

1884.

VICTORIA.

R E P O R T

UPON THE AFFAIRS OF THE

POST OFFICE AND TELEGRAPH
DEPARTMENT

FOR THE YEAR

1883.

(WITH CHART SHOWING MAIL ROUTES AND TELEGRAPH LINES IN VICTORIA.)

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

By Authority :

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NOTE.—It is found that, owing to an unusual pressure of work in the Surveyor-General's Department, the chart, which was to have accompanied this Report, is not yet ready for issue.

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R E P O R T.

By the passing of "*The Post Office Act 1883*," many important changes, some of which will prove of great benefit to the public as well as in the working of the Department, have been effected. The Act, which came into operation on the 1st January, 1884, repealed the Post Office Statute 1866, the two Amending Acts passed respectively in 1873 and 1876, and, besides containing many new and useful provisions, consolidates all previous enactments found necessary for carrying on the business of the Post Office, Telegraphs, Money Order Office, and Savings Banks.

The rates of postage on letters have not been altered, but while the charge of twopence for a single letter for places in Victoria or the other Australasian colonies has still been maintained, the weight allowed to be forwarded for that sum has been increased from half an ounce to one ounce. The packet rate to the neighbouring colonies has been reduced one half, making the charges the same as for places within Victoria. A new feature, also, is the establishment of a special charge for books and magazines. They can now be forwarded to any part of Australasia at the low rate of one penny for four ounces, and the postage for the same weight to the United Kingdom is only double that amount. Newspapers can now be transmitted to the other colonies at the rate of one halfpenny each, and journals in bulk parcels, posted by registered newspaper proprietors or news-vendors, are forwarded there, or to places within Victoria, for one penny per pound. The postal definition of a newspaper has been altered so as to include periodicals published at intervals of three months, allowing quarterly numbers of a monthly publication to pass for a single rate; and a departure from the practice followed in all other countries has been made by permitting senders of newspapers to write their names thereon.

The inconvenience occasioned by there being three different kinds of stamps for payment of postage, duties, and fees, which stamps could be only used for the special purpose for which they were printed, has been remedied by a provision to the effect that these stamps are available for indiscriminate use for any of the above purposes. Thus, a postage stamp may be used in payment of postage, duties, or fees, and in like manner a duty or fee stamp may be used in payment of postage, or duties, or fees. It is intended to further simplify matters by issuing only duty stamps, which will meet all requirements.

Under authority of the Minister, any person or firm may perforate stamps with letters, figures, or designs, but such stamps are not to be purchased on commission, exchanged, or accepted as Savings Bank deposits. The object of this precaution is to prevent speculations from persons who purchase large supplies of stamps.

A most important provision has been introduced, authorizing the Postmaster-General, by notice in the *Government Gazette*, to prohibit delivery of letters, packets, parcels, and newspapers, and stop issue and payment of money orders, for persons engaged in lotteries, race sweeps, or other illegal occupations. The power has, however, only been exercised once since the Act passed.

The provision allowing the return of unclaimed letters, before they become "dead" by effluxion of time, will doubtless be found very useful. If the sender of a letter endorses it with a request that, "if undelivered" before the expiration of a specified time, it may be returned to him, the letter will, as soon as possible after the date named, be sent back unopened. Under the previous law a letter could not, except by order of the Governor in Council, be returned to the writer before it had remained unclaimed the prescribed period—one, three, or six months, according to whether it was posted in Victoria, the other colonies, or some place beyond the seas.

The time for retaining unclaimed newspapers from the Australasian colonies and England has been reduced from three and six months respectively to one month and three months, to prevent inconvenient accumulation of old newspapers in the various post offices throughout the colony.

Letter bills, telegrams, books of record, and other official documents may be destroyed after they are three years old. Such documents have hitherto been kept, and, though perfectly useless, necessitated large storage accommodation being provided.

Any person registering a letter can have the contents also registered without additional charge, but such supplementary registration does not render the Department liable in case of loss.

Letters, telegrams, &c., addressed to hotels or boarding-houses, must, if unclaimed for two months, be sent to the nearest post office, otherwise the occupier or manager of the establishment will incur the liability of being fined to the extent of two pounds.

The establishment of a parcels post has been legalized, but as yet no steps have been taken in the matter. The experiment of an inland parcels post in England having proved, I am informed, anything but a financial success, does not encourage the adoption of a similar system here until at least further experience may have been obtained. The question of a parcels post between Ceylon and Victoria has been again opened up by the authorities of the former country, and is being carefully considered, with a view to the ultimate adoption of the most favorable course that may be attainable for providing the service on sound financial principles.

It has been decided to take advantage of the authority to issue postal notes, or money orders for fixed sums, up to the value of one pound, as soon as the necessary arrangements can be made.

The law regarding Savings Banks has only been altered by giving to the Postmaster-General power to hand to the husband of a deceased depositor any amount there may be to her credit, upon his satisfactorily proving that the money was the joint savings of himself and wife, and that it was deposited in her name with his knowledge and consent. Formerly the amount that could be dealt with, in the absence of a will, was limited to one hundred pounds.

The Telegraph law has been altered in some important points. By making the word "telegraph" in the Act to include in its meaning the designative term "telephone," provision has been made for bringing this new and rapidly-increasing means of electrical communication under control of the Department. In the hands of the Postmaster-General alone has now been vested authority for constructing, granting leases of, or otherwise providing for the public use of lines for telegraphic or telephonic purposes, and penalties are provided in the event of any unauthorized persons erecting private lines or charging for the transmission of messages by wire. Power is given to open the streets for the purpose of laying pneumatic tubes, and pipes for underground wires. Persons sending false messages are now liable to a fine of one hundred pounds, or imprisonment for a stated term, at the discretion of the legal tribunal dealing with such cases.

The minimum of several penalties has been reduced from five pounds to two pounds.

It is now an offence to post letters, packets, and newspapers containing any indecent or obscene prints, photographs, writing, or articles. Formerly, punishment could only be inflicted when indecent words or marks were outside letters, &c., posted.

Up to the present time, the Act has been found to work smoothly, and the very liberal concessions with regard to the increase of the weight for letters, and changes in the newspaper and book rates, appear to have proved satisfactory to the public; but sufficient time has not yet elapsed to allow of its being ascertained how far the changes may eventually affect the revenue of the Department.

REVENUE AND EXPENDITURE.

Revenue.

The net Postal Revenue for the year 1883 was £241,640 4s. 5d., as against £225,435 14s. 2d. for 1882, showing an increase of £16,204 10s. 3d., or over 7 per cent.

The commission on Money Orders for 1883 was £8,003 5s., as against £7,290 1s. 9d. for 1882, showing an increase of £713 3s. 3d., or over 9 $\frac{3}{4}$ per cent.

There is reason to believe that these results will be fully realized, although in the inception of the new plan some inconveniences may arise; there is still every confidence that these will only be of minor moment, and may be readily surmounted.

COMPARATIVE STATEMENT showing 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 1882 and 1883 respectively.

Number of Post Offices.	Years.	INLAND LETTERS.	SHIP LETTERS.				Total Letters.	Increase 1883 over 1882.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
1882 : 1,218 1883 : 1,295	1882	24,500,000	1,383,050	516,453	1,875,317	603,157	28,877,977	} 7½ per cent.
	1883	26,250,000	1,496,766	536,147	2,035,953	643,301	30,962,167	
	Years.	INLAND PACKETS.	SHIP PACKETS.				Total Packets.	Increase 1883 over 1882.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
	1882	4,500,000	178,586	51,241	59,003	183,656	4,972,486	} 8½ per cent.
	1883	4,850,000	234,308	61,071	72,956	182,995	5,401,330	
	Years.	INLAND NEWSPAPERS.	SHIP NEWSPAPERS.				Total Newspapers.	Increase 1883 over 1882.
			Despatched.		Received.			
			Colonial.	British and Foreign.	Colonial.	British and Foreign.		
	1882	8,500,000	870,431	679,414	939,048	1,395,035	12,383,928	} 13 per cent.
	1883	9,850,000	946,337	722,058	1,034,522	1,429,305	13,982,222	

Number of letters registered in Victoria in 1882 ... 335,696 } Increase 1883 over 1882, 7½ per cent.
 " " " " 1883 ... 360,027 }

STEAM POSTAL SERVICE.

The contract with the Peninsular and Oriental Steam Navigation Company has been efficiently carried out during the year; the average time occupied in the delivery of the mails from London to Melbourne was 38 days 8 hours and 21 minutes. On two occasions only were the mails delivered after contract time, and then they were only 4 hours 50 minutes, and 40 minutes, respectively, late in arriving. The shortest time occupied in the transit of the mails was 36 days 5 hours and 10 minutes, and the longest was 39 days 22 hours and 55 minutes.

On the homeward route, that is from Melbourne to London, the very stringent quarantine regulations enforced by the Italian Government, owing to the presence of cholera in Egypt, caused great delay to the mails, though no effort was spared by the company to expedite their delivery. It was during the latter half of the year that the quarantine regulations took effect, and, in consequence, in two cases the mails had to be taken by the steamers to Plymouth, involving a delay to the mails of six and seven days respectively; in the other cases, time was lost by their having to be conveyed *viâ* the Suez Canal in the vessels, instead of being carried by train across Egypt, and further detention arose though the bags having to be fumigated in Italy before being allowed to be despatched thence. Notwithstanding all these drawbacks, the average time occupied in the transit of the mails from Melbourne to London during the year was 41 days 18 hours, which, taking all the circumstances fairly into consideration, is highly satisfactory and creditable.

The following table gives details of the effect of the quarantine on the delivery of the mails :—

Steamer.	Date of Leaving Melbourne.	Date Mails should have been Delivered in London.	Date Mails were Delivered in London.	Days Late.	Remarks
	1883.	1883.	1883.		
Ballaarat ...	June 5	July 16	July 23	7	Mails transhipped to <i>Ganges</i> at Colombo, which vessel proceeded direct to Plymouth (<i>viâ</i> Suez Canal), landing the mails at that port on 21 July.
Rome ...	June 19	July 30	August 5	6	<i>Rome</i> proceeded direct to Plymouth (<i>viâ</i> Suez Canal), and landed her mails at that port on the 5th August.
Indus ...	July 3	August 13	August 14	1	Mails conveyed (<i>viâ</i> Suez Canal) to Port Said, and transhipped there to the Italian steamer, which landed them at Brindisi; after fumigation at that port they were sent on to London.
Siam ...	July 17	August 27	August 28	1	Ditto.
Pekin ...	July 31	September 10	September 11	1	Ditto.
Cathay ...	August 14	September 24	September 26	2	Ditto.
Australia ...	August 28	October 8	October 8	...	Ditto.
Assam ...	September 11	October 23	October 25	2	Ditto.
Rosetta ...	September 25	November 6	November 9	3	Ditto.
Clyde ...	October 11	November 20	November 21	1	Ditto.
Mirzapore...	October 25	December 4	December 7	3	Ditto.
Thames ...	November 8	December 18	December 20	2	Ditto.
	1884.	1884.			
Ballaarat ...	November 22	January 1	January 2	1	Ditto.
Indus ...	December 6	January 15	January 16	1	Ditto.
Rome ...	December 20	January 29	February 1	3	Ditto.

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	...	...	...	1,650	0	0			
„ Amount of landing and shipping Suez mails	...	...	...	230	0	0			
„ Amount due to Great Britain	...	...	...	1,277	5	6			
							88,157	5	6

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

	£	s.	d.
New South Wales	18,376	12	11
South Australia	12,418	1	9
Tasmania	4,907	7	6
Queensland	2,771	18	3
Western Australia	2,800	9	7
New Zealand	8,068	6	1
Fiji	179	2	3
	49,521	18	4
„ Estimated postages collected in Victoria	18,380	10	8
	67,902	9	0
	£20,254	16	6

The following is the cost to Victoria of the undermentioned services during 1883 :—

	£	s.	d.
San Francisco service	3,242	18	5
Torres Straits service	44	8	1
	£3,287	6	6

ENGLISH MAIL TIME TABLE.

The question of the hour for the departure of the mail steamers from Williamstown during the Monsoon, or winter months, has not been lost sight of, and further representations were made, through the local superintendent of the company, to the directors in London, as to the inconvenience caused by the vessels leaving at 7 a.m., but no change was at first obtained, and the steamers all left at the hour last named during the year 1883. The matter was not, however, allowed to rest, and the persistent action of the Department has at last resulted in the directors consenting to the time for the despatch of the steamers, during winter, to be 1 p.m. (commencing from 20th May, 1884). This hour will admirably suit the requirements of the Victorian Post Office, and will also allow of the transmission of New South Wales mails leaving Sydney by the limited express train at 5 p.m. the previous evening.

UNIVERSAL POSTAL UNION.

In the Report for 1882 a Memorandum by the then Postmaster-General (the Honorable Henry Bolton, M.P.) was printed, respecting the proposed entry of the colonies of Australasia into the Universal Postal Union, which had previously formed the subject of correspondence between the several colonies, and suggesting that a Conference should be held at Melbourne, Sydney, or Hobart to consider the matter.

The neighbouring Governments were accordingly invited to assent to this proposal, and, after somewhat protracted negotiations, it was arranged that a Conference of Ministers of the various Postal Departments (attended, if desired, by the permanent Departmental heads or other responsible advisers) should be held in Sydney early in May, 1883.

The Conference met for the first time on the 3rd of that month, and was attended by delegates from New South Wales, South Australia, Tasmania, and Victoria.

This colony was represented by the Postmaster-General (the Honorable Graham Berry, M.P.), who was accompanied by Mr. T. W. Jackson, Deputy Postmaster-General (now Deputy Commissioner of Audit); and at the subsequent meetings Queensland was represented by the Postmaster-General of that colony.

No delegate was sent from New Zealand, it being stated that for various reasons neither the Minister nor the head of the Postal Department could conveniently leave New Zealand at the time.

Western Australia also was not represented, but the Government of that colony notified that they would be prepared to concur in any reasonable arrangement decided upon by the Conference.

With a view to open and expedite the proceedings of the Conference, the Postmaster-General of Victoria submitted the following Memorandum, suggesting alternative plans for support of the Australian subsidized mail lines by the colonies interested in their maintenance, it being essential that, as a preliminary measure, such a provision should be made :—

The Universal Postal Union has progressed year by year until nearly the whole civilized world is within its operations, the Australasian Colonies, the Cape of Good Hope, and Natal being the only important commercial people who still hold aloof. These exceptions will soon be reduced by the contemplated entrance of the Cape and Natal into the Union. Under the circumstances, it is desirable, by a comprehensive consideration of the subject, to ascertain if the time has not arrived when steps should be taken to settle the terms upon which these colonies can become an integral portion of this great postal confederation. For the purpose, therefore, of investigating the question, it may be advantageous to set forth, as succinctly as possible, the objects for which the Postal Union Convention appears to have been formulated, and the benefits sought to be secured.

I. It is designed to stimulate social and commercial intercourse, and the establishment of closer relations and common interests between individuals of different nationalities, and in this respect it may be designated as beneficent and cosmopolitan in its character.

II. With a view to facilitate and promote this intercourse, it proposes not only that the best and most rapid means of conveyance shall be employed, but that the cost of such conveyance shall be reduced to the lowest possible limits, and that the postal charges on the correspondence shall be proportionately low, both transit rates and postal charges being subject to reduction from time to time, as circumstances may seem to demand.

III. It aims at establishing a common agreement between all nations in a matter of universal interest, which will form a not unimportant addition to International law, and can scarcely fail to secure many advantages to all civilized communities.

IV. It provides for the adoption, as far as practicable, of *uniform* rates and practice in dealing with correspondence, the consequent removal of anomalies in postal charges, and the prevention of inconveniences resulting from complicated regulations giving rise to complaints on the part of the public and trouble to the Post Offices.

V. It arranges not only for the interchange of letters at low rates, and of packets of all kinds, including patterns and samples of merchandise, but also of books and newspapers, thus encouraging the wide dissemination of knowledge, the influence of which it is hardly possible to over-estimate.

VI. It is capable of great development, and, in connexion therewith, arrangements have already been made between many countries of the Union for exchange of International money orders, the transmission of articles of declared value, and the establishment of the Parcel Post system.

VII. It is almost needless to call attention to the fact that, for many years past, the general tendency of postal reforms throughout the world has been in the direction of those proposed by the Postal Union Treaty, which provides for the extension to all nations of principles previously having only a very limited operation.

With reference to the proposal that the colonies should join the Union, difficulties have been suggested and objections raised, but upon careful examination they would scarcely appear to be insurmountable, or of such weight as to justify an adverse decision being arrived at.

1. It has been urged that by far the largest portion of the foreign correspondence is with the United Kingdom, and as the colonies can make any arrangements they desire with the Home Government, there is not sufficient inducement for them to enter the Postal Union, in order to improve their postal relations with other countries, which are comparatively limited in extent.

With respect to this, it may be pointed out that it has not hitherto been found practicable to secure uniformity of rates and practice in these colonies in regard to correspondence *for the United Kingdom*, and there seems little probability of obtaining it except by their entering the Union, and further, that, by taking the proposed step, their right to make special agreements with the Imperial Government respecting the postages collected would not necessarily be interfered with.

It should also be borne in mind, in connexion with correspondence for other countries, that the commercial relations of the colonies with many places are of very recent growth, but they are capable of great expansion, and a postal reform, which could be obtained at small cost, would be an important factor in assisting their extension.

At the same time it must be remembered that all other countries have either joined, or are about to join, the Postal Union, and the Australian Colonies would occupy an invidious position should they determine to remain excluded from it, and this circumstance would doubtless tend to injure their prestige in the eyes of other communities.

2. It has been stated that the interests of the several colonies are so conflicting as to present an insuperable obstacle to a reciprocal arrangement for maintenance of the sea services.

The difficulties, however, appear to have been greatly over-estimated. Ever since the colonies have established mail lines of their own, each colony which is not a party to the contracts has, in an indirect manner, by the payment of transit charges, assisted in maintaining them, the largest measure of support having been accorded to the Ceylon service, which has proved to be the most useful and beneficial of the existing lines, and it is proposed that this support shall be continued in such a way that the loss consequent upon reduction of the postage shall be borne in equitable proportions by the colonies concerned.

For this purpose the following alternative plans are suggested :—

A.—Contribution towards the net loss under the contracts, according to the extent of correspondence conveyed.

B.—Payment of fixed transit rates as at present.

A.—According to the first scheme, the colonies would pay, at Union rates, all the charges for transit of homeward mails, and, in addition, contribute towards the net loss under the contracts in proportion to the extent of correspondence conveyed thereby.

For the computation of the respective contributions, the letter portion of the mails may be taken as representing with sufficient exactness the extent of the correspondence.

Taking as a basis the correspondence *via* Ceylon during 1882, it appears that Victoria sent and received about one-half of the letters, and would therefore bear about half the loss on the contract with the Peninsular and Oriental Company, the other colonies defraying the remaining moiety. It has been calculated that the loss would be about £52,000 per annum, after deducting the value of the postages collected, and the receipts from all sources, including the amount of profit to the Imperial revenue which the Home Government proposes to pay over to Victoria.

On the basis referred to, the contributions would be—

Victoria	...	...	...	...	£26,000 per annum.
Other colonies	...	...	...	...	£26,000 „

The net loss to other colonies would, however, be less than the amount mentioned, as they would retain portion of the postage collected on the homeward mails after payment of the transit charges; and in the following statement will be found the estimated contribution to be paid by each of them, the postage retained, and the net loss :—

		Contribution.		Postage retained.		Net Loss.
New South Wales	...	£9,735	...	£1,550	...	£8,185
South Australia	...	7,235	...	820	...	6,415
New Zealand	...	4,200	...	230*	...	3,970
Tasmania	...	2,080	...	180*	...	1,900
Queensland	...	1,375	...	130*	...	1,245
Western Australia	...	1,375	...	260	...	1,115

In considering, however, the matter of loss, it should not be overlooked that the public would benefit by the reduction of the postal charges, and taking, as before, the correspondence during 1882, the gain to persons sending letters it is estimated would be—

Victoria	...	...	...	...	£3,000
New South Wales	...	...	...	...	3,250
South Australia	...	...	...	...	600
New Zealand	...	...	...	...	770
Tasmania	...	...	...	...	660
Queensland	...	...	...	...	580
Western Australia	...	...	...	...	170

The reduction in New South Wales, New Zealand, and Tasmania would be 3d. per letter and 1d. per paper; in Queensland, 4d. per letter and 1d. per paper; and in Victoria, South Australia, and Western Australia, 1d. per letter.

Upon the establishment of uniform rates it is probable that an increased extent of correspondence would be sent *via* Ceylon by other colonies, and the amounts to be contributed would be larger in proportion; but, under any circumstances, the largest share of the loss (say not less than two-fifths) would be paid by Victoria.

* Calculating 1d. a letter for cost of conveyance of outward mails to Melbourne.

In regard to other contract services, contributions on the same basis would be paid to the colonies maintaining them.

B.—For payment of transit rates, the following plan appears to be the simplest and most equitable :—

Non-contracting colonies to pay the contracting colony fixed transit rates (say 5d. per letter, or equivalent bulk rate, and 6d. per lb. of other articles) on both homeward and outward mails, the contracting colony also receiving the proportion of sea rate for all outward mails carried by its service.

In consideration for these payments, the contracting colony to convey mails to and from Ceylon, San Francisco, or Singapore, as the case may be, and to pay all the charges for conveyance to destination of the homeward correspondence carried by the service under its control.

So far as the Ceylon service is concerned, the net loss to Victoria under the contract by this arrangement is estimated at £23,000 per annum, taking the returns for 1882 as the basis of the calculation.

The net loss to colonies accounting for transit rates to Victoria would be the amounts paid for conveyance of outward mails, and the gross cost and net loss to each colony would be as follows :—

			Gross Cost.			Net Loss.
Victoria	...	...	£41,000	...	...	£23,000
New South Wales	...	...	13,365	...	...	8,210
South Australia	...	...	10,988	...	...	7,650
New Zealand	...	...	6,705	...	...	5,400
Tasmania	...	...	3,325	...	...	2,200
Queensland	...	...	2,025	...	...	1,330
Western Australia	...	...	2,138	...	...	1,240

The saving to the public in consequence of reduction of the postage would be as before mentioned.

A large extent of correspondence would doubtless be sent *via* Ceylon upon establishment of reduced and uniform rates, but it is computed that under this scheme, as under the first plan suggested, Victoria would bear not less than two-fifths of the loss upon the contract.

If, however, contrary to expectation, it should be found that the increase of correspondence, and consequently in the amounts paid for carriage of mails, had become so large as to unduly decrease the Victorian share of the loss, the transit rates would be revised with a view to their reduction.

3. The circumstance mentioned in the circular despatch of the Right Honorable the Secretary of State for the Colonies, dated 13th December, 1882, may perhaps be assumed to constitute another objection; Lord Kimberley having brought under notice that the German Post Office has announced its intention to propose, at the Lisbon Postal Congress, to be held in 1884, a very considerable reduction in the rates for sea carriage and in the postal charges.

At the same time, however, he points out that the Australian Colonies, in order to avoid incurring a very heavy loss at the outset, could make their entry into the Union conditional upon the present rates being maintained, at least until after the next quinquennial Congress to that of 1884, by which time the conditions of maintenance of Australian mail services may undergo important modifications.

It is desirable, therefore, that the colonies entering the Union should do so expressly coupled with the two stipulations suggested in the despatch, viz. :—

- (1.) That the rates of payment for sea transit and the surtaxes fixed by the Convention of Paris shall not be reduced, at all events until after the next quinquennial Congress to that of Lisbon.
- (2.) That the Australian Colonies shall be directly and adequately represented at future Congresses.

This would admit of their rendering material assistance to the Imperial Government in opposing radical changes likely to cause undue loss to the Imperial and Colonial revenue.

In any case the colonies would have the power to withdraw from the Union, upon giving twelve months' notice, should they disapprove of any action proposed to be taken which they might regard as seriously detrimental to their interests.

Adverting further to the financial aspect of the case and the money loss which would be involved, attention should be specially directed to the fact that reduced postage leads to increased intercourse, and that, if the revenue should suffer to a slight extent, proportionate advantages would be secured to individuals, and especially to those who by their energy and enterprise are the most influential in developing the resources of the country and promoting its welfare.

In conclusion, it may be safely asserted that public opinion, as expressed by Chambers of Commerce in the chief Australian cities, and the Press of the colonies generally, is strongly favorable to united action being taken in this matter without delay, and it would therefore be impolitic to defer any longer a settlement of the question.

GRAHAM BERRY,
Postmaster-General of Victoria.

The sittings of the Conference extended over about a fortnight, but before they ended the representative of Queensland withdrew, and the Government of New Zealand, who were communicated with by telegraph, stated they did not consider it expedient to join the Postal Union at present.

After exhaustive discussion of the question, the remaining delegates eventually agreed to the undermentioned resolutions:—

That this Conference, having had under its consideration the various despatches from the Imperial Government and other memoranda and statistics respecting the Universal Postal Union, is of opinion—

1. That the Australasian Colonies should apply for admission to the said Postal Union.
2. That the stipulations suggested by the Postmaster-General of England, in the despatch dated 6th November, 1882, as precedent to such entry, be insisted upon.
3. That each of the Australasian Colonies parties to this agreement be accorded a separate voice in the affairs of the Union.
4. That each colony continue the management and responsibility of its existing subsidized line, but that any other colony using such line shall pay to the subsidizing colony the full amount of the postage upon all postal matter despatched from such colony; the subsidizing colony paying all transit rates on homeward mails, and receiving the proportion of Union transit rates due on outward mails, and any contribution from England in respect of the postal matter carried by each line.
5. That if on annual investigation it be shown that, by adopting Postal Union rates, any such subsidizing colony incurs a greater loss than it at present incurs (subject, in the case of New South Wales and New Zealand, to modification consequent upon the reduced Pacific mail contract now being entered into), an adjustment shall be made of such excess loss whereby it shall be borne by the subsidizing colony and the other colonies using such line in proportion to the postal matter carried.
6. In the event of New South Wales concluding a contract with the Orient Company, it shall be at the risk of that colony only; but any other colony transmitting postal matter thereby shall pay the said company a rate not less than 10s. a pound on letters and 6d. per pound on newspapers and packets transmitted homeward thereby.
7. That no future postal subsidy shall be subject to this agreement except by the unanimous approval of the colonies assenting hereto.

The foregoing resolutions were transmitted to the Imperial authorities by the chairman of the Conference (the Honorable Alexander Stuart, M.P., Premier of New South Wales), with a request that application might be made on behalf of the assenting colonies, through the usual official channel, for admission into the Union on the terms mentioned, and in due course notification was received that the application had been forwarded to the International Bureau of Postal Administrations at Berne, Switzerland.

A copy of the resolutions was also transmitted to the Postmaster-General of Germany (Dr. Stephan), who was the promoter of, and one of the most active agents in extending, the Postal Union system.

Upon reference to the resolutions alluded to, it will be seen that resolution 3 provides for the separate representation at future Postal Congresses of the colonies who were parties to the agreement, this condition having been suggested in a letter from the London Post Office (printed in Appendix AA), and having been deemed necessary in order to protect the interests of the colonies in the event of any radical changes—such, for instance, as a material reduction of the postal or sea transit rates—being proposed by countries not responsible for any of the ocean mail contracts.

To this clause Dr. Stephan took serious objection, intimating his intention of strenuously opposing it on the alleged ground that it was inconsistent with the principles upon which the organization of the Postal Union was based, although he did not specify in what way those principles would be interfered with.

To this letter a reply was sent setting forth the reasons why it was considered each of the colonies should be accorded a separate vote, and in answer the Postmaster-General of Germany again wrote reiterating his determination to oppose the proposed condition.

As the subject was considered to be of material importance, having regard to the interests at stake, and Dr. Stephan's opinion naturally carried much weight in decisions upon matters of the kind, a second communication was addressed to him, further explaining the grounds upon which the claim of the colonies was founded, and asking him, in view of the circumstances described by this Department, to withdraw from the position he had deemed it advisable to assume.

It is a matter for regret that, judging from a communication (dated 20th March, 1884) just to hand, Dr. Stephan seems determined to maintain the views he has previously given expression to.

Some time after termination of the Sydney Postal Conference a despatch was received from the Government of South Australia, suggesting that these colonies should be satisfied with the allotment of four legislative votes as under:—

South Australia and Western Australia	...	...	...	1 vote
Victoria and Tasmania	...	...	...	1 „
New South Wales and Queensland	...	...	...	1 „
New Zealand	...	...	...	1 „

It was thought, however, that it would be better to allow any proposal that might be made for reduction of the voting power of the colonies to emanate from the International Bureau—as representing the whole body of States comprising the Postal Union—more especially as two of the Australasian Colonies (New Zealand and Queensland) had, temporarily at least, decided against entering the Union; and a reply was sent to this effect.

A decision on the Postal Union question having been so long postponed, it is now satisfactory to record that, so far as the assenting colonies are concerned, they will be in a position to join the Union immediately upon the International Bureau notifying that their application has been approved, and thus secure to the public the advantages derivable from a reduced and uniform foreign postal tariff, and the establishment of postal regulations applicable equally throughout the whole extent of the Union.

As regards the time of entry, it may be mentioned that the Imperial Post Office has been authorized to fix the precise date on behalf of the colonies interested, in order to prevent the delay which a reference to each of the Colonial Governments would inevitably entail.

The text of the correspondence on this subject will be found in Appendix AA.

ORIENT MAIL SERVICE AND ITS RELATION TO THE SERVICE *viâ* CEYLON.

Up to a recent date the only mail services connecting Australia with Europe, subsidized by the Colonial Governments, were those *viâ* Colombo, *viâ* San Francisco, and *viâ* Torres Straits, maintained for some years past by Victoria, conjointly by New South Wales and New Zealand, and by Queensland respectively.

Early in September, 1883, however, a telegram was received from the Postmaster-General, Sydney (the Honorable W. J. Trickett, M.P.), stating that a contract had been concluded between New South Wales and the Orient Steam Navigation Company for a fortnightly service, alternating with that *viâ* Ceylon, and commencing with the despatch from Melbourne on the 21st September, 1883; that the Imperial Government would convey the mails between Suez and London on the same terms as between Colombo and London, and make a similar division of the postage collected on the correspondence transmitted; and that mails of other colonies (except South Australia, which was left to make a special arrangement, if desired) conveyed by steamers of the Orient Company would be charged for at the same rates as would be paid by New South Wales to the company on the actual weight of mail matter carried, viz.:—

Letters	...	...	...	...	...	12s. per lb.
Packets	...	...	...	...	...	1s. „
Newspapers	...	...	...	...	...	6d. „

On the 17th September, 1883, a reply was sent to New South Wales intimating that, in the event of Victoria agreeing to the proposed arrangement, it must be on condition that the postage levied in New South Wales on letters, &c., should be the same, whether the correspondence was transmitted by Peninsular and Oriental or Orient steamers, in order that the former might not be placed at an undue disadvantage by the maintenance of the differential rates then in force, only 6d. per $\frac{1}{2}$ oz. being charged for letters by Orient vessels, whereas 8d. per $\frac{1}{2}$ oz. was charged for letters despatched by the Peninsular and Oriental boats.

Shortly afterwards a despatch was received (through the office of the Honorable the Premier) from the Colonial Secretary, Sydney, recapitulating the statement contained in the above-mentioned telegram, and enclosing copy of the new contract.

A subsequent letter was received about the middle of October from the Postmaster-General of New South Wales, agreeing to assimilate the postage rates, provided Victoria would lower the transit charges for mails *viâ* Colombo to those proposed to be paid to the Orient Company, that is to say, by about one-half.

In answer to these communications it was urged that as the circumstances of the two contracts were essentially different—the Peninsular and Oriental line being heavily subsidized, while the Orient line was merely to be paid for work actually performed—the transit rates for mails *viâ* Ceylon, which was the older service, and the only one available for mails *viâ* Brindisi when it was established, should be higher than for mails transmitted by the unsubsidized Orient line, especially as the Ceylon contract was originally entered into with the express consent, and continued with the implied concurrence, of the other colonies.

It was further pointed out that the new contract could not be carried out without the assistance of Victoria, which, in regard to the transport of mails for and from New South Wales, rendered very material service to that colony at a nominal cost.

It was therefore suggested that New South Wales should pay Victoria for mails carried by the Peninsular and Oriental steamers at the rate of 18s. per lb. of *letters*, instead of 12s. per lb. as proposed, the transit rates for other postal articles to be the same by both lines.

The matter remained in abeyance for a considerable time until, after protracted correspondence and repeated interviews between the Postmasters-General of the two colonies, it was finally agreed, as a compromise, that New South Wales should assimilate the postage by all routes, and pay Victoria 15s. per lb. of letters conveyed *viâ* Colombo, Victoria to account for the same rate for letters sent *viâ* San Francisco, and for 12s. per lb. of letters carried by Orient steamers, the arrangement to commence with the mails despatched from London and Melbourne respectively from the 8th February, 1884.

In connexion with this question, a proposition was also submitted that all correspondence should be forwarded by the first steamer (Peninsular and Oriental, or Orient), but an important objection to the proposal was presented by the circumstance that the time-table of the Orient line was so arranged that the departures of the vessels did not alternate regularly with those of the Peninsular and Oriental Company, the former leaving on an average nine and a-half days after one Peninsular and Oriental boat, and four and a half days before the next, and the Orient line would thus naturally take the bulk of the correspondence if both routes were used indiscriminately, to the financial loss of Victoria.

In view of the serious consequences which would result to this colony if such a rule were adopted, the Postmaster-General of New South Wales consented to a condition that only specially marked correspondence should be transmitted from Victoria by Orient steamers.

In the interim the despatch of mails from London by the two lines in question formed the subject of correspondence between this Department, the London Post Office, and the Agent-General for Victoria in London, who also placed himself in communication with the Colonial Office and the Imperial Treasury.

In October, 1883, the Agent-General forwarded a telegraphic report notifying the establishment of the new service, and was instructed to request the Imperial authorities, until a settlement could be effected between New South Wales and Victoria as to the postage and transit charges, to send letters, &c., for Victoria by Orient vessels only when addressed for despatch by that line.

This request the Agent-General duly conveyed to the Postmaster-General of the United Kingdom (the Right Honorable Henry Fawcett, M.P.), and shortly afterwards reported he had received an ungracious reply from the Imperial Postmaster-General.

From this time the action of the London Post Office has been deemed most unsatisfactory by the Government of Victoria and this Department, special addresses having been insisted upon for correspondence intended to be sent by Peninsular and Oriental boats, while no such requirement was enforced for letters, &c., despatched by other lines to the neighbouring colonies, and, from the information at present to hand, it is not understood how the course pursued can be justified, considering that its practical effect has been to favour the Orient and other Australian mail lines to the detriment of the service subsidized by this colony.

The whole matter having been exhaustively dealt with in two despatches sent to the Agent-General for Victoria by the late Postmaster-General, it is deemed advisable to print them here as presenting a complete *résumé* of the case.

Post Office and Telegraph Department,
Melbourne, 27th February, 1884.

Sir,

The recent course pursued by the London Post Office in the matter of the despatch of outward mails to the several Australian colonies is so singular, and at the same time so injurious to the interests of Victoria, that I think it desirable to advise you of the particulars of the case so far as they are at present understood in this colony; and, in order that you may be fully acquainted with the whole question, I propose briefly to review the circumstances connected with our mail contract with the P. and O. Company since its establishment. By this contract Victoria provided for a fortnightly mail service for eight years from 1st February, 1880, at an annual subsidy of £85,000, and the contract was entered into upon the understanding that the then existing arrangements would remain in force, and on the strength of a previous agreement on the part of the other colonies to pay Victoria transit rates equal to the value of the postages on all mail matter received and despatched *viâ* Ceylon. Scarcely, however, had the contract been signed, and this colony committed to the large expenditure referred to, than a communication was received from the London Post Office intimating that it had been decided to abandon the Southampton route (by which the postage was 6d. per $\frac{1}{2}$ oz. letter), and that all correspondence for and from Australia *viâ* Suez would be conveyed by way of Brindisi, the rate of postage by that route being at the time 8d. per letter. Victoria, although materially concerned, was not consulted at all as to this intended alteration in the mail arrangements, and was not advised of the proposed change until too late for any action to be taken. It immediately became evident that, in order to make the service as beneficial as was anticipated, it would be necessary to reduce the postage *viâ* Brindisi from 8d. to 6d.—the rate to which the public had long been accustomed—and to enter into a new arrangement for division of the postage with the United Kingdom. The Imperial authorities agreed to an arrangement which to some extent rectified their previous omission, but serious pecuniary injury has nevertheless been inflicted upon this colony, which has incurred an average net loss of £20,000 per annum upon a contract which, at the time of its inception, would, it was considered, be self-supporting. In this instance the Imperial authorities apparently recognised the position of Victoria as the principal mail carrier for the Australian colonies generally, and I may point out that, although New South Wales and New Zealand entered into a contract with the Pacific Mail Steamship Company, that service took a totally different route, leaving still a large proportion of the correspondence to be carried by the Victorian subsidized service. So far as Victoria is concerned, the service *viâ* Ceylon was considered to provide adequate means of communication between the United Kingdom and the colony, and it might fairly be claimed that, having regard to present contract obligations, the correspondence from, as well as to, Great Britain should be transmitted *viâ* Ceylon, unless specially addressed to be forwarded by some other service; and, further, that correspondence of other Australian colonies, specially directed *viâ* Brindisi, should also be sent by P. and O. steamers. This course appears so reasonable that it is difficult to understand how it could have been departed from, and was, moreover, the practice until, in a letter from the General Post Office, London, dated 31st October, 1883 (No. 229), it was intimated that the Imperial authorities would recognise the Orient line as a mail service equally with the P. and O. Company, and despatch mails made up to the day of sailing by steamers of both companies. In the meantime the Postmaster-General of New South Wales informed me by letter of the contract the Government of that colony had made with the Orient Company, and invited me, on behalf of Victoria, to become a party thereto. This led to protracted negotiations, inasmuch as New South Wales charged 8d. per $\frac{1}{2}$ oz. letter by P. and O. steamers, whereas the postage by the Orient Company was only 6d., and if differential rates were maintained the former service would be severely handicapped. I therefore made it a *sine qua non* that the rates of postage by both lines should be assimilated; and I also declined to use the Orient service indiscriminately with that by the P. and O. Company, partly on account of the obligations we have already contracted, and partly because the P. and O. service would be placed at an undue disadvantage by the fact that the Orient steamers are timed to leave Melbourne on an average nine days and a half after one P. and O. steamer and four days and a half before the next, and a regular weekly mail would not be provided. While these negotiations were in progress, you telegraphed that the London Post Office had been instructed by New South Wales, Queensland, and New Zealand to forward by the Orient line all letters not specially marked "P. and O. steamer." Under these circumstances it was deemed necessary to ask you to obtain a similar arrangement for Victoria, substituting, of course, the P. and O. for the Orient Company. In due course you reported that this request was made to the Postmaster-General of the United Kingdom, and refused by him, yet soon afterwards telegrams appeared in the public press of this city to the effect that some thousands of letters addressed to New South Wales had been detained in England for the Orient line, although posted in time for the mail conveyed by the P. and O. steamer. Indignation was felt, and forcibly expressed, in Sydney at this, and the Government of New South Wales telegraphed to London protesting against such action, and the Postmaster-General of that colony intimated to me that no request to take the course complained of had ever emanated from New South Wales. Since then it has been notified that correspondence of other colonies has been treated in a similar manner, large numbers of letters for New Zealand, posted in time for the P. and O. boat, having, it is stated, been detained in London and forwarded by Orient steamers. (The alleged reason for this detention was that New Zealand desired to obtain the same terms for mail conveyance *viâ* Ceylon as had been conceded to New South Wales; but I may inform you that no communication upon the subject has been received here from that colony, which has hitherto distinctly declined to reduce the postage by that route to 6d. per letter.) During all this time the Imperial authorities refused to accede to the request conveyed by you that the same consideration should be extended to the service heavily subsidized by this colony as had been shown to other mail lines. Much, however, as I was surprised at the telegraphic reports of the action taken by the Imperial Post Office, if not with the object, certainly with the effect, of seriously injuring Victoria, I was still more astonished upon receipt of the confirmatory evidence recently to hand. I perceive from the *London Post Office Daily List* of 24th December last, that the Orient service had been favoured in a manner that seems inexplicable, it being therein notified that all correspondence for New South Wales, New Zealand, and Queensland, in order to be forwarded by the P. and O. line, must be endorsed "*Viâ* Brindisi and P. and O. packet." Considering that the route *viâ* Brindisi is, in the minds of the public of Great Britain, almost invariably associated with the P. and O. steamers—the only mail boats calling at that port—this notice was practically an act of hostility to the Victorian service, and so far as can be gathered from the information at present in my possession the injurious course adopted appears not only unjustifiable, but altogether unaccountable. The contract

between this colony and the P. and O. Company runs in conjunction with a similar contract made by the Imperial Post Office with the same company; the line has been in existence for a number of years, and has always received a heavy subsidy from this colony; and at the present time the service is more efficient than ever. The whole of the Australian public, and that portion in Great Britain having relations with these colonies, know no other Brindisi service, and such a rule as that requiring the addition of the words "and P. and O. packet" can only be regarded as a trap by means of which correspondence intended for the P. and O. steamers is diverted to another channel, to the financial loss of Victoria. The course pursued throughout is the more incomprehensible as it was adopted without inquiry as to whether this Government had arrived at any agreement with the Government of New South Wales respecting the Orient line; and as the London office could not fail to be aware, the sums which would be paid to the Orient Company would, to a large extent, be withdrawals from the contributions to the Victorian service. In summarizing the whole case, I may state that the home authorities, while conceding every demand made by the other colonies in regard to the transmission of their mails, seem recently to have persistently disregarded the wishes of this colony in the matter, with the result that the loss to Victoria on the P. and O. contract, if the present state of things be continued, will, in all probability, be nearly twice as much as heretofore. I shall be glad if you will be good enough to take the earliest possible opportunity of seeing the Postmaster-General, London, on the subject, and forcibly represent the very injurious effect to the colony of the course pursued by the Imperial Post Office, with a view to proper consideration being given to the interests of this Government, and to some equitable arrangement being arrived at by which Victoria will be recouped for the losses already sustained.

I have the honour to be, Sir,

Your obedient servant,

GRAHAM BERRY,

Postmaster-General.

The Agent-General for Victoria, London.

Post Office and Telegraph Department,
Melbourne, 9th April, 1884.

SIR,

I have the honour to acknowledge the receipt (through the Honourable the Premier) of your despatch of February 22nd last,* with enclosures, respecting the transmission from London, *via* Brindisi, of mail matter for the several colonies of Australasia, and I am glad to observe the prompt action taken by you relative to the apparent disregard shown by the Imperial authorities to the interests of Victoria in the matter.

I note, also, your expressed concurrence on behalf of this Government in the suggestion that all Australian correspondence should be forwarded from London by the quickest available route, irrespective of service, and I have read with interest and approval your remarks in the communication you addressed to the Colonial Office on the subject, commenting upon the failure of the Imperial Post Office to carry out the arrangement to which you had assented, by still insisting upon special addresses for certain portions of the Australian correspondence.

I may state that I would personally have no objection to withdrawing the request that all correspondence for Victoria should be forwarded by P. and O. steamers, unless specially addressed otherwise—and the Government concur with me on this point—provided it be arranged that letters, packets, and newspapers for all the colonies of Australasia, without exception (not marked for despatch by any particular route), be transmitted by the service by means of which they will earliest reach their destination.

If, however, this be not made an absolute and unconditional rule by the London Post Office, I see no other course open than to again insist, as proposed in my letter of the 27th February last, upon all Victorian correspondence being forwarded *via* Colombo, unless specially directed to go by some other route.

With respect to my letter referred to above, I may inform you that the particulars recently to hand, relative to the manner in which the Victorian service has been treated, have served only to heighten the surprise experienced at the action decided upon, and hitherto carried out by the Imperial Postmaster-General, and indeed it seems more difficult than ever to understand what satisfactory explanation of the course pursued can be furnished.

It was at first assumed that the home authorities considered themselves bound to comply with the wishes of the Colonial Post Offices in regard to the route of their mails, and this view was to some extent supported by the telegrams which appeared in the public press, but, if such a principle were observed at all, it has not been applied in all cases alike, for so far as Victoria is concerned it has been persistently ignored, although, I need hardly point out, if one colony had greater claims for consideration in this respect than another, those of Victoria are paramount.

The service *via* Colombo is far more heavily subsidized than any other Australian line. It was established with the concurrence of the Home Government, who had previously offered, as an inducement to the establishment of the line by the colony, to convey the mails between Ceylon and Brindisi free of cost by means of the Imperial portion of the service. This concession was, it is true, conducive to the interests of Victoria, but it was doubtless designed, also, to promote the commercial and other interests of the public of Great Britain.

Be this, however, as it may, the concession had no small share in influencing the Government to enter into an engagement to pay the large subsidy of £85,000 per annum, for eight years, for the purpose of maintaining regular fortnightly communication between Australia and London, *via* Brindisi.

It was never anticipated that, without consulting this colony in any way, the Home Government would lessen the value of the privilege by dividing it with a competing service long afterwards established, and any departure from the clearly-defined understanding of the time can only be regarded as an implied—if not an actual—breach of agreement.

* See Appendix CA.

Further, it may be pointed out that by granting the Orient service the unrestricted use of the branch mail between Alexandria and Brindisi the Victorian service is prejudiced—undesignedly, perhaps, but not the less surely—in the eyes of the public, who attribute solely to the Orient service the speedy delivery of mails effected by a combination of the two lines, and, as a consequence, much of the correspondence is diverted from the Ceylon route to the pecuniary injury of this colony.

In view of all the circumstances, I have again to express the strong sentiments entertained by the Government regarding the practical partiality displayed by the Imperial authorities, whose action will involve this colony in a serious loss; and I trust you may be able to take such further measures as will result either in the bulk of Victorian mails being transmitted *viâ* Colombo, or in the adoption of a rule that letters, &c., for the whole of Australasia, not specially addressed as to route, must be forwarded by the service by which they will soonest arrive at their destination; also, that you will be successful in obtaining from the Home Government adequate compensation, as suggested in my letter of the 27th February, for the losses sustained in consequence of the course followed by the Imperial Post Office.

In again referring to the detention in London of mails for New Zealand and Queensland, admittedly intended to go *viâ* Colombo, and to the reported reason given by the press telegrams for the requirement of a special address (*viz.*, that the colonies in question would thus be in a better position to negotiate with Victoria for reduction of the transit rates), I may remind you that this colony has never charged higher rates than the estimated value of the postages, and has paid precisely similar amounts for Victorian mails carried by other contract lines, these having been originally fixed by general agreement between the colonies. As you have already been advised, Victoria has recently undertaken to accept reduced charges from New South Wales; and it may be of advantage for you to know that similar terms are now under offer to the Governments of New Zealand and Queensland, as this fact may probably influence the Home Government in withdrawing the vexatious notices issued and restrictions enforced by the London office.

In conclusion, I may say that a very strong feeling exists in the minds of each member of the Government with respect to the way the interests of Victoria have been ignored by the Imperial Post Office, and I have to request that you will make the strongest representations on this subject consistent with the position you occupy.

I have the honour to be, Sir,

Your most obedient servant,

GRAHAM BERRY,

Postmaster-General.

It is to be hoped that the representations the Agent-General has been authorized to make will have the effect of placing upon a more satisfactory footing the relations between the home authorities and this colony in regard to the Victorian subsidized mail service, and of avoiding the necessity for continuing the correspondence on this vexatious question.

Since the foregoing despatches were forwarded, an agreement for carriage of mails *viâ* Brindisi similar to that assented to by New South Wales has been concluded with the Government of Queensland, who have instructed their Agent-General to request the Imperial authorities to withdraw the special address regulations so far as that colony is concerned, and it is thought this circumstance may lead to a considerable modification, if not the cancellation, of the restrictive rules which have been the cause of so much complaint. Some correspondence has also taken place with the Government of New Zealand respecting the proposals made to them, but the negotiations in the matter have not yet been brought to a termination.

The papers relating generally to the whole subject will be found in Appendix Ca.

As regards the financial aspect of the case, it may be remarked that the loss to Victoria must necessarily be considerable, but the statistics at present to hand will not admit of anything like an accurate estimate of the amount being made.

PROPOSED REDUCED TELEGRAPHIC RATES WITHIN VICTORIA.

In March, 1884, an influential deputation waited on Mr. Berry, who then held the office of Postmaster-General, for the purpose of advocating a reduction of the charges on telegrams transmitted within the bounds of Victoria from one shilling to sixpence for messages of ten words.

It was urged that the large extension of business which followed a reduction in the charges in the year 1870, and by means of which the revenue was absolutely increased, pointed to the probability that a still further reduction in the charges would now produce a similar result.

The question is one of such great importance as to ensure that it shall receive the anxious consideration of the Government until a conclusion has been arrived at which will be satisfactory to the public generally.

On all occasions on which the subject has been under discussion sufficient recognition does not appear to have been given to the fact that after the introduction of the shilling rate an augmentation of revenue was not attained without more than a proportionate increase of expenditure.

At the present time, if the proposed reduction of the telegraph rates to one-half the existing charges were carried out, and if the change led to the business being trebled, the revenue would thereby be increased to the extent of 50 per cent; but if, as would certainly happen, the expenditure was also increased more than 50 per cent., a still further loss than that which already accrues in the working of the Telegraph Department would have to be borne by the community.

It is, however, probable that in the course of a few years, as the business attained a magnitude sufficient to enable the work of the Department to be performed at a proportionately reduced cost, that the deficiency in the receipts as compared with the expenditure would gradually be obliterated.

In every aspect of the case, the finances of the colony are involved, and there are also serious practical difficulties to be faced, which can only be overcome by the adoption of measures that will require time to mature.

1. The traffic is now fully equal to the carrying capacity of all the main lines of telegraph, consequently it would be necessary to provide several hundred additional miles of wire before any reduction in the rates could come into force.

2. The increase of business which would follow the adoption of a sixpenny rate would necessitate the employment of a larger number of additional operators than is at present to be found in the colony. Two years would probably be required for the purpose of training a body of operators to the necessary degree of expertness.

3. The office accommodation in Melbourne is totally inadequate for the accommodation of the instruments, operators, and clerks that would be required for the transaction of the increased business.

Further, the continued postponement of the inauguration of the sixpenny rate in England, although nearly two years have elapsed since the measure received the sanction of the House of Commons, seems to indicate the need of a lengthened time for preparation to meet the altered conditions which such a change would produce.

REDUCTION IN RATES ON TELEGRAPHIC MESSAGES BETWEEN VICTORIA AND TASMANIA.

Encouraged by the success which attended the lowering, in 1882, of the rates for telegrams between Victoria and Tasmania from six shillings to three shillings for a ten-word message, the authorities in the latter colony moved for a still further reduction.

After some negotiations with this colony and the manager of the cable connecting Victoria and Tasmania, it was agreed that the following tariff should come into operation on the 1st September :—

<i>Private Messages.</i>						<i>s. d.</i>
For ten words, address and signature not to exceed a like number	...	...	...	...	...	2 0
Every additional word	...	...	...	...	...	0 2
<i>Press Messages.</i>						
100 words, or part thereof	...	...	...	...	...	3 6
Each additional 50 words, or part thereof	...	...	...	...	...	2 0
Of the above rates, the proportions received are as follow :—						
On private messages—Cable	...	...	...	...	...	1 0
Each colony	...	...	...	...	...	0 6
Extra words—Cable	...	...	...	...	...	0 1
Each colony	...	...	...	...	...	0 0½
Press messages—Cable	...	...	...	...	...	2 0
Each colony	...	...	...	...	...	0 9
Extra 50 words—Cable	...	...	...	...	...	1 0
Each colony	...	...	...	...	...	0 6

The correspondence upon the subject will be found in Appendix BA.

INTERCOLONIAL TELEGRAPH RATES.

The Sydney Conference of May, 1883, considered the subject of reduction of intercolonial telegraph rates, and the representatives of the colonies of Victoria, New South Wales, and Tasmania agreed to the following—

	<i>s. d.</i>
A message of ten words transmitted over the land lines of two colonies	1 0
For each additional word	0 2
A message of ten words transmitted over the land lines of three colonies	1 6
For each additional word	0 3
To be divided in equal shares between the colonies performing the service.	
Submarine cable charges additional in all cases where the cable is used.	

An effort was subsequently made to reduce the charges for extra words to one penny and three half-pence respectively, but to this the New South Wales authorities objected.

As mentioned elsewhere, the rates between Victoria and Tasmania have already been reduced, but the charges between Victoria and New South Wales cannot be lowered until the special wires, now in course of erection, from Melbourne to Albury, and from Sydney to Albury, may have been completed, when ample provision will be made to meet the expected increase of business.

TELEPHONES.

The number of private wires for telephone and other purposes rented direct from the Government by firms and persons for their own special use numbered, on the 31st December, 1883, 114, yielding an annual rental of £1,337 11s. The number rented the previous year was 98, producing a revenue of £658 1s. 7d.

The wires rented for the use of the Melbourne Telephone Exchange Company and the Colonial Telephone Exchange numbered, at the same date, 716, as against 398 during the previous year, and the revenue derived by the Government therefrom during 1883 was £3,065, being £2,050 4s. 2d. in excess of the sum received for the same purpose in 1882, when it amounted to £1,014 15s. 10d.

SUBTERRANEAN AND AËRIAL CABLES.

The pressing necessity that exists for changing the present objectionable system of carrying telegraphic and telephonic wires through the streets of Melbourne has long been fully recognized, and the delay that has taken place in making the alteration is due to the fact that though repeated and persistent efforts have been made for nearly four years to obtain a serviceable form of subterranean cable, as yet no reports have been received regarding any cables in use in England, the continent of Europe, or America, of so favorable a nature as to justify the Department in incurring the very large expenditure that would be involved in the adoption of any of the designs so far brought under notice.

It was expected that long before this some definite reports would have been received as to the various systems adopted on the Continent. These have not yet come to hand, but it is hoped that they will arrive shortly, a very urgent letter upon the subject having been sent to the Agent-General at the close of last year requesting that the reports in question (promised in December, 1882) might be forwarded at the earliest possible date, together with any further information he might be able to obtain respecting subterranean and aërial cables generally.

From the following replies recently received, it will be seen that Mr. Smith has communicated with the Secretary of State for the Colonies, with the object of obtaining reports on the Continental systems, and has forwarded the result of the additional experience gained by the London authorities respecting underground lines, which results are detailed in the letter enclosed in that from the Agent-General dated 28th March, 1884:—

600/84.
Sir,

8 Victoria Chambers, Victoria-street,
Westminster, S.W., 22nd February, 1884.

With reference to your despatch of the 15th December last, relating to the use of subterranean and aërial cables for telegraphic and telephonic purposes, I have the honour to inform you that upon its receipt I again brought the subject under the notice of the Post Office authorities, and requested them to inform me of the results of such further experience as they may have had with regard to the systems which, after trial by the Telegraph Department, had proved unsuccessful, and to any other experiments within their knowledge which had since been tried either in the United Kingdom or in other countries.

2. With reference to the fourth paragraph of your despatch respecting my application to the French and German Ministers of Posts and Telegraphs, I have to state that the former made no reply, and that no information has been received from Dr. Stephan beyond that contained in the Statistical Report forwarded to your address in my mail-box of the 20th of December, 1882. I have, since the receipt of your letter, addressed the Secretary of State for the Colonies on the subject, with a view of obtaining, through the medium of the Foreign Office, all available information with regard to the underground and aërial telegraphs of France and Germany which her Majesty's Ambassadors in those countries may be able to procure.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Postmaster-General, Melbourne.

923/84.
SIR,

8 Victoria Chambers, Victoria-street,
Westminster, S.W., 28th March, 1884.

In continuation of my letter (No. 600) of the 22nd ultimo, with reference to the substitution of subterranean for aerial wires for telegraphic and telephonic communication, I have the honour to enclose for your information copy of a letter which I have received from the General Post Office in reply to my inquiries on the subject.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Postmaster-General, Melbourne.

SIR,

General Post Office, 25th March, 1884.

With reference to your letter of the 18th ultimo, enclosing an extract from a letter addressed to you by the Postmaster-General of Victoria on the subject of aerial and subterranean wires for telegraphic and telephonic communication, I beg leave to acquaint you that the result of a more extended trial of Brooks's patent on the section of wire between Waterloo and Clapham, to which reference has been made in the previous correspondence on this subject, has been fairly satisfactory.

When laid down originally the section worked very badly, but this was due to bad workmanship and the use of imperfect material in the first instance. The defects in its construction having, however, been rectified, it is now working very well, and there is every reason to believe that the system in itself is a good one, though, as the improvement has not yet lasted for a year, it is hardly possible to pronounce a decided opinion in its favour.

The ozokerited wire, also referred to in previous correspondence, proved a complete failure, and no further trial has yet been given to it.

As regards the main question, the system adopted by this Department for general use, and with which there is little if any fault to find either on the score of efficiency or economy, is that of laying wires covered with gutta percha in iron pipes. The method pursued in laying such wires in the streets of London is fully described in a paper by Mr. Fleetwood, an inspector on the engineering staff of the Department, which is published in Volume IV., Part 12 for 1875, of "The Journal of Proceedings of the Society of Telegraph Engineers." The system pursued in laying a line of underground telegraphs between Manchester and Liverpool is also described in a paper by Mr. G. E. Preece, then an officer of the Department, published in Volume II., Part 6 for 1873, of the same journal. With respect to the latter line, I may add that it did not prove a success, owing to the use of earthenware pipes in its construction. The road having subsequently sunk in various places, the pipes separated, and, consequently, dirt, gravel, and the roots of trees became intermingled with the wires, causing considerable damage.

There is little to be added to the information contained in those papers beyond this—that the Department has become more and more convinced by experience—(a) that iron pipes must be used for underground telegraphs; (b) that the air must be entirely excluded from the gutta percha; and (c) that joint-boxes must be as few in number as is consistent with the requirements of the case, and that they should be tightly closed and their bottoms carefully sealed, so as to prevent earth and dirt from getting into them and passing into the pipes.

I fear little practical information on the subject can be obtained from the United States, as the question of underground wires in that country is still in its infancy.

I am, &c.,

C. H. B. PATEY.

A further communication was addressed to the Agent-General in February last requesting that he would be good enough to obtain and forward samples of, and make inquiries respecting, a new description of underground cables, stated to be manufactured in Germany by Messrs. Felten and Guilleaume, of Mulheim, near Cologne, sample patterns of which were inspected and reported upon by Mr. B. Cowderoy, Secretary to the Chamber of Commerce, while recently travelling in that country, and by him kindly brought under notice of this Department.

That the present systems of subterranean wires in use are not giving full satisfaction is very evident. In America a large "General Committee on Underground Communication," composed of the principal electricians in the United States, has been formed, and this body has forwarded circulars to all persons known to be authorities on the science of electricity, calling attention to the difficulties to be overcome, and inviting suggestions with a view to their removal, to be submitted for consideration of the committee. The following extracts give some information regarding the difficulties experienced with subterranean lines, and the cost that would be incurred in providing and placing them in position:—

American experience in the employment of underground wires for telephony has been much the same as our own. Mr. Downes, the general manager of the New England Telephone Company, is reported to have made the following remarks on facts which came before his notice:—"We have two underground lines at work now in Boston. One runs from this office, 40 Pearl-street, one to State-street, and the other

to the corner of Franklin and Washington streets. We picked out five of the best cables invented, and put them in pipes. There are five cables and seventy wires; all show induction of wire with, and retardation from, influences in the earth. The results prove that with any of the present systems a line cannot be operated for any great distance. The influences I have mentioned would prevent the satisfactory working of a line as far as from here to Dover-street, and would wholly kill a line to a town at any distance from Boston. We have been experimenting for a year and a half, and so far have had no satisfactory results, though wherever we have heard of anything on the subject we have investigated it. If the time comes when it can be demonstrated that any underground system is practicable, the companies will only be too glad to take advantage of it. They want to do so now, but they do not know how it can be done." Mr. T. D. Lockwood, the electrician to the Bell Telephone Company, speaks in much the same strain. From an article in the *New York Electrical Review* we can briefly sum up this gentleman's experience. Mr. Lockwood says:—"We have got over the difficulty of defective insulation in a great measure, but still have to contend with induction and retardation. It is true that from 800 to 1,200 patents for systems claiming to overcome the difficulty have been granted, but it is also true that the inventors do not know what the trouble is. They work with the idea of securing *insulation*, but that is the least of the difficulties." In Paris all wires are underground, and if we had such underground facilities as exists there we should not hesitate in the matter. In London only *telegraph* wires are underground, and they lead through pipes to the central office. The *telephone* wires are above ground, and cannot be satisfactorily worked underneath. A telegraph line can be worked where a telephone line cannot be, because the telephone is so highly sensitive. "In 1880 the American Bell Telephone Company commenced to see that with their wires underground, although the first expenses would be large, the cost of maintenance would be small, provided durability were insured and the system would work. In consequence of an idea of my own, five miles of cable, with about twenty wires, were laid on the Providence railroad, between Attleboro and West Mansfield. The \$20,000 which it cost ($\equiv$ £4,000) lies buried there to-day. Such of the cable as has not been stolen lies there useless. The experiment was a failure because of the induction between wire and wire, and retardation by earth currents. The effect of retardation is to run one sound into another. With 5,000 inflections of the human voice in a second, you can judge of the effect on a telephone. On twelve miles of submarine wire laid at Block Island, articulation was completely choked. Two miles is the limit for work on underground telephone wires, and then they do not work as well as when overhead.—*Telegraphic Journal and Electrical Review*, 5th April, 1884.

