

1892.  
NEW ZEALAND.

# POST OFFICE AND TELEGRAPH DEPARTMENT.

(REPORT OF THE) FOR THE YEAR 1891.

*Presented to both Houses of the General Assembly by Command of His Excellency.*

MY LORD,—

General Post Office, Wellington, 5th August, 1892.

I have the honour to submit to your Excellency the report on the Postal and Telegraph Department for the year 1891, with the customary statement of revenue and expenditure to the 31st March last.

I have the honour to be

Your Lordship's most obedient servant,

J. G. WARD,

Postmaster-General and Electric Telegraph Commissioner.

His Excellency the Governor of New Zealand.

## REPORT.

THE year's operations, although resulting in a diminished revenue, disclose a very material increase of business, more particularly in the Post Office branch, as will be seen on perusing the several tables and statements.

The revenue and expenditure for the financial year ended the 31st March, 1892, are given in the following statement:—

REVENUE.	£	s.	d.	EXPENDITURE.	£	s.	d.
Stamps used for postage (estimated) ..	180,000		0 0	Salaries .. .. .	157,294	15	3
Money-order and postal-note commission collected in the colony ..	11,338	17	4	Conveyance of mails by sea .. ..	32,086	2	9
Money-order commission received from foreign offices .. .. .	645	4	3	Conveyance of inland mails .. ..	25,153	10	9
Private box and bag fees .. .. .	4,515	10	0	Conveyance of mails by railway ..	524	15	0
Postages from foreign offices .. ..	3,949	16	9	Money-order commission credited to foreign offices .. .. .	1,615	5	9
Miscellaneous receipts (Postal) .. ..	9,444	19	0	Telegraph extension (Consolidated Fund)	2,999	19	4
Ordinary and Press telegrams .. ..	85,242	3	7	Maintenance and repairs to telegraph-lines, and miscellaneous .. .. .	45,645	17	6
Telephone exchanges .. .. .	18,571	7	8	Cable subsidies .. .. .	308	6	8
Miscellaneous receipts (Telegraph) ..	6,350	2	8	Cable repairs .. .. .	2,714	8	1
					£268,343	1	1
				Balance of revenue over expenditure ..	51,715	0	2
	<u>£320,058</u>	<u>1</u>	<u>3</u>		<u>£320,058</u>	<u>1</u>	<u>3</u>

The revenue decreased £15,271 6s. 2d., or 4·55 per cent. This was mainly due to the loss of revenue from the reduction of the ocean letter-postage to 2½d., and to a sum of £15,697, contributions from the London Post Office and non-contracting colonies, in aid of the San Francisco and Direct mail-services, having been credited to the vote for "Conveyance of Mails by Sea" instead of being treated as revenue as formerly.

The revenue exceeded the expenditure by £51,715 0s. 2d., compared with £72,732 12s. 11d. the previous year.

The expenditure was £5,746 6s. 7d., or 2·19 per cent. more than the previous year.

The combined Post Office and Telegraph revenue was equal to 10s. 1·97d. per head of the population; and the expenditure 8s. 6·26d.

The estimated value of the official correspondence was £63,579 16s. 4d., and that of Government telegrams, £24,840 5s. 7d.—a total of £88,420 1s. 11d. for services performed for departments of the public service without payment. This sum added to the revenue gives

£408,478 3s. 2d. as the total value of the Post Office and Telegraph work performed during the year, which, after deducting the expenditure, leaves a balance of £140,135 2s. 1d. in favour of the department.

The estimated value of the official correspondence and Government telegrams was equal to 27·63 per cent. of the combined revenue.

23,745,462 letters were posted, and 23,867,402 delivered—an increase of 2,243,525 and 1,452,139 respectively.

157,465 inland parcels were posted, an increase of 39,852.

1,968,264 telegrams of all codes were forwarded, an increase of 7,103.

195,239 money-orders, for £651,989 19s. 6d., were issued; and 160,279 orders, for £582,661 16s. 7d., were paid.

214,334 postal-notes, representing £78,808 10s. 1½d., were sold—an increase of 29,735 notes for £9,346 10s. 6½d.

Fifty-five post-offices were established, five reopened, and sixteen closed.

The total number of post- and telegraph- or telephone-offices open at the end of 1891 was 1,231.

The total number of telephone-exchange subscribers on the 31st March last was 3,083, and the subscriptions received for the year amounted to £18,571 7s. 8d. From the 1st October the subscription was reduced to £5 a year. Telephone sub-exchanges were established at Hutt, Balclutha, Milton, and Riversdale.

There were 674 inland mail-services in operation, at a cost to the department of £27,301 15s. 9d.

222 miles of telegraph line were erected; and at the close of the year the total mileage was 5,349 miles of line, and 13,235 miles of wire.

The net expenditure out of loan on telegraph extension amounted to £27,772 16s.

The sum of £1,842,987 15s. 2d. was deposited in the Post Office Savings Banks during the calendar year, and the sum of £1,693,515 9s. 3d. was withdrawn.

The total amount at the credit of depositors on the 31st December, 1891, was £2,695,447 11s. 6d.

The following table and return give the number of offices and officers of all classes on the 31st December last:—

Postal Districts.	Permanent Offices.		Country Post-offices.		Telephone Exchanges.	Telephone Bureaux.	Clerks and Postal Cadets.		Operators (including Cadets).		Postmasters and Officers in Charge on Permanent Staff.	Letter-carriers.		Telegraph Message Boys.					
	Post-offices.	Telegraph Offices.	Combined Post and Telegraph Offices.	Comb'd Post, Tel., and Rail'y Offices.			Post-offices.	Post and Telephone Offices.	Town.	Country.		Town.	Country.	Town.	Country.	Messengers (Post Office).	Town.	Country.	
Auckland .. .. .	1	3	26	16	156	75	7	1	17	47	..	24	12	46	17	5	3	13	16
Thames .. .. .	..	..	8	..	20	9	1	..	..	3	..	8	5	8	2	1	..	3	3
Gisborne .. .. .	..	..	1	..	11	10	..	..	..	..	..	1	1	1	..	..	..	3	..
Napier .. .. .	1	1	8	8	29	16	1	1	..	19	..	25	7	17	3	1	1	6	4
New Plymouth .. .. .	..	..	3	2	17	7	..	..	..	2	..	6	1	5	2	..	..	2	2
Wanganui .. .. .	..	..	7	7	21	9	1	1	3	7	..	13	8	14	3	1	2	4	7
Wellington .. .. .	1	1	11	10	61	22	5	2	9	51	..	46	18	22	11	4	4	33	10
Blenheim .. .. .	..	..	6	..	19	5	1	1	..	5	1	39	2	7	2	1	..	2	2
Nelson .. .. .	..	..	5	3	22	11	4	1	2	4	..	12	4	9	3	..	1	5	..
Westport .. .. .	..	..	4	..	11	11	..	..	..	..	..	5	..	5	1	..	..	3	3
Grey mouth .. .. .	..	..	4	..	24	4	..	1	..	2	..	9	5	4	2	2	..	3	4
Hokitika .. .. .	..	..	3	..	24	5	..	..	..	2	..	3	..	3	1	1	..	2	..
Christchurch .. .. .	1	1	11	32	107	14	3	1	6	39	3	31	8	43	17	6	2	16	14
Timaru .. .. .	..	..	4	11	27	2	..	1	..	4	..	9	2	15	2	3	1	3	2
Oamaru .. .. .	..	..	1	7	9	6	..	1	..	2	..	10	..	8	2	..	1	3	..
Dunedin .. .. .	1	1	17	15	66	50	8	3	20	41	..	30	10	34	17	4	2	15	13
Invercargill .. .. .	..	..	7	13	79	17	5	4	8	10	..	8	7	20	3	1	2	4	4
Total on 31st Dec., 1891 .. .. .	5	9	126	124	703	273	36	18	65	238	4	283	89	261	89	30	19	120	84

COMPARATIVE RETURN of OFFICERS of the POSTAL and TELEGRAPH DEPARTMENT for the Years 1891 and 1890.

	1891.	1890.		1891.	1890.
Postmaster-General .. .. .	1	1	Sorters in Clearing-room .. .. .	14	14
Superintendent .. .. .	1	1	Storekeeper and Assistants .. .. .	5	5
Secretary .. .. .	1	1	Chief Postmasters .. .. .	16	16
Inspector of Post-offices .. .. .	1	1	Postmasters and Officers in Charge on Permanent Staff .. .. .	248	261
Assistant Inspector of Post-offices .. .. .	1	1	Clerks and Cadets .. .. .	242	227
Controller of Money-orders and Savings-banks and Accountant .. .. .	1	1	Operators (including Cadets) .. .. .	372	346
Telegraph Inspectors .. .. .	3	3	Country Postmasters and Telephonists .. .. .	1,012	935
Telegraph Sub-Inspectors .. .. .	2	3	Letter-carriers .. .. .	119	113
Electrician .. .. .	1	1	Messengers (Post Office) .. .. .	19	17
Mechanicians and Cadet .. .. .	4	3	Linemen .. .. .	51	50
Clerks in General Post Office—			Telegraph Message Boys .. .. .	204	195
Secretary's Branch .. .. .	8	7	Nightwatchmen .. .. .	2	2
Dead-letter Branch .. .. .	4	4			
Money-order and Savings-bank Branch .. .. .	17	17	Totals .. .. .	2,349	2,225

A Postal and Telegraph Conference, at which New Zealand was not represented, was held at Hobart in March last, for the consideration of questions arising from the Australasian Colonies having entered the Postal Union, and other matters. A report of the proceedings has been laid before Parliament.

The reduction in the postage on letters for the United Kingdom from 6d. to 2½d. per half-ounce took place on the 1st January, 1891, and the following figures show what has been the effect of the reduction:—

1890	...	...	Number of letters posted,	566,790	...	postage,	£17,066
1891	...	...	"	"	644,742	...	" £8,178

An increase of 13·75 per cent. in the number of letters posted, but a decrease of 52·08 per cent. in the amount of postage for 1891. To bring the postage up to what it was in 1890, immediately prior to the reduction, the number of letters must increase 113·45 per cent.

Reference was made in the last report of the intention to establish letter penny-postage throughout the colony. It has been considered advisable, however, to defer its introduction in the meantime.

By "The Post and Telegraph Classification and Regulation Act, 1890," the sixth class was divided into two grades—£115 to £150, and £160 to £180. In the lower grade were a number of capable officers with considerable length of service, who, in the ordinary course, would probably have been blocked there for years. To remove this disability, the amending Act passed last session abolished the second grade, and the sixth class, as amended, now stands at £115 to £180, by three annual increments of £15 and two of £10.

Provision in the amending Act was also made for a new class for women intended to be employed exclusively in telephone exchanges, and also for the service of distributors and telegraph message-boys being allowed to be reckoned in the case of their retirement from the service through no fault of their own. Service of this nature, however, does not count for seniority.

By the regulations issued under "The Post and Telegraph Classification and Regulation Act, 1890," a right of appeal was given to any officer who considered that his name had "been placed in a class lower than that in which, from the nature of the services he performs, he ought to have been placed."

In all 232 appeals were submitted to the Board specially appointed to consider and report on all such appeals. Many, however, were not appeals contemplated by the regulations, while a number of others were inconsequential. In the case of 134 of the appeals the Board reported that "the appellants were not classed lower than by the nature of their duties they ought to have been classed;" that, in the case of 45, "the matters appealed about were adjusted by the abolition of the second grade of the sixth class;" and that 40 were met by the provision of the amending Act allowing telegraph messengers' service to count in the case of retirement from the service. Recommendations were made by the Board in the case of 26 of the appellants. It should be explained, however, that the Board considered that their duties were limited by the regulations to the question whether the name of the officer appealing had been placed in a class lower than that in which it ought to have been placed.

Telegraph learners' classes have been opened at Auckland, Wellington, Christchurch, and Dunedin, and telegraph message-boys, having the requisite educational acquirements and being otherwise eligible for promotion are instructed in telegraphy preparatory to receiving cadetships.

#### THE UNIVERSAL POSTAL UNION.

One of the most important events in the history of the Postal Service of New Zealand has been the colony's entry into the Universal Postal Union, in conjunction with the other Australian Colonies, which took place on the 1st October last.

The question of the entry of the Australasian Colonies into the Postal Union is one of long standing, having been raised by the Imperial Government shortly after the General Postal Union was founded in 1874.

A brief history of the formation and the development of the Union will now be appropriate.

