

# THIRD REPORT

ON THE

POSTAL SERVICE OF NEW ZEALAND,

1861-2,

BY THE

POSTMASTER-GENERAL.

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LAI D ON THE TABLE OF THE HOUSE OF REPRESENTATIVES BY COMMAND OF  
HIS EXCELLENCY.

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# R E P O R T,

TO HIS EXCELLENCY THE GOVERNOR.

SIR,—

I have the honor to present to your Excellency my Report on the Postal Service of the Colony for the year 1861.

## EXTENSION OF INLAND SERVICE.

The tabular statements which form the Appendix record the principal statistics of the department for the past year. They enable a comparison with previous years to be readily formed, and indicate a large and rapid increase in the use made of the Post Office by the public. Increase of department.

Generally throughout the Colony this increase, though large, has been steady in its rate of advancement; and it has been possible, therefore, to maintain the efficiency of the Postal arrangements in most of the Provinces at a point not far behind the requirements of the public.

But the gold discoveries made during the year in Otago attracted to that Province, suddenly, so large an increase of population, that the Postal establishment as previously organized there proved altogether insufficient to perform the duties demanded of it; and for some months, in spite of the exertions of the local head of the department, the public service continued seriously to suffer. As soon, however, as information reached the Government that the increase of population in Otago was likely to be more than temporary, the necessary steps were taken for strengthening the Postal staff, and for extending the mail communications where required; and these arrangements were in due course carried into effect. At the present time the Postal Service is as efficiently performed and the public requirements supplied as satisfactorily in Otago, as in any other Province. Effect of gold discoveries.

The conduct of the Officers of the department during the year may be characterized, on the whole, as praiseworthy. There has been an instance of defalcation, to a small amount, reported in the case of a Postmaster newly appointed to the charge of an office on the Gold-fields of Otago. The case was promptly dealt with, and the offender has been sentenced to a term of imprisonment. Conduct of Officers.

Since the date of my predecessor's last report, there have been thirty-five new Post Offices established within the Colony, raising the whole number to one hundred and fifty-two. This number is exclusive of Letter Receiving Houses in the Towns, of which, at the close of the year 1861, there were seven, increased at the present time to about eighteen, either open or nearly ready. This extension of Offices has rendered necessary a corresponding increase of paid Officers, the number of whom is now greater than last year by thirty-five. The majority of these Officers are Postmasters in Country Districts, whose remuneration is very small. There are others who give their services gratuitously. If it were not for this fact, it would be impossible to extend the advantages of a regular Post to distant and thinly populated districts. Number of Post Offices.

In the buildings used as Post Offices in the towns of the Colony, improvements and extensions have been required, proportionate to the increase of the work and utility of the department. Improvement in Offices.

In Christchurch, the Provincial Government of Canterbury have provided and fitted a large and convenient building for the use of the Post Office.

In Dunedin, a considerable enlargement and re-arrangement of the Post Office has been already effected; and this may satisfy the requirements of the service until a new building, which it is proposed to construct, can be erected.

Buildings of a suitable character have been put up on the Gold-fields. It is not easy to say how soon any one of these structures may have to be replaced by a more permanent building, or, on the other hand, may have to be removed.

In Invercargill, the separation of the Province of Southland has caused the Post Office to be raised to the rank of a Chief Office, and the Staff of the department has been separated from that of Her Majesty's Customs. A new building, of small size, has consequently been erected to accommodate the Post Office.

It is proposed to take the same course and make similar arrangements in Napier, with the assistance of the Provincial Government of Hawkes Bay.

In Wellington, the Provincial Government have provided an excellent site and make advanced preparations for building a Post Office of a size and character suitable to the town.

In Auckland, preliminary steps have been taken by the Provincial Government with the same very desirable object in view.

Additional accommodation is much required for the Post Office in Lyttelton; and in Nelson, the high rent paid for the building now in use, and the approaching termination of its lease, render it desirable to make arrangements for the construction of a permanent Post Office.

The additional accommodation provided for the convenience of the public during the past year includes the construction of private boxes in considerable numbers at several Post Offices. Those now in use number about 270 in all; and the only Offices of importance without them are those in the Provinces of Hawkes Bay and Marlborough. Private boxes.

The Inland Postal communications have been extended and accelerated in a great variety of directions. The most noticeable of these are the following:— Extensions and accelerations.

A daily mail for letters is now established between Dunedin and the Gold-fields of Otago.

A second daily mail now runs between the towns of Lyttelton and Christchurch.

A weekly mail has been established between Christchurch and Timaru, and a fortnightly service from Timaru to the Mackenzie Plains. The services in this district have been very much accelerated, and are efficiently performed.

A monthly overland mail was established at the beginning of 1862 between Nelson and Blenheim, in the Province of Marlborough; but, as the service is not satisfactory, and the want which it was intended to supply will be met in another way, notice has been given of the discontinuance of the contract from the 30th of June, 1862.

The completion of the link of communication between Castle Point and Porangahau connects Wellington and Napier by a fortnightly mail, and perfects the overland line from North to South by the East Coast.

The service between Auckland and Napier, carried by Maoris, was accelerated at the commencement of 1862; and a service was contracted for with the view of supplying the requirements of the inhabitants of the Bay of Plenty, but it has as yet imperfectly succeeded.

Native Posts.

The whole system of overland posts through the Native districts to the South of Auckland has been steadily improving under the management of the Rev. John Morgan, of Otawhao, to whom the thanks of the department are due for the energy and judgment which he has exerted for many years in establishing and controlling the difficult services in question. The last period of receiving tenders for the overland Postal Services through those Native districts in the North Island for which annual contracts are made was distinguished by an extraordinary eagerness on the part of a large number of competing tenderers of the Native race to undertake the required work. Further, the duty, when undertaken, has been performed with remarkable regularity and punctuality and in an excellent spirit, so far as the contractors themselves have been concerned. Nevertheless, the year's service through some districts has not been without its difficulties; and it has been found impracticable to reorganize the overland post between Wanganui and Taranaki.