In an article in a late issue of the *Popular Science Monthly*, by Dr. W. W. Jacques, the author says:—"The American Bell Telephone Company has recently constructed two short lines of underground wires in the business section of Boston, and these give us excellent data from which to judge of the extent of technical practicability and the expense of putting all wires underground. We have seen that in Paris the retardation and induction are both obviated by the use of double and twisted wires in metallic circuit, for, if a metallic circuit be connected with a single line circuit, the disturbances are not removed. If a subscriber in one city wishes to talk with a subscriber in a neighbouring city, both cities must have metallic circuit systems, and metallic circuits between the two cities. As the two lines constructed in Boston are short (only about one-quarter of a mile each), it was deemed best to use single line circuits, hoping that the induction and retardation on so short lines would not be serious. The system is constructed as follows:—Eight wrought-iron pipes, three inches in diameter, are laid side by side in two rows about four feet below the surface. At each street corner is built a brick chamber, large enough to admit a man, and with a cover flush with the street. The cables, of which several kinds are in use, run out from the basement of the central office through these pipes and up the side of buildings to roofs, from which they spread out to the subscribers by means of ordinary overhead lines. Conversation over these lines is not so easily carried on as by means of overhead wires, and it is frequently possible to overhear other conversation. This prohibits further extension of the single wire system underground, for technical reasons. The cost of the piping and chambers is in round numbers \$50,000 a mile ($\equiv$ £10,000), and these pipes are intended to accommodate one thousand wires. The cost of the cables is from \$60 to \$150 a mile for each circuit, according to the kind of cable used. In round numbers we may estimate the cost for one thousand wires at \$150,000 a mile ($\equiv$ £30,000), or \$150 a mile per circuit. The cost of piping and chambers would be nearly as great for one hundred circuits as for one thousand, as the cost of chambers and the labour of excavating and filling would be the same; so that the cost for one hundred wires may be estimated at \$50,000 a mile, or \$500 a mile per conductor. The cost per conductor thus increases enormously as the number of conductors diminishes, so that it would be clearly impossible to follow out the wires of an exchange system in all of their bifurcations."—*Scientific American*, March 29, 1884.

Should it appear that any system has been proved to be efficient and would be suitable for use in Melbourne, no time will be lost in effecting the desired change from overhead to underground wires.

In order to meet the continual applications for new lines for telephonic purposes, without multiplying the already too numerous single wires in the streets, aerial cables of an aggregate length of 3,430 yards have been fitted up in this city, and additional sections are being placed in position to supersede many of the single wires already on the poles. Four cables, each 80 yards long, containing twenty-five wires each, are also in use in the city of Ballarat. The aerial cables mentioned contain from ten to fifty wires, in multiple series, but the majority embrace fourteen wires, and all have, up to the present, given satisfactory results. It may not be out of place to mention that some of these cables designed by Mr. McGowan, the Acting Deputy Postmaster-General, were manufactured under his direction by the line overseers and men employed in connexion with the maintenance division of the workshops attached to this Department, in a most creditable manner.

STATEMENT showing the Extension of Telegraph Lines in the Australasian Colonies during the Year 1883, 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 ...	97½	422½	73½	73½	30½	86½	3,660½	7,271½	13	1	343
New South Wales	301½	1,383	3	12	369½	790½	9,312½	17,272½	23	...	368
South Australia ...	185	753½	...	...	49	520	5,278½	8,824½	7	...	179
Queensland ...	351½	1,388½	42	126	485	548½	6,654	10,617½	17	2	202
Tasmania ...	54	54	...	...	133	133	960	1,230	5	...	81
New Zealand ...	144	308	12	22	18½	37	331	635	39	2	302
Western Australia	...	...	...	...	700	700	1,584½	1,600½	1	...	28

STATEMENT showing Australasian Telegraphic Business transacted with Europe and the East during the Year 1883.

Colony.	Transmitted.		Received.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
South Australia ...	...	£ s. d.	...	£ s. d.	...	£ s. d.
Victoria ...	...	...	...	...	...	...
Tasmania ...	...	...	...	...	...	...
New South Wales ...	...	...	...	...	...	...
New Zealand ...	...	...	...	...	...	...
Queensland ...	...	...	...	...	...	...
Western Australia ...	...	...	...	...	...	...
Totals ...	...	...	...	...	...	...

RETURN showing Net Revenue from 1st January to 31st December, 1883.

Cash receipts paid into Treasury for above period	...	...	...	...	£ s. d.	£ s. d.
Less amount paid to Bass Cable Company on account of inter-colonial business for same period	...	...	...	£1,319 2 3	...	...
New South Wales	...	...	...	275 8 7	1,594 10 10	82,059 18 1
Amount due by other colonies on account of intercolonial business for same period :-	...	...	...	...	...	...
South Australia	...	...	...	...	363 9 8	...
Tasmania	...	...	...	...	27 15 10	391 5 6
	...	...	...	...	...	£82,451 3 7

Local and Intercolonial Business.

STATEMENT showing the Victorian and Intercolonial Business for the Years 1873 to 1883.

	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	£ s. d.	502,523	£ s. d.	533,335	£ s. d.	580,928	£ s. d.
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	3,604 13 5
South Australia to Victoria	19,541	2,769 14 3	18,314	2,617 7 6	21,400	3,162 8 10	24,161	3,686 3 4
Victoria to Tasmania	5,445	1,279 8 8	5,865	1,350 7 11	6,262	1,378 10 3	7,041	1,437 11 5
Tasmania to Victoria	4,455	1,523 2 0	4,666	1,732 5 11	4,862	1,673 19 0	5,593	1,847 15 0

Exclusive of the number and value of Messages O.H.M.S.

STATEMENT showing the Victorian and Intercolonial Business for the Years 1873 to 1883—continued.

	1877.				1878.				1879.				1880.				1881.			
	No. of Private Mes-sages.		Revenue.		No. of Private Mes-sages.		Revenue.		No. of Private Mes-sages.		Revenue.		No. of Private Mes-sages.		Revenue.		No. of Private Mes-sages.		Revenue.	
	£	s.	d.		£	s.	d.		£	s.	d.		£	s.	d.		£	s.	d.	
* 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	750,572	46,282	14	3
From—																				
Victoria to New South Wales..	70,610	10,661	17	3	78,509	11,333	9	2	79,039	11,312	9	5	89,792	11,457	5	3	108,031	14,043	7	0
New South Wales to Victoria..	78,938	10,931	8	2	85,157	11,527	19	10	88,957	11,511	18	11	98,107	12,371	9	10	118,118	14,687	14	3
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	14,306	3,110	4	8
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	17,310	3,857	14	5
Victoria to South Australia ..	24,727	4,071	3	8	28,265	3,751	8	3	29,495	4,246	1	11	33,884	4,549	10	0	39,082	5,202	7	9
South Australia to Victoria ..	27,294	4,289	17	8	31,016	5,135	8	7	32,687	5,629	16	11	37,331	5,637	18	8	43,440	6,263	17	7
Victoria to Tasmania ..	6,773	1,331	0	6	8,985	1,473	13	7	7,908	1,369	19	5	6,771	1,299	16	2	7,639	1,591	15	3
Tasmania to Victoria..	5,777	1,897	5	10	6,545	3,135	16	0	6,121	1,884	6	9	8,228	1,996	18	10	9,343	2,324	13	10
Victoria to Western Australia..	275	73	19	4	2,310	836	16	3	1,916	489	10	1	1,752	414	2	9	2,012	424	3	6
Western Australia to Victoria..	455	102	10	3	2,745	722	17	5	2,756	602	7	7	2,534	494	2	5	2,959	543	16	7

		1882.			1883.				
		Number of Private Messages.		Revenue.	Number of Private Messages.		Revenue.		
		£	s.	d.	£	s.	d.		
* Between Victorian Stations ..	..	819,538	52,115	1	5	865,695	55,027	4	5
From—									
Victoria to New South Wales	..	105,043	15,061	4	5	84,978	16,039	16	2
New South Wales to Victoria	..	117,859	16,362	11	1	97,105	16,558	14	7
Victoria to Queensland ..	..	18,886	4,037	0	6	19,772	4,169	13	9
Queensland to Victoria ..	..	23,089	5,280	12	9	25,129	5,400	8	6
Victoria to South Australia ..	..	43,710	5,640	9	3	42,856	5,657	8	6
South Australia to Victoria ..	..	47,816	6,820	14	6	46,863	6,676	10	4
Victoria to Tasmania ..	..	19,001	2,003	5	1	21,366	2,106	3	9
Tasmania to Victoria ..	..	18,192	3,213	3	8	20,795	3,547	12	7
Victoria to Western Australia	..	2,464	578	2	10	2,762	655	2	4
Western Australia to Victoria	..	3,400	673	6	4	3,870	724	1	5
Victoria to New Zealand ..	..	6,936	3,771	1	8	6,203	3,406	12	7
New Zealand to Victoria ..	..	6,686	5,840	2	5	5,651	4,607	16	1

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

PORT DARWIN CABLES, ETC.

With respect to the division of the subsidy for the duplicate cable, concerning which there had been, for some time past, correspondence between the contributing colonies, it was decided at the Conference “that the agreement of May, 1878, in regard to the apportionment between the Australasian Colonies of the subsidy to the Port Darwin cable, on the basis of *population*, shall be taken to include in such calculation the aboriginal inhabitants of the respective colonies.” According to this resolution, the colony of Victoria will have to pay until the next adjustment of the subsidy (five years from the taking of the last census) the sum of £14,478 13s. 10d. per annum, at which rate the payments are at present being made.

PORT DARWIN LINE, ETC.

The working of the overland line to Port Darwin, and the submarine cables between that place in connexion with Java and Singapore, have not been so satisfactory as in previous years. The returns indicate that, during the past year, communication has been interrupted, at different periods, on the land line at various intervals for about ten days, and on the submarine lines for about sixteen days.

The necessity for a second overland line *viâ* Queensland was, at the Conference of May, 1878, clearly foreseen, and a resolution on the subject (quoted in last Report) passed, but until lately, though attention has in the interim been called to the subject, no active steps were taken to secure so desirable an object. However, early in the current year (1884) the matter was forcibly brought under notice by a total cessation of telegraphic communication with Europe and the East for six days, owing to the cutting of the Port Darwin line near Peak Station by an unfortunate traveller who had lost his way, and who evidently adopted that course in the hope (which unfortunately was not fulfilled) that the break in the circuit would lead to the immediate despatch of workmen for the purpose of repairing the line in time to render him necessary assistance in his extremity. A communication was then addressed to the Postmaster-General of Queensland, pointing out the serious inconvenience to the

communities of the various colonies and the hindrance to business caused by such interruptions on the single line only now connecting with Port Darwin, which contingency might have been obviated had there been an alternative line between Norman-town, Queensland, and Daly Waters, on the Port Darwin route ; also inquiring whether that Government would be prepared to provide for the work of connecting their line in Northern Queensland with the Northern portion of the Port Darwin line, and, if so, what extent of contributory aid, if any, would be expected from the other colonies, and the basis, whether of population or otherwise, upon which such contribution should be made. It is anticipated that a satisfactory intercolonial arrangement may shortly be determined upon, and that the duplication of the overland line in the manner indicated will soon be accomplished.

STAFF OF THE DEPARTMENT.

The Honorable Henry Bolton was Postmaster-General from the commencement of the year until the 8th of March, when he was succeeded by the Honorable Graham Berry.

On the 17th July, Mr. Jackson, the Deputy Postmaster-General, was transferred to the Audit Office as Deputy Commissioner of Audit, during the absence, on leave, of one of the Commissioners ; and Mr. S. W. McGowan, the Chief Inspector of the Telegraph and Postal Service, has since performed the functions of Acting Deputy Postmaster-General.

On the 11th August, Mr. Gibbs, the Accountant and Comptroller of Stamps, was relieved of his duties as Accountant, and Mr. Morkham, the Sub-Accountant, was promoted to the position of Accountant.

During the year, 18 officers were dismissed or dispensed with ; 15 retired, either through infirmity or in consequence of their having attained the age of sixty years ; 35 resigned, and 12 died.

The following is a tabular 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, Line- laborers, and Signallmen	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- clearers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Melbourne ...	1	223	149	8	78	56	12	5	80	16	72	69	769	30 supernumeraries occasionally employed
Albert Park*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Alexandra*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Allandale*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Apsley ...	...	...	...	...	...	1	...	...	...	...	...	...	1	
Ararat ...	1	2	...	...	1	...	...	...	3	...	...	...	7	
Avenel*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Avoca ...	1	...	...	...	1	...	...	...	3	...	...	...	5	
Bacchus Marsh*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bairnsdale ...	1	1	...	...	1	...	...	...	2	...	...	...	5	
Ballan*	1	...	...	...	...	...	...	...	1	...	...	...	2	5 supernumeraries, and 4 labourers occa- sionally employed
Ballarat ...	1	9	7	...	12	2	...	...	9	...	2	2	44	
Ballarat East...	1	...	1	...	4	...	...	...	3	...	...	...	9	
Balmoral*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Beaufort*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Beechworth ...	1	1	...	...	2	1	...	...	4	...	...	...	9	
Belfast ...	1	1	...	...	1	...	...	...	2	...	...	...	5	
Benalla ...	1	1	...	...	...	1	...	...	4	...	...	...	7	
Berwick*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Birregurra*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bridgewater on Loddon ...	...	...	...	...	...	...	...	...	1	...	...	...	1	1 2 7 7 2 3
Bright ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Brighton*	1	...	...	...	3	...	...	...	3	...	...	...	7	
Brunswick*	1	...	...	...	3	...	...	...	2	...	...	1	7	
Bruthen ...	...	...	...	...	...	1	...	...	...	...	...	1	2	
Buninyong*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Camberwell Railway ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Camperdown ...	1	1	...	...	...	1	...	...	3	...	...	...	6	
Cape Otway ...	...	...	...	...	...	1	...	...	...	...	...	1	2	
Cape Schanck ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Caramut*	1	...	...	...	...	...	...	...	...	...	...	...	1	2 14 2
Carisbrook ...	...	...	...	...	...	...	...	...	2	...	...	...	2	
Carlton ...	1	1	...	...	7	...	...	...	5	...	...	...	14	
Cashel*	1	...	...	...	...	...	...	...	1	...	...	...	2	

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

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers, Line- laborers, and Signalmen.	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- cleaners, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Casterton ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Castlemaine ...	1	1	2	...	4	...	...	...	3	...	...	...	11	
Charlton ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Chewton* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Chiltern* ...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Clifton Hill ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Clunes ...	1	...	1	...	1	...	...	...	3	...	...	...	6	
Colac ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Coleraine* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Collingwood ...	1	1	1	...	6	...	...	...	5	...	...	...	14	
Creswick ...	1	2	...	...	2	...	...	...	2	...	...	...	7	
Cunninghame ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dandenong* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Daylesford ...	1	...	...	...	1	...	...	...	3	...	...	...	5	
Dimboola ...	1	...	...	...	...	1	...	...	2	...	...	...	4	
Donald* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Dromana* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Drouin* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Drysdale* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Dunkeld ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Dunolly ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Durham Ox ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Eaglehawk* ...	1	...	...	...	2	...	...	...	2	...	...	...	5	
Eastern Market ...	1	...	...	...	...	...	...	...	2	...	...	2	5	
Echuca ...	1	3	...	...	3	...	...	...	4	...	...	...	11	
Edenhope* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Elizabeth-st. N. ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Elmore ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Essendon Raily. ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Euroa ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Fitzroy* ...	1	2	...	...	5	...	...	...	4	...	...	...	12	
Fitzroy North* ...	1	...	...	...	3	...	...	...	2	...	...	...	6	
Flemington* ...	1	...	...	...	2	...	...	...	2	...	...	1	6	
Footscray* ...	1	...	...	...	3	...	...	...	2	...	...	...	6	
Foster ...	...	...	...	...	...	1	...	...	...	...	...	1	2	
Geelong ...	1	11	4	...	9	1	...	...	8	...	1	1	36	
Gordons* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Hamilton ...	1	2	1	...	4	1	...	...	2	...	...	...	11	
Harrow* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Hawthorn* ...	1	...	...	...	6	...	...	...	4	...	...	1	12	
Heathcote ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Hexham* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Horsham ...	1	2	1	...	2	...	...	...	3	...	...	...	9	
Hotham* ...	1	...	...	...	4	...	...	...	3	...	...	2	10	
Inglewood ...	1	...	...	...	...	...	...	...	3	...	...	1	5	
Jamieson* ...	1	...	...	...	...	1	...	...	1	...	...	...	3	
Kerang ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Kew* ...	1	...	...	...	4	...	...	...	3	...	...	1	9	
Kilmore ...	1	...	...	...	1	...	...	...	2	...	...	1	5	
Kingston* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Koroit* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Korongvale ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Kyneton ...	1	1	...	...	2	...	...	...	4	...	...	...	8	
Lake Rowan* ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Lancefield* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Learmonth ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Linton* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Lorne* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Macarthur* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maffra* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Majorca* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maldon* ...	1	...	...	...	1	...	...	...	2	...	...	...	4	
Malmesbury* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mansfield ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Marketstreet... ..	1	...	...	...	...	...	...	...	3	...	...	1	5	
Maryborough... ..	1	1	...	...	...	1	...	...	5	...	...	1	9	
Merino* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mooroopna* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mornington* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mortlake ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Blackwood* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Egerton* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Wycheproof ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Murtoa* ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Myrtleford* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Nagambie* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
New Gisborne ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Newstead* ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Newport ...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Numurkah ...	1	1	...	...	...	...	...	...	1	...	...	...	3	

* Postmasters at places marked thus * are paid out of Contingencies.

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

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers, Line- laborers, and Signalmen.	Printer's Assistants.	Mailmaster and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Filler- cleansers, and Super- numeraries.	Female Assistants.	Total.	Remarks.
Omeo ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Parkville*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Penshurst*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Port Albert	1	...	...	...	...	...	...	...	1	...	...	...	2	
Portland	1	1	...	...	1	1	...	...	3	...	...	...	7	
Prahran*	1	...	...	...	6	...	...	...	5	...	1	1	14	
Queenscliff	1	...	...	...	...	...	...	...	3	...	...	...	4	
Raywood	...	...	...	...	...	...	...	...	1	...	...	...	1	
Reedy Creek*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Richmond*	1	1	...	...	6	...	...	...	6	...	1	...	15	
Rochester	1	...	...	...	...	...	...	...	2	...	...	...	3	
Romsey*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rosedale	1	...	...	...	...	...	...	...	2	...	...	...	3	
Rushworth*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rutherglen*	1	...	...	...	...	...	...	...	1	...	...	...	2	
St. Arnaud	1	1	...	...	1	...	...	...	3	...	...	...	6	
St. Kilda*	1	...	...	...	11	...	...	...	5	...	...	1	18	
St. Kilda West	1	...	...	...	...	...	...	...	3	...	...	2	6	
Sale ...	1	1	1	...	2	1	...	...	3	...	...	...	9	
Sandhurst	1	6	5	...	14	1	...	...	12	...	1	...	40	3 supernumeraries and 3 labourers occa- sionally employed
Sandridge*	1	...	...	...	3	...	...	...	2	...	...	...	6	
Sandridge West	...	...	...	...	...	...	...	...	2	...	...	...	2	
Sebastopol*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Seymour	1	...	...	...	...	...	...	...	3	...	...	...	4	
Shepparton	1	1	...	...	1	...	...	...	2	...	...	...	5	
Smeaton*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Smythesdale*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Snake Valley*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Sorrento*	1	...	...	...	...	...	...	...	1	...	...	...	2	
South Mel- bourne*	1	1	...	...	8	...	...	...	4	...	1	2	17	
South Yarra	...	...	...	...	6	...	...	...	...	...	...	...	6	
Stawell	1	...	1	...	2	1	...	...	6	...	...	1	12	
Stratford*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Streatham*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Swan Hill	1	...	...	...	...	...	...	...	1	...	...	...	2	
Talbot	1	...	1	...	1	...	...	...	1	...	...	...	4	
Taradale*	1	...	...	...	1	...	...	...	1	...	...	...	3	
Tarnagulla*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Tatura*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Terang*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Toorak	...	...	...	...	2	...	...	...	...	...	...	...	2	
Traralgon*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Trentham Railway	...	...	...	...	...	...	...	...	1	...	...	...	1	
Violet Town	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wahgunyah*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Walhalla	1	...	...	...	...	...	...	...	2	...	...	...	3	
Wangaratta	1	...	...	...	1	...	...	...	3	...	...	1	6	
Warragul	1	...	...	...	...	...	...	...	2	...	...	...	3	
Warrnambool	1	4	...	...	1	...	...	...	7	...	...	...	13	
Wedderburn*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Williamstown*	1	...	...	...	4	...	...	...	5	...	...	...	10	
Wilson's Pro- montory	...	...	...	...	...	1	...	...	1	...	...	...	2	
Winchelsea*	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wodonga	1	...	3	...	...	...	...	...	4	...	...	...	8	
Woodend	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wood's Point	1	...	...	...	...	1	...	...	...	...	...	...	2	
Yaekandandah*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Yarragon*	1	...	...	...	...	...	...	...	1	...	...	...	2	
Yarrawonga*	1	...	...	...	...	...	...	...	2	...	...	...	3	
Total	149	283	178	8	253	76	12	5	403	16	79	97	1,561	

* Postmasters at places marked thus * are paid out of Contingencies.

FEMALE ASSISTANTS.

The number of females on the staff of the Department employed at the end of 1882 was 172, of whom 75 were Postmistresses and 97 Assistants.

On the 31st December, 1883, the number was 185, viz. :—

Postmistresses	...	...	...	...	...	88
Assistants in Melbourne	...	...	...	...	...	69
Assistants in Suburbs and Country	...	...	...	...	...	28

RETURN of the Officers, &c., of the Melbourne Establishment Absent from Duty on account of Illness during the Year 1883.

Branch.	Number Employed.	Number Absent.	Number of Days Absent.	Remarks.
Correspondence branch—				
Clerks	14	6	24	One absent 12 days.
Accountant's branch—				
Clerks	15	5	12	
Mail branch—				
Clerks	32	17	242	One absent 42 days, one 40 days, one 31 days, and three during 70 days.
Sorters	145	105	1,253	One absent 207 days, one 169 days, one 145 days, one 83 days, one 70 days, and seven during 238 days.
Female Assistants	27	17	89	One absent 45 days.
Letter Carriers	42	15	77	One absent 30 days.
Money Order and Savings Bank branch—				
Clerks	28	8	141	One absent 68 days, and one 50 days.
Female Assistants	5	...	...	
Stamp branch—				
Clerks	11	4	112	One absent 92 days, and one 18 days.
Female Assistants	2	...	...	
Dead Letter branch—				
Clerks	8	5	11	
Stores branch—				
Clerks	5	1	10	
Carpenters, Storemen, &c.	63	8	211	One absent 159 days, and two 34 days.
Printing branch—				
Printer, Pressmen, &c.	14	8	38	One absent 14 days.
Female Assistants	5	4	27	One absent 18 days.
Electric Telegraph branch—				
Clerks and Operators	107	70	1,015	One absent 144 days, one 90 days, one 80 days, one 72 days, one 64 days, one 59 days, one 58 days, and seven during 190 days.
Female Assistants	30	16	154	One absent 94 days, and two 35 days.
Messengers	60	51	446	One absent 121 days, one 61 days, one 52 days, and four during 81 days.
Instrument Fitters, Linemen, &c.	13	3	19	One absent 13 days.

OFFICE BUILDINGS.

During the year, considerable alterations have been made at the General Post Office, with a view of affording better accomodation for the Telegraph and Money Order Branches of the Department. A contract was let to Mr. James Kennedy for carrying out the proposed improvements at a cost of £2,500, and these have now been satisfactorily completed, the extra space and increased facilities for the transaction of business thus made available to the officers of the Department and the general public, proving a great boon.

The buildings at Apsley, Shepparton, and Yarrawonga, which were in an unfinished condition at the close of the year 1882, have since been completed, and satisfactory progress is being made with those now in course of erection at Carlton, Fitzroy, Murtoa, Mooroopna, and Euroa, the former three are rapidly approaching completion, and, it is anticipated, will be ready for occupation early next year.

Eligible premises have been purchased at Sorrento and Caramut, and sites for the erection of suitable buildings have also been secured at Dimboola, Donald, Tarnagulla, Walhalla, Wandiligong, and Wedderburn.

Extensive alterations and additions are now being carried out at the Sale office; and contracts of a comprehensive character have been let for different works at Ballarat East, Caramut, Charlton, Creswick, Emerald Hill, Hamilton, Horsham, Inglewood, Koroit, Lintons, Mornington, Numurkah, Shepparton, Sorrento, and Talbot, whilst minor repairs have been effected at other offices.

The Department has entered into agreements for the lease of new office premises at Clifton Hill, Drouin, Drysdale, Lake Rowan, Lancefield, Macarthur, Parkville, Romsey, Snake Valley, South Yarra, and Yarragon (late Waterloo), and has also secured increased accommodation for the office at the Melbourne Exchange. The number of buildings and offices held by the Department under lease in town and country for the year 1883 was fifty-eight (58), for which rents amounting in the aggregate to £4,262 were paid.

MAIN GENERAL POST OFFICE BUILDING, TELEGRAPH OFFICE, ETC.

This subject was referred to at considerable length in the last annual Report of the Department, but no definite result had been attained up to the date of that document. Negotiations in furtherance of such an object were again entered into with the representative of the owners of the land adjoining the eastern side of the General Post Office, the possession of which, for the extension of the building, has been frequently referred to in previous Reports as being so desirable and necessary. It appeared at one time as if the business were about to come to a satisfactory termination, but it is much to be regretted that, owing to the vendor declining, when a price had been at last determined upon, to leave the question open until the proposed expenditure had been sanctioned by Parliament, the Government not being empowered to effect a purchase prior to the necessary provision having been voted by the Legislature, no further steps could be taken to secure the property, and further consideration of the matter was for the present abandoned.

IRON RECEIVING PILLARS.

The pattern pillars ordered through the Agent-General, alluded to in previous Report, have been received. In several respects they are superior to the pillars hitherto used by the Department, and, as they contain the most recent improvements adopted by the British Postal authorities, it has been decided to obtain a supply of iron receiving pillars similar to those imported. The new pillars will be uniform in appearance with those at present in position.

A number of automatic dial indicators are in course of manufacture, and will shortly be attached to the pillars, to show the next time of clearance by pillar-clearer.

Letter receiving-pillars have been erected during the year at the under-mentioned places, viz.:—Echuca (1), Essendon (2), Geelong (2), Hawthorn (1), Hotham (2), Inglewood (1), Melbourne (1), Northcote (1), Prahran (2), Rochester (1), and Sandhurst (1).

NEW POST AND TELEGRAPH OFFICES.

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

Allambee	Devenish (Railway Station)	Kinglake	Neuarpurr	Tickawara
Anderson's Inlet	Dingee (Railway Station)	Kow Swamp	Neilborough North	Tittybong
Ailsa	Goorambat (Railway Station)	Langdon's Hill	Peechelba	Veetis East
Albert Park (Railway Station)	Gre Gre Village	Lorquon	Parkes Plains	Wail North
Barrakee	Hamilton North	Lake Meran	Pomorneit (Railway Station)	Wirrimbirehip
Benjeroop	Heath Hill	Latrobe (Railway Station)	Parkville	Wonwondah South
Bagshot	Hollingwood	Meerim South	Swanwater (Railway Station)	Wychetella (Railway Station)
Boosey North	Howqua Hills	Mareus Hill	Sylvatterre	Warrandyte (Railway Station)
Brooklyn	Jumbunna East	Mount Arapiles	Tyaak	Yabba Yabba
Clifton Hill	Kurting (Railway Station)	Moondara	Tarraungimie East	Yalloak (Railway Station)
Darkbonee	Katylil	Mysia (Railway Station)	Timmering East	Yanae-a-yanac.
Dart Dart		Newington	Toomboon	
Diapur Town		Narbethong	Tarrawingee (Railway Station)	
Dark River				

The names of the following Post Offices have been changed:—Bungeelake West to "Tyrrell Creek," Blackburn Creek to "Blackburn," Pellucbla East to "Wilby," Katylil to "Kornheim," Emerald Hill to "South Melbourne," Newmerella to "Orbost," Waterloo (Gippsland) to "Yarragon."

The Post Offices named below have been closed:—

Devenish	Diamond Hill	Larpent	Wallaby Creek.
Devenish East	Hartwell	Pomorneit	

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

Gisborne	Lilimur North.
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Telegraph Offices have also been opened in connexion with the Railway Stations at Barnawartha, Bagshot, Birregurra, Camberwell, Fernhill, Glenrowan, Mitiamo, Mount Moriac, St. James, Wandong, and Wychetella.

The Telegraph Office at Middle Brighton has been closed.

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

Diamond Creek	Homebush, Lower	Maffra	Reedy Creek.
Drouin	Lorne	Numurkah	

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

Bendoc	Diamond Creek	Mirboo North	Tangil
Clear Lake	Heuly	Oxley	Upper Macedon.

The number of Post Offices on the 31st December was 1,295.

POSTAGE STAMPS.

Two hundred and sixteen new postage stamp licences have been issued and sixty-two revoked during the year, making the total number at the close of the year 1,248, being an increase on 1882 of 154 licences.

The following statement shows the denomination, number, and value of Postage Stamps manufactured and issued during the year 1883:—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny wrappers ...	42,280	88 1 8	Halfpenny wrappers ...	34,797	72 9 10½
Halfpenny stamps ...	7,188,000	14,975 0 0	Halfpenny stamps... ..	6,707,072	13,973 1 4
One penny newspaper wrappers	21,120	88 0 0	One penny wrappers ...	43,987	183 5 7
One penny post cards ...	1,799,190	7,496 12 6	One penny post cards ...	1,816,601	7,569 3 5
Twopenny reply post cards ...	86,400	720 0 0	Twopenny reply post cards...	37,920	316 0 0
One penny stamps ...	8,204,880	34,187 0 0	One penny stamps... ..	8,334,841	34,728 10 1
Twopenny stamps ...	17,997,600	149,980 0 0	Twopenny stamps... ..	18,278,700	152,322 10 0
Threepenny stamps ...	282,000	3,525 0 0	Threepenny stamps ...	53,417	667 14 3
Fourpenny stamps ...	588,000	9,800 0 0	Fourpenny stamps ...	310,378	5,172 19 4
Sixpenny stamps ...	642,000	16,050 0 0	Sixpenny stamps ...	761,689	19,042 4 6
One shilling stamps ...	240,000	12,000 0 0	Eightpenny stamps ...	30,963	1,032 2 0
Two shilling stamps ...	35,040	3,504 0 0	One shilling stamped tele-	192	9 12 0
One penny stamped envelopes	127,168	529 17 4	graph forms		
Twopenny stamped envelopes	107,995	899 19 2	One shilling stamps ...	82,501	4,125 1 0
Twopence-farthing stamped envelopes	5,040	47 5 0	Two shilling stamps ...	14,500	1,450 0 0
			Five shilling stamps ...	5,305	1,326 5 0
			One penny stamped envelopes	123,967	516 10 7
			Twopenny stamped envelopes	106,313	885 18 10
			Twopence-farthing stamped envelopes	6,470	60 13 1½
			Fourpence-farthing stamped envelopes, for registration	428	7 11 7
Total	37,366,713	£253,890 15 8	Total	36,750,041	£243,461 12 6

FEE STAMPS.

Thirteen new fee stamp licences have been issued and eleven revoked during the year, making the total number at the close of the year 242, being an increase on 1882 of 2 licences.

STATEMENT showing the Denomination, Number, and Value of Fee Stamps Manufactured and Issued during the Year 1883.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One penny	48,000	200 0 0	Halfpenny	320	0 13 4
One shilling	120,000	6,000 0 0	One penny	4,614	19 4 6
Two shilling and sixpenny ...	63,000	7,875 0 0	Threepenny	1,076	13 9 0
Five shilling	30,000	7,500 0 0	Fourpenny	2,606	43 8 8
One pound	6,000	6,000 0 0	Sixpenny	24,525	613 2 6
Five pound	1,500	7,500 0 0	One shilling	99,370	4,968 10 0
			Two shilling	23,620	2,362 0 0
			Two shilling and sixpenny	42,758	5,344 15 0
			Five shilling	21,121	5,280 5 0
			Ten shilling	36,360	18,180 0 0
			One pound	21,430	21,430 0 0
			Five pound	601	3,005 0 0
Total	268,500	£35,075 0 0	Total	278,401	£61,260 8 0

RAILWAY FREIGHT STAMPS.

STATEMENT showing the Denomination, Number, and Value of Railway Freight Stamps Manufactured and Issued during the Year 1883.

Manufactured.			Issued.		
Denomination.			Denomination.		
Number.			Number.		
Value.			Value.		
£ s. d.			£ s. d.		
One penny	410,640	1,711 0 0	Halfpenny	971	2 0 5½
Threepenny	277,740	3,471 15 0	One penny	346,731	1,444 14 3
Sixpenny	144,780	3,619 10 0	Three halfpenny	27,431	171 8 10½
Eightpenny	84,000	2,800 0 0	Twopenny	99,592	829 18 8
Ninepenny	30,000	1,125 0 0	Threepenny	263,796	3,297 9 0
One shilling	156,600	7,830 0 0	Sixpenny	144,252	3,606 6 0
Two shilling	49,560	4,956 0 0	Eightpenny	68,173	2,272 8 8
			Ninepenny	11,112	416 14 0
			Tenpenny	15,514	646 8 4
			One shilling	132,647	6,632 7 0
			Two shilling	43,880	4,388 0 0
			Three shilling	11,132	1,669 16 0
			Four shilling	671	134 4 0
			Five shilling	393	98 5 0
Total	1,153,320	£25,513 5 0	Total	1,166,295	£25,610 0 3

DUTY STAMPS.

Seventy-five new duty stamp licences have been issued and thirty revoked during the year, making the total number at the close of the year 467, being an increase on 1882 of 45 licences.

The following statement shows the denomination, number, and value of Adhesive Duty Stamps manufactured and issued during the year 1883 :—

Manufactured.			Issued.		
Denomination.			Denomination.		
Number.			Number.		
Value.			Value.		
£ s. d.			£ s. d.		
One penny	2,533,920	10,558 0 0	One penny	2,735,273	11,396 19 5
Sixpenny	292,000	7,300 0 0	Sixpenny	187,484	4,687 2 0
Two pound	24,000	48,000 0 0	One shilling	148,496	7,424 16 0
Five pound	4,000	20,000 0 0	One shilling and sixpenny	42,286	3,171 9 0
Twenty-five pound	108	2,700 0 0	Two shilling	50,861	5,086 2 0
Fifty pound	144	7,200 0 0	Three shilling	32,156	4,823 8 0
One hundred pound	108	10,800 0 0	Four shilling	22,372	4,474 8 0
			Five shilling	23,685	5,921 5 0
			Six shilling	5,996	1,798 16 0
			Ten shilling	12,429	6,214 10 0
			Fifteen shilling	2,975	2 231 5 0
			One pound	7,605	7,605 0 0
			One pound five shilling	825	1,031 5 0
			One pound ten shilling	1,379	2,068 10 0
			One pound fifteen shilling	278	486 10 0
			Two pound	3,858	7,716 0 0
			Two pound five shilling	705	1,586 5 0
			Five pound	1,250	6,250 0 0
			Six pound	127	762 0 0
			Seven pound	103	721 0 0
			Eight pound	107	856 0 0
			Nine pound	76	684 0 0
			Ten pound	929	9,290 0 0
			Twenty-five pound	68	1,700 0 0
			Fifty pound	88	4,400 0 0
			One hundred pound	87	8,700 0 0
Total	2,854,280	£106,558 0 0	Total	3,281,498	£111,086 10 5

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 1883.

Number.	Denomination.	Value.	Number.	Denomination.	Value.
		£ s. d.			£ s. d.
6,483,043	One penny ...	27,012 13 7	6,484,641	Brought forward ...	27,461 6 8
226	Sixpenny ...	5 13 0	3	Five pound fifteen shilling ...	17 5 0
406	One shilling ...	20 6 0	1	Six pound five shilling ...	6 5 0
154	One shilling and sixpenny ...	11 11 0	2	Six pound ten shilling ...	13 0 0
380	Two shilling ...	38 0 0	2	Seven pounds ...	14 0 0
83	Three shilling ...	12 9 0	5	Seven pound ten shilling ...	37 10 0
63	Four shilling ...	12 12 0	2	Seven pound fifteen shilling...	15 10 0
35	Five shilling ...	8 15 0	2	Eight pound ...	16 0 0
30	Six shilling ...	9 0 0	2	Eight pound ten shilling ...	17 0 0
23	Seven shilling ...	8 1 0	2	Nine pound five shilling ...	18 10 0
10	Eight shilling ...	4 0 0	3	Nine pound ten shilling ...	28 10 0
47	Ten shilling ...	23 10 0	3	Ten pound ...	30 0 0
5	Eleven shilling ...	2 15 0	2	Ten pound fifteen shilling ...	21 10 0
5	Twelve shilling ...	3 0 0	1	Twelve pound five shilling ...	12 5 0
5	Thirteen shilling ...	3 5 0	1	Twelve pound ten shilling ...	12 10 0
7	Fifteen shilling ...	5 5 0	1	Thirteen pound five shilling ...	13 5 0
16	One pound ...	16 0 0	1	Fifteen pound five shilling ...	15 5 0
1	One pound three shilling ...	1 3 0	1	Sixteen pound fifteen shilling ...	16 15 0
8	One pound five shilling ...	10 0 0	1	Seventeen pound ...	17 0 0
1	One pound seven shilling ...	1 7 0	1	Nineteen pound ...	19 0 0
1	One pound eight shilling ...	1 8 0	1	Twenty pound ...	20 0 0
1	One pound nine shilling ...	1 9 0	2	Twenty-two pound five shilling	44 10 0
17	One pound ten shilling ...	25 10 0	1	Twenty-five pound five shilling	25 5 0
2	One pound eleven shilling ...	3 2 0	1	Twenty-five pound fifteen shilling	25 15 0
1	One pound twelve shilling ...	1 12 0	1	Twenty-six pound fifteen shilling	26 15 0
3	One pound thirteen shilling...	4 19 0	1	Twenty-seven pound five shilling	27 5 0
4	One pound fourteen shilling...	6 16 0	1	Thirty pound ...	30 0 0
4	One pound fifteen shilling ...	7 0 0	1	Fifty-four pound five shilling	54 5 0
15	Two pound ...	30 0 0	1	Sixty-five pound fifteen shilling	65 15 0
2	Two pound five shilling ...	4 10 0	1	Seventy-nine pound fifteen shilling	79 15 0
8	Two pound ten shilling ...	20 0 0	1	Eighty-four pound ...	84 0 0
4	Two pound fifteen shilling ...	11 0 0	1	One hundred and four pound fifteen shilling	104 15 0
3	Three pound ...	9 0 0	1	One hundred and twelve pound five shilling	112 5 0
1	Three pound five shilling ...	3 5 0	1	Two hundred and thirty-one pound ten shilling	231 10 0
3	Three pound ten shilling ...	10 10 0			
3	Three pound fifteen shilling ...	11 5 0			
3	Four pound ...	12 0 0			
2	Four pound five shilling ...	8 10 0			
1	Four pound five shilling and one penny	4 5 1			
2	Four pound fifteen shilling...	9 10 0			
9	Five pound ...	45 0 0			
2	Five pound five shilling ...	10 10 0			
2	Five pound ten shilling ...	11 0 0			
6,484,641	Carried forward ...	27,461 6 8	6,484,692	Total ...	28,734 1 8

The following is the value of commission paid to licensed vendors of stamps during the year 1883, viz.:—Postage, £4,729 13s.; duty, £2,569 10s.; fee, £1,149 10s.; freight, £330 3s. 9d.

INLAND MAILS.

The amount paid for conveyance of Inland Mails in 1883 (exclusive of £41,725 12s. 7d. paid to the Department of Railways) was £65,308 0s. 5d., and the gross number of miles travelled with the mails (exclusive of 1,854,218 travelled by rail) was 4,065,425, the average cost of which was 3½d. per mile. The length of new Mail Services established during the year was 320 miles, and the total length of the Inland Mail Services at the close of the year was 13,500 miles.

New Mail Services established during the Year 1883.

To and from Uhpna and Yarroweyah North, two days a week.
 To and from Maffra and Briagolong *via* Wa-de-lock State School and Valencia Creek, six days a week.
 To and from Creswick and Allendale, six days a week.
 To and from Wooroonooke and Chirrup Swamp, once a week.
 To and from Gunbower and J. S. Carruthers', near State School 1795, twice a week.
 To and from Lake Rowan and North Boweya, three days a week.
 To and from Towaninnie and Tittybong, three days a week.

To and from Baringhup and Baringhup South, three days a week.
 To and from Post Office and Railway Station, Lilydale, twice a day.
 To and from Merton and Heyfield *viâ* Arcona, two days a week.
 To and from Morton Plains and Wirrimbirchip, two days a week.
 To and from Wallaby Creek and Jack's Creek, three days a week.
 To and from Natimuk Creek and Mount Arapiles, two days a week.
 To and from Yarrpturk and Southern Cross, four days a week.
 To and from Griffith's Point and Kileunda, once a week.
 To and from Dromana and Red Hill, once a week additionally.
 To and from Dookie and Yabba Yabba, three days a week.
 To and from Dunlop and Devenish East, once a week additionally.
 To and from Benayeo and Tallageira (Holme's farm), three days a week.
 To and from Bobinawarrah and Hedi *viâ* Carboor, once a week additionally.
 To and from St. Andrew's and King Lake, three days a week.
 To and from Cammun East State School, in connexion with Werracknebeal service.
 To and from Elliminyt and Barongarook State School, two days a week.
 To and from Baringhup and West State School, three days a week.
 To and from Smeaton and Werona *viâ* Kooroocheang, three days a week additionally.
 To and from Post Office and Railway Station, Charlton, as often as required.
 To and from North Wail and Wail Railway Station, as often as required.
 To and from Tallagaroopna Railway Station and Tallagaroopna State School, six days a week.
 To and from Lang Lang North and Longwarry South, two days a week.
 To and from Lilydale and Healesville, once a day additionally.
 To and from Charlton and Woosang, three days a week.
 To and from Pirron Yalloak and Railway Station, twice a day.
 To and from Inverleigh and Wabdallah *viâ* Murgheboluc, two days a week additionally.
 To and from Terriek Terriek East and State School, two days a week.
 To and from Box Hill and Forest Hill, three days a week additionally.
 To and from Post Office and Railway Station, Guildford, once a day additionally.
 To and from Huntly and Bagshot State School, three days a week.
 To and from Wedderburn and Woosang *viâ* Richmond Plains State School 2040, and State School, parish of Yeungroon, 2345, three days a week.
 To and from Myamyn and Condah, three days a week.
 To and from Rushworth and Murchison, once a day additionally.
 To and from Toomboon and Donnelly's Creek, two days a week.
 To and from Bruthen and Buchan, once a week.
 To and from Bairnsdale and Bruthen *viâ* Sarsfield, three days a week additionally.
 To and from North Winton State School and Glenrowan, three days a week.
 To and from Lake Rowan and North Boweya, three days a week.
 To and from Dookie and Yabba Yabba (C. Stewart's) *viâ* Yabba Yabba State School, three days a week.
 To and from Post Office and Railway Station, Pyramid Hill, twice a day.
 To and from Post Office and Railway Station, Mitiamo, twice a day.
 To and from Campaspe and Mount Pleasant State School, two days a week.
 To and from Toolamba (Anderson's) and Toolamba East, three days a week.
 To and from Raywood Post Office and Railway Station, twice a day.
 To and from Sebastian Post Office and Railway Station, twice a day.
 To and from Post Office and Railway Station, Yalloak, three days a week.
 To and from Post Office and Railway Station, Boort, once a day.
 To and from Darkbonee Railway Station and State School, Sutherland's Plains, once a day.
 To and from Yawong and Yeungrook State School, two days a week.
 To and from Post Office and Railway Station, Barrakee, twice a day.
 To and from Post Office and Railway Station, Mount Wycheproof, once a day.
 To and from Camperdown Post Office and Railway Station, twice a day.
 To and from Elaine Post Office and Mount Dorau State School, three days a week.

- To and from Post Office and Railway Station, Box Hill, twice a day.
 To and from Post Office and Railway Station, Ringwood, twice a day.
 To and from Post Office and Railway Station, Blackburn, twice a day.
 To and from Hedi and Cheshunt, three days a week.
 To and from Milawa and Bobinawarra, three days a week additionally.
 To and from Allansford and Narringal, once a week additionally.
 To and from Dimboola and Nhill *via* Kiata South, three days a week.
 To and from Bungeelake and Tyrrell Creek, once a week additionally.
 To and from Thoona and Lake Rowan, once a week additionally.
 To and from Raywood and Neilborough, six days a week.
 To and from Toolleen and Cornella and Crosbie State School, three days a week.
- week. To and from Terrick Terrick West State School, three days a week, in connexion with Terrick Terrick service.
- To and from Moyston and Fryingpan Plains, two days a week.
 To and from Wedderburn and Fenton's Creek, three days a week.
 To and from Post Office and Railway Station, Goorambat, three days a week.
 To and from St. James and Youarang *via* Carmody's and Waggarandall Post Office, three days a week.
 To and from Lake Rowan and Bungeet, three days a week.
 To and from Mitiamo and Terrick Terrick, three days a week.
 To and from Fernihurst and Borung Railway Station, three days a week.
 To and from Post Office and Railway Station, Borung, daily.
 To and from Wychetella Railway Station and Post Office, three days a week.
 To and from Post Office and Railway Station, Wedderburn, twice a day.
 To and from Anderson's Inlet and Leongatha, twice a week.
 To and from Poowong and Jumbunna East (McLeod's) *via* Mrs. Blew's, two days a week.
 To and from Grantville and Jumbunna *via* Mr. Clarke's, two days a week.
 To and from Dimboola and Katyil (Renning's), once a week.
 To and from St. James and Lake Rowan, six days a week.
 To and from Wedderburn and Berrimal State School *via* Kurraca West State School, three days a week.
 To and from Mincha West and Mincha East State School, three days a week.
- week. To and from Macorna and Macorna South State School, three days a week.
 To and from Toolleen and Campaspe East State School, three days a week.
 To and from Inverleigh and Hesse, two days a week.
 To and from Derrinallum and Darlington, three days a week.
 To and from Yarrawonga and Katamatite road and Boosey Post Office, three days a week.
- days To and from Diapur Township and Lawloit, three days a week.
 To and from Post Office and Railway Station, Baddaginnee, once a day.
 To and from Ballan and Gordons Railway Station, six days a week.
 To and from Wodonga and Corryong, once a week.
 To and from Taripta and Kyabram Township, three days a week.
 To and from Talangatta and Corryong, once a week.
 To and from Kamarooka East State School, in connexion with Elmore and Milloo service.
- Miloo To and from Harrow and Karnak *via* Charam and Mullagh, once a week.
 To and from Daylesford and Korweinguboora *via* Muskvale and Leonard's Hill, six days a week.
 To and from Drung Drung and Wonwondah East State School, two days a week.
- week. To and from Briagolong and Wa-de-lock *via* Valencia Creek, three days a week.
- week. To and from Mia Mia Post Office and Spring Plains, two days a week.
 To and from Delatite and Howqua, two days a week.
 To and from Yarrawalla and Central Mologa State School, three days a week.
 To and from Belfast and Hamilton *via* Orford, Deep Creek, Macarthur, and Byaduk, three days a week additionally.

- To and from Ringwood and Nelson's Hill, six days a week.
 To and from Cobden and The Brucknell (Rodgers'), two days a week.
 To and from Post Office and Railway Station, Smythesdale, twice a day.
 To and from Post Office and Railway Station, Scarsdale, twice a day.
 To and from Post Office and Railway Station, Haddon, once a day.
 To and from Katunga and Yarrowceyah, once a week additionally.
 To and from Snowy Creek and Dark River *via* Larsens, once a week.
 To and from Pirron Yallock Post Office and Railway Station, twice a day additionally.
 To and from Mansfield and Delatite, once a week additionally.
 To and from Framlingham and Ballangeich, three days a week additionally.
 To and from Fernihurst and Borung Railway Station, three days a week additionally.
 To and from Woodside and Balloong, two days a week.
 To and from Tragowel and point on Swan Hill road, once a day additionally.
 To and from Lake Rowan and South Pelluebla State School, three days a week.
 To and from Woodside and Mailor's Flat, four days a week.
 To and from Yarram Yarram and Carrojung *via* Boodyarn and Wauran, three days a week.
 To and from Alexandra and Spring Creek, two days a week.
 To and from Echuca and Terrick Terrick East *via* Wharparilla, three days a week.
 To and from Post Office and Railway Station, Heywood, twice a day additionally.
 To and from Post Office and Railway Station, Benalla, once a day additionally.
 To and from Werracknebeal and Werrigar State School, three days a week.
 To and from Stratford and Bengworden *via* Perry's Bridge and Meerlieu, once a week additionally.
 To and from Port Albert and Yarram Yarram *via* Alberton, three days a week additionally.
 To and from Post Office, Greendale, and point on Mount Blackwood coach road, six days a week.
 To and from Nelson and Drik Drik *via* Johnston, once a week additionally.
 To and from Lillimur South and Custon, three days a week.
 To and from Durham Ox and Boort, once a week.
 To and from Post Office, Gre Gre, and Gre Gre State School, three days a week.
 To and from Wangaratta and Laceyby South, three days a week.
 To and from Sale Post Office and La Trobe Wharf, daily.
 To and from Mokoan and Boweya, three days a week.
 To and from Whittlesea and Wallaby Creek, three days a week.
 To and from Youarang Post Office and Youanmite (T. Reynolds'), two days a week.
 To and from Post Office and Railway Station, Clunes, once a day additionally.
 To and from Upper Coongulmerang and Iguana Creek, two days a week.
 To and from St. James and Youarang *via* Waggarandall, three days a week.
 To and from Borung and Mysia, three days a week additionally.
 To and from Hazelwood and Yinnar *via* Yinnar State School, two days a week.
 To and from Hastings and Shoreham *via* Baharring, three days a week additionally.
 To and from Pine Lodge South State School and Pine Lodge, three days a week.
 To and from Calivil and Mitiamo Railway Station *via* Hayanmi, once a week additionally.
 To and from Swanwater Railway Station and Swanwater South, three days a week.
 To and from Birregurra and Lorne *via* Dean's Marsh, three days a week additionally.
 To and from Foster and Yanakie, once a week.
 To and from Post Office and Railway Station, Toongabbie, twice a day.
 To and from Post Office and Railway Station, Heyfield, once a day.
 To and from Yanathon North State School and point on Dandenong and Grantville roads, three days a week.
 To and from Yarra Flats and Christmas Hills, six days a week.

To and from Post Office and Railway Station, Doogalook, once a day.
 To and from Post Office and Railway Station, Trafalgar, once a day.
 To and from Diamond Creek and Upper Diamond Creek, six days a week.
 To and from Buchan and Bruthen, once a week additionally.
 To and from Heyfield and Glenmaggie *via* Smeaton, three days a week.
 To and from Waratah Bay and Tarwin Lower, once a week.
 To and from Camperdown and Mortlake *via* Darlington, three days a week additionally.
 To and from Clunes and Glengower *via* Lord Clyde, three days a week additionally.
 To and from Myrtle Creek and Sutton Grange, once a week additionally.
 To and from Post Office, Gapsted, and Palmerston Railway Station, twice a day.
 To and from Bowman's Forest and Murrumbidgee Railway Station, twice a day.

DEAD LETTERS.

RETURN showing the Number of Letters, &c., received and dealt with in the Dead Letter office during the Year 1883.

Year 1883.	Received.				How dealt with.		
	Unclaimed.		Irregularly Posted.	Total.	Returned, Delivered, &c.	Destroyed and on Hand at close of Year.	Total.
	Victoria.	Intercolonial and Foreign.					
Letters	161,896	18,363	24,229	204,488	194,166	20,322	204,488
Packets	...	...	...	11,075	...	...	11,075
Newspapers	...	...	...	20,303	...	...	20,303

In the total number of letters received are included 4,401 registered, 1,794 of which contained enclosures of value, as shown in the return of "Property letters" below.

Four letters bore libellous or obscene addresses. The letters posted without any addresses numbered 399, and 3,590 were but partly or imperfectly addressed.

Four letters having previously-used stamps affixed were received and dealt with.

Of the letters incidentally discovered to be wrongly addressed, 14 covered value to the extent of £795 16s. 11d.

Two hundred and thirty (230) envelopes, without correspondence, contained in cash, cheques, &c., over £4,000.

On account of postal charges, and, in a few instances, for other reasons, 2,850 letters were refused by the persons to whom addressed.

About $\frac{7}{10}$ ths of a letter per cent. of the total number of letters posted in the colony were unclaimed, and of those forwarded to the writers it is estimated that a little over 2 per cent. were unclaimed, and again returned to the Dead Letter Office.

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 1883.

Year 1883. Contents.	Received.							How dealt with.						
	Unclaimed, &c.				Irregularly Posted.		Total.		Returned, Delivered, &c.		Paid into the Treasury. 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.
Cash, Notes, and Stamps ..	253	£ s. d. 105 19 10	168	£ s. d. 250 19 8	376	£ s. d. 226 11 4	797	£ s. d. *583 10 10	660	£ s. d. 494 3 10	78	£ s. d. 64 11 1	59	£ s. d. 24 15 11
Cheques, Drafts, &c.	330	3,924 3 5	79	663 10 1	640	15,778 6 5	1,019	†20,365 19 11	1,021	19,111 4 3	..	..	28	1,254 15 8
Articles ..	583 37	4,030 3 3 ..	247 1,547	914 9 9 ..	1,016 12	16,004 17 9 ..	1,846 †1596	20,949 10 9 ..	1,681 1,580	19,605 8 1 ..	78 ..	64 11 1 ..	87 16	1,279 11 7
Totals ..	620	..	1,794	..	1,028	..	3,442	..	3,261	..	78	..	103	

* Includes £64 8 10 balance from 1882, in 59 letters.
 † Includes 12 10 0 part balance from 1882, in 2 letters

£76 18 10 61

‡ Includes 11 part balance from 1881 and 1882.

MONEY ORDERS.

Number of Money Orders issued in 1883	...	...	188,560
Ditto ditto ditto 1882	...	...	172,812
Increase, 15,748, or 9·11 per cent.			
Number of Money Orders paid in 1883	...	...	211,813
Ditto ditto ditto 1882	...	...	194,586
Increase, 17,227, or 8·85 per cent.			
Value of Money Orders issued in 1883	...	£532,162 4 2	
Ditto ditto ditto 1882	...	483,054 10 7	
Increase, £49,107 13s. 7d., or 10·16 per cent.			
Value of Money Orders paid in 1883	...	£607,687 12 2	
Ditto ditto ditto 1882	...	559,979 18 3	
Increase, £47,707 13s. 11d., or 8·51 per cent.			

Eight Money Order Offices were opened and one closed during the year, making the number open at the end of the year 319.

A statement showing in detail the number and amount of Money Orders issued and paid at each office in Victoria will be found in Appendix S; and similar information as regards Money Order transactions between Victoria and the Australasian Colonies, United Kingdom, &c., appear in Appendices T and U.

POST OFFICE SAVINGS BANK.

Number of accounts opened in 1883...	...	...	...	18,518
Ditto closed in 1883...	...	...	...	16,122
Ditto open at close of 1883	...	...	...	65,735
Total amount of deposits received in 1883	...	...	£686,152 5 11	
Ditto repaid in 1883	...	...	842,287 11 2	
Interest (4 per cent.) placed to credit of depositors	...	...	37,876 0 10	
Total amount to credit of depositors on 31st December, 1882	...	1,150,390 17 1		
Ditto ditto ditto 1883	...	1,032,131 12 8		
Decrease, £118,259 4s. 5d., or 10·27 per cent.				

Of the 65,735 accounts open on 31st December, 1883—

53,160 did not exceed £20.

6,389 were above £20 but did not exceed £50.

3,376 „ £50 „ „ £100.

1,419 „ £100 „ „ £150.

610 „ £150 „ „ £200.

781 „ £200.

The total number of deposits received during the year was 146,983, averaging £4 13s. 4½d. each.

The total number of repayments during the year was 59,281, averaging £14 4s. 2d. each.

964 telegraph withdrawals ; amount, £8,834 9s. 2d.

Six Savings Banks were opened during the year, making the total number open at 31st December 215.

A detailed statement of the Post Office Savings Bank business will be found in Appendix V.

Post Office and Telegraph Department,
General Post Office, Melbourne, 31st March, 1884.

JAMES CAMPBELL,
Postmaster-General.

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 1883 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	67,311 4 0	159,168 12 5	117,515 1 8	41,653 10 9	33,340 2 3	26,834 19 8	6,505 2 7			
1863	487	40,122 17 4	53,854 8 3	68,785 0 11	162,762 6 6	121,212 5 0	41,550 1 6	35,645 11 9	25,768 15 8	9,876 16 1			
1864	475	40,122 17 4	59,732 17 8	74,009 0 4	173,924 15 4	129,373 0 7	44,551 14 9	35,976 6 3	20,601 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	96,879 9 9	209,151 19 9	119,280 4 2	89,871 15 7	41,715 3 4	30,760 10 4	10,954 13 0			
1869	660	46,555 16 2	68,416 3 0	129,156 5 7	244,128 4 9	164,735 12 7	79,392 12 2	..	..	..			
1870	683	35,529 5 8	75,764 1 11	135,701 8 2	246,994 15 9	161,191 12 2	85,803 3 7	..	..	..			
1871	711	44,415 5 2	88,391 3 0	137,318 18 3	265,125 6 5	166,933 5 4	98,192 1 1	..	..	..			
1872	741	47,125 15 9	97,588 7 6	147,909 2 9	292,623 6 0	184,308 11 9	108,314 14 3	..	..	..			
1873	794	37,821 13 5	94,297 7 5	158,043 5 11	*290,162 6 9	193,384 5 11	96,778 0 10	..	..	..			
1874	802	31,995 0 0	98,737 16 9	171,189 10 6	*301,882 7 3	196,923 0 2	104,959 7 1	..	..	..			
1875	855	33,492 11 9	98,498 4 3	177,756 0 1	*309,746 16 1	209,128 3 9	100,618 12 4	..	..	..			
1876	886	37,321 16 8	100,268 0 3	184,068 19 8	*321,658 16 7	223,359 8 10	98,299 7 9	..	..	..			
1877	948	36,009 5 3	107,368 3 11	192,717 16 8	*336,095 5 5	240,027 7 8	95,467 17 9	..	..	..			
1878	1,007	33,931 5 5	108,780 4 5	201,810 19 0	*344,522 8 10	251,862 17 11	92,719 19 11	..	..	..			
1879	1,069	32,311 5 9	110,465 16 3	209,076 18 3	*351,854 0 3	254,379 14 1	97,474 6 2	..	..	..			
1880	1,100	39,299 17 3	111,975 15 10	232,139 4 8	*383,414 17 9	265,650 12 11	117,764 4 10	..	..	..			
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	..	..	..			
1882	1,218	41,191 18 9	100,376 14 10	266,630 8 0	*408,199 1 7	310,320 5 3	97,878 16 4	..	..	..			
1883	1,295	41,922 13 8	107,033 13 0	284,379 6 10	433,335 13 6	330,907 12 0	102,428 1 6	..	..	..			