About 1860, the enormous expansion of the postal system made apparent the inadequacy of the means for regulating international postal relations, and, at the instance of the United States Post Office, a Postal Conference was held at Paris, in 1863, at which delegates from most of the chief national post-offices met to consider the principles upon which the postal business between separate countries should be conducted. But it was not till more than ten years later that any general agreement was come to. In 1874, a second Conference was held, at Berne, when the following principles were submitted for consideration:—

1. That a common *régime* should be accepted throughout the whole postal service, to be regulated by single treaty.
2. That the right of transit, by land or by sea, should be guaranteed by every country to every other country.
3. That the onus of providing for the conveyance of mails should rest on the country of origin, all intermediate services used by such country being paid for at fixed rates, and upon the basis of periodical statistics.
4. That every country should keep the whole of its postage collections, whether on prepaid or on unpaid correspondence, so as to sweep away the great mass of detailed international accounts.

Upon this basis the General Postal Union of 1874 was founded, and the relative treaty signed on the 9th October of that year. It did not, at first, embrace lands beyond Europe, with the exception of Asiatic Russia and Turkey, Egypt, and the United States of America. The treaty

took effect on the 1st July, 1875, France being the only country of Europe which did not at once adhere to the Union, but it joined six months later.

The conditions on which countries beyond sea were admitted were at first restrictive. It was laid down that such countries should at first submit to a settlement as to the cost of sea conveyance in their proposed relations with the countries forming the Union, and that an understanding between those particular countries having postal conventions or direct relations with the applicants should precede admission.

In 1876 a special Conference was held at Berne to settle the terms upon which British India and the French Colonies should be admitted to the Union. The rate payable by one country to another for sea conveyance over distances exceeding 300 miles was fixed at 25 francs a kilogramme (about 2½d. a letter, of average weight) for letters and post-cards, and 1 franc a kilogramme (4·35d. per pound) for other articles. British India and the French Colonies thereupon entered the Union in July, 1876; and in April, 1877, Ceylon, Hongkong, the Straits Settlements, Labuan, Mauritius and the Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda gave in their adhesion.

In 1878 a second full Congress was held at Paris, and the Union renamed the Universal Postal Union—the door being thrown open to the whole world; any State, country, or colony was given the right to claim admission, simply by giving an assurance that it was prepared to carry out the stipulations of the Convention as then revised. The maximum amount for sea conveyance over long distances was also reduced from 25 to 15 francs a kilogramme (about 1½d. per letter) for letters and post-cards.

The new Convention was signed on the 1st June, 1878, and came into force on the 1st April, 1879. Canada entered the Union in July, 1878; Cyprus in December following; and in January, 1879, Newfoundland, British Honduras, the Falkland Islands, and the West African Colonies of Sierra Leone, Lagos, the Gold Coast, and Gambia were added. In July, 1879, Antigua, Dominica, Montserrat, Nevis, St. Kitt's, and the Virgin Islands became a part of the Union, and a year later the Bahamas were added. On the 1st February, 1881, Tobago, St. Lucia, Grenada, and Turks Islands adopted the new system; and in the following September the entry of the West Indies into the Union was completed by the adherence of Barbadoes and St. Vincent. Outside the British Dominions the movement had been so rapid and steady that, practically, towards the end of 1886 the whole Continent of North, South, and Central America, the whole of the colonial possessions of Spain, Portugal, Holland, and Denmark, the Empires of Persia, Japan, and Siam, the Republic of Hayti, the Dominican Republic, the Sandwich Islands, Liberia, and even the Congo Free State were included in the Union.

Since 1886 further accessions have taken place as follows: Bolivia, Bosnia-Herzegovina, British Borneo, British New Guinea, the German possessions and protectorates, Zanzibar, &c.

Immediately after the formation of the Postal Union in 1874 the Australasian Colonies were invited by the Imperial Government to consider whether they would enter the Union. The ocean letter rate was not to be less than 6d., but the payments then made by the Imperial Exchequer to the cost of maintaining the ocean mail-services between the Mother-country and the Australasian Colonies were to have been reconsidered, inasmuch as the entry of the Colonies into the Union "would entail considerable diminution in the receipts of the Post Office," which the Colonies would have to share with Great Britain. The Colonies were already committed to expensive ocean-mail contracts, and declined to take any step which would further increase the loss on their packet-services.

In 1878 the matter was again pressed on the Colonies; and a memorandum was signed on the 11th July by the Postmasters-General of New South Wales and New Zealand, recommending that the Colonies should enter the Union, but on the condition "that no reduction be made in the rate of postage for the ocean services; that the cost of the transit of the mails between San Francisco and New York or Boston be not charged to the Colonies; and that the restrictions which have already, or which may hereafter, be imposed by local legislation in reference to wholly unpaid correspondence are not interfered with." Nothing however came of this, as there was a want of unanimity among the other colonies. It was obvious that one or two colonies would not be permitted to enter the Union without the whole group doing so.

The Imperial Post Office, in 1880, re-opened the question of Australasia's adhesion to the Union. Under the provisions of the Paris amended convention, the entry of the Australasian Colonies into the Union would have put the British Post Office in a position to save £30,000 a year by the supersession of the special apportionment of postage under which an advantage was accorded to the Colonies, and by the adoption of the Union payment for sea conveyance. The Imperial Treasury consented to waive the claim to that saving during the currency of the existing packet contracts, and to share the sum *pro ratâ* among the Colonies providing the packet services, in the event of their joining the Union. It was estimated that New South Wales and New Zealand's share for providing the San Francisco service would be about £17,000 a year.

The Colonies were somewhat favourably impressed with the proposal, but before anything definite could be settled another obstacle presented itself to their entering the Union. The German Post Office had given notice that, at the next Union Congress, which was to meet in 1884, a proposal would be made for the reduction of the very moderate rates payable for sea conveyance, and of the rates of postage allowed to be charged to the public. It was obvious that the sea-carrying countries (a small minority) stood in great danger of this proposal being carried; and the British Post Office suggested that if the Colonies decided to apply for admission to the Union they should exact a guarantee that no such reduction should take place until after the next quinquennial Congress to that of Lisbon; and also that, for the protection of the Colonies' interests in the future, they should demand a vote for each colony in the affairs and deliberations of the Union.

With the object of discussing the whole question, a Postal Conference met at Sydney in 1883, at which a resolution was carried that the Colonies should apply for admission to the Union under the special conditions referred to above. New Zealand was not represented at the Conference, but it was in accord with the decision. Queensland, however, voted against the resolution. The Colonies did apply for admission; and the application was considered at the Lisbon Congress, which, however, did not meet till February, 1885, owing to the outbreak of cholera in 1884. Invitations had been sent to the Colonies to send representatives to the Congress, and this was responded to by Victoria, Queensland, New South Wales, and Western Australia. The representatives of the various States forming the Union showed a marked desire for the Colonies to enter the Union, and were prepared to make concessions. The *status quo* in regard to sea-rates and postage till after the next Congress was settled without difficulty; but on the question of votes there was strong opposition. A fundamental principle of the Union is that every State—important or unimportant—has one voice, and only one, at the Congresses: for instance, Great Britain has one vote, and Servia, equally, has one. Only one vote, therefore, would be accorded the Australasian group. This was unacceptable, and the Colonies decided to hold aloof from the Union in the meantime.

In 1889 the matter was again brought prominently under the notice of the Colonies, but the question of representation or voting power was still a stumbling-block. The principal colonies claimed to have a separate vote, which was again refused; but they subsequently agreed that if three votes, or even two, were allowed the Australasian group, this would be accepted.

But the decision of the Colonies in 1890 to reduce the postage on letters to the United Kingdom to 2½d. really paved the way for their early entry into the Union, as the major loss was thereby discounted. In September of that year, the Colonies were invited to send representatives to the Postal Union Congress to be held in Vienna, in May, 1891. This colony decided to be represented, and to join with the other colonies in applying to enter the Union on such terms as might be mutually agreed upon.

An Intercolonial Postal Conference, to be held in Sydney at the beginning of 1891, was subsequently decided upon, at which the question of the Colonies entering the Union would be discussed and settled. The Conference met in February, 1891, and passed the following resolutions:—

“That the Colonies of Australasia should accept the invitation to be present at the Postal Congress at Vienna.

“That the Governments of the various Australasian Colonies take steps to have their respective colonies adequately represented at the Postal Congress to be held in Vienna in May next.

“That the representatives of Australasia be instructed to advocate the admission of Australasia into the Postal Union, on condition that Australasia receives adequate representation, and that the maritime transit-rates be not lowered without the consent of the countries maintaining the sea-services.”

What was really meant by “adequate representation” was unfortunately left to be inferred: but the intention was that the Colonies should be given three, or at least two, votes. The Agent-General for New Zealand was to have represented this colony at the Vienna Congress; but he was prevented from pressure of important business. The representatives of the other colonies attended the Congress, and applied for the entry of Australasia into the Union, provided that the Colonies should have, at least, two votes. This, however, was decidedly refused. The representatives then agreed that “Australasia will enter the Universal Postal Union on the conditions arranged with the sub-committee on the 22nd May, 1891—namely: That the colonies in question be allowed a single separate voice at the Congresses, and in the affairs of the Union; and that the transit-rates for sea conveyance remain unchanged until after the next quinquennial Congress.” This announcement was received by the Congress with great enthusiasm, and, at the request of the President, the members rose *en masse* and welcomed the Colonies into the Union. It was considered no slight achievement to secure the adhesion of Australasia; and Dr. von Stephan, Secretary of State for the Imperial German Post Office (and also President of the Vienna Congress) made reference to the event in a speech to the German Reichstag, in the following terms: “On the 1st July, 1892 (the date from which the revised Convention of Vienna will come into force), the frontiers of all countries and continents throughout the inhabited globe will be effaced, and entire liberty of communication will be established, since Australia, the last division of the globe that was still outside the Postal Union, joined this alliance at the Congress of Vienna.”

The Universal Postal Union may be said to now practically comprise all the countries of the world of commercial importance except the British colonies and Dutch republics of South Africa; and of these Natal and the South African Republic have just applied for admission, and the others, it is anticipated, will shortly follow their lead.

The Union provides uniform definitions and conditions of transmission respecting the different classes of mail-matter, which are binding on all the countries within its circle for international exchanges.

The postages throughout the territory of the Union are limited to between 2½d. and 5d. for letters, 1d. and 1½d. for post-cards, and ½d. and 1d. per 2oz. for printed papers, commercial papers, and patterns and samples, with minima for the two latter of 2½d. and 3d., and between 1d. and 1½d. respectively, or their equivalents in the moneys of the country of origin. It will be observed that the international rates of postage now charged in the colony are the lowest under the Union for all classes of correspondence excepting post-cards, and for newspapers for the United Kingdom.

The following table shows approximately the international postages levied in the colony immediately prior to and after its entrance into the Union :—

		Old Rates expiring on 30th September, 1891.	Per ½ oz.	Union Rates introduced from 1st October, 1891.	
Letters addressed to	}	United Kingdom <i>via</i> San Francisco and Direct lines ... ..		2½d.	
		United Kingdom <i>via</i> Suez ... ..		6d.	
		British colonies and foreign countries (except Australia and South Sea Islands)		6d., 7d., 8d., 9d., 1s., and 1s. 2d.	2½d. per ½ oz.
		Post-cards ... ..		2d. per single card.	1½d. per card. (reply cards, 3d.) 4d. per lb.
		Book and sample packets from 1s. 4d. to 2s. 8d. per lb. ...			
Newspapers addressed to	}	United Kingdom <i>via</i> San Francisco and Direct lines ... ..		1d. per paper	
		United Kingdom <i>via</i> Suez ... ..		2d. per paper	
		British colonies and foreign countries (except Australia and South Sea Islands), 1d. per paper, and from		1s. 4d. to 2s. 8d. per lb.	½d. per 2oz.

The adoption of Union rules for international correspondence has also led to important modifications in the inland tariff and conditions of transmission, all in the direction of further concessions to the public. Not only has the book and sample postage been reduced to half the previous rates (from 8d. to 4d. per lb.), but by the introduction of the commercial-paper and a liberal extension of the privileges under the printed-paper post, many articles formerly liable to letter-postage (5s. 4d. per lb.) are now admissible at printed or commercial-paper rates (4d. per lb.).

The right of transit by the most expeditious routes is guaranteed throughout the entire territory of the Union, and all the postal communications maintained by the different countries for their own correspondence are available for the transmission of Union mail-matter at moderate transit-rates.