Increase in correspondence and in revenue.

## REVENUE, EXPENDITURE, AND CORRESPONDENCE.

The extensions and improvements which have been made in the Postal Service, and those now contemplated, though of some magnitude, are not disproportionate to the increase which has taken place in the services performed, or to the estimate which may reasonably be formed of their further increase. It will be seen from the Tables in the Appendix, that the number of letters carried in 1861, within the Colony, both by land and sea, was greater by one-half than the number similarly carried during the preceding year. The number of letters despatched to places out of the Colony increased during the same period by more than thirty-seven per cent.; and the whole number despatched through the Post Office rose from 681,079 in 1860, to 973,596 in 1861, an increase of about forty-three per cent. During the same period, the Postal receipts rose, in like proportion, from £10,068 13s. 11d. to £14,108 8s. 0d.—a revenue very nearly double that received from the same source in 1859. From the advance already apparent, at least an equal rate of increase may be calculated upon for the current twelve months.

Land carriage.

The distance over which mails were carried within the Colony, by land, during the year, is shown in a table in the Appendix to have been 245,306. The total cost of conveyance on overland services for the year was £5,749 18s. 9d. The mileage rate was, therefore, about 5½d. per mile. The number of letters carried all distances by land, is shown by another table to have been upwards of 470,000, at an expense of nearly 3d. per letter, for conveyance alone.

Water carriage.

The whole number of letters carried by sea between different places in the Colony during the year was 246,297; and the whole expense of carriage, including subsidies paid by the Provinces for strictly Postal objects, is estimated at £12,000: being at the rate of 11½d. per letter. But it must be remembered that the packets employed on this service performed also the duty of carrying all foreign correspondence from and to the first port of arrival and last of departure in New Zealand of the inter-colonial boats.

Foreign mails.

The total expenditure on the carriage of mails between New Zealand and places beyond seas for the year was about £25,000. Of this amount, £14,000 was contributed by the Imperial Government towards the service between Australia and New Zealand, and about £4,000 by the Provincial Governments of Canterbury and Otago. The remainder represents the sum for which the Colony is estimated to be liable, in the adjustment of the Colonial contributions to the trunk service between the United Kingdom and New South Wales. The number of letters despatched to places beyond the Colony during the year was 257,000, at a cost of 23½d. per letter.

Total correspondence.

The total number of letters which passed through the Post Office in the year was 1,236,768, and 1,400,000 newspapers; or, more than 12 letters and 14 newspapers per head of population.

Management.

The total expense of management of the Post Office during 1861 was £8,429 8s. 7d.; and the gross expenditure of all kinds for Postal purposes, defrayed by the Colony, amounted to £30,666 14s. 3d.

## FOREIGN AND SEA-BORNE POSTS.

Contribution to trunk service.

In the Appendix annexed is printed the last statement furnished by the Imperial Post Office, showing the apportionment of the contributions of the Colonies to the expenses of the Australian trunk service according to the system proposed in the Treasury minute of 1855, and calculated on the returns of the year 1860. The system of apportionment adopted up to this period has been a calculation of the ratio which the number of letters passing between each Colony and the United Kingdom bears to the whole number of letters carried.

Change in apportionment.

A change has, however, been effected in this system of apportionment, by authority of the Imperial Government, and with the consent, it is understood, of all the Colonies of the Australian group. The calculation is now based upon the compound ratios of the number of letters carried and of the distance over which they are carried. A further statement made out upon this basis will be found in the Appendix hereto annexed.

The alteration thus authorized by the Imperial Government and assented to by the Australian Colonies, or the majority of them, is injurious to New Zealand, in the proportion of its greater distance from Southampton by the route of the existing service. A correspondence has arisen upon this point and others of a similar character, but the questions at issue are not finally settled.

During the year 1861 some changes occurred in the Steam Postal Service of the Colony; and since the expiration of the year some further modifications and additions have been made.

The Mail Service between Lyttelton, Port Chalmers and Melbourne, performed by the Inter-colonial Royal Mail Steam Packet Company from the beginning of 1861, under contract with the Provinces of Canterbury and Otago, at a subsidy of £3500 per annum, was brought to a sudden close by the untimely loss of the steamer *Victory* in July of that year. As the discovery of a richly paying gold field in Otago was announced precisely at this time, and a large population consequently began to pour in from the Colony of Victoria, the demands of commerce alone caused constant steam communication between Port Chalmers and Melbourne. In order to secure the speedy arrival of the monthly European Mail, the Provincial Government of Otago, in the month of November, 1861, entered into a contract with steamship proprietors in Melbourne for the despatch of a packet from that port for Port Chalmers about the stated time of arrival of the P. and O. Company's contract boat from Point de Galle. By this means the inward Otago Mails have since that time been regularly transmitted. An extension of the service to Lyttelton was quickly contracted for by the Provincial Government of Canterbury and continues to be carried out. The united subsidy for one boat thus employed is at the rate of £400 per month.

During this period, and until the month of April last, the arrangement of the service performed by the Inter-colonial Steam Packet Company received no modification of importance. Two boats were occupied in performing a monthly trip from Sydney to Nelson, Wellington, Lyttelton and Port Chalmers, and back; and a third boat was employed upon the coast of the Colony between Manukau and Port Chalmers. At one time, an attempt was made to convey the European monthly Mail to Auckland from Sydney by sailing vessels; but though the experiment, so far as it was carried out, was not altogether unsuccessful, the risk of occasional delay was deemed too great, and the Mail continued to be carried both ways between Sydney and Auckland by steam by way of Nelson and Manukau.

The position of the several Provinces of the Colony during the greater part of the year 1861, in relation to the means and time of receiving and despatching the European Mail, may best be understood from the following tabular statement:—

INWARDS.