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	2,703,544	2,012,216	22,468	2,908,001	6,790,244	62,911	5,671,545	256,380
1865	5,579,097	70,871	3,151,385	1,906,711	37,017	2,886,144	7,485,808	107,888	6,037,529	279,741
1866	6,650,000	267,843	2,495,045	1,981,133	47,302	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	9,749,776	324,143	4,974,102	276,677
1869	8,759,848	314,695	2,596,892	1,822,863	61,344	2,654,435	10,582,771	376,039	5,251,327	277,132
1870	9,288,153	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	2,998,533	1,911,095	103,755	2,492,139	12,941,095	556,486	5,490,772	639,900
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	18,963,563	1,909,891	9,010,147	801,946
1877	18,000,600	2,280,000	7,000,000	2,910,958	247,901	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	22,324,031	3,210,296	10,637,331	1,003,651
1879	20,000,000	2,740,000	6,810,000	3,215,618	351,361	3,235,197	23,215,618	3,091,361	10,075,197	1,010,116
1880	20,750,000	3,200,000	7,100,000	3,445,149	358,480	3,510,510	24,195,149	3,558,480	10,610,510	1,160,912
1881	22,500,000	3,800,000	7,600,000	3,808,547	413,625	3,810,732	26,308,347	4,213,625	11,440,732	1,281,749
1882	24,500,000	4,500,000	8,500,000	4,377,977	472,486	3,883,928	28,377,977	4,972,486	12,383,928	1,418,769
1883	26,250,000	4,850,000	9,850,000	4,712,167	551,330	4,132,222	30,962,167	5,401,330	13,982,222	1,471,972

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 1861.
* The cost of construction and repairs of Electric Telegraph lines (which in 1883 amounted to £22,043 6s. 9d.) 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 in each month during the Year 1883.

Received.					Despatched.				
Date.	Name of Vessel.	Letters.	Packets.	Newspapers.	Date.	Name of Vessel.	Letters.	Packets.	Newspapers.
Jan. 10	Clyde ...	24,317	6,660	50,595	Jan. 4	Assam ...	16,809	1,657	26,576
" 24	Indus ...	24,996	7,470	53,362	" 18	Ballaarat ...	20,054	2,292	24,415
Feb. 7	Siam ...	20,124	7,367	46,929	Feb. 1	Clyde ...	19,940	1,881	24,481
" 20	Nizam ...	23,521	8,133	53,973	" 15	Indus ...	19,262	3,156	23,174
March 5	Parramatta ...	22,194	7,080	50,131	Mar. 1	Siam... ...	19,950	1,799	23,937
" 20	Australia ...	22,508	7,384	48,808	" 15	Nizam ...	20,392	2,677	26,461
April 2	Shannon ...	22,394	7,390	52,247	" 29	Parramatta ...	15,955	1,276	21,186
" 18	Rosetta ...	21,071	7,211	50,432	April 12	Australia ...	20,627	2,392	26,437
" 30	Carthage ...	21,082	6,763	48,495	" 24	Shannon ...	14,419	1,105	20,117
May 16	Ballaarat ...	21,574	7,314	48,073	May 8	Rosetta ...	18,140	2,258	24,636
" 27	Rome ...	21,476	7,233	51,162	" 22	Carthage ...	18,976	1,651	25,972
June 10	Indus ...	21,089	7,207	52,287	June 5	Ballaarat ...	17,824	2,706	25,855
" 24	Siam ...	19,185	6,398	48,633	" 19	Rome ...	17,798	1,629	24,378
July 9	Pekin ...	21,822	6,624	50,544	July 3	Indus ...	17,153	1,990	24,100
" 23	Cathay... ..	21,486	6,921	51,028	" 17	Siam... ..	17,593	1,599	24,375
Aug. 7	Australia ...	23,311	6,741	47,429	" 31	Pekin ...	17,823	2,101	25,533
" 19	Assam ...	21,357	6,888	47,480	Aug. 14	Cathay ...	17,659	1,623	27,318
Sept. 2	Rosetta ...	21,294	6,433	44,394	" 28	Australia ...	17,754	2,333	26,242
" 16	Clyde ...	21,271	6,983	48,194	Sept. 11	Assam ...	16,704	1,270	23,293
Oct. 2	Mirzapore ...	22,571	6,403	44,767	" 25	Rosetta ...	16,190	1,869	26,263
" 16	Thames ...	23,302	6,951	48,719	Oct. 11	Clyde ...	19,134	2,053	26,421
" 30	Ballaarat ...	24,429	6,551	47,250	" 25	Mirzapore ...	16,818	2,211	24,262
Nov. 12	Indus ...	24,681	7,303	52,053	Nov. 8	Thames ...	17,765	3,140	26,425
" 26	Rome ...	25,375	7,040	52,636	" 22	Ballaarat ...	19,878	3,573	34,462
Dec. 11	Shannon ...	25,725	7,675	50,805	Dec. 6	Indus ...	17,769	3,170	26,944
" 25	Parramatta ...	30,888	7,855	52,661	" 20	Rome ...	16,863	2,777	25,678
		593,048	183,978	1,293,087			469,249	56,188	658,941

APPENDIX C.

STATEMENT showing the Dates upon which the Mails despatched *viâ* 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 1883.

Name of Steamer.	Due in Melbourne.		Arrived in Melbourne.		Time of Transit of Mails from Colombo.	Late.	Before appointed Time.	Time occupied in Transit of Mails, London to Melbourne.
	Date.	Time.	Date.	Time.				
	1883.		1883.		Days hrs. min.	Days hrs. min.	Days hrs. min.	Days hrs. min.
Clyde ...	Jan. 10	3 p.m.	Jan. 10	10.10 a.m.	15 21 45	...	0 4 50	39 13 55
Indus ...	Jan. 24	"	Jan. 24	7.10 p.m.	17 11 42	0 4 10	...	39 22 55
Siam ...	Feb. 7	"	Feb. 7	9.55 a.m.	19 3 43	...	0 5 5	39 13 40
Nizam ...	Feb. 21	"	Feb. 20	2.15 a.m.	18 15 25	...	0 12 45	38 18 0
Parramatta ...	March 7	"	March 5	10.10 a.m.	17 13 15	...	2 4 50	37 13 55
Australia ...	March 21	"	March 20	5.45 p.m.	17 23 23	...	0 21 15	38 21 30
Shannon ...	April 4	"	April 2	11.18 a.m.	16 21 9	...	2 3 42	37 15 3
Rosetta ...	April 18	"	April 17	11.45 p.m.	17 4 17	...	0 15 15	39 3 30
Carthage ...	May 2	"	April 30	4.30 a.m.	17 16 20	...	2 10 30	37 8 15
Ballaarat ...	May 16	"	May 16	3.40 p.m.	17 14 10	0 0 40	...	39 19 25
Rome ...	May 30	"	May 27	8.35 a.m.	16 18 5	...	3 6 25	36 12 20
Indus ...	June 13	"	June 10	3.15 p.m.	17 5 15	...	2 23 45	36 19 0
Siam ...	June 27	"	June 24	8 p.m.	18 6 10	...	2 19 0	36 23 45
Pekin ...	July 11	"	July 9	3.10 a.m.	18 5 50	...	2 11 50	37 6 55
Cathay ...	July 25	"	July 23	1.20 p.m.	18 23 50	...	2 1 40	37 17 5
Australia ...	Aug. 8	"	Aug. 7	2.20 a.m.	18 22 40	...	1 12 40	38 6 5
Assam ...	Aug. 22	"	Aug. 19	12.20 p.m.	18 2 0	...	3 2 40	36 16 5
Rosetta ...	Sept. 5	"	Sept. 2	1.25 a.m.	17 6 42	...	3 13 35	36 5 10
Clyde ...	Sept. 19	"	Sept. 16	10 a.m.	16 16 57	...	3 5 0	36 13 45
Mirzapore ...	Oct. 3	"	Oct. 2	8.53 p.m.	18 11 53	...	0 18 7	39 0 38
Thames ...	Oct. 17	"	Oct. 16	2.45 a.m.	18 8 45	...	1 12 15	38 6 30
Ballaarat ...	Oct. 31	"	Oct. 30	8 a.m.	16 22 55	...	1 7 0	38 11 45
Indus ...	Nov. 14	"	Nov. 12	9.45 p.m.	17 7 55	...	1 17 15	38 1 30
Rome ...	Nov. 28	"	Nov. 26	8.40 p.m.	17 1 5	...	1 18 20	38 0 25
Shannon ...	Dec. 12	"	Dec. 11	7.6 a.m.	16 18 6	...	1 7 54	38 10 51
Parramatta ...	Dec. 26	"	Dec. 25	7.30 a.m.	17 13 25	...	1 7 30	38 11 15

NOTE.—The average time occupied in transit of mails throughout the year was 38 days 1 hour and 1 minute.

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 1883.

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.
	1883.		1883.		1883.		Dys. hrs. mins.	Dys. hrs. mins.	Dys. hrs. mins.
Assam ...	Jan. 4	1 p.m.	Feb. 13	5.30 p.m.	Feb. 13	6.45 p.m.	0 1 15	...	40 5 45
Ballaarat ...	Jan. 18	"	Feb. 27	"	Feb. 27	9 p.m.	0 3 30	...	40 8 0
Clyde ...	Feb. 1	"	Mar. 13	"	Mar. 12	6.50 p.m.	...	0 22 40	39 5 50
Indus ...	Feb. 15	"	Mar. 27	"	Mar. 27	5 a.m.	...	0 12 30	39 16 0
Siam ...	Mar. 1	"	Apr. 10	"	Apr. 10	4.25 a.m.	...	0 13 5	39 15 25
Nizam ...	Mar. 15	"	Apr. 24	"	Apr. 23	6.50 p.m.	...	0 22 40	39 5 50
Parramatta ...	Mar. 29	"	May 8	"	May 7	6.20 p.m.	...	0 23 10	39 5 20
Australia ...	Apr. 12	"	May 22	"	May 22	6.25 p.m.	0 0 55	...	40 5 25
Shannon ...	Apr. 24	7 a.m.	June 5	"	June 6	4.35 a.m.	0 11 5	...	42 21 35
Rosetta ...	May 8	"	June 18	"	June 18	6.18 p.m.	0 0 48	...	41 11 18
Carthage ...	May 22	"	July 2	"	July 2	4.30 a.m.	...	0 13 0	40 21 30
Ballaarat ...	June 5	"	July 16	"	July 22	10.49 a.m.	5 17 19	...	47 3 49
Rome ...	June 19	"	July 30	"	Aug. 6	11.8 a.m.	6 17 38	...	48 4 8
Indus ...	July 3	"	Aug. 13	"	Aug. 14	4.50 a.m.	0 11 20	...	41 21 50
Siam ...	July 17	"	Aug. 27	"	Aug. 28	7.5 a.m.	0 13 35	...	42 0 5
Pekin ...	July 31	"	Sept. 10	"	Sept. 11	7.36 a.m.	0 14 6	...	42 0 38
Cathay ...	Aug. 14	"	Sept. 24	"	Sept. 25	6.25 p.m.	1 0 55	...	42 11 25
Australia ...	Aug. 28	"	Oct. 8	"	Oct. 7	7.15 p.m.	...	0 22 15	40 12 15
Assam ...	Sept. 11	"	Oct. 23	"	Oct. 25	3 p.m.	1 21 30	...	44 8 0
Rosetta ...	Sept. 25	"	Nov. 6	"	Nov. 9	5 a.m.	2 11 30	...	44 22 0
Clyde ...	Oct. 11	1 p.m.	Nov. 20	"	Nov. 21	2.55 p.m.	0 21 25	...	41 1 55
Mirzapore ...	Oct. 25	"	Dec. 4	"	Dec. 6	7.8 p.m.	2 1 38	...	42 6 8
Thames ...	Nov. 8	"	Dec. 18	"	Dec. 20	4.50 a.m.	1 11 20	...	41 15 50
	1884.		1884.		1884.				
Ballaarat ...	Nov. 22	"	Jan. 1	"	Jan. 2	6.53 a.m.	0 13 23	...	40 17 53
Indus ...	Dec. 6	"	Jan. 15	"	Jan. 16	4.5 a.m.	0 10 35	...	40 15 5
Rome ...	Dec. 20	"	Jan. 29	"	Feb. 1	4.30 a.m.	2 11 0	...	42 15 30

NOTE.—The average time occupied in transit of mails throughout the year was 41 days 18 hours and 1 minute.

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 1883.

Name of Steamer.	Due in Sydney.	Arrived in Sydney.	Late.	Before appointed time.	Time occupied in Transit of Mails, London to Sydney.
	1883.	1883.	Days.	Days.	Days.
City of Sydney ...	January 13	January 13	...	...	44
Australia ...	February 10	February 9	...	1	43
City of New York ...	March 10	March 12	2	...	46
Zealandia ...	April 7	April 5	...	2	42
City of Sydney ...	May 5	May 5	...	...	44
Australia ...	June 2	June 1	...	1	43
City of New York ...	June 30	July 7	7	...	49
Zealandia ...	July 28	July 25	...	3	41
City of Sydney ...	August 25	August 23	...	2	42
Australia ...	September 22	September 21	...	1	43
City of New York ...	October 20	October 21	1	...	45
Zealandia ...	November 17	November 17	...	...	44
City of Sydney ...	December 20	December 22	2	...	44

NOTE.—The average time occupied in transit of mails throughout the year was 43 days 10 hours and 17 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 1883.

Name of Steamer.	Date of Despatch.	Due in London.	Arrived in London.	Late.	Before appointed time.	Time occupied in Transit of Mails, Sydney to London.
	1882.	1883.	1883.	Days.	Days.	Days.
City of New York ...	December 28	February 12	February 10	2	...	44
	1883.					
Zealandia ...	January 25	March 12	March 9	...	3	43
City of Sydney ...	February 22	April 9	April 6	...	3	43
Australia ...	March 22	May 7	May 6	...	1	45
City of New York ...	April 19	June 4	June 4	...	...	46
Zealandia ...	May 17	July 3	June 28	...	4	42
City of Sydney ...	June 14	July 30	July 27	...	3	43
Australia ...	July 12	August 27	August 25	...	2	44
City of New York ...	August 9	September 24	September 26	2	...	48
Zealandia ...	September 6	October 22	October 19	...	3	43
City of Sydney ...	October 4	November 19	November 14	...	5	41
City of New York ...	November 1	December 17	December 16	...	1	45
	1884.	1884.	1884.			
Zealandia ...	December 6	January 19	January 19	...	...	44

NOTE.—The average time occupied in transit of mails throughout the year was 43 days 22 hours and 9 minutes.

APPENDIX G.

STATEMENT showing the Dates upon which the Mails *viâ* Torres Straits were due in Brisbane, and the Dates upon which they arrived, also the Time occupied in Transit of Mails, during the Year 1883.

Name of Steamer.	Due in Brisbane.		Arrived in Brisbane.		Late.	Before appointed Time.	Time occupied in Transit of Mails, London to Brisbane, <i>viâ</i> Brindisi.
	Date.	Time.	Date.	Time.			
	1883		1883		Days hrs. min.	Days hrs. min.	Days hrs. min.
Almora	Jan. 17	6.15 p.m.	Jan. 21	8 a.m.	3 13 45	...	50 11 45
Dorunda	Feb. 14	"	Feb. 11	10.20 p.m.	...	2 19 55	44 2 5
Chyebassa	March 14	midnight	March 12	9.10 p.m.	...	2 2 50	45 0 55
Duke of Buccleuch	April 11	"	April 20	6 a.m.	8 6 0	...	55 9 45
Merkara	May 9	"	May 16	7 a.m.	6 7 0	...	53 10 45
Quetta	June 6	"	June 5	5 p.m.	...	1 7 0	45 20 45
Eldorado	July 4	"	July 5	6.10 p.m.	0 18 10	...	47 21 55
*Chyebassa	July 29	"	Aug. 5	3 p.m.	6 15 0	...	50 18 45
Duke of Westminster	Aug. 26	"	Aug. 27	7 a.m.	0 7 0	...	44 10 45
Roma	Sept. 23	"	Sept. 24	10.30 p.m.	0 22 30	...	45 2 15
Bulimba	Oct. 21	"	Oct. 22	7 a.m.	0 7 0	...	44 10 45
Dorunda	Nov. 18	"	Nov. 18	10.15 a.m.	...	0 13 45	43 14 0
Merkara	Dec. 16	"	Dec. 16	9.30 a.m.	...	0 14 30	43 13 15

* The *Chyebassa* was delayed on account of an accident to her machinery during a heavy gale, necessitating six days' detention at Batavia for repairs.
 Note.—The average time occupied in transit of mails throughout the year was 47 days 5 hours 49 minutes.

APPENDIX H.

STATEMENT showing the Dates upon which the Mails *viâ* Torres Straits despatched from Brisbane were due in London, and the Dates upon which they arrived at destination, also the Time occupied in Transit of Mails, during the Year 1883.

Name of Steamer.	Despatched from Brisbane.		<i>Viâ</i> Brindisi.		Late.	Before appointed time.
	Date.	Time.	Due in London.	Arrived in London.		
	1883.		1883.	1883.	Days.	Days.
Merkara	Jan. 3	10 a.m.	Feb. 20	Feb. 19	...	1
Almora	Jan. 31	"	March 20	March 20	...	...
Dorunda	Feb. 28	"	April 17	April 16	...	1
Chyebassa	March 28	"	May 15	May 14	...	1
*Bulimba	April 25	"	June 12	June 18	6	...
†Roma	May 22	"	July 9	July 23	14	...
Quetta	June 19	"	Aug. 6	Aug. 7	1	...
Almora	July 18	10 p.m.	Sept. 3	Sept. 4	1	...
Chyebassa	Aug. 15	"	Oct. 1	Oct. 1	...	...
†Duke of Buckingham	Sept. 13	"	Oct. 30	Nov. 9	10	...
§Roma	Oct. 11	"	Nov. 27	Dec. 6	9	...
Duke of Westminster	Nov. 8	"	Dec. 25	Dec. 26	1	...
			1884.	1884.		
Dorunda	Dec. 6	"	Jan. 22	Jan. 22	...	...

Name of Steamer.	<i>Viâ</i> Plymouth.		Late.	Before Appointed Time.	Time occupied in Transit of Mails, Brisbane to London.	
	Due in London.	Arrived in London.			<i>Viâ</i> Brindisi.	<i>Viâ</i> Plymouth.
	1883.	1883.	Days.	Days.	Days.	Days.
Merkara	Feb. 27	March 3	4	...	47	59
Almora	March 27	March 28	1	...	48	56
Dorunda	April 24	April 23	...	1	47	54
Chyebassa	May 22	May 24	2	...	47	57
Bulimba	June 19	June 25	6	...	54	61
Roma	July 16	July 19	3	...	62	58
Quetta	Aug. 13	Aug. 14	1	...	49	56
Almora	Sept. 10	Sept. 11	1	...	48	55
Chyebassa	Oct. 8	Oct. 10	2	...	47	56
Duke of Buckingham	Nov. 6	Nov. 9	3	...	57	57
Roma	Dec. 4	Dec. 6	2	...	56	56
	1884.					
Duke of Westminster	Jan. 1	Dec. 31	...	1	48	53
		1884.				
Dorunda	Jan. 29	Jan. 31	2	...	47	56

* Broke down, put into Colombo, mails forwarded per P. and O. packet *Rosetta* to Suez.—† Delayed by Quarantine Regulations.

‡ Broke down on the voyage to Aden.—§ Arrived at Aden too late for the connecting P. and O. steamer.

Note.—The average time occupied in transit of mails throughout the year was—*Viâ* Brindisi, 50 days 12 hours and 55 minutes; and *viâ* Plymouth 56 days 11 hours and 4 minutes.

APPENDIX I.

STATEMENT showing the Average Number of Days occupied in the transmission of the Mails between the United Kingdom and Australia, by the Suez, Torres Straits, and Californian Routes respectively, during the Year 1883.

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 Plymouth.	Via San Francisco.	Via Brindisi.	Via Plymouth.	Via San Francisco.
Victoria ...	Melbourne	Suez ...	Dys. hrs. min. 38 1 1	Dys. hrs. min. ...	Dys. hrs. min. ...	Dys. hrs. min. 41 18 1	Dys. hrs. min. ...	Dys. hrs. min. ...
New South Wales ...	Sydney ...	California ...	...	...	43 10 17	...	...	43 22 9
Queensland ...	Brisbane ...	Torres Straits	47 5 49	...	...	50 12 55	56 11 4	...

APPENDIX J.

STATEMENT showing the Time occupied in the Delivery of Mails by the undermentioned Steamships of the "Orient Line" between London and Melbourne during the Year 1883.

Name of Steamer.				Date of Despatch of Mail from London.		Date of Arrival of Mail in Melbourne.			Time occupied in Transit of Mail.
				1882.		1883.			Days.
†Sorata	...	...	...	December	1	...	January	15, 12.25 p.m.	45
†Cuzco...	...	...	...	December	15	...	February	2, 10.40 a.m.	49
†Liguria	...	...	...	December	29	...	February	11, 10 „	44
1883.									
†Cephalonia	...	...	...	January	12	...	March	2, 2.15 p.m.	49
†Iberia...	...	...	...	January	26	...	March	10, 12.30 a.m.	43
†Garonne	...	...	...	February	9	...	April	5, 9.30 p.m.	55
†Potosi...	...	...	...	February	23	...	April	8, 11.55 a.m.	44
†Orient	...	...	...	March	10	...	April	19, 4.30 p.m.	40
†Lusitania	...	...	...	March	22	...	May	5, 7.20 a.m.	44
†John Elder	...	...	...	April	6	...	May	22, 8 p.m.	46
†Chimborazo	...	...	...	April	20	...	June	3, 1.45 „	44
†Sorata	...	...	...	May	4	...	June	16, 7.45 a.m.	43
†Cuzco...	...	...	...	May	18	...	July	1, 9.20 p.m.	44
*Liguria	...	...	...	June	1	...	July	12, 1.12 „	41
†Iberia...	...	...	...	June	15	...	July	29, 9.45 a.m.	44
*Potosi...	...	...	...	June	29	...	August	8, 8.30 „	40
*Orient	...	...	...	July	13	...	August	28, 7.50 p.m.	46
*Garonne	...	...	...	July	27	...	September	8, 6 a.m.	43
*Lusitania	...	...	...	August	10	...	September	26, 3.30 „	47
*John Elder	...	...	...	August	24	...	October	5, 10.40 „	42
*Chimborazo	...	...	...	September	7	...	October	24, 4.20 p.m.	47
*Sorata	...	...	...	September	21	...	October	31, 1.25 „	40
*Cuzco	...	...	...	October	5	...	November	18, 2.45 „	44
*Liguria	...	...	...	October	19	...	November	30, 1 a.m.	42
†Iberia...	...	...	...	November	2	...	December	15, 2.10 p.m.	43
†Potosi	...	...	...	November	16	...	December	26, 1.15 „	40

* These vessels came by way of Cape of Good Hope.

† These vessels came by way of Suez Canal.

NOTE.—The average time occupied in transit of mails throughout the year was 44 days 4 hours and 36 minutes.

APPENDIX K.

STATEMENT showing the Time occupied in the Delivery of Mails shipped in Melbourne on board the undermentioned Steamers of the "Orient Line" and forwarded *via* Brindisi, Plymouth, and Naples respectively, during the year 1883.

Name of Steamer.	Date of Despatch of Steamer from Melbourne.	Date of Arrival of Mail in London.			Time Occupied.		
		<i>Via</i> Brindisi.	<i>Via</i> Plymouth.	<i>Via</i> Naples.	<i>Via</i> Brindisi.	<i>Via</i> Plymouth.	<i>Via</i> Naples.
	1883.	1883.	1883.	1883.	Days.	Days.	Days.
Chimborazo ...	January 11 ...	...	...	February 19	...	...	39
John Elder ...	January 23 ..	...	...	March 6	...	...	42
Sorata... ..	February 7 ...	...	...	March 17	...	...	38
Cuzco	February 20 ...	...	...	April 3	...	...	42
Liguria	March 7 ...	...	...	April 12	...	...	36
Cephalonia ...	March 21 ...	May 1	...	...	41	...	...
Iberia	April 4 ...	...	...	May 11	...	...	37
Garonne	April 18 ...	...	...	May 29	...	...	41
*Potosi	April 25 ...	...	June 5	...	...	41	...
Orient... ..	May 9 ...	...	...	June 15	...	...	37
Lusitania	May 30 ...	...	...	July 22	...	...	53
John Elder ...	June 13 ...	...	...	July 29	...	...	46
Chimborazo ...	June 27 ...	...	...	August 11	...	...	45
Sorata... ..	July 11 ...	...	...	August 22	...	...	42
Cuzco	July 25 ...	...	September 11	...	...	48	...
Liguria	August 8 ...	...	September 20	...	...	43	...
Iberia	August 22 ...	...	October 2	...	...	41	...
Potosi	September 5 ...	...	...	October 18	...	...	43†
Orient... ..	September 21 ...	...	...	October 30	...	...	39
Garonne	October 5 ...	...	...	November 12	...	...	38
Lusitania	October 19 ...	...	...	November 28	...	...	40
John Elder ...	November 2 ...	...	...	December 10	...	...	38
Chimborazo ...	November 16 ...	December 26	...	...	40	...	...
Sorata... ..	November 30 ...	...	...	1884. January 9	...	...	40
Cuzco	December 14 ...	1884. January 22	...	...	39	...	...
Liguria	December 28 ...	...	...	February 4	...	...	38

* Letter bag overcarried.

† *Via* Venice.

NOTE.—The average time occupied in the delivery of Mails was—*via* Brindisi, 40 days; *via* Plymouth, 43 days 6 hours; and *via* Naples, 40 days 14 hours and 40 minutes.

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

John Elder .. January 21	Cuzco .. February 22	Liguria .. August 9	John Elder .. November 3
Sorata .. February 8	Orient .. May 10	Potosi .. September 5	Sorata .. December 1
	Cuzco .. December 15		

APPENDIX L.

STATEMENT showing the Time occupied in Delivery of Mails by the undermentioned Steamships between London and Melbourne during the Year 1883.

Name of Steamer.	Date of Despatch of Mail from London.	Date of Arrival of Mail in Melbourne.	Time occupied in Transit of Mail.
			Days.
Procida	April 16, 1883	June 16, 1883	61
Pathan... ..	June 12, „	August 4, „	53
Analf	„ 19, „	„ 13, „	55

NOTE.—The average time occupied in the delivery of above mails was 56 days 8 hours.

APPENDIX M.

RETURN showing the Time Occupied in the Delivery of Mails from Melbourne on board the undermentioned steamers of Messageries Maritimes Company during the year 1883.

Name of Steamer.				Date of Despatch from Melbourne.	Date of Arrival of Mails in London, <i>via</i> Marseilles.	Time Occupied in Days.
				1883.	1883.	
Natal	...	...	...	February 8	March 22	42
Caledonien	...	...	...	March 8	April 17	40
Melbourne	...	...	...	April 5	May 15	40
Saghalien...	...	...	...	May 3	June 15	43
Sydney	...	...	...	" 31	July 16	46
Natal	...	...	...	June 28	August 9	42
Caledonien	...	...	...	July 26	September 9	45
Melbourne	...	...	...	August 23	October 3	41
Saghalien...	...	...	...	September 20	November 3	44
Sydney	...	...	...	October 18	" 27	40
Salazie	...	...	...	November 15	December 26	41
					1884.	
Natal	...	...	...	December 13	January 24	42

There was no despatch of Mails in the month of January, 1883.
NOTE.—The average time occupied in transit of Mails throughout the year was 42 days 4 hours.

APPENDIX N.

STATEMENT showing the Time Occupied in Delivery of Mails from London for Melbourne by steamships of the Messageries Maritimes during the year 1883.

Name of Steamer.				Date of Departure from London, <i>via</i> Marseilles.	Date of Arrival at Melbourne.	Time of Arrival.	Number of Days.
				1882.	1883.		
Natal	...	...	...	November 21	January 4	8.30 a.m.	44
Caledonien	...	...	...	December 19	" 31	7.30 a.m.	43
				1883.			
Melbourne	...	...	...	January 16	February 28	Noon	43
Saghalien	...	...	...	February 13	March 28	11.50 a.m.	43
Sydney	...	...	...	March 13	April 26	12.30 p.m.	44
Natal	...	...	...	April 10	May 21	6 p.m.	41
Caledonien	...	...	...	May 8	June 18	4.30 p.m.	41
Melbourne	...	...	...	June 5	July 19	12.30 a.m.	44
Saghalien	...	...	...	July 3	August 22	7 p.m.	50
Sydney	...	...	...	" 31	September 20	12.30 a.m.	51
Salazie...	...	...	...	August 28	October 10	9 a.m.	43
Natal	...	...	...	September 25	November 5	5.30 p.m.	41
Caledonien	...	...	...	October 23	December 3	9.5 a.m.	41
Melbourne	...	...	...	November 20	" 30	11.45 p.m.	40

NOTE.—The average time occupied in transit of Mails throughout the year was 43 days 12 hours.

APPENDIX O.

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, 1883.

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	159½	Williamstown	NORTH-WESTERN	60	70	Ballarat East
			Geelong				Gordons
			Winchelsea				Ballan
			Blirregurra				Mt. Blackwood
			Portarlington				Bacchus Marsh
			Point Lonsdale				Myrntong
			Drysdale				Melton
			Queenscliff				Mt. Egerton
			Sandridge				Smeaton
			Sandridge West				Allandale
			Cape Schanck				Kingston
			Flinders				Streatham
							Hewham
							Mortlake
							Caramut
WESTERN COAST..	258	606	Mount Gambier	CROSS COUNTRY—WESTERN	329½	374½	Penshurst
			Portland				Hamilton
			Belfast				Coleraine
			Heywood				Casterton
			Branxholme				Smythesdale
			Koroit				Scarsdale
			Warrnambool				Piggorest
			Allansford				Linton
			Terang				Skipton
			Cudgee				Snake Valley
			Lismore				Harrow
			Camperdown				Apsley
			Colac				

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.	
CAPE OTWAY	75	140	{ Otway Krambruk Lorne	ROMSEY AND LANCEFIELD BRANCH ..	24	24	{ Romsey Lancefield
				CHEWTON BRANCH ..	..	3	{ Chewton
				FRYERSTOWN BRANCH ..	6	9	{ Fryerstown Vaughan
CROSS COUNTRY	352½	381½	{ Creswick Daylesford Talbot Amherst Maryborough Timor Clunes Avoca St. Arnaud Donald	NEWSTEAD BRANCH ..	10	10	{ Newstead
				SMEATON BRANCH ..	10	10	{ Smeaton Kingston Allendale
				EAGLEHAWK BRANCH ..	5	5	{ Eaglehawk
				HEATHCOTE BRANCH ..	56	56	{ Heathcote Kilmore
				YEA BRANCH	23	23	{ Yea
SWAN HILL	157½	316½	{ Tarnagulla Inglewood Durham Ox Serpentine Kerang Swan Hill Gisborne New Gisborne Kyneton Malmesbury Taradale Castlemaine Maldon Dunolly	RUSHWORTH BRANCH ..	60	95	{ Numurkah Wunghnu Rushworth Murchison Shepparton Tatura Nagambie
				CASHEL BRANCH	12	12	{ Cashel
				ALEXANDRA BRANCH ..	30	30	{ Alexandra Mansfield
NORTHERN	186	156	{ Echuca Rochester Elmore Sandhurst, Beehive Chambers.	WOOD'S POINT BRANCH ..	85	85	{ Jamieson Wood's Point Gaffney's Creek Yackandandah
				GAFFNEY'S CREEK BRANCH ..	..	12	{ Chiltern
				WAHGUNYAH BRANCH ..	50	50	{ Rutherglen Wahgunyah Myrtleford
NORTH-EASTERN	223½	475½	{ Seymour Avenel Benalla Wangaratta Eldorado Beechworth Wodonga Albury Broadford Reedy Creek	BRIGHT BRANCH	36	36	{ Bright
				WALHALLA BRANCH ..	32	32	{ Walhalla
				BERWICK, BEACONSFIELD BRANCH ..	7	7	{ Beaconsfield
				BAIRNSDALE BRANCH ..	43	43	{ Bairnsdale Stratford
				MAFFRA BRANCH	7	7	{ Maffra
				YARRAWONGA BRANCH ..	41	41	{ Yarrowonga Lake Rowan St. James
GIPPSLAND	366	518	{ Onkleigh Dandenong Berwick Pakenham Drouin Warragul Bulu Bulu Yarragon Morwell Traralgon Rosedale Sale Cunningham Bruthen Omeo Port Albert Tarraville Foster Wilson's Promontory	CRANBOURNE BRANCH ..	9	9	{ Cranbourne
				TOONGABBIE BRANCH ..	..	8	{ Toongabbie
				REEDY CREEK BRANCH ..	8	8	{ Reedy Creek
							{ Hotham Carlton Parkville Collingwood Clifton Hill Fitzroy Parliament House Fitzroy North Treasury Richmond Hawthorn Kew South Yarra Toorak Prahran Malvern Emerald Hill Albert Park St. Kilda West St. Kilda Footscray Northcote Preston Morang Whittlesea Ivanhoe Yan Yean
BIRREOURRA BRANCH ..	17	80	{ Birregurra Winchelsea	SUBURBAN BRANCH ..	51½	71½	{ Yarram Yarram
POINT LONSDALE BRANCH	2	4	{ Point Lonsdale				{ Eltham
KOROIT BRANCH	9	9	{ Koroit				{ Brunswick Coburg
BLACKWOOD BRANCH ..	14	14	{ Blackwood				{ Lilydale
BUNINYONG BRANCH ..	5	7	{ Sebastopol Buninyong				{ Quarantine Ground Portsea Sorrento Dromana Mornington Frankston Mordialloc Brighton
ROKEWOOD BRANCH ..	20	20	{ Rokewood				{ Flemington Newmarket (cattle yards)
PORTARLINGTON BRANCH ..	6	6	{ Portarlington	FLEMINGTON BRANCH ..	..	1½	{ Public Offices Observatory Williamstown Light-house
			{ Ararat Stawell Horsham Dimboola Nhill Kaniva Lillimur Glenorchy Learmonth Beaufort Waddallah Meredith Elaine	YARRAM YARRAM BRANCH	..	..	
HORSHAM	127	224		ELTHAM BRANCH	6½	6½	
				COBURG BRANCH	5	6	
				LILYDALE BRANCH	20	20	
INGLEWOOD BRANCH ..	30	60	{ Goornong Sandhurst Inglewood Bridgewater				
HAMILTON AND MACARTHUR	22	22	{ Macarthur				
PORTLAND AND HAMILTON BRANCH ..	58	58	{ Brankholme Heywood	SORRENTO BRANCH ..	10	60	
APSLEY BRANCH	96	96	{ Apsley Edenhope Harrow Balmoral				
CASTERTON AND MERINO ..	13	13	{ Merino				
CHARLTON AND WEDDER- BURN BRANCH ..	37½	37½	{ Wedderburn Charlton				
MAJORCA BRANCH	11	11	{ Majorca				

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.	
RAILWAY CIRCUITS.			Spencer-street Keilor Road Sunbury Riddell's Creek Lancefield Road Lancefield Romsey Macedon Upper Macedon Carlsruhe Trentham Fern Hill Woodend Kyneton Daylesford Elphinstone Inglewood Wycheproof Wychebella Mysia Korong Vale Boort Castlemaine Guildford Newstead Clunes Creswick Avoca St. Arnaud Donald Cope Cope Charlton Maryborough Beallba Dunolly Bagshot Carisbrook Sandhurst Raywood Mittiamo Eaglehawk Elmore Rochester Echuca				Wallan Wallan Newmarket Essendon Broadmeadows Beveridge Craigieburn Donnybrook Kilmore Broadford Wandong Tallaroek Seymour Avenel Longwood Euroa Violet Town Benalla Wangaratta Glenrowan Chiltern Barnawartha Springs Rutherglen Wahgunyah Beechworth Myrtleford Wodonga Mangalore Nagambie Toolamba Tatura Arcadia Murchison Shepparton Mooroopna Tallygaroopna Wunghnu Numurkah Cashed
NORTHERN	..	230½		NORTH-EASTERN ..	26	288½	
Sandhurst to Inglewood } 2nd wire .. }	..	19½		GOULBURN VALLEY BRANCH	68	68	
			Williamstown Pier Williamstown Williamstown North Rifle Butts Newport Footscray Werribee Little River Lara Geelong Drysdale Queenscliff Mount Morlac Birregurra Winchelsea Colac Camperdown Lethbridge Lal Lal Warrenheip Yendon Ballarat West Gordons Beanfort Burumbroet Buangor	GIPPSLAND	59½	202	Princes Bridge Pakenham Dandenong Berwick Warragul Darnum Waterloo Trafalgar Morwell Rosedale Bunyip Oakleigh Moe Sale Traralgon
WESTERN	37	240½		SOUTH-WESTERN ..	..	..	
			Ararat Stawell Jung Jung Horsham Dimboola Murtoo Hamilton Branxholme Condah Portland Dunkeld Lubeck Glenhompson Glenorchy	SPECIAL WIRES.			Box Hill Ringwood Lilydale Prahran Balaclava Mordialloc Frankston
ARARAT TO PORTLAND, VIA HAMILTON.. }	98½	184½		Ballarat	..	97	
				Williamstown	..	9½	
				Ballarat to Maryborough..	..	44	
				Castlemaine to Sandhurst	..	22	
				Benalla	..	122	
				Terang	1	137	
				Everton to Trawlingee ..	..	6	
				Sandhurst via Kilmore ..	..	40	
				Powder-magazine	2	2	
				Private Wires, Telephones, &c.	65	174½	
				Flinders	..	77	
				South Australian border..	66	436	
				OFFICES IN CITY.			
				Customs Hobson's Bay Railway Elizabeth-street north Eastern Market Exchange.			

APPENDIX P.

STATISTICS of Telegraph Business from 1854 to 1883, 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	1870	33,145 10 4	5,996 12 9	60,634	454,598
1855	3,162 13 11	3,074 11 8	2,559	12,241	1871	36,941 17 1	5,247 0 4	63,877	537,398
1856	3,225 13 5	2,422 2 3	2,685	13,174	1872	42,617 17 3	7,029 11 9	85,645	639,960
1857	10,024 16 10	3,023 12 2	6,628	60,058	1873	43,322 17 5	9,056 7 7	124,319	718,167
1858	16,474 17 10	10,126 15 10	17,834	131,486	1874	42,825 9 7	9,055 1 4	121,285	701,080
1859	25,249 17 0	21,301 8 7	31,699	197,320	1875	46,995 7 11	7,870 15 1	109,355	732,869
1860	24,955 18 2	21,270 12 2	49,918	167,872	1876	52,467 10 2	8,722 19 0	119,262	801,946
1861	25,217 5 4	8,566 13 11	40,818	184,688	1877	57,429 4 10	13,734 1 0	190,549	919,985
1862	26,834 19 8	15,466 0 9	49,038	211,685	1878	60,287 12 10	16,523 7 11	236,259	1,003,654
1863	25,768 15 8	18,289 8 2	78,038	234,520	1879	56,704 12 1	19,839 13 3	284,317	1,010,116
1864	30,601 17 11	14,375 12 6	71,939	256,380	1880	61,478 16 9	23,881 13 7	348,446	1,160,912
1865	35,767 17 4	11,546 19 3	68,946	279,741	1881	70,654 12 5	23,378 17 9	360,107	1,281,749
1866	36,178 17 4	12,899 16 0	63,506	277,787	1882	79,435 3 6	27,200 5 3	410,127	1,418,769
1867	29,148 12 2	6,588 18 0	59,887	235,648	1883	83,654 8 11	28,919 13 8	437,543	1,474,972
1868	31,058 6 8	9,916 1 11	57,047	276,677					
1869	34,183 0 5	10,460 10 7	57,966	277,132	Totals	1,128,337 13 4	376,822 3 11	3,611,803	15,676,453

APPENDIX Q.

COMPARATIVE STATEMENT of Cash Revenue for 1882 and 1883, and Number of Telegraphic Messages Transmitted from each Office during the Year 1883.

Name of Station.		Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1882.			Revenue, 1883.			Increase, 1883.			Decrease, 1883.			
				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Melbourne, Central Office	...	Mar. 1854	208,993	24,344	6	2	27,150	14	9	2,806	8	7	...	...	...	
„ Custom House	...	Aug. 1872	39,260	3,781	17	10	3,430	9	6	...	...	...	351	8	4	
„ Eastern Market	...	Jan. 1880	17,670	1,090	9	10	1,207	8	1	116	18	3	...	...	...	
„ Elizabeth-street	...	Aug. 1879	5,304	331	18	5	345	18	8	14	0	3	...	...	...	
„ Exchange	...	Dec. 1880	84,468	6,858	18	3	7,371	17	8	512	19	5	...	...	...	
Albert Park...	...	Nov. 1883	202	New office	13	13	10	13	13	10	13	13	10	...	...	...
Alexandra	...	Dec. 1873	2,249	104	8	4	119	8	8	15	0	4	...	...	...	
Allansford	...	Oct. 1882	673	19	3	1	52	12	0	33	8	11	...	...	...	
Allendale	...	Feb. 1882	2,500	95	10	4	147	14	6	52	4	2	...	...	...	
Amherst	...	Oct. 1881	589	32	15	11	32	3	6	...	...	...	0	12	5	
Apsley	...	Aug. 1882	1,181	20	0	0	79	2	11	59	2	11	...	...	...	
Ararat	...	Nov. 1858	4,449	274	13	6	275	15	7	1	2	1	...	...	...	
Avenel	...	Nov. 1874	735	35	4	3	35	4	5	0	0	2	...	...	...	
Avoca	...	Mar. 1859	2,098	122	9	5	96	14	5	...	...	...	25	15	0	
Bacchus Marsh	...	Oct. 1874	1,258	62	6	8	63	8	7	1	1	11	...	...	...	
Bairnsdale	...	July 1869	9,311	501	3	6	590	1	6	18	18	0	...	...	...	
Ballan	...	Sept. 1874	1,542	73	13	8	86	1	5	12	7	9	...	...	...	
Ballarat	...	Dec. 1856	65,669	4,956	5	1	4,383	12	11	...	...	...	572	12	2	
„ East...	...	July 1879	4,116	197	0	1	219	12	3	22	12	2	...	...	...	
Balmoral	...	Oct. 1875	1,031	65	16	7	59	18	5	...	...	...	5	18	2	
Barnawartha	...	Jan. 1882	535	24	18	11	29	3	10	4	4	11	...	...	...	
Beaconsfield	...	April 1879	337	21	13	5	19	11	4	...	...	...	2	2	1	
Beaufort	...	Mar. 1858	2,407	122	18	8	127	13	2	4	14	6	...	...	...	
Beechworth	...	Jan. 1858	7,455	399	10	11	400	3	5	0	12	6	...	...	...	
Belfast	...	Mar. 1858	5,283	305	16	1	277	7	5	...	...	...	28	8	8	
Benalla	...	May 1858	6,460	261	0	10	315	2	7	54	1	9	...	...	...	
Berwick	...	Mar. 1873	936	51	12	5	49	9	6	...	...	...	2	2	11	
Birregurra	...	Feb. 1874	1,675	74	17	5	86	11	6	11	14	1	...	...	...	
Branxholme...	...	Nov. 1875	1,358	77	18	2	70	9	1	...	...	...	7	9	1	
Bridgewater...	...	June 1877	3,044	87	2	8	94	6	2	7	3	6	...	...	...	
Bright	...	Aug. 1867	1,853	91	6	11	103	5	4	11	18	5	...	...	...	
Brighton	...	Nov. 1872	1,430	81	15	3	87	17	3	6	2	0	...	...	...	
Brunswick	...	Aug. 1872	1,955	74	11	6	84	13	7	10	2	1	...	...	...	
Bruthen	...	May 1880	1,348	81	9	4	67	9	11	...	...	...	13	19	5	
Bulu Bulu	...	Mar. 1877	339	14	18	3	16	6	8	1	8	5	...	...	...	
Buninyong	...	Oct. 1862	1,090	66	12	6	57	16	4	...	...	...	8	16	2	
Camperdown	...	Oct. 1863	5,151	243	6	4	281	5	8	37	19	4	...	...	...	
Cape Otway	...	Sept. 1859	1,072	14	16	5	12	2	8	...	...	...	2	13	9	
Cape Schauck	...	Sept. 1861	991	7	11	0	9	16	10	2	5	10	...	...	...	
Caramut	...	Mar. 1874	850	49	4	7	46	16	8	...	...	...	2	7	11	
Carlton	...	Feb. 1875	5,301	374	13	7	378	17	7	4	4	0	...	...	...	
Cashel	...	May 1882	663	34	0	2	33	18	10	...	...	...	0	1	4	
Casterton	...	July 1865	4,391	237	12	10	266	7	10	28	15	0	...	...	...	
Castlemaine...	...	Jan. 1857	7,882	378	3	0	445	2	11	66	19	11	...	...	...	
Charlton	...	Jan. 1878	4,848	191	4	5	259	2	4	67	17	11	...	...	...	
Chewton	...	Oct. 1872	620	27	18	7	31	0	8	3	2	1	...	...	...	
Chiltern	...	Mar. 1861	2,467	115	7	11	123	14	10	8	6	11	...	...	...	
Clifton Hill	...	Dec. 1883	26	New office	1	6	10	1	6	10	1	6	10	...	...	...
Clunes	...	Feb. 1861	4,968	253	4	3	254	6	6	1	2	3	...	...	...	
Coburg	...	Aug. 1873	802	44	19	4	46	5	8	1	6	4	...	...	...	
Colac	...	Aug. 1863	5,367	288	19	9	281	12	5	...	...	...	7	7	4	
Coleraine	...	Aug. 1867	3,693	193	17	10	225	2	2	31	4	4	...	...	...	
Collingwood...	...	Nov. 1865	4,489	316	0	5	315	10	9	...	...	...	0	9	8	
Cranbourne	...	Feb. 1877	825	41	4	9	49	17	4	8	12	7	...	...	...	
Creswick	...	Aug. 1859	7,403	395	17	7	347	6	11	...	...	...	48	10	8	
Cudjee	...	Nov. 1878	406	19	10	7	24	13	11	5	3	4	...	...	...	
Cunninghame	...	Oct. 1879	1,077	60	3	2	48	13	8	...	...	...	11	9	6	
Dandenong	...	June 1871	2,113	100	12	5	112	12	7	12	0	2	...	...	...	
Daylesford	...	Aug. 1859	4,822	239	16	8	269	12	6	29	15	10	...	...	...	
Dimboola	...	June 1880	3,081	219	4	2	166	6	1	...	...	...	52	18	1	
Donald	...	July 1879	3,441	204	2	6	196	8	0	...	...	...	7	14	6	
Dromana	...	April 1875	609	25	3	0	30	9	0	5	6	0	...	...	...	
Drouin	...	Feb. 1879	1,576	77	18	11	79	19	9	2	0	10	...	...	...	
Drysdale	...	Aug. 1882	959	19	0	4	50	19	3	31	18	11	...	...	...	
Dunolly	...	Aug. 1859	3,967	251	8	3	205	15	4	...	...	...	45	12	11	
Durham Ox...	...	June 1876	1,245	60	7	5	61	12	2	1	4	9	...	...	...	
Eaglehawk	...	Oct. 1871	2,769	131	6	8	153	2	7	21	15	11	...	...	...	
Echuca	...	Dec. 1858	12,758	903	13	2	816	7	2	...	...	...	87	6	0	
Edenhope	...	Aug. 1882	930	24	4	7	58	1	3	33	16	1	...	...	...	
Elaine	...	April 1875	286	12	3	6	14	15	5	2	11	11	...	...	...	
Eldorado	...	July 1871	537	29	0	11	31	8	10	2	7	11	...	...	...	
Eltham	...	June 1877	351	17	9	6	19	15	5	2	5	11	...	...	...	
Fitzroy	...	Sept. 1877	4,433	302	12	3	307	5	0	4	12	9	...	...	...	
„ North	...	April 1879	799	40	3	10	51	12	3	11	8	5	...	...	...	
Flemington	...	Dec. 1876	2,695	167	14	0	185	13	5	17	19	5	...	...	...	
Flinders	...	May 1869	219	9	3	9	8	18	9	...	...	...	0	5	0	
Footscray	...	Oct. 1873	1,787	79	15	1	104	19	0	25	3	11	...	...	...	

COMPARATIVE STATEMENT of Cash Revenue for 1882 and 1883, and Number of Telegraphic Messages Transmitted from each Office during the Year 1883—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1882.	Revenue, 1883.	Increase, 1883.	Decrease, 1883.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Foster	April 1873	350	19 18 6	18 0 1	...	1 18 5
Frankston	Oct. 1880	1,059	57 13 0	53 4 4	...	4 8 8
Fryerstown	April 1872	662	32 12 7	35 3 3	2 10 8	...
Gaffney's Creek	May 1871	372	16 13 10	18 11 9	1 17 11	...
Geelong	Dec. 1854	30,325	2,082 7 10	1,956 4 4	...	126 3 6
Gisborne	Sept. 1883	177	New office	9 3 11	9 3 11	...
Goornong	Sept. 1877	1,284	21 8 5	25 5 5	3 17 0	...
Gordons	Mar. 1875	1,289	77 8 8	56 14 5	...	20 14 3
Hamilton	Mar. 1861	11,599	723 8 10	745 0 4	21 11 6	...
Harrow	July 1875	1,942	116 15 7	113 5 8	...	3 9 11
Hawthorn	July 1872	2,741	162 2 1	162 0 7	...	0 1 6
Heathcote	Oct. 1859	2,473	113 4 4	109 8 1	...	3 16 3
Heidelberg	Aug. 1876	618	29 13 1	31 3 8	1 10 7	...
Hexham	April 1858	800	32 13 1	50 14 4	18 1 3	...
Heywood	July 1877	1,024	48 19 1	57 11 2	8 12 1	...
Horsham	Jan. 1875	10,376	713 3 10	668 6 2	...	44 17 8
Hotham	June 1875	5,435	307 19 2	310 7 6	2 8 4	...
Inglewood	Oct. 1861	4,742	188 1 6	298 11 3	110 9 9	...
Jamieson	June 1865	1,055	50 4 11	47 6 7	...	2 18 4
Kaniva	Sept. 1882	1,226	32 3 11	98 7 3	66 3 4	...
Kerang	Aug. 1863	3,465	192 0 2	209 3 2	17 3 0	...
Kew	Feb. 1875	2,342	136 8 10	139 2 10	2 14 0	...
Kilmore	Oct. 1857	2,720	137 11 10	138 14 11	1 3 1	...
Kingston	Jan. 1883.	803	New office	41 2 1	41 2 1	...
Koroit	Sept. 1872	1,699	75 17 0	77 13 3	1 16 3	...
Kyneton	April 1857	7,139	357 3 0	389 8 9	32 5 9	...
Lake Rowan	Dec. 1882	967	0 18 3	56 1 4	55 3 1	...
Lancefield	May 1874	1,303	69 5 9	70 3 9	0 18 0	...
Learmonth	May 1874	662	39 4 11	36 10 0	...	2 14 11
Lillimur North	Aug. 1883.	584	New office	43 10 9	43 10 9	...
Lilydale	July 1876	2,122	111 18 10	119 10 1	7 11 3	...
Linton	Oct. 1868	726	38 7 0	33 13 8	...	4 13 4
Lorne	Jan. 1876	1,482	97 11 0	80 16 8	...	16 14 4
Macarthur	Jan. 1880	1,113	72 5 0	62 9 7	...	9 15 5
Maffra	July 1875	3,037	201 2 1	179 0 8	...	22 1 5
Majorca	April 1870	683	30 18 8	36 9 11	5 11 3	...
Maldon	Aug. 1859	2,439	141 15 6	127 16 10	...	13 18 8
Malmesbury	Oct. 1865	1,559	60 17 0	78 2 9	17 5 9	...
Malvern	Jan. 1876	303	16 6 4	18 16 4	2 10 0	...
Mansfield	Nov. 1868	2,406	139 4 9	132 5 3	...	6 19 6
Maryborough	April 1859	7,349	454 4 9	440 4 9	...	14 0 0
Melton	Sept. 1877	505	25 11 8	28 8 5	2 16 9	...
Meredith	April 1875	1,702	36 6 5	48 4 2	11 17 9	...
Merino	May 1879	1,842	81 12 9	102 17 5	21 4 8	...
Mooroopna	Jan. 1880	2,777	147 16 0	143 13 5	...	4 2 7
Morang	Jan. 1880	242	11 14 6	14 1 4	2 6 10	...
Mordialloc	Aug. 1876	803	62 7 11	44 12 8	...	17 15 3
Mornington	Mar. 1861	1,754	91 7 4	91 2 5	...	0 4 11
Mortlake	June 1864	1,932	125 0 3	124 6 2	...	0 14 1
Morwell	Aug. 1879	1,115	58 1 2	61 9 4	3 8 2	...
Mount Blackwood	Aug. 1875	750	42 14 0	34 17 10	...	7 16 2
Mount Egerton	Jan. 1878	1,546	54 16 2	63 17 9	9 1 7	...
Murchison	Dec. 1874	1,958	98 3 4	95 5 2	...	2 18 2
Murtoa	June 1880	3,917	241 0 2	222 11 8	...	18 8 6
Myrniong	Feb. 1876	415	22 2 5	21 2 2	...	1 0 3
Myrtleford	May 1879	1,188	61 9 8	61 17 8	0 8 0	...
Nagambie	Jan. 1875	1,946	104 19 7	99 8 1	...	5 11 6
New Gisborne	July 1873	852	41 13 11	46 10 7	4 16 8	...
Newstead	Oct. 1863	711	35 9 2	37 10 0	2 0 10	...
Nhill	Jan. 1882	3,297	190 8 0	207 13 4	17 5 4	...
Northcote	Aug. 1876	545	29 17 10	32 3 6	2 5 8	...
Numurkall	Dec. 1882	4,845	10 5 8	279 1 7	268 15 11	...
Oakleigh	Sept. 1875	521	22 8 5	25 10 10	3 2 5	...
Omeo	Nov. 1879	1,891	92 6 2	104 6 7	12 0 5	...
Pakenham	Aug. 1877	453	27 19 5	24 11 7	...	3 7 10
Parkville	Dec. 1883.	18	New office	0 18 10	0 18 10	...
Penshurst	Jan. 1867	1,613	104 4 3	91 2 10	...	13 1 5
Piggoreet	Mar. 1875	277	12 1 6	15 8 9	3 7 3	...
Port Albert	Dec. 1864	1,366	72 13 6	78 7 11	5 14 5	...
Portland	Feb. 1858	5,856	378 19 3	353 5 2	...	25 14 1
Portarlington	Jan. 1882	1,048	35 11 6	51 2 3	15 10 9	...
Portsea	Jan. 1877	778	49 2 5	42 1 5	...	7 1 0
Prahran	Aug. 1872	5,606	340 19 8	353 17 4	12 17 8	...
Preston	Aug. 1876	1,277	20 10 5	17 16 1	...	2 14 4
Queenscliff ¹	Jan. 1855	10,548	284 8 2	303 11 1	19 2 11	...
Reedy Creek	Oct. 1882	1,159	20 12 5	71 15 2	51 2 9	...
Richmond	Jan. 1872	3,504	220 19 6	245 8 0	24 8 6	...
„ South	April 1876	2,103	104 13 0	128 11 8	23 18 8	...
Rochester	May 1875	3,147	156 18 4	155 2 1	...	1 16 3
Rokewood	Sept. 1873	590	39 11 4	31 17 10	...	7 13 6
Romsey	May 1874	1,187	52 9 4	60 9 6	8 0 2	...
Rosedale	Mar. 1867	1,725	91 13 2	91 18 4	0 5 2	...
Rushworth	Dec. 1874	2,027	94 15 9	108 11 0	13 15 3	...

¹ Queenscliff: 2,627 messages were "collect," value £219 2s. 11d.

COMPARATIVE STATEMENT of Cash Revenue for 1882 and 1883, and Number of Telegraphic Messages Transmitted from each Office during the Year 1883—*continued.*

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1882.	Revenue, 1883.	Increase, 1883.	Decrease, 1883.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rutherglen	Aug. 1862	2,273	89 8 2	109 1 6	19 13 4	...
St. Arnaud	Jan. 1865	6,075	433 16 6	364 13 6	...	69 3 0
St. Kilda	Feb. 1871	4,186	357 1 3	317 12 10	...	39 8 5
" West	Dec. 1878	7,072	525 11 11	552 12 8	27 0 9	...
Sale	Sept. 1864	11,848	661 5 7	688 11 8	27 6 1	...
Sandhurst	Jan. 1857	37,160	2,630 9 4	2,591 0 2	...	39 9 2
" (Beehive Chambers)	July 1882	10,113	248 5 0	627 3 3	378 18 3	...
Sandridge	July 1855	2,210	183 18 9	151 17 3	...	32 1 6
" West	Mar. 1879	1,388	187 14 3	98 4 10	...	89 9 5
Scarsdale	Sept. 1872	444	17 12 9	22 14 4	5 1 7	...
Sebastopol	Jan. 1870	403	20 6 2	22 10 3	2 4 1	...
Serpentine Creek	Sept. 1873	812	41 9 5	47 18 1	6 8 8	...
Seymour	June 1865	2,084	84 19 4	90 2 7	5 3 3	...
Shepparton	Oct. 1879	7,024	366 10 8	384 5 5	17 14 9	...
Skipton	Sept. 1876	696	44 7 5	39 10 3	...	4 17 2
Smeaton	Feb. 1882	2,215	142 11 1	115 3 7	...	27 7 6
Smythesdale	June 1863	1,081	49 9 0	47 10 5	...	1 18 7
Snake Valley	Dec. 1883	41	New office	2 5 2	2 5 2	...
Sorrento	Feb. 1874	1,637	92 12 9	82 15 10	...	9 16 11
South Melbourne	Feb. 1872	6,040	365 10 3	408 0 5	42 10 2	...
South Yarra	Aug. 1872	5,081	387 11 3	385 5 0	...	2 6 3
Stawell	Oct. 1861	7,672	559 16 9	451 6 2	...	108 10 7
Stratford	May 1873	1,317	63 12 11	69 7 0	5 14 1	...
Streatham	July 1858	640	38 6 0	35 19 1	...	2 6 11
Swan Hill	April 1863	2,677	204 10 10	152 18 10	...	51 12 0
Talbot	Dec. 1860	2,946	126 17 11	127 1 4	0 3 5	...
Taradale	Nov. 1861	730	31 8 1	36 13 9	5 5 8	...
Tarnagulla	Nov. 1860	1,163	59 9 2	63 8 2	3 19 0	...
Tarraville	June 1877	612	36 18 2	34 19 7	...	1 18 7
Tatura	Nov. 1882	2,902	22 13 3	147 1 8	124 8 5	...
Terang	Nov. 1871	1,660	88 17 0	88 16 5	...	0 0 7
Toongabbie	May 1878	1,360	52 1 10	73 12 6	21 10 8	...
Trafalgar	Oct. 1883	101	New office	5 6 0	5 6 0	...
Traralgon	May 1875	2,218	112 4 11	106 16 0	...	5 8 11
Upper Macedon	July 1880	492	29 7 7	29 2 3	...	0 5 4
Waddallah	May 1873	856	37 10 10	43 2 1	5 11 3	...
Wahgunyah	Feb. 1861	1,581	85 8 5	85 5 7	...	0 2 10
Walhalla	Nov. 1870	3,894	264 16 0	215 7 6	...	49 8 6
Wangaratta	July 1858	4,482	247 17 5	246 19 6	...	0 17 11
Warragul	June 1881	2,206	91 4 6	109 6 4	18 1 10	...
Warrnambool	Mar. 1858	16,274	1,048 11 5	1,107 2 6	58 11 1	...
Wedderburn	Feb. 1876	1,611	92 19 10	80 6 3	...	12 13 7
Whittlesca	June 1879	678	35 18 8	34 15 2	...	1 3 6
Williamstown	Mar. 1854	5,041	349 13 4	365 16 5	16 3 1	...
Wilson's Promontory ¹	April 1873	1,203	...	...	...	...
Winchelsea	Feb. 1874	929	58 10 6	50 5 10	...	8 4 8
Wodonga	Jan. 1858	5,040	252 18 9	272 11 11	19 13 2	...
Wood's Point	Oct. 1865	830	50 19 3	40 3 0	...	10 16 3
Yackandandah	Feb. 1861	1,085	59 3 5	56 10 2	...	2 13 3
Yan Yean	Aug. 1879	181	3 6 4	4 8 4	1 2 0	...
Yarragon	Dec. 1878	834	39 6 4	42 3 11	2 17 7	...
Yarram Yarram	July 1882	276	9 0 3	14 8 2	5 7 11	...
Yarrowonga... ..	Sept. 1882	4,010	53 6 8	245 2 4	191 15 8	...
Yea	July 1879	1,481	49 6 1	81 3 0	31 16 11	...
Point Lonsdale ²	Oct. 1861	...	...	...	...	...
RAILWAY STATION CIRCUIT.						
Ararat	Mar. 1878	5,403	54 5 0	50 12 7	...	3 12 5
Avenel	Dec. 1872	3,613	2 10 9	4 9 7	1 18 10	...
Bagshot	July 1883	425	New office	1 2 9	1 2 9	...
Balaclava	Oct. 1882	561	2 19 8	25 12 4	22 12 8	...
Ballarat West	July 1863	15,748	136 9 10	116 8 5	...	20 1 5
Bealiba	Sept. 1878	1,918	48 1 2	40 14 5	...	7 6 9
Beaufort	Aug. 1874	2,261	8 9 4	10 8 9	1 19 5	...
Beechworth	Aug. 1878	1,183	1 1 3	1 6 10	0 5 7	...
Benalla	Aug. 1873	5,259	130 17 7	117 6 0	...	13 11 7
Berwick	Mar. 1878	2,333	5 4 9	6 18 10	1 14 1	...
Beveridge	Mar. 1883	1,637	New office	5 6 3	5 6 3	...
Birregurra	July 1883	103	New office	1 19 5	1 19 5	...
Boort	July 1883	1,113	New office	35 8 9	35 8 9	...
Box Hill	Dec. 1882	1,540	0 4 0	6 15 11	6 11 11	...
Brighton Beach	Oct. 1881	1,013	29 13 7	30 7 0	0 13 5	...
Brighton North	Nov. 1881	1,607	69 11 7	71 3 2	1 11 7	...
Branxholme... ..	Dec. 1882	1,096	...	6 4 7	6 4 7	...
Broadford	May 1872	8,664	46 7 5	32 17 9	...	13 9 8
Broadmeadows	Mar. 1880	13,211	4 8 3	8 12 3	4 4 0	...
Buangor	Aug. 1879	1,825	13 8 7	13 14 0	0 5 5	...
Bunyip	Nov. 1877	3,863	9 9 10	10 9 9	0 19 11	...
Burrumbet... ..	Aug. 1882	1,377	1 16 7	9 17 4	8 0 9	...
Camberwell... ..	Sept. 1883	144	New office	3 18 10	3 18 10	...
Camperdown	July 1883	364	New office	0 18 8	0 18 8	...