The transit-charges payable by any country within the Union cannot exceed the following amounts :—

For territorial transits,—			
Letters and post-cards	...	2 francs per kilo =	8·71d. per lb.
Other articles	...	25 centimes per kilo =	1·09d. per lb.
For sea transits,—			
Letters and post-cards	...	15 francs per kilo =	65·31d. per lb.
Other articles	...	1 franc per kilo =	4·354d. per lb.

The sea-transit rates are so regulated that their aggregate for the different classes of mail-matter cannot exceed the rates already mentioned. It was mainly due to the reduction of transit-charges formerly payable to the exceedingly moderate rates under the Convention (the rates now payable are in many cases barely one-fourth those formerly charged) that the department has been enabled to adopt the present low and uniform international tariff.

Redirected international articles are treated as correspondence exempt from transit costs, and can be sent to any part of the world without additional prepayment. And the abolition of redirection-charges also applies to the delivery within the colony of all classes of correspondence.

Unpaid and insufficiently-prepaid articles are charged on delivery double the deficiency at the prepaid rates in all the countries of the Union—superseding the varying, and, in many instances, anomalous practices of surcharging previously in force.

Each Union country retains the postages collected within its territory, but defrays the whole cost of conveyance of its despatched mail-matter to destination. This reduces international accounts to a minimum. Moreover, the system of accounts based on actual results, which involves the weighing or counting of all classes of correspondence for each destination at offices of despatch and receipt, is superseded by a simple system of triennial countings, extending over a period of four weeks, on the basis of which all transit costs are ascertained.

The Union also provides one uniform, simple, and efficient check on the due receipt of mails at offices of destination by a system of numbering, as against other less efficient practices formerly in vogue.

Acknowledgments of the due receipt of registered letters by addressees in any part of the Union may be obtained by the payment at posting of a fee of 2½d.

In the case of loss of a registered letter an indemnity of 50 francs (£2) is payable to the sender, or, at his request, to the addressee. The necessary Legislative sanction to the application of this principle in this colony will shortly be sought.

It may be observed that delegates from the different Union countries meet in conference quinquennially, and determine upon such amendments in the Convention and detailed regulations for its execution as experience in the interval may have suggested. Each of the Australasian Colonies is entitled to send a delegate to the Congress who may take part in the deliberations, but only one vote can be exercised by the combined Australasian Colonies. The last of these Conferences was held in Vienna, in May, June, and July, 1891. In addition to a number of alterations in the regulations, which mainly affect departmental questions, it decided upon important modifications in the printed-paper rules, in the direction of affording further concessions to the public, and these were introduced in the colony on the 19th July last.

The full text of the Postal Union Convention and the detailed regulations for its execution will be found at page 29.

## POST OFFICE.

The number of letters, post-cards, books and pattern-packets, and newspapers, delivered and posted during the year, compared with the number dealt with in 1890, was as under :—

	1891.	1890.	Increase.
Letters—Delivered .. .. .	23,867,402	22,415,263	
Posted .. .. .	23,745,462	21,501,937	
	<u>47,612,864</u>	<u>43,917,200</u>	<u>3,695,664</u>
Post-cards—Delivered .. .. .	1,097,788	1,019,434	
Posted .. .. .	1,181,141	991,065	
	<u>2,278,929</u>	<u>2,010,499</u>	<u>268,430</u>
Books and Sample-packets—Delivered .. .. .	3,342,781	2,838,329	
Posted .. .. .	3,827,980	3,320,801	
	<u>7,170,761</u>	<u>6,159,130</u>	<u>1,011,631</u>
Newspapers—Delivered .. .. .	9,768,226	9,221,212	
Posted .. .. .	8,733,686	8,691,522	
	<u>18,501,912</u>	<u>17,912,734</u>	<u>589,178</u>

The letters increased 8·42, post-cards 13·35, books and sample-packets 16·42, and newspapers 3·29 per cent.

The increase in 1890 was—Letters 3·82, post-cards 8·67, books and sample-packets 14·45, and newspapers 7·13 per cent.

The average number of letters posted per head of population was estimated to be 37·70; in 1890 the average was 34·37.

The revenue for the financial year ended the 31st March last amounted to £209,894 7s. 4d., compared with £223,542 9s. 7d. for 1890–91, a decrease of £13,648 2s. 3d., which is to be attributed to the loss of postage from the reduction of the ocean letter-rate from 6d. to 2½d., and to the receipts from Foreign Post Offices in aid of the San Francisco and Direct mail-services, amounting to £15,697, having been transferred from revenue to the expenditure side of the account, and treated as a recovery in reduction of the vote for “Conveyance of mails by sea.”

The expenditure was £153,698 5s. 4d., compared with £158,205 10s. 8d. for the previous year, a decrease of £4,507 5s. 4d., notwithstanding that payments were closer up to the 31st March than formerly. The liabilities outstanding at the end of the year amounted to £7,787, compared with £12,013 for the previous year:

The expenditure of the year was £56,196 2s. less than the revenue.

The estimated value of the free correspondence was £63,579 16s. 4d.

The total estimated business of the Post Office for the year was therefore £273,474 3s. 8d., leaving a balance of £119,775 18s. 4d. in favour of the department, after deducting the expenditure. The credit balance for 1890–91 was £132,810 16s.

£1,521 7s. was collected for the registration of births, deaths, and marriages.

For certificates issued in connection with inspection of machinery, £3,375 10s. 2d. was collected.

Fees amounting to £11,344 8s. under the Live-stock Acts were received.

For game licenses the sum of £1,401 5s. was collected.

The amount of property-tax paid through the Post Office was £234,132 4s. 3d., representing 23,481 payments.

Gratuities paid for the carriage of mails by unsubsidised vessels amounted to £7,171 4s. 8d.

The fees received for 3,874 private boxes and 339 private bags amounted to £4,561 10s.

The suburbs of Riccarton and Collingwood, Christchurch, have been included in the letter-carrier's delivery. A daily delivery has been established at Kaitangata; and the afternoon delivery at Kumara abolished.

A weekly half-holiday is now enjoyed by letter-carriers, generally on Saturday afternoon, except where the business half-holiday is observed on some other day of the week. To minimise inconvenience to the public, the correspondence which would otherwise have been taken out by carrier in ordinary course is delivered at post-offices to such addressees as may call.

Thirteen receiving-boxes were established—one each at New Plymouth, Feilding, Greytown North, Wellington, Reefton, Riccarton, Upper Riccarton, Waitotara, Totara Flat, Christchurch, and Timaru, and two at Auckland. Five receiving-boxes were closed.

The total number of pillar, wall, and lamp-post receivers at the close of the year was 314.

8,325,608 letters, 364,499 post-cards, 1,003,121 books, circulars, &c., and 2,183,833 newspapers were delivered by letter-carriers.

On the completion of the railway between Palmerston and Napier, railway travelling post-offices were placed on the line.

Fifty-five post-offices were established, five reopened, and sixteen closed during the year, as under :—

*Opened.*

Adair, Timaru.	Kakahu Bush, Timaru.	Rotoiti (reopened), Thames.
Alfriston, Auckland.	Kawhaka, Hokitika.	Round Hill (reopened), Invercargill.
Alma, Oamaru.	Khandallah, Wellington.	Sandy Bay, Nelson.
Annat, Christchurch.	Mangakahia (reopened), Auckland.	Scott's Gap, Invercargill.
Atiamuri, Napier.	Maori Bay, Blenheim.	Seaward Downs, Invercargill.
Awatuna, Wanganui.	Maryville, New Plymouth.	Seaward Moss, Invercargill.
Awhitu Central, Auckland.	Mataahu, Gisborne.	Sockburn, Christchurch.
Ballance, Wellington.	Maud Island, Blenheim.	South Norsewood, Napier.
Barkley Village, Invercargill.	Maunganui Bluff, Auckland.	Taioma, Dunedin.
Burnett's Face, Westport.	Meremere, Wanganui.	Tisbury, Invercargill.
Bushside, Christchurch.	Okoroire, Auckland.	Tophouse, Nelson.
Callaghan's, Hokitika.	Opio, Invercargill.	Upper Kuaotunu, Auckland.
Castlecliff, Wanganui.	Opitonui, Auckland.	Utakura (reopened), Auckland.
Claverley, Christchurch.	Parawai, Thames.	Wahanui, Napier.
East Chatton, Invercargill.	Pohangina, Wellington.	Waikakaho, Blenheim.
Egmont Village, New Plymouth.	Pomahaka, Dunedin.	Waikawa Valley, Invercargill.
Eiffelton, Christchurch.	Pongakawa, Thames.	Waituna, Invercargill.
Galatea (reopened), Auckland.	Quarry Hills, Invercargill.	Waituna West, Wellington.
Hiwinui, Wellington.	Ratapapa, Wanganui.	Wendon, Invercargill.
Homewood, Blenheim.	Rewiti, Auckland.	Wendon Valley, Invercargill.

*Closed.*

Awahou, Auckland.	Opitonui, Auckland.	Tahoraite, Napier.
Big River, Greymouth.	Port Pegasus, Invercargill.	Te Mata, Auckland.
Bishopdale, Nelson.	Pourerere, Napier.	Te Matuku, Auckland.
Kawau, Auckland.	Redcliffe, Timaru.	Upper Riccarton, Christchurch.
Kawhaka, Hokitika.	Riccarton, Christchurch.	Woodhill, Auckland.
Omaha, Auckland.		

The total number of post-offices open at the close of the year was 1,231.

The designations of the following post-offices were changed:—Newtown to Wellington South, Ahuahu to Mataahu, Mangaone to Colyton, Richardson to Stillwater, and Boatman's to Capleston.

A Government Insurance Agency was opened at the Post Office, Makaretu. Twenty-three post-office agencies were closed. At the end of the year Government insurance business was transacted at 193 post-offices.

Eighteen newspapers were registered for transmission by post, and five newspapers ceased to publish during the year. The total number of newspapers registered at the General Post Office at the close of the year was 235.

Eighty-four magazines and trade catalogues were registered between the 1st January and the 30th September last, making a total of 456 of such articles registered for transmission by post. The Postal Union regulations now obviate the need for registration.

The post-offices, Milford Sound, Big Bay, and Martin's Bay were transferred to the Invercargill District, and those at Awahou, Rotoiti, and Rotorua to the Auckland District.

Under "The Mining Act, 1891," certain money-order offices have been appointed for the issue of miners' rights and business licenses.

Payment of amounts contributed by mine-owners on the output of coal, for the credit of the Miners' Sick and Accident Fund and the Coal-miners' Relief Fund are now received at money-order offices situated nearest the coal-mines.

The Post Office also undertakes the receipt and payment of Public Trust Office moneys at any money-order office.

It may be of interest to mention that the debit and credit transactions of the Post Office for the year ended 31st December, 1891, exclusive of receipts and payments for other departments, were: Receipts, £3,288,368 1s. 9d.; payments, £3,300,024 9s. 1d., a total of £6,588,392 10s. 10d. For other departments the transactions were: Receipts, £619,891 8s. 9d.; payments, divided as follows: £326,276 9s. 9d. to individual claimants and £282,304 10s. 3d. to Government Accounts, a total of £608,581—making in all £1,228,472 8s. 9d. received and paid for other departments. The gross receipts and payments made through the Post Office for the year was, therefore, £7,816,864 19s. 7d.

Postage-stamps of the United Kingdom have been kept for sale at the principal post-offices in the colony since 1873, and New South Wales and Victorian stamps have lately been added. New Zealand stamps can now be purchased at the General Post Offices, Sydney and Melbourne. The stamps are not for general remittance purposes.

A 2½d. postage-stamp has been engraved for the Post Office, Samoa. Postage-stamps to the order of the Post Office, Tonga, of the denominations of 1d., 2d., 4d., 8d., and 1s. have also been engraved. The Samoan stamp is already in circulation, and those for Tonga will be issued before the end of the year.

The recently-formed Government of the Cook Island Federation contemplates issuing a set of engraved postage-stamps in lieu of ordinary printing-type stamps now in use. Its Post Office has already been officially recognised, and a direct exchange of postal matter with Great Britain, the United States, Germany, and the Australian Colonies, through this department, has been arranged.

## PARCEL-POST.

There was a marked expansion of the parcel-post business during the year, more particularly in the case of inland parcels.

Now that the advantages of the parcel-post are becoming better known, the Post Office is more generally availed of for the transmission and exchange of parcels of nearly every kind.



