	Ryan, J. C. ...	190 0 0	Wood's Point ...	Jackson, G. E. ...	150 0 0
Wareek ...	Fitzgerald, C. ...	9 0 0	Woodstock ...	Quinn, O. ...	25 0 0
Warrak ...	Phillips, R. ...	6 0 0	Woodstock (Loddon) ...	Wardell, G. N. ...	18 0 0
Warrandyte ...	Holloway, Jane ...	24 0 0	Woodstock West ...	Riley, A. ...	6 0 0
Warrenheip (Railway Station)	Tregurtha, A. B. ...	21 0 0	Woolshed ...	Kerr, N. J. ...	9 0 0
Warrenmang ...	Peacock, R. ...	6 0 0	Woolsthorpe ...	Davidson, W. ...	24 0 0
Warrion ...	Reid, H. ...	12 0 0	Wooragee ...	Gale, S. M. ...	12 0 0
Warrnambool ...	O'Connell, H. F. ...	350 0 0	Woorak ...	Keyte, E. ...	6 0 0
Waterloo ...	Trengove, R. ...	36 0 0	Woorndoo ...	Nalder, E. ...	18 0 0
Waterloo (Gippsland) ...	Murray, M. B. ...	51 0 0	Wooroonoke ...	Smith, A. N. ...	21 0 0
Watgania ...	Pearson, W. ...	9 0 0	Woosang ...	Lennon, J. ...	18 0 0
Waurin Ponds ...	Walters, L. ...	12 0 0	Woranga ...	Ray, E. ...	6 0 0
Weatherboard Hill ...	Down, J. ...	15 0 0	Wunghnu ...	Dockery, M. A. ...	30 0 0
Wedderburn ...	Cowan, E. H. ...	72 0 0	Wycheproof ...	Cooper, O. ...	18 0 0
Weeweerup ...	Sutherland, D. ...	27 0 0	Wyhetella ...	Martin, H. ...	24 0 0
Wehla ...	Ward, J. K. ...	12 0 0	Wyndham ...	Schulze, F. ...	42 0 0
Welchman's Reef ...	Morris, M. ...	12 0 0	Yackandandah ...	Mitchell, M. ...	84 0 0
Wendouree ...	Martin, H. ...	15 0 0	Yackandandah Junction	McCully, J. ...	6 0 0
Wensleydale ...	Brooks, R. ...	6 0 0	Yalca ...	Scott, W. ...	21 0 0
Werracknebeal ...	Sutcliffe, J. A. ...	45 0 0	Yallock ...	Brewer, C. A. ...	15 0 0
Wharparilla ...	Brisbane, J. ...	21 0 0	Yambuk ...	Doherty, M. A. ...	30 0 0
White Hills ...	Trahair, N. ...	27 0 0	Yandoit ...	Hedges, C. ...	27 0 0
Whittlesea ...	Lockwood, W. H. ...	49 0 0	Yangery ...	Chalkley, W. T. ...	6 0 0
Whorouly ...	Tillotson, E. ...	12 0 0	Yan Yean ...	Turner, S. ...	15 0 0
Whroo ...	Band, C. ...	21 0 0	Yapeen ...	Smith, J. ...	15 0 0
Wickliffe ...	Ford, R. ...	52 0 0	Yarck ...	Hill, S. ...	12 0 0
Wickliffe Road (Railway Station)	Dunn, G. E. ...	30 0 0	Yarra Flats ...	Petty, J. H. ...	27 0 0
Wild-duck Creek ...	Murrowood, G. ...	15 0 0	Yarram Yarram ...	Devonshire, C. ...	21 0 0
Williamstown ...	Cooke, F. ...	160 0 0	Yarraville ...	Palmer, J. ...	105 0 0
Williamstown North (Railway Station) ...	Juckes, H. ...	24 0 0	Yarrowalla ...	Marfleet, H. J. ...	36 0 0
Willung ...	Bower, D. D. ...	9 0 0	Yarrowonga ...	Davis, J. ...	54 0 0
Winchelsea ...	McManus, A. J. ...	80 0 0	Yarrowee ...	Russell, J. W. ...	15 0 0
Windermere ...	Comber, R. ...	15 0 0	Yawong ...	Murphy, M. A. ...	15 0 0
Winslow ...	Watson, W. ...	12 0 0	Yea ...	Wall, S. A. ...	54 0 0
Winton ...	Stafford, M. ...	15 0 0	Yendon (Railway Station)	Urquhart, J. ...	38 5 0
Wirri Wirri ...	Wilson, R. ...	6 0 0	Yielima ...	Smith, S. ...	12 0 0
			Youarang ...	Sefton, W. ...	21 0 0
			Zulu Creek ...	Marsden, E. ...	12 0 0