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

² Point Lonsdale Look-out Station, no revenue.

COMPARATIVE STATEMENT of Cash Revenue for 1882 and 1883, and Number of Telegraphic Messages
Transmitted from each Office during the Year 1883—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1882.	Revenue, 1883.	Increase, 1883.	Decrease, 1883.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Carisbrook	Jan. 1861	3,621	49 17 4	39 12 5	...	10 4 11
Carlsruhe	Mar. 1880	1,723	4 8 5	6 7 3	1 18 10	...
Castlemaine	July 1863	9,420	56 6 3	57 10 4	1 4 1	...
Caulfield	Dec. 1881	4,620	17 10 10	19 9 8	1 18 10	...
Charlton	July 1883	741	New office	3 16 4	3 16 4	...
Chiltern	Dec. 1873	873	7 11 5	7 2 6	...	0 8 11
Clunes	Aug. 1878	1,697	8 5 2	7 15 0	...	0 10 2
Colac	Aug. 1878	1,080	19 17 4	14 18 0	...	4 19 4
Condah	Aug. 1878	1,416	18 16 3	16 1 11	...	2 14 4
Cope Cope	Feb. 1882	1,333	24 4 7	34 6 10	10 2 3	...
Craigieburn	Nov. 1877	3,758	15 4 11	19 11 4	4 6 5	...
Creswick	June 1880	1,374	7 12 8	5 16 11	...	1 15 9
Dandenong	Mar. 1879	1,367	7 8 3	10 3 2	2 14 11	...
Darnum	Dec. 1883	232	New office	0 4 2	0 4 2	...
Daylesford	Feb. 1881	658	4 17 2	5 9 3	0 12 1	...
Dimboola	July 1882	1,085	2 8 5	5 3 8	2 15 3	...
Donald	June 1882	647	1 9 7	2 0 9	0 11 2	...
Donnybrook	Aug. 1883	1,744	New office	1 12 0	1 12 0	...
Drouin	Dec. 1881	4,607	0 6 3	0 12 0	0 5 9	...
Drysdale	Dec. 1879	714	41 4 6	12 19 11	...	28 4 7
Dunkeld	April 1877	2,268	60 14 3	56 16 8	...	3 17 7
Dunolly	Aug. 1878	837	0 6 0	1 10 7	1 4 7	...
Eaglehawk	June 1882	733	2 19 5	3 19 7	1 0 2	...
Echuca	June 1865	7,018	142 0 7	137 4 4	...	4 16 3
Elmore	June 1865	3,089	104 7 0	105 8 1	1 1 1	...
Elphinstone	April 1873	9,165	9 12 5	9 13 4	0 0 11	...
Elsternwick	Dec. 1881	690	42 4 10	35 18 10	...	6 6 0
Emerald Hill	Nov. 1881	436	6 8 7	8 14 8	2 6 1	...
Emu	Aug. 1883	280	New office	2 9 5	2 9 5	...
Essendon	Aug. 1878	6,755	22 5 6	29 4 3	6 18 9	...
Euroa	Aug. 1876	3,393	103 13 0	128 2 7	24 9 7	...
Everton	Dec. 1883	49	New office	1 13 5	1 13 5	...
Fernhill	Feb. 1883	2,549	New office	10 12 4	10 12 4	...
Flinders street	April 1879	16,041	1,233 17 0	1,017 12 6	...	216 4 6
Frankston	Dec. 1882	1,491	0 5 5	3 3 2	2 17 9	...
Geelong	April 1862	8,403	177 0 3	184 16 4	7 16 1	...
Glenorchy	Jan. 1879	1,935	23 8 1	26 1 2	2 13 1	...
Glenrowan	Aug. 1883	385	New office	5 19 11	5 19 11	...
Glenhompson	Aug. 1876	1,228	20 1 3	19 2 4	...	0 18 11
Gordons	Dec. 1882	1,028	0 7 1	5 18 9	5 11 8	...
Guildford	Nov. 1878	1,847	10 10 7	13 1 6	2 10 11	...
Hamilton	Aug. 1878	1,925	18 17 10	19 17 0	0 19 2	...
Hawthorn	Dec. 1881	826	20 2 6	33 11 3	13 8 9	...
Heyfield	Nov. 1883	136	New office	2 5 10	2 5 10	...
Horsham	Aug. 1879	1,841	5 8 11	8 1 10	2 12 11	...
Inglewood	Aug. 1878	2,743	2 4 8	1 8 6	...	0 16 2
Jung Jung	Sept. 1879	2,130	27 0 10	27 0 2	...	0 0 8
Keilor Road	Nov. 1877	1,205	9 1 1	8 12 6	...	0 8 7
Kilmore	Sept. 1877	7,927	19 14 6	17 7 7	...	2 6 11
Korong Vale	May 1882	3,273	39 3 6	77 15 9	38 12 3	...
Kyneton	July 1876	2,601	34 8 8	42 11 0	8 2 4	...
Lal Lal	Oct. 1880	1,263	9 8 4	12 10 6	3 2 2	...
Lancefield Junction	July 1873	7,446	13 13 4	18 10 0	4 16 8	...
„ Railway	July 1881	1,261	5 7 4	11 12 11	6 5 7	...
Lara	Feb. 1878	1,170	24 14 7	21 18 5	...	2 16 2
Lethbridge	Sept. 1883	198	New office	2 16 1	2 16 1	...
Lilydale	Dec. 1882	728	0 1 0	2 17 10	2 16 10	...
Little River	Sept. 1876	750	7 10 4	9 11 7	2 1 3	...
Longwood	Dec. 1880	2,344	18 14 8	17 18 2	...	0 16 6
Lubeck	Aug. 1879	2,186	22 13 3	23 6 2	0 12 11	...
Macedon	June 1874	5,935	17 4 11	19 4 3	1 19 4	...
Mangalore	Feb. 1880	5,101	18 8 1	14 0 8	...	4 7 5
Maryborough	July 1874	7,739	48 9 6	44 17 1	...	3 12 5
Middle Brighton ¹	Oct. 1881	426	14 11 0	13 1 8	...	1 9 4
Mitiamo	Aug. 1883	1,131	New office	44 6 5	44 6 5	...
Moe	July 1878	3,076	34 1 3	34 2 4	0 1 1	...
Mordialloc	Jan. 1882	3,947	0 19 7	2 5 0	1 5 5	...
Morwell	Nov. 1882	788	0 5 0	3 0 7	2 15 7	...
Mount Moriac	Aug. 1883	76	New office	1 9 11	1 9 11	...
„ Wycheproof	Sept. 1883	542	New office	20 13 7	20 13 7	...
Murchison	Feb. 1880	2,350	31 2 4	35 18 0	4 15 8	...
Murtoa	Dec. 1878	2,417	20 0 10	16 2 7	...	3 18 3
Myrtleford	Dec. 1883	35	New office	0 1 0	0 1 0	...
Nagambie	Feb. 1880	2,845	9 18 11	4 12 11	...	5 6 0
Newmarket	Oct. 1874	1,924	76 17 3	99 9 0	22 11 9	...
Newport	April 1862	463	10 17 4	13 3 5	2 6 1	...
Newstead	July 1874	1,915	7 14 3	9 18 8	2 4 5	...
Numurkah	Sept. 1881	1,832	232 19 0	36 10 4	...	196 8 8
Oakleigh	Aug. 1878	1,330	4 14 3	3 19 4	...	0 14 11
Pakenham	Nov. 1877	1,891	7 12 8	8 11 8	0 19 0	...
Portland	Aug. 1878	2,682	1 7 6	2 8 11	1 1 5	...
Prahran	Aug. 1882	281	3 6 7	4 15 10	1 9 3	...
Princes Bridge	July 1881	2,326	11 18 0	21 8 11	9 10 11	...

¹ Middle Brighton closed in August, 1883.

COMPARATIVE STATEMENT of Cash Revenue for 1882 and 1883, and Number of Telegraphic Messages Transmitted from each Office during the Year 1883—*continued*.

Name of Station.	Date of Opening Office.	Number of Messages Transmitted.	Revenue, 1882.	Revenue, 1883.	Increase, 1883.	Decrease, 1883.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
Queenscliff	July 1881	1,041	26 4 5	25 4 5	...	1 0 0
Raywood	Jan. 1883	1,748	New office	63 8 11	63 8 11	...
Riddell's Creek	July 1876	5,506	21 7 6	25 11 2	4 3 8	...
Ringwood	Dec. 1882	1,790	0 5 1	13 3 3	12 18 2	...
Romsey	July 1881	1,863	4 11 6	7 12 10	3 1 4	...
Rosedale	Sept. 1882	1,043	2 8 1	11 8 1	9 0 0	...
St. Arnaud	Mar. 1879	1,314	5 2 2	5 16 5	0 14 3	...
St. James	Sept. 1883	1,040	New office	37 3 7	37 3 7	...
Sale	Aug. 1878	2,320	31 1 9	25 16 0	...	5 5 9
Sandhurst	July 1863	8,665	182 19 10	197 7 4	14 7 6	...
Seymour	May 1872	14,090	121 2 8	139 1 10	17 19 2	...
Shepparton	Feb. 1880	3,426	52 2 4	52 18 0	0 15 8	...
South Yarra	Dec. 1881	689	22 0 0	30 16 3	8 16 3	...
Spencer-street	Oct. 1861	56,741	1,214 6 9	1,285 10 6	71 3 9	...
Springs	Nov. 1878	1,324	20 10 7	20 14 0	0 3 5	...
Stawell	Dec. 1877	3,061	26 3 10	26 13 8	0 9 10	...
Sunbury	Feb. 1867	7,147	51 18 1	72 13 5	20 15 4	...
Tallagaroopna	Sept. 1881	1,228	7 13 4	9 12 3	1 18 11	...
Tallaroook	Nov. 1877	6,388	44 18 2	72 3 10	27 5 8	...
Tatura	Feb. 1880	1,273	97 2 9	2 4 2	...	94 18 7
Toolamba	Feb. 1880	3,224	17 2 10	20 14 3	3 11 5	...
Toongabbie	Nov. 1883	99	New office	0 12 6	0 12 6	...
Traralgon	Aug. 1878	1,444	7 5 4	4 3 6	...	3 1 10
Trentham	July 1880	2,644	37 16 6	39 6 8	1 10 2	...
Violettown	Jan. 1877	2,061	44 0 3	49 1 10	5 1 7	...
Wahgunyah	Mar. 1879	1,001	10 1 0	10 2 2	0 1 2	...
Wallan Wallan	May 1872	5,123	17 16 11	16 8 4	...	1 8 7
Wandong	Feb. 1883	1,046	New office	9 12 6	9 12 6	...
Wangaratta	Nov. 1873	3,931	78 15 5	93 14 6	14 19 1	...
Warragul	Mar. 1878	5,068	21 13 9	25 17 5	4 3 8	...
Warrenheip	Sept. 1879	5,204	10 11 7	8 14 7	...	1 17 0
Werribee	April 1862	2,245	76 4 8	62 8 0	...	13 16 8
Williamstown North	Aug. 1882	342	4 18 6	16 17 3	11 18 9	...
" Railway Pier	Jan. 1870	2,926	28 2 8	62 6 9	34 4 1	...
" Railway Station	Dec. 1881	354	10 12 10	15 13 8	5 0 10	...
Winchelsea	Aug. 1878	743	10 3 4	8 3 4	...	2 0 0
Windsor	Nov. 1881	1,169	49 10 6	51 10 9	2 0 3	...
Wodonga	Nov. 1873	3,839	110 14 10	83 8 2	...	27 6 8
Woodend	Oct. 1861	24,669	74 17 3	70 16 8	...	4 0 7
Wunghnu	Dec. 1881	1,511	39 1 2	39 15 10	0 14 8	...
Wychebella	July 1883	463	New office	9 5 3	9 5 3	...
Yarragon	Aug. 1882	2,691	...	...	...	...
Yea	Nov. 1883	146	New office	0 19 6	0 19 6	...
Yendon	Mar. 1873	1,617	11 19 3	9 9 7	...	2 9 8
		1,474,972	79,427 13 11	83,654 8 11	7,223 13 9	2,996 18 9

APPENDIX R.

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 1883, and the Amount of Revenue received for Commission.

Number of Money Order Offices at close of 1883.	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.
319	8,019 6 9	188,560	532,162 4 2	211,813	607,687 12 2	400,373	1,149,849 16 4

APPENDIX S.

RETURN showing the Number and Amount of Money Orders Issued and Paid at each Money Order Office during Year 1883.

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 ...	608	1,675 10 8	342	1,515 8 6	Donald ...	473	1,478 8 8	314	1,070 13 1
Allansford ...	146	337 10 10	27	87 15 0	Donnelly's Creek ...	124	310 3 4	12	37 10 0
Allendale ...	1,497	3,642 2 0	157	384 0 0	Dromana ...	238	841 4 8	149	704 12 1
Amherst ...	215	548 14 10	119	310 15 10	Drouin ...	586	1,637 0 11	307	1,216 3 0
Apsley ...	471	2,461 1 8	56	269 11 9	Drysdale ...	198	434 10 1	88	228 1 1
Ararat ...	1,307	3,236 11 11	1,161	3,493 2 0	Dunkeld ...	419	900 2 7	60	194 5 0
Avenel ...	582	1,463 5 11	203	842 8 1	Dunolly ...	757	1,678 3 7	867	2,063 4 1
Avoca ...	830	1,964 9 2	636	2,338 9 11	Durham Ox ...	213	763 15 5	173	984 12 0
Bacchus Marsh ...	468	1,140 6 1	210	515 11 6	Eaglehawk ...	1,136	2,680 7 8	675	2,187 0 0
Bairnsdale ...	1,177	3,509 17 3	781	2,805 14 4	Eastern Market ...	2,119	6,492 10 7	152	369 6 4
Ballan ...	398	981 1 2	233	759 0 7	Echuca ...	2,439	6,326 5 1	1,725	5,609 6 10
Ballarat ...	7,236	20,348 9 11	15,133	40,608 12 0	Edenhope ...	446	1,999 15 3	33	123 6 2
" East ...	930	2,185 3 10	1,362	3,997 5 7	Elaine ...	279	551 5 4	71	175 1 8
Balmoral ...	280	838 4 1	46	168 3 8	Eldorado ...	236	690 2 0	366	955 11 9
Barnawartha ...	126	277 18 5	36	73 1 7	Elizabeth street ...	660	1,701 12 4	65	101 17 0
Barry's Reef ...	253	572 8 10	227	602 14 10	north ...				
Bass ...	154	403 7 0	34	166 5 1	Elmore ...	486	1,300 18 10	152	449 12 9
Bealiba ...	431	1,141 11 5	169	679 13 7	Eltham ...	62	147 12 4	65	189 3 8
Beaufort ...	1,327	4,380 13 7	401	1,182 15 3	Emerald Hill ...	2,066	5,727 6 10	3,573	10,377 2 7
Beaee ...	139	379 12 2	44	208 9 9	Epsom ...	68	150 11 1	116	366 6 7
Beethworth ...	1,309	3,603 4 5	1,626	4,837 1 1	Euroa ...	939	2,562 11 1	243	825 19 2
Belfast ...	911	2,118 3 1	397	1,249 4 0	Fitzroy ...	1,248	3,167 18 1	3,191	8,574 12 7
Benalla ...	1,593	4,216 6 2	1,006	3,602 10 4	" North ...	256	576 15 2	425	1,347 19 9
Bendoc ...	27	127 12 1	1	3 19 0	Flemington ...	157	442 6 10	236	762 5 5
Berwick ...	304	725 7 11	201	790 0 8	Footscray ...	646	1,598 1 0	1,015	3,349 11 9
Bethanga ...	291	875 8 5	116	528 6 6	Foster ...	173	526 8 4	128	512 7 9
Birregurra ...	516	1,365 8 8	95	281 17 5	Frankston ...	292	535 3 9	94	178 2 10
Box Hill ...	68	204 16 6	47	118 2 2	Fryerstown ...	255	552 7 1	416	1,196 12 5
Branxholme ...	335	1,021 11 5	95	336 1 2	Gaffney's Creek ...	206	502 12 8	57	274 4 5
Briagolong ...	236	638 15 10	31	87 16 7	Geelong ...	4,685	13,009 4 9	6,330	18,439 2 7
Bridgewater ...	257	774 16 3	66	240 12 6	Gisborne ...	392	828 10 2	156	532 6 3
Bright ...	369	1,047 4 0	518	2,730 5 8	Glenlyon ...	67	133 17 0	13	31 12 6
Brighton ...	397	1,163 5 3	429	1,363 10 3	Glenmaggie ...	50	109 13 6	13	41 19 0
" East ...	52	144 2 9	21	84 1 2	Glenorchy ...	178	388 6 5	34	121 2 6
" North ...	69	199 6 5	40	83 5 9	Gobur ...	187	619 4 9	28	137 3 4
Broadford ...	429	1,313 16 6	132	345 6 7	Golden Square... ..	319	705 18 0	221	681 18 0
Broadmeadows ...	77	209 5 3	98	434 16 1	Goldsborough ...	429	975 18 7	186	513 1 6
Broomfield ...	392	905 2 7	40	121 17 2	Goornong ...	88	341 16 2	35	100 11 0
Brunswick ...	556	1,714 10 6	664	1,886 13 4	Gordons ...	496	1,064 17 9	194	548 18 10
Bruthen ...	90	238 6 1	29	55 10 0	Grant ...	90	312 13 9	19	88 14 0
Buckland, Lower ...	35	123 16 6	25	130 10 9	Granyah ...	116	419 15 3	4	4 11 11
Buln Buln ...	124	250 18 6	41	126 8 6	Graytown ...	36	85 18 1	18	61 11 11
Bungaree ...	107	260 3 5	28	90 7 0	Griffith's Point ...	206	583 16 11	18	87 12 0
Buunyang ...	295	815 7 5	520	1,625 14 6	Gulldford ...	184	518 15 6	255	862 5 4
Burke's Plat ...	226	628 17 11	23	96 1 0	Haddon ...	148	345 7 7	79	247 17 11
Burwood ...	29	64 12 10	17	47 12 9	Hamilton ...	1,911	5,121 4 2	1,623	4,521 12 3
Byaduk ...	192	898 5 7	16	72 15 10	Happy Valley ...	88	160 18 10	180	428 5 1
Campbell's Creek ...	219	575 18 0	286	668 11 1	Harrietville ...	135	391 19 6	31	154 15 3
Camperdown ...	1,019	3,056 13 3	364	1,185 10 4	Harrow ...	449	1,357 15 8	157	535 2 0
Caramut ...	173	458 8 1	37	122 11 0	Hastings ...	398	1,524 11 0	124	466 4 4
Carisbrook ...	284	749 6 9	213	494 15 11	Hawthorn ...	412	1,297 4 3	749	1,788 16 8
Carlton ...	1,451	3,912 17 2	3,751	9,819 7 3	" Lower ...	157	305 3 8	6	11 10 0
" North... ..	169	345 19 3	138	354 15 1	Healesville ...	182	472 0 1	95	425 15 6
Casiel ...	238	513 9 0	61	224 10 7	Heathcote ...	555	1,569 11 8	533	1,747 11 3
Casterton ...	835	2,505 8 9	656	3,023 8 7	Heidelberg ...	47	87 16 9	147	368 8 7
Castlemaine ...	1,970	4,908 13 7	2,565	6,917 14 11	Henley ...	4	6 12 0	...	...
Charlton ...	928	2,632 16 7	339	1,241 8 1	Hexham ...	141	325 13 5	19	59 0 0
Cheltenham ...	188	600 9 5	101	285 11 4	Heyfield ...	185	370 7 10	32	99 4 4
Chetwynd ...	130	438 2 1	14	54 17 11	Heywood ...	508	1,292 17 3	173	589 0 0
Chewton ...	252	750 16 2	648	1,996 2 10	Hoch Kirch ...	42	126 17 7	29	103 11 11
Chiltern ...	716	1,711 11 1	400	1,312 19 4	Hombush ...	602	1,513 10 11	86	355 4 7
Clear Lake ...	50	115 17 6	4	34 14 0	Horsham ...	1,366	3,422 12 3	1,276	5,790 19 10
Clunes ...	1,371	3,688 12 8	1,738	6,825 4 0	Hotham ...	1,884	4,682 11 3	2,261	6,609 7 5
Cobden ...	156	401 6 10	60	280 15 2	Inglewood ...	1,161	2,642 7 8	575	1,718 18 7
Coburg ...	251	695 4 0	222	679 18 1	Inverleigh ...	73	227 12 1	27	86 14 9
Coghill's Creek ...	56	156 6 5	52	146 2 1	Jamieson ...	259	549 2 1	134	507 13 9
Colac ...	977	2,609 10 10	558	1,462 1 6	Kangaroo Flat... ..	226	683 18 4	284	887 18 2
Coleraine ...	453	1,261 4 3	188	531 15 0	Kaniva ...	190	452 4 4	41	206 7 2
Collingwood ...	1,969	5,166 6 8	3,008	7,992 18 3	Karimba ...	61	181 0 9	9	51 7 3
Coodah ...	229	661 15 0	82	444 6 7	Keilor ...	71	177 18 10	26	75 19 6
Cope Cope ...	122	206 14 4	27	108 2 0	Kerang ...	674	1,970 17 3	422	1,858 17 10
Corack ...	87	204 9 11	26	152 8 10	Kew ...	434	1,081 1 7	324	960 4 6
Corop ...	172	419 4 4	44	127 8 6	Kilmore ...	654	1,669 17 6	717	2,474 1 5
Costerfield ...	112	555 19 8	180	691 0 1	Kingower ...	104	338 19 7	72	176 4 0
Cowes ...	102	267 0 9	67	278 15 11	Kingston ...	242	489 18 0	45	106 4 8
Cranbourne ...	155	401 8 6	117	435 5 9	Koroit ...	254	627 3 9	121	433 10 10
Cressy ...	83	230 3 1	20	94 5 11	Korong Vale ...	536	1,732 16 7	25	107 12 4
Creswick ...	1,238	3,519 2 7	1,491	3,686 17 0	Kyneton ...	1,639	4,249 16 5	1,469	3,846 7 10
Cudjee ...	38	131 14 1	4	16 0 0	Lake Rowan ...	140	395 11 2	40	103 9 11
Dandenong ...	433	978 14 1	282	813 6 1	Lancefield ...	440	1,066 5 9	156	416 14 10
Dargo ...	180	576 4 4	26	94 19 7	Landsborough ...	223	708 11 1	43	162 9 6
Daylesford ...	1,349	3,103 2 0	1,611	4,434 19 2					
Dean's Marsh ...	115	267 2 0	19	88 12 1					
Diamond Creek ...	44	82 12 5	6	33 18 0					
Digby ...	275	891 18 5	45	169 9 1					
Dimboola ...	591	1,532 5 11	309	1,019 18 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.
Learmonth ...	112	278 12 5	43	137 9 0	St. Arnaud ...	1,551	4,732 11 3	957	3,229 18 6
Lillimur North ...	113	266 15 9	10	36 1 9	St. Kilda ...	1,127	2,601 9 4	2,022	6,331 11 11
Lilydale ...	561	1,268 18 5	269	951 8 7	" West ...	348	865 2 6	49	148 8 11
Lintons ...	242	651 17 2	323	1,063 14 1	Sale ...	1,772	4,860 6 2	1,515	4,430 19 9
Long Gully ...	363	885 3 6	127	316 7 8	Sandhurst ...	6,353	16,710 19 7	8,625	23,367 3 4
Longwood ...	283	979 14 8	53	170 7 0	Sandridge ...	727	2,056 12 10	961	3,130 15 6
Lorne ...	166	426 12 1	74	303 18 0	Scarsdale ...	145	351 13 11	290	735 10 11
					Sebastopol ...	228	433 15 5	706	2,396 16 3
					Serpentine Creek ...	89	177 12 0	32	90 17 6
					Seymour ...	940	2,583 15 6	887	3,940 14 1
					Shelford ...	74	192 9 0	24	126 5 5
					Shepparton ...	1,769	4,998 7 5	665	2,054 3 2
					Simpson's road...	431	919 17 2	117	247 8 0
					Skipton ...	159	415 17 4	31	96 3 6
					Smeaton ...	680	1,771 14 8	143	302 2 4
					Smythesdale ...	151	332 0 2	408	1,173 19 4
					Snake Valley ...	133	370 16 0	156	516 13 3
					Sorrento ...	313	1,270 16 10	54	177 13 5
					South Brighton ...	31	92 13 9	55	329 19 0
					South Yarra ...	717	1,973 8 2	948	2,850 18 5
					Stawell ...	2,048	5,312 8 0	2,963	8,489 10 9
					Steiglitz ...	200	499 7 8	125	536 11 9
					Stratford ...	272	782 7 9	78	255 3 2
					Streatham ...	131	286 15 10	14	68 12 6
					Stuartmill ...	75	141 7 10	30	77 13 0
					Sunbury ...	467	1,220 18 9	101	352 13 9
					Swan Hill ...	301	975 3 1	82	314 7 4
					Talbot ...	546	1,347 14 2	809	2,170 17 9
					Tallangatta ...	181	488 18 4	264	756 18 5
					Tallarook ...	578	1,987 14 4	61	193 15 0
					Taradale ...	355	728 19 2	391	1,297 10 0
					Tangil... ..	86	281 19 7	12	46 14 8
					Tarnagulla ...	391	926 17 4	174	503 11 8
					Tatura ...	427	1,035 0 11	127	444 15 1
					Terang ...	393	1,008 3 9	118	394 15 3
					Terrick Terrick ...	110	407 13 9	17	73 11 11
					Timor ...	358	869 18 0	107	280 16 0
					Tintaldra ...	97	409 1 5	7	23 10 0
					Toongabbie ...	419	1,192 10 2	74	227 11 6
					Toorak ...	185	466 16 9	88	299 14 7
					Trafalgar ...	173	423 7 1	37	177 3 10
					Traralgon ...	719	2,110 1 7	408	1,504 1 11
					Trentham ...	368	817 7 8	168	610 16 11
					Tungamah ...	291	772 8 3	55	162 14 10
					Vaughan ...	101	240 18 4	141	421 8 2
					Violet Town ...	333	634 8 6	94	339 1 0
					Wabdallah ...	132	381 17 4	43	147 19 3
					Wahgunyah ...	403	1,053 16 4	112	455 7 7
					Walhalla ...	1,187	3,691 17 7	262	788 5 6
					Wallaby Creek...	742	3,444 19 6	19	112 18 0
					Wallan Wallan ...	127	455 15 9	52	184 15 6
					Wandiligong ...	399	2,140 6 11	175	673 17 0
					Wangaratta ...	982	2,661 10 0	572	1,949 9 10
					Warburton ...	61	135 13 11	10	59 9 10
					Warragul ...	686	1,533 19 3	512	2,362 7 1
					Warnambool ...	1,816	5,446 19 9	1,252	3,991 13 6
					Waterloo ...	363	915 5 9	112	318 17 6
					Wedderburn ...	402	1,161 8 10	207	697 9 10
					Werracknebeal ...	370	1,022 9 5	113	497 3 3
					Whittlesea ...	617	2,170 17 0	101	367 6 8
					Whroo ...	145	389 15 6	24	82 8 6
					Wickliffe ...	94	217 0 2	23	61 3 11
					Williamstown ...	1,232	3,728 12 11	1,271	4,113 19 2
					Winchelsea ...	247	655 4 2	155	341 17 3
					Wodonga ...	770	2,225 18 11	404	1,529 12 7
					Woodend ...	646	1,424 3 4	252	771 4 4
					Wood's Point ...	187	377 13 6	167	570 17 2
					Wunghuu ...	296	775 10 4	51	127 8 9
					Yackandandah...	343	782 17 3	216	883 15 9
					Yarrowonga ...	507	1,323 11 1	188	574 14 0
					Yea ...	1,116	4,560 7 6	150	597 4 6
					Youarang ...	149	554 7 6	7	16 4 6
						162,610	441,423 2 8	132,703	403,364 17 10
					Melbourne ...	25,950	90,739 1 6	79,110	204,322 14 4
					Totals ...	188,560	532,162 4 2	211,813	607,687 12 2

APPENDIX T.

COMPARATIVE STATEMENT showing the various Places where the Money Orders issued in Victoria during the Years 1883 and 1882 were made Payable.

Place.	1883.					1882.				
	Number.	Amount.			Number.	Amount.				
		£	s.	d.		£	s.	d.		
Victoria	150,529	397,980	16	0	138,788	362,499	13	2		
United Kingdom	19,995	68,447	9	2	18,401	63,562	6	6		
New South Wales	8,776	31,310	10	5	7,385	26,324	11	1		
New Zealand	1,920	6,695	12	6	1,741	6,629	0	6		
South Australia	3,004	10,363	19	1	2,911	9,713	12	3		
Queensland	1,080	4,930	3	6	831	3,657	9	10		
Tasmania	2,162	7,528	14	6	1,863	6,687	7	5		
Western Australia	78	232	6	8	82	247	12	0		
United States of America	540	2,494	14	2	464	2,169	2	9		
Canada	30	160	15	3	...	...	...	...		
Cape of Good Hope	22	104	14	6	18	87	6	6		
Germany	315	1,379	8	11	277	1,268	18	2		
India	66	322	12	0	51	290	10	5		
China and Japan	32	160	2	3	...	...	...	...		
Ceylon	11	50	5	3	...	...	...	...		
Totals	188,560	532,162	4	2	172,812	483,054	10	7		

APPENDIX U.

COMPARATIVE STATEMENT showing the various Places where the Money Orders paid in Victoria during the Years 1883 and 1882 were originally Issued.

Place.	1883.				1882.			
	Number.	Amount.			Number.	Amount.		
		£	s.	d.		£	s.	d.
Victoria	150,585	398,267	2	8	138,472	361,811	18	8
United Kingdom	4,362	17,254	9	6	4,193	16,144	16	5
New South Wales	25,982	87,496	5	6	22,307	76,428	0	5
New Zealand	7,704	25,008	16	0	7,130	25,035	2	1
South Australia	8,938	28,342	17	8	9,204	28,038	10	6
Queensland... ..	4,143	16,382	13	10	3,429	13,522	17	10
Tasmania	9,048	30,187	8	4	9,022	35,538	4	2
Western Australia	538	1,827	3	7	590	2,213	3	11
United States of America	155	818	10	8	91	468	13	5
Canada	7	33	6	7	...	...	...	...
Cape of Good Hope	36	153	19	10	21	91	9	2
Germany	121	912	0	10	45	321	6	4
India	146	824	3	4	82	365	15	4
China	31	145	10	9	...	...	...	...
Ceylon	17	33	3	1	...	...	...	...
Totals	211,813	607,687	12	2	194,586	559,979	18	3

APPENDIX V.

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 1883; 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 1882.	Number of Accounts Opened in 1883.	Number of Accounts Closed in 1883.	Number of Accounts Open at close of 1883.	Balances on 31st Dec. 1882.	Deposits Received in 1883 (including Interest).		Withdrawals Paid in 1883.		Balances remaining at the close of 1883.
							No.	Amount.	No.	Amount.	
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Alexandra ..	1st Nov. 1869	110	54	25	139	1,267 8 11	316	1,130 11 3	96	808 14 9	1,589 5 5
Allendale ..	1st April 1882	10	20	9	21	103 3 1	91	407 8 4	34	228 3 9	282 7 8
Ararat ..	1st Jan. 1866	394	100	66	428	8,891 3 7	722	3,194 0 4	237	4,681 15 6	7,403 8 5
Avenel ..	1st Nov. 1869	69	43	17	95	1,253 0 6	131	507 12 11	51	1,301 11 2	459 2 3
Avoca ..	6th Nov. 1865	261	53	41	273	6,258 13 7	303	2,457 0 5	163	3,260 4 9	5,455 9 3
Bacchus Marsh	17th Sept. 1866	136	31	16	151	1,647 11 4	236	810 16 5	47	623 9 5	1,834 18 4
Bairnsdale ..	1st Nov. 1869	152	119	59	212	1,885 11 3	469	2,268 15 2	153	1,157 15 7	2,996 10 10
Ballan ..	1st Nov. 1869	108	24	10	122	1,735 9 3	211	751 1 4	42	507 8 8	1,919 1 11
Ballarat ..	11th Sept. 1865	2,006	336	374	1,968	32,218 15 2	2,583	14,300 4 5	1,114	16,430 18 7	30,088 1 0
Ballarat East ..	23rd July 1879	135	47	36	146	906 15 10	411	616 1 0	92	668 10 6	854 6 4
Balmoral ..	2nd Sept. 1878	31	2	3	30	681 0 0	23	96 6 11	18	427 8 5	349 18 6
Beaufort ..	1st Dec. 1865	194	56	33	217	2,646 13 2	365	2,033 0 7	96	1,472 3 8	3,207 10 1

POST OFFICE SAVINGS BANKS—continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1882.	Number of Accounts Opened in 1883.	Number of Accounts Closed in 1883.	Number of Accounts Open at close of 1883.	Balances on 31st Dec. 1882.	Deposits Received in 1883 (including interest).		Withdrawals Paid in 1883.		Balances remaining at the close of 1883.	
							No.	Amount.	No.	Amount.		
						£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.
Beeac	1st Feb. 1872	70	12	5	77	1,770 10 11	84	717 11 9	38	1,514 19 1	973 3 7	
Beechworth ..	11th Sept. 1865	813	196	130	879	18,502 1 7	1,224	6,923 13 2	467	10,727 2 5	14,698 12 4	
Belfast	1st Feb. 1865	39	17	10	46	841 9 9	110	451 11 10	23	643 13 4	649 8 3	
Benalla	15th April 1867	243	98	73	268	5,501 3 11	603	3,073 6 6	204	3,786 8 2	4,788 2 3	
Berwick	1st March 1879	35	14	13	36	438 18 0	66	217 14 4	40	468 5 5	188 6 11	
Birregurra ..	1st July 1871	69	15	10	74	571 16 8	92	412 4 3	31	267 2 6	716 18 5	
Brankholme ..	1st Aug. 1873	37	3	4	36	101 2 4	81	29 2 8	6	12 1 5	118 3 7	
Bridgewater on Loddon ..	2nd Oct. 1882	6	9	..	15	5 6 2	37	28 2 11	1	2 0 0	31 9 1	
Bright	1st Feb. 1868	184	53	44	193	4,143 2 5	318	1,580 4 2	108	2,583 0 6	3,140 6 6	
Brighton	1st Oct. 1866	346	134	95	385	5,291 5 1	921	4,171 18 0	293	4,183 12 7	5,279 10 6	
Brighton East ..	8th Aug. 1866	65	27	16	76	1,767 6 2	211	1,264 16 3	56	971 16 7	2,060 5 10	
Brunswick	1st Oct. 1867	780	312	193	899	10,464 13 3	2,629	8,477 1 2	669	9,745 1 4	9,196 13 1	
Bulu Bulu	14th Mar. 1878	19	20	6	33	241 9 4	62	295 18 0	27	243 2 0	294 5 4	
Bungaree	1st Dec. 1871	27	3	1	29	103 5 0	24	101 4 1	1	5 3 7	199 5 6	
Buninyong	12th July 1866	264	22	49	237	5,734 10 6	244	1,444 12 1	114	3,305 17 3	3,873 5 4	
Burwood	7th April 1879	47	15	10	52	407 15 6	131	345 1 3	20	264 14 2	488 2 7	
Byaduk	1st Sept. 1873	18	5	4	19	166 16 7	31	145 9 9	5	42 11 5	269 14 11	
Caupbell's Creek ..	25th May 1869	30	6	3	33	111 5 5	36	111 14 2	9	41 5 6	181 14 1	
Camperdown	1st Dec. 1865	232	72	73	231	2,711 10 2	393	1,560 8 11	175	1,914 2 4	2,357 16 9	
Caramut	17th May 1875	27	5	3	29	296 6 0	49	129 8 7	7	126 7 8	299 6 11	
Carisbrook	11th Sept. 1866	129	18	11	136	1,013 8 1	116	354 12 8	42	483 7 4	884 13 5	
Carlton	1st Oct. 1867	1,549	340	466	1,423	23,569 8 8	4,825	13,702 2 0	1,265	17,822 16 8	19,448 14 0	
Casterton	1st Nov. 1869	91	34	18	107	1,719 11 2	119	700 14 11	30	1,041 9 3	1,378 16 10	
Castlemaine	11th Sept. 1865	241	51	63	229	6,457 13 4	368	2,104 0 4	144	3,190 11 5	5,371 2 3	
Charlton	14th Mar. 1878	58	60	30	88	605 11 11	291	951 1 0	81	652 7 9	904 5 2	
Cheltenham	1st Feb. 1868	248	67	56	259	3,435 14 1	770	2,993 19 9	167	2,683 8 11	3,746 4 11	
Chewton	2nd Jan. 1882	52	29	8	73	104 11 2	213	260 9 2	25	111 5 9	253 14 7	
Chiltern	6th Nov. 1865	136	46	22	160	3,415 13 4	295	1,844 9 10	92	2,444 1 5	2,816 1 9	
Citnes	6th Nov. 1865	618	124	145	597	12,874 13 11	961	5,306 2 4	457	7,335 17 5	10,844 18 10	
Cobden	1st Feb. 1879	20	18	10	28	79 5 8	67	74 4 3	18	53 12 5	99 17 6	
Coburg	17th Sept. 1866	178	48	34	192	2,098 4 9	358	1,359 15 3	146	1,794 6 1	3,155 13 11	
Colac	6th Nov. 1866	237	62	44	255	4,056 17 2	359	2,100 5 5	170	2,656 18 7	3,500 4 0	
Coleraine	1st Nov. 1869	105	28	16	117	1,039 8 5	150	455 5 0	39	315 10 0	1,179 3 8	
Collingwood	15th Nov. 1865	4,009	719	859	3,869	64,518 5 0	8,219	3,3873 5 5	3,059	42,341 2 3	56,050 8 2	
Corop	1st Sept. 1871	56	5	5	56	383 8 1	36	205 1 4	25	256 10 5	331 19 0	
Cranbourne	1st Sept. 1871	44	15	12	47	454 9 9	359	416 3 1	13	348 8 11	522 3 11	
Creswick	6th Nov. 1865	454	117	106	465	6,001 4 8	866	4,024 11 1	254	3,890 4 0	6,135 11 9	
Dandenong	1st Sept. 1881	28	44	16	56	782 3 8	163	732 4 8	45	652 10 10	861 17 6	
Dargo	13th Nov. 1882	21	28	6	43	451 2 10	111	902 12 9	26	430 18 5	922 17 2	
Daylesford	1st Jan. 1869	402	131	104	429	7,795 14 10	1,005	4,125 16 7	271	5,044 0 11	6,277 10 6	
Diamond Creek ..	16th July 1883	..	68	3	65	..	198	521 10 8	4	30 2 2	491 8 6	
Digby	12th June 1876	20	3	1	22	302 9 9	30	157 0 9	8	49 17 3	409 13 3	
Dimboola	12th Nov. 1877	36	11	13	34	171 9 7	74	153 15 10	27	161 19 10	163 5 7	
Donald	1st Aug. 1879	61	30	16	75	855 12 10	179	312 0 11	38	628 0 7	539 13 2	
Dromana	1st Jan. 1877	60	15	6	69	619 16 8	130	599 3 5	40	469 18 8	809 1 5	
Drouin	10th Jan. 1883	..	18	4	14	..	96	100 13 1	11	50 17 1	49 16 0	
Drysdale	1st Jan. 1870	78	15	12	81	1,372 7 6	123	1,198 11 5	42	1,022 18 10	1,548 0 1	
Dunolly	1st Dec. 1865	280	47	57	270	3,778 16 1	413	1,743 0 8	126	2,870 5 5	2,651 11 4	
Durham Ox	1st May 1877	22	6	3	25	239 16 5	34	246 11 10	6	135 4 2	351 4 1	
Eaglehawk	23rd Nov. 1868	274	53	57	243	2,987 8 0	559	1,569 0 9	146	2,265 10 6	2,350 18 3	
Eastern Market ..	8th Jan. 1880	927	922	706	1,143	17,686 5 8	6,471	24,992 7 8	2,151	23,175 14 10	19,502 18 6	
Echuca	1st Feb. 1866	749	287	223	813	15,908 16 0	1,670	8,771 9 1	712	11,432 2 0	13,248 3 1	
Edenhope	11th May 1874	20	2	2	20	410 0 1	19	71 17 10	5	245 11 2	236 6 9	
Elaine	18th Oct. 1875	74	11	18	67	515 13 1	135	218 5 11	37	329 8 1	404 10 11	
Eldorado	1st Oct. 1867	56	11	9	58	1,302 5 0	51	429 19 4	24	627 18 8	1,104 5 8	
Elizabeth street north ..	13th Oct. 1879	79	57	30	106	942 10 0	510	1,090 6 8	163	1,101 14 2	931 2 6	
Elmore	14th Sept. 1876	53	19	14	58	906 8 2	190	449 8 6	48	737 9 1	618 7 7	
Emerald Hill	1st Aug. 1867	1,489	494	404	1,579	16,047 5 11	3,425	12,168 5 4	1,259	13,100 16 5	15,114 14 10	
Euroa	8th July 1878	46	9	11	44	568 0 11	88	210 9 4	41	375 7 3	493 3 0	
Fitzroy	24th Sept. 1877	705	428	336	797	11,063 17 0	3,891	11,212 4 7	1,229	11,451 13 10	10,824 7 9	
Fitzroy North	19th April 1879	206	158	89	275	2,142 19 6	1,499	3,400 1 8	303	2,427 15 10	3,115 5 4	
Flemington	1st July 1879	67	29	22	74	543 0 6	300	537 2 2	72	369 15 4	710 7 4	
Footscray	1st Oct. 1867	366	175	117	424	4,254 11 8	1,263	4,070 17 2	385	3,737 4 1	4,588 4 9	
Frankston	1st Jan. 1881	61	14	13	62	230 5 2	187	241 8 2	43	223 6 8	248 6 8	
Fryerstown	1st Aug. 1867	146	33	31	148	2,891 7 7	395	929 2 4	100	1,257 5 1	2,563 4 10	
Gaffney's Creek	4th May 1874	23	1	2	22	371 0 2	17	67 9 0	10	98 12 9	539 16 5	
Geelong	11th Sept. 1865	2,276	380	438	2,218	61,639 9 4	3,719	22,838 1 4	1,497	34,423 10 1	50,054 0 7	
Gisborne	1st Nov. 1869	82	19	14	87	1,120 15 9	458	609 0 7	28	655 19 0	1,073 17 4	
Glenorchy	1st Feb. 1882	19	7	2	24	17 12 5	72	52 14 5	6	8 19 2	61 7 8	
Glenlyon	1st April 1882	24	7	3	28	26 16 4	97	177 18 3	11	87 5 3	117 9 4	
Golden Square	1st Sept. 1879	49	16	9	56	114 18 6	102	140 9 8	22	41 0 11	214 7 3	
Gordons	1st July 1879	63	20	31	52	589 8 11	161	576 19 4	57	481 13 11	684 14 4	
Graytown	12th July 1869	36	4	3	37	251 8 5	22	190 2 5	24	192 10 8	249 0 2	
Guildford	1st Oct. 1867	58	6	15	49	2,568 14 0	56	370 5 4	65	1,733 1 3	1,405 18 11	
Hamilton	12th July 1866	140	39	32	147	3620 12 6	330	1,275 1 4	96	1,663 15 2	3,231 18 8	
Harrow	2nd Aug. 1875	24	10	7	27	219 2 4	56	153 17 0	15	137 19 1	235 0 3	
Hastings	1st Jan. 1872	39	15	12	42	1,413 15 10	117	1,035 14 9	34	821 3 2		

POST OFFICE SAVINGS BANKS--continued.

Name of Post Office Savings Bank.	Date when Established.	Number of Accounts Open at close of 1882.	Number of Accounts Opened in 1883.	Number of Accounts Closed in 1883.	Number of Accounts Open at close of 1883.	Balances on 31st Dec. 1882.		Deposits Received in 1883 (including Interest).		Withdrawals Paid in 1883.		Balances remaining at the close of 1883.			
						£	s. d.	No.	Amount.	No.	Amount.	£	s. d.		
Maldon ..	6th Nov. 1865	443	72	68	447	6,057	15 5	675	2,217	10 7	190	3,007	18 10	5,267	7 2
Malmesbury ..	1st Nov. 1869	134	25	20	139	863	1 2	245	449	5 7	66	582	19 4	729	7 5
Malvern ..	17th Aug. 1874	144	38	52	130	1,706	3 6	568	1,026	1 9	88	1,210	10 0	1,521	15 3
Mansfield ..	1st Nov. 1869	126	13	19	120	1,455	9 2	168	1,057	18 4	53	1,238	1 6	1,285	6 0
Market street ..	1st April 1879	94	112	92	114	3,371	9 10	425	4,414	12 4	274	3,953	16 6	3,832	5 8
Maryborough ..	11th Sept. 1865	332	39	69	302	8,588	9 10	397	2,603	12 7	253	5,070	18 4	6,120	14 1
Melton ..	1st May 1876	58	38	14	82	711	9 2	286	763	11 8	31	364	8 9	1,110	12 1
Meredith ..	2nd Oct. 1871	28	11	7	32	216	5 6	42	146	2 1	11	67	6 2	295	1 5
Merino ..	13th Nov. 1869	39	15	12	42	1,148	6 0	84	503	19 5	30	991	10 1	660	15 4
Moonee Ponds ..	17th Sept. 1866	262	61	51	272	3,222	5 0	707	1,706	3 8	152	1,513	4 0	3,415	4 8
Moorepark ..	26th March 1880	26	24	13	37	553	11 4	96	493	4 3	32	377	3 4	668	12 0
Morang ..	1st May 1876	24	8	3	29	689	13 5	36	528	12 10	6	153	18 0	1,064	8 3
Mornington ..	1st Nov. 1869	95	22	17	100	999	14 10	189	797	13 0	57	1,043	10 2	663	17 8
Mortlake ..	1st Nov. 1869	73	32	18	87	2,714	10 3	130	959	16 6	43	1,494	18 6	2,189	8 3
Morwell ..	1st Oct. 1881	40	18	8	50	299	14 0	126	172	8 3	11	75	18 3	395	4 0
Mount Blackwood ..	1st May 1873	90	10	26	74	1,404	5 11	80	365	13 5	52	761	17 8	1,068	1 8
Mount Egerton ..	1st Oct. 1869	172	55	71	156	3,915	6 5	514	1,816	5 9	189	3,496	8 11	2,435	3 3
Moyston ..	10th May 1871	36	7	7	36	1,006	11 11	23	200	0 5	22	288	8 4	918	4 0
Murchison ..	1st May 1875	50	24	19	55	1,580	8 1	144	799	2 7	45	730	18 5	1,157	12 3
Murtoa ..	1st Aug. 1881	41	31	21	51	315	6 10	164	806	4 10	51	341	2 1	780	9 7
Myrtleford ..	1st March 1880	7	10	3	14	97	8 9	28	222	9 4	7	54	4 0	265	14 1
Nagambie ..	8th Aug. 1870	69	18	17	70	1,077	5 9	119	747	11 8	42	290	9 6	1,534	7 11
Newstead ..	18th Sept. 1869	53	8	8	53	1,057	3 11	62	166	13 7	29	414	10 1	809	7 5
Nhill ..	1st April 1882	8	6	5	9	93	17 5	30	175	18 0	23	178	0 11	91	14 6
Northcote ..	1st Oct. 1881	5	8	3	10	25	15 2	36	135	15 0	5	62	9 3	99	0 11
Numurkah ..	3rd Feb. 1883	..	42	16	26	..	..	123	348	19 8	42	161	14 1	187	5 7
Omeo ..	1st Jan. 1870	23	4	3	24	425	4 7	32	92	6 3	12	149	3 6	368	7 4
Penshurst ..	1st Jan. 1870	45	19	10	54	400	10 5	196	398	11 10	24	258	12 2	540	10 1
Piggoreet ..	1st Nov. 1869	77	11	6	82	1,081	12 1	156	139	10 3	31	574	12 10	646	9 6
Port Albert ..	1st Dec. 1865	110	21	26	105	1,830	19 7	120	733	2 5	73	1,081	18 10	1,482	3 2
Portarlington ..	1st Dec. 1872	40	16	7	49	548	9 6	66	242	9 11	10	101	16 1	689	3 4
Portland ..	1st Dec. 1865	57	8	11	54	1,855	15 0	58	676	8 10	41	1,922	9 4	609	14 6
Prahran ..	4th June 1866	1,046	456	394	1,708	20,815	12 10	4,033	13,502	19 4	1,211	14,523	12 5	19,794	19 9
Preston ..	17th Jan. 1876	95	35	25	105	1,522	10 6	299	711	16 10	64	994	19 8	1,239	7 8
Queenscliff ..	12th July 1866	173	61	47	187	2,125	8 10	433	1,967	3 6	142	1,429	10 2	2,663	2 2
Raywood ..	2nd Feb. 1880	16	7	9	14	44	10 11	48	17	19 0	12	50	18 8	11	11 3
Reedy Creek ..	16th July, 1883	..	41	12	29	..	..	143	465	9 0	24	186	3 5	279	5 7
Richmond ..	1st Oct. 1867	995	177	195	977	13,009	4 2	1,878	7,176	14 3	694	7,681	5 10	12,504	12 7
Richmond South ..	1st April 1876	488	247	156	579	4,191	6 5	2,236	4,562	9 3	706	4,914	3 4	3,839	12 4
Riddell's Creek ..	16th July 1877	42	8	6	44	347	8 5	43	107	18 7	24	225	2 7	223	4 5
Ringwood ..	12th Aug. 1878	28	10	9	29	512	16 8	58	278	15 3	24	199	17 1	591	14 10
Rochester ..	1st Dec. 1875	39	23	17	45	938	4 6	161	925	12 6	59	1,187	0 0	676	17 0
Rokewood ..	15th April 1867	145	20	12	153	3,025	10 10	82	807	4 10	71	1,492	1 11	2,340	13 9
Romsey ..	1st June 1874	29	9	7	31	339	14 2	46	153	5 8	14	342	18 6	150	1 4
Rosedale ..	6th April 1868	115	19	18	116	903	10 1	153	741	5 4	43	401	13 6	1,243	1 11
Rushworth ..	13th Nov. 1868	186	41	24	203	2,859	7 8	364	1,476	12 5	104	1,650	9 9	2,685	10 4
Rutherglen ..	1st Dec. 1865	92	28	33	87	598	5 6	146	617	10 4	80	728	18 4	486	17 6
St. Arnaud ..	1st Nov. 1867	201	103	48	256	3,312	12 9	704	2,228	13 1	158	1,981	10 9	3,559	15 1
St. Kilda ..	4th June 1866	1,288	452	505	1,435	17,010	7 11	3,792	12,944	18 11	1,185	12,685	8 7	17,269	18 3
St. Kilda West ..	1st July 1882	12	26	9	29	69	13 8	122	103	0 7	27	129	11 1	43	3 2
Sale ..	6th Nov. 1865	286	24	40	270	4,181	2 10	245	1,360	11 6	128	1,915	18 4	3,625	16 0
Sandhurst ..	11th Sept. 1865	1,185	219	236	1,168	19,036	10 5	1,491	9,156	3 7	636	11,224	17 4	16,967	16 8
Sandridge ..	6th Nov. 1865	755	238	195	797	7,125	1 10	1,840	5,677	19 3	675	6,322	15 8	6,481	5 5
Scarsdale ..	1st Nov. 1867	115	18	18	115	1,571	13 5	160	575	9 6	64	1,428	15 1	718	7 10
Sebastopol ..	1st Nov. 1869	51	4	11	44	550	13 5	51	245	2 8	24	469	8 2	326	7 11
Seymour ..	1st Nov. 1869	111	71	38	144	1,406	17 11	344	1,546	16 11	89	1,360	3 4	1,593	11 6
Shepparton ..	1st July 1879	120	105	52	173	2,232	0 7	495	2,014	5 4	167	1,901	9 2	2,344	16 9
Simpson's Road ..	5th Sept. 1881	35	57	21	71	117	12 8	534	393	19 2	96	245	4 5	266	7 5
Skipton ..	1st Feb. 1873	65	12	11	66	920	14 10	101	554	13 2	31	639	7 2	836	0 10
Smeaton ..	1st July 1882	7	19	7	19	22	0 4	92	251	1 7	13	109	9 11	163	12 0
Smythesdale ..	1st Dec. 1865	73	22	15	80	1,104	10 11	187	1,312	12 10	40	1,009	7 6	1,407	16 3
Snake Valley ..	1st Feb. 1873	12	2	4	10	281	9 0	6	63	13 8	7	248	4 11	96	17 9
Sorrento ..	2nd Sept. 1878	22	14	5	31	202	1 4	77	407	1 9	36	226	11 11	382	11 2
South Yarra ..	1st Jan. 1867	556	217	164	609	5,362	18 9	3,218	4,850	18 1	543	4,827	3 0	5,886	13 10
Stawell ..	1st Dec. 1867	588	44	84	548	9,808	7 6	640	3,052	8 9	309	5,709	11 7	7,153	4 8
Steiglitz ..	1st Jan. 1870	30	14	8	36	535	16 1	73	302	13 4	25	154	13 9	683	15 8
Stratford ..	1st July 1873	45	16	2	59	583	12 10	160	368	18 8	28	504	3 2	418	8 4
Streatham ..	1st March 1873	9	4	2	11	166	6 8	15	208	13 1	10	53	9 1	321	10 8
Stuartville ..	1st April 1870	39	5	2	42	228	13 0	31	147	19 7	6	32	1 10	344	10 9
Sunbury ..	2nd May 1870	82	24	9	97	1,573	3 4	192	1,090	12 1	49	591	16 1	2,071	19 4
Swan Hill ..	1st Dec. 1865	81	29	18	92	1,031	12 11	109	503	10 11	39	834	11 7	700	12 3
Talbot ..	6th Nov.														

APPENDIX W.

PROGRESSIVE STATEMENT of the Money Order System in Victoria for the Decennial Period from 31st December, 1873, to 31st December, 1883.

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.
1874	216	4,912 15 7	119,542	374,075 13 7	116,418	379,748 4 8	235,960	753,823 18 3
1875	224	4,959 4 8	121,094	373,435 18 10	121,924	393,383 6 2	243,018	766,819 5 0
1876	234	5,064 6 0	123,025	379,570 10 0	125,595	403,525 11 6	248,620	783,096 1 6
1877	246	5,423 10 7	131,173	395,829 6 0	133,587	423,588 8 3	264,760	819,417 14 3
1878	256	5,579 1 5	132,659	394,999 8 4	142,280	440,297 8 9	274,939	835,296 17 1
1879	273	5,718 5 2	138,517	398,018 13 4	150,525	453,723 1 10	289,042	851,741 15 2
1880	288	6,311 9 10	151,677	423,313 0 10	166,022	485,888 2 11	317,699	909,201 3 9
1881	296	6,816 14 7	162,202	447,856 3 10	179,882	520,978 10 11	342,084	968,834 14 9
1882	312	7,343 4 6	172,812	483,054 10 7	194,586	559,979 18 3	367,398	1,043,034 8 10
1883	319	8,019 6 9	188,560	532,162 4 2	210,871	607,687 12 2	399,431	1,139,849 16 4

APPENDIX X.

PROGRESSIVE STATEMENT of the Post Office Savings Banks in Victoria from the commencement of the system, 11th September, 1865, to 31st December, 1883.

Year.	No. of Banks at 31st Dec.	Deposits Received.		Repayments.		Interest credited to Depositors.		Depositors' Balances.	Depositors' Accounts.			Average Balance to each Account.
		Number.	Amount.	Number.	Amount.				Accounts Opened.	Accounts Closed.	Accounts remaining Open.	
			£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
1865	31	4,964	18,465 6 6	495	3,058 7 9	61 0 9	15,467 19 6	2,227	101	2,126	7 5 6	
1866	50	25,909	85,381 15 7	6,204	43,348 4 11	1,189 0 9	58,690 10 11	5,703	1,055	6,774	8 13 3	
1867	66	37,624	124,633 5 0	10,657	83,006 10 0	2,758 4 3	103,075 10 2	6,175	1,831	11,118	9 5 5	
1868	72	45,408	184,115 4 6	14,293	125,565 10 7	4,435 19 3	166,061 3 4	6,540	3,302	14,356	11 11 4	
1869	99	51,528	233,412 14 0	16,435	163,267 4 0	7,272 2 2	243,478 15 6	7,501	3,991	17,866	13 12 6½	
1870	112	57,241	242,192 3 6	20,622	215,603 4 2	9,482 9 6	279,550 4 4	7,973	4,662	21,177	13 4 0	
1871	123	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 8¾	
1873	139	84,148	433,086 15 3	29,380	389,673 9 11	16,680 2 9	603,523 15 4	11,591	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 2¾	
1876	159	88,128	422,135 10 7	33,099	403,851 15 7	21,612 4 6	617,276 18 10	11,592	9,317	41,521	14 17 3¾	
1877	166	93,803	430,230 2 1	34,097	418,322 17 9	22,904 15 0	652,088 18 2	12,057	9,217	44,361	14 13 11¾	
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 3¾	
1879	185	102,376	452,984 1 4	41,156	448,792 7 10	22,858 0 8	650,100 11 7	13,674	10,709	49,233	13 4 1	
1880	191	124,099	536,522 15 3	45,022	485,266 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	
1882	209	147,420	781,933 19 11	56,566	764,444 1 1	42,098 12 1	1,150,390 17 1	18,649	14,596	63,339	18 5 1½	
1883	215	146,983	686,152 5 11	59,281	842,287 11 2	37,876 0 10	1,032,131 12 8	18,518	16,122	65,735	15 14 0¼	

APPENDIX Y.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Depositors from 1st January to 31st December, 1883.

Dr.

Cr.

1883.		£ s. d.	1883.		£ s. d.
1st January	To Balance from 1882	1,150,390 17 1	1st January	By Repayments to Depositors	842,287 11 2
to	„ Deposits received in 1883	686,152 5 11	to	„ Balance	1,032,131 12 8
31st Dec.	„ Interest on Deposits	37,876 0 10	31st Dec.		
		1,874,419 3 10			1,874,419 3 10

APPENDIX Z.

POST OFFICE SAVINGS BANK.

THE POSTMASTER-GENERAL in account with the Honorable the Treasurer on account of Savings Bank
Transactions for the Year 1883.