The following table shows the total number and the weight of inland, intercolonial, United Kingdom, and foreign parcels posted during the years 1889, 1890, and 1891 :—

Postal Districts.	1889.		1890.		1891.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.
		lb. oz.		lb. oz.		lb. oz.
Auckland .. .. .	19,468	53,351 11	21,882	57,912 10	30,126	74,503 8
Thames .. .. .	1,199	3,053 1½	1,491	3,661 8	1,756	4,269 12
New Plymouth .. .. .	878	2,341 14	1,007	2,674 3	1,630	3,745 13
Gisborne .. .. .	770	1,969 0	938	2,570 6	1,149	2,990 10
Napier .. .. .	5,354	13,802 2	6,265	17,075 14	7,707	20,917 7
Wanganui .. .. .	3,344	7,862 8	4,035	9,563 8	5,497	12,528 12
Wellington .. .. .	20,856	55,910 9	25,893	74,544 2	35,427	106,175 0
Nelson .. .. .	3,767	11,013 13½	4,723	13,370 7	5,892	15,366 2
Westport .. .. .	868	1,859 14	1,077	2,332 4	1,464	3,268 6
Greymouth .. .. .	1,630	4,024 11½	2,509	6,243 13	2,998	7,252 12
Hokitika .. .. .	1,182	3,394 5	1,413	3,924 5	1,776	4,622 7
Blenheim .. .. .	1,785	4,008 15	1,846	4,357 11	2,053	5,128 15
Christchurch .. .. .	17,370	48,403 14	19,383	58,708 4	26,312	74,162 2
Timaru .. .. .	1,760	3,807 1	2,013	4,774 8	2,634	5,431 6
Oamaru .. .. .	854	1,873 14	859	2,123 3	1,224	2,577 11
Dunedin .. .. .	20,363	57,366 11	22,500	65,329 13	29,995	79,783 0
Invercargill .. .. .	3,138	7,722 12½	3,458	7,477 5	4,637	9,911 8
Totals .. .. .	104,586	281,766 13	121,292	336,643 12	162,282	432,635 3

The postage collected amounted to £8,267 3s. 11d., compared with £6,822 9s. 7d. collected in 1890.

The number of inland parcels posted was 157,465, compared with 117,613 in 1890.

The increase in the number of inland parcels posted over the number posted in 1890 was no less than 39,852, or 33·88 per cent., compared with an increase of 15·16 per cent. in 1890 over 1889.

The following table shows the number of parcels exchanged with the United Kingdom and foreign countries *via* London, and the Australian Colonies during the years 1890 and 1891 :—

Country.	Number of Parcels.			
	Received.		Despatched.	
	1890.	1891.	1890.	1891.
United Kingdom and Foreign Offices, <i>via</i> London ... ..	13,491	17,115	2,693	3,253
Victoria .. .. .	1,426	1,649	751	1,176
South Australia .. .. .	71	113	88	107
Tasmania .. .. .	45	76	128	250
Western Australia .. .. .	2	14	19	31
Totals .. .. .	15,035	18,967	3,679	4,817

The declared value of the parcels received from places outside the colony was £23,385 13s. 7d. The Customs duty collected amounted to £3,835 3s. 11d. In 1890 the declared value was £13,834, and the duty collected £2,375 19s. 3d.

The declared value of the parcels despatched to places beyond the colony was £4,193 9s. 11d., as against £3,831 in 1890.

The rate for intercolonial parcels has been reduced to 8d. for the first pound and 6d. for each additional pound, in the place of 1s. 2d. for the first two pounds and 7d. for every additional pound.

An exchange of parcels has been arranged with Queensland. New South Wales is now the only Australian colony which has not an intercolonial parcel post.

The parcel-post system has also been extended to a number of additional foreign countries, through the intermediary of the London Post Office.

#### FREE OFFICIAL CORRESPONDENCE.

The estimated value of the official or free correspondence for the year is given in the statement underneath :—

Postal Districts.	Letters.	Books.	Value.	Postal Districts.	Letters.	Books.	Value.
	lb. oz.	lb. oz.	£ s. d.		lb. oz.	lb. oz.	£ s. d.
Auckland .. .. .	23,606 9	19,945 8	5,943 16 9	Hokitika .. .. .	1,560 0	342 0	427 9 8
Thames .. .. .	2,401 2	2,386 0	713 11 9	Blenheim .. .. .	3,237 15	8,569 0	1,119 15 8
New Plymouth .. .. .	4,433 10	6,100 0	1,886 2 2	Christchurch .. .. .	7,899 15	31,188 10	2,841 5 2
Gisborne .. .. .	1,379 7	3,990 0	563 3 8	Timaru .. .. .	5,753 8	3,627 0	1,628 17 11
Napier .. .. .	3,322 5	7,176 0	1,125 3 0	Oamaru .. .. .	2,097 0	1,983 0	619 1 10
Wanganui .. .. .	6,949 8	7,914 0	2,101 1 5	Dunedin .. .. .	9,056 10	7,402 8	2,636 14 4
Wellington .. .. .	106,350 2	209,900 0	39,280 4 1	Invercargill .. .. .	2,619 15	2,501 14	797 16 11
Nelson .. .. .	3,023 12	1,260 0	845 2 4	Totals .. .. .	187,053 14	322,925 8	63,579 16 4
Westport .. .. .	1,680 0	890 0	477 16 4				
Greymouth .. .. .	1,682 8	7,750 0	572 13 4				

The estimated weight was over 227 tons. The estimated value of the free correspondence for 1890 was £67,473 17s. 1d.

## REGISTERED LETTERS.

The number of registered letters dealt with in 1891, compared with the numbers in 1885, 1888, and 1890, is shown below:—

Postal Districts.	1885.			1888.			1890.			1891.		
	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.
Auckland ..	5,890	22,124	28,014	7,485	25,205	32,690	7,119	34,398	41,517	7,797	40,807	48,604
Thames ..	205	2,879	3,084	169	2,729	2,898	130	4,781	4,911	165	4,552	4,717
New Plymouth ..	675	2,876	3,551	331	2,544	2,875	341	3,372	3,713	381	3,953	4,334
Gisborne ..	108	922	1,030	106	1,513	1,619	118	2,120	2,238	132	2,428	2,560
Napier ..	892	5,453	6,345	1,008	6,690	7,698	999	10,911	11,910	1,053	12,627	13,680
Wanganui ..	233	4,500	4,733	207	3,988	4,195	211	6,060	6,271	306	7,030	7,336
Wellington ..	4,757	19,218	23,975	5,138	23,036	28,174	6,129	30,369	36,498	7,492	36,491	43,983
Nelson ..	559	2,432	2,991	367	2,592	2,959	322	3,430	3,752	392	4,314	4,706
Westport ..	45	1,438	1,483	73	2,492	2,565	112	3,254	3,366	90	3,434	3,524
Greymouth ..	125	2,835	2,960	157	6,258	6,415	102	8,879	8,981	235	10,436	10,671
Hokitika ..	173	1,907	2,080	190	2,331	2,521	95	2,579	2,674	76	2,624	2,700
Blenheim ..	181	1,413	1,594	159	1,808	1,967	92	3,193	3,285	125	3,262	3,387
Christchurch ..	3,717	13,678	17,395	4,161	16,250	20,411	3,659	20,404	24,063	4,292	21,956	26,248
Timaru ..	440	3,153	3,593	451	2,757	3,208	312	3,551	3,363	380	3,740	4,120
Oamaru ..	316	1,947	2,263	353	2,230	2,583	278	2,505	2,783	293	2,048	2,341
Dunedin ..	5,645	12,737	18,382	4,498	13,679	18,177	4,615	19,696	24,311	4,782	19,762	24,544
Invercargill ..	1,614	6,661	8,275	1,445	7,915	9,360	1,740	9,819	11,559	2,031	10,708	12,739
Totals ..	25,625	106,173	131,798	26,298	124,017	150,315	26,374	169,321	195,695	30,022	190,172	220,194

The registered-letter fee was reduced from 6d. to 3d. in 1889.

## DEAD LETTERS.

The number of unclaimed letters received and disposed of during the under-mentioned years is shown in the following table:—

Manner of Disposal.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
Opened and returned to the writers ..	53,507	69,452	68,942	66,592	66,729	62,847	55,118	62,654	60,540	60,245
Returned unopened to other countries ..	8,539	8,143	9,134	8,115	8,359	7,287	6,892	6,220	7,779	6,930
Reissued ..	54	67	107	185	251	96	88	92	141	158
Destroyed ..	6,189	3,302	3,986	2,872	6,600	5,974	5,246	4,340	2,660	2,090
Returned unopened by Chief Postmasters ..	14,378	15,833	17,593	19,187	21,144	20,185	19,963	21,164	21,931	18,713
Totals ..	82,667	96,797	99,762	96,951	103,083	96,389	87,307	94,470	93,051	88,136

The unclaimed letters dealt with show a decrease of 5·28 per cent., compared with the number disposed of the previous year.

The proportion of dead or unclaimed letters to the total number of letters posted in the colony was 0·37 per cent.

The number of missing-letter inquiries to the total number of letters posted was in the proportion of 1 to 17,358.

37,099 book-packets and circulars were returned to foreign countries, 11,161 were returned to the senders through the Dead Letter Office, 5 were reissued, and 13,502 were returned by Chief Postmasters: a total of 61,767 book-packets and circulars, against 64,903 in 1890. 1,668 newspapers were returned to the publishers as unclaimed.

The under-mentioned articles of value were found enclosed in letters opened in the Dead Letter Office, and returned to the senders where practicable:—

160 post-office orders	...	...	...	...	£	s.	d.
39 bank drafts	...	...	...	...	4,624	9	7
112 cheques	...	...	...	...	825	3	2
1 dividend warrant	...	...	...	...	4	0	0
14 promissory notes	...	...	...	...	396	19	3
Postal-notes	...	...	...	...	43	18	6
Stamps	...	...	...	...	16	6	8
Bank-notes	...	...	...	...	139	0	0
Gold	...	...	...	...	9	0	0
Silver and copper	...	...	...	...	2	15	10

Representing a total of ... .. £6,512 18 6

In addition, 1 aneroid barometer, 1 gold watch and chain, 1 silver watch and chain, 2 silver watches, 1 gold chain and pendants, 1 gold pendant (maltese cross), 1 gold chain, 3 gold rings, 1 gold brooch with pearl, 1 gold brooch, 1 silver brooch, 1 ladies' silver bracelet, gold horseshoe scarf-pin,  $\frac{1}{2}$ dw. of gold, 1 silver-handled pocket-knife, 1 pair of spectacles, 1 passage ticket (Westport to Wellington) were received.

896 unclaimed registered letters were dealt with.

1,223 newspapers and 515 books and other articles without addresses were received, a considerable number of which were subsequently applied for and delivered.

214 letters were posted without addresses.

12 letters with libellous addresses were intercepted.

481 letters were either wholly, imperfectly, or wrongly addressed.

4,587 letters were refused by the addressees.

21 letters were posted with previously-used stamps.

#### BUILDINGS.

The determination to erect a separate office at Invercargill was set aside in favour of adding the wing to the block of Government buildings, as originally intended, for the requirements of the Post Office and Telegraph. The addition will provide ample accommodation for both branches of the department. The public office for Post Office and Telegraph is on the ground-floor, where there is provision also for the mail-room and other offices needed for the Post Office. The operating and Telephone Exchange rooms are on the first floor, convenient means of communication from one floor to the other being, of course, provided. The addition of a tower for a four-dial illuminating clock has been decided upon. The tower will add decidedly to the appearance of the building.

The alterations and additions to the Christchurch Chief Post Office are in hand, and will be completed in a few weeks.

The intention to enlarge the interior accommodation of the Chief Post Office, Dunedin, which involved the acquiring of the offices occupied by the Stamp and Registry of Deeds Offices, has for the present been deferred. A rearrangement of the mail-room space has, in the meantime, been made, but as a makeshift only.

A new office, in brick, is being erected at Waimate; and a small building at Fortrose, for the accommodation of the Post Office and Telephone, is nearly completed.