PROVINCE.	ROUTE OF MAIL.	NO. OF DAYS FROM MELBOURNE.
Otago.....	From Melbourne direct.....	8
Southland.....	By Branch Boat from Otago (about).....	10
Canterbury.....	From Melbourne <i>via</i> Otago.....	10
Nelson.....	“ Sydney direct.....	14
Wellington.....	“ “ <i>via</i> Nelson.....	16
Marlborough.....	“ “ “.....	16
Taranaki.....	By Branch Boat from Nelson.....	16
Auckland.....	“ “ “.....	17
Hawkes Bay.....	“ “ from Wellington.....	18

HOMEWARDS.

PROVINCE.	ROUTE OF MAIL.	NO. OF DAYS TO MELBOURNE.
Nelson.....	To Sydney direct.....	14
Taranaki.....	By Branch Boat to Nelson.....	16
Auckland.....	“ “ “.....	17
Marlborough.....	“ “ “.....	17
Wellington.....	To Sydney <i>via</i> Nelson.....	17
Canterbury.....	“ “ “.....	19
Otago.....	“ “ “.....	21
Southland.....	By Branch Boat to Otago (about).....	23
Hawkes Bay.....	“ “ Wellington.....	24

The routes and dates assigned to the Provinces of Hawkes Bay, Marlborough and Southland were arranged locally; the Government of the Colony did not contribute to the expense of the services, and assumed no control over them.

Not unfrequently the Homeward European Mail from Otago was despatched to Melbourne direct by a steamer not under contract, in order to avoid the delay of the circuitous route by Nelson and Sydney.

It may be necessary to explain that a satisfactory service for carrying both the Outward and Homeward Mails between Otago and Melbourne could not possibly be performed by one packet.

Acceleration of Posts.

It is evident on inspection of the statement that the establishment of a mail steamer from Otago to Melbourne to carry the homeward mail would relieve the four Provinces of Otago, Southland, Canterbury and Wellington from the delay, in some cases very prolonged, due to the Nelson and Sydney route.

It is equally obvious that to bring the Provinces of Wellington and Marlborough within the operation of the Melbourne and Otago line on the inward route would be to give them an advantage of about four days in the receipt of their European correspondence. A similar inspection will show that the adoption of the same route by Nelson and Taranaki for both inward and homeward mails would be attended with little disadvantage, if any, to these Provinces.

The Province of Auckland would be best served by direct communication with Sydney.

It appeared, then, that an improvement might be made on the mail service of the Colony if three things could be effected.

1. The extension of the existing service between Melbourne and Otago to as many other Provinces as could make use of it.

2. The establishment of a return service from Otago to Melbourne, similarly embracing the other Provinces.

3. The substitution of Auckland for Nelson as the port directly communicating with Sydney.

Contingent improvements

Several other questions presented themselves in considering the changes which might conveniently be effected in the Steam Postal Service of the Colony. Among them the most important were three:—

1. The duty of embracing in the general arrangement the Provinces of Hawkes Bay, Marlborough, and Southland, which had previously been excluded from the chain of Inter-Provincial communication.

2. The importance of establishing frequent communication between all the Provinces, for governmental as well as postal purposes.

3. The desirability of maintaining and improving, if possible, the strictly commercial and passenger advantages rendered to the several parts of the Colony by the contract steamers.

Alterations effected.

After a careful examination of all the points to be considered, it was determined to effect the contemplated changes at once. The principal reason for avoiding delay was a desire that the extended Inter-Provincial Service, which formed a necessary part of the whole, and yet possessed a separate utility, should be in full operation during the approaching Session of the General Assembly.

The Provincial Governments of Otago and Canterbury agreed to render the arrangements which they had made for the carriage of the inward mail from Melbourne, above referred to, applicable to the service of other Provinces. The Provincial Government of Otago further undertook so to construct a return service which had been arranged for by that Province as similarly to satisfy the requirements of the Colony at large.

Upon the foundation thus secured it was easy to construct the new service arranged as had been determined on. This was done.

The only difficulty which occurred arose from the fact that the Provincial Government of Otago did not alter the conditions of their service from Melbourne to Port Chalmers, and did not construct a return service from Port Chalmers to Melbourne. A temporary contract for the latter service was therefore made by the Post Office with Messrs. McMeckan, Blackwood, & Co., of Melbourne, to allow the Provincial Government of Otago time for re-consideration.

A fourth monthly Inter-Colonial service was also conditionally arranged for, designed to maintain, so far as possible, the existing communication between New South Wales and the central provinces of the Colony.

The general nature of the Steam Postal Service of the Colony, as it is now constructed, is exhibited by the time table in the Appendix annexed.

Special features.

The features special to the new service, in addition to the Postal improvements which have been described, may be stated briefly as follows:—

Passenger and mail communication is provided between the Provinces twice a month, and between the principal Provinces three times a month.

A means of communication without transshipment is provided for each of the five considerable ports of the Colony with either Melbourne or Sydney, thus supplying an important commercial requirement.

Of the seven steamers actively and constantly engaged in performing the whole service, each one is employed during part of the month in carrying the inward or homeward European mail, either inter-colonially or inter-provincially; but none is so employed continuously. In no case is a boat whose duty it is to carry a foreign mail in one direction required as a mail packet on the return trip. Consequently ample latitude is allowed to each during the greater portion of the month, either for commercial operations or, if need be, for regaining lost time.

Arrangements have been made for adjusting the time table in each month to the stated day of arrival of the P. and O. Co's packet at Melbourne and Sydney respectively, and to the length of the month; and care has been taken in all possible cases to avoid the departure of a packet from any port on a Sunday or holiday. The time table so adjusted it is intended to publish for each quarter in advance.