Dr.			Cr.		
1883. 1st January to 31st Dec.		£ s. d.	1883. 1st January to 31st Dec.		£ s. d.
To Balance, being Deposits received in 1882, and paid into Treasury in January 1883 ...		14,416 6 6	By Balance, being amount due from Treasury for repayments to Depositors in 1882 ...		7,014 12 4
„ Deposits received in 1883 ...		686,152 5 11	„ Repayments to Depositors in 1883 ...		842,287 11 2
„ Cash received from Treasury ...		882,817 4 3	„ Cash paid into Treasury ...		725,001 15 11
„ Interest allowed to Depositors for the year 1883 ...		37,876 0 10	„ Amount due to Trust Fund for Interest credited to Depositors in 1883 ...		37,876 0 10
„ Balance due from Treasury for repayments made to Depositors in 1883 ...		8,583 11 4	„ Cash on hand awaiting lodgment in Treasury ...		17,665 8 7
		1,629,845 8 10			1,629,845 8 10

APPENDIX AA.

UNIVERSAL POSTAL UNION.

Correspondence subsequent to Sydney Conference of May, 1883.

Postmaster-General, Melbourne, to His Excellency the Governor.

MEMORANDUM FOR HIS EXCELLENCY THE GOVERNOR.

In further reference to the circular despatch of the Right Honorable the Secretary of State for the Colonies, dated 20th December, 1880, respecting the proposal that the Australian colonies should enter the Universal Postal Union, the Postmaster-General begs to suggest that the Secretary of State be advised, with the least possible delay, of the result of the efforts made by Victoria to secure the desired end, and furnished with copies of the memoranda prepared by this Department and forwarded to the neighbouring colonies, subsequent to that dated 19th May, 1881, copy of which was transmitted to Lord Kimberley at the time. (Copies herewith.*)

No definite replies having been received to the last-mentioned memorandum, the question was again raised in December, 1881, but no response was elicited; and a third memorandum, dated 29th December, 1882, was sent, urging that the matter should be fully considered by a Conference of Ministers representing the colonies concerned.

After considerable correspondence, it was ultimately agreed by a majority of the colonies that a Conference should be held in Sydney at the beginning of the present month, and delegates from Victoria, New South Wales, South Australia, Tasmania, and Queensland attended, the three former being accompanied by the permanent heads of the Post Offices.

Western Australia was not represented, but notified that it would accept any reasonable arrangement which might be adopted; and the Government of New Zealand stated that they were unable to send a delegate, as Parliament would shortly re-assemble, and in the meantime all the Ministers would be fully occupied with the preparation of legislative measures.

The Conference, which was presided over by the Premier of New South Wales (the Honorable A. Stuart, M.P.), commenced its sittings on the 3rd inst., and, as an initial step, the representative of Victoria laid before it a printed statement dealing generally with the subject, and suggesting alternative plans which might lead to a satisfactory solution of the difficulties surrounding the question.

At the outset, and indeed for some time, it seemed that a misunderstanding as to the effect of the propositions brought forward would seriously militate against the success of the Conference, but ultimately the following resolutions were arrived at:—

That this Conference, having had under its consideration the various despatches from the Imperial Government and other memoranda and statistics respecting the Universal Postal Union, is of opinion—

1. That the Australasian colonies should apply for admission to the said Postal Union.
2. That the stipulations suggested by the Postmaster-General of England, in the despatch dated 6th November, 1882, as precedent to such entry, be insisted upon.
3. That each of the Australasian colonies parties to this agreement be accorded a separate voice in the affairs of the Union.
4. That each colony continue the management and responsibility of its existing subsidized line, but that any other colony using such line shall pay to the subsidizing colony the full amount of the postage upon all postal matter despatched from such colony; the subsidizing colony paying all transit rates on homeward mails, and receiving the proportion of Union transit rates due on outward mails, and any contribution from England in respect of the postal matter carried by each line.

* Published in previous Reports.

5. That if on annual investigation it be shown that, by adopting Postal Union rates, any such subsidizing colony incurs a greater loss than it at present incurs (subject, in the case of New South Wales and New Zealand, to modification consequent upon the reduced Pacific mail contract now being entered into), an adjustment shall be made of such excess loss whereby it shall be borne by the subsidizing colony and the other colonies using such line, in proportion to the postal matter carried.
6. In the event of New South Wales concluding a contract with the Orient Company, it shall be at the risk of that colony only; but any other colony transmitting postal matter thereby shall pay the said company a rate not less than 10s. a pound on letters and 6d. per pound on newspapers and packets transmitted homeward thereby.
7. That no future postal subsidy shall be subject to this agreement except by the unanimous approval of the colonies assenting hereto.

The only dissentient from these resolutions was the delegate from Queensland, and it now only requires the adhesion of that colony and New Zealand to enable all the Australasian colonies to apply for admission into the Union. The two latter colonies will be further communicated with upon the subject, and it is hoped that they will also agree to enter the Union upon the terms proposed. As New Zealand was not represented at the Conference, and might not be willing to combine with the other colonies in this matter, it was resolved :—

That in the event of New Zealand refusing to accept the resolutions, they shall remain valid on the part of the colonies which have agreed thereto, unless the Imperial Government be unable to remove difficulties of carrying out the arrangement for the Pacific service on a dual system without placing New South Wales in a worse position.

It will be observed that, in dealing with this international question, due regard has been given to the fact, as pointed out in Lord Kimberley's despatch of 13th December, 1882, that the interests of inland countries may, to some extent, conflict with those of countries by which ocean mail services are maintained, and that these colonies which collectively support costly services, and are rapidly increasing in trade and population, are of opinion that, in view of the large financial considerations involved, should any radical changes be made, they would be justified in asking that each should have a separate voice at any future Congress which may be held.

It will also be seen that it has been decided to insist upon the first of the stipulations suggested in the letter from the Imperial Post Office to the Treasury, copy of which was enclosed in Lord Kimberley's despatch of the 13th December, 1882, viz. :—

That the rates of payment for sea transit, and the surtaxes fixed by the Convention of Paris, shall not be reduced, at all events, until after the next quinquennial Congress to that of 1884.

A detailed printed report of the proceedings of the Conference will be submitted for transmission as early as practicable.

GRAHAM BERRY,
Postmaster-General.

Post Office and Telegraph Department,
Melbourne, May 21st, 1883.

Similar communications to the foregoing were sent to the Right Honorable the Postmaster-General, London, and His Excellency the Postmaster-General of Germany.

Secretary of State for Colonies to Governor of Victoria.

Downing-street, London, 10th July, 1883.

MY LORD,

I have the honour to transmit to you the accompanying extract from a letter (22nd May, 1883) from the General Post Office, relative to the proposed entry of New South Wales, Victoria, South Australia, Tasmania, and Western Australia into the International Postal Union, and I have to request that I may be informed of the date at which admission into the Union is desired by the colony under your government, and also of the rates of postage which it is proposed to levy therein, and of the equivalents in local currency for the sum of five centimes, ten centimes, and twenty-five centimes.

I have, &c.,
DERBY.

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

(Enclosure.)

Extract from a Letter from the General Post Office to the Colonial Office, dated 22nd May, 1883. No. 92587.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 18th instant, enclosing a copy of a telegram which the Earl of Derby has received from the Governor of New South Wales, from which it appears that the Australasian colonies, with the exception of Queensland and New Zealand, agree to apply for admission to the Postal Union under the conditions mentioned as desirable in the letter of the 6th or November last from this Department, each colony having a voice in the affairs of the Union.

Mr. Fawcett observes that the date upon which the colonies in question desire admission to the Union is not stated, and, without information on this point, he is unable to take the usual steps in the matter.

The fact that the application is conditional will necessitate an inquiry of the various Postal Administrations of the Union whether the conditions are admitted, and it will be necessary to allow for an interval of four months from the time at which the application is submitted with such an inquiry.

It seems desirable, therefore, that, as the 1st of October next would probably be too early, the 1st of January, 1884, should be suggested to the colonies concerned as the date from which they should apply for admission.

In addition to the date of desired entry, it will be necessary to know the rates of postage proposed to be levied in each colony on Union correspondence, and the equivalents in the currency of each for the typical sums of five centimes, ten centimes, and twenty-five centimes.

I am to add, for the information of Lord Derby, that, on learning the necessary particulars, the Postmaster-General will immediately proceed in the matter with great pleasure, only regretting that Queensland and New Zealand are not included in the application.

Postmaster-General, Germany, to Postmaster-General, Melbourne.

SIR,

Berlin, 10th July, 1883.

I have the honour to acknowledge with best thanks the receipt of your letter dated the 21st of May last and its enclosures, by which you very kindly have informed me that the Conference of the Australasian Postal Administrations, recently held at Sydney, on the subject of their entry into the Universal Postal Union, has led to an understanding between them as to the measures to be taken for that purpose, and that the two colonies which have not consented to that understanding as yet will, as you trust, shortly declare their adhesion to it.

As you are aware of the earnest interest with which this office has always watched the strenuous and able proceedings of your administration in this affair, I need not assure you that I am very glad at this success of your efforts, and at the gratifying issue of the Conference, which opens a fair prospect of the Australasian colonies being included in the Postal Union at no distant time. You may depend also on the readiness of this office in giving the colonies every assistance in its power to remove such difficulties, which might prove a serious obstacle to the intended measure. Considering, therefore, the objection of the colonies against the reduction suggested by this office in the sea transit rates and surtaxes fixed by the Paris Convention, this office is quite prepared to give support to the demand of the colonies that no such reduction should take place until after the next quinquennial Congress to that of 1884, and will accordingly move at the next Congress that the said reductions shall not be applied to the relations with the Australasian colonies until after the lapse of the aforesaid period.

As regards, however, the second condition upon which the colonies have resolved to enter the Union, viz., that each of the Australian colonies shall be accorded a separate voice in the affairs of the Union, I think this condition of such trenchant import upon the whole organization of the Union, and of a nature involving so essential questions of political and international law, that I feel unable to countenance it. I beg to intimate also at this occasion that the treaty of Paris contains no provisions from which it may be concluded that countries which have not taken part in that Convention may be admitted to become parties to it upon whatever conditions, for, by Article 18 of the said Convention, which deals with this subject, it is stipulated simply that the adhesion of such countries is to be notified diplomatically to the Swiss Confederation, and by that Government to all the countries of the Union.

Under such circumstances, I beg to state, as my opinion on this subject, that, to avoid delay and perhaps insuperable difficulties, the colonies should not insist upon the said condition, but leave the matter to be decided by vote of Congress. I should be glad indeed if you would share this persuasion, and use your powerful influence to convince the other colonies that it may be expedient to drop this special point as a condition for the entry of the colonies into the Union.

For any further information about the development or the final settlement of this most important affair I shall be very thankful to you.

I have, &c.,
STEPHAN.

The Honorable the Postmaster-General, Melbourne.

Secretary of State for Colonies to Governor of Victoria.

MY LORD,

Downing-street, London, 15th August, 1883.

With reference to my despatch of the 10th of July last relative to the proposed entry, upon certain conditions, of the colony under your government into the International Postal Union, I have the honour to transmit to you a copy of a further letter from the General Post Office (9th August, 1883) stating the steps which have been taken for obtaining the admission of certain of the Australian colonies into the Union.

I have, &c.,
DERBY.

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

(Enclosure.)

General Post Office, London, to Colonial Office.

SIR,

General Post Office, London, 9th August, 1883.

In acknowledging the receipt of your letter of the 19th ultimo, I am directed by the Postmaster-General to return, as requested, the original printed document which you were good enough to send for his perusal relative to the Postal Conference recently held at Sydney on the subject of the Australasian colonies joining the Postal Union.

In consequence of the decision come to by the colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania to enter the Postal Union, provided certain conditions are accorded to them, the Postmaster-General has obtained the authority of the Treasury for making the necessary application diplomatically to the Swiss Government, and he has caused a communication on the subject to be addressed to the Foreign Office.

I have, &c.,

S. A. BLACKWOOD.

John Bramston, Esq., Colonial Office.

Postmaster-General, Melbourne, to Postmaster-General, Germany.

SIR,

General Post Office, Melbourne, 27th August 1883.

I have the honour to acknowledge receipt of your letter of the 10th ultimo, respecting the proposed entry of the Australian colonies into the Universal Postal Union, under the terms of the resolutions of the Postal Conference held in Sydney in May last, and I am glad to have your assurance that you will be prepared to support the colonies in regard to the maintenance for a time of the postal rates and sea transit charges fixed by the Paris Convention.

I regret, however, to find that it is your intention to oppose the proposed condition that each of the colonies shall be accorded a separate voice in the affairs of the Union.

It may be well to bring prominently under your notice that these colonies are on altogether a different basis from the colonies of some European countries, which are administered under the direct supervision of the Central Government. For all practical purposes, each of the colonies of Australasia is an independent state, administering its own affairs, and having sole control over its financial arrangements, and any contracts that may be entered into by one colony for conveyance of mails by sea is not binding in any way on another colony, except under agreement between Government and Government.

At the present time, three mail services connecting the colonies with Europe are contracted for by Australian Governments, viz., one maintained by Victoria, a second conjointly by New South Wales and New Zealand, and a third by Queensland, and it is probable that others will be arranged for at no distant date.

The interests of the colonies in regard to the mail lines are not always identical, and, indeed, have frequently been conflicting, and I am unable to see how it would be practicable for the whole of them to be represented by a single voice at future Postal Congresses.

I would further point out that not only are the colonies independent of one another, but the trade and revenue of several of them are more extensive than in the case of some at least of the states which have been accorded separate representation; and, owing to the rapid extension of settlement and development of the resources of the colonies, their importance is increasing year by year.

It appears to me that, on these grounds alone, it may fairly be urged that each is entitled to a separate vote.

Moreover, the mail lines established by the colonies are maintained at a very heavy cost; and for this reason, also, I am of opinion that, in strict justice, each of them would have equally as good claims as many of the countries now in the Union to be heard on the subject of any proposed reduction in the postal or transit rates, in which they would be so materially interested.

I may state that each of the colonies which has joined the Telegraph Union has a separate vote, and it does not seem equitable to deprive them of a similar privilege in a matter in which they are more immediately concerned.

I trust that, in view of the circumstances mentioned, you will, on further consideration, so far modify your views as not to oppose the allotment of such a representation to the Australian colonies, when they apply for admission into the Postal Union, as will give them adequate means of upholding their interests in connexion with the administration of its affairs.

I have, &c.,

GRAHAM BERRY,

Postmaster-General.

His Excellency Dr. Stephan, Postmaster-General, &c., &c., &c., Berlin.

Postmaster-General, Adelaide, to Deputy Postmaster-General, Melbourne.

SIR,

General Post Office, Adelaide, 27th August, 1883.

Referring to your telegram of the 24th inst., *re* circular Downing-street, 10th May, I concur with you April 1st, 1884, would be a convenient date for entering the Postal Union, and give time for London to communicate with other Union countries, which is necessary, as the Sydney Conference makes our adhesion to the Union conditional on each colony having a separate vote in the affairs of the Union.

You will see that the letter also asks rates of postage and money equivalent for 5, 10, and 25 centimes. Second section of Article 5 of Paris Convention fixes rates of postage, taking 10 centimes as one penny, at letters, five pence; postcards, penny halfpenny; packets and newspapers, one penny, per two ounces.

But the Convention fixes an initial rate of not less than two pence halfpenny, or, by inference, five pence, being a single letter rate, on commercial papers.

Nothing is said about the maximum weight allowed for the initial rate; but France, in the recent agreement with the colonies, fixes the weight of commercial papers at 12oz., over which weight the postage would be, I suppose, one penny per two oz.

The registration fee is 2½d., with a maximum of 5d. in our case. I am disposed to suggest a uniform charge of 4d.

As it is desirable that a similar reply should be sent from each of the colonies, I shall be glad to know whether you concur with me.

I have, &c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

The Deputy Postmaster-General, Melbourne.

Circular Telegram from Postmaster-General, Melbourne, to Sydney, Adelaide, Hobart, and Perth.

General Post Office, Melbourne, 3rd September, 1883.

Re despatch of Secretary of State, dated 10th July, proposing entry of colonies into Postal Union from 1st January next, are you prepared to authorize Imperial Government to obtain admission *as soon as possible*, leaving them to fix date, which cannot be earlier, and will most probably be later, than time named? If so, will you have *telegram* sent to London, so as to prevent unnecessary delay.

Early answer will oblige.

GRAHAM BERRY,

Postmaster-General.

Circular Letter from Postmaster-General, Melbourne, to other Colonies.

SIR,

General Post Office, Melbourne, 5th September, 1883.

I have the honour to inform you that I have received from His Excellency Dr. Stephan, Postmaster-General of Germany, a communication respecting the proposed entry of certain of the Australian colonies into the Postal Union on the terms agreed upon by the Sydney Conference, from which it appears the German office is willing to support the proposal to maintain the sea rates and surtaxes fixed by the Paris Convention, so far as Australia is concerned; but intends to oppose—at least as a condition precedent—the proposition that each of the colonies should be accorded a separate vote in the administration of the affairs of the Union.

In reply to this letter, I have communicated with the German office, pointing out the reasons which, in my opinion, would justify the colonies in asking for separate representation, and which I thought might modify the views of Dr. Stephan, who, as you are aware, has from the first taken a very prominent part in establishing the Union and extending its limits.

I enclose copies of both letters for your perusal, and shall feel obliged by your advising me as early as practicable whether your colony is prepared to waive the condition of separate representation as an absolute proviso, and to leave the matter to be decided by vote of Congress, as suggested by Dr. Stephan.

I have, &c.,

GRAHAM BERRY,

Postmaster-General.

The Honorable the Postmaster-General, Sydney.
The Honorable the Minister of Education, Adelaide.
The Honorable the Colonial Treasurer, Hobart.
The Postmaster-General, Perth.

Acting Deputy Postmaster-General, Melbourne, to Postmaster-General, Adelaide.

SIR,

General Post Office, Melbourne, 5th September, 1883.

Adverting to your communication of the 27th ultimo (No. A 16,673/83), I have the honour to inform you that Mr. Berry is of opinion that it would be more convenient for the Imperial authorities to fix the date for entry of the colonies into the Postal Union, as they would be in a much better position to do so than the colonial offices.

So far as this colony is concerned, the undermentioned rates of postage will be charged from the date of entry into the Union :—

Letters, 5d. per ½oz.

Postcards, 1½d. each.

Book packets and patterns, 1d. per 2oz.

Newspapers, 1d. each.

Commercial and legal papers, 2½d. up to 4oz., and 1d. for every additional 2oz.

As regards newspapers, it is not considered desirable to raise the rate now charged; and, with respect to commercial papers, I may state that it appears to me Article 5 of the Convention inferentially fixes the maximum weight for initial rate at 4oz., and the postage for that weight at 2½d., a view borne out by a letter from Dr. Stephan, which is printed at pp. 30–31 of the Sydney Conference Report.

I presume that, in fixing the charges, it will generally be conceded that 1d. is to be taken as the equivalent of 10 centimes.

I have, &c.,

S. W. MCGOWAN,

Acting Deputy Postmaster-General.

The Postmaster-General, Adelaide.

Colonial Secretary, Sydney, to Premier, Melbourne.

SIR,

Colonial Secretary's Office, Sydney, 20th September, 1883.

Referring to your letter of the 10th inst., forwarding a communication from the Postmaster-General of Victoria to the Postmaster-General of this colony, in which was enclosed a copy of certain correspondence with the Postmaster-General of Germany on certain points connected with the entry of Australasian colonies into the Universal Postal Union, I have the honour, at the instance of my colleague, to inform you that this colony cannot waive the condition as to separate representation in the administration of the affairs of the Union.

2. I beg at the same time to transmit to you a copy of a letter from the Post Office Department furnishing replies to inquiries made in a despatch from the Colonial Office as to the date at which admission to the Postal Union is desired by this colony, and the rates proposed to be levied here on Union correspondence, and to state that the substance of the same has been duly communicated to the Secretary of State for the Colonies by His Excellency the Governor.

I have the honour to be, Sir,
Your most obedient servant,
ALEX. STUART.

The Hon. the Premier of Victoria, Melbourne.

(Enclosure.)

SIR,

General Post Office, Sydney, 8th September, 1883.

I am directed to acknowledge the receipt of a copy of a despatch, dated the 10th July last, from the Right Honorable the Secretary of State for the Colonies, covering an extract from a letter from the General Post Office, London, inquiring the date at which admission to the Postal Union is desired by this colony, and suggesting as a suitable time the 1st January, 1884; also desiring information as to the rates proposed to be levied here on Union correspondence and the equivalents in local currency for the typical sums of 5, 10, and 25 centimes respectively.

The Postmaster-General thinks that it would be better (in order to obviate the possible delay of further reference in the event of the colonies proposing different dates) to leave the date of entry of this colony into the Postal Union to be fixed by the Postmaster-General, London, he providing for reasonable notice being given to this colony, and on the express understanding that such entry is to be subject to the resolutions agreed to at the Postal Conference held in Sydney in May last.

With regard to the rates of postage to be charged in this colony, it is proposed, after joining the Postal Union, to levy the rates provided for in the Paris Convention of the 1st June, 1878, these rates being for extra-colonial correspondence, as follow :—

Letters	...	...	...	...	...	...	5d. per half-ounce.
Post cards	...	...	...	...	...	...	1½d. each.
Or when sent to or through England	...	...	...	...	...	...	2d. each.
Newspapers	...	...	...	...	...	...	1d. each.
Packets (including patterns and printed papers)	...	...	...	...	...	...	1d. per two ounces.
Or when sent to or through the United Kingdom <i>via</i> Brindisi	...	...	...	...	...	...	1½d. per two ounces.

With regard to local and intercolonial rates, as the present rate for letters is lower than Union rate, and as newspapers are transmitted free, the Postmaster-General believes that, under the Paris Convention, no alteration is necessary; but in the case of packets, on which the present charge is one penny per two ounces for inland, and one penny per ounce for intercolonial transmission, it would seem that under the Union the intercolonial packet rates would have to be altered from one penny per ounce to one penny per two ounces, unless under the provisions of the Convention the local and intercolonial rates and regulations (as not concerning the Union generally) could be left to the Australian colonies themselves to arrange.

The following are the current rates on other local and intercolonial mail matter :—

Town letters	...	...	...	...	...	1d. per ½oz.
Inland	...	...	...	...	...	2d. per ½oz.
Intercolonial	...	...	...	...	...	2d. per ½oz.
Newspapers (under local laws)	...	...	...	...	...	Free.

It is proposed that the extra charge for registration should be a uniform rate of four pence.

The equivalents in local currency for the sums mentioned in the concluding portion of the despatch are as follow :—

5 centimes	...	...	...	...	...	½d.
10 centimes	...	...	...	...	...	1d.
25 centimes	...	...	...	...	...	2½d.

I have, &c.,
S. H. LAMBTON.

The Principal Under Secretary, Sydney.

Postmaster-General to Premier, Melbourne.

MEMORANDUM FOR THE HONORABLE THE PREMIER.

With reference to the accompanying despatch of the Right Honorable the Secretary of State for the Colonies, dated 10th July last, the Postmaster-General begs to state that all the colonies named therein have agreed to leave it to the Imperial Government to fix the date of their entry into the Postal Union.

The typical sums of five centimes, ten centimes, and twenty-five centimes will be represented by one halfpenny, one penny, and two pence halfpenny respectively, and the postal rates, so far as this colony is concerned, will be:—

Letters	...	...	...	...	5d. per $\frac{1}{2}$ oz.
Newspapers	...	...	...	...	1d. each.
Other articles about the same as from England to India.					
Registration fee	...	...	...	...	4d.

It is understood that similar rates will be charged in other colonies, but steps will shortly be taken to obtain more definite information on this point.

It is recommended that a communication to the above effect be transmitted to the Secretary of State, also that the attached telegram be sent as early as practicable, in order to prevent unnecessary delay in submitting to the several countries comprising the Postal Union the application of the colonies for admission thereto.

Post Office and Telegraph Department,
Melbourne, September 20th, 1883.

GRAHAM BERRY,
Postmaster-General.

(Enclosure.)

Telegram for Secretary of State for Colonies.

Re your despatch 10th July, colonies named therein authorize Imperial Government fix date for entry into Postal Union. Postage about same as from England to India; halfpenny representing five centimes throughout. Registration fee, four pence.

Telegram from Postmaster-General, Adelaide, to Acting-Deputy Postmaster-General, Melbourne.

Adelaide, 26th September, 1883.

Your interpretation of weight allowed or covered by minimum rates of postage on samples and patterns, and commercial papers, according to Paris Convention, appears to me to be wrong. The minimum rate is in each case "per packet," and if you refer to the two last paragraphs of Article 5, you will see that the weight of a packet of samples or patterns is limited to 250 grammes, or 10 ounces, and commercial papers to two kilogrammes, or, say, 4 pounds weight; and Article 19 of detailed instructions seems to allow parcels of both descriptions to be made up into packets of two kilogrammes. What I think is intended is that the minimum rate shall cover 10 ounces, not 4 ounces, in the case of patterns, and 2 kilogrammes, or, say, 4 pounds, in case of commercial documents. See Victorian Report, 1880. Kindly look into this and give me your opinion.

CHARLES TODD.

Telegram from Acting Deputy Postmaster-General, Melbourne, to Postmaster-General, Adelaide.

Melbourne, 27th September, 1883.

Re your telegram yesterday, my reading of Article 5 of Paris Convention is as follows:—For packets, legal and commercial papers, ordinary Union rate is halfpenny per two ounces, and additional sea rate is halfpenny per two ounces, making foreign rate one penny per two ounces. Charge on patterns and samples cannot be less than one penny for minimum of two ounces, and charge on commercial papers cannot be less than two pence halfpenny. On general principle, charge on commercial papers is same as on packets, namely, one penny per two ounces; but, as minimum charge is 2½d., the only weight corresponding with this is 4oz. This view is supported by Dr. Stephan, author of Postal Union system (see Sydney Conference Report, page 31). Mr. Berry thinks higher rates should not be charged on articles for England than for other foreign countries.

S. W. MCGOWAN.

Telegram from Postmaster-General, Adelaide, to Acting Deputy Postmaster-General, Melbourne.

Adelaide, 27th September, 1883.

I see London charges initial rates of two pence halfpenny on commercial papers, and one penny on patterns, for first two ounces, and halfpenny every additional two ounces (see British Postal Guide), and this appears to be what Convention intended but failed to express. India ignores the initial rate, and I see also charges 4 half-annas, or say six pence, on letters to United Kingdom *via* Brindisi, but only 3 annas, or four pence halfpenny, to other European states. This seems to show that we could charge six pence *via* Brindisi if we wished to avail ourselves of provision in Article 5 of extraordinary services.

C. TODD,
Postmaster-General.

Telegram from Acting Deputy Postmaster-General, Melbourne, to Postmaster-General, Adelaide.

Melbourne, 27th September, 1883.

Re your telegram to-day, memo. from London office printed at page 16 of Sydney Conference Report, states only *five pence* per half-ounce can be charged on Union letters. See also page 77 of Indian Postal Guide, where *five annas* is said to be equivalent of sixpence. It is evident to me we cannot charge more than five pence.

S. W. MCGOWAN.

Telegram from Postmaster-General, Adelaide, to Acting Deputy Postmaster-General, Melbourne.

Adelaide, 27th September, 1883.

Please tell Mr. Berry I quite concur about the postage rate to England being five pence, and have so recommended. I concur in your interpretation, except as to 4oz. in case of samples; 2oz. is evidently meant in both cases, but the Convention is very loosely worded.

CHARLES TODD.

Postmaster-General, Melbourne, to other Colonies.

SIR,

General Post Office, Melbourne, 28th September, 1883.

With reference to the despatch of the Right Hon. the Secretary of State for the Colonies, dated 10th July last, respecting the proposed entry into the Postal Union of the Colonies assenting to the resolutions passed at the Sydney Conference in May last, I have the honour, by direction of the Postmaster-General, to state that, while the general conditions of entry were fixed by the resolutions of the Conference, there appear to be some minor points on which it would be advisable for the colonies concerned to arrive at a unanimous decision.

According to the Paris Convention of 1878, and the subsequent modification referred to in the memorandum by the Postmaster-General, London, which is printed at pages 14-16 of the Sydney Conference Report, the letter postage will be 5d. per half-ounce wherever the letters may be addressed to and by whatever route they may be transmitted.

As regards other articles, however, there is room for variation in practice. Under the authority of Article 5 of the Convention, the undermentioned rates can be charged :—

Post-cards—1½d. each.
 Newspapers—2d. per 4oz.
 Book packets and patterns—1d. per 2oz.
 Legal and commercial papers—2½d. for 4oz., and every additional 2oz. 1d.
 Registration fee—5d.

To these rates the cost of transit by such special conveyance as the express train from Brindisi to Calais may, according to the treaty, be added, but any surtax on the articles named would principally apply to mail matter for the United Kingdom; and Mr. Berry is of opinion that it would not be desirable to levy higher rates on any class of correspondence for Great Britain than would be imposed on postal articles for, say, the Continent of Europe.

So far as this colony is concerned, it is proposed that the newspaper rate shall not exceed 1d. per paper, that the registration fee shall be 4d., and that the rates on post-cards, book packets, patterns, legal and commercial papers, shall be those above-mentioned.

In dealing with this question, the Postmaster-General is convinced that considerable advantages would result, and many inconveniences be prevented, from the establishment of *uniform* rates of postage on foreign correspondence, as the postal charges would thus be simplified to the utmost possible extent, and the public interest would be served to an equal degree.

I am also to draw your attention to the fact that the intercolonial rates will require some revision. There will, of course, be no necessity to alter the letter postage, but the packet rates fixed by the treaty are lower than those now in force, and it is requisite for the colonies to come to an understanding on this point.

Article 15 of the Convention maintains the right of the contracting parties to establish *more restricted unions*, and, if the colonies themselves deem it essential to levy on mail matter transmitted intercolonially different rates from those provided by the treaty, it would seem they are at liberty to do so, especially as other countries of the Union would not be affected thereby.

I am to suggest, for your consideration, that the intercolonial rate on newspapers—if any—should not exceed ½d. per paper, and that the packet rates and regulations should be those recommended to the Sydney Conference, and printed at pages 39-42 of the Report.

A complete statement of the proposed foreign and intercolonial rates will be found attached.

The Postmaster-General will be glad to be favoured with your views on this subject as early as practicable, and trusts there will be no difficulty in arriving at a common agreement in the matter.

I have, &c.,

S. W. MCGOWAN,
 Acting Deputy Postmaster-General.

To the Postmaster-General, Western Australia.
 The Honorable the Minister of Education, Adelaide, and
 The Honorable the Colonial Treasurer, Hobart.

Postmaster-General, Melbourne, to Postmaster-General, Sydney.

SIR,

General Post Office, Melbourne, 29th September, 1883.

The Postmaster-General has received through the Premier of this colony a copy of your letter of the 8th inst., addressed to the principal under-secretary, Sydney, referring to the despatch of the Right Honorable the Secretary of State for the Colonies, dated 10th July last, in which you specify the rates of postage it is proposed to levy on foreign and intercolonial correspondence in the event of the colonies entering the Postal Union, and I am directed to communicate with you on the subject of the postal charges, with a view to ascertain whether you would be willing to slightly modify some of the postal rates mentioned therein.

It is observed that you propose to charge higher rates on post-cards, book packets, and patterns for the United Kingdom *via* Brindisi than on mail matter for other countries; but Mr. Berry considers it would be most undesirable to follow such a course, and is of opinion that the fullest possible advantages of entrance into the Union would be secured and the public interest would be best served by the establishment of one uniform foreign rate, as well as one uniform intercolonial charge (if any) on every class of mail matter.

I am to suggest that the postage on post-cards for every country to which foreign rates apply (including the United Kingdom) should be uniformly 1½d. each, and on book packets, patterns, and samples 1d. per 2oz.

On the general principle, the Paris Convention fixes the postage on legal and commercial papers at 1d. per 2oz. also, but, according to article 5 of the treaty, the minimum charge on these articles *cannot be less* than 2½d., and it is proposed that the sum named should be for any weight up to 4oz., with an additional charge of 1d. per 2oz. for articles exceeding 4oz. in weight.

With respect to the intercolonial rates, the Postmaster-General concurs with you that the charge on packets should be 1d. per 2oz., and has made a suggestion to that effect to the other colonies concerned. He also thinks the packet regulations should be those recommended to the Sydney Conference, and printed at pages 39-42 of the report; and further, that the registration fee should be 4d. in all cases.

I am to enclose complete statement of the foreign and intercolonial rates proposed by this department, and to request that you will have the goodness to favour the Postmaster-General with your views on the subject as early as convenient.

The matters referred to are not perhaps of very vital moment, but Mr. Berry is convinced that every effort should be made to simplify the postal charges to the utmost possible extent.

I have, &c.,

S. W. McGOWAN.

Acting Deputy Postmaster-General.

The Hon. the Postmaster-General, Sydney.

UNIVERSAL POSTAL UNION.

Proposed Postal Rates.

I.—Foreign.

Letters—5d. per ½oz.

Post-cards—1½d. each.

Newspapers—1d. each.

Book packets and patterns—1d. per 2oz.

Legal and commercial papers—2½d. for any weight not exceeding 4oz.; every additional 2oz., 1d.

Registration fee—4d.

II.—Intercolonial.

Letters—2d. per ½oz. (as at present).

Post-cards—1d. each.

Packets of all kinds—1d. per 2oz.

Newspapers not to exceed ½d. each.

Registration fee—4d.

Chief Secretary, Adelaide, to Premier, Melbourne.

SIR,

Chief Secretary's Office, Adelaide, 15th October, 1883.

I beg to acknowledge the receipt of your letter dated the 10th ultimo, forwarding copy of certain correspondence respecting the entry of the Australasian Colonies into the Universal Postal Union, and I have the honour to transmit herewith, for the information of your Government, copy of a communication addressed by the Postmaster-General of this colony to Dr. Stephan, the Postmaster-General of Germany, upon the subject in question.

I have, &c.,

J. C. BRAY.

The Honorable the Premier, Melbourne.

(Enclosure.)

Postmaster-General, Adelaide, to Postmaster-General of Germany.

SIR,

General Post Office, Adelaide, 24th September, 1883.

I have the honour to acknowledge the receipt of your letter of the 29th of July, and am much pleased to have your assurance that the contemplated entry of South Australia and the other colonies represented at the recent Postal Conference at Sydney into the Postal Union is viewed by you with satisfaction.

I regret, however, to learn from the Postmaster-General of Victoria that the condition on which the colonies are prepared to join the Union, as agreed to at the Postal Conference referred to, viz., "that each colony be accorded a separate vote in the affairs of the Union" is not acceptable to you, and that it may be opposed.

My Government, having very carefully considered this question, have directed me to inform you that they consider it of paramount importance that this condition should be adhered to; and, as this feeling is shared by the other colonies, it would probably lead to the postponement, perhaps indefinitely, of our admission to the Union, which is so much desired, if your request is not complied with. As explained in the Hon. Mr. Graham Berry's letter to you of the 27th ult., a copy of which has been forwarded to this Government, the Australian colonies are in fact separate and individual States under the British Crown, each having its own distinct Government and Parliament, and having, too, different and in some cases opposite or antagonistic interests, especially in mail matters, where geographical position may be regarded as an important factor.

The commerce of several of the colonies is, I believe, larger than some of the countries within, and having a separate voice in the affairs of, the Union.

Few countries have so great an interest, or incur so large an expenditure, in the maintenance of Ocean mails; it seems only reasonable, therefore, that we should be placed on a footing of equality with other States of the Union in voting power.

I would further point out that each colony joining the Union does so individually, and not collectively or necessarily in conjunction with the others.

Knowing the deep interest you take in the extension of the Union, I venture to express a hope that on further consideration, and in view of the facts I have stated, you will admit the justness of our claims for adequate and individual representation.

I have, &c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

His Excellency Dr. Stephan, Postmaster-General of Germany.

Colonial Secretary, Perth, to Premier, Melbourne.

SIR,

Colonial Secretary's Office, Perth, 15th October, 1883.

In reply to your letter of the 10th ultimo, No. 578, forwarding a communication from the Postmaster-General of Victoria, enclosing a copy of certain correspondence with the Postmaster-General of Germany on certain points connected with the entry of Australasian colonies into the Universal Postal Union, I have the honour to inform you that His Excellency the Governor considers that the condition of separate representation of each colony should be an absolute proviso to an entry into the Union.

I have, &c.,

MALCOLM FRASER,

Colonial Secretary.

The Honorable the Premier, Victoria.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 23rd October, 1883.

I have the honour to acknowledge the receipt of your communication of the 29th ultimo (No. F. 83/1698), relative to the nature of the reply sent by the Government of this colony on the 8th idem to the despatch of the Secretary of State for the Colonies, dated on the 10th July last, on the subject of the entry of the Australasian colonies into the Postal Union, and to intimate that I see no objection to the rates proposed by you to be charged on postal matter after such entry.

In regard to the rate of 2d. each proposed by this colony to be charged on post-cards, I may explain that the proposal was submitted to the Imperial Postal authorities in consequence of a suggestion to that effect contained in a memorandum prepared in the London Post Office, *vide* page 19 of the proceedings of the Postal Conference held here in May last; but in regard to "commercial papers," it would seem that, as the Paris Convention fixes the postage on this class of mail matter at one penny per two ounces, the initial rate should be up to five, and not four ounces, as suggested by you.

I have, &c.,

W. J. TRICKETT,

Postmaster-General.

The Honorable the Postmaster-General, Melbourne.

Postmaster-General, Germany, to Premier, Melbourne.

SIR,

Berlin, 18th November, 1883.

I have the honour to acknowledge the receipt of your letter, dated the 18th September last, No. 574, including a communication of the Honorable the Postmaster-General of the Colony of Victoria, respecting the proposed entry of several Australasian colonies into the Universal Postal Union.

As regards the views of the Postal Administration of the German Empire respecting the conditions upon which the said colonies are prepared to join the Union, and particularly their claim to have a separate vote accorded to each of them, I beg leave to refer to the statement here enclosed.

I have, &c.,

STEPHAN.

To His Excellency the Premier of Victoria, Melbourne.

(Enclosure.)

MEMO.

Those Australian colonies which are prepared to join the Universal Postal Union have made their adhesion dependent upon the condition that—(1) the sea transit rates and surtaxes fixed by the Paris Convention should not be reduced, as far as the Australian colonies are concerned, until after the next quinquennial congress to that of 1884; and (2) that each colony shall be accorded a separate voice in the affairs of the Union.

As regards the condition mentioned, sub. 1, the Postal Administration of the German Empire, with respect to the interests involved with the intended entry of Australia into the Union, is quite willing to support measures for the purpose of stipulating already now that reductions in the postal rates and sea-transit charges fixed by the Paris Convention shall not be applicable to the postal intercourse with the Australasian colonies until the Universal Postal Congress which is to meet after that of Lisbon, consequently in 1889.

The Postal Administration of the German Empire, however, after mature consideration of the question, finds it impossible to accede to the second condition, by which the right of a separate vote is asked for each colony, because such a concession would most materially affect the foundations on which the present organization of the Universal Postal Union is based, and because this matter cannot be regarded as an object to be decided by the votes of the individual administrators.

The Post Office of the colony of Victoria, in its letter of the 27th August last, has mentioned among other reasons, in justification of the aforesaid claim, that each of the colonies which has joined the Telegraph Union has a separate vote, and that it would not seem equitable to deprive them of a similar privilege in a matter in which they are more immediately concerned.

In the opinion of the Postal Administration of the German Empire, however, this precedent cannot be regarded as an analogy for the proportion of votes in the Universal Postal Union, as the affairs of the International Telegraph Union are dealt with and discussed in administrative conferences only, the powers of which are limited to the settling of questions regarding the tariff and the regulations for the execution of the Convention. Besides, the International Telegraph Union can neither as to organization nor in other respects be compared to the Universal Postal Union.

For these reasons, the Postal Administration of the German Empire deems it in no way advisable to render the entry of the Australasian colonies into the Union dependent upon a preceding solution of the question regarding their right of vote, but would recommend to leave the decision of the subject to the Congress which is to take place at Lisbon in 1884.

Postmaster-General, Perth, to Deputy Postmaster-General, Melbourne.

SIR,

General Post Office, Perth, 15th November, 1883.

I have the honour to acknowledge the receipt of your letter of the 28th September last (83/1695), suggesting certain foreign and intercolonial postage rates, in view of the proposed entry of the Australian colonies into the Universal Postal Union.

In reply, I beg to state that this Government is prepared to adopt your suggestions, and agree to the proposed rates embodied in the statement attached to your letter above quoted.

I have, &c.,

A. HELMICH,

Postmaster-General and General Superintendent of Telegraphs.

The Deputy Postmaster-General, Melbourne.

Secretary of State for Colonies to Governor.

SIR,

Downing-street, London, 23rd November, 1883.

I am directed by the Secretary of State to transmit to you, with reference to your despatch No. 131 of the 24th of September, the document specified in the annexed schedule.

I have, &c.,

ROBERT G. W. HERBERT.

The Officer Administering the Government of Victoria.

Date.	Description of Document.
15th November, 1883 ...	Copy of letter from the General Post Office on the subject of the proposed entry of Victoria into the International Postal Union.

(Enclosure.)

General Post Office, London, to Colonial Office.

SIR,

General Post Office, London, 15th November, 1883.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 13th instant, enclosing copies of—

- (1.) A despatch from the Governor of Victoria, and
- (2.) A memorandum from his Government on the subject of the proposed entry of that colony into the Postal Union.

Mr. Fawcett observes that the Colonial Government leaves it to the Imperial Government to fix the date of the entry of Victoria into the Union, and on this point he desires me to state, for the information of the Earl of Derby, that, as the Swiss Government has not yet replied to the application made to it on behalf of the Australian colonies desirous of joining the Postal Union, it will not be practicable to

make arrangements for the entry of Victoria into the Union on the 1st of January next, as originally intended, although as early a date as possible shall be fixed after the receipt of the answer of the Swiss Government.

I am to add that the Postmaster-General sees no objection to the rates of postage proposed to be adopted by the Government of Victoria on the entry of the colony into the Postal Union.

I am, &c.,

S. A. BLACKWOOD.

Sir R. G. W. Herbert, K.C.B., Colonial Office.

Chief Secretary, Adelaide, to Premier, Melbourne.

SIR, Chief Secretary's Office, Adelaide, 26th January, 1884.

With reference to the subject of the entry of the Australasian colonies into the Universal Postal Union, I have the honour to state that, from recent communications received from Berlin, it appears that the stipulation made at the Postal Conference in Sydney, that each colony should have a separate vote, is not likely to be agreed to.

In order to facilitate the entry of the colonies into the Postal Union, it will, probably, be desirable to modify this stipulation, and this Government, therefore, suggest that a proposal be submitted to the effect that the Australian colonies and New Zealand should have four votes, viz :—

South Australia and Western Australia	...	...	...	...	1
Victoria and Tasmania	...	...	...	...	1
New South Wales and Queensland	...	...	...	...	1
New Zealand	...	...	...	...	1
					4

I shall esteem it a favour if you will kindly place me in possession of the views of your Government upon the subject at your earliest convenience.

I have, &c.,

J. C. BRAY.

The Honorable the Premier, Victoria.

Postmaster-General, Melbourne, to Chief Secretary, Adelaide.

SIR, General Post Office, Melbourne, 2nd February, 1884.

I have the honour to acknowledge receipt of your communication of the 26th ult. (addressed to the Honorable the Premier, and referred to this department), respecting the stipulation decided on at the Postal Conference in Sydney, that each colony entering the Postal Union should be accorded a separate vote, and suggesting that this stipulation be modified, and a proposal made that the Australian colonies and New Zealand should have four votes as under :—

South Australia and Western Australia	...	...	...	...	1
Victoria and Tasmania	...	...	...	...	1
New South Wales and Queensland	...	...	...	...	1
New Zealand	...	...	...	...	1

In reply, I beg to inform you that I have, personally, no objection to the above proposal, but I think it would not be wise for the colonies to suggest such a modification, as if they showed themselves willing to depart from the principle of separate representation they would, in all probability, be asked to still further reduce their claims.

It would, in my opinion, be better for any proposition on this point to emanate from the International Bureau at Berne, as in such case the colonies would be more likely to obtain a due share of representation than if they took the initiative in the matter.

I would also remind you that the colonies of Queensland and New Zealand have not, up to the present time, notified their intention of applying for admission into the Union.

I have, &c.,

GRAHAM BERRY,

Postmaster-General.

The Honorable the Chief Secretary, Adelaide.

Postmaster-General, Melbourne, to Postmaster-General, Germany.

SIR, General Post Office, Melbourne, 4th February, 1884.

I have the honour to acknowledge the receipt, through the Honorable the Premier of Victoria, of your letter of the 10th November last, respecting the proposed entry of certain countries of Australia into the Universal Postal Union, in which you enclosed a memorandum stating the views of the Postal Administration of the German Empire as to the conditions upon which the countries referred to are prepared to join the Union.

From the memorandum in question I observe, with much regret, that it is apparently the settled intention of your Administration to oppose the stipulation that each Government shall be accorded a separate voice in the affairs of the Union, on the ground that such a concession would very materially affect the foundations upon which the whole organization of the Postal Union is based; but it is not stated in what way the proposed condition would act injuriously, nor is any reason indicated why each country of Australia should not be treated, in regard to representation at future Postal Congresses, in the same manner

as many other States—notably some of the minor republics of Central and South America—which are allowed the privilege of a separate vote.

It has occurred to me, however, that as the communities of Australia are styled “colonies,” your Administration may have assumed that there is an analogy between them and the colonies of France, Holland, Portugal, &c., and that they should be similarly dealt with, that is to say, grouped together, and allotted one representative vote.

I do not, therefore, think the fact can be too strongly urged upon your attention that such analogy exists only in name.

While the colonies of the continental States of Europe are administered under the supervision of the central Governments (which are interested in their affairs financially as well as politically), and are in effect integral portions of the Governments of the Home countries, each of the “colonies” of Australia is in reality a separate State, for all practical purposes independent of the British Imperial Government and of each other, and all matters relating to foreign postal arrangements and mail conveyance are as much a matter of negotiation and treaty between Government and Government as if the several countries of Australia were recognised monarchies or republics.

Although the application for admission into the Union has been submitted through Great Britain, the Imperial Government could only have so acted upon being specially empowered by each of the countries concerned, and neither can the Home Government, without distinct authority, waive or alter any of the conditions stipulated for by such countries, nor does any power exist in Australia which could control the decisions of the local Governments.

It would, therefore, appear that, under the provisions of Article 18 of the Convention of Paris 1878, had the applications been separately sent in and acceded to, the right to vote would have been accorded in each case as a matter of course.

Moreover, the resources, revenue, and commerce of several of the countries of Australia exceed those of many States of the Union; and, in consequence of the rapid increase which is taking place in trade and population, there can be no doubt that, before many years elapse, they will assume a much more important position than they now occupy.

This fact would seem to present an additional reason why the several communities of Australia should be duly represented at the deliberations of future International Postal Conferences.

The differences of geographical situation will effectually prevent the whole of them being represented by one delegate; and, as it would be difficult to decide what higher limitation should be made, it is by no means easy to see what other plan could be substituted for the allotment of separate votes.

While, however, it is considered that the Australian Governments may fairly claim separate representation on the grounds mentioned, it is also, in my opinion, a matter of importance, in view of the large amounts annually expended by them for maintenance of Ocean mail services, that they should be in a position to adequately protect their interests in this respect.

As indicating the present extent of Australian correspondence, I give below a statement of mail matter conveyed to and from Victoria during twelve months by one of the lines referred to:—

Correspondence received in and despatched from Victoria viâ Ceylon during 1883.

			Letters.	Packets.	Newspapers.
Received	...	...	564,200	181,300	1,276,000
Despatched	...	...	429,000	47,500	614,800
Totals	...	...	993,200	228,800	1,890,800

I trust that the foregoing will have due weight when the application of the countries of Australia for admission to the Postal Union is under consideration, and that, upon further examination of all the surroundings of the question, your Administration will see its way to withdraw from the position it has hitherto deemed it advisable to assume.

I have, &c.,
GRAHAM BERRY,
Postmaster-General.

His Excellency Dr. Stephan, Postmaster-General, &c.,&c., &c., Berlin.

Postmaster-General, Berlin, to Premier, Melbourne.

SIR,
Berlin W., 20th March, 1884.
I have the honour to acknowledge the receipt of your letter dated the 8th February last (84/368), including a statement of the Honorable the Postmaster-General of the Colony of Victoria respecting the entry of certain colonies of Australia into the Universal Postal Union.

In reply, I beg to state that, after due consideration of the arguments alleged in the above statement in support of the conditions upon which the said colonies are prepared to join the Union, and particularly their claim to have a separate vote accorded to each of them, I regret not to be in a position to alter the views laid down on the subject in the memorandum forwarded to you with my letter of the 10th of November last, No. 34,959.

I have, &c.,
DR. STEPHAN.

His Excellency the Premier of the Colony of Victoria.

APPENDIX BA.

Eastern Extension Australasia and China Telegraph Company Limited,
Hobart, Tasmania, 16th June, 1883.

SIR,

Adverting to the proposals made by you at our interview on the 8th instant for a further reduction of cable charges, I have now the honour to inform you that my Directors have "sanctioned the proposed reduction of cable tariff upon the following conditions, viz., that the Government guarantee to the company the sum of five thousand six hundred pounds (£5,600) per annum for message receipts; the difference between the receipts for 1882 and the present traffic being at the rate of £6,380 per annum. That the Government also allow the charge of $2\frac{1}{2}$ per cent. per annum to be made on account of the reserve fund for renewal of cable.

This fund is a very essential one, as the cable has now been laid over 14 years, and there is every probability that a considerable portion of it will require renewing before long, as we cannot, so far as our experience goes, reasonably expect it to last much longer without some expensive repairs being necessary, and the proposed charge of $2\frac{1}{2}$ per cent. is a general one with all cable companies. I therefore trust your Government will agree to this necessary charge being made.

With regard to the reduced Press Rates proposed by you—viz., 2s. per 100 words—I conclude they are intended only to be allowed after 6 p.m., and that during the busy part of the day, viz., from 8.30 a.m. till 6 p.m., and on *Sundays*, half-rates are to be charged; if so, the company will agree to this Press Tariff.

I am afraid there will be some difficulty in obtaining the proposed shipping news; and that if it is not forthcoming during the early part of the day general dissatisfaction on the part of the public will follow.

I think if the proposed reduction of tariff comes into force, this shipping news might well be dispensed with, as the low charges for telegrams will enable all those interested in shipping to obtain the information they require *at their own expense*; whereas, if this news is supplied to the public *gratis*, I am sure it will materially interfere with the ordinary traffic—i.e., it will reduce the number of paid telegrams, and lessen the amount of revenue of each administration.

An early reply to this will greatly oblige, as I have been detained here a considerable time, and am anxious to return to my official duties.

I have, &c.,

Hon. J. S. Dodds, Treasurer, Hobart.

WM. WARREN, Manager.

SIR,

19th June, 1883.

I have the honour to acknowledge the receipt of your letter of the 16th instant, written in reply to proposals made to you by me at an interview held at the Treasury on the 8th instant, respecting a reduction in the charges upon business passing through the Tasmanian and Victorian cable.

The proposals then submitted to you were as follow :—

Private Messages to be charged for at the rate of one shilling for ten words, and one penny for every additional word. The address and signature not to exceed ten words.

Press Messages to be charged for at the rate of two shillings for the first one hundred words, including the address and signature, with a charge of one shilling for every additional fifty words.

Shipping intelligence to be passed at a fixed annual charge of fifty pounds per annum, limited to one hundred words per diem.

Upon the company assenting to make the above reductions, the Government would guarantee the company a fixed income from message receipts of five thousand pounds per annum.

In answer to this, your directors have instructed you to state that they will "sanction the proposed reduction of Cable Tariff upon the following conditions, viz., that the Government guarantee to the company the sum of five thousand six hundred pounds per annum for message receipts; the difference between the receipts for 1882 and the present traffic being at the rate of six thousand three hundred and eighty pounds per annum. That the Government also allow the charge of $2\frac{1}{2}$ per cent. per annum to be made on account of the reserve fund for the renewal of cable."

So far as the guarantee of the amount of the receipts is concerned, I am prepared, on behalf of the Government, to fix the sum at five thousand six hundred pounds, the figure named by the company; but with regard to the stipulation that a charge of $2\frac{1}{2}$ per cent. upon seventy thousand pounds, made for the first time in the account rendered for the year 1882, shall be allowed for the purpose of establishing a reserve fund, I must protest against this point being introduced in connexion with the proposal to reduce the cable charges. The two questions are entirely distinct; and the fixing of the tariff of the line should not be hampered by the introduction of a question which must be dealt with under the provisions of the contract, which binds equally the Government and the company. I beg, therefore, that you will press your directors to deal with the two questions separately, and not embarrass the proposal to reduce the charges, upon your company being guaranteed against loss, by the introduction of a matter of account resting upon the construction of a written contract.

If your directors are prepared to deal with the proposals in this way, I shall do myself the honour to reply to the other paragraphs of your letter of the 16th instant.

I have the honour to be,

Sir,

Your obedient servant,

W. R. GIBLIN, for the Treasurer.

The Manager, Tasmania and Victoria Submarine Cable.

Eastern Extension Australasia and China Telegraph Company Limited,
George Town, Tasmania, 22nd June, 1883.

SIR,

In reply to your letter of the 19th instant, I have the honour to inform you that my directors have instructed me to say that the proposed reduction of cable charges will be dealt with as soon as the question of the charge for the "Reserve Fund" is settled. They consider that it is not only a legal charge but a very necessary one for the proper maintenance and renewal of the cable; and the legality of the charge is admitted by the company's solicitors.

I must now leave the matter in your hands, and again refer you to the wording of clause 5 of the contract, as the directors decline to authorize the proposed reduction of the cable tariff until the question of reserve fund is settled.

Owing to your illness, I was prevented from seeing you again and urging upon you the necessity for the immediate erection of a third wire between Hobart and Launceston, as already there is occasionally great delay in the Hobart messages; and, in the event of the reduced charges coming into force, it would be a matter of impossibility for your Telegraph Department to dispose of the increased number of intercolonial telegrams without serious delay thereon, unless a direct wire is apportioned for the transmission of cable messages, the same as between Melbourne and Flinders.

I have, &c.,

The Hon. J. S. Dodds, Treasurer, Hobart.

WM. WARREN, Manager.

SIR,

Treasury, 7th July, 1883.

Your letter of the 22nd ultimo duly came to hand on the 26th; and I learn from its contents that your directors decline to deal with the proposal made to them to reduce the present cable rates until after the question of the charge made on account of the year 1882 for a reserve fund is settled.

I observe that you state "the legality of the charge is admitted by the company's solicitors."

I cannot refrain from expressing my regret that your directors should have instructed you to insist on the settlement of the question as to the creation of a reserve fund out of the yearly receipts of the line before they will deal with the proposal to reduce the present cable rates, as it appears to me that the two questions are quite distinct, and in no way related—the one being a matter of policy, and the other as to the provisions of a clause of a written contract which cannot be altered or affected by any tariff considerations.

The Government have no desire to act illiberally with the company, and will take the opinion of the Law Officers of the Crown as to the provisions of Article 5 of the contract; and, in doing so, will direct their special attention to the amount your company seek, for the first time, in the accounts for 1882, to set aside out of the earnings of the line for the purpose of establishing a reserve fund to renew the cable when necessary, which is a charge that even your company appears to have entertained a doubt about before they consulted their solicitors on the point.

If you have a copy of the opinion to which you refer I shall be glad to have it, in order that it may be attached to the papers to be sent on to the Law Officers of the Crown.

I have, &c.,

J. S. DODDS, Treasurer.

Manager Tasmania and Victoria Cable, Low Heads.

Eastern Extension Australasia and China Telegraph Company Limited,
George Town, Tasmania, 11th July, 1883.

SIR,

I have the honour to acknowledge the receipt of your letter of the 7th instant, which I will forward on to my managing director, and also wire the principal portions of it, and endeavour to obtain authority for the reduced tariff to come into force at an early date.

With regard to the charge made in the last year's return for a reserve fund for renewal of cable, although it is, as you state, the first time it has appeared in the statements rendered, it has always been one that the company considered they had a right to make; and the only reason why it has not appeared before was owing to the net revenue for the previous years not being sufficient to admit of such a charge being made.

If you will be good enough to refer to the letters and statements for the years 1879, 1880, and 1881, you will observe that mention is made of the revenue not being sufficient for an amount to be placed to the reserve fund for renewal of cable; and I would also particularly call your attention to the statement for 1879, which shows that the net revenue for that year only realised 4 per cent. on the capital, in consequence of the heavy expense the company was put to in having to lay new shore ends of cable on both sides of the Straits, consequently the directors had to obtain from other sources the remaining 2 per cent. to pay the shareholders the guaranteed 6 per cent. on the capital invested. This, I think, will show the necessity for a reserve fund being established for the proper maintenance and renewal of the cable.

I have not received a copy of the opinion of the company's solicitor, but if one should be sent to me I will forward it on to you.

I have, &c.,

WM. WARREN, Manager.

The Hon. J. S. Dodds, Treasurer, Hobart.

Reply to Memo. asking whether any answer had been received by Mr. Warren from his Managing Director.

Low Heads, 31st July, 1883.

Nothing further. The reduced tariff is authorized as soon as Government agrees to charge for reserve fund.

WM. WARREN, Manager.

TELEGRAM.

Low Heads, 13th August, 1883.

I have received instructions to comply with your request that reduction of rates should be dealt with independently of other question. Will it be convenient to you if I wait upon you on Thursday morning to complete the tariff negotiations?

W. WARREN.

Hon. J. S. Dodds.

TELEGRAM.

In accordance with our agreement, have arranged with Cable Company for reduction of present rates, from first September next, as follows :—

Private Messages.

Ten words, address and signature not to exceed a like number—						s.	d.	s.	d.
Cable ...	...	...	...	...	...	...	1 0		
Colonies, each ...	...	...	...	...	...	...	0 6		
Making a ten-word message						...		2 0	
Every additional word—						s.	d.	s.	d.
Cable ...	...	...	...	...	...	...	0 1		
Colonies, each ...	...	...	...	...	...	...	0 0½	0 2	

Press Messages.

One hundred words or part thereof—						s.	d.	s.	d.
Cable ...	...	...	...	...	...	...	2 0		
Each colony ...	...	...	...	...	...	...	0 9		
Making in all						...		3 6	
For each additional fifty or part thereof—						s.	d.	s.	d.
Cable ...	...	...	...	...	...	...	1 0		
Each colony ...	...	...	...	...	...	...	0 6		
Making for every extra fifty						...		2 0	

Will write with regard to shipping.

The press proposals are the only ones altered and requiring your approval, which please signify as soon as possible.

Letter will follow.

J. S. DODDS.
16.8.83.

The Hon. Graham Berry, Postmaster-General, Victoria.

TELEGRAM.

Melbourne, 18th August, 1883.

Mr. Berry has approved of Telegraph Rates mentioned in your telegram of 16th; to take effect from 1st proximo.

S. W. McGOWAN, Acting D.P.M.G.

Hon. J. S. Dodds, Treasurer, Hobart.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Treasury, Hobart, 20th August, 1883.

“The Electric Telegraph Act,” 20 Vict. No. 22, s. 7.

The Treasurer submits and recommends that, on and from the first day of September next, the following be the scale of charges for the transmission of Intercolonial Press Messages intended for publication :—

	s.	d.
100 words or part thereof ...	...	0 9
Every additional 50 words or part thereof ...	...	0 6

J. S. DODDS, Treasurer.

The Governor in Council approves.

E. C. NOWELL.
20.8.83.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Treasury, Hobart, 20th August, 1883.

*Vide Memo-
randum 21st
May, 1883,
herewith.*

The Government of Victoria having joined the Government of Tasmania in an arrangement to effect a reduction in the rates at present charged for the transmission of messages by submarine cable between Victoria and Tasmania, the Treasurer submits and recommends that he be authorized to conclude an agreement with the Eastern Extension Australasia and China Telegraph Company guaranteeing the said company, from the 1st day of September next, the sum of £5,600 per annum from "Message Receipts," on condition that the said company reduce the present charges on private and press messages from that date as follows :—

<i>Private Messages.</i>						<i>s.</i>	<i>d.</i>
Ten words, exclusive of address and signature	...	...	...	...	...	1	0
Every additional word	...	...	...	...	...	0	1

<i>Press Messages.</i>						<i>s.</i>	<i>d.</i>
One hundred words	...	...	...	...	...	2	0
Every additional fifty words or part thereof	...	...	...	...	...	1	0

Further, that the Government have the right to send and receive shipping intelligence, not exceeding in the whole one hundred words per diem, on payment of a fixed annual subsidy of Fifty pounds, from a date to be agreed upon.