The following are some of the more important additions, alterations, or repairs effected during the year: Thames, alterations and additions, providing for accommodation for a telephone exchange; Lower Hutt, repairs to roof, additions, &c.; Greymouth, improving drainage; Onehunga, repairs, and renewing fence; Hamilton, repairs to roof, and painting; Naseby, repairs and fencing; Havelock, repairs to residence; Kamo, repairs; Kaitangata, repairs, erection of post-and-wire fence, &c.; Bulls, painting, and covering lobby-roof with iron; Oamaru, repairs and painting; Newton, repairs and painting; Lawrence, renovating; Charleston, additions, and repairs to residence; Kumara, repairs and drainage-works; Wakapuaka, repapering quarters and erecting woodshed; Warkworth, re-roofing with iron and erecting a lean-to; Foxton, painting; Mongonui, painting; Port Chalmers, renovating; Westport, general repairs to office and quarters; Castle Point, repairs and repapering; Dargaville, painting; Rawene, painting; St. Bathans, repairs, repapering, and painting; Milton, repairs; Opotiki, painting; Waipu, covering residence with iron; Kaikoura, painting; Christchurch, relaying floor of operating-room, and new workshop; Tenui, addition of a lean-to; Woodville, alterations and additions to residence; Dunedin, alterations Telephone Exchange, and fittings Chief Post Office; Hunterville, additions; Blackstone Hill, repairs; Helensville, repairs, Taupo, alterations; Queenstown, repairs to quarters; Napier, alterations and painting; General Post Office, alterations.

The increase of business at Ashburton has outgrown the accommodation. Plans are being prepared providing for enlarging and adapting the present office so as to better meet requirements.

#### INLAND MAIL-SERVICES.

The following are the particulars of the several inland mail-services in operation during the year:—

Performed by coach and mail-cart ... ..	212
Performed on horseback ... ..	290
Performed on foot ... ..	53
Performed by water ... ..	41
Performed by railway ... ..	78
Total number of services ... ..	674
Aggregate mileage ... ..	11,139
Total number of miles travelled ... ..	3,945,654
Cost to the department ... ..	£27,301 15s. 9d.
Average cost per mile ... ..	1·66d.
The total cost in 1890 was ... ..	£26,174 7s. 10d.
And the cost per mile ... ..	1·62d.

The following services were established during the year:—

Twice weekly between Lichfield and Taupo (during tourist season only).

Weekly between Hunterville, Otaera, Paraekaretu, Turakina Junction, Fordell Road, and Mangahao Valley.

Thrice weekly between Willowby and Eiffelton.

Weekly between Hawkeswood and Claverley.  
 Thrice weekly between Otipua and Adair.  
 Twice weekly between Hilton and Kakahu Bush.  
 Weekly between Pembroke and Lake Pukaki (during tourist season only).  
 Twice weekly between Opio and Nightcaps.  
 Monthly between Invercargill and Milford Sound *via* Coal Island (for six months only).  
 Weekly between Otautau and Scott's Gap.  
 Weekly between Aponga and Mangakahia.  
 Weekly between Opunake and Maunganui Bluff.  
 Weekly between Whangapoua Junction and Opitonui.  
 Weekly between Cricklewood and Wahanui.  
 Twice weekly between Colac Bay and Round Hill.  
 Weekly between Rotorua and Rotoiti (re-established).  
 Twice weekly between Hawera and Meremere.  
 Twice weekly between Mangamahu and Ratapapa.  
 Thrice weekly between Ashurst and Pohangina.  
 Twice weekly between Mangahao and Ballance.  
 Weekly steam service between Auckland and Great Barrier Island, from 1st October to 31st May; fortnightly from 1st June to 30th September, 1891–92.  
 Weekly between Belgrove and Tophouse.  
 Twice weekly between Wendon Valley and Waikaka.  
 Twice weekly between Kuaotunu and Upper Kuaotunu.  
 Thrice weekly between Awhitu and Awhitu Central.  
 Weekly between Rotorua and Galatea (*via* Scott's Bungalow).  
 Weekly between Takahue and Broadwood.  
 Thrice weekly between Frankton Junction, Hamilton, and Kirikiriroa.  
 Twice weekly between New Plymouth and Egmont Village.  
 Fortnightly by steamer between Wellington and Havelock, *via* Homewood, Ketu Bay, Maori Bay, and Maude Island.  
 Twice weekly between Dunedin and Taioma.  
 Weekly between Pembroke and Lake Pukaki, from 7th December, 1891, to 30th April, 1892.

Twice weekly between Riversdale and Wendon.

The frequency of the following services was increased:—

Thrice, instead of twice, weekly between Woodville and Kumeroa.  
 Daily, instead of twice; weekly between Maraekakaho and Hastings.  
 Daily, instead of thrice, weekly between Westport and Reefton.  
 Thrice, instead of twice, weekly between Nelson, Wakapuaka, Havelock, and Blenheim.  
 Daily, instead of thrice, weekly between Christchurch and Greenpark.  
 Daily, instead of thrice, weekly between Onehunga, Mangare, and Mangare Bridge.  
 Daily, instead of thrice, weekly between Thames and Kirikiri.  
 Four, instead of three, mails weekly between Wanganui and Alton.  
 Thrice, instead of twice, weekly between Fairfield and Saddle Hill.  
 Four, instead of three, mails weekly between Dunedin and Naseby.  
 Twice, instead of once, daily between Stirling and Balclutha.  
 Thrice, instead of twice, weekly between Dunedin and Berwick.  
 Twice, instead of once, weekly between Maungatua and Woodside.  
 Four, instead of three, mails weekly between Dunedin and Middlemarch.  
 Four, instead of three, mails weekly between Lawrence and Queenstown (during summer months only).

Ross-Okarito service extended to Gillespie's Beach.

Nelson-Greymouth service now performed in two instead of three days.

Westport and Greymouth coach service now performed in one day.

The frequency of the following services was reduced:—

Thrice weekly, instead of daily, between Greymouth and Marsden.  
 Twice, instead of thrice, weekly between Kokiri and Arnold.  
 Thrice weekly, instead of daily, between Greymouth and Paroa.  
 Twice, instead of thrice, weekly between Greymouth and Blackwater.  
 Weekly, instead of twice weekly, between Hokitika and Fox's.  
 Weekly, instead of twice weekly, between Picton and Endeavour Inlet.  
 Thrice weekly, instead of daily, between Greymouth and Mawheraiti.

The following services were abolished:—

Coromandel and Kennedy's Bay.

Te Kuiti and Poroaterao.

Whangapoua and Opitonui.

#### MONEY ORDERS.

Eleven money-order offices were opened during the year, namely, Babylon, Dunback, Eltham, Fowlers, Hinds, Kaimata, Kuaotunu, Makaretu, Totara Flat, Waipiro Bay, Wellsford.

The total number of money-order offices open at the end of the year was 322.

195,239 money-orders, for £651,989 19s. 6d. were issued, compared with 176,427 orders for £602,077 1s. 11d. issued in 1890, an increase of 18,812 orders for £49,912 17s. 7d.

The number of money-orders paid was 160,279, for £582,661 16s. 7d., compared with 151,286, for £547,308 9s. 3d. paid in 1890; an increase of 8,993 orders, amounting to £35,353 7s. 4d.

The money-orders issued on the Australian Colonies, the United Kingdom, the United States of America, and Canada, and also on foreign countries through the medium of the London Post

Office, numbered 56,684, for sums amounting in all to £147,155 2s. 9d. 21,514 money-orders, for £77,219 3s. 6d. from places beyond New Zealand, were paid.

The balance against the colony on foreign money-order account was therefore £69,935 19s. 3d. In 1890 the balance against the colony was £53,243 19s. 5d.

18,800 telegraph money-orders, for £62,407 6s. 5d., were issued, compared with 18,468, for £60,869 9s. 3d., issued in 1890.

The money-order commission received for the year amounted to £9,649 14s. 9d. In 1890 the amount was £8,823 10s.

A direct exchange of money-orders between New Zealand, Hongkong, and Cape Colony respectively has been established. Formerly, orders drawn on these countries were transmitted through the London Office.

From the 1st May last the maximum amount for which a single money-order may be issued in New Zealand for payment in the colony, Australia, or Tasmania, was raised from £10 to £20; a change made reciprocal with Australia and Tasmania.

The rates of commission were fixed at,—

	<i>Inland.</i>	s.	d.
For sums not exceeding £5	... ..	0	6
Exceeding £5, but not exceeding £10	... ..	1	0
Exceeding £10, but not exceeding £15	... ..	1	6
Exceeding £15, but not exceeding £20	... ..	2	0
<i>Intercolonial.</i>			
For sums not exceeding £2	... ..	0	6
For sums exceeding £2, but not exceeding £5	... ..	1	0
Exceeding £5, but not exceeding £7	... ..	1	6
Exceeding £7, but not exceeding £10	... ..	2	0
Exceeding £10, but not exceeding £12	... ..	2	6
Exceeding £12, but not exceeding £15	... ..	3	0
Exceeding £15, but not exceeding £17	... ..	3	6
Exceeding £17, but not exceeding £20	... ..	4	0

The maximum amount of a telegraph money-order, issued in the colony for payment within the colony, was also raised to £20, and the commission reduced from 4d. to 3d. for each pound or fraction of a pound. The fee of 1s. for telegraphing each order was not changed.

#### POSTAL NOTES.

The postal-note business continues to increase at a satisfactory rate.

214,334 postal-notes, of the value of £78,808 10s. 1½d., were sold during the year, compared with 184,599 notes, for £69,461 19s. 7d., sold in 1890—an increase of 29,735 in number, and £9,346 10s. 6½d. in amount.

The postal-notes paid numbered 212,645, for £76,865 1s. 6d.

The commission amounted to £1,518 0s. 1½d., an increase of £190 19s. 6½d. over the amount received in 1890.

From the 21st September last the currency of all postal-notes was extended from four to twelve months.

#### SAVINGS-BANKS.

Fifteen savings-bank offices were opened—namely, Babylon, Dunback, Eltham, Fowler's, Hinds, Hunterville, Kaimata, Kuaotunu, Makaretu, Middlemarch, Nenthorn, Norsewood, Totara Flat, Waipiro Bay, Wellsford.

The number of post-offices open for the transmission of savings-bank business at the end of 1891 was 311.

The number of new accounts opened was 25,131, compared with 23,719 opened in 1890—an increase of 1,412.

17,872 accounts were closed, compared with 17,256 closed in 1890—an increase of 616.

The total number of post-office savings-bank accounts open on the 31st December, 1891, with classified balances, and the number open at the end of 1890, are given in the table below:—

Postal District	Not exceeding £20.	Exceeding £20 and up to £50.	Exceeding £50 and up to £100.	Exceeding £100 and up to £200.	Exceeding £200 and up to £300.	Exceeding £300 and up to £400.	Exceeding £400 and up to £500.	Exceeding £500.	Total.
Auckland .. ..	9,137	1,336	792	759	276	80	46	30	12,456
Blenheim .. ..	1,881	253	157	107	38	16	6	3	2,461
Christchurch .. ..	15,482	2,798	1,549	989	291	104	36	38	21,287
Dunedin .. ..	12,521	1,917	1,092	802	279	71	37	25	16,744
Gisborne .. ..	784	119	73	56	10	6	2	1	1,051
Greymouth .. ..	1,616	225	167	124	24	10	3	4	2,173
Hokitika .. ..	709	128	93	57	14	6	4	..	1,011
Invercargill .. ..	2,977	532	319	207	64	10	6	4	4,119
Napier .. ..	3,597	562	367	253	75	18	8	6	4,886
Nelson .. ..	2,575	330	230	132	58	15	13	2	3,405
New Plymouth.. ..	1,716	301	191	118	40	9	10	2	2,387
Oamaru .. ..	1,310	223	180	119	24	6	8	1	1,871
Thames .. ..	2,289	314	174	140	41	13	6	5	2,932
Timaru .. ..	2,370	391	246	174	48	9	7	9	3,254
Wanganui .. ..	3,448	551	310	192	80	15	15	12	4,623
Wellington .. ..	12,729	3,010	1,467	809	260	95	50	25	18,445
Westport .. ..	936	167	97	82	18	6	4	2	1,312
Totals, 1891 .. ..	76,077	13,157	7,504	5,170	1,640	489	261	169	104,467
Totals, 1890 .. ..	71,116	12,160	6,839	4,750	1,502	461	218	162	97,208

The number of accounts with balances not exceeding £20 increased by 4,961; with balances not exceeding £200 by 7,043; and with balances over £200 by 216.

104,467 accounts remained open at the end of the year. The proportion of accounts to the population was as 1 is to 6·07. The proportion in 1890 was 1 to 6·44.

176,971 deposits for £1,842,987 15s. 2d. were made during the year—an increase of 14,033 in number, and £184,444 11s. 9d. in amount, on the deposits of 1890.

The average amount of each deposit was £10 8s. 3d., compared with £10 3s. 6d. in 1890.