An objection to the time table as now arranged may be taken on the ground that the three Inter-Provincial services divide the month unevenly, and that the inequality of the intervals is very marked at some ports. This is unavoidably the case; the time of departure of each boat from some terminus is fixed, not arbitrarily, but by the European mail dates; and in some cases a packet hurrying from port to port with the mail treads at last closely on the heels of the preceding one. Except perhaps in general outline the present service cannot be looked upon as final. A marked improvement might be effected by transferring the boat which leaves Manukau on the 10th of the month for the South, to the East Coast of the North Island; and adding a fourth monthly boat to leave the Manukau about the 17th. This would be found to give Hawkes Bay the proper time for replying to English correspondence, and would also cause the Sydney and Cook Straits boat to work more in harmony with the Inter-Provincial service than is at present the case.

The last special feature of importance in the service is one upon which the Post Office of the Colony must be content with making a suggestion. In the adjustment of the subsidies payable for the service an arrangement is submitted as harmonizing with the principles which have governed the construction of the service itself. Its adoption would provide that, as some of the provinces are, while others are not, supplied with direct communication with Australia, those which enjoy the advantage should alone contribute to its expense, and the less wealthy provinces should be released from the burden.

The arrangement proposed is described in the following table, which exhibits the whole cost of the service and its proposed distribution. It will be necessary to exclude the Port Chalmers and Melbourne services, which the Province of Otago has undertaken to provide and pay for, and the permanent cost of which is not yet ascertained.

Service	Total Cost.
Sydney and Auckland - - - - -	£14,000
“ “ Nelson and Wellington (conditional) - - - - -	5,000
Inter-Provincial Service (I.C.R.M. Co.) - - - - -	8,000
Two extra, do. do. - - - - -	12,000
Canterbury and Melbourne - - - - -	3,000
Total - - - - -	£42,000

This sum it is proposed to divide as follows:—

Imperial contribution - - - - -	£14,000
Province of Auckland - - - - -	3,000
“ “ Canterbury - - - - -	2,000
“ “ Wellington - - - - -	1,500
“ “ Nelson - - - - -	1,500
Colony - - - - -	20,000
	£42,000

The Provinces of Taranaki, Hawkes Bay, Marlborough, and Southland, which are not visited by direct steamers from an Australian port would pay no special contribution.

THE INTER-COLONIAL STEAM PACKET COMPANY.

The alteration of the route of the Inter-Colonial Steam Packet Company's principal contract steamer by the substitution of Auckland for Nelson, has been attended with a not unimportant effect upon the relations between the Company and the Colony. In place of taking full advantage of the clause in the contract which enables the Government to alter the ports of arrival and departure as they please, a provision which might be made to bear very harshly on the contractors, a mileage rate has been adopted as the basis for calculating the subsidy payable for the distance performed on the principal services. This rate is fixed for the present at 8s. per mile, the same which has virtually been paid since the alteration of the contract in 1859.

Should the Sydney and Cook Straits service fail to be carried out as proposed, the total amount of subsidy payable to the Company will be reduced to £22,000 per annum, which is the amount payable under the contract from the end of the current year.

The postal service of the past year has been performed by the Inter-Colonial Steam Packet Company with very creditable punctuality upon the whole. The condition of the ships and of the accommodation afforded to passengers (though not within the control of this department), at first gave rise to remonstrances and to lengthened correspondence with the Company, and it is gratifying to be able to report a marked improvement in this respect since last year.

A practical step was taken towards remedying some of the defects complained of, by appointing an Inspector of Mail Steamers, to perform the duties of survey which had been contemplated in the contract. This step, which had been for some time in contemplation and arrangements for which had been previously made, was carried into effect in October 1861, and has been attended with marked success.

The Company, through their representative and general manager in the Colonies, have on their part shown themselves anxious to meet the wishes of the Government and the requirements of the public, and have been actively engaged during several months in improving the steamers of their fleet in speed and accommodation, and in making them generally as fit for the service as the vessels are capable of becoming.

Though the Company have not been able to extend their operations so as to perform all the work at present required by the Post office, they have intimated their intention to increase the number of

their vessels so as to be prepared for further extentions. It is gratifying, nevertheless, to observe that the Colony has now passed the period of being dependent on one source only for the supply of its steam communication.

It will not be inopportune to remark in this place that the regularity of the steam postal service of New Zealand is made to depend in a great measure upon the punctuality of the Peninsular and Oriental Company's vessels in performing the service from Southampton to Melbourne and Sydney. For several months after the new contract with that Company was entered into by the Imperial Government the utmost regularity of arrival was maintained by the employment of a class of vessels fully competent to perform the service which had been undertaken. But lately it is noticeable that some vessels of smaller size and inferior power have been substituted for those first used upon the line from Point de Galle to Sydney; and the consequence has been, in almost every case of such substitution, the detention of the mails beyond the appointed day of arrival. Should this practice be continued it will be almost impossible to introduce a system of regularity into the sea-borne mail service of this Colony.

#### PRE-PAYMENT OF POSTAGE.

Arrangements to facilitate despatch.

The great increase in the business of the Post Office has necessitated constant additions to the strength of the staff of officers, and consequently to the cost of management. Further, the extension of postal communications, adding materially to the number of mails received and despatched at the principal post offices, has been found to cause severe pressure upon those offices at certain times. Accuracy and quickness in the sorting, delivery, and despatch of mails are the two chief attributes of any well ordered office, and to attain these at certain times without adding more to the strength of the office than is constantly required is a difficult problem. The contemplated introduction of the money order system has added to the urgency of these considerations. Attention has therefore been directed to the removal of all impediments to the transaction of the special duties of the department; and with this view the postal system has in some respects been modified. The most important change introduced affecting the public has been to require the prepayment of letters in the case of inland correspondence, where previously prepayment was optional; and the payment of all postage by labels affixed to the letter or packet. These changes have been in force since the first of April, 1862; and so far as the circumstances have been reported, the result is successful. The impediments to rapidity and accuracy of work thus avoided comprise the necessity of accounting for money, except under the single head of labels sold; the extra sorting and recording of correspondence while making up a mail; and the complicated and voluminous accounts, consequent on the transmission of paid and unpaid as well as stamped letters.