Any sum the Government of Tasmania may be called on to pay to the said company to be provided on Supplementary Estimates.

J. S. DODDS, Treasurer.

—
The Governor in Council approves.

E. C. NOWELL.
20.8.83.

MEMORANDUM.

TASMANIA AND VICTORIA—CABLE SUBSIDY £4,200 A YEAR.

At interviews held on the 17th and 18th instant, between the Honorable the Postmaster-General (Mr. Berry) and the Honorable the Treasurer of Tasmania (Mr. Dodds), the latter requested that the Government of Victoria would consent to pay a portion of the subsidy—£4,200 per annum—hitherto paid by Tasmania alone, for telegraphic communication by submarine cable between the two colonies.

Mr. Dodds asked that Victoria should contribute one-third of the above subsidy ; but it was pointed out that if Tasmania paid her share of the subsidy to the Eastern Extension Telegraph Company for the duplicate cable, Port Darwin to Singapore (calculated at £1,832), the charge against Victoria would be £800 less than at present.

It was, however, shown that the telegraph revenue derived by Victoria on messages to and from Tasmania amounted in 1882 to nearly £1,200, or £950 if the £250 paid towards maintenance of the station at Flinders be deducted.

It was ultimately arranged, with a view to secure to the large and growing mercantile interests in both colonies the advantage of a further reduction in the cable rates (including those on press messages), that, upon a reduction taking place to the extent of at least sixpence upon each message, the Victorian Government should, if found necessary, be charged with the first loss consequent upon such reduction to the amount of £1,000 per annum, and the half of any further loss beyond that sum. The Government of Tasmania to make the necessary negotiations with the Cable Company.

Post Office, Melbourne, 21st May, 1883.

SIR,

21st August, 1883.

With reference to your telegram of the 13th instant, and our interview at the Treasury on the 16th, when you intimated to me that you had received instructions from your managing director to comply with my request for a reduction in the present cable rates apart from the question of the charge made on account of a reserve fund, I have the honour to state that yesterday His Excellency the Governor in Council was pleased to approve of an arrangement being made with your company to give effect to the proposed reduction of rates on and from the 1st day of September next. I have therefore to inform you, on behalf of the Government, that instructions have been issued to bring the reduced rates into operation from the date named, leaving the question as to the creation of a reserve fund to be dealt with separately.

With regard to the special provision respecting shipping intelligence, I hope to communicate with you again, fixing a date when the same shall come into operation.

I beg to attach a copy of to-day's *Gazette* containing the notices as to the reduced rates, to which I have to direct your attention.

I have, &c.,

J. S. DODDS, Treasurer.

The Manager Tasmania and Victoria Submarine Cable,
Low Heads.

2. With reference to the 18th paragraph of the letter from the manager of the Orient Company, I beg to state that, as the company's steamers occasionally reach Suez before the day appointed for the Imperial contract steamer to start therefrom, it has been arranged that, in such cases, the company shall, subject to the Imperial Government consenting, convey the mails on to Naples, while, in the event of the Orient steamer arriving at Suez after the Indian packet has left, the steamer will convey the mails on to Naples. It is thought that this arrangement will sometimes secure an early delivery of the mails in London, and prevent a week's delay at Suez in the event of a late arrival there.

I have, &c.,

ALEX. STUART.

The Honorable the Premier of Victoria.

(Enclosure.)

The Manager in Australia of the Orient Steam Navigation Company to the Postmaster-General, New South Wales.

SIR,

Sydney, 23 August, 1883.

Referring to your letter of 17th instant, and to our interview of to-day, about the Postal Contract between your Government and the Orient Steam Navigation Company (Limited), I have now the honour to recapitulate the terms of the contract as, I understand, they are finally agreed to by your Government.

- 1st. A mail service to be maintained by the Orient Steam Navigation Company (Limited) to and from Sydney and England *via* Melbourne, at least fortnightly, both ways, to alternate with that of the Peninsular and Oriental Steam Navigation Company.
- 2nd. The overland portion, to and from Melbourne, to be undertaken by the New South Wales Government.
- 3rd. The time-table out and home to be arranged between the New South Wales Government and the Orient Steam Navigation Company (Limited).
- 4th. The Orient Company to provide mail rooms, and the master to take charge of mails, and to be responsible for the safe custody of and delivery of all mails delivered to his charge, and to make the usual declarations required for the Postmaster-General, and to furnish, if required, to the Postmaster-General, abstracts of the log, and such certificates, showing prompt and due delivery of the mails to the proper authorities, as the Postmaster-General, or his nominee, may require.
- 5th. All commanding and other officers of the steamers shall punctually attend to the orders of the Postmaster-General in matters regarding the mails.
- 6th. No letters shall be received on board, or except under this agreement.
- 7th. Payment to the Orient Company to be on the mail matter conveyed to and from New South Wales at the following rates, namely :—
 For letters, 12s. (twelve shillings) per lb.
 „ packets, 1s. (one shilling) per lb.
 „ newspapers, 6d. (sixpence) per lb.
- 8th. Accounts to be kept, and payments made quarterly.
- 9th. The postage chargeable in this colony on correspondence forwarded by the Orient Company's steamers to be as follows :—
 Letters, 6d. (sixpence) per half-ounce.
 Packets, 1d. (one penny) per ounce.
 Newspapers, 1d. (one penny) each.
- 10th. The vessels performing this service shall have the same privileges and exemptions as the San Francisco mail steamers, in the matter of pilotage, tonnage, lighthouse, harbour dues, and stock dues ; but it is distinctly understood that this exemption is not to extend to wharf dues or wharfage.
- 11th. Any moneys payable by other colonies using the service to be paid through the New South Wales Government.
- 12th. The time to be allowed for the performance of the voyage between Melbourne and London, and *vice versa*, to be 39 (thirty-nine) days. Premiums for earlier arrival at either Melbourne or London, as the case may be, to be at the rate of £5 (five pounds) per hour, and penalties for later arrival, at either port of destination, £4 (four pounds) per hour : Provided always that the Orient Company shall not be mulcted in penalties unless incurred when the mails are in the company's custody, and in that case the Postmaster-General of New South Wales shall have the power to remit all or any part of said penalty of £4 per hour, if he shall be satisfied that the delay in conveying the mail was attributable to causes over which the Orient Company had no control ; but the penalties must in all cases be imposed, and the proof of any such exemption, as claimed, must rest with the company.
- 13th. The steamers shall start from and terminate their voyage at a port of New South Wales, either Sydney or Newcastle.
- 14th. Should the Orient Company fail to despatch a steamer to convey the mails in accordance with this contract, they shall pay the Postmaster-General the sum of two hundred and fifty pounds, and the further sum of fifty pounds for every successive twenty-four hours which shall elapse between the time at which the mail shall be appointed to leave the port and the time at which the vessel conveying the same shall leave the port : Provided always that the Postmaster-General shall have power to remit or reduce any of the sums thus payable, if he shall be satisfied that such default was attributable to causes over which the company had no control ; and provided also, that in no case shall the fines and (or) penalties exceed the estimated earnings of the steamer under this agreement for that particular voyage ; or, in

event of non-payment of fines and penalties within a reasonable time, or the contract not being *bonâ fide* performed, it shall be lawful for the Postmaster-General to put an end to the contract, in manner provided by clause 25 of the contract with the Pacific Mail Company, dated 29th November, 1878.

- 15th. Any disputes, questions, differences, or controversies under this agreement *re* the said service shall be referred to arbitration, in the same manner as provided for in the aforesaid Pacific Mail Company's contract by clauses 32 and 43.
- 16th. The service shall commence with the company's steamer to leave Melbourne on 21st September next; and outwards, with the steamer leaving Plymouth on the 30th November—(that is, the mails leaving London on the 7th December)—the contract remaining in force till the 30th November, 1886.
- 17th. The contract to be subject to reconsideration and alteration in the event of this colony joining the Postal Union.
- 18th. The English Government having agreed to convey the mails to and from Suez on same terms as Victorian mails from Colombo, the Orient Company will receive and deliver the mails at Suez, unless otherwise authorized by the English mail agent at or for Suez.
- 19th. It is understood that mail matter, not superscribed for any special route, will be forwarded by the official conveyance which, in the opinion of the Postmaster-General, will afford quickest delivery at destination.

A contract on the above terms to be prepared and signed, if required, by either the New South Wales Government or the Orient Company.

The above to be subject to the approval of the New South Wales Parliament.

I have, &c.,
G. SKELTON YUILL,
Manager in Australia,
The Orient Steam Navigation Company (Limited).

The Postmaster-General, New South Wales, to the Manager in Australia of the Orient Steam Navigation Company.

SIR,

General Post Office, Sydney, 30 August, 1883.

I am directed by the Postmaster-General to acknowledge the receipt of your communication of the 23rd instant, intimating the terms of the postal contract which the Orient Steam Navigation Company are prepared to enter into with the Government of this colony, and to state that the Government agrees to these terms.

I have, &c.,

S. H. LAMBTON,
Secretary.

Letter from Minister of Education, Adelaide, to Chief Secretary, Melbourne, referred to Post Office Department.

No. 1826/83.

Office of the Minister of Education,
Adelaide, S.A., Sept. 10th, 1883.

SIR,

We have received a telegram from the Postmaster-General for New South Wales informing us that he has concluded a contract for three years, commencing this month, with the Orient Company, for a fortnightly mail service to alternate with the Peninsular and Oriental steamers *viâ* Colombo.

From the telegram, it appears that the Orient Company are to be paid at the rate of 12s. per lb. on letters, 1s. per lb. on packets, and 6d. per lb. on newspapers, the mails of the other colonies to be subject to the same rates; but no provision is made for calling at Adelaide or any South Australian port, with respect to which it is left to the company to make their own arrangements.

It is not quite clear whether payment is to be made by the colonies for the carriage of both outward and homeward mails. I desire, however, to call your attention to the circumstance that the rates quoted, which appear to have been arbitrarily fixed without reference to the other colonies interested, are considerably in excess of those agreed to at the recent Postal Conference at Sydney.

It was then understood that the rates to be paid to the Orient Company should be 10s. per lb. on letters, and 6d. per lb. on packets and newspapers; and although those amounts are, in the resolution agreed to, said to be the minimum, it will no doubt be within your recollection that they were what your Government thought would be fair and reasonable, and what, in fact, you contemplated paying the company if they maintained a regular service, irrespective of any arrangements which New South Wales might propose to make.

Personally, after some consideration, I supported the resolution (No. 6) on the understanding that, in the event of the New South Wales Government entering into any contract, the transit rates would be those given in the resolution, and that provision would be made for the steamers calling at the Semaphore. I did so the more readily, as I know that, with a view to the colonies entering the Postal Union, federal or concerted action in regard to mail services, although not expressly formulated in any special resolution, was generally and unanimously recognised as desirable by all the delegates, and by no one more than yourself.

You will no doubt concur with me that it is to be greatly regretted that any separate action should be taken by one colony which unnecessarily increases the cost of the Australian mail services, and might possibly lead to the decisions arrived at by the Conference being abandoned.

As a similar communication will have been addressed to you, we are anxious, before replying to New South Wales, to know the views of your Government, and what action you propose to take in the matter.

I have the honour to be, Sir,

Your obedient servant,

J. LANGDON PARSONS,
Minister of Education.

The Hon. Graham Berry, M.L.A., Chief Secretary, Victoria.

Postmaster-General, Melbourne, to Postmaster-General, Sydney.

SIR,

Post Office and Telegraph Department,
General Post Office, Melbourne, September 17th, 1883.

Letters, 12s. per
lb.
Packets, 1s. do.
Papers, 6d. do.

I have the honour to acknowledge receipt of your telegram of the 1st inst., notifying that a contract has been concluded between New South Wales and the Orient Steamship Company, for a fortnightly mail alternating with the service *viâ* Ceylon, and that mails of other colonies will be carried on the terms mentioned in the margin, except in the case of South Australia, which is to be left to make its own arrangements with the company.

I shall await with interest the despatch referred to by you as in course of preparation, furnishing full particulars of the above contract, and I feel sure this Government will be glad to fall in with any equitable arrangement that may ensure a regular weekly mail service *viâ* Suez.

I would, however, suggest that the present is a favorable opportunity for your Government to reconsider the question of the postal rates charged on correspondence *viâ* Suez by steamers of the Peninsular and Oriental Company; and I venture to hope that, in the event of Victoria agreeing to the proposition of New South Wales with respect to the Orient line, your Government will see the justice of assimilating the postal rates on correspondence transmitted *viâ* Ceylon to those on letters, &c., despatched by Orient vessels, on the conditions set forth in my memorandum of the 5th June last, which was forwarded to your Government by the Honorable the Premier on the 11th idem.

I think it only proper that some stipulation on the subject should be made, as, if the high rates of postage now charged in New South Wales on correspondence *viâ* Ceylon were maintained, the older service, which was established in the interests of the colonies generally, and was at the time the only direct service that could be relied on, would, it is obvious, be placed at an undue disadvantage; an actual injustice would be done to this colony; and, in reality, the *full* benefits of a weekly service would not be secured.

With regard to South Australia, I shall feel obliged by your advising me of the precise position in which that colony stands in relation to the new contract, and whether South Australia has been excluded from participation therein by request, or will be at liberty to come into the arrangement on the same terms as other colonies.

I have the honour to be, Sir,

Your obedient servant,

GRAHAM BERRY.

Postmaster-General.

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

Postmaster-General, Melbourne, to Minister of Education, Adelaide.

SIR,

Post Office and Telegraph Department,
General Post Office, Melbourne, 17th September, 1883.

I have the honour to acknowledge receipt of your communication of the 10th inst., respecting the contract entered into by New South Wales with the Orient Company for carriage of mails, and I beg to inform you that I quite concur in the statement that the rates agreed upon by New South Wales are in excess of those named at the Sydney Conference, which, as you point out, were voluntarily offered by Victoria on condition of a regular service being maintained.

I attach, however, more importance to the apparent exclusion of South Australia from the benefits, if any, of the new contract, and have asked to be advised whether this was at the request, or with the concurrence, of your colony.

I acknowledge the readiness with which you concurred in all the proposed postal arrangements at Sydney, no doubt with a desire on your part to assist, as far as practicable, federal action, and should deeply regret if the action of New South Wales in entering upon the contract referred to should tend to weaken the position of any of the colonies assenting to the proposal to join the Postal Union.

I have this day written to New South Wales, requesting further information, on receipt of which I will again communicate with you.

I have the honour to be, Sir,

Your obedient servant,

GRAHAM BERRY,

Postmaster-General.

The Honorable J. L. Parsons, M.P., Minister of Education, &c., &c., &c., Adelaide.

Telegram from Secretary, General Post Office, Sydney, to Deputy Postmaster-General, Melbourne.

Sydney, 10th October, 1883.

With a view to further considering arrangement proposed in Mr. Berry's memorandum of 5th June, *re* correspondence *viâ* Brindisi, Postmaster-General would like to know if it is understood that division of postage remains as at present, and that the whole arrangement would be as follows:—We levy 6d. on letters, 1d. on newspapers, and 1d. per oz. on packets, and retain those collections, paying you 1s. 4d. per oz. on letters, 1s. per lb. for packets, and 6d. per lb. for newspapers, on correspondence both ways, you arranging with Imperial Government for this colony not being debited with cost of European transit, this colony to be credited by England, as at present, with 11-19d. per oz. for letters, 7-45d. per lb. for packets, and 2d. per lb. for newspapers.

Memorandum referred to in Telegram from Sydney of 10th October, 1883.

Post Office and Telegraph Department,
Melbourne, 5th June, 1883.

MEMORANDUM.

At the commencement of last year, the Government of South Australia agreed to reduce the postage charged in that colony on correspondence sent *viâ* Brindisi to the rates mentioned in the margin, and to use the Ceylon service without restriction upon the following conditions, viz.:—

1. That the transit rates paid to Victoria for carriage of mails to and from Ceylon should be lowered from—

Letters	...	1s. 7d. per oz.	} to {	Letters	...	1s. 4d. per oz.
Packets	...	1s. 6d. per lb.		Packets	...	1s. per lb.
Newspapers...		6d. per lb.		Newspapers...		6d. per lb.

Letters, 6d. per
 $\frac{1}{2}$ oz.
Packets, 1d. per
oz.
Newspapers, 1d.
each.

2. That Victoria should arrange with the Imperial Government that the cost of transit of the homeward mails through Europe, to meet which extra postage was collected, should no longer be debited to South Australia.

A similar arrangement has just been entered into with the Government of Tasmania, and the above rates of postage are now uniformly levied in Victoria, South Australia, Tasmania, and Western Australia, on letters, &c., sent *viâ* Ceylon and Brindisi, and in Queensland on correspondence despatched *viâ* Torres Straits and Brindisi.

The Postmaster-General begs to suggest that the Government of New South Wales be requested to state whether, pending the entry of the colony into the Universal Postal Union, in accordance with the resolutions of the Conference recently held in Sydney, they will also be prepared to reduce the postage *viâ* Brindisi to the rates before mentioned on similar terms to those agreed upon in the case of South Australia and Tasmania, and thus ensure the adoption of uniform rates of postage for letters, &c., interchanged between the United Kingdom and the greater part of Australia by whatever route they may be transmitted.

If the reduced postal rates be brought into force, a larger extent of correspondence will doubtless be forwarded from New South Wales *viâ* Ceylon; but it may be pointed out that the proposed reduction in the transit rates amounts to about 1d. per letter, and the cost of transit through Europe, of which New South Wales would be relieved, is about 1½d. per letter (in all 10s. per lb.), and it is estimated that the gross sum to be paid to Victoria would not be greater than at present, an estimate supported by the experience of South Australia; and the net loss, so far as the Ceylon service is concerned, would certainly not be increased.

Some time must expire before the colonies can obtain formal admission into the Union, and it is thought, in the meantime, that the Government of New South Wales may assent to the arrangement suggested, in order to secure to the public the advantage of an immediate reduction of the postage.

GRAHAM BERRY,
Postmaster-General.

Telegram from Deputy Postmaster-General, Melbourne, to Secretary, General Post Office, Sydney.

Melbourne, October 10th, 1883.

Re your telegram to-day, the proposals in Mr. Berry's memorandum of 5th June are correctly stated by you.

Extract from Telegram from Agent-General for Victoria, London.

October 10th, 1883.

P. and O. Co. have received notice of the Sydney-Orient contract from General Post Office. Have been instructed to provide for arrival of mail.

Believe it will involve considerable loss our contract.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 12th October, 1883.

Referring to your letter dated the 17th September last, I have the honour to inform you that I am willing to recommend that the Government of this colony reduce the postal rates by the Peninsular and Oriental Company's steamers, *viâ* Ceylon, to the following, viz.:—

6d. per $\frac{1}{2}$ oz. for letters,
1d. each for newspapers, and
1d. per oz. for packets,

provided your Government will agree to reduce your charges for conveying mail matter by the Peninsular and Oriental contract packets to the same amount as this colony has offered to charge you for conveyance of your mails by the Orient line of packets, viz.:—

12s. per lb. for letters,
1s per lb. for packets, and
6d. per lb. for newspapers,

it being understood that the same arrangement will apply in regard to the division of postage with Great Britain as that existing in connexion with the Orient line.

Adverting to the last paragraph of your letter under notice, relative to the position of South Australia in regard to the Orient contract, I may state that no conditions have been made by this Government about the steamers calling in at any port in South Australia, but it is left for the Orient Company to make its own arrangements with that colony in regard to calling there.

I have, &c.,

W. J. TRICKETT.

The Honorable the Postmaster-General, Melbourne.

Agent-General, London, to Postmaster-General, Melbourne.

SIR,

8 Victoria Chambers,
Westminster, S.W., 19th October, 1883.

I have the honour to inform you that, on the 8th instant, Mr. Sutherland, Chairman of the Peninsular and Oriental Steam Navigation Company, called upon me with reference to the contract entered into between the Government of New South Wales and the Orient Steam Navigation Company for a fortnightly mail service between Suez and Australia, and showed me a letter on the subject from the General Post Office, of which a copy is subjoined.

Although you had probably been informed of this contract, I considered it advisable to communicate to you by telegraph the substance of Mr. Patey's letter, and the expression of Mr. Sutherland's opinion that the new service would involve a certain loss to the colony.

I accordingly added to my telegram of the 9th instant the following words :—

“P. and O. Company have received official notice of the Sydney-Orient contract from General Post Office. Have been instructed to provide for arrival of mail 21st, Suez. P. and O. Company believe it will involve considerable loss our contract.”

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Postmaster-General, Melbourne.

(Enclosure.)

Secretary, General Post Office, London, to Manager, Peninsular and Oriental Company, London.

SIR,

General Post Office, London, 6th October, 1883.

I am directed by the Postmaster-General to acquaint you, for the information of the directors of the Peninsular and Oriental Steam Navigation Company, that the Government of New South Wales has made a contract with the Orient Steam Navigation Company for the conveyance of mails fortnightly between Suez and Australia, and that the service will be so arranged as to connect with the Indian mail service *via* Brindisi.

The steamers of the Orient line will run alternately with those of the Peninsular and Oriental Steam Navigation Company, and there will thus be in future a regular weekly mail service by British packets between England and Australia.

The new service commences with the departure of an Orient line steamer from Melbourne, which is expected to arrive at Suez about the 21st of this month. It is intended that the mails should be transferred at Suez to the Peninsular and Oriental packet from Bombay, so as to arrive with the rest of the mails at Brindisi (or Venice) on the 28th October.

On the outward voyage, the first mail will leave London on the 7th December, Brindisi on the 10th, and Suez on the 13th December.

Mr. Fawcett requests that you will be so good as to move the directors to issue such instructions to their agents and commanders as may be necessary to ensure the due transfer of the mails in question in both directions.

I am, &c.,

C. H. B. PATEY.

A. M. Bethune, Esq.

Postmaster-General, Melbourne, to Postmaster-General, Sydney.

SIR,

General Post Office, Melbourne, 29th October, 1883.

Letters, 12s. per
lb.
Packets, 1s. do.
Papers, 6d. do.

I have the honour to acknowledge the receipt of your communication of the 12th instant, in which you suggest that Victoria should reduce to the amounts mentioned in the margin the transit rates to be paid by New South Wales for conveyance of mails to and from Ceylon by steamers of the Peninsular and Oriental Company, on condition of your Government lowering the postage by that route to the charges levied on correspondence transmitted by Orient vessels, and of New South Wales agreeing to the same division of postage with Great Britain as that existing in connexion with the Orient line, and in force between Victoria and the United Kingdom *via* Colombo.

I am glad to observe that you recognise the justice of assimilating the postal charges by both routes, but, at the same time, I regret I am unable to recommend the acceptance of the reduced transit rates you propose.

Of course, if the two services stood on precisely the same footing, there would be no reason why the same transit rates should not be paid in both cases ; but, as was pointed out in previous correspondence, the circumstances surrounding the contract with the Peninsular and Oriental Company are altogether different from those under which the contract with the Orient Company was entered into.

In the former case, Victoria is responsible for a heavy annual subsidy, without regard to the extent of mail matter carried, or the amounts received from other colonies for mail conveyance.

On the other hand, New South Wales, under the new contract, will simply pay over to the Orient Company the sums received from other Governments on account of carriage of mails, and, whether the amount be little or much, the revenue of your colony will not be affected in the least degree.

On this ground alone it would appear to be only an act of strict justice for your colony to assimilate the postage by both routes, and to pay higher rates for transport of mails by the subsidized service than would be accounted for on mails carried by the unsubsidized line.

Moreover, not only are the circumstances of the two contracts entirely different in character in the respect mentioned, but, in reality, the contract between your Government and the Orient Company could not be carried out at all without the concurrence and assistance of this colony, which, besides distributing a large extent of mail matter sent from New South Wales to South Australia, Tasmania, Western Australia, and New Zealand, provides also for the free transport over its railway lines of European mails for and from New South Wales, and for the landing and shipping of such mails in Hobson's Bay at a nominal cost to your department.

It may be said that your office acts in a like manner, as an exchanging office, for mails despatched from Victoria to Queensland, to some ports in New Zealand, and to San Francisco; but it will doubtless be within your knowledge that the service rendered in the one case is very much greater than in the other.

Under all the circumstances, it is hoped that your Government will consent to a modification of the terms suggested in your letter; and I beg to submit for consideration the following proposals, which I trust will be accepted as being based on reasonable and equitable grounds :—

- (1.) The postage levied in New South Wales on correspondence despatched *via* Ceylon to be the same as on letters, &c., transmitted by the Orient line.
- (2.) Division of postage between the United Kingdom and New South Wales to be the same by both routes.
- (3.) New South Wales to pay Victoria the undermentioned transit rates on mails received and despatched *via* Ceylon :—

Letters	...	...	...	...	...	18s. per lb.
Packets	...	...	...	...	...	1s. per lb.
Papers	...	...	...	...	...	6d. per lb.

In the event of your agreeing to these modified proposals, I shall be glad to recommend payment to your Government of the transit rates specified in your telegram of the 1st ult. on mails transmitted by the Orient line.

I have, &c.,

GRAHAM BERRY,
Postmaster-General.

The Honorable the Postmaster-General, Sydney.

Secretary, General Post Office, London, to Postmaster-General, Melbourne.

SIR,

General Post Office, London, 31st October, 1883.

Referring to my circular letter of the 25th September last, on the subject of the new fortnightly mail service about to be established between Suez and Australia, under a contract between the Government of New South Wales and the Orient Steam Navigation Company, and in connexion with the Eastern mail service *via* Brindisi, I beg leave to inform you that, in commencing the weekly despatch of mails from this country to Victoria, which will take place on the opening of the new service next month, it is intended to despatch week by week, irrespectively of the line by which the mails will be carried from Suez, all correspondence for Victoria not specially addressed as to route.

I presume that this plan will be agreeable to you, and I shall be glad to learn whether the same plan will be followed in your office in regard to correspondence sent in the opposite direction.

I am, &c.,

The Postmaster-General, Melbourne.

EDW. H. REA.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 15th November, 1883.

I am in receipt of your letter of the 29th ult., relative to the transit rates proposed to be paid by the Government of New South Wales to the Government of Victoria for the conveyance of mails from Ceylon by the steamers of the Peninsular and Oriental Company, and I must express surprise at the terms of your communication.

As to that portion of it referring to the circumstances and terms of the mail contract existing between your Government and the Peninsular and Oriental Company, I really cannot see what the colony has to do with them, especially when it is considered that your Government entered into that contract entirely on its own responsibility, and without in any way consulting the interests or asking the co-operation of this Government.

You will also bear in mind that this Government contribute to your Government a large sum annually in the way of postage on mail matter by the Peninsular and Oriental Company's steamers, the sum payable for 1883 being about £18,000. With regard to the amount to be paid by the Government of your colony to this Government for mails conveyed by the steamers of the Orient Company, I must draw your attention to one of the resolutions of the recent Postal Conference, and which is in the following words :—

“6. In the event of New South Wales concluding a contract with the Orient Company, it shall be at the risk of that colony only; but any other colony transmitting postal matter thereby shall pay the said company a rate not less than 10s. a pound on letters and 6d. per pound on newspapers and packets transmitted homeward thereby.”

It seems to me that the desire of your Government to still insist on putting mails on the Orient steamers at the statutory charge of 1d. per letter is directly opposed to the spirit of that resolution. I regret that you should have thought fit to state that "the contract between your Government and the Orient Company could not be carried out at all without the concurrence and assistance of this colony," as, in view of the present and proposed relationship of the colonies, the statement seems unfortunate; and it should be borne in mind that, not only in our mail matters, but in many others, the colonies are so dependent upon each other that any action based on your suggestion would be most disastrous to both colonies. The position that I take up is that, in view of the before-mentioned resolution agreed to by your delegates, you ought now to pay to this Government, on behalf of the Orient Company, the same rates per pound for mail matter as we pay to that company; and, if you will do so, I am willing to recommend that the rates of postage by the Peninsular and Oriental Company's steamers should be reduced to the same rates as per the Orient Company's steamers. You must admit that the reduction of your postage rates by the Peninsular and Oriental Company's steamers would have had the effect of largely augmenting the amount of mails carried by that route from this colony.

Trusting that you will see your way to agree to the terms proposed in my letter of the 17th October,

I have, &c.,

W. J. TRICKETT,
Postmaster-General.

The Honorable the Postmaster-General, Melbourne.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 20th December, 1883.

Referring to previous correspondence on the subject of the Orient and Peninsular and Oriental mail services, and to our several interviews thereon during your recent visit to this city, I have now the honour to state that I am prepared to recommend the following arrangement.

Victoria to pay for correspondence received and despatched from Melbourne from and after the 22nd September last, and from London from and after the 8th instant, by the Orient steamers under contract with the Government of New South Wales the following rates :—

Letters	...	...	...	...	12s. per lb.
Packets	...	...	...	...	1s. per lb.
Newspapers	...	...	...	...	6d. per lb.

New South Wales to pay for correspondence received and despatched by the Peninsular and Oriental steamers under contract with the Government of Victoria the following rates :—

Letters	...	...	...	...	15s. per lb.
Packets	...	...	...	...	1s. per lb.
Newspapers	...	...	...	...	6d. per lb.

The arrangement for division of postage with Great Britain to be the same as at present existing between New South Wales and Great Britain in the case of the Orient line, and between Victoria and Great Britain in the case of the Peninsular and Oriental line.

All correspondence to be despatched by the first mail leaving after such correspondence is posted, unless otherwise specially marked.

The rates of postage to and from the United Kingdom and the colonies of New South Wales and Victoria by each route to be as follow :—

Letters	...	...	...	...	6d. per half-oz.
Packets	...	...	...	...	1d. per oz.
Newspapers	...	...	...	...	1d. each.

Will you have the goodness to say whether you acquiesce in this arrangement, which, I suggest, as regards the reduction of our postage by the Peninsular and Oriental line, and the reduction of your charges against us by that line, might come into operation on and after the 1st January, 1884.

I have, &c.,

W. J. TRICKETT.

The Honorable the Postmaster-General, Melbourne.

Telegram from Agent-General, London.

London, 29th December, 1883.

Postal.—Sydney, Queensland, New Zealand, instruct Postmaster here forward for Orient line all letters not specially marked Peninsular and Oriental. Apprehend serious injury Victorian service.

Telegram sent to Agent-General, 11th January, 1884.

All mail matter to be forwarded by P. and O. subsidized service unless specially marked otherwise.

Agent-General for Victoria, London, to Premier, Melbourne.

SIR,

8 Victorian Chambers,
Westminster, S.W., 11th January, 1884.

I have the honour to acknowledge receipt of your telegraphic despatch of this day's date as under :—
 "All mail matter to be forwarded by P. and O. subsidized service unless specially marked otherwise."

I will, without delay, communicate with the Postmaster-General on the subject.

I have, &c.,

The Honorable the Premier, Melbourne.

ROBT. MURRAY SMITH.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 16th January, 1884.

With reference to my conversation with you last week as to the despatch of mails from London by the Orient steamers, I have satisfied myself that I was correct in stating that no such instructions as you indicated* had been sent from this department to the Agent-General or to the London postal authorities; but, on the 4th September last, a letter containing the following direction was sent to Sir Saul Samuel :—

"So far as regards this colony, the London Post Office should be asked to forward, on the days appointed for the despatch of mails by an Orient steamer, all correspondence then in the office and not specially endorsed otherwise. The post offices of the other colonies will, no doubt, notify their wishes in regard to despatch of correspondence to those colonies by the Orient Company's steamers."

In a letter from the Agent-General, enclosing one from the London Post Office, and which reached this office on the 12th inst., the following paragraph appears in the letter from the Post Office :—

"Instructions have also been given for all correspondence addressed to New South Wales, Victoria, South Australia, Queensland, and Tasmania remaining in this department at the time of each despatch for the Orient packet to be sent in the mails for conveyance by that packet, unless otherwise specially addressed."

I inform you of this at once, as the action indicated is taken without the authority of this Government, and in order that you may take any action you may deem expedient.

I have, &c.,

The Honorable the Postmaster-General, Melbourne.

W. J. TRICKETT.

Postmaster-General, Melbourne, to Postmaster-General, Sydney.

SIR,

General Post Office, Melbourne, 17th January, 1884.

With reference to your communication of the 20th ult., respecting the Peninsular and Oriental and Orient mail services, and to our recent interview upon the subject, I have the honour to inform you that the propositions submitted by you have received careful consideration on the part of the Government of this colony, who have been actuated by a desire to meet the views of New South Wales as far as practicable, having due regard to present contract obligations.

These propositions may be briefly stated as follows :—

- (1.) In consideration of New South Wales charging the same postage† by both routes, Victoria to reduce the transit rates on mails for and from N. S. W. *via* Ceylon to :—

Letters	...	...	...	...	...	15s. per lb.
Packets	...	...	...	...	...	1s. "
Newspapers	...	...	...	...	...	6d. "

- (2.) On mails by Orient steamers Victoria to pay New South Wales :—

Letters	...	...	...	...	...	12s. per lb.
Packets	...	...	...	...	...	1s. "
Newspapers	...	...	...	...	...	6d. "

- (3.) All correspondence to be forwarded by the first mail after date of posting.

- (4.) Division of postage with the United Kingdom to be same by both lines.

The most important of the proposed stipulations, so far as Victoria is concerned, is that which provides that both services should be used indiscriminately, as, if this rule were observed, a large extent of correspondence would be diverted from the Ceylon service; but, although it is certain that a considerable loss of revenue would be involved, I feel assured this Government would be prepared to make any reasonable concessions in order to ensure the establishment of a fortnightly service to and from Europe, alternating with the service *via* Ceylon, and thus providing the advantages of a regular weekly mail.

It appears, however, from a comparison of the time-tables of steamers of the Orient and Peninsular and Oriental Companies, that the former will not alternate at regular periods with the latter, Orient steamers being timed to leave Melbourne in some instances eight days and in others ten days after the steamers of the Peninsular and Oriental Company. Consequently, if both lines were used indiscriminately, the Ceylon service, which, being heavily subsidized, is already at a disadvantage as compared with the unsubsidized line, would manifestly be placed at a still further and a really unfair disadvantage, inasmuch as Orient steamers would take the accumulations of eight or ten days, whereas the Peninsular and Oriental

*Requirement of a special address for letters to be forwarded from London by P. and O. steamers.

† Letters, 6d per $\frac{1}{2}$ oz.; papers, 1d. each; packets, 1d. per oz., &c.

steamers would convey only the accumulations of four or six days ; and I would further point out that the principal object for which Victoria would be prepared to make pecuniary sacrifices, viz., a weekly mail at regular and equal intervals, would not be secured.

It will be obvious, therefore, that your proposals cannot be accepted in their entirety by this colony.

In the course of our interview I understood you to recognise the justice of this view, and that you were willing to assent to the transmission of Victorian correspondence by Orient steamers only when specially marked.

This being the case, there will be no objection to the payment by Victoria of the proposed transit rates for carriage of mails by Orient steamers, provided the Imperial Government will account to this colony for 2½d. per letter on such of the outward correspondence as may be despatched by vessels of the Orient Co.

With respect to the Ceylon service, I beg to bring under your notice that a slight misunderstanding appears to exist as to the payments to be made by New South Wales to this colony on account of mails conveyed thereby. In the course of conversation with the Honorable the Premier of New South Wales in Sydney, about the end of November last, Mr. Stuart gave me to understand that New South Wales would be willing to pay at the rate of 16s. per lb. of letters ; and it is thought that, considering the very essential difference between the circumstances of the two contracts, the last-named rate should be substituted for that mentioned in your letter.

I shall be glad to be advised as early as convenient whether you are prepared to modify your proposals on the two points I have referred to.

As regards the date from which payments should be made to your Government on account of the Orient service, it is considered that such payments should take effect concurrently with the reduction by New South Wales of the postage *via* Ceylon, say 1st prox.

I may add that it is assumed the same transit charges will be paid by Victoria on mails *via* San Francisco as may be agreed upon in respect to the Ceylon service.

In connexion with this question, you have probably noticed that the Postmaster-General of Queensland has reduced the postal rate in that colony to a uniform charge of 6d per ½-oz. letter, irrespective of route or service.

I have, &c.,

GRAHAM BERRY,

Postmaster-General.

The Honorable the Postmaster-General, Sydney.

Agent-General, London, to Premier, Melbourne.

SIR,

8 Victoria Chambers,
Westminster, S.W., 18th January, 1884.

In continuation of my letter of the 11th inst., with reference to your direction that all mail matter should be forwarded by the Peninsular and Oriental Steam Navigation Company's subsidized service, unless specially marked otherwise, I have the honour to enclose for your information copy of a letter I addressed to Her Majesty's Postmaster-General on the subject.

No reply has as yet been received, but the matter will, I have no doubt, receive due attention.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Premier, Melbourne.

(Enclosure.)

Agent-General to Postmaster-General, London.

SIR,

8 Victoria Chambers,
Westminster, S.W., 14th January, 1884.

I have the honour to inform you that I have received a telegraphic despatch from my Government instructing me to request you to give directions that all mail matter addressed to the colony of Victoria shall be forwarded by the Peninsular and Oriental Steam Navigation Company's subsidized service, unless specially marked otherwise, and I am to request that you will give notice to the public accordingly in the Postal Circular and Guide, and in the tables and placards issued by the General Post Office.

I have, &c.,

ROBT. MURRAY SMITH.

The Right Honorable the Postmaster-General, London.

(Enclosure.)

Postmaster-General, London, to Agent-General for Victoria.

SIR,

General Post Office, London, 18th January, 1884.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 14th of this month, No. 132/84, from which it appears that the Government of Victoria have apprised you by telegraph of their wish that all correspondence from the United Kingdom for that colony may be sent by the steamers of the Peninsular and Oriental line, unless specially addressed to go otherwise.

Mr. Fawcett has already represented to other Australian colonies the desirableness of discontinuing the restrictions imposed in regard to the transmission of correspondence by the new weekly service to Australia, for it has been found that, since the establishment of that service, the public has taken very widely the common-sense view that no special address ought to be necessary.

Very large numbers of letters and packets are posted each week without special superscription, but obviously intended for the first outgoing mail, and the Postmaster-General hesitates to extend any further the special address restrictions until the Lords of the Treasury and Her Majesty's Secretary of State for the Colonies shall have expressed their views upon the grave issue involved; the question really being what shall be considered as a sufficient expression of the wishes of senders of letters for Australia.

If Her Majesty's Government should decide that the posting of letters in large numbers in time for a mail going by a particular line, which is clearly the most advantageous line for such letters, is sufficient indication that they are meant to go by that mail, the necessity for specially superscribing letters for Victoria meant to go by Orient packet, and letters for New South Wales meant to go by Peninsular and Orient packet, will be superseded.

The question is already before the Lords of the Treasury, and the Postmaster-General will defer taking any action upon your letter until a decision has been arrived at.

I have, &c.,

S. A. BLACKWOOD.

The Agent-General for Victoria, London.

Extract from Telegram from Agent-General, 19th January, 1884.

Mails.—Ungracious reply from Fawcett saying whole question being considered. Intend pressing Treasury and Colonies either comply our demand or stop all special notice.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 23rd January, 1884.

In answer to your letter of the 17th instant, I have the honour to inform you that I consider the terms stated in my letter to you of the 20th ultimo to be, as a whole, fair and reasonable, and I see no reason to alter the rate therein proposed to be paid to you for carriage of letters by Peninsular and Oriental Company's steamers, viz., 15s. per lb., more especially as that amount will give you 3s. per lb. more than you are to pay us for letters by the Orient line; but, under all the circumstances, and considering the amount of work done by your Government in regard to the mails by Orient steamers, and with a view of benefiting the public of both colonies, who are the real sufferers by reason of the rates of postage not being equalized, and by the restrictions at present in force affecting the free use of the various mail services, I deem it my duty to try and settle matters by proposing that we should pay the rate of 15s., and this I must still adhere to.

With regard to any conversation you had with Mr. Stuart apart from myself on the subject, I think you must see that a mere conversation with another Minister could not affect negotiations with the responsible head of the department, through whom all negotiations in connexion with postal matters must necessarily take place.

As to the other question now raised by you, I am willing to recommend approval of the following:—

Victorian correspondence to be transmitted by Orient steamers only when specially marked; the Government of New South Wales, of course, having the option of acting the same way with regard to correspondence by the Peninsular and Oriental line, if thought desirable.

2. The same transit charges to be paid by Victoria on mails *viâ* San Francisco as may be agreed on by Ceylon service.

3. The Imperial Post Office has already promised to allow other colonies using the Orient line, the same division of postage as now exists with Victoria in connexion with the Peninsular and Oriental service, and of this you were informed by telegraph from this office dated 11th September.

With regard to the date from which payments should be made to this Government on account of the Orient service, I think that, in view of the sixth resolution passed at the Postal Conference held here in May last, it is only right and within the spirit of that resolution that your Government should pay the agreed charge to the Orient Company on all mails despatched by your Government by Orient steamers from and after the 21st day of September last, being the date of the Orient contract.

I have, &c.,

W. J. TRICKETT,

Postmaster-General.

The Honorable the Postmaster-General, Melbourne.

Agent-General, London, to Premier, Melbourne.

SIR,

8 Victoria Chambers,

Westminster, S.W., 25th January, 1884.

In my letter of the 18th instant, No. 222, I enclosed a copy of a letter which I had addressed to the Postmaster-General on the subject of the notices issued by him in regard to the special address of letters to be forwarded by Australian mails.

I have now the honour to enclose a copy of a letter received from Mr. Blackwood, Secretary to the Post Office, and also of Mr. Cashel Hoey's reply; and as Mr. Fawcett has referred the decision of the question to the Colonial Office and Treasury, I have also forwarded copies of the correspondence to Lord Derby and Mr. Childers.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Premier, Melbourne.

(Enclosure.)

Agent-General to Secretary, General Post Office, London.

SIR,

8 Victoria Chambers,
Westminster, S.W., 23rd January, 1884.

I am directed by the Agent-General for Victoria to acknowledge the receipt of your letter of the 18th instant, stating that the Postmaster-General hesitates to extend any further the special address restrictions on letters for the Australian colonies until the Lords of the Treasury and the Secretary of State for the Colonies have expressed their views upon the grave issue involved.

I am to request you to inform Mr. Fawcett that the necessity for bringing a subject in itself so trivial under the consideration of my Lords and of Lord Derby seems to the Agent-General to have been entirely caused by the action of the Postmaster-General himself.

It ought to have been obvious that, if special address restrictions were announced by the Postmaster-General to the public, in regard to correspondence for the colonies sent by three out of the four mail services to Australia, some prejudice to the fourth service must necessarily be involved.

If on this occasion, as on the last occasion of a protracted and troublesome correspondence, in which the Departments now appealed to as well as the India Office became somewhat unnecessarily involved (I refer to the correspondence respecting the hour of departure of the mails from Melbourne), Mr. Fawcett had, in the first instance, consulted the Government immediately concerned or its representative here some time and trouble might have been saved.

To so much consideration at least it is submitted the Government of Victoria was and is entitled, as having maintained at its own charge the principal, and for a long time the only, mail service in the Australian colonies ever since Her Majesty's Government ceased to contribute to its subsidy in 1873.

I am to add that it is only fair to say that the Government of Victoria takes no narrow view of its own pecuniary interest in the matter, as is proved by the fact that the mails of the Orient line, though subsidized by the New South Wales Government, are nevertheless shipped at its port.

It was only when, at the instance of the New South Wales, New Zealand, and Queensland Post Offices, the Postmaster-General had for some time issued, through his daily list and otherwise, special address restrictions that, in self defence, the Government of Victoria desired that the same should be done in regard to the mails carried for them by the Peninsular and Oriental Company.

The Agent-General is confident that the decision of the question can only be according to one or other of the two alternatives, either to cancel the notices for some time past issued by the Postmaster-General, or to cause similar notices to be issued in respect to the address of correspondence for all the several services; and with either decision he will be content, though he feels that, in the public interest, it would have been far better if no such notices had ever been issued. I am to add that Mr. Murray Smith proposes to forward a copy of the correspondence to the Secretary of State for the Colonies and the Chancellor of the Exchequer.

I have, &c.,

J. CASHEL HOEY.

The Secretary, General Post Office, London.

Postmaster-General, Melbourne, to Postmaster-General, Sydney.

SIR,

General Post Office, Melbourne, 31st January, 1884.

Adverting to your communication of the 23rd inst., respecting arrangements for carriage of mails by services under contract with New South Wales and Victoria respectively, I have the honour to inform you that I see no reason to continue the controversy with respect to the rate your Government is to pay this colony for letters transmitted *via* Ceylon, inasmuch as the difference is small in amount.

This Government must, however, adhere to its decision not to make the agreement as to payment of transit rates retrospective, but will, on receipt of an intimation from you that the rates of postage *via* Ceylon have been assimilated to those by the Orient service, carry out the arrangements detailed in your letter of the 23rd inst. from the date of reduction of the postage.

I have, &c.,

GRAHAM BERRY,
Postmaster-General.

The Honorable the Postmaster-General, Sydney.

Agent-General, London, to Postmaster General, Melbourne.

SIR,

8 Victoria Chambers, Westminster, S.W.,
1st February, 1884.

Referring to my despatch, No. 311, of 25th January, addressed to the Honorable the Premier, but which I conjecture should have been addressed to you, I have the honour to advise that I received yesterday a despatch from the Colonial Office, enclosing, through a Treasury letter, an intimation from the Postmaster-General that he purposes to cancel all special notices hitherto issued with regard to the despatch of mails, and requesting our concurrence.

As I understand this course will entirely agree with the wishes of the Government, I have at once signified the Colonial Office my approval of the intended alteration, proving at the same time, from Mr. Fawcett's own admission, the substantial nature of our grievance.

As soon as the matter is finally settled, I will transmit the remaining correspondence on this somewhat vexatious subject.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Postmaster-General, Melbourne.

Postmaster-General, Melbourne, to Postmaster-General, London.

General Post Office, Melbourne,
2nd February, 1884.

SIR,

I have the honour to acknowledge the receipt of your communication of the 31st October last, notifying the intention to despatch weekly from London, *viâ* Brindisi, all correspondence for Victoria not specially addressed as to route, irrespective of the line (Peninsular and Oriental or Orient) by which the mails will be carried from Suez.

In reply thereto, I beg to inform you that this notification was received with much surprise, as this colony has, to the knowledge of your Department, established a fortnightly service *viâ* Ceylon, which is subsidized to the extent of £85,000 per annum, and was considered to provide adequate facilities for communication between the colony and the United Kingdom.

Upon receipt of your letter, which did not come to hand until after the Orient service had commenced, a telegram was sent to the Agent-General for Victoria in London, asking him to arrange with your office to despatch only specially marked correspondence by Orient steamers.

It is stated that your office declined to comply with the wishes of this colony, as expressed by the Agent-General; but it has since become a matter of notoriety that large numbers of letters for Australia, posted in time for despatch *viâ* Ceylon, have been detained in London for the purpose of being forwarded by Orient steamers, although no request to that effect was made by the Government of New South Wales. (I enclose for your perusal copy of a letter from the Postmaster-General, Sydney, on this latter point.)

Thus it appears concessions have been granted unasked to the unsubsidized line which were refused to the heavily subsidized service; and the pursuance of this course will necessarily involve a considerable loss of revenue to this colony.

Not only is Victoria injuriously affected in respect to correspondence for this colony, but the Government having, as you are aware, accepted reduced transit rates from South Australia and Tasmania for mails in both directions, on the understanding that the bulk of their mails would be forwarded *viâ* Ceylon, a further loss will result from a portion of the correspondence being diverted from that route.

Moreover, no definite agreement has yet been concluded between this colony and New South Wales as to the terms upon which payment of transit rates on mails by Orient steamers will be made by this Department, Victoria having made it a condition precedent that, before consenting to make such payments, New South Wales (which charges 8d. per letter *viâ* Ceylon, and 6d. per letter by Orient steamers) should assimilate the postal rates by both routes.

It now seems probable that a settlement of this matter will shortly be effected; but any agreement on the subject will only take effect from the date the Government of New South Wales reduces the postage on correspondence sent by P. and O. steamers.

It is difficult, therefore, to understand why your office should have decided upon the course it has pursued, and it is considered that, in view of all the facts of the case, this colony should be recouped for the losses incurred through the action of your Department.

I may further state that the time-table of the Orient Company is so arranged that the company's steamers leave Melbourne in some instances eight and a half and in others ten and a half days after the vessels of the P. and O. Company, and, should both lines be used indiscriminately from this end, the former would thus forestal the bulk of the correspondence, which would otherwise go by the P. and O. service.

I beg to add that, under existing circumstances, this Government can only undertake to send specially marked correspondence by the Orient line, and would again request you to follow the same course in regard to the outward mails.

I have, &c.,

GRAHAM BERRY,
Postmaster-General.

Postmaster-General, London.

Telegram from Postmaster-General, Sydney, to Postmaster-General, Melbourne.

Sydney, 6th February, 1884.

Am prepared at once to announce reduction of rates *viâ* Brindisi, on the understanding that your payments to the Orient Company on mails from London take effect from 7th December last, as you will be credited with twopence halfpenny per half ounce letter, and the stipulated amounts of packets and newspapers on all correspondence sent from England since that date. I also conclude that, as the intervals between the despatch of an Orient and a P. and O. mail from England are precisely equal, you will have no objection to instruct the London Post Office to send, on the departure of either mail, all the correspondence not otherwise specially addressed, we giving similar instructions. Please reply quickly.

W. J. TRICKETT.

Telegram from Postmaster-General, Melbourne, to Postmaster-General, Sydney.

Melbourne, 7th February, 1884.

Cannot vary conditions of my last letter. Victoria has been unfairly used in London. I cannot do anything that would seem to condone it.

GRAHAM BERRY.

Postmaster-General, Sydney, to Postmaster-General, Melbourne.

SIR,

General Post Office,
Sydney, 7th February, 1884.

Referring to my telegram of yesterday, and to your reply received this morning, I beg to state that I have no desire to prolong a settlement of this long-standing question by introducing matter other than that dealt with in that part of our previous correspondence, commencing with my letter of the 20th December, continued in yours of the 17th January, and mine of the 23rd, and concluding with yours of the 31st idem. I have, therefore, to state, on behalf of the Government of this colony, their concurrence in the terms as settled by that correspondence, namely :—

“New South Wales to pay Victoria on all correspondence conveyed by the P. and O. Company outwards and homewards the following rates, viz.:—Letters, 15s. per lb.; packets, 1s. per lb.; and newspapers, 6d. per lb.; and Victoria to pay New South Wales on all correspondence outwards and homewards, transmitted by steamers of the Pacific Mail Company, the same rates.

“Victoria to pay New South Wales on all correspondence conveyed by steamers of the Orient Company outwards and homewards the following rates, viz.:—Letters, 12s. per lb.; packets, 1s. per lb.; newspapers, 6d. per lb.

“Victorian correspondence to be transmitted by Orient steamer only when specially marked—the New South Wales Government, of course, having the option of acting in the same way with regard to correspondence by the P. and O. line, if thought advisable.

“New South Wales to reduce the postage on correspondence by the P. and O. steamers *via* Colombo to the rates now chargeable by Victoria.

“Division of the postage with the United Kingdom to be the same by both routes, *i.e.*, on mails despatched from the United Kingdom by the Orient Company, Victoria to be credited with the same amounts she now receives on mails despatched for that colony from Great Britain by the P. and O. line, and New South Wales to receive the like credits on correspondence received in that colony from Great Britain by the P. and O. line.”

The suggestion in my telegram of yesterday, as to payment to the Orient Company for Victorian mails shipped from England since the 7th December last until now, was merely made with a view of adjusting the 2½d. per letter to be allowed by England on those mails.

As to the other point, I merely proposed it in the public interest, with a view to giving the people of the Australasian colonies and Great Britain the unrestricted use of the weekly mail service now established between Australia and Great Britain, and I can only express a hope that ere long you will see fit to adopt the suggestion made yesterday, viz., that the Imperial Government should be asked to send alternately by the P. and O. and Orient lines all correspondence, whether specially marked or not, with a like arrangement as regards the homeward mails, and thus perfect the mail systems, which, it is a matter of gratification, are now so far satisfactorily arranged.

I have directed that the reduced rates *via* Colombo shall take effect from to-morrow, the 8th instant.

I have, &c.,

W. J. TRICKETT.

The Honorable the Postmaster-General, Melbourne.

From Agent-General, London, to Premier, Melbourne.

SIR,

8 Victoria Chambers,
Westminster, S.W., 8th February, 1884.

In continuation of my letter of the 25th ultimo, No. 311, I have the honour to enclose for your information copies of a letter which I addressed to the Secretary of State and the Chancellor of the Exchequer on the 26th ultimo, containing the correspondence of this Department with the Postmaster-General on the subject of the notice requiring special addresses on postal matter forwarded by our mails. I also enclose copy of a letter from the Colonial Office, forwarding Mr. Fawcett's letter to the Lords of the Treasury on the subject, and of my reply. The enclosed number of the Postal Daily List will show that the notice requiring special addresses, to which I objected, was withdrawn by the Post Office on yesterday.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Premier, Melbourne.

(Enclosure.)

Agent-General, London, to Under-Secretary of State, Colonial Office.

SIR,

8 Victoria Chambers,
Westminster, S.W., 26th January, 1884.

The Postmaster-General has recently inserted in the Postal Daily List, and other publications of his Department, instructions to the public that letters addressed to the colonies of New South Wales, Queensland, and New Zealand, must in future be specially addressed “*via* Brindisi and Peninsular and Oriental Packet,” if it is intended that they shall be forwarded by the mail service, which, since 1873, has been subsidized by my Government, and that otherwise, all such correspondence will be sent either by the Orient service, lately subsidized by New South Wales, or by the Torres Straits service in the case of Queensland, and the San Francisco service in the case of New Zealand and New South Wales, alternately, no special address being necessary to enable correspondence to proceed at once by either of those lines. The

manifest effect of requiring such a cumbrous form of address by the General Post Office here being to prejudice the Victorian line, I requested Mr. Fawcett to publish a similar notice in relation to our mails. He has declined to do so, and informs me that he has referred the whole question of special addresses on Australian correspondence to the decision of the Lord of the Treasury and the Secretary of State for the Colonies. I should hardly have regarded the question as one of sufficient importance to occupy the attention of My Lords and Lord Derby, but, since it is now under their consideration, I have the honour to submit for the information of the Secretary of State a copy of the correspondence of this Department with the Post Office.

I have, &c.,

ROBT. MURRAY SMITH.

The Under-Secretary of State, Colonial Office.

MEMO.—A similar letter to the above was also addressed to the Right Honorable H. C. E. Childers, M.P.

(Enclosure.)

Agent-General for Victoria to Under-Secretary of State for the Colonies.

SIR,

8 Victoria Chambers,
Westminster, S.W., 1st February, 1884.

I have the honour to acknowledge the receipt of Mr. Meade's letter of yesterday's date, enclosing copies of communications from the Treasury and Post Office, on the subject of the notices, requiring special addresses to be inscribed on correspondence carried by the Victorian mails, which have lately been issued by the Postmaster-General.

I have to request you to inform the Secretary of State that I shall be quite content, as indeed His Lordship has already inferred from the letter of this Department to the Post Office of the 23rd ultimo, if Mr. Fawcett will only at once withdraw the notices issued by him, which have, in my opinion, unduly favoured the mails carried by the Orient line, to the prejudice of those carried by the Peninsular and Oriental Company, under subsidy of my Government.

That my complaint on the subject was at least well founded is proved by Mr. Fawcett's own statement, in his letter to the Treasury, that, on 14th of December, 6500 letters and 64 sacks of printed matter, and on 11th of January, 53,000 letters newspapers and book packets, obviously meant to go by the Peninsular and Oriental line, were detained here for a whole week by the Post Office, and then sent by the Orient mail.

I have, &c.,

ROBT. MURRAY SMITH.

(Enclosure.)

Secretary of State for Colonies to Agent-General for Victoria, London.

SIR,

Downing-street, 31st January, 1884.

I am directed by the Earl of Derby to transmit to you a copy of a letter from the Treasury, enclosing a communication from the Postmaster-General, in which it is proposed that letters, &c., should be forwarded to the Australasian Colonies (with the exceptions stated) by the first available service after postage.

Having regard to the inconvenience to the public of the present arrangement for the despatch of correspondence, Lord Derby approves the principle of Mr. Fawcett's proposal, and would be glad to learn at your early convenience whether, in your opinion, it can now be carried into effect.

Similar communications have been addressed to the Agents-General of the other colonies interested.

I have, &c.,

R. H. MEADE.

P.S.—I am to acknowledge the receipt of your letter of the 26th inst., enclosing a copy of a correspondence which has taken place between you and the General Post Office on the subject.

Lord Derby observes that, in your letter to the General Post Office of the 23rd instant, you expressed an opinion that the question could only be decided either by cancelling the notices issued by the Postmaster-General, or by causing similar notices to be issued in respect of the addresses of correspondence for all the several services; and he gathers that the proposal now made by Mr. Fawcett, being apparently equivalent to the first alternative, will meet your wishes.

(Enclosure.)

Imperial Treasury to Colonial Office.

SIR,

Treasury Chambers, 22nd January, 1884.

The Lords Commissioners of Her Majesty's Treasury have received from the Postmaster-General a report, copy of which is herewith enclosed, and I am to request that in laying the same before the Earl of Derby you will move His Lordship to favour My Lords at his earliest convenience with his views on the proposal of the Postmaster-General to forward letters to the Australasian colonies (with the exceptions stated) by the first available service after postage.

I have, &c.,

J. H. COLE.

The Under-Secretary of State for the Colonies.

(Enclosure.)

General Post Office to Treasury, London.

MY LORDS,

General Post Office,
London, 17th January, 1884.

In my letter of the 16th July last, returning the Treasury reference No. 12,047 of 1883, on the subject of the mail packet contract which the New South Wales Government proposed to enter into with the Orient Steam Navigation Company, I based, upon the great public convenience of a regular weekly mail service to Australia, a recommendation that New South Wales should, if she entered into this contract, be placed upon the same footing in regard to division of postage as Victoria is placed upon the matter of the services which she subsidizes.

Having this report before you, Your Lordships were pleased to communicate to the Secretary of State for the Colonies, in a letter dated the 26th July, 1883, No. 12,943, an undertaking to grant to New South Wales the terms she had applied for, and the proposed contract has since been concluded and come into operation.

Ever since some of the Australian colonies have subsidized their own branch packet services in connexion with the lines maintained by the Imperial Government, it has been the practice of this Department to defer to the wishes of the colonial authorities in regard to the route to be followed by correspondence not specially addressed, and in carrying out this practice under the new weekly service it became necessary to require that all letters and pamphlets for New South Wales, New Zealand, and Queensland, intended to go *viâ* Brindisi and by Peninsular and Oriental packet, should be subscribed accordingly.

Although the public are well accustomed to the need for special superscriptions on their Australian letters, and although ample notice has been given to them of the particular forms of address required in each case under the new arrangements, the common sense view that there is now a weekly service, which should supersede the need for special superscription, has evidently obtained to such an extent that a very large mass of correspondence, obviously meant to go by the Peninsular and Oriental line, but not specially addressed in accordance with the published regulations, has on each occasion been posted.

On Friday, the 14th ultimo, the amount of correspondence for New South Wales kept back, because not directed to go by Peninsular and Oriental packet, was 6,500 letters, 64 sacks of printed matter, while on Friday, the 11th inst., the amount of such correspondence for New South Wales, New Zealand, and Queensland, similarly kept back, was over 53,000 letters, newspapers, and packets, and I have now received from the Agent-General for Victoria a request that all correspondence for that colony similarly posted in time for the Orient packets may be kept back for those of the Peninsular and Oriental line, unless specially addressed to go by Orient line.

A compliance with this request would so greatly aggravate the already grave inconvenience, that I hesitate to carry out the request without laying the whole question before Your Lordships.

Indeed, I think the time has now come when the several Australasian colonies ought to be able to come to a fair understanding as to the rate which each shall pay to the other for conveyance by mail packet, and that the absence of such proper understanding ought not to be allowed to render nugatory to the public in this country the advantages of a regular weekly service, which had led Your Lordships to make concessions in regard to the division of postage.

I would, therefore, suggest that the requirement of a special address should be withdrawn, and that all correspondence for the Australasian colonies, posted without special superscription, and obviously intended to go by the first mail, should be so sent without regard to the route or line of packets employed—the colonies being left, on the other hand, to use their own judgment as to the routes by which they shall send the correspondence for this country.

I would except from this arrangement only (1) such correspondence for New Zealand as may be posted one week in advance of the mail despatched *viâ* San Francisco, because correspondence so posted would reach its destination earlier by the direct colonial line *viâ* San Francisco than by the immediately preceding mail sent *viâ* Brindisi; and (2) correspondence for Western Australia, which can be forwarded only by the Peninsular and Oriental line, as the Orient packets do not touch at any port in Western Australia.