The withdrawals numbered 111,603, and amounted to £1,693,515 9s. 3d., being an increase over those of 1890 of 4,735 in number, and £193,077 19s. 10d. in amount.

The average amount of each withdrawal was £15 3s. 5d., as against £14 0s. 9d. in 1890.

The amount of deposits for the year exceeded the amount of withdrawals by £149,472 5s. 11d. The excess of deposits in 1890 was £158,105 14s.

Depositors were credited with interest for the year to the amount of £104,098 17s., compared with £92,319 0s. 6d. in 1890.

The total amount of interest credited to depositors since the establishing of the Post Office Savings Banks in 1867 has been £1,043,813 17s. 8d.

The total amount of deposits in the Post Office Savings Bank at the end of 1891 was £2,695,447 11s. 6d., this being equal to £4 5s. per head of the population, compared with £3 17s. 11d. in 1890.

The average cost of each savings-bank transaction, deposit or withdrawal, for the year was 4·16d., and for the period of the existence of the Post Office Savings Banks 4·99d.

The number of accounts opened during 1891 by means of stamps affixed to cards, the total number of such accounts open, and the amount at credit, on the 31st December last, may be gathered from the following table:—

Postal District.	No. of Accounts opened during Year.	No. of Accounts open at close of Year.	Amount at Credit of all open Accounts.
			£ s. d.
Auckland ... ..	33	133	82 6 6
Blenheim ... ..	8	104	122 10 11
Christchurch ... ..	13	587	634 15 5
Dunedin ... ..	19	369	124 8 2
Gisborne ... ..	5	15	1 15 6
Greymouth ... ..	...	9	9 14 6
Hokitika ... ..	...	2	0 14 0
Invercargill ... ..	...	24	11 19 0
Napier ... ..	...	68	41 3 7
Nelson ... ..	15	335	736 2 8
New Plymouth... ..	...	96	24 8 0
Oamaru ... ..	...	68	210 2 5
Thames ... ..	2	118	145 3 9
Timaru ... ..	14	131	147 8 5
Wanganui ... ..	3	43	75 8 8
Wellington ... ..	8	185	76 3 7
Westport ... ..	...	14	7 2 3
Totals, 1891 ... ..	119	2,301	£2,451 7 4
Totals, 1890 ... ..	124	2,328	£2,473 10 10

#### MAIL STEAM-SERVICES.

The renewal of the San Francisco and Direct mail-services for a period of three years was approved by the House of Representatives last session, when the following resolutions were adopted:—

“MAIL-SERVICE RESOLUTIONS (agreed to by the House of Representatives, on Tuesday, 15th September, 1891).

“Resolved—1. That, in the opinion of this House, a two-weekly mail-service should be maintained between New Zealand and Great Britain.

“2. That, in the event of the Imperial Post Office agreeing to extend the present agreement for the apportionment of the cost of the San Francisco and Direct mail-services between that office and the colony, or any favourable variation thereof, this House empowers the Government to arrange with the present contractors for the renewal of the San Francisco and Direct services for a period not exceeding three years, on the following conditions:—

- (a.) That the basis of payment shall be a rate of 11s. per pound on the net weight of the letters conveyed (excluding those from America by the San Francisco service).
- (b.) That all payments or contributions from Great Britain and other countries shall be receivable by the contractors.
- (c.) That the colony's direct liability to be for payment of its outward letters only.
- (d.) That at least one New Zealand steamer in three shall be employed in the San Francisco service.
- (e.) That the time between San Francisco and New Zealand shall not exceed twenty days; the port of call in the colony to be Auckland or Wellington, at the option of the contractors.

- (f.) That the time between New Zealand and Plymouth shall not exceed forty-two days homeward, and forty-five days outward, the contractors to be at liberty to arrive at and depart from any New Zealand port.
- (g.) No bonus to be paid for early arrival, and penalties at the rate of £4 an hour to be enforced only when late delivery exceeds forty-eight hours.
- (h.) That all the provisions of the existing agreements, where not at variance with any of the foregoing conditions, shall be applicable to any new contract or contracts made under this authority.

“3. That, in the event of it being impracticable to renew the four-weekly Direct service on the foregoing terms, then the Government to make temporary provision for the alternate fortnightly mail being sent by Direct steamer, at the ordinary ship-letter gratuity, or by the Federal packets, on such terms as it may be possible to arrange with the contracting colonies.

“4. That this House also authorises the reduction of the Brindisi-Naples letter-postage to the universal rate of 2½d. per half-ounce, and the rates for books and newspapers being assimilated to the rates *via* San Francisco and by Direct steamers.”

The New Zealand Shipping Company, however, refused to renew the Direct service under the amended conditions, or even on the then existing terms, but offered—(1) To continue the service for one year for £16,000; or (2) convey the London mails from Plymouth to the colony in fifty days (in the place of forty-five days), for 11s. per pound for the letter portion of the mails, but with the proviso that the minimum payment should not be less than £8,000. The offers were declined.

Negotiations were then begun for securing an alternate fortnightly service *via* Australia by the Federal packets, and the Union Steamship Company was invited to send in an offer for a regular connecting service between the Bluff and Melbourne, once every four weeks each way.

In the meanwhile the San Francisco mail contractors agreed to renew the service on the terms approved by the House of Representatives. It was impracticable, however, for the department to arrange for a renewal for more than twelve months, as the Imperial Government declined to definitely commit itself to the service for a longer term, in order, it is presumed, that it might be free, when the time arrived, to support a Canadian-Pacific service. But, in continuing to contribute to the cost of the San Francisco service to the extent of 12s. per pound on their letter mails, the Imperial authorities stipulated that the colony, besides defraying the transit-charges from San Francisco to New York of the homeward mails, should bear the cost of the Atlantic conveyance as well—in fact become responsible for the cost of the through services from Auckland to Great Britain. Under the previous arrangement the London Post Office provided the Atlantic service both ways.

The United States territorial transit-rates of 2s. 3½d. per pound for letters, and 8½d. per pound for other articles, are levied under a special agreement made in 1876 between the Imperial and the United States Governments. The railway mail-service between San Francisco and New York, which is about 3,210 miles in length, is recognised under the Postal Union as an “extraordinary” service, for which special transit-rates may be charged. (The Postal Union ordinary territorial transit-rates are 8½d. per pound for letters, and 1½d. per pound for other articles.) The rates for Atlantic transit are approximately 1s. 9½d. per pound for letters, and 2½d. per pound for other articles. It is estimated that the colony will have to pay about £6,000 on account of these transit-charges for the current year.

Application has been made to the London and United States Post Offices to reduce the United States territorial transit-rates, which it is hoped may be complied with. The Postmaster-General of the United States has expressed himself strongly in this direction, and has recommended Congress to agree to a reduction.

The negotiations with the Union Steamship Company were without result. The department failed to secure an intercolonial service providing for close connection with the Federal packets at Melbourne. The company was unable to provide the service required without disorganising its intercolonial trade, and this it was not prepared to do, except for such a payment as the department probably would not be disposed to give. The ordinary intercolonial steamers had therefore to be utilised for the conveyance of the Federal mails to and from Australia.

Homeward mails are also forwarded regularly by the passenger-boats of the Shaw-Savill-Albion Company's Direct line (the same vessels which performed the Homeward contract service), which leave the colony about a week after the arrival of the mails *via* San Francisco. This despatch, with that by the steamer leaving the Bluff for Melbourne the day after the departure of the Direct boat, admits of replies from all the principal centres being sent to letters received by the San Francisco mail arriving in Auckland the previous week. The mails by the Direct steamer and the Federal packet on the average reach London in about 44 days; the deliveries there being from about eight to ten days prior to the due date of arrival of the succeeding mail *via* San Francisco despatched from Auckland about three weeks later.

Specially-addressed correspondence is also forwarded from the colony by every opportunity for transmission by the succeeding weekly Federal mails, and also by other direct steamers.

Under the contract service for last year the Homeward Direct mails were despatched from the colony nine days after the due date of arrival of the San Francisco mail at Auckland, and were due in London eleven days in advance of the mail *via* San Francisco, despatched from Auckland 21 days later; the contract times of transit being: Direct, 42 days, and San Francisco, 32 days, respectively.

Mails from the United Kingdom for the colony are now forwarded in the following manner: Correspondence posted during the first and second weeks immediately succeeding the departure of the mails *via* San Francisco is sent *via* Brindisi and Naples respectively, and the third and fourth weeks' collection held for the next despatch *via* San Francisco, unless addressed to be sent by some other route. The principal mails by the Federal line, on the average, are delivered in the colony in 43 days.

The absence of an intercolonial service with fixed dates, providing for prompt connection with the Federal packets, minimises the advantages to the colony of the Brindisi-Naples route as an alternate mail-line; but, under present circumstances, this is unavoidable.

No tenders were received for a fast fortnightly San Francisco service—in response to the invitation of the Postmaster-General of the United States—owing, it is alleged, to the fact that the proposed subsidy and the general conditions were not considered sufficiently liberal by ship-owners.

The San Francisco and Direct services continued to be performed with the customary regularity. Where there were late deliveries of mails, the causes in the majority of instances were attributable to circumstances the contractors could not provide against.

Now that the Direct steamers are no longer under contract, it will not be out of place to state that the service was carried out with marked regularity and to the satisfaction of the Post Office. The several contracts extended over a period of seven years; and it is not too much to assert that few mail-services have been performed more creditably, or with less friction between contractors and the Post Office.

Forty bags of newspapers and books for New Zealand—a portion of the mails of the 21st of January last from the United Kingdom—were received on the "Alameda," at San Francisco, damaged by sea-water. The bags were at once dried, and the mail-agent was able to distribute the contents of 27 bags; the contents of the other 13 bags, comprising about 2,575 newspapers and 547 books, were sent to the Dead-letter Office as undeliverable. There, the addresses of 350 newspapers, &c., were deciphered and the articles delivered; and out of 115 inquiries 85 were satisfied. About five sackfuls were found to be almost reduced to pulp. It was ascertained that the damage occurred on the "Majestic" while crossing the Atlantic, through the sea-water pouring in through one of her ports, damaged, it was supposed, by floating wreckage.

The average time within which mails were delivered by the San Francisco service was: From Auckland to London, 32·75 days, compared with 35 days in 1890; and from London to Auckland, 35, against 35·69 the previous year. The shortest delivery was made in 32 days.

By the Direct service (12 voyages each way) the average time homeward was 42·83 days (from Lyttelton), against 41·69 in 1890; and inward 45·92 days, compared with 46·15 days in 1890. The shortest delivery homeward was in 40 days, and inward 44 days.

The maximum, minimum, and average number of days within which the mails were delivered at and from London and Auckland, Wellington, Dunedin, and Bluff during 1891 by the Peninsular and Oriental and Orient lines, and by the San Francisco and Direct contract services, were:—

	San Francisco Service.			Direct Contract Service.			P. and O. Line.			Orient Line.		
London to Auckland ..	48	33	35·00	50	47	48·25	48	39	43·61	53	39	42·19
Auckland to London ..	34	32	32·75	51	42	44·92	47	40	43·55	42	38	39·67
London to Wellington ..	50	34	36·92	47	44	45·92	51	38	44·92	52	39	43·96
Wellington to London ..	38	34	34·92	50	40	43·00	47	39	43·91	46	38	42·50
London to Dunedin ..	52	36	38·54	49	46	47·50	49	39	44·18	47	39	44·48
Dunedin to London ..	39	35	35·92	50	41	43·33	49	40	44·33	47	40	44·23
London to Bluff ..	53	37	39·29	50	47	48·25	48	38	43·38	46	38	43·73
Bluff to London ..	40	36	36·67	51	42	44·08	48	39	44·08	46	39	43·48

RECEIPTS and PAYMENTS on account of the San Francisco, Direct Contract, Peninsular and Oriental, and Orient Mail-services for the Year 1891.

*San Francisco Service.*

DR.	£	s.	d.	£	s.	d.	£	s.	d.
Payments by weight—									
On mails from New Zealand ...	7,201	2	11						
On mails from the United Kingdom ...	5,533	6	3						
On mails from the Australian Colonies, Fiji, &c. ...	6,136	9	2						
				18,870	18	4			
Interprovincial service, Mail Agents, &c. ...				3,416	6	6			
Transit costs, San Francisco to New York ...				4,148	0	0			
New York to Queenstown (two mails only) ...				271	14	0			
							26,706	18	10
CR.									
Postages collected in the colony ...				9,856	15	0			
Postages from London ...				5,533	6	3			
Contributions from non-contracting colonies ...				6,136	9	2			
Payments by Union Company, half transit costs, San Francisco to New York (11 mails) ...				1,725	16	6			
							23,252	6	11
Net loss to the colony ...							£3,454	11	11

387,332 letters, 166,101 books, and 721,600 newspapers were received from, and 449,840 letters, 59,509 books, and 361,361 newspapers despatched to, the United Kingdom *via* San Francisco.