Pre-payment by Stamps.

Franking letters on public service.

The system of franking letters on the service of the General Government has also removed an inconvenience which has been much felt by some offices while the former practice prevailed of treating such letters as paid, and charging the amount as expenditure on one side and revenue on the other. The revenue from the Post Office will no doubt appear to be diminished on this account, but it will not in reality be affected by the change.

Manufacture of labels.

Every provision has been made to secure a sufficient supply of postage labels throughout the country to meet the new demand. The labels are now manufactured within this office, the arrangements contemplated last year with that object having been carried into effect from February last. The number produced is at present at the rate of nearly two million labels per annum of all values, and about twice that number may be manufactured without increase of the staff.

Arrangements are now being made for issuing a new threepenny label, which will be of use in payment of postage on single letters and newspapers addressed to the United Kingdom via Marseilles. And for the convenience of the public in separating the labels a machine for perforating the edges has been ordered.

#### MONEY ORDERS.

Commencement of system with the United Kingdom.

In accordance with an agreement entered into with the Imperial Post Office it is purposed to establish the money order system between this Colony and the United Kingdom commencing with the 15th of next July. It is calculated that the system will confer an appreciable benefit on a large class of the population of the Colony and will be a source of revenue rather than of expense to the public.

Inland and inter-colonially.

So soon as the system just initiated with the United Kingdom shall have been a short time in operation it is proposed to establish it also within the Colony; and afterwards, should it prove to work without inconvenience or loss, to extend it to such of the neighbouring Colonies as may concur in its establishment.

I have the honor to be,

Sir,

Your Excellency's obedient Servant,

CROSBIE WARD.



*Comparative Statement of Postal Revenue of the several Provinces of New Zealand, for the years ending 1858-59-60-61.*

	March Qr.	June Qr.	September Qr.	December Qr.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>AUCKLAND—1858</b>	428 13 1	523 19 3	454 3 9	671 5 6	1978 1 7
1859	640 2 6	565 1 11	681 15 1	634 17 1	2521 16 7
1860	766 18 5	704 8 9	763 17 5	843 16 10	3079 1 5
1861	932 9 11	848 0 4	974 0 7	925 5 6	3679 16 4
<b>TARANAKI—1858</b>	62 0 0	75 1 4½	63 18 3	73 18 0½	274 17 8
1859	71 0 8	88 13 10	69 5 3	71 0 5	300 0 2
1860	80 8 9	109 15 7	161 4 3	155 2 6	506 11 1
1861	197 12 9	147 14 0	96 14 1	86 15 2	528 16 0
<b>HAWKES BAY—1858</b>	27 14 9	40 12 8	44 4 4	40 15 2	153 6 11
1859	44 15 4	54 17 0	92 19 6	103 14 9	296 6 7
1860	113 8 10	116 16 8	109 3 3	105 9 1	444 17 10
1861	101 4 0	128 1 7	140 5 4	135 17 0	505 7 11
<b>WELLINGTON—1858</b>	270 2 6	387 12 5	292 12 4	340 11 2	1290 11 5
1859	332 3 4	360 14 4	387 8 7	317 4 4	1397 10 7
1860	386 8 3	384 4 1	366 14 1	363 14 2	1501 0 7
1861	425 8 0	404 12 8	420 16 9	411 11 6	1662 8 11
<b>NELSON—1858</b>	159 5 1	189 1 6	194 10 2	188 4 4	731 1 1
1859	171 9 7	191 7 9	238 7 3	221 13 8	831 8 1
1860	229 3 0	245 19 3	251 6 6	268 14 9	995 3 6
1861	250 0 8	295 16 5	263 6 11	304 18 2	1114 2 2
<b>MARLBOROUGH—1861</b>	30 9 7	54 9 2	63 17 3	57 16 7	206 12 7
<b>CANTERBURY—1858</b>	177 3 7	255 14 6	250 12 7	366 0 8	1049 11 4
1859	308 12 1	419 6 5½	462 11 7½	373 1 4	1563 11 6
1860	513 16 10	517 17 5	490 3 3	530 18 2	2052 15 8
1861	730 1 9	670 4 9	654 18 10	734 16 1	2790 1 5
<b>OTAGO—1858</b>	103 9 6½	131 18 1	139 8 5½	171 12 7	546 8 8
1859	184 12 1	208 10 2	260 8 3½	248 15 0½	902 5 7
1860	334 14 6	309 12 0	384 7 0	460 10 4	1489 3 10
1861	525 2 11	509 12 10	682 5 5	1791 10 3	3508 11 5
<b>SOUTHLAND—1861</b>	Included in Otago.	45 17 11	30 16 2	35 17 2	112 11 3
<b>TOTALS—1858</b>	1228 8 6½	1603 19 9½	1439 9 10½	1752 7 5½	6024 5 8
1859	1752 15 7	1897 1 3½	2192 15 7	1970 6 7½	7812 19 1
1860	2424 18 7	2388 13 9	2526 15 9	2728 5 10	10,068 13 11
1861	3192 9 7	3104 9 8	3327 1 4	4484 7 5	14,108 8 0