Your Lordships will probably deem it expedient to consult Her Majesty's Secretary of State for the Colonies on the subject, in the event of your concurrence in my views; and as the matter is somewhat urgent, I would ask that as early an opportunity as possible may be taken of bringing the question before the Earl of Derby, and communicating a decision to this Department.

In the meantime, I propose to take no action upon the request made to me by the Victorian Government, through its Agent-General in London.

I have only to add, for Your Lordships' information, that the question, so far as this country is concerned, is purely one of public convenience, and does not in any way affect the Imperial revenue.

The Lords Commissioners of the Treasury.

I have, &c.,
HENRY FAWCETT.*Postmaster-General, Melbourne, to Postmaster-General, Sydney.*

SIR,

General Post Office, Melbourne, 9th February, 1884.

I have the honour to acknowledge receipt of your communication of the 7th inst., respecting the transmission of mails by P. and O. and Orient steamers and *viâ* San Francisco, and the assimilation of the postal rates by all routes, and I must express my satisfaction at the conclusion of the protracted negotiations on the subject.

I quite concur with you in the desire to further increase the convenience of the public with respect to European correspondence, on equitable terms, as opportunity offers.

I have, &c.,
GRAHAM BERRY,
Postmaster-General.

The Honorable the Postmaster-General, Sydney.

Agent-General, London, to Premier, Melbourne.

SIR,

8 Victoria Chambers,
Westminster, S.W., 22nd February, 1884.

With reference to previous correspondence on the subject of the special addresses required by the Postmaster-General on correspondence forwarded by the Australian mails, I have the honour to enclose a copy of a letter which I have addressed to the Colonial Office, in consequence of my having observed that such addresses are still made obligatory on certain classes of New Zealand and Queensland correspondence.

I enclose also a copy of the Postal Daily List, directing the maintenance of the special address to which I object.

I have, &c.,

ROBT. MURRAY SMITH.

The Honorable the Premier, Melbourne.

(Enclosure.)

Agent-General to Colonial Office, London.

SIR,

8 Victoria Chambers,
Westminster, S.W., 18th February, 1884.

In the report of the Postmaster-General to the Treasury of the 17th of January, on the subject of the system of special addresses on Australasian correspondence lately introduced by him (of which a copy has been communicated to me by Mr. Meade's letter of the 31st), you will remember that Mr. Fawcett made the following proposal, to which, at Lord Derby's instance, I immediately acceded. I quote the words of the report of the Treasury:—

"I would, therefore, suggest that the requirement of a special address should be withdrawn, and that all correspondence for the Australasian colonies posted without special superscription, and obviously intended to go by the first mail, be so sent without regard to the route or line of packets employed."

The report continues to say that from this arrangement were to be exempted only correspondence for Western Australia, as the Peninsular and Oriental service is the only one which touches there, and letters posted one week in advance of the mail despatched to New Zealand *viâ* San Francisco.

II. I regret to state that, notwithstanding, the Post Office still continues, in regard to Queensland and New Zealand correspondence, the same obnoxious and misleading system of requiring special addresses whenever letters are intended to be forwarded by the Peninsular and Oriental service only, to the great prejudice of that service, and with the certain knowledge of considerable delay and inconvenience to the public present to Mr. Fawcett's mind. For, in the same report, you will remember that he speaks of having detained vast quantities of correspondence, in one case so many as fifty-three thousand (53,000) letters, &c., which he says were "obviously meant to go by the Peninsular and Oriental line." I am aware that, in regard to New South Wales correspondence, he no longer requires a special address, in consequence, not of the arrangement submitted to the Treasury, and to which I agreed, but, as I am informed, of a communication which he states he received from the Sydney Post Office.

This, however, is evidently a very inadequate arrangement, in view, not merely of the interest of the service concerned, but of the public advantage; and I have accordingly to request that you will ask Lord Derby to move My Lords to instruct the Postmaster-General to carry out his own proposals in their integrity.

I have, &c.,

ROBT. MURRAY SMITH.

The Under-Secretary of State, Colonial Office.

Postmaster-General, Melbourne, to Agent-General, London.

SIR,

Post Office and Telegraph Department,
General Post Office, Melbourne, 27th February, 1884.

The recent course pursued by the London Post Office in the matter of the despatch of outward mails to the several Australian colonies is so singular, and, at the same time, so injurious to the interests of Victoria, that I think it desirable to advise you of the particulars of the case so far as they are at present understood in this colony; and, in order that you may be fully acquainted with the whole question, I propose briefly to review the circumstances connected with our mail contract with the Peninsular and Oriental Company since its establishment.

By this contract, Victoria provided for a fortnightly mail service for eight years, from 1st of February, 1880, at an annual subsidy of £85,000, and the contract was entered into upon the understanding that the then existing arrangements would remain in force, and on the strength of a previous agreement on the part of the other colonies to pay Victoria transit rates equal to the value of the postages on all mail matter received and despatched *viâ* Ceylon.

Scarcely, however, had the contract been signed, and this colony committed to the large expenditure referred to, than a communication was received from the London Post Office intimating that it had been decided to abandon the Southampton route (by which the postage was 6d. per $\frac{1}{2}$ oz. letter), and that all correspondence for and from Australia *viâ* Suez would be conveyed by way of Brindisi, the rate of postage by that route being at the time 8d. per letter.

Victoria, although materially concerned, was not consulted at all as to this intended alteration in the mail arrangements, and was not advised of the proposed change until too late for any action to be taken.

It immediately became evident that, in order to make the service as beneficial as was anticipated, it would be necessary to reduce the postage *viâ* Brindisi from 8d. to 6d.—the rate to which the public had long been accustomed—and to enter into a new arrangement for division of the postage with the United Kingdom.

The Imperial authorities agreed to an arrangement which, to some extent, rectified their previous omission, but serious pecuniary injury has nevertheless been inflicted upon this colony, which has incurred an average net loss of £20,000 per annum upon a contract which, at the time of its inception, would, it was considered, be self-supporting.

In this instance, the Imperial authorities apparently recognised the position of Victoria as the principal mail carrier for the Australian colonies generally, and I may point out that, although New South Wales and New Zealand had entered into a contract with the Pacific Mail Steamship Company, that service took a totally different route, leaving still a large proportion of the correspondence to be carried by the Victorian subsidized service.

So far as Victoria is concerned, the service *viâ* Ceylon was considered to provide adequate means of communication between the United Kingdom and the colony, and it might fairly be claimed that, having regard to present contract obligations, the correspondence from, as well as to, Great Britain should be transmitted *viâ* Ceylon, unless specially addressed to be forwarded by some other service; and, further, that correspondence of other Australian colonies, specially directed *viâ* Brindisi, should also be sent by Peninsular and Oriental steamers.

This course appears so reasonable that it is difficult to understand how it could have been departed from, and was, moreover, the practice until, in a letter from the General Post Office, London, dated 31st October, 1883 (No. 229 I.), it was intimated that the Imperial authorities recognised the Orient line as a mail service equally with the Peninsular and Oriental Company, and despatch mails made up to the day of sailing by steamers of both companies.

In the meantime, the Postmaster-General of New South Wales informed me by letter of the contract the Government of that colony had made with the Orient Company, and invited me, on behalf of Victoria, to become a party thereto.

This led to protracted negotiations, inasmuch as New South Wales charged 8d. per $\frac{1}{2}$ oz. letter per Peninsular and Oriental steamers, whereas the postage by the Orient Company was only 6d., and if differential rates were maintained the former service would be severely handicapped. I, therefore, made it a *sine qua non* that the rates of postage by both lines should be assimilated, and I also declined to use the Orient service indiscriminately with that by the Peninsular and Oriental Company, partly on account of the obligations we have already contracted, and partly because the Peninsular and Oriental service would be placed at an undue disadvantage by the fact that the Orient steamers are timed to leave Melbourne on an average nine and a half days after one Peninsular and Oriental steamer, and four and a half days before the next, and a regular weekly mail would not be provided.

While these negotiations were in progress, you telegraphed that the London Post Office had been instructed by New South Wales, Queensland, and New Zealand, to forward by the Orient line all letters not specially marked "Peninsular and Oriental steamer."

Under these circumstances, it was deemed necessary to ask you to obtain a similar arrangement for Victoria, substituting, of course, the Peninsular and Oriental for the Orient Company.

In due course you reported that this request was made to the Postmaster-General of the United Kingdom, and refused by him; yet soon afterwards telegrams appeared in the public press of this city to the effect that some thousands of letters addressed to New South Wales had been detained in England for the Orient line, although posted in time for the mail conveyed by the Peninsular and Oriental steamer.

Indignation was felt and forcibly expressed in Sydney at this, and the Government of New South Wales telegraphed to London protesting against such action, and the Postmaster-General of that colony intimated to me that no request to take the course complained of had ever emanated from New South Wales.

Since then it has been notified that correspondence of other colonies has been treated in a similar manner, large numbers of letters for New Zealand, posted in time for the Peninsular and Oriental boat, having, it is stated, been detained in London and forwarded by Orient steamer. (The alleged reason for this detention was that New Zealand desired to obtain the same terms for mail conveyance *viâ* Ceylon as had been conceded to New South Wales, but I may inform you that no communication upon the subject has been received here from that colony, which has hitherto distinctly declined to reduce the postage by that route to 6d. per letter.)

During all this time the Imperial authorities refused to accede to the request conveyed by you, that the same consideration should be extended to the service heavily subsidized by this colony as had been shown to other mail lines. Much, however, as I was surprised at the telegraphic reports of the action taken by the Imperial Post Office—if not with the object, certainly with the effect, of seriously injuring Victoria—I was still more astonished upon receipt of the confirmatory evidence recently to hand.

I perceive, from the London Post Office Daily List of 24th December last, that the Orient service has been favoured in a manner that seems inexplicable, it being therein notified that all correspondence for New South Wales, New Zealand, and Queensland, in order to be forwarded by the Peninsular and Oriental line, must be endorsed "*viâ* Brindisi, and Peninsular and Oriental Packet."

Considering that the route *viâ* Brindisi is, in the minds of the public of Great Britain, almost invariably associated with the Peninsular and Oriental steamers—the only mail boats calling at that port—this notice was practically an act of hostility to the Victorian service, and, so far as can be gathered from the information at present in my possession, the injurious course adopted appears not only unjustifiable, but altogether unaccountable.

The contract between this colony and the Peninsular and Oriental Company runs in conjunction with a similar contract made by the Imperial Post Office with the same company. The line has been in existence for a number of years, and has always received a heavy subsidy from this colony; and at the present time the service is more efficient than ever.

The whole of the Australian public, and that portion in Great Britain having relations with these colonies, know no other Brindisi service, and such a rule as that requiring the addition of the words "and Peninsular and Oriental Packet" can only be regarded as a trap, by means of which correspondence

intended for the Peninsular and Oriental steamers is diverted to another channel, to the financial loss of Victoria.

The course pursued throughout is the more incomprehensible, as it was adopted without inquiry as to whether this Government had arrived at any agreement with the Government of New South Wales respecting the Orient line, and, as the London office could not fail to be aware, the sums which would be paid to the Orient Company would, to a large extent, be withdrawals from the contributions to the Victorian service.

In summarizing the whole case, I may state that the Home authorities, while conceding every demand made by the other colonies in regard to the transmission of their mails, seem recently to have persistently disregarded the wishes of this colony in the matter, with the result that the loss to Victoria on the Peninsular and Oriental contract, if the present state of things be continued, will in all probability be nearly twice as much as heretofore.

I shall be glad if you will be good enough to take the earliest possible opportunity of seeing the Postmaster-General, London, on the subject, and forcibly represent the very injurious effect to this colony of the course pursued by the Imperial Post Office, with a view to proper consideration being given to the interests of this Government, and to some equitable arrangement being arrived at by which Victoria will be recouped for the losses already sustained.

I have the honour to be, Sir,
Your obedient servant,

GRAHAM BERRY,
Postmaster-General.

The Agent-General for Victoria, London.

Secretary, General Post Office, Sydney, to Acting Deputy Postmaster-General, Melbourne.

SIR,

General Post Office, Sydney, 27th March, 1884.

Adverting to my communication of the 20th ultimo, enclosing a copy of one of the same date addressed to the London Post Office, intimating the particulars of the agreement entered into between the colonies of New South Wales and Victoria relative to the transmission of mails by Peninsular and Oriental, Orient, and Pacific mail steamers, and the assimilation of the rates of postage by all routes, I now have the honour to invite an expression of opinion as to whether the new rates for transit should be applied to all mails received in the colonies after the 8th ultimo, or only to mails despatched from Great Britain since that date.

I may add that, as your colony has hitherto made good to the United Kingdom the excess postage allowed to New South Wales on mails conveyed by Victorian Packets, and there will be a change in the division with the Imperial postal authorities of the postage on correspondence forwarded *via* Colombo, the question is raised with a view of avoiding any complication of accounts with the London office; but, perhaps, if that office understands the change is to take effect on all mails received in the colonies after the 8th February, there will be no objection to the matter being arranged accordingly, as the accounts are prepared in the colonies.

I have, &c.,

S. H. LAMBTON,
Secretary.

The Acting Deputy Postmaster-General, Melbourne.

Acting Deputy Postmaster-General, Melbourne, to Secretary, General Post Office, Sydney.

SIR,

General Post Office, Melbourne, 2nd April, 1884.

Adverting to your communication of the 27th ult. (B 84/3270), respecting the new arrangement for carriage of New South Wales and Victorian mails *via* Ceylon, *via* San Francisco, and by Orient steamers respectively, I have the honour to inform you that it was intended that the arrangement should take effect concurrently from both ends, that is to say, in reference to mails despatched from London and Melbourne respectively from the 8th February, 1884.

I have, &c.,

S. W. MCGOWAN,
Acting Deputy Postmaster-General.

The Secretary, General Post Office, Sydney.

Postmaster-General, Melbourne, to Agent-General, London.

SIR,

Post Office and Telegraph Department,
Melbourne, 9th April, 1884.

I have the honour to acknowledge the receipt (through the Honorable the Premier) of your despatch of 22nd February last, with enclosures respecting the transmission from London, *via* Brindisi, of mail matter for the several colonies of Australasia, and I am glad to observe the prompt action taken by you relative to the apparent disregard shown by the Imperial authorities to the interests of Victoria in the matter.

I note also your expressed concurrence, on behalf of this Government, in the suggestion that all Australian correspondence should be forwarded from London by the quickest available route, irrespective of service; and I have read with interest and approval your remarks in the communication you addressed to the Colonial Office on the subject, commenting upon the failure of the Imperial Post Office to carry out the arrangement to which you had assented by still insisting upon special addresses for certain portions of the Australian correspondence.

I may state that I would personally have no objection to withdrawing the request that all correspondence for Victoria should be forwarded by P. and O. steamers, unless specially addressed otherwise—and the Government concur with me on this point—provided it be arranged that letters, packets, and newspapers for all the colonies of Australasia, without exception (not marked for despatch by any particular route), be transmitted by the service by means of which they will earliest reach their destination.

If, however, this be not made an absolute and unconditional rule by the London Post Office, I see no other course open than to again insist, as proposed in my letter of the 27th February last, upon all Victorian correspondence being forwarded *viâ* Colombo, unless specially directed to go by some other route.

With respect to my letter referred to above, I may inform you that the particulars recently to hand relative to the manner in which the Victorian service has been treated have served only to heighten the surprise experienced at the action decided upon, and hitherto carried out by the Imperial Postmaster-General; and, indeed, it seems more difficult than ever to understand what satisfactory explanation of the course pursued can be furnished.

It was at first assumed that the Home authorities considered themselves bound to comply with the wishes of the colonial post offices in regard to the route of their mails, and this view was to some extent supported by the telegrams which appeared in the public press, but, if such a principle were observed at all, it has not been applied in all cases alike; for, so far as Victoria is concerned, it has been persistently ignored, although I need hardly point out if one colony had greater claims for consideration in this respect than another those of Victoria are paramount.

The service *viâ* Colombo is far more heavily subsidized than any other Australian line. It was established with the concurrence of the Home Government, who had previously offered, as an inducement to the establishment of the line by the colony, to convey the mails between Ceylon and Brindisi free of cost by means of the Imperial portion of the service. This concession was, it is true, conducive to the interests of Victoria, but it was doubtless designed also to promote the commercial and other interests of the public of Great Britain.

Be this, however, as it may, the concession had no small share in influencing the Government to enter into an engagement to pay the large subsidy of £85,000 per annum, for eight years, for the purpose of maintaining regular fortnightly communication between Australia and London *viâ* Brindisi.

It was never anticipated that, without consulting this colony in any way, the Home Government would lessen the value of the privilege by dividing it with a competing service long afterwards established; and any departure from the clearly-defined understanding of the time can only be regarded as an implied—if not an actual—breach of agreement.

Further, it may be pointed out that, by granting the Orient service the unrestricted use of the branch mail between Alexandria and Brindisi, the Victorian service is prejudiced—undesignedly, perhaps, but not the less surely—in the eyes of the public, who attribute solely to the Orient service the speedy delivery of mails effected by a combination of the two lines, and, as a consequence, much of the correspondence is diverted from the Ceylon route to the pecuniary injury of this colony.

In view of all the circumstances, I have again to express the strong sentiments entertained by the Government regarding the practical partiality displayed by the Imperial authorities, whose action will involve this colony in a serious loss, and I trust you may be able to take such further measures as will result either in the bulk of Victorian mails being transmitted *viâ* Colombo, or in the adoption of a rule that letters, &c., for the whole of Australasia, not specially addressed as to route, must be forwarded by the service by which they will soonest arrive at their destination; also, that you will be successful in obtaining from the Home Government adequate compensation, as suggested in my letter of the 27th February, for the losses sustained in consequence of the course followed by the Imperial Post Office.

In again referring to the detention in London of mails for New Zealand and Queensland, admittedly intended to go *viâ* Colombo, and to the reported reason given by the press telegrams for the requirement of a special address (*viz.*, that the colonies in question would thus be in a better position to negotiate with Victoria for reduction of the transit rates), I may remind you that this colony has never charged higher rates than the estimated value of the postages, and has paid precisely similar amounts for Victorian mails carried by other contract lines, these having been originally fixed by general agreement between the colonies. As you have already been advised, Victoria has recently undertaken to accept reduced charges from New South Wales; and it may be of advantage for you to know that similar terms are now under offer to the Governments of New Zealand and Queensland, as this fact may probably influence the Home Government in withdrawing the vexatious notices issued, and restrictions enforced by the London office.

In conclusion, I may say that a very strong feeling exists in the minds of each member of the Government with respect to the way the interests of Victoria have been ignored by the Imperial Post Office, and I have to request that you will make the strongest representations on this subject consistent with the position you occupy.

I have the honour to be, Sir,

Your obedient servant,

GRAHAM BERRY,
Postmaster-General.

The Agent-General for Victoria, London.

Postmaster-General, Melbourne, to Postmaster-General, Brisbane.

F. 84/358.

Post Office and Telegraph Department,
General Post Office, Melbourne, 16th April, 1884.

SIR,

I have the honour to inform you that a new arrangement has recently been entered into between this colony and New South Wales for conveyance of mails to and from the United Kingdom by means of contract mail services, and each colony has undertaken, as the basis of the agreement, to charge the same rates of postage by whatever route correspondence may be transmitted.

Under the agreement referred to, the undermentioned transit rates are to be paid for carriage of mails :—

New South Wales to pay Victoria for mails *viâ* Colombo, and Victoria to pay New South Wales for mails *viâ* San Francisco :—

Letters, 15s. per lb.
Packets, 1s. per lb.
Newspapers, 6d. per lb.

Victoria to pay New South Wales for mails conveyed by Orient steamers :—

Letters, 12s. per lb.
Packets, 1s. per lb.
Newspapers, 6d. per lb.

It has also been arranged that the division of postage with the United Kingdom *viâ* Ceylon or by Orient steamers shall be the same as between Great Britain and Victoria by the former route, viz.:—

- (a) Outward mails. United Kingdom to account for 2½d. per ½ oz. letter, retaining all packet and newspaper postage.
- (b) Homeward mails. Despatching colony to retain all the letter postage, and account to Great Britain for half the packet and newspaper postage.
- (c) Imperial Government to defray all European transit charges to and from Brindisi.

You will observe that the payments on account of the Victorian service are slightly higher (as regards *letters*) than for Orient mails, and I may explain that this has been decided upon in consequence of the essential difference between the two contracts.

I beg to inquire whether, in order that the public of all the colonies of Australasia may have the full benefit of the several mail lines running to and from Europe, you will be prepared to assent, on behalf of Queensland, to a similar arrangement to that above-mentioned—all correspondence for, as well as from, the United Kingdom *viâ Brindisi* to be forwarded by the quickest available route.

I need hardly point out that, should you concur in the foregoing proposal, the public of Queensland would be provided with a mail every week to and from Europe *viâ* Brindisi (in addition to the service *viâ* Torres Straits), without imposing any burden on the general revenue, as the amounts collected in Queensland, and the proportions of postage received from the Imperial Government, would more than cover the amounts of the transit charges in both directions.

I have the honour to be, Sir,

Your obedient servant,

JAMES CAMPBELL,

Postmaster-General.

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

Postmaster-General, Melbourne, to Postmaster-General, Wellington.

F. 84/359.

SIR,

Post Office and Telegraph Department,
General Post Office, Melbourne, 16th April, 1884.

I have the honour to inform you that a new arrangement has recently been entered into between this colony and New South Wales for conveyance of mails to and from the United Kingdom by means of contract mail services, and each colony has undertaken, as the basis of the agreement, to charge the same rates of postage by whatever route correspondence may be transmitted.

Under the agreement referred to, the undermentioned transit rates are to be paid for carriage of mails :—

New South Wales to pay Victoria for mails *viâ* Colombo, and Victoria to pay New South Wales for mails *viâ* San Francisco :—

Letters, 15s. per lb.
Packets, 1s. per lb.
Newspapers, 6d. per lb.

Victoria to pay New South Wales for mails conveyed by Orient steamers :—

Letters, 12s. per lb.
Packets, 1s. per lb.
Newspapers, 6d. per lb.

It has also arranged that the division of postage with the United Kingdom *viâ* Ceylon or by Orient steamers shall be the same as between Great Britain and Victoria by the former route, viz.:—

- (a) Outward mails. United Kingdom to account for 2½d. per ½ oz. letter, retaining all packet and newspaper postage.
- (b) Homeward mails. Despatching colony to retain all the letter postage, and account to Great Britain for half the packet and newspaper postage.
- (c) Imperial Government to defray all European transit rates to and from Brindisi.

You will observe that the payments on account of the Victorian service are slightly higher (as regards *letters*) than for Orient mails, and I may explain that this has been decided upon in consequence of the essential difference between the two contracts.

I beg to inquire whether, in order that the public of all the colonies of Australasia may have the full benefit of the several mail lines running to and from Europe, you will be prepared to assent, on behalf of New Zealand, to a similar arrangement to that above-mentioned—all correspondence for, as well as from, the United Kingdom to be forwarded by the quickest available route.

I need hardly point out that, should you concur in the foregoing proposal, the public of New Zealand would be provided with a mail every week to and from Europe *via* Brindisi, without imposing any burden on the general revenue, as the amounts collected in New Zealand, and the proportion of postage received from the Imperial Government, would more than cover the amount of the transit charges in both directions.

I have the honour to be, Sir,

Your obedient servant,

The Honorable the Postmaster-General, &c., &c., &c.,
Wellington, N.Z.

JAMES CAMPBELL,
Postmaster-General.

Agent-General, London, to Premier, Melbourne.

SIR,

8 Victoria Chambers,
Westminster, S.W., 18th April, 1884.

I have the honour to acknowledge the receipt of your despatch, No. 84/556 of the 28th of February last, and its enclosure on the subject of special addresses on correspondence forwarded by the Australasian mails, and, in continuation of my letter No. 607 of the 22nd of February, to state that on the 18th ult., having received no reply to my communication to the Colonial Office therein referred to, and finding that, in disregard to the terms of his proposal to the Treasury of the 17th of January, the Postmaster-General continued to require special addresses on the Queensland and New Zealand correspondence intended to be forwarded by Victorian mails, I addressed a further letter to the Chancellor of the Exchequer on the subject, of which a copy is subjoined.

I have since received the replies of the Colonial Office and Treasury to my letters above referred to, copies of which, as well as of further letters which I have addressed to those Departments, are also enclosed.

I regret that my application in this matter has met with such persistent refusal; and have, as you will observe, pointed out that the Government of Victoria considered that they have a fair claim for compensation for the injury sustained in consequence by the postal revenue of the colony.

I have, &c.,

The Honorable the Premier, Melbourne.

ROBT. MURRAY SMITH.

(Enclosure.)

SIR,

8 Victoria Chambers,
Westminster, S.W., 18th March, 1884.

In continuation of my letter of the 26th of January last, No. 263, enclosing for your information and that of the Lords Commissioners of the Treasury copies of correspondence with the Post Office with reference to the special addresses required by Mr. Fawcett on Australasian correspondence, to the prejudice of the Victorian mails, I have the honour to enclose a copy of a further letter on the subject which I addressed to the Colonial Office on the 18th ultimo.

I regret to state that, in disregard to the terms of his proposal to the Treasury of the 17th of January, the Postmaster-General still continues to require special addresses on all the New Zealand and Queensland correspondence intended to be forwarded by Victorian mails, and no doubt large quantities of correspondence, obviously intended for those mails, continue to be delayed at the General Post Office in consequence.

I have again to repeat my request that the Postmaster-General may be instructed to give effect to the recommendations on the subject of his report to My Lords of the date above mentioned.

I have, &c.,

ROBT. MURRAY SMITH.

The Right Honorable H. C. E. Childers, M.P., &c., &c., &c.

(Enclosure.)

Colonial Office to Agent-General, London.

SIR,

Downing-street, London, 26th March, 1884.

With reference to your letter of the 18th ultimo, and to previous correspondence respecting the arrangements for the transmission of correspondence to the Australasian colonies, I am directed by the Earl of Derby to inform you that a communication has been received from the Treasury, from which it appears that the Postmaster-General is of opinion that it would be well to await the replies of the colonies to the references made to them on the subject before adopting a change, as, if it were decided to defer to any strong expression of opinion on the part of any of the colonies in favour of maintaining the special address regulations, it would be more difficult to revert to a special address after the rule had been once withdrawn.

Mr. Fawcett adds that the difficulty of the position has already been greatly diminished by the action of New South Wales, in withdrawing its claim for a restriction as regards correspondence forwarded to that colony.

But Lord Derby infers that the arrangements, by which a special superscription is required to be placed upon letters intended for transmission to Queensland and New Zealand by the packets of the Peninsular and Oriental Company, have been adopted at the request of those colonies.

The amount of correspondence for those two colonies which is delayed under the present restrictive rule is certainly large, as is shown by the accompanying statement; but Mr. Fawcett expresses an expectation that they will by this time have discovered the inconvenience of the present system, and will be prepared to acquiesce in the more liberal plan suggested by him.

I am, &c.,

JOHN BRAMSTON.

The Agent-General for Victoria.

(Enclosure.)

Statement showing the amount of correspondence for the undermentioned Australian colonies, posted in time for despatch by the Peninsular and Oriental Steam Navigation Company's packets during the present year, which has been detained in the absence of the special address required under existing regulations.

Mails despatched. 1884.	New Zealand.			Queensland.		
	Letters.	Printed Matter.		Letters.	Printed Matter.	
	No.	No.		No.	No.	
January 11th	...	6,000	...	12,000	...	5,500
January 25th	...	3,500	...	4,500	...	...
February 8th	...	6,560	...	19,586	...	5,850
February 22nd	...	7,250	...	6,354	...	...
March 7th	...	5,960	...	20,275	...	5,550
						9,400

General Post Office, London, March, 1884.

(Enclosure.)

Agent-General to Colonial Office.

SIR,

8 Victoria Chambers,
Westminster, S.W., 28th March, 1884.

I have the honour to acknowledge receipt of Mr. Bramston's letter of the 26th inst., on the subject of special addresses of Australasian correspondence, in which he states that the Postmaster-General is of opinion that it would be well to await the replies of the colonies to the references made to them on the subject before adopting a change, as, if it were decided to defer to any strong expression of opinion on the part of the colonies in favour of maintaining the special address regulations, it would be more difficult to revert to special addresses after the rule had been once withdrawn.

II. Allow me to say that this statement appears to me to be wholly irreconcilable with Mr. Fawcett's action in the circumstances, as well as with his Report to the Treasury of the 17th of January, communicated to me in Mr. Meade's letter of the 31st.

If the system of special addresses on Queensland and New Zealand correspondence is to be maintained until the pleasure of the Governments of those colonies is known, and to be maintained afterwards if they so please, may I be allowed to ask what possible right had the Postmaster-General of his own authority to peremptorily refuse the similar demand for a special address made by the Government of Victoria in my despatch to him of the 14th of January last, knowing, as he admits he knew, that the system instituted by him of special addresses on the correspondence of the other colonies was causing serious loss to the service for which my Government have subsidized the Peninsular and Oriental Company?

If special addresses are to be allowed to any of the colonies, why not to all? And, in particular, why is heavy loss to be knowingly and deliberately inflicted on one particular service, and one only, in this way? For Mr. Fawcett avows, in his Report to the Treasury, and the table attached to Mr. Bramston's letter shows, that large quantities of correspondence obviously intended for the Victorian mails are delayed and sent in other ways by the General Post Office, contrary to the obvious intention of the writers; and it does not appear that this is the case in regard to any other mails.

III. Further, in his Report to the Treasury above referred to, the Postmaster-General expressly invites the sanction of My Lords and of the Secretary of State for the Colonies to his proposal to discontinue the system of special addresses altogether and at once.

He presses the Treasury, in the event of their Lordships' concurrence in his views, as the matter is somewhat urgent, that as early an opportunity as possible may be taken of bringing the question before the Earl of Derby, and communicating the joint decision of Treasury and Colonial Office to him.

Mr. Meade, enclosing the Report, and referring to two alternative courses suggested in my letter of the 23rd of January, says Lord Derby "gathers that the proposal now made by Mr. Fawcett, being apparently equivalent to the first alternative, will meet your wishes." I at once assented, and hoped the decision so urgently invited would be immediately announced.

In the previous paragraph of his Report, Mr. Fawcett advised My Lords that the Australasian Governments might be allowed to settle their differences of rates among themselves, but that the absence of a proper understanding between them should not be allowed to render nugatory to the public in this country the advantage of a regular weekly service. Yet the whole question now appears to have been referred back to the consideration of the Governments of New Zealand and Queensland, neither being directly concerned in the maintenance of the regular weekly service referred to.

IV. Mr. Bramston proceeds to say :—"Mr. Fawcett adds that the difficulty of the position has already been greatly diminished by the action of New South Wales, in withdrawing its claim for a restriction as regards correspondence forwarded to that colony." I beg to enclose, for the information of the Secretary of State, a copy of a letter from the Postmaster-General of Victoria, dated 14th January last, by which it appears that no instructions were ever given by the Government of New South Wales to the London postal authorities in regard to special addresses on correspondence for that colony; that the action taken in the matter by the Postmaster-General was without the authority of that Government; and, consequently, it is somewhat difficult to understand how there can have been any claim for a restriction on its part to be withdrawn. I cannot, I confess, reconcile Mr. Fawcett's language with Mr. Trickett's. No doubt an explanation will be given in the course of time, but meanwhile, as it is now evident that the Governments of Victoria and New South Wales are in perfect accord on the subject, I submit it is somewhat hard on the public to be deprived by the General Post Office of the full advantages which they might derive from the weekly services maintained by the two Governments.

V. I must regard Mr. Fawcett's persistence in the present system, under the circumstances stated, as a deliberate injury to the postal revenue of my colony, for which its Government are entitled to compensation.

I have, &c.,

ROBT. MURRAY SMITH.

The Under-Secretary of State, Colonial Office.

(Enclosure.)

Imperial Treasury to Agent-General, London

SIR,

Treasury Chambers, 3rd April, 1884.

I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, in reply to your letter of the 18th ultimo, that it has been thought proper to communicate with the colonies concerned, as to the requirement of special addresses on Australasian correspondence, and that My Lords have, as yet, not received replies to their inquiries.

I am, &c.,

R. WELBY.

The Agent-General for Victoria.

(Enclosure.)

Agent-General to Chancellor of Exchequer, London.

SIR,

8 Victoria Chambers,
Westminster, S.W., 9th April, 1884.

I have the honour to acknowledge the receipt of Sir Reginald Welby's letter of the 3rd instant, informing me that it has been thought proper by the Lords Commissioners of Her Majesty's Treasury to communicate with the colonies concerned as to the requirement of special addresses on Australasian correspondence, and that My Lords have, as yet, not received replies to their inquiries.

II. I wish to submit, for the information of My Lords, at this stage of the correspondence, a very brief statement of the case as far as they at the present time have transpired.

The colonies directly concerned are two—New South Wales, which last year subsidized the Orient line of steamers, and Victoria, which has maintained the Peninsular and Oriental service since Mr. Lowe discontinued the Imperial subsidy to the Australian section of that line in 1873. It was on the score that special addresses unduly interfered with the public convenience, in the use of the alternating weekly service provided by those two lines, that Mr. Fawcett proposed the abolition of such addresses in his Report to My Lords of the 17th of January last. It now appears that, so far as New South Wales is concerned, the action taken in reference to special addresses was without any authority from the Postmaster-General of that colony. I enclose a copy of a letter from that officer to the Postmaster-General of Victoria, the terms of which leave no doubt on the point. While enforcing the obligation of a special address on New South Wales correspondence, as it now appears, without any authority to do so, Mr. Fawcett positively refuses the request of my Government to protect the correspondence despatched in its mails by the same safeguard of a special address; and, in his Report to My Lords, even adverts in terms of censure to my application, as if the system of special addresses and the consequent injury to the public had first been brought seriously under his notice on this occasion.

III. I conclude, from Sir Reginald Welby's letter, and from one I have received from the Colonial Office on the subject, that a decision is now delayed until the Governments of Queensland and New Zealand, neither of which has any direct interest in the two alternating services referred to, have expressed their opinions and wishes on the subject. Meantime, the loss to the service subsidized by my Government is proved, by the returns supplied to My Lords by Mr. Fawcett of correspondence detained by him, in contravention of the obvious intention of the writers, to be very considerable, and My Lords will see by a letter from the Postmaster-General of Victoria, received by this week's mail, and of which I enclose a copy, that my Government consider they have a fair claim to be compensated for the same.

I have, &c.,

ROBT. MURRAY SMITH.

The Right Honorable H. C. E. Childers, M.P., &c., &c., &c.

Colonial Secretary, Brisbane, to Premier, Melbourne.

Colonial Secretary's Office,
Brisbane, 9th May, 1884.

SIR,

I have the honour to acknowledge the receipt of your letter of the 22nd ultimo, enclosing a letter addressed by the Honorable the Postmaster-General of Victoria to the Honorable the Postmaster-General of Queensland, informing him of the terms of an arrangement recently entered into between Victoria and New South Wales for the conveyance of mails to and from the United Kingdom by means of contract mail services, under which each of those colonies has undertaken, as the basis of the agreement, to charge the same rate of postage by whatever route correspondence may be transmitted, and inquiring whether, in order that the public of all the colonies of Australasia may have the full benefit of the several mail lines, this colony would be prepared to assent to a similar arrangement, all correspondence for, as well as from, the United Kingdom *viâ* Brindisi being forwarded by the quickest available route.

In reply, I have to inform you that, Mr. Campbell's letter having been under consideration of the Government, they are prepared to assent to an arrangement with the colony of Victoria for the conveyance of Queensland mails to and from the United Kingdom by the steamers of the P. and O. Company upon the same terms as those agreed to by New South Wales.

3. In order to make quite clear the conditions of the arrangement, they suggest that, instead of the concluding words above quoted from Mr. Campbell's letter, the words used by Mr. Fawcett in his letter of the 17th January last to the Lords of the Treasury, "that the requirement of a special address be withdrawn, and that all correspondence * * * * * posted without special superscription, and obviously intended to go by the first mail, should be so sent, without regard to the route or line of packets employed," should be adopted, as defining the conditions on which letters not specially superscribed should be despatched to and from the United Kingdom, with the understanding that, in the event of a mail by the subsidized mail service *viâ* Torres Straits closing in London on the same day as a mail by another route, Queensland letters should be despatched by the former.

To this modification there can, I apprehend, be no objection on the part of Victoria.

4. I presume that Victoria will undertake to provide for the overland transit of Queensland mails through that colony. The colony of New South Wales has already intimated its willingness to make similar provision between the border and Sydney.

5. It is, of course, understood that this arrangement does not interfere with the mails sent from Queensland to the United Kingdom *viâ* Plymouth at the 4d. rate of postage.

I shall be glad to be favoured with a reply to this letter as soon as convenient, in order that the advantages pointed out by Mr. Campbell may be made available at as early a date as possible.

I have, &c.,

S. W. GRIFFITH.

The Honorable James Service, Premier, Melbourne.

Postmaster-General to Premier, Melbourne.

Post Office and Telegraph Department,
Melbourne, 20th May, 1884.

SIR,

In returning the attached communication from the Colonial Secretary, Brisbane, dated the 9th inst., No. 84/1409, in which Mr. Griffith notifies the assent of the Government of Queensland to the new arrangement for carriage of mails by contract services subsidized by that colony and Victoria, proposed in my letter of the 22nd ultimo, addressed to the Postmaster-General, Brisbane, I have the honour to suggest that the Queensland Government be advised that it is considered desirable to make the arrangement referred to take effect from the 1st prox., and that steps will be taken accordingly.

The arrangement may be summarized as follows:—

- (1.) The postage levied in Queensland on correspondence for the United Kingdom *viâ* Brindisi to be the same by whatever route correspondence may be despatched, viz.:—
Letters, 6d. per $\frac{1}{2}$ oz.
Packets, 1d. per oz.
Newspapers, 1d. each.

This undertaking not to affect the transmission of letters at the 4d. rate *viâ* Plymouth.

- (2.) Queensland to pay Victoria for mails *viâ* Colombo, and Victoria to pay Queensland for mails *viâ* Torres Straits, the undermentioned transit charges:—
Letters, 15s. per lb.
Packets, 1s. per lb.
Newspapers, 6d. per lb.
- (3.) All correspondence for the United Kingdom posted in Queensland without special superscription, and evidently intended for the first available despatch *viâ* Brindisi, to be so forwarded; a similar course to be followed in regard to letters, &c., from the United Kingdom for Queensland, except in the event of a mail by the subsidized Queensland service closing in London the same day as a mail by another route, when letters for that colony should be despatched by the former.
- (4.) Division of postage with the United Kingdom to be the same by both routes.
- (5.) Victoria to arrange for the carriage free of cost of the mails in question between Melbourne and the New South Wales border.

I have, &c.,

JAMES CAMPBELL.

The Honorable the Premier, Melbourne.

No. 51.

H

Secretary, Premier's Office, to Acting Deputy Postmaster-General, Melbourne.

SIR,

Premier's Office,
Melbourne, 26th May, 1884,

I am directed to acknowledge the receipt of the Honorable the Postmaster-General's letter of the 20th instant, with reference to one addressed by the Honorable the Colonial Secretary, Brisbane, to Mr. Service, conveying assent to a proposed new arrangement with regard to European mails.

The letter of your department states that it is considered desirable that the agreement should come into operation on the 1st June, and it gives a summary of what the new arrangement is understood to be. But it does not explain whether, in this, the modification proposed in the third paragraph of the Brisbane letter is adopted or not.

Mr. Service feels a difficulty in replying to Mr. Griffith without this point being made clear, and I am to ask that you will be so good as to inform him with regard to it.

I may mention that, in the meanwhile, the Premier has informed Mr. Griffith by telegram that it is considered desirable that the agreement should come into operation on the 1st June.

I enclose herewith correspondence on the subject, which I shall be obliged if you will return.

I have, &c.,

E. J. THOMAS,
Secretary to the Premier.

The Acting Deputy Postmaster-General, Melbourne.

Acting Deputy Postmaster-General to Secretary, Premier's Office, Melbourne.

SIR,

General Post Office, Melbourne, 27th May, 1884.

In returning the attached correspondence, respecting the conveyance of mails by Victorian and Queensland mail services, I am directed by the Honorable the Postmaster-General to inform you that the terms of paragraph 3 of Mr. Griffith's letter of the 9th inst. have been accepted in their integrity.

At the same time, I would call your attention to the fact that the provisions set forth in the paragraph in question are fully embodied, though not quoted verbatim, in Mr. Campbell's letter of the 20th inst. (See clause 3 of arrangement as summarized.)

In order that you may be in a position to understand the matter more thoroughly, I may explain that the so-called modification mentioned by Mr. Griffith can scarcely be designated by that name.

In the event of mails closing in London *viâ* Torres Straits and *viâ* Colombo upon the same day, letters for all the northern ports of Queensland would reach their destination earlier by the former than by the latter service; and, even in the case of Brisbane, it is doubtful whether in any instance the mails would be delivered earlier (if as early) *viâ* Colombo and Melbourne than *viâ* Torres Straits.

You will observe, therefore, that in these circumstances Victoria has no reason for objecting to the "modification" suggested by the Colonial Secretary of Queensland, which was understood by this office from the outset as forming part of the proposal to forward correspondence by the quickest route.

I have, &c.,

S. W. MCGOWAN,
Acting Deputy Postmaster-General.

Premier to Postmaster-General, Melbourne.

SIR,

Premier's Office,
Melbourne, 30th May, 1884.

I have the honour to inform you, by direction of the Premier, that, in accordance with your letter of the 20th inst., and Mr. McGowan's further communication of the 27th inst., a letter has been addressed to the Honorable the Colonial Secretary, Brisbane, communicating the summary—given in your letter—of the new arrangement for carriage of mails by contract services subsidized by Queensland and Victoria. Mr. Service remarked, in his letter to the Queensland Government, that, from the summary given, it would be observed that the so-called modification, contained in paragraph 3 of Mr. Griffith's letter of the 9th instant, had been accepted in its integrity.

I have, &c.,

E. J. THOMAS,
Secretary to the Premier.

The Honorable the Postmaster-General, Melbourne.

Telegram, Colonial Secretary, Brisbane, to Premier, Melbourne.

Brisbane, 30th May, 1884.

I approve of the arrangement taking effect from 1st proximo, and our Agent-General has been cabled to advise Imperial Postmaster-General.

S. W. GRIFFITH.

Premier, Melbourne.

APPENDIX DA.

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Aberfeldy ...	Donaldson, H. ...	18 0 0	Beazley's Bridge ...	Helliar, A. J. ...	11 0 0
Acheron ...	Wylie, J. ...	21 0 0	Beeac ...	Gilbert, A. ...	59 0 0
Adelaide Lead ...	Dillon, D. ...	12 0 0	Beenak ...	Goodson, J. C. ...	9 0 0
Ailsa ...	Kennedy, A. ...	6 0 0	Beechworth ...	Sennett, J. ...	250 0 0
Alberton ...	Gregory, J. ...	23 0 0	Belfast ...	Thwaites, J. ...	350 0 0
Albert Park ...	Bond, A. ...	65 0 0	Bellarine ...	Andrews, W. ...	24 0 0
Alexandra ...	Powell, H. M. ...	80 0 0	Bellevue ...	Prendergast, K. ...	24 0 0
Alfredton ...	Forester, H. J. ...	26 0 0	Belmont ...	Williams, J. ...	21 0 0
Allambee ...	Atkins, S. ...	6 0 0	Benalla ...	Jackson, G. E. ...	250 0 0
Allan's Flat ...	Elliott, E. ...	19 0 0	Bendoc ...	Cox, C. ...	8 0 0
Allansford ...	Anderson, J. ...	49 0 0	Bengworden ...	Tippett, R. ...	10 0 0
Allendale ...	Levack, A. M. ...	90 0 0	Berjeroop ...	Morton, G. H. ...	6 6 0
Alma ...	Pearse, F. F. ...	18 0 0	Benyeo ...	Newton, L. ...	15 0 0
Alphington ...	Adams, J. S. ...	28 0 0	Beremboke ...	Eastwood, G. W. ...	24 0 0
Amherst ...	Hackett, M. ...	56 0 0	Berwick ...	D'Arcy, E. C. ...	100 0 0
Amphitheatre ...	Hardie, A. ...	48 0 0	Bet Bet ...	Grant, M. ...	19 0 0
Anakie ...	Howarth, J. ...	27 0 0	Bethanga ...	Forster, J. C. ...	62 0 0
Anderson's Inlet ...	Laycock, S. J. ...	6 0 0	Beveridge ...	McBain, D. ...	20 0 0
Apsley ...	Arelett, J. ...	117 7 6	Big Hill, Sandhurst ...	Perry, P. C. ...	9 0 0
Ararat ...	Kilborn, R. ...	350 0 0	Birregurra ...	Dawkins, A. ...	110 0 0
Arcadia ...	McCluskey, P. ...	12 0 0	Blackburn ...	King, G. ...	12 0 0
Arcadia (Railway Station) ...	Keogh, J. ...	28 0 0	Black Hill ...	Turner, A. ...	18 0 0
Archdale ...	Davey, W. J. ...	13 0 0	Black Lead ...	Cramere, F. ...	10 0 0
Areegra ...	Sanders, H. ...	9 0 0	Blakeville ...	Parker, A. ...	6 0 0
Armstrongs (Ry. Stn.) ...	Muir, D. ...	30 0 0	Blampied ...	Blampied, C. ...	19 0 0
Arundel ...	Donovan, D. ...	9 0 0	Bloomfield ...	Thomson, A. ...	6 0 0
Ascot ...	Crichton, T. O. ...	20 0 0	Bobbinawarrah ...	Winning, A. ...	30 0 0
Ashens ...	Runnalls, L. S. ...	7 0 0	Bolinda ...	Caldwell, G. A. ...	20 0 0
Avenel ...	Deane, E. ...	65 0 0	Bolwarrah ...	Gabriel, L. ...	21 0 0
Avoca ...	Arkins, P. R. ...	300 0 0	Bonang ...	Marriott, R. ...	6 0 0
Avoca Forest ...	Stewart, D. ...	6 0 0	Bonegilla ...	Cummins, J. ...	18 0 0
Avon Plains ...	Stratford, H. ...	31 0 0	Boomanoomoonah ...	Townsend, J. ...	6 0 0
Axedale ...	Cahill, W. S. ...	24 0 0	Boorooopki ...	Crabtree, A. ...	34 0 0
Baarmutha ...	Gatehouse, J. ...	16 0 0	Boort ...	Brown, T. A. ...	64 0 0
Bacchus Marsh ...	Hannah, M. L. ...	80 0 0	Boosey ...	Cahir, P. ...	8 0 0
Baddaginnie ...	O'Dea, E. M. ...	13 0 0	Boosey North ...	Hopkins, T. ...	6 0 0
Bagshot ...	Turnbull, J. ...	6 0 0	Bo-Peep Hill ...	McDonald, M. E. ...	6 0 0
Bahgallah ...	Craig, R. ...	6 0 0	Borong (Railway Stn.) ...	Lucas, A. ...	8 0 0
Baillieston ...	Oppermann, W. ...	22 0 0	Boweya ...	Fair, C. ...	6 0 0
Bairnsdale ...	Jones, B. C. ...	250 0 0	Bowman's Forest ...	Connor, P. C. ...	32 0 0
Bald Hills ...	Slatery, D. ...	9 0 0	Box Forest ...	Checkley, H. ...	9 0 0
Bald Rock ...	Bernicke, G. A. ...	21 0 0	Box Hill ...	Padgham, S. ...	30 0 0
Baldwinsville ...	Brown, T. ...	20 0 0	Branxholme ...	Kemp, M. E. ...	91 0 0
Ballan ...	McDonagh, M. ...	100 0 0	Braybrook ...	Dickson, J. ...	15 0 0
Ballangeich ...	Tomlinson, W. ...	33 0 0	Breakwater ...	Kelly, A. ...	15 0 0
Ballarat ...	Bechervaise, W. P. ...	566 13 4	Briagolong ...	Knipe, J. ...	49 0 0
Ballarat East ...	Whitelaw, W. S. ...	230 0 0	Bridgewater-on-Loddon ...	Hutchison, R. ...	57 0 0
Ballyrogan ...	Stewart, C. ...	12 0 0	Bright ...	Outtrim, E. S. ...	200 0 0
Balmattum ...	McKernan, D. ...	21 0 0	Brighton ...	Thomas, F. ...	100 0 0
Balmoral ...	Renahan, A. M. ...	75 0 0	Brighton East ...	Ward, W. ...	99 0 0
Balnarring ...	Jarvie, P. ...	21 0 0	Brighton North ...	Wood, J. T. ...	103 0 0
Balwyn ...	Beckefeld, R., junr. ...	69 0 0	Brighton South ...	Reynolds, J. G. ...	63 0 0
Bamawm ...	Rankin, J. ...	7 0 0	Brimboal ...	Ross, T. J. ...	9 0 0
Bamganie ...	Watt, A. ...	12 0 0	Broadford ...	McLeish, J. ...	85 0 0
Banyena ...	McGonigal, S. ...	29 0 0	Broadmeadows ...	Couser, M. ...	41 0 0
Barber's Creek ...	Butler, T. ...	14 0 0	Broadwater ...	McLean, M. ...	21 0 0
Barfold ...	Latimer, J. ...	20 0 0	Brooklyn ...	Broadbent, A. ...	6 0 0
Baringhup ...	Lawrence, C. ...	28 0 0	Broomfield ...	Mitchell, H. ...	36 0 0
Baringhup East ...	Watson, J. ...	16 0 0	Brown Hills ...	Schmidt, G. ...	36 0 0
Barker's Creek ...	Davey, R. ...	15 0 0	Brown's Diggings ...	Fox, E. ...	12 0 0
Barkly ...	Cheesman, J. ...	17 0 0	Brown's Plains ...	Gilmore, D. H. ...	21 0 0
Barkstead ...	Clarke, D. ...	14 0 0	Brunswick ...	Allison, E. ...	120 0 0
Barmah ...	Frost, R. N. ...	20 0 0	Bruthen ...	Knight, H. J. ...	156 10 0
Barnawartha ...	McKeone, M. A. ...	72 0 0	Buangor ...	Hornsby, R. ...	54 0 0
Barnedown ...	Maltby, T. K. ...	42 0 0	Buchan ...	Kellic, W. ...	21 0 0
Barrakee ...	McAdam, R. ...	28 0 0	Buckland ...	White, M. ...	19 0 0
Barrapoort ...	Russell, J. T. ...	24 0 0	Buckrabanyule ...	Howard, J. ...	24 0 0
Barry's Reef ...	Shaw, W. ...	51 0 0	Budgerum ...	Kelly, D. ...	10 0 0
Bass ...	Thompson, J. ...	21 0 0	Bulgoback ...	Hardy, G. F. ...	17 0 0
Batesford ...	Smith, H. A. ...	24 0 0	Bulla ...	Bethell, F. ...	20 0 0
Baulkamaugh ...	Williams, J. ...	11 0 0	Bullarook ...	James, W. ...	12 0 0
Baynton ...	Swan, J. ...	9 0 0	Bullarto ...	Thynne, E. A. ...	28 0 0
Beaconsfield ...	Somner, A. H. ...	17 0 0	Bullengarook ...	Gorman, W. ...	10 0 0
Beaconsfield (Ry. Stn.) ...	Walker, F. C. ...	6 0 0	Bullengarook East ...	Clarke, J. ...	6 0 0
Bealiba ...	Lyndon, E. M. ...	81 0 0	Buln Buln ...	Maginn, J. ...	57 0 0
Beaufort ...	Kildahl, E. ...	110 0 0	Bulumwaal ...	Waite, H. ...	11 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Bunbartha ...	Macaulay, J. ...	15 0 0	Chatsworth ...	Murray, A. J. ...	27 0 0
Bundalong ...	Hendry, W. ...	23 0 0	Cheltenham ...	Chandler, T. ...	95 0 0
Bundalong South ...	Burt, W. ...	17 0 0	Chepstowe ...	Tindall, T. ...	24 0 0
Bundoora ...	Emms, W. ...	20 0 0	Chetwynd ...	Hinkley, T. ...	24 0 0
Bung Bong ...	Bennett, C. ...	12 0 0	Chewton ...	Lamb, J. ...	120 0 0
Bung Bong (Railway Station)	Fraser, R. ...	24 0 0	Childers ...	Dickinson, R. ...	15 0 0
Bungaree ...	Chalmers, T. ...	24 0 0	Chiltern ...	Montgomery, G. ...	100 0 0
Bungeeluke North ...	Laws, J. ...	16 0 0	Chinaman's Creek ...	Laver, A. E. ...	27 0 0
Bungeeluke ...	Stubbs, J. W. ...	21 0 0	Chinaman's Flat ...	Beedon, E. ...	27 0 0
Bungeet ...	Wall, T., senior ...	6 0 0	Chintin ...	Madden, M. ...	10 0 0
Buninyong ...	Drury, M. ...	100 0 0	Christmas Hill ...	Young, T. ...	22 0 0
Bunyip (Railway Station)	Woodcock, J. ...	48 0 0	Chute ...	Dobie, G. ...	15 0 0
Burke's Flat ...	Goulet, F. ...	37 0 0	Clarendon ...	Downey, G. ...	14 0 0
Burnt Creek ...	Russell, J. G. ...	12 0 0	Clarke's Hill ...	Connelly, H. ...	15 0 0
Burrabunnia ...	Busse, F. ...	12 0 0	Clear Lake ...	Edwards, J. H. ...	20 0 0
Burramine ...	Sharp, R. ...	10 0 0	Clifton Hill ...	Gearing, S. H. ...	100 0 0
Burramine East ...	Smith, M. H. ...	9 0 0	Clunes ...	Collier, J. L. ...	350 0 0
Burramine South ...	Gray, T. ...	11 0 0	Clyde ...	Twyford, T. A. ...	12 0 0
Burramine West ...	Campbell, R. ...	8 0 0	Clydebank ...	Armstrong, T. G. ...	7 0 0
Burrereo ...	Goods, G. ...	18 0 0	Clydesdale ...	Yourn, J. ...	6 0 0
Burrunbeet (Railway Station)	McDonald, D. ...	33 0 0	Cobden ...	Brown, E. ...	66 0 0
Burwood ...	Clarke, W. F. ...	64 0 0	Cobram ...	Dick, H. M. ...	18 0 0
Buttlejork ...	Murphy, J. ...	9 0 0	Coburg ...	Landells, J. D. ...	235 0 0
Buxton ...	Scott, A. ...	9 0 0	Codrigton ...	Forest, M. J. ...	11 0 0
Byaduk ...	Ross, G., senior ...	28 0 0	Coghill's Creek ...	Pollard, W. B. ...	21 0 0
Byaduk North ...	McKenzie, E. ...	9 0 0	Cohuna ...	Garden, J. ...	35 0 0
Bylands ...	Fitzpatrick, M. ...	6 0 0	Coiomadai Creek ...	Doubleday, W. ...	17 0 0
California Gully ...	Thomas, M. ...	46 0 0	Colac ...	Dore, F. ...	310 0 0
Calivil ...	Slattery, A. E. ...	12 0 0	Colbinabbin ...	Bockholt, H. H. ...	18 0 0
Callawadda ...	Richard, E. ...	18 0 0	Coleraine ...	Kinehan, L. E. ...	140 0 0
Callignee ...	Tanner, T. D. ...	6 0 0	Collingwood ...	Hollick, W. ...	250 0 0
Camberwell ...	Keen, E. S. ...	83 0 0	Condah ...	Barter, J. ...	42 15 0
Cambrian Hill ...	Renkin, J. ...	18 0 0	Congupna ...	Nixon, J. ...	7 0 0
Campaspe ...	Revell, J. ...	8 0 0	Congupna Road ...	De Morton, J. A. ...	24 0 0
Campbellfield ...	Matthewson, E. ...	24 0 0	Connewarre ...	Parsons, H. ...	18 0 0
Campbell's Creek ...	Pattle, T. ...	95 0 0	Conover ...	Quick, R. ...	12 0 0
Campbell's Forest ...	Davidson, J. ...	6 0 0	Conover West ...	Cecil, C. H. ...	9 0 0
Campbelltown ...	Heron, W. ...	18 0 0	Cooma ...	Hicks, E. H. ...	13 0 0
Camperdown ...	Hannah, J. ...	240 0 0	Coomoora ...	Browne, M. A. ...	16 0 0
Canary Islands ...	Vear, S. ...	18 0 0	Coongulmerang ...	Bustorff, M. ...	34 0 0
Caniambo ...	Adams, M. A. ...	13 0 0	Coongulmerang (Upper) ...	Breen, M. J. ...	14 0 0
Cannum ...	Kinghorn, A. ...	12 0 0	Coonoer Bridge ...	Williams, W. ...	22 0 0
Canterbury ...	Wall, M. ...	6 0 0	Cooper's Creek ...	Day, J. ...	18 0 0
Cape Clear ...	Gibson, A. L. ...	30 0 0	Cope Cope ...	Gray, W. H. ...	61 0 0
Capel's Crossing ...	Ievers, M. ...	6 0 0	Corack ...	Glowrey, J. T. ...	33 0 0
Cape Otway ...	Kelsall, J. ...	200 0 0	Corindhap ...	Thomas, D. E. ...	33 0 0
Cape Schanck ...	Nice, T. ...	104 0 0	Corinella ...	Mitchell, J. ...	15 0 0
Caralulup ...	Reed, F. ...	12 0 0	Corumby ...	Hobbins, J. H. ...	14 0 0
Caramut ...	Barnett, A. M. ...	72 0 0	Corop ...	Smith, A. G. ...	53 0 0
Carapooee ...	Edelsten, S. J. ...	13 0 0	Corryong ...	Donaldson, T. R. ...	47 0 0
Carapooee (Railway Station)	McPhee, P. ...	23 0 0	Costerfield ...	Harrison, W. K. ...	27 0 0
Carapook ...	Jelbart, J. ...	12 0 0	Costerfield South ...	Gray, J. G. ...	13 0 0
Cardigan ...	Surman, J. W. ...	15 0 0	Couangalt ...	Blanche, J. F. ...	11 0 0
Cardinia Creek ...	Chew, R. B. ...	9 0 0	Cowes ...	West, J. ...	41 0 0
Cargarie ...	Campbell, M. ...	12 0 0	Cowley's Creek ...	Tanner, S. ...	10 0 0
Carisbrook ...	Russell, J. ...	64 0 0	Cowwarr ...	Nelson, J. ...	17 0 0
Carlsruhe ...	Hughes, E. ...	15 0 0	Craigie ...	Gebhardt, W. ...	50 0 0
Carlsruhe (Railway Station)	McDonald, G. F. ...	28 0 0	Craigieburn ...	Sundberg, S. G. ...	24 0 0
Carlton ...	Clark, J. H. ...	220 0 0	Cranbourne ...	Grant, K. ...	15 0 0
Carlton North (Receiving House)	Bowden, J. ...	30 0 0	Cressy ...	Thomson, A. ...	72 0 0
Carngham ...	Wilson, W. ...	28 0 0	Creswick ...	Hall, T. A. ...	27 0 0
Carpendeit ...	Morrison, P. ...	6 0 0	Crossley ...	Williams, W. W. ...	350 0 0
Carron ...	McAdam, E. ...	8 0 0	Crossover Diggings ...	Malone, J. ...	24 0 0
Cashel ...	Cameron, M. ...	80 0 0	Crowlands ...	Veysey, J. ...	7 0 0
Casterton ...	Barry, J. J. ...	250 0 0	Croxton East ...	Wilkinson, S. J. ...	42 0 0
Castlemaine ...	Green, T. ...	375 0 0	Cudjee ...	O'Farrell, T. ...	19 0 0
Cathcart ...	Abrendts, G. ...	19 0 0	Cudgewa ...	Fearnley, B. J. ...	21 0 0
Catumnal ...	Westcott, W. ...	15 0 0	Cundare ...	Eade, J. A. ...	27 0 0
Caulfield ...	Le Page, J. ...	48 0 0	Cunninghame ...	Preston, A. ...	6 0 0
Cavendish ...	Roberts, F. ...	37 0 0	Curlewis ...	Tilt, R. E. ...	130 0 0
Ceres ...	McDowall, R. ...	21 0 0	Dandenong ...	Stow, T. M. ...	15 0 0
Charlotte Plains ...	Gordon, H. ...	6 0 0	Dargalong ...	Fitzgerald, M. ...	84 0 0
Charlton ...	Cheshire, H. E. ...	250 0 0	Dargo ...	Tidboald, T. ...	24 0 0
			Darkbonee ...	Kelly, J. B. ...	34 0 0
			Darlimurla ...	Birrell, W. W. ...	6 0 0
			Darlingford ...	Collard, H. E. ...	17 0 0
			Darlington ...	Dunn, J. ...	27 0 0
			Darnum ...	Hodgson, S. D. ...	42 0 0
				O'Neill, M. ...	18 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Darraweit Guim ...	Francis, M. A. ...	30 0 0	Elphinstone (Railway Station) ...	Urquhart, J. ...	30 0 0
Dart Dart ...	Elsom, W. ...	6 0 0	Elsternwick ...	Morris, G. ...	110 0 0
Dartmoor ...	McPherson, M. ...	18 0 0	Eltham ...	Hunniford, A. ...	27 0 0
Daylesford ...	Reed, T. ...	350 0 0	Emu ...	Collins, R. ...	9 0 0
Dean ...	Naples, C. ...	27 0 0	Emu Creek (Strathfield-saye) ...	Owen, J. ...	33 0 0
Dean's Marsh ...	Schram, J. ...	39 0 0	Emu Flat ...	Neal, F. ...	9 0 0
Dederang ...	Oliver, G. ...	12 0 0	Emu Vale ...	Jones, E. ...	37 0 0
Deep Lead ...	Sweetman, M. J. ...	22 0 0	Enfield (Whim Holes) ...	McClelland, R. ...	9 0 0
Delatite ...	Lovick, W. ...	7 0 0	Enoch's Point ...	Kelly, H. ...	16 0 0
Denicull Creek ...	Couper, S. ...	11 0 0	Ensay ...	Johnston, H. ...	36 0 0
Dennington ...	O'Sullivan, A. ...	21 0 0	Epping ...	Aitken, J. ...	18 0 0
Dereel ...	Bown, C. ...	9 0 0	Epsom ...	Robbie, J. ...	33 0 0
Derby ...	Stanistreet, J. ...	30 0 0	Essendon (Railway Station) ...	Southey, G. E. ...	30 0 0
Dergholm ...	McDonald, M. ...	15 0 0	Estcourt ...	Pratt, J. ...	12 0 0
Derrimut ...	Hopkins, R. ...	9 0 0	Eurambreen ...	Eddy, G. A. ...	7 0 0
Derrinallum ...	Hart, A. J. ...	38 0 0	Euroa (Railway Station) ...	Vaughan, J. ...	70 0 0
Devenish (Railway Station) ...	Menhennett, T. ...	13 0 0	Eurobin (Black Springs) ...	Boyd, M. ...	43 0 0
Diamond Creek ...	Alder, E. ...	24 0 0	Evansford ...	Hastie, R. ...	18 0 0
Diamond Hill ...	Richards, W. ...	15 0 0	Eversley ...	Smith, A. ...	22 0 0
Diapur Town ...	Palfrey, G. H. ...	6 0 0	Everton ...	Davenport, T. ...	46 0 0
Digby ...	Townsend, M. ...	38 0 0	Everton (Railway Station) ...	Wright, J. J. ...	38 0 0
Diggersrest ...	Donnelly, R. ...	30 0 0	Fenton's Creek ...	Finch, J. A. ...	12 0 0
Diggora ...	Roney, P. ...	9 0 0	Fernbank ...	Scott, M. L. ...	27 0 0
Dimboola ...	Holderness, T. ...	225 0 0	Fern Hill ...	Nowell, F. A. ...	24 0 0
Dingee (Railway Station) ...	Harding, J. ...	6 0 0	Fern Hill (Railway Station) ...	Cottle, W. H. ...	28 0 0
Dobie's Bridge ...	Moloney, W. ...	18 0 0	Fernihurst ...	Huggins, C. ...	21 0 0
Docker's Plains ...	Smith, J. ...	15 0 0	Fernshawe ...	Hurst, E. E. ...	18 0 0
Dolly's Creek ...	Simpson, W. ...	9 0 0	Ferntree Gully ...	McQuade, P. J. ...	24 0 0
Donald ...	Burns, C. E. ...	100 0 0	Fitzroy ...	Mirams, E. ...	190 0 0
Doncaster ...	Reynolds, H. G. ...	26 0 0	Fitzroy North ...	Coffin, E. ...	84 0 0
Donnelly's Creek ...	Bake, R. H. ...	22 0 0	Flemington ...	Reed, F. ...	110 0 0
Dooboogetic ...	Morgan, W. C. ...	13 0 0	Flinders ...	Segrave, W. ...	...
Dooen ...	Grant, R. ...	25 0 0	Flowerdale ...	Blackman, G. ...	9 0 0
Doogalook ...	Kemp, A. ...	26 0 0	Flynn's Creek ...	Barclay, D. ...	12 0 0
Dookie ...	Dowd, E. ...	15 0 0	Flynn's Creek (Railway Station) ...	Baynes, C. E. ...	28 0 0
Doon ...	Sartain, M. J. ...	47 0 0	Flynn's Creek, Upper ...	Joep, R. ...	11 0 0
Drik Drik ...	Cock, W. V. ...	18 0 0	Footscray ...	Larritt, M. ...	120 0 0
Dromana ...	O'Grady, C. ...	72 0 0	Forbes ...	O'Dwyer, E. ...	18 0 0
Drouin ...	Amess, J. ...	60 0 0	Forest Hill, Nunawading ...	Peacock, R. ...	10 0 0
Drouin North ...	Durham, G. J. ...	8 0 0	Foster ...	Barry, J. ...	156 10 0
Drouin South ...	Simper, C. ...	6 0 0	Framlingham ...	Munro, J. ...	12 0 0
Drouin West ...	Sutherland, J. ...	18 0 0	Franklinford ...	Bumstead, W. ...	22 0 0
Drumanure ...	Chambers, M. ...	6 0 0	Frankston ...	Savage, S. M. ...	67 0 0
Drummond ...	Porter, H. ...	18 0 0	Freeburgh ...	McKay, J. ...	12 0 0
Drung Drung ...	McCarlie, M. ...	15 0 0	Frenchman's ...	Creamer, E. ...	12 0 0
Dry Creek ...	Pemberton, J. ...	14 0 0	Freshwater Creek ...	Mayall, M. ...	12 0 0
Dry Diggings ...	Elliott, T. ...	12 0 0	Fryerstown ...	Carter, G. L. ...	152 0 0
Drysdale ...	Conboy, E. ...	84 0 0	Fyansford ...	Littlewood, T. ...	21 0 0
Dunach ...	Corfield, C. H. ...	18 0 0	Gaffney's Creek ...	Weatherhead, J. ...	82 0 0
Dunbulbalane ...	Calder, W. ...	23 0 0	Gannawarra ...	Safe, W. H. ...	18 0 0
Dunkeld ...	Hughes, W. J. ...	70 0 0	Gapstead ...	Muller, F. ...	19 0 0
Dunn's Town ...	Darcey, D. ...	18 0 0	Garup ...	Reynolds, J. ...	9 0 0
Dunolly ...	Lawrence, J. ...	230 0 0	Garvoc ...	Glowrey, J. ...	53 0 0
Durdidwarrah ...	Ellison, R. E. ...	30 0 0	Geelong ...	Fisher, J. ...	411 13 4
Durham Lead ...	Lamble, K. M. ...	15 0 0	Geelong East ...	Stone, F. ...	11 0 0
Durham Ox ...	Raven, J. E. ...	114 0 0	Geelong West ...	Birrell, J. ...	27 0 0
Eaglehawk ...	Mulcahy, J. ...	120 0 0	Gembrook ...	Crichton, D. ...	27 0 0
Eastbrook ...	O'Keefe, T. ...	19 0 0	Gembrook South ...	Clink, S. A. ...	10 0 0
Eastern Market Receiving House ...	Burns, S. ...	100 0 0	Gerangamete ...	Tranter, W. A. ...	13 0 0
Eastville ...	Murdoch, J. S. ...	10 0 0	Germantown ...	Benari, A. ...	15 0 0
Echuca ...	Forbes, D. W. ...	375 0 0	Gheringhap ...	Moore, W. ...	15 0 0
Echuca East ...	Lawrence, S. J. ...	24 0 0	Gipsy Village ...	Lewis, M. ...	14 0 0
Eddington ...	Ryan, T. ...	48 0 0	Girgarre East ...	Ryan, W. ...	9 0 0
Edenlope ...	McParland, M. A. ...	80 0 0	Gisborne ...	Haines, R. ...	85 0 0
Edgecombe ...	Gillam, S. ...	12 0 0	Glenaroua ...	Mooney, J. ...	12 0 0
Egan's Town (Deep Creek) ...	Vanderbilt, D. ...	24 0 0	Glendaruel ...	Hockey, M. W. ...	9 0 0
Elaine ...	Munro, A. ...	64 0 0	Glendonald ...	Gillan, A. ...	15 0 0
Eldorado ...	Horrocks, H. ...	120 0 0	Glenbower (Middle Creek) ...	Potter, W. ...	12 0 0
Elizabeth Street North, Melbourne (Receiving House) ...	O'Shea, M. ...	90 0 0	Glenhope ...	Andrews, F. J. ...	10 0 0
Ellerslie ...	Long, J. ...	22 0 0	Glenloth ...	Harvey, J. ...	14 0 0
Elliminyt ...	Smith, E. N. ...	20 0 0	Glenluce ...	Knapmann, N. ...	9 0 0
Ellinbank ...	Smith, D. ...	9 0 0	Glenlyon ...	Kidd, E. ...	32 0 0
Elmhurst ...	Spiers, H. ...	59 0 0			
Elmore (Railway Station) ...	Stephens, C. ...	70 0 0			