The letters received from the United Kingdom increased 28·15 per cent., and those despatched to that country 16·18 per cent., over the numbers forwarded in 1890.



It will be observed that the service shows a loss, instead of a profit, as was the case in 1889 and 1890. This is due to the reduction in the letter-postage from 6d. to 2½d. per half-ounce, and to the department having to bear half-cost of the transit-charges of the Homeward mails from San Francisco to New York, and full cost (two mails) for Atlantic carriage. The actual payment earned by the contractors for the conveyance of the colony's mails from Auckland to San Francisco (at the rate of 12s. per pound for the letter portion of the mails for eleven voyages, and 11s. for two voyages), was £7,201 2s. 11d., but, as the contractors were liable for half the cost of the American territorial transit-charges, the net payment received by them was £5,475 6s. 5d. The postages collected in the colony amounted to £2,856 15s., so that there was a balance of £4,381 8s. 7d. to be set against the transit-charges, which was sufficient to cover these with the exception of £38 5s. 5d. This latter sum, added to the cost set down for interprovincial service, mail agents, &c., make up the loss of £3,454 11s. 11d. on the service for the year, as shown by the statement above.

The effect of the reduction of the ocean letter-rate from 6d. to 2½d. per half-ounce is shown by the fact that, while the Homeward letters for the United Kingdom by the San Francisco service in 1891 increased 16·18 per cent., the postage collected showed a reduction of 51·59 per cent., compared with the figures for 1890.

To New South Wales, the reduction in the letter-rate resulted last year in an increase of 28 per cent. in the number of letters, but a decrease of 46 per cent. in the postage receipts. The reduction had also the effect of increasing that colony's loss on the Federal service, from £564 in 1890 to £13,729 in 1891.

Victoria, for 1890, was able to show a profit of £3,891 on the Federal service, but for 1891 there was a loss of £7,853.

The Federal weekly service, it may be stated, is subsidised at a cost of £170,000 per annum, of which £95,000 is borne by the Imperial Government, and £75,000 by the contracting colonies, shared between the colonies on the basis of population.

*Direct Contract Service, New Zealand Shipping Company.*

Dr.	£	s.	d.	£	s.	d.
Payments on weight of correspondence—						
On mails from New Zealand ...	£2,420	13	10			
On mails from the United Kingdom, &c. ...	6,246	14	6			
			8,667	8	4	
Interprovincial service ...			2,769	4	7	
						11,436
						12
						11
Cr.						
Postages collected in the colony ...			2,434	0	10	
Postages from London, &c. ...			6,311	6	6	
						8,745
						7
						4
Net loss to the colony ...						£2,691
						5
						7

289,855 letters, 112,570 books, and 587,063 newspapers were received from the United Kingdom by the Direct Contract Service; and 144,357 letters, 19,063 books, and 90,706 newspapers despatched.

*P. and O. and Orient Lines (Federal Mail-service).*

Dr.	£	s.	d.	£	s.	d.
Payments to P. and O. and Orient Lines ...	801	0	4			
Transit charges across Australia ...	5	13	10			
Transit charges across European Continent ...	52	3	9			
Gratuities (to and from Australia) ...	324	10	6			
						1,183
						8
						5
Cr.						
Postages collected in the colony ...			602	11	5	
Postages from London and Foreign offices ...			210	7	7	
						812
						19
						0
Net loss to the colony ...						£370
						9
						5

The number of letters, books, and newspapers conveyed from and to the United Kingdom, &c., by the Peninsular and Oriental and the Orient packets were: Received—82,550 letters, 33,745 books, and 158,461 newspapers; despatched—14,036 letters, 983 books, and 2,808 newspapers.

RETURN showing the several Subsidised Mail Steam Services, the Subsidy Payments for the Year 1891, the Dates when established, and the Date on which each terminates.

Service.	Subsidy or Payment.	Duration of Service.		Number of Voyages per Annum.	Mileage for Complete Voyage.	Cost per Mile.
		When established.	When terminated or when terminable.			
Auckland and San Francisco ..	£ 7,201 s. 2 d. 11	Nov., 1885	Nov., 1892	13	11,916	s. 0 d. 11·16
Direct Steam Service ..	2,420 13 10	Dec., 1884	Dec., 1891	12	23,019	0 2·10
Auckland and Fiji ..	1,690 0 0	June, 1880	..	13	2,334	1 1·37
New Zealand and South Pacific Islands ..	1,200 0 0	June, 1885	..	8	6,992	0 5·15
New Zealand and Chatham Islands ..	200 0 0	..	March, 1893	4	1,050	0 11·43
Auckland and Great Barrier ..	200 0 0	Oct., 1891	Sept., 1892	52	56	1 4·48
Helensville and Matakohē ..	450 0 0	Jan., 1881	Dec., 1892	52	113	0 4·53
Helensville and Dargaville ..				104	170	
Rawene and Omapere ..	290 0 0	Jan., 1889	Dec., 1892	52	34	1 7·12
Rawene and Horeke ..				52	12	
Russell and Opua ..				156	8	
Nelson and Golden Bay ..	150 0 0	..	Dec., 1892	72	130	0 3·85
Hokitika, Bruce Bay, Faringa, Haast River, Okuru, Okarito, and Jackson's Bay ..	400 0 0	Jan., 1886	Dec., 1892	6	280	4 9·14
Westport and Karamea ..	120 0 0	June, 1886	Dec., 1892	13	102	1 9·72
Bluff and Stewart Island ..	225 0 0	July, 1886	Dec., 1892	52	40	2 1·96
Interprovincial Service in connection with San Francisco Line ..	3,000 0 0	Nov., 1886	Nov., 1892	13	..	..
Interprovincial Service in connection with Direct Contract Steamers ..	3,000 0 0	Dec., 1884	Dec., 1891	12	..	..

## TELEGRAPHS.

1,968,264 telegrams of all codes were forwarded, an increase of 7,103 over the number forwarded in 1890.

The telegrams forwarded were in the proportion of 3·13 to each head of the population.

The number of ordinary and delayed telegrams forwarded was 1,558,492, of the value of £77,954 6s. 5d. The number dealt with in 1890, was 1,541,499, of the value of £77,168 16s. 8d.

187,623 press telegrams, of the value of £9,590 5s. 6d. were dealt with, a decrease of 5,259 in number, but an increase of £804 17s. 8d. in value, compared with the number and value for 1890. The proportion of press to ordinary and delayed telegrams was as 1 to 8·31, and the average value of each press telegram 1s. 0·27d. compared with 10·93d. in 1890.

The number and value of telegrams of all codes forwarded during the calendar years 1891 and 1890 were as under:—

	Ordinary and Delayed Telegrams.			Press Telegrams.			Government Telegrams.		
	Number.	£	s. d.	Number.	£	s. d.	Number.	£	s. d.
1891 ...	1,558,492	77,954	6 5	187,623	9,590	5 6	222,149	24,840	5 7
1890 ...	1,541,499	77,168	16 8	192,882	8,785	7 10	226,780	26,070	12 7

The telegraph receipts for the financial year ended the 31st March last, including telephone exchange subscriptions, private-wire rents, &c., amounted to £110,163 13s. 11d., compared with £111,786 17s. 10d., a decrease of £1,623 3s. 11d., or 1·45 per cent.

In explanation of the decrease of revenue, it may be stated that the receipts from telegrams show an apparent falling-off of £2,530; the telephone exchange subscriptions, owing to the reduction in the rates, were £1,929 less than the estimate; and the private-wire rents fell off £600.

The expenditure was £114,644 15s. 9d., compared with £104,391 3s. 10d. in 1890–91, an increase of £10,253 11s. 11d. or 9·82 per cent.

Of the increase, about £5,000 may be put down as increments to salaries under the classification, £2,800 on account of additional telegraph material used for repairs, &c., and about £2,000 in connection with the introduction of new telegraph forms.

The total value of the services performed by telegraph for the year, inclusive of £24,840 5s. 7d. for Government telegrams, and £940, fees collected on money-order telegrams, was £142,474 1s. 4d.

There was, therefore, after deducting the expenditure, a credit balance of £27,829 5s. 7d. on the year's transactions, which gave a return of 4·13 per cent. on the capital cost.

30,785 urgent telegrams, of the value of £4,178 11s. 6d., were forwarded, a decrease of 4,882 in number and £571 5s. 10d. in amount, on the figures for 1890.

562,927 delayed telegrams were forwarded, compared with 530,324 in 1890, an increase of 32,603 or 6·15 per cent.

The proportion of delayed to ordinary telegrams was equal to 56·54 per cent., compared with 54·36 per cent. in 1890. The delayed system, apparently, is steadily replacing ordinary telegrams, and, of course, keeping down the receipts.

222,149 Government telegrams, of the value of £24,840 5s. 7d., were forwarded, a decrease of 4,631 in number and £1,230 7s. in amount, compared with the number and value in 1890. The value of telegrams forwarded by each Government department will be found in Table No. 21.

The number of forwarded telegrams to each hundred letters posted in the colony for delivery within the colony was 8.29, compared with 9.12 in 1890 and 8.57 in 1889.

18,800 money-order telegrams, for £62,407 6s. 5d., were transmitted, compared with 18,468, for £60,869 9s. 3d., in 1890. The telegraph fees amounted to £940. The number and value of money-order telegrams forwarded from offices in the several postal districts will be found in Table No. 20.

Telephone offices were established during the year at the following places:—

Addisons	Kaponga	Ramarama
Ararimu South	Kennington	Rata
Ashley-Clinton	Kew	Rimu
Awahuri	Lake Takapuna	Rotherham
Beaumont	Lowburn Ferry	South Norsewood
Belfast	Makaretu	St. Helier's Bay
Birchwood	Maori Hill	Stoke
Burke's Pass	Maori Point	Tai Tapu
Coal Creek Flat	Maraekakaho	Tariki Road
East Oxford	Merrivale	Tarras
Evans Flat	Mount Linton	Towai
Eweburn	Mount Pisa	Tuapeka Mouth
Fairfax	Mount Roskill	Tuapeka West
Gimmerburu	Mount Somers	Upper Riccarton
Glenham	Ohariu	Wadestown
Glenorchy	Pakuranga	Waihi
Half-way Bush	Patutahi	Woodbury
Hawea Flat	Petone	Waikaka Siding
Huntermville	Punihu	

The telephone offices at Tahoraite, Te Mata, and Wallacetown Junction were closed.

A Morse instrument has replaced the telephone at Waitotara, and the office has again been transferred to the railway-station.

The names of the following offices have been changed: Newtown (receiving office) to Wellington South; Richardson to Stillwater; Petone to Petone Railway; and Boatman's to Capleston.

At the close of the year there were 338 offices connected by telephone.

The total number of telegraph and telephone offices open at the end of the year was 573.

The number of miles of line maintained during the year was 5,349, an increase of 201 miles.

The average cost of maintenance per mile was £5 12s. 7d., compared with £5 13s. in 1890.

The net expenditure out of loan for telegraph extension was £27,772 16s., or £11,481 2s. more than in 1890.

The number of private wires was 114, compared with 102 in 1890. The amount received by way of rent was £670 6s. 9d., compared with £1,236 16s. 8d. received in 1890.

The regulation for opening the principal telegraph offices to the public on Sunday, morning and evening, has been amended by abolishing the morning attendance, without complaint from the public.

The minimum salary for telegraph message boys under the Classification Regulations is fixed at £26 for the first year, but such of the lads as may be favourably reported upon at the end of their first year's service now receive a special allowance of £5 for clothing.

The maximum number of words in the text of inland telegrams—urgent, ordinary, and delayed—accepted at the initial rates for such telegrams, was, in February last, increased from ten to twelve, and the number of free words in the address and signature reduced from ten to six. This, however, was not altogether acceptable to the public, and another amendment providing for eighteen words, but including address and signature, was substituted.

The regulations for delayed telegrams, sent by members of Parliament during the sitting of Parliament, and to members of the Cabinet during the recess, now provide for thirty words being forwarded for sixpence, and four additional words for a penny.

In November last, new forwarded and received telegraph forms were introduced; duplicate or office-copies of received telegrams, except money-order and press, abolished; and received telegrams written with indelible instead of ordinary blacklead pencil. Each form has a "docket"—a perforated line separating the docket from the telegram; on the docket is entered the code-time, office of origin, instructions, &c., and the value of the telegram in stamps is affixed; only the address, text, and signature being written on the other part. The docket and corresponding telegram are given the same number, and are date-stamped, to facilitate tracing or searches. After the forwarded telegrams are telegraphed, and the received handed over for delivery, the dockets are separated from the telegrams, and the dockets and telegrams made up in separate bundles, in numerical sequence, for transmission at the proper time to the clearing-room, where the tracing and checking is now done by means of the dockets; the telegrams themselves not being handled except in the case of a search or for other special reasons.

With the introduction of the foregoing changes another was instituted, providing that statements should be kept of the actual number of telegrams dealt with and the revenue received at each office, in lieu of the returns of periodical countings, on which the telegraph business had been estimated since prepayment by stamps was introduced.

Brief reference must be made to the cable breaks and repairs. The single-core cable across Cook Strait broke on the evening of the 27th April last, during a heavy southerly gale, and the three-core cable was completely severed on the evening of the 14th May, during the height of another southerly gale, accompanied by a very heavy sea. Owing to the length of time which would have elapsed before one of the Eastern Extension Company's repairing steamers could reach

the colony, and to the increased payment demanded for the services of the vessel, it was decided that the department should undertake the repairs. Accordingly, the paddle-steamer "Terranora," 199 tons, was purchased on the advice of the Superintendent, and fitted out under his supervision without loss of time. The Lyell's Bay end of the three-core cable was recovered on the forenoon of the 26th June, and repairs completed on the evening of the 30th. Repairs to the single-core cable were finished on the evening of the 2nd August.

Between the 14th May and the 30th June the whole of the telegraph work between the North and South Islands was thrown on the Wanganui-Wakapuaka cable. The cable was duplexed, and special arrangements made for working day and night. It is satisfactory to be able to state that the telegraph business between the two islands was overtaken without serious delay or inconvenience to the public.

Negotiations are in progress for securing a material reduction in the cable rates, both on inter-colonial and European messages, the nature of which will be seen from the printed papers which will be laid before Parliament.

The extent of New Zealand's outward telegraph cable business for 1891, compared with the business for 1890, is shown by the following statement:—

Destination.	Ordinary.		Press.	
	No. of Messages.	Value.	No. of Messages.	Value.
		£ s. d.		£ s. d.
International ... ..	3,533	16,291 5 6	...	...
Victoria .....	6,355	4,897 12 9	158	70 12 10
South Australia ... ..	642	474 16 8	...	...
New South Wales ... ..	7,035	4,618 2 7	679	862 2 10
Queensland ... ..	729	553 7 4	...	...
Tasmania ... ..	801	620 16 11	...	...
Western Australia ... ..	175	170 16 0	...	...
Total ... ..	19,270	27,626 17 9	837	932 15 8
Total for 1890 ... ..	20,228	33,977 16 4	1,044	1,460 3 5

The Eastern Extension Telegraph Cable Company received £13,402 2s. for transmitting the messages from Wakapuaka to La Perouse.

The number of international messages forwarded in 1890 was 4,422, and the value £23,099 8s. 6d. This very marked decrease is no doubt due to messages being "packed" to Melbourne or Sydney for onward transmission, so as to secure the advantages of the lower rates to Europe.

\* 3

#### TELEPHONE EXCHANGES.

The annual fee for a telephone exchange connection has been reduced to £5, with an entrance fee of £1 to new subscribers.

The following amended regulations came into operation on the 1st October last:—

The charge per annum, payable in respect of the hire of any telephone instrument connected with a Government telephone exchange shall be: To every subscriber for a single wire, £5 per annum for connection with a telephone exchange of warehouses, stores, shops, and business places not more than half a mile from the exchange, and of private residences not more than one mile from the exchange. For every additional mile or fraction thereof, for each year and for every following year, £1.

Where any connection with an exchange is over two miles in length, the applicant will be required to hold the same for five years, and where the line is two miles and under the term will be one year.

If a connection with a telephone exchange necessitates the erection of a new line of poles beyond the two miles, then the additional charge for every mile after the second mile will be at the rate of £2 10s. for every such mile or fraction thereof.

In the event of such line being used for additional wires a proportionate reduction will be made to the original subscriber for every wire so erected, but in no case will the reduction be more than £1 10s. per mile after the second mile or fraction thereof.

The reduction in the rates has resulted in a large accession of subscribers. For the year ended the 31st March, 1891, there was an increase of 208 subscribers. From April to the end of September, 110 additional subscribers were connected; while from October to the end of March last, being six months at the reduced rates, the new subscribers numbered 381.

The total increase in the number of subscribers to the several telephone exchanges for the financial year ended the 31st March last was 491, as shown by the following table:—

	Mar. 31, 1892.	Mar. 31, 1891.
Auckland	560	507
Napier...	143	125
Wanganui	74	60
Wellington	660	512
Hutt	2	...
Nelson...	53	49
Blenheim	48	46
Greymouth	51	31
Christchurch	524	446
Timaru	67	55
Oamaru	58	52
Dunedin	679	607
Balclutha	13	...
Milton...	8	...
Port Chalmers	10	10
Invercargill	100	72
Bluff	13	12
Gore	15	8
Riversdale	5	...
Totals	3,083	2,592

Of the 3,083, there are 229 non-paying or free subscribers.

Telephone exchanges have been opened at the Hutt, Balclutha, Milton, and Riversdale, bringing up the total number to 19.

Twenty-three bureau-offices were opened during the year, and the number of bureaux connected with the exchanges was 60.

The telephone exchange subscriptions received during the financial year amounted to £18,571 7s. 8d. compared with £19,252 4s. 3d. received the previous year; the reduced rates have been in force for six months only.

The working expenses, maintenance, interest on capital cost, and allowance for depreciation absorbed £15,026 12s. 2d.

The capital expended in connection with the several exchanges up to the 31st March last, including spare material on hand, was £88,368 17s. 9d.

With the view of testing the adaptability of women for the position of telephone exchange attendants, forty-eight have been appointed on probation—twelve at each of the four principal exchanges. Should the experiment prove satisfactory in every way the employment of women in telephone exchanges will probably be extended.

The following is from the District Inspectors' annual reports:—

#### AUCKLAND DISTRICT.

*Construction.*—New lines were constructed as follows: Ararimu, 6 miles of poles and 10 miles of wire; St. Helier's, 4 miles of poles and 8 miles of wire; Pakuranga, 7 miles of wire; Towai, 2 miles of poles and 12 miles of wire; Waihi, 9 miles of poles and 9 miles of wire; Mount Roskill, 1 mile of poles and 2½ miles of wire.

Eight new stations were opened. The total number of stations opened to the public on the 31st December was 137.

*Maintenance.*—726 miles of lines were overhauled, including the reconstruction of 27½ miles of line, repoling, and rebutting.

The lines throughout the district are in first-class order, and will not require any exceptional expenditure for at least two years.

#### NAPIER DISTRICT.

*Construction.*—The Waipiro Bay line has been extended to Port Awanui, a distance of 18 miles. A line has been extended from Ongaonga to Ashley-Clinton, 14½ miles; and a wire from Waipawa to Ashley-Clinton, 23½ miles, has also been run. 3 miles of wire has been run from Woodville to the Manawatu Gorge, forming a portion of the railway signalling line. From Hastings to Maraekakaho, 13 miles of wire, and a wire from Wairoa to Mohaka, 18 miles, has been erected. The Norsewood line has been extended three-fourths of a mile.

*Reconstruction.*—The section of main line for 9 miles south of Napier has been reconstructed with larger poles.

*Works in Progress.*—The construction of a loop-line to Blackburn; also the reconstruction of 6 miles of line north of Taupo, and butting poles between the latter place and Runanga.

The line from Taupo to Cambridge is also under overhaul. The section between Porangahau and Tenui will be overhauled during the ensuing summer, as also section between Napier and Taupo, and Katikati and Thames.

*Overhauling.*—The following sections have been overhauled during the year: Katikati to Taupo, Maketu to Opotiki, Maketu to Te Puke, Waipiro Bay to Gisborne, Napier to Woodville, Gisborne to Wairoa, Waipukurau to Wallingford.

The working condition of the lines throughout the district is good.

## WELLINGTON DISTRICT.

All lines in this district were in perfect order during the year ending 31st December, 1891. The lines overhauled and placed in good repair were: from Foxton to Wanganui, from Foxton to Palmerston North, from Feilding to Greatford, and from Wellington to Lyell's Bay. The remainder of the sections are due for overhaul in 1892 and 1893, in accordance with an arrangement by which all lines receive a careful overhaul and close inspection once every three years.

*Cook Strait Cables.*

These cables during the year worked well, and have given no trouble. The usual tests for insulation will be found amongst the tables attached to this report.

## NELSON DISTRICT.

*Construction.*—41 miles of line erected, and 48½ miles of wire run as follows: Westport to Charleston, Motueka to Stanley Brook, Takaka to Waitapu Wharf, and Nelson to Stoke.

*Overhauls and Repairs.*—Richmond and Farewell Spit section, and Motueka and Spit. The Motueka and Richmond section will be rebuttet presently. Ahaura to Kumara has been overhauled; also line from Nelson to Westport.

All other sections in this district are in very fair working order.

## CANTERBURY DISTRICT.

*Reconstruction.*—Christchurch to Kaikoura: Three miles of this section has been entirely reconstructed, and an overhaul as far as Amberley will be completed as soon as possible. Overhauling Rolleston and Loopline: The work of overhauling the portion of the section between Sheffield and Loopline is in hand, and will be completed shortly. About a mile of line at the Bealey River is being diverted, and half-a-mile near Rocky Point will be shifted to clear the Teremakau River, and a mile between Rangiora and Old John's will be taken out of the low-lying flats over which the Teremakau River runs during floods. In all, about 60 new poles are being used for the work. Amberley to Waiiau: Seven miles of this line at the Waiiau end has been overhauled. Christchurch to Akaroa: Twelve miles of the Christchurch end of this line has had a thorough overhaul. The Christchurch to Waitaki section will shortly be overhauled and strengthened. Between 4 and 5 miles between Addington and Hornby will require rebuilding. All other wires are in good order, and will require no repairs beyond ordinary maintenance.

## OTAGO AND SOUTHLAND DISTRICT.

*Construction.*—Cromwell to Mount Pisa and Tarras, 5 miles of poles and 23 miles of wire; Dunedin to Kew, Half-way Bush, and Maori Hill, 6½ miles of wire; Naseby to Gimmerburn, 16 miles of poles and wire; Hindon to Flax Stream, 7 miles of wire; Fairfax line, from Thornbury, 6 miles of wire; Invercargill to Kennington, 5½ miles of wire; Otautau to Merrivale, 9 miles of poles and 10 miles of wire; Wairio to Birchwood and Mount Linton, 11 miles of poles and wire; Brighton and Taieri Beach wire extended to Dunedin, 6 miles of wire; Middlemarch wire extended to Dunedin, 6 miles of wire; Lawrence to Tuapeka Mouth, 16 miles of poles and 17 miles of wire; Lawrence to Beaumont, 12 miles of wire; Maori Point, on Skipper's line, ¾ mile of poles and 1½ miles of wire; Pembroke to Hawea Flat, 6 miles of poles and 9 miles of wire; Dunedin to Milton, 35 miles of wire; Milton to Balclutha, 16 miles of wire; Gore to Riversdale, 18 miles of wire; Hampden to Hillgrove, 3 miles of wire; Balclutha to Romahapa, 11 miles of poles and 12 miles of wire; Winton to Drummond, 10 miles of poles and 11 miles of wire; Alexandra to Baldhill Flat, 9 miles of wire; Invercargill to Bluff, 17 miles of poles and 34 miles of wire.

*Overhauls.*—Arrowtown to Queenstown, and Arrowtown to Cromwell. Many minor repairs have been made on different sections, and generally all lines put in safe condition. The work in progress is the reconstruction of sections Dunedin to Waitati, and Clinton to Kelso.

The principal requirements for maintenance for the ensuing year are the renewal of poles and reconstruction of line between Merton and Palmerston, 16 miles; and about 10 miles of line between Oamaru and Waitaki; also the erection of new line from Riversdale to Waikaia, 14 miles. All other sections in this district are in good working order.

---

The usual circuit plans accompany the report.

---

Table No. 1.