## THIRD REPORT ON

*Number of Letters Despatched, to places out of the Colony, 1861.*

Destination,	Auckland.	New Ply- mouth.	Napier. (3 Qrs.)	Wellington	Nelson. (3 Qrs.)	Lyttelton.	Dunedin.	Totals.
Aden - - - - -	3	6	...	1	...	1	5	16
Batavia - - - - -	8	...	...	1	...	...	1	10
Bombay - - - - -	248	439	...	76	26	48	81	918
Borneo - - - - -	...	...	...	...	...	...	1	1
Calcutta - - - - -	734	...	...	161	108	225	178	1,406
Callao - - - - -	8	...	...	...	...	...	1	9
Cape of Good Hope - - - - -	268	17	...	61	25	76	36	483
Ceylon - - - - -	136	7	...	19	39	16	42	259
Chatham Islands - - - - -	...	...	...	111	...	...	...	111
Corfu - - - - -	...	3	...	...	...	1	...	4
Egypt - - - - -	39	1	...	...	7	2	17	66
Fiji - - - - -	81	...	...	...	...	10	...	91
France - - - - -	...	...	...	259	38	...	...	297
Friendly Islands - - - - -	...	...	...	...	...	4	...	4
Gibraltar - - - - -	37	...	...	3	...	3	10	53
Hongkong - - - - -	142	...	...	37	19	56	50	304
Honolulu - - - - -	8	...	...	...	...	...	...	8
India - - - - -	...	...	...	...	...	...	5	5
Japan - - - - -	3	...	...	...	...	...	..	3
London <i>via</i> Southampton - - - - -	48,510	7,994	3,819	14,611	11,148	30,525	28,535	145,142
“ “ Marseilles - - - - -	7,156	1,021	499	3,294	...	3,601	3,474	19,045
“ by other routes - - - - -	54	...	...	43	...	69	12	178
Madras - - - - -	124	3	...	68	47	36	27	305
Malta - - - - -	79	29	...	17	3	9	8	145
Manilla - - - - -	1	...	...	1	...	...	1	3
Marseilles - - - - -	...	...	...	...	...	...	39	39
Mauritius - - - - -	74	5	...	14	6	2	30	131
New Caledonia - - - - -	6	...	...	...	...	...	...	6
New South Wales - - - - -	9,946	1,667	349	2,580	1,416	2,733	3,364	22,055
Norfolk Island - - - - -	13	...	...	...	...	...	...	13
Penang - - - - -	...	...	...	19	...	9	11	30
Queensland - - - - -	330	...	...	74	69	156	106	735
Sandwich Islands - - - - -	...	...	...	...	...	8	...	8
San Francisco - - - - -	172	...	...	17	...	...	...	189
Shanghai - - - - -	1	...	...	...	...	...	...	1
Singapore - - - - -	19	...	...	4	8	5	10	46
South Australia - - - - -	503	87	2	211	178	489	535	2,005
St. Helena - - - - -	10	...	...	...	...	...	14	24
Suez - - - - -	...	...	...	...	...	1	...	1
Tabiti - - - - -	10	...	...	4	...	1	...	15
Carried over - - - - -	68,723	11,279	4,669	21,177	13,137	38,186	36,593	194,184

*Number of Letters Despatched, &c., out of the Colony, 1861—continued.*

Destination.	Auckland.	New Ply- mouth.	Napier. (3 Qrs.)	Wellington	Nelson. (3 Qrs.)	Lyttelton.	Dunedin.	Totals.
Brought forward - - -	68,723	11,279	4,669	21,177	13,137	38,186	36,593	194,184
Tasmania - - - - -	1,066	474	2	322	111	736	2,792	5,503
Tonga Islands - - - -	1	...	...	...	...	...	...	1
Travelling Post Office - - -	593	...	...	41	...	...	94	728
Trieste - - - - -	47	1	...	...	4	...	...	52
Valparaiso - - - - -	9	...	...	1	...	...	...	10
Vancouver's Island - - - -	18	...	...	...	...	...	...	18
Victoria - - - - -	5,922	1,696	221	2,346	1,158	3,379	36,177	508 99
Western Australia - - - -	67	...	...	18	68	68	17	170
Totals, 1861 - - - - -	74,446	13,450	4,892	24,405	14,410	42,269	75,673	251,545
Ditto 1860 - - - - -	66,618	19,893	4,812	24,623	17,202	35,255	29,426	187,829

The returns from Nelson for the last quarter of the year have been furnished since the above table was constructed. The number of letters despatched in that quarter was 4,298. For the purposes of computation, the total number of letters despatched during the year 1861, to places out of the Colony, is taken at 257,000.

*Shewing the total number of letters conveyed between each Head Office and its several District Offices, and between each Head Office and other Head Offices in New Zealand by land and by sea during the twelve months ended 31st December, 1861.*

Chief Post Offices.	Letters conveyed to and from several sub-Offices.			Letters conveyed to and from other Chief Offices. (c.)		
	By Land.	By Sea.	Total.	By Land.	By Sea.	Total.
Auckland - - - - -	95,930	22,664	118,594	420	79,009	79,429
New Plymouth - - - - -	100	400	500	92	51,357	51,449
Napier - - - - -	36,235	67	36,302	1,153	25,143	26,296
Wellington - - - - -	62,577	6,000	68,577	713	60,961	61,674
Nelson - - - - -	23,228	5,713	28,941	...	67,846	67,846
Picton (a) - - - - -	9,435	1,691	11,126	...	17,041	17,041
Lyttelton - - - - -	129,941	11,269	141,210	...	39,323	39,323
Dunedin (b) - - - - -	105,239	1,158	106,397	4,255	41,734	45,989
Invercargill (b) - - - - -	425	...	425	7,276	12,255	19,531
Totals - - - - -	463,110	48,962	512,072	13,909	394,669	408,578
Totals in 1860 - - - - -	306,225	55,049	361,274	5,186	258,765	263,951

(a.) This includes some letters forwarded out of the Colony, entered in the Letter Bills with the Nelson Office.

(b.) Invercargill was a Sub-Office to Dunedin until the 1st October, 1861.

(c.) As these figures are compiled from Returns of each Head Office, shewing letters received from and despatched to other Head Offices, the totals are necessarily double the real number carried. The gross total of letters passing between the several Head Offices of the Colony in 1861 is therefore 204,289, as compared with 131,976 in 1860.

THIRD REPORT ON

STATEMENT of the Amount due from each of the Colonies in Australia and New Zealand on account of the Australian Mail Packet Service, from 1st January, 1857, to 31st March, 1861.

COLONIES.	No. of letters in the year 1857.	Per centage for each Colony.	Amount due from 1st Jan., 1857, to 30th June 1858, being Half-cost.	Due from 1st July 1858, to 30th Sept. 1858, being Half-cost.	Due from 1st Oct. 1858 to 28th Feb. 1859, being Half-cost.	Half-guarantee of £6000 per month against loss from 1st July 1858, to 28th Feb. 1859, (8 months.)	Due from 1st March 1859, to 31st Dec. 1859, at £180,000 per annum (F. & O. contract), Half-cost.	No. of letters in the year 1860.	Per centage for each Colony.	Due from 1st Jan. to 30th June 1860, at £180,000 per annum (F. & O. contract), Half-cost.	Due from 1st July 1860, to 31st March 1861, at £184,672 per annum (F. & O. new contract), Half-cost.	Total amount due from Colonies from 1st Jan. 1857, to 31st March, 1861.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.
Victoria-	-	58.333	60,544 6 2	13,489 10 2	22,482 10 3	14,000 0 0	43,749 15 0	1,257,400	54.622	24,579 18 0	27,585 4 2	206,451 3 9
New South Wales	-	22.763	23,625 18 2	5263 18 10	8773 4 10	5463 2 0	17,072 5 0	438,600	19.053	*8955 18 0	9622 2 10	78,776 9 8
South Australia-	-	7.266	7541 8 10	1680 5 3	2800 8 9	1743 16 8	5449 10 0	178,300	7.745	3485 5 0	3911 7 8	26,612 2 2
New Zealand	-	5.694	5909 17 0	1316 14 9	2194 11 3	1366 11 0	4270 10 0	266,700	11.586	5213 14 0	5851 3 3	26,123 1 3
Tasmania	-	5.037	5227 18 10	1164 16 2	1941 6 11	1208 17 4	3777 15 0	.93,400	4.058	1826 2 0	2049 7 4	17,196 3 7
Western Australia	-	.907	941 7 8	209 14 10	349 11 4	217 13 0	680 5 0	28,500	1.288	557 2 0	625 4 3	3580 18 1
Queensland from 1st April, 1860-	-							39,100	1.698	†382 1 0	857 10 6	1239 11 6
	1,368,000	100.000	103,790 16 8	23,125 0 0	38,541 15 4	24,000 0 0	75,000 0 0	2,302,000	100.000	45,000 0 0	50,502 0 0	359,959 10 0

\*Including £392 Is. for Queensland Letters from 1st January, to 31st March, 1860.  
 †Three months only from 1st April, to 30th June, 1860.

General Post Office, London,  
 June 5, 1861.

FRANK JAS. SCUDAMORE

Statement of the amount due from each of the Colonies of Australia and New Zealand, on account of the Mail Packet Service, from 1st April, 1861, to 31st March, 1862.

TABLE A.

Distance between	Miles.	Proportion of half Subsidy.	Chargeable on
		£ s. d.	
1. Point de Galle and King George's Sound .....	3,304	42,223 19 7	The whole of the Australian Colonies and New Zealand Victoria, N. S. Wales, Queensland, Tasmania, and New Zealand N. S. Wales, Queensland, and New Zealand
2. King George's Sound and Melbourne.....	1,375	17,572 0 6	
3. Melbourne and Sydney .....	590	7,539 19 11	
	5,269	67,336* 0 0	Half the amount of Annual Subsidy

\* Subsidy is £134,672. Half thereof £67,336.

TABLE B.

Amount chargeable on account of Service between Point de Galle and King George's Sound.

Colonies.	No. of Letters in 1860.	Percentage for each Colony.	Chargeable from April 1, 1861, to March 31, 1862.
			£ s. d.
Victoria .....	1,257,400	54.622	23,063 11 8
New South Wales.....	438,600	19.053	8,044 18 8
South Australia .....	178,300	7.745	3,270 4 11
New Zealand .....	266,700	11.586	4,892 1 5
Tasmania .....	93,400	4.058	1,713 9 0
Queensland .....	39,100	1.698	716 19 3
Western Australia .....	28,500	1.238	522 14 8
	2,302,000	100.000	42,223 19 7

TABLE C.

Amount chargeable on account of Service between King George's Sound and Melbourne.

Colonies.	No. of Letters in 1860.	Percentage for each Colony.	Chargeable from April 1, 1861, to March 31, 1862.
			£ s. d.
Victoria .....	1,257,400	60.013	10,545 9 11
New South Wales.....	438,600	20.934	3,678 10 7
New Zealand .....	266,700	12.729	2,236 14 11
Tasmania .....	93,400	4.458	793 7 3
Queensland .....	39,100	1.866	327 17 10
	2,095,200	100.000	17,572 0 6

## THIRD REPORT ON

TABLE D.

Amount chargeable on account of Service between Melbourne and Sydney.

Colonies.	No. of Letters in 1860.	Percentage for each Colony.	Chargeable from April 1, 1861, to March 31, 1862.
			£ s s. d.
New South Wales.....	438,600	58.920	4,442 11 4
Queensland .....	39,100	5.253	396 1 6
New Zealand .....	266,700	35.827	2,701 7 1
	744,400	100.000	7,539 19 11

TABLE E.

Total amount chargeable for Packet Service from each of the Colonies from 1st April, 1861, to 31st March, 1862.

Colonies.	Service between Point de Galle and King George's Sound.	Service between King George's Sound and Melbourne.	Service between Melbourne and Sydney.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria .....	23,063 11 8	10,545 9 11	.....	33,609 1 7
New South Wales .....	8,044 18 8	3,678 10 7	4,442 11 4	16,166 0 7
South Australia .....	3,270 4 11	.....	.....	3,270 4 11
New Zealand .....	4,892 1 5	2,236 14 11	2,701 7 1	9,830 3 5
Tasmania .....	1,713 9 0	783 7 3	.....	2,496 16 3
Queensland .....	716 19 3	327 17 10	396 1 6	1,440 18 7
Western Australia .....	522 14 8	.....	.....	522 14 8
	42,223 19 7	17,572 0 6	7,539 19 11	67,336 0 0

FRANK JAS. SCUDAMORE.

General Post Office, London, 19th August, 1861.

*Number of miles over which Mails are carried by land within each Post Office District.*

Post Office District.	Daily.		Weekly.		Fortnightly.		Monthly.		Total per annum.
	Per day.	Per annum.	Per week	Per annum.	Per fortnight.	Per annum.	Per month.	Per annum.	
Auckland - - -	76	23,788	718	37,336	1400	36,400	110	1320	98,844
Taranaki - - -	...	...	...	...	200	5200	...	...	5200
Hawke's Bay - -	...	...	300	15,600	340	8840	...	...	24,440
Wellington - - -	16	5008	396	20,592	90	2340	..	...	27,940
Nelson - - -	...	...	336	17,472	...	...	...	...	17,472
Marlborough- -	...	...	40	2080	400	10,400	...	...	12,480
Canterbury - - -	38	11,849	266	13,832	326	8476	180	2160	36,362
Otago - - -	...	...	234	12,168	286	7436	...	...	19,604
Southland - - -	...	...	...	...	114	2964	...	...	2964
	130	40,690	2290	119,080	3156	82,036	290	3480	245,306

Under the head 'Daily,' is shewn the number of miles traversed in the day, by mails carried once a day or oftener. Under the head Weekly, are included mails less often than Daily, but not less often than Weekly. Fortnightly and Monthly Mails are similarly shewn, inclusive of those carried at other intervals within those periods respectively. The totals exhibit accurately the number of miles traversed in the year.

Table shewing the Town delivery of Letters, number of Receiving Houses, Private Boxes, and Licensed Stamp Sellers in each Post Office District for the year ending 31st December, 1861.

Province.	Town.	Delivery.	Receiving Houses.		Private Boxes.			Licensed Stamp Sellers.
			Number	Letters Received.	Number Occupied.	Number Fixed.	First constructed.	
Auckland - - -	Auckland - - -	Daily	Four	18,356	(a) 54	54	Jan. 1860	Nine
Taranaki - - -	New Plymouth - - -	None	None		23	24	Dec. 1861	One
Hawke's Bay - - -	Napier - - -	None	None		None			None
Wellington - - -	Wellington - - -	Daily	One	3,933	36	37	Oct. 1857	Three
Nelson - - -	Nelson - - -	Daily	None		16	25	March 1860	Three
Marlborough - - -	Blenheim - - -	None	None		None	None		One
Canterbury - - -	Lyttelton - - -	Daily	None		17	18	Feb. 1861	One
	Christchurch - - -	Daily	Two	(c) 1,083	23	40	Feb. 1861	Three
Otago - - -	Dunedin - - -	Daily	None		(b) 56	56	Jan. 1861	Six
Southland - - -	Invercargill - - -	None	None		None	None		None

(a.) At the Auckland Post Office, additional Private Boxes having been constructed, the number taken up at the commencement of the year 1862 was 61.

(b.) At the Dunedin Post Office 24 additional boxes were constructed, of which 23 were taken up at the commencement of the year 1862.

(c.) The two Receiving Offices in Christchurch were opened on the 1st November, 1861.

Number and Value of Postage Labels sold to the Public during the year ended 31st December, 1861.

	NUMBER.	VALUE.		
		£	s.	d.
At a Shilling - - - - -	7,730	386	10	0
“ Sixpence - - - - -	148,782	3,719	11	0
“ Two-pence - - - - -	279,909	2,332	11	6
“ One Penny - - - - -	90,583	377	8	7
	527,004	£6,816	1	1

Time Tables of the New Zealand Inter-colonial and Inter-provincial Steam Postal Service.

No. 1.—SYDNEY AND AUCKLAND—ONE BOAT.

Sydney, leave	- - - - -	15th	each month
Auckland, arrive-	- - - - -	22nd	“
“ leave	- - - - -	1st	“
Sydney, arrive	- - - - -	8th	“

No. 2.—SYDNEY, NELSON, AND WELLINGTON—ONE BOAT.

Sydney, leave	- - - - -	26th	“
Nelson, arrive	- - - - -	3rd	“
“ leave	- - - - -	5th	“
Wellington, arrive -	- - - - -	6th	“
“ leave	- - - - -	9th	“
Nelson, arrive	- - - - -	10th	“
“ leave-	- - - - -	13th	“
Sydney, arrive	- - - - -	20th	“

No. 3.—MELBOURNE, OTAGO, AND CANTERBURY—TWO BOATS.\*

Melbourne, leave	-	-	-	-	-	12th	“
Port Chalmers, arrive	-	-	-	-	-	19th	“
“ leave	-	-	-	-	-	17th	“
Melbourne, arrive	-	-	-	-	-	24th	“

No. 4.—INTER-PROVINCIAL—THREE BOATS.

	No. 1.	No. 2.	No. 3.
Southward—			
Auckland, leave	...	...	24
Manukau, “	2	10	...
Taranaki, “	3	11	...
Nelson, “	4	13	...
Picton, “	9	14	...
Napier, “	...	...	27
Wellington, “	11	14	30
Lyttelton, “	14	15	2
Pt. Chalmers, “	15	19	4
Bluff, arrive	...	20	5
Northward—			
Bluff, leave	...	24	6
Pt. Chalmers, leave	20	27	10
Lyttelton, “	21	30	12
Wellington, “	23	1	14
Napier, “	...	...	16
Picton, “	23	2	...
Nelson, “	25	5	...
Taranaki, “	26	6	...
Manakau, arrive	27	7	...
Auckland, “	...	...	18

\* One of these Boats proceeds to Lyttelton, but the exact dates are not yet fixed.