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Glenmaggie ...	Weekes, C. ...	20 0 0	Hepburn ...	Campbell, E. A. ...	37 0 0
Glenorchy (Railway Station)	O'Callaghan, J. ...	48 0 0	Hesket ...	Meagher, J. T. ...	15 0 0
Glenpark (Bungaree Springs)	Tolleth, M. J. ...	9 0 0	Hesse (Warrambine) ...	Kelly, M. A. ...	16 0 0
Glenrowan (Railway Station)	Sullivan, J. ...	39 0 0	Hexham ...	Rugg, B. ...	72 0 0
Glenthompson (Railway Station)	Eagland, E. ...	54 0 0	Heyfield ...	Marshall, A. ...	40 0 0
Glenvale ...	Hughson, M. ...	19 0 0	Heywood ...	Remfrey, J. ...	93 0 0
Gnarwarre ...	Corbett, P. ...	14 0 0	High Camp Plain ...	Griffin, D. ...	11 0 0
Gobur (Godfrey's Creek)	Sincocks, H. ...	28 0 0	Highton ...	Nicol, W. ...	24 0 0
Golden Gully ...	Shiel, M. ...	12 0 0	Hill Plain ...	Argus, A. ...	30 0 0
Golden Lake ...	Higgins, J. ...	6 0 0	Hillsborough ...	McGowan, A. ...	18 0 0
Golden Point ...	Hopper, E. ...	16 0 0	Hinnoomunje ...	Jeffery, E. W. ...	20 0 0
Golden Square ...	Bienvenu, W. H. ...	80 0 0	Hochkirch ...	Muller, O. ...	29 0 0
Goldie ...	Douglas, J. ...	9 0 0	Hoddle's Creek ...	Ewart, T. ...	11 0 0
Goldsboro' Reef ...	King, T. N. ...	63 0 0	Hollinwood ...	Toms, S. ...	6 0 0
Goorambat ...	Hoskin, E. ...	12 0 0	Homebush ...	McKinnon, J. ...	42 0 0
Goorambat (Railway Station)	Cook, A. ...	6 0 0	Homebush, Lower ...	Bennett, T. ...	50 0 0
Gooram Gong ...	Rigg, J. ...	21 0 0	Horsham ...	Tymms, H. J. T. ...	250 0 0
Goorong (Railway Station)	Reardon, W. ...	50 0 0	Hotham ...	McGibbon, J. ...	150 0 0
Gooroc ...	Egan, M. ...	18 0 0	Hotspur ...	Matheson, D. ...	32 0 0
Gooroomadda ...	Tracey, M. M. ...	12 0 0	Howqua Hills ...	Richards, T. ...	6 0 0
Gordons ...	Davies, G. ...	72 0 0	Huntly ...	Cartnell, B. ...	36 0 0
Gowar ...	Butler, S. W. ...	12 0 0	Hurdle Flat ...	Birtles, S. ...	18 0 0
Graham's Hill ...	Thomsett, J. M. ...	11 0 0	Illabarook (Bulldog Flat)	Hope, J. ...	25 0 0
Grant ...	Harrison, H. ...	45 0 0	Illowa ...	Johnston, A. ...	17 0 0
Grantville ...	Dickins, E. A. ...	30 0 0	Indigo ...	Robinson, C. ...	27 0 0
Granya ...	Sparrow, C. C. ...	28 0 0	Inglewood ...	Kibble, J. H. ...	240 0 0
Graytown (Spring Creek)	Oddy, W. ...	18 0 0	Inkermann ...	Matthews, J. E. ...	11 0 0
Great Western (Railway Station)	Baker, J. ...	30 0 0	Inverleigh ...	Murray, R. ...	39 0 0
Greendale ...	Parkinson E. ...	20 0 0	Irrewarra ...	Dunnnett, J. ...	6 0 0
Green Gully ...	Lauer, J. ...	12 0 0	Irrewillipe ...	Dennithorne, J. ...	12 0 0
Green Hill ...	Mellen, W. ...	9 0 0	Ivanhoe ...	Crisp, E. ...	23 0 0
Greensborough ...	Iredale, J. ...	18 0 0	Jamieson ...	Hellsten, A. S. ...	90 0 0
Green's Creek ...	Tiddy, C. ...	15 0 0	Janefield ...	McFarlane, F. ...	10 0 0
Greenvale ...	Watts, R. W. ...	19 0 0	Janiember East ...	Shaw, B. ...	15 0 0
Gre Gre ...	Dowling, E. ...	15 0 0	Jan Juc ...	Cunninghame, S. ...	12 0 0
Gre Gre Village ...	Thompson, W. R. ...	6 0 0	Jarklin (Four Posts) ...	Hardy, W. ...	39 0 0
Grenville ...	Richards, E. ...	15 0 0	Jeruk ...	Heath, F. ...	18 0 0
Greta ...	Ellis, A. ...	31 0 0	Jindivick ...	Edney, W. ...	19 0 0
Griffith's Point ...	Hull, G. ...	44 0 0	Jordan ...	Donaldson, R. J. ...	9 0 0
Guildford ...	Sinclair, J. ...	70 0 0	Joyce's Creek (Railway Station)	Gorman, A. ...	32 0 0
Gunbower ...	Treacey, M. ...	25 0 0	Jung Jung (Railway Station)	Boon, B. ...	49 0 0
Gundowring ...	Quirk, M. A. ...	13 0 0	Kalkallo (Donnybrook)	Crichton, P. ...	21 0 0
Gymbowen ...	Houston, J. ...	16 0 0	Kalkee ...	Sleator, S. H. ...	12 0 0
Haddon ...	Sims, H. ...	36 0 0	Kamarooka ...	Goy, R. A. ...	22 0 0
Hamilton ...	Shields, W. ...	350 0 0	Kangaroo ...	Haig, J. ...	19 0 0
Hamilton North ...	Muir, M. ...	9 0 0	Kangaroo Flat ...	Robertson, E. ...	88 0 0
Hanson South ...	Walkden, F. D. ...	10 0 0	Kangaroo Ground ...	Donaldson, J. ...	49 0 0
Happy-go-Lucky ...	Collins, C. ...	23 0 0	Kaniva (Budjik) ...	Dungey, T. R. ...	53 0 0
Happy Valley ...	Tynan, M. ...	24 0 0	Kanyapella (Tongala) ...	Bronton, J. ...	21 0 0
Harcourt ...	McMackin, A. ...	21 0 0	Karabeal ...	Donelan, R. ...	12 0 0
Hardie's Hill ...	Lawrance, R. ...	9 0 0	Karimba ...	Chisholm, J. ...	11 0 0
Harkaway ...	Nichol, A. ...	15 0 0	Karramomus North ...	Kean, P. ...	33 0 0
Harrietville ...	Jones, J. ...	33 0 0	Karramomus South ...	Gourlay, J. ...	6 0 0
Harrow ...	Creagh, G. M. ...	110 0 0	Katamatite ...	Sievers, M. D. ...	6 0 0
Harston (Fawkner) ...	Beasley, A. C. ...	9 0 0	Katandra (Khull's Range)	Moore, C. J. T. ...	38 0 0
Hastings ...	Peddle, H. ...	45 0 0	Katunga ...	Donkin, M. ...	27 0 0
Havelock (Railway Station)	McCarthy, J. H. ...	23 0 0	Katunga East ...	Lease, C. ...	18 0 0
Hawkesdale ...	Kerr, R. ...	18 0 0	Keilor ...	Thompson, J. ...	8 0 0
Hawkinson ...	Finnamore, T., jun. ...	14 0 0	Keilor Road (Railway Station)	Ely, R. G. ...	30 0 0
Hawthorn ...	Haverty, M. ...	125 0 0	Kellalac ...	Rockett, H. ...	30 0 0
Hawthorn, Lower (Receiving House)	Nicholls, C. ...	51 0 0	Kensington Hill ...	Bruce, W. ...	16 0 0
Hayanni ...	Webb, C. ...	14 0 0	Kerang ...	McWilliams, S. J. ...	25 0 0
Hazelglen ...	Smith, A. ...	15 0 0	Kergunyah ...	Ellis, A. ...	190 0 0
Hazelwood ...	Gooding, M. A. ...	21 0 0	Kew ...	Jarvis, C. L. ...	14 0 0
Healesville ...	Cameron, M. ...	57 0 0	Kewell ...	Hodgson, M. E. ...	110 0 0
Heathcote ...	Challen, P. R. ...	220 0 0	Kewell North ...	Coffey, J. ...	27 0 0
Heathill ...	McCord, W. ...	6 0 0	Kialla ...	Magill, R. W. ...	7 0 0
Hedi ...	Wood, M. ...	12 0 0	Kialla East ...	Furphy, J. ...	9 0 0
Heidelberg ...	Dunn, F. P. ...	105 0 0	Kialla West ...	Gourlay, R. ...	18 0 0
Henley ...	Henley, G. ...	23 0 0	Kiata ...	Whitfield, J. ...	20 0 0
			Kiata South ...	McIlraith, S. A. ...	21 0 0
			Kiewa ...	Brandt, H. G. ...	17 0 0
			Kileunda ...	Lawson, J., jun. ...	55 0 0
			Killarney ...	Carew, J. ...	21 0 0
				Lynch, M. ...	12 0 0

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued*.

Office.	Name.	Salary or Allowance.		Office.	Name.	Salary or Allowance.	
		£	s. d.			£	s. d.
Killawarra ...	Francis, O. ...	9	0 0	Longford ...	Sutherland, A. ...	16	0 0
Kilmore ...	Firman, G. A. ...	210	0 0	Long Gully ...	Daniel, A. ...	33	0 0
Kilmore East (Railway Station)	Brown, W. J. ...	30	0 0	Longwarry ...	O'Brien, J. ...	26	0 0
Kinglake ...	Staff, E. W. ...	6	0 0	Longwarry South	Tolley, S. ...	15	0 0
Kingower ...	Plumpton, J. P. ...	31	0 0	Longwood ...	Tubb, E. ...	26	0 0
Kingston ...	Stubbs, L. A. ...	75	0 0	Longwood (Railway Station)	Morris, E. ...	39	0 0
Kinneypaniel ...	Richards, S. ...	17	0 0	Lord Clyde ...	Grose, J. ...	6	0 0
Kiora ...	Murray, E. J. ...	8	0 0	Lorne ...	Fyans, A. ...	80	0 0
Kirkstall ...	Reidy, J. ...	21	0 0	Lorquon ...	Affleck, J. ...	6	0 0
Koetong ...	Grizca, M. ...	8	0 0	Lower Buckland	Dumphy, J. ...	20	0 0
Kolora ...	Brain, S. ...	10	0 0	Lower Cape Bridgewater	Hedditch, C. ...	12	0 0
Koondrook ...	Keene, M. ...	39	0 0	Loyola ...	Allen, T. ...	14	0 0
Kooroc ...	Bayles, E. ...	35	0 0	Lubeck (Railway Station)	Windmill, A. ...	42	0 0
Kooroocheang ...	James, J. ...	16	0 0	Lyal ...	Dunstan, J. ...	12	0 0
Kornheim ...	Lehmann, A. ...	6	0 0	Lyndhurst ...	Norquay, J. ...	11	0 0
Koroit ...	Hughes, H. ...	80	0 0	Lyndhurst South	Thomas, J. M. ...	16	0 0
Korongvale (Railway Station)	Roach, C. ...	60	0 0	Lyonville (Railway Station)	Sullivan, J. ...	30	0 0
Korooop ...	Torrance, R. ...	8	0 0	Lysterfield ...	Story, C. L. ...	19	0 0
Kororoit Creek ...	McOwan, J. ...	10	0 0	Macarthur ...	Paterson, M. G. ...	72	0 0
Korweinguboora ...	Stewart, T. ...	11	0 0	Macedon (Railway Station)	Carkeek, H. H. ...	34	0 0
Kotupna ...	Hurndell, W. ...	11	0 0	Macorna ...	Bonney, R. ...	15	0 0
Kow Swamp ...	Hancock, W. ...	6	0 0	Mack's Creek	Dellar, J. ...	9	0 0
Krambruk ...	Smith, J. S. ...	23	0 0	McIntyres ...	Ward, J. K. ...	16	0 0
Kurting (Railway Station)	Richards, H. ...	16	0 0	Maffra ...	Macarthur, E. ...	90	0 0
Kyabram ...	Meehan, J. ...	21	0 0	Magpie ...	Norton, W. ...	15	0 0
Kyneton ...	Smith, J. A. B. ...	260	0 0	Maidstone ...	Pullar, W. ...	16	0 0
Laanecoorie ...	Gardiner, G. ...	27	0 0	Mailor's Flat	Parkinson, L. J. ...	10	0 0
Laen ...	Bankin, A. ...	19	0 0	Maindample	Aylward, M. ...	30	0 0
Laen North ...	Jones, D. ...	13	0 0	Main Lead ...	McLennan, E. ...	9	0 0
Lake Bolac ...	Veale, M. E. ...	49	0 0	Majorca ...	Healy, M. J. ...	72	0 0
Lake Charm ...	Scantleton, J. ...	23	0 0	Major Plains	Kyne, O. ...	20	0 0
Lake Hindmarsh ...	McGregor, R. D. ...	6	0 0	Maldon ...	Richardson, M. ...	120	0 0
Lake Marmal ...	Bertoli, J. ...	15	0 0	Malmesbury ...	Argyle, A. E. ...	109	0 0
Lake Mundi ...	Toohey, J. ...	27	0 0	Malvern ...	Wilson, W. J. ...	207	0 0
Lake Rowan ...	Bond, C. ...	63	0 0	Mandurang ...	Pranker, V. ...	12	0 0
Lake Town ...	Wane, A. F. ...	14	0 0	Mangalore ...	Hart, M. A. ...	18	0 0
Lal Lal (Railway Station)	McCaun, N. ...	40	10 0	Mangalore (Railway Station)	Wright, T. ...	30	0 0
Lampough ...	Fogarty, P. M. ...	21	0 0	Mansfield ...	Newland, G. W. ...	210	0 0
Lancaster ...	Lancaster, T. ...	17	0 0	Marcus Hill ...	O'Donoghue, D. ...	6	0 0
Lancefield ...	Derriek, W. ...	93	0 0	Maribyrnong	Crafer, W. ...	9	0 0
Lancefield Junction (Railway Station)	Cutten, C. F. ...	34	0 0	Market Street (Custom House)	Roberts, J. ...	140	0 0
Landsborough ...	Puddicombe, W. H. ...	44	0 0	Marnoo ...	McKenzie, J. ...	18	0 0
Langdon's Hill ...	Ick, G. ...	9	0 0	Marong (Railway Station)	Corbett, M. ...	30	0 0
Lang Lang ...	Allechin, E. E. ...	31	0 0	Maroona (Railway Station)	Angus, G. ...	30	0 0
Langley ...	Twyford, M. ...	55	0 0	Marshalltown ...	Borgen, J. ...	17	0 0
Lara (Railway Station)	Walker, M. ...	40	0 0	Marungi ...	Maskell, W. ...	12	0 0
Lara Lake ...	Spalding, J. ...	21	0 0	Maryborough ...	Fraser, J. ...	350	0 0
Lardner ...	Gregory, F. ...	14	0 0	Marysville ...	Keppel, M. ...	46	0 0
Launching Place ...	Ewart, J. ...	9	0 0	Matlock ...	Drake, E. ...	35	0 0
Lauriston ...	Crymble, J. ...	33	0 0	Maude ...	Bills, T. ...	20	0 0
Lawloit ...	McNevin, J. ...	26	0 0	Meerlieu ...	Cousens, H. ...	6	0 0
Leaghur ...	Watermann, J. ...	9	0 0	Melton ...	Ferris, C. ...	53	0 0
Learmonth ...	McKay, J. ...	59	0 0	Meredith ...	White, J. ...	61	0 0
Leichardt (Railway Station)	Brown, F. ...	27	0 0	Merino ...	Chadwick, H. ...	72	0 0
Leigh Creek ...	Byrne, J. ...	15	0 0	Merriang ...	Hartley, H. ...	17	0 0
Leneva ...	William, F. A. ...	8	0 0	Merrigum ...	Harrison, T. ...	28	0 0
Leonard's Hill ...	Wilkie, J. ...	11	0 0	Merton ...	Nolan, J. ...	42	0 0
Lethbridge ...	Ross, G. ...	17	0 0	Metcalfe ...	Reddick, E. A. ...	18	0 0
Lexton ...	Fairlie, W. ...	35	0 0	Metung ...	Hancock, J. ...	20	0 0
Lillimur ...	Underwood, A. R. ...	11	0 0	Mia Mia ...	Dwyer, T. ...	29	0 0
Lillimur North ...	Dungey, E. ...	48	0 0	Mickleham ...	Edis, J. ...	21	0 0
Lilydale ...	Perrin, F. W. ...	87	0 0	Middle Creek (Railway Station)	Townsend, R. H. ...	14	0 0
Lintons ...	Shaw, C. ...	72	0 0	Miepoll ...	Stevens, S. ...	20	0 0
Lismore ...	Cameron, M. ...	36	0 0	Milawa ...	Gardner, C. ...	45	0 0
Little Hampton ...	Lascelles, W. ...	14	0 0	Millbrook ...	Williams, W. ...	25	0 0
Little River (Railway Station)	Coles, C. J. ...	35	0 0	Miloo ...	Crossman, W. ...	21	0 0
Llanelly ...	Black, A. ...	33	0 0	Mincha West	Wallace, M. J. ...	20	0 0
L. L. Vale ...	Bowen, T. ...	12	0 0	Minersrest ...	Blennhasset, J. ...	28	0 0
Lockhart ...	Tully, R. M. ...	28	0 0	Minyip ...	Bradhurst, F. S. ...	78	0 0
Lockwood ...	Sinnatt, E. ...	45	0 0	Mirboo ...	Jagoe, J. ...	21	0 0
Loddon Vale ...	Langford, T. ...	27	0 0				
Longerenong ...	Sutton, E. L. ...	22	0 0				

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Mirboo North ...	Brennan, M. A. ...	45 0 0	Murrabit ...	Paynter, S. ...	15 0 0
Mirranatwa ...	Rankin, E. L. ...	8 0 0	Murra Warra ...	Holland, A. ...	15 0 0
Mitchell's Hill ...	Cody, M. ...	9 0 0	Murroon ...	Prime, G. K. ...	18 0 0
Mitiamo ...	Dyke, R. F. ...	63 0 0	Murtoa ...	Blake, E. ...	150 0 0
Modewarre ...	Davis, J. ...	18 0 0	Musk Creek (Railway Station)	Kavanagh, B. J. ...	11 0 0
Moe (Railway Station)	Johnston, B. B. ...	60 0 0	Muskvale ...	Anderson, G. ...	12 0 0
Moe South ...	Lithgow, J. ...	10 0 0	Myamyn ...	Duddin, S. ...	17 0 0
Mokoan ...	Higgins, J. B. ...	18 0 0	Myers' Flat ...	Dellar, T. ...	19 0 0
Molesworth ...	Cook, C. K. ...	40 0 0	Myrniong ...	Simmons, C. ...	55 0 0
Moliagul ...	Benaïm, H. ...	17 0 0	Myrtle Creek ...	Bickford, G. M. ...	6 0 0
Mologa ...	Grant, J. ...	10 0 0	Myrtleford ...	Batten, J. A. ...	90 0 0
Monegatta ...	Briggs, E. F. ...	34 0 0	Mysia ...	Boyle, J. ...	19 0 0
Moolap ...	Yeoman, A. E. ...	12 0 0	Mysia (Railway Station)	Kettle, E. J. ...	6 0 0
Moolort ...	Griffith, E. ...	24 0 0	Nagambie ...	Greet, M. ...	96 0 0
Mooloort (Railway Station)	Murphy, F. ...	18 0 0	Nalinga ...	Gordon, A. ...	15 0 0
Moonambel ...	Middleton, C. ...	53 0 0	Napoleons ...	Smith, D. ...	18 0 0
Moondara ...	Gray, J. L. ...	6 0 0	Narbethong ...	Williams, M. A. ...	6 0 0
Moonee Ponds ...	Hinkins, E. M. ...	259 0 0	Nareen ...	Grant, A. ...	20 0 0
Moonlight Flat ...	Lord, T. D. ...	11 0 0	Naringal ...	Johnson, T. ...	6 0 0
Moorabool (Railway Station)	Herbert, J. ...	14 0 0	Narioka ...	Robinson, G. ...	11 0 0
Moorilim ...	Kearney, M. ...	25 0 0	Nar Nar Goon (Railway Station)	Taylor, C. H. ...	33 0 0
Moorookyle ...	Pool, J. F. ...	27 0 0	Naroghid ...	Griffin, E. ...	9 0 0
Mooroopna ...	Lee, S. ...	100 0 0	Narracan ...	Powell, A. ...	27 0 0
Mooroopna North ...	Homewood, F. ...	18 0 0	Narracan West ...	Stranger, E. J. ...	15 0 0
Morang ...	Thompson, H. M. ...	39 0 0	Narraport ...	Porter, A. ...	12 0 0
Morang South ...	Pines, G. ...	20 0 0	Narrawong ...	McLean, D. ...	13 0 0
Mordialloc ...	Saunders, E. ...	34 0 0	Narree Warren ...	Rae, G. ...	13 0 0
Mornington ...	Pahner, K. S. ...	94 0 0	Narrewillock ...	McCullagh, M. ...	8 0 0
Morrison's ...	Adamson, T. ...	40 0 0	Nathalia ...	Van Staveren, J. ...	65 0 0
Mortchap ...	Amoore, A. H. ...	8 0 0	Natimuk Creek ...	Mitchell, D. ...	44 0 0
Mortlake ...	Goodwin, J. M. M. ...	200 0 0	Nattie Yallock ...	Taylor, C. M. ...	12 0 0
Morton Plains ...	Miller, J. ...	30 0 0	Navarre ...	Stuart, J. A. ...	20 0 0
Morwell ...	Neville, A. M. ...	93 0 0	Neereman ...	Ely, R. ...	14 0 0
Morwell Bridge ...	Godridge, H. ...	11 0 0	Neerim ...	English, A. ...	15 0 0
Mosquito Flat ...	Owen, M. ...	10 0 0	Neerim South ...	Stevens, T. H. ...	6 0 0
Mount Alfred ...	Taylor, G. W. ...	11 0 0	Neilborough ...	Marsden, L. ...	11 0 0
Mount Arapiles ...	Regan, M. F. ...	6 0 0	Neilborough North ...	Fernald, B. H. ...	6 0 0
Mount Beckworth ...	Dunn, T. ...	9 0 0	Nelson ...	Baird, R. P. ...	11 0 0
Mount Blackwood ...	Cooper, E. J. ...	72 0 0	Nerrina ...	Skoglund, O. ...	18 0 0
Mount Blackwood (Receiving House)	Hansen, J. ...	30 0 0	Nerring ...	Patterson, J. ...	8 0 0
Mount Blowhard ...	Hocking, R. ...	22 0 0	Neurapurr ...	Holmes, H. ...	6 0 0
Mount Bolton ...	Sanderson, R. K. ...	21 0 0	Newbridge ...	Pearson, H. ...	51 0 0
Mount Cameron ...	Campbell, M. J. ...	6 0 0	Newbury ...	Delany, C. ...	17 0 0
Mount Clear ...	Gowan, S. R. ...	11 0 0	New Gisborne ...	Lee, M. ...	60 0 0
Mount Cole ...	Butt, J. ...	12 0 0	Newham ...	Gibbs, E. ...	29 0 0
Mount Cotterell ...	David, J. G. ...	9 0 0	Newhaven ...	Fowler, J. ...	13 0 0
Mount Doran ...	Montgomery, W. ...	18 0 0	Newington ...	Mackey, M. ...	6 0 0
Mount Duneed ...	Lamond, C. ...	18 0 0	Newlyn ...	Wilkins, F. ...	28 0 0
Mount Egerton ...	Moore, E. ...	72 0 0	Newmerella ...	Bruce, J. ...	16 0 0
Mount Gellibrand ...	Luscombe, J. E. ...	18 0 0	Newport (Railway Station)	Atkinson, T. P. ...	32 0 0
Mount Greenock ...	McLennan, A. ...	12 0 0	Newstead ...	Corteen, M. ...	72 0 0
Mount Jeffcott ...	Coats, C. ...	21 0 0	Newtown, Scarsdale ...	Knight, G. D. ...	17 0 0
Mount Jeffcott North ...	Tyrie, T. ...	8 0 0	Nhill ...	Oliver, A. M. E. ...	85 0 0
Mount Mercer ...	Morpeth, E. ...	18 0 0	Ninyeunook ...	Ireland, M. ...	21 0 0
Mount Moriac ...	Elden, C. E. ...	24 0 0	Nirranda ...	Lee, J. ...	15 0 0
Mount Moriac (Railway Station)	Wilson, J. ...	17 0 0	Noorat ...	Winter, J. ...	45 0 0
Mount Pleasant ...	White, J. D. ...	21 0 0	Nooradjuha ...	Treadwell, J. ...	15 0 0
Mount Prospect ...	Durose, J. ...	22 0 0	North Barnawartha ...	Colston, W. E. ...	6 0 0
Mount Rowan ...	Urquhart, D. ...	15 0 0	Northcote ...	Bastings, E. ...	161 0 0
Mount Wallace ...	Robertson, R. ...	9 0 0	North Redesdale ...	Shephard, A. ...	9 0 0
Mount Wycheproof (Railway Station)	Smith, F. ...	36 0 0	Northwood ...	Cox, S. ...	9 0 0
Moutajup ...	Lane, J. ...	22 0 0	Nuggety Reef ...	Moir, J. ...	11 0 0
Moyhu ...	Fulton, M. J. ...	33 0 0	Nulla Nulla ...	Thomas, W. H. ...	9 0 0
Moyston ...	Sullivan, D. ...	46 0 0	Nullawarre ...	McDonagh, J. ...	9 0 0
Muckatah ...	Ross, R. ...	8 0 0	Numurkah ...	Green, Fanny ...	180 0 0
Muckleford ...	Scully, J. ...	37 0 0	Nurrabiel ...	Cozens, W. ...	9 0 0
Muckleford South ...	Monks, M. ...	9 0 0	Nyallo ...	Williams, G. H. ...	8 0 0
Mudgegonga ...	Murray, P. ...	6 0 0	Oaklands Junction ...	Brand, F. ...	12 0 0
Mulgrave ...	Basnett, G. A. ...	15 0 0	Oakleigh ...	Wastell, W. H. ...	60 0 0
Murchison ...	Smith, W. P. A. ...	93 0 0	Omeo ...	Digney, J. ...	139 0 0
Murchison (Railway Station)	Sussens, J. ...	25 0 0	Opossum Gully ...	Gray, J. ...	11 0 0
Murgheboluc ...	Tonner, E. S. ...	15 0 0	Orbost ...	Cameron, J. ...	16 0 0
Murmungee ...	Gillan, J. ...	13 0 0	Orford ...	Horan, M. ...	22 0 0
			Ormond ...	Harrington, M. ...	7 0 0
			Orville ...	Chivers, J. F. ...	13 0 0
			Osborn's Flat ...	Down, J. ...	12 0 0

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Oxley ...	Dunlop, R. ...	51 0 0	Rokewood Junction ...	Gladstone, J. ...	24 0 0
Pakenham ...	Bourke, C. M. ...	78 0 0	Romsey ...	Bailey, G. R. ...	75 0 0
Panmure ...	Anderson, C. ...	47 0 0	Rosebrook ...	Stone, E. ...	21 0 0
Pannooabamawn ...	Yeaman, G. L. ...	21 0 0	Rosedale ...	Baker, S. ...	230 0 0
Pannoomilloo ...	Poyser, G. E. ...	12 0 0	Ross's Bridge ...	Bryant, W. S. ...	8 0 0
Pannoomilloo West ...	O'Brien, P. ...	9 0 0	Ross's Creek ...	Evans, T. ...	12 0 0
Panton Hill ...	Hude, J. ...	17 0 0	Running Creek ...	Carthew, W. F. ...	9 0 0
Parke's Plains ...	Lowe, J. S. ...	6 0 0	Rupanyup ...	Gawith, J. H. ...	93 0 0
Parkville ...	Kentish, M. ...	120 0 0	Rushworth ...	Andrews, T. ...	100 0 0
Pastoria ...	Donovan, J. ...	6 0 0	Russell's Creek ...	Espie, H. ...	10 0 0
Patho ...	Elliott, J. H. ...	13 0 0	Rutherglen ...	Orr, M. C. ...	100 0 0
Peechelba ...	Alston, A. ...	6 0 0	Rye ...	Mitchell, G. ...	25 0 0
Pelluebla ...	Gemmell, J. ...	18 0 0	St. Andrew ...	Smith, E. ...	30 0 0
Peushurst ...	Campion, E. ...	84 0 0	St. Arnaud ...	Swann, W. T. ...	250 0 0
Pereydale ...	Wise, H. ...	20 0 0	St. Germain's ...	Mills, G. ...	45 0 0
Perry Bridge ...	Barton, C. ...	12 0 0	St. Helen's ...	Hockley, T. ...	6 0 0
Pettavel ...	Marendaz, E. ...	10 0 0	St. Hubert's ...	Lalor, J. ...	21 0 0
Picola ...	Gracey, M. ...	18 0 0	St. James' ...	Cattlin, J. ...	70 0 0
Picola North ...	Hazeldine, J. W. ...	12 0 0	St. Kilda ...	Constable, J. ...	150 0 0
Piggoreet ...	Campigli, M. A. ...	23 0 0	St. Kilda West (Railway Station)	Glass, B. ...	90 0 0
Pimpinio ...	Day, J. ...	40 0 0	St. Leonards ...	Smiley, R. ...	14 0 0
Pine Grove ...	Sims, S. ...	19 0 0	Sale ...	Coverdale, J. ...	375 0 0
Pine Lodge ...	Cronks, F. A. ...	13 0 0	Salisbury West ...	Podleck, G. J. W. ...	18 0 0
Pine Lodge North ...	Grieve, M. F. ...	12 0 0	Samaria ...	Redding, T. ...	9 0 0
Pine Lodge West ...	Rudd, G. A. ...	6 0 0	Sandford ...	Kempe, J. ...	36 0 0
Piper's Creek ...	Driver, G. ...	9 0 0	Sandhill Lake ...	Rattray, W. ...	12 0 0
Pirron Yaloak ...	McAfee, H. B. ...	54 0 0	Sandhurst ...	Bristow, H. B. ...	411 13 4
Pitfield ...	Crowe, J. ...	7 0 0	Sandon ...	House, S. ...	20 0 0
Point Henry ...	Farmer, Lady M. ...	12 0 0	Sandridge ...	Dunne, L. M. ...	100 0 0
Pomborneit (Railway Station)	Wiseman, B. F. ...	6 0 0	Sandy Creek ...	Briddon, H. ...	21 0 0
Pootilla ...	Manley, W. ...	12 0 0	Sarsfield ...	Day, J. ...	12 0 0
Poowong ...	Horsley, M. ...	50 0 0	Searsdale ...	Knights, M. ...	60 0 0
Porepine Flat ...	Martin, D. F. ...	9 0 0	Scoresby North ...	Leach, G. W. ...	6 0 0
Porepinka ...	Hooper, W. ...	52 0 0	Scott's Creek ...	Howlett, R. ...	21 0 0
Port Albert ...	Ferris, J. ...	200 0 0	Scott's Marsh ...	Scarse, G. H. ...	12 0 0
Portarlinton ...	Wright, R. ...	39 0 0	Seaton ...	Rumpff, G. ...	15 0 0
Port Campbell ...	Tregea, W. ...	27 0 0	Sebastian ...	Fletcher, R. H. ...	32 0 0
Port Campbell West ...	McIntyre, H. ...	21 0 0	Sebastopol ...	Sutton, E. C. ...	84 0 0
Portland ...	Maplestone, C. M. ...	350 0 0	Sedgewick ...	Beetson, H. R. ...	6 0 0
Portsea ...	Ford, L. H. ...	24 0 0	Serpentine Creek ...	Hutton, C. ...	51 0 0
Powlett Plains ...	Mathewson, T. J. ...	6 0 0	Seymour ...	Brent, T. G. ...	225 0 0
Powlett's Hill ...	Morris, J. ...	16 0 0	Shean's Creek ...	Emmett, E. P. H. ...	6 0 0
Prahran ...	Chapman, K. E. ...	150 0 0	Shelbourne ...	Taylor, J. W. ...	18 0 0
Preston ...	Wood, E. ...	115 0 0	Shelbourne East ...	Sampson, T. S. ...	33 0 0
Preston Hill ...	Burge, J. ...	22 0 0	Shelford ...	Wilson, H. M. ...	43 0 0
Puckapunyal ...	Arthur, M. A. ...	13 0 0	Shepherd's Flat ...	Sandells, J. ...	16 0 0
Purnim ...	Stewart, A. ...	19 0 0	Shepparton ...	St. Leger, F. ...	250 0 0
Pyalong ...	Cathery, H. ...	36 0 0	Shirley ...	Drummond, J. ...	15 0 0
Pyramid Hill ...	Watson, J. J. ...	44 0 0	Shoreham ...	Collins, P. ...	16 0 0
Quambatook ...	McDonald, M. ...	12 0 0	Simmons' Reef ...	Rogers, M. ...	28 0 0
Queenscliff ...	Dod, H. C. ...	220 0 0	Simpson's Road (Receiving House)	Pitcher, C. ...	39 0 0
Queensferry ...	Stewart, A. ...	20 0 0	Skipton ...	Elder, J. ...	65 0 0
Raglan ...	Tucker, C. ...	15 0 0	Slaty Creek ...	Kerr, R. ...	11 0 0
Ravenswood ...	Hall, G. ...	12 0 0	Sneaton ...	Williams, S. A. ...	90 0 0
Raywood ...	Potter, J. ...	56 0 0	Smythesdale ...	Starke, B. ...	96 0 0
Redbank ...	Murphy, E. ...	32 0 0	Snake Valley ...	Haworth, R. ...	43 0 0
Redcastle ...	McKee, J. ...	12 0 0	Snowy Creek ...	Kingston, J. ...	22 0 0
Redesdale ...	McNiff, J. ...	39 0 0	Somerville ...	Grant, J. ...	20 0 0
Redhill ...	Wheeler, E. ...	11 0 0	Sorrento ...	Stubley, G. ...	84 0 0
Redjacket ...	Ellis, R. ...	11 0 0	Southern Cross ...	Coghlan, M. ...	25 0 0
Reedy Creek ...	Bourke, S. V. ...	90 0 0	South Melbourne ...	Phillips, J. ...	120 0 0
Reefton ...	Talbot, T. ...	11 0 0	South Yarra ...	Turner, J. ...	225 0 0
Reid's Creek ...	Gannell, E. ...	6 0 0	Spottiswoode ...	Glenister, F. ...	21 0 0
Rheola ...	McLeish, J. ...	45 0 0	Spring Bank ...	Ryan, W. ...	12 0 0
Rhymney Reef ...	Symington, M. P. ...	10 0 0	Springfield ...	Hall, M. ...	20 0 0
Richmond ...	Stanton, A. W. ...	150 0 0	Spring Hill ...	Knight, S. ...	12 0 0
Richmond South (Receiving House)	Simmons, H. ...	60 0 0	Springhurst (Railway Station)	Moran, M. ...	47 0 0
Riddell's Creek (Railway Station)	McCraith, J. ...	42 0 0	Springmount ...	Creati, J. F. ...	10 0 0
Ringwood ...	Thomson, M. ...	29 0 0	Springvale ...	Ford, J. ...	17 0 0
Rochester ...	Glenton, M. ...	170 0 0	Springs ...	Barbour, M. ...	27 0 0
Rochford ...	Edwards, J. ...	20 0 0	Staffordshire Reef ...	Landles, M. ...	27 0 0
Rockbank ...	Pratt, W. ...	6 0 0	Stanley ...	Mathieson, S. ...	66 0 0
Rocky Flat ...	Moore, J. ...	8 0 0	Stawell ...	Nicol, J. ...	250 0 0
Rocky Lead ...	Werner, J. H. ...	23 0 0	Stawell West ...	Magnus, G. ...	53 0 0
Rodborough ...	Moffat, E. ...	12 0 0	Steiglitz ...	Cooper, M. L. ...	48 0 0
Rokewood ...	White, W. H. ...	87 0 0	Stockyard Hill ...	O'Neill, E. M. ...	17 0 0

List of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued*.

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Stradbrook ...	Brand, J. ...	20 0 0	Tongio ...	Nolan, D. ...	18 0 0
Strangways ...	Mulholland, W. H. ...	15 0 0	Toosan ...	McLachlan, H. ...	14 0 0
Stratford ...	Feely, M. ...	84 0 0	Tooborac ...	Dodd, W. ...	15 0 0
Strathbogie ...	Simpson, J. ...	27 0 0	Toolamba East ...	Currie, R. ...	51 0 0
Strathdownie East ...	Holden, W. ...	44 0 0	Toolamba West ...	Moncrieff, J. ...	12 0 0
Strathfieldsaye ...	Meares, P. ...	21 0 0	Toolern ...	Bothroyd, T. W. ...	15 0 0
Strathloddon ...	Marsh, B. ...	12 0 0	Toolleen ...	Keam, C. T. ...	20 0 0
Strathmerton ...	Stritch, P. J. ...	18 0 0	Toomboon ...	Johnston, F. W. ...	6 0 0
Strathmore ...	Wilson, J. ...	12 0 0	Toonalook ...	Prosser, E. W. ...	16 0 0
Streatham ...	Mackey, A. ...	72 0 0	Toongabbie ...	Bassett, J. ...	46 0 0
Stuartmill ...	Swanton, W. ...	34 0 0	Toora ...	Sheppard, T. S. ...	14 0 0
Sulky Gully ...	Redman, G. ...	11 0 0	Tooradin ...	Thompson, A. ...	21 0 0
Sunbury ...	Pearce, J. F. ...	62 0 0	Toorak ...	Morel, E. ...	130 0 0
Sutherland's Creek ...	McCallum, D. ...	15 0 0	Top Creek ...	Thornton, M. A. ...	12 0 0
Sutton Grange ...	Elphinstone, M. ...	18 0 0	Torrumbarry ...	Tolhurst, E. ...	42 0 0
Swan Hill ...	Frayne, P. ...	200 0 0	Tourello ...	Judkins, H. ...	9 0 0
Swan Pool ...	Honex, H. H. ...	7 0 0	Towanianie ...	Finlay, J. ...	18 0 0
Swan Reach ...	Ross, A. ...	9 0 0	Towong ...	Heyenga, S. ...	8 0 0
Swanwater ...	Short, W. J. E. ...	15 0 0	Trafalgar ...	Phelan, E. ...	44 0 0
Swanwater (Railway Station) ...	Muir, M. A. ...	6 0 0	Tragowel ...	Andrews, J. ...	28 0 0
Swanwater South ...	Hodgson, R. ...	12 0 0	Trainor's Lagoon ...	Gum, W. ...	19 0 0
Swift's Creek Junction ...	McMillan, M. ...	24 0 0	Traralgon ...	Campbell, K. ...	90 0 0
Sydney Flat ...	Cook, H. J. ...	12 0 0	Trawalla (Railway Station) ...	Cutbush, J. C. ...	30 0 0
Sylvaterre ...	Stocks, C. H. ...	6 0 0	Trentham ...	McPherson, G. ...	87 0 0
Tabilk ...	Beams, H. ...	20 0 0	Trentham East ...	Creagh, J. ...	24 0 0
Tahara ...	Young, A. ...	37 0 0	Truganina ...	Muir, W. J. ...	9 0 0
Talbot ...	Brown, W. ...	215 0 0	Trunk Lead ...	Hall, R. ...	15 0 0
Talbotville ...	Richmond, A. ...	9 0 0	Tullamarine ...	Cousins, A. ...	15 0 0
Talgarno ...	Peterson, C. M. ...	9 0 0	Tungamah ...	Vagg, W. H. ...	53 0 0
Tallagaroopna ...	Smith, J. ...	11 0 0	Twist's Creek ...	Burke, J. ...	6 0 0
Tallagaroopna (Railway Station) ...	O'Connor, J. ...	30 0 0	Tyack ...	O'Connor, J. ...	8 0 0
Tallangatta ...	McCarthy, J. ...	51 0 0	Tyers ...	Philp, F. P. ...	6 0 0
Tallangatta Valley ...	Sinclair, T. ...	7 0 0	Tylden ...	Clayton, A. M. ...	39 0 0
Tallarook (Railway Station) ...	Fox, W. ...	88 0 0	Tylden (Railway Station) ...	Godfrey, T. ...	13 0 0
Tallyho ...	Jones, F. ...	9 0 0	Tylden South ...	Smale, G. ...	9 0 0
Taminick ...	Sadler, J. ...	12 0 0	Tynong ...	Blyth, W. ...	20 0 0
Tamleugh ...	Davoren, K. ...	7 0 0	Tyrendarra ...	Allitt, W. ...	21 0 0
Tangil ...	Williams, C. H. ...	32 0 0	Tyrrell Creek ...	McLeod, M. A. ...	10 0 0
Tantaraboo ...	Henderson, J. ...	7 0 0	Ullina ...	Casey, W. ...	15 0 0
Taradale ...	Hansell, M. ...	90 0 0	Ulpuna ...	McColl, J. J. H. ...	34 0 0
Tarilta ...	Helson, J. ...	14 0 0	Ulpuna West ...	Battenberg, P. F. ...	20 0 0
Taripta ...	Edwards, J. ...	24 0 0	Udera ...	Baker, D. ...	21 0 0
Tarkedia ...	McLean, D. ...	24 0 0	Upper King River ...	Dunne, W. H. ...	51 0 0
Tarnagulla ...	Saunders, F. K. ...	80 0 0	Upper Macedon ...	Dunne, E. ...	51 0 0
Tarranginnie ...	Haycroft, J. ...	15 0 0	Upper Maffra ...	McKinnell, F. ...	33 0 0
Tarranginnie East ...	Murdie, W. ...	6 0 0	Vaughan ...	Rodger, J. ...	33 0 0
Tarraville ...	O'Connor, R. M. ...	60 0 0	Vectis East ...	Jenkins, J. H. ...	6 0 0
Tarrawingee ...	Gough, J. P. ...	29 0 0	Victoria Valley ...	Fry, P. ...	8 0 0
Tarrawingee (Railway Station) ...	Walsh, T. ...	6 0 0	Violet Town ...	Fivey, J. ...	87 0 0
Tarrayoukian ...	Neave, C. ...	9 0 0	Waanyarra ...	Burns, J. ...	11 0 0
Tarwin, Lower ...	Wydel, J. ...	11 0 0	Waddallah ...	O'Connor, M. ...	54 0 0
Tatura (Railway Station) ...	Friedlieb M. ...	72 0 0	Waggarandall ...	Arnold, D. ...	16 0 0
Tatyoona ...	Cowley, W. ...	15 0 0	Wahgunyah ...	Davies, M. J. ...	120 0 0
Tawonga ...	Howitt, S. ...	6 0 0	Wahring ...	Adams, J. ...	15 0 0
Teddy Waddy ...	Forbes, J. ...	6 0 0	Wail North ...	Olney, A. J. ...	14 0 0
Teesdale ...	Clarke, J. ...	28 0 0	Walhalla ...	Costello, M. ...	220 0 0
Telangatuk ...	Whitecross, M. ...	6 0 0	Wallan Wallan ...	McDonald, J. ...	33 0 0
Telangatuk East ...	Hunter, J. ...	8 0 0	Wallan Wallan (Railway Station) ...	Lindsay, J. ...	36 0 0
Templestowe ...	Stockdale, T. ...	15 0 0	Wallington ...	Thomson, R. ...	10 0 0
Terang ...	Webb, H. ...	78 0 0	Walmer ...	Watson, E. ...	12 0 0
Terrick Terrick ...	Davies, T. ...	51 0 0	Wanalta ...	Moore, J. ...	15 0 0
Terrick Terrick East ...	Luelf, H. A. W. ...	18 0 0	Wandiligong ...	Dunphy, W. ...	70 0 0
Thomastown ...	Clinnick, R. ...	12 0 0	Wandin Yallock ...	Baker, J. ...	12 0 0
Thoona ...	Brown, W. J. ...	6 0 0	Wandong ...	Arkell, F. G. ...	27 0 0
Thornton ...	Robinson, H. ...	18 0 0	Wangaratta ...	Cheyne, A. ...	240 0 0
Thoughla Creek ...	Smith, E. ...	15 0 0	Wangaratta South ...	Tobin, E. O. ...	7 0 0
Tickawara ...	Hennesy, A. P. ...	6 0 0	Wangoom ...	White, T. ...	9 0 0
Timmering ...	Steed, E. ...	18 0 0	Wannon ...	Law, J. W. ...	24 0 0
Timmering East ...	Corlett, J. C. ...	6 0 0	Warburton ...	Gray, G. ...	21 0 0
Timor ...	Brown, S. S. ...	52 0 0	Warragamba ...	Heberle, C. ...	9 0 0
Timor West ...	Casey, G. B. ...	9 0 0	Warragul ...	Ryan, J. C. ...	240 0 0
Tintaldra ...	Armstrong, E. ...	36 0 0	Wareek ...	Fitzgerald, C. ...	11 0 0
Tomahawk Creek ...	Williamson, A. ...	6 0 0	Warrak ...	Phillips, A. ...	6 0 0
Tongala ...	Jamieson, W. F. ...	12 0 0	Warrandyte ...	Holloway, S. J. ...	21 0 0
			Warrandyte (Railway Station) ...	Sweetman, A. ...	6 0 0
			Warrenbayne ...	Carnsew, G. ...	6 0 0

LIST of Post Offices in Victoria, with Names of Postmasters and Amounts of Salaries, for 1883—*continued.*

Office.	Name.	Salary or Allowance.	Office.	Name.	Salary or Allowance.
		£ s. d.			£ s. d.
Warrenheip (Railway Station)	Tregurtha, A. B....	26 0 0	Woodside ...	Collins, J. ...	18 0 0
Warrenmang ...	Peacock, R. ...	6 0 0	Wood's Point ...	Entwisle, W. B....	215 0 0
Warrior ...	Reid, H. ...	12 0 0	Woodstock ...	Quinn, O. ...	25 0 0
Warrnambool ...	O'Connell, H. F. ...	350 0 0	Woodstock (Loddon) ...	Reeves, J. ...	18 0 0
Waterloo ...	Trengove, R. ...	52 0 0	Woodstock West ...	Riley, A. ...	14 0 0
Watgania ...	Pearson, W. ...	9 0 0	Woolshed ...	Millen, R. ...	6 0 0
Wauru Ponds ...	Walters, L. ...	12 0 0	Woolsthorpe ...	Davidson, W. ...	27 0 0
Weatherboard Hill ...	Down, J. ...	15 0 0	Wooragee ...	Gale, S. M. ...	17 0 0
Wedderburn ...	Cowan, E. H. ...	84 0 0	Woorak ...	Maschmedt, H. ...	10 0 0
Weering ...	Sommerfield, W. ...	10 0 0	Woorndoo ...	Nalder, E. ...	18 0 0
Weewerup ...	Sutherland, D. ...	35 0 0	Wooroonoke... ..	Paulin, R. ...	13 0 0
Wehla ...	Doyle, M. A. ...	13 0 0	Woosang ...	Lennon, J. ...	18 0 0
Welchman's Reef ...	Morris, M. ...	15 0 0	Woranga ...	Ray, E....	6 0 0
Wendouree ...	Martin, H. ...	15 0 0	Wunghnu ...	Dockery, M. A. ...	49 0 0
Wensleydale ...	Brooks, R. ...	6 0 0	Wycheproof ...	Howard, J. P. ...	7 0 0
Werona ...	Merlin, W. ...	14 0 0	Wyhetella ...	Martin, H. ...	24 0 0
Werracknebeal ...	Sutcliffe, J. A. ...	74 0 0	Wyhetella (Railway Station)	Capell, A. A. ...	6 0 0
Wharparilla ...	Brisbane, J. ...	21 0 0	Wyndham ...	Schulze, M. ...	54 0 0
White Hills ...	Trahair, N. ...	27 0 0	Yabba Yabba ...	Robinson, G. Z....	6 0 0
Whittlesea ...	Lockwood, W. H. ...	66 0 0	Yackandandah ...	Mitchell, M. ...	84 0 0
Whorouly ...	Tillotson, E. ...	12 0 0	Yackandandah Junction	Coyst, J. ...	6 0 0
Whroo ...	Band, C. ...	26 0 0	Yalca ...	Scott, W. ...	24 0 0
Wickliffe ...	Ford, R. ...	52 0 0	Yallook ...	Brewer, C. A. ...	15 0 0
Wickliffe Road (Railway Station)	Buck, D. ...	43 0 0	Yallook (Railway Station)	Davidson, T. ...	6 0 0
Wilby ...	Crawford, J. ...	9 0 0	Yambuk ...	Doherty, M. A. ...	32 0 0
Wild-duck Creek ...	Murrowood, G. ...	15 0 0	Yandoit ...	Hedges, C. ...	45 0 0
Williamstown ...	Oldham, M. K. ...	150 0 0	Yanipy ...	Rich, W. ...	20 0 0
Williamstown North ...	Jukes, H. ...	24 0 0	Yan Yean ...	Turner, S. ...	15 0 0
Willung ...	Peters, J. ...	9 0 0	Yapeen ...	Smith, J. ...	19 0 0
Winchelsea ...	McManus, A. J. ...	80 0 0	Yarek ...	Hill, S. ...	27 0 0
Windermere ...	Comber, R. ...	15 0 0	Yarra Flats ...	Petty, J. H. ...	47 0 0
Winslow ...	Lindsay, J. ...	9 0 0	Yarragon ...	Murray, M. B. ...	75 0 0
Winton ...	Stafford, M. ...	15 0 0	Yarram Yarram ...	Devonshire, C. ...	34 0 0
Wirri Wirri ...	Wilson, R. ...	6 0 0	Yarraville ...	Palmer, J. ...	110 0 0
Wirrimbirchip ...	Coughlan, J. R. ...	6 0 0	Yarrowalla ...	Marfleet, H. J. ...	33 0 0
Witchipool ...	Litchfield, J. ...	18 0 0	Yarrowonga ...	Orr, R....	90 0 0
Wodonga ...	Arundel, J. ...	210 0 0	Yarrowee ...	Sykes, T. B. ...	16 0 0
Wodonga West ...	McFarland, W. C. ...	6 0 0	Yarroweyah ...	Pillow, H. ...	7 0 0
Wollert ...	Cameron, A. ...	10 0 0	Yawong ...	Murphy, M. A. ...	16 0 0
Wombat Creek ...	Moloney, B. E. ...	6 0 0	Yea ...	Wall, M. E. ...	88 0 0
Wonwondah ...	Oakley, T. K. ...	15 0 0	Yendon ...	Dyte, D. M. ...	36 0 0
Wonwondah South ...	Gilscman, R. J. ...	6 0 0	Yielima ...	Smith, S. ...	20 0 0
Woodbury ...	Meagher, M. ...	6 0 0	Youarang ...	Sefton, W. ...	21 0 0
Woodend ...	Davies, E. G. ...	75 0 0	Zulu Creek ...	Elliott, J. H. ...	8 0 0
Woodford ...	Thomson, J. ...	36 0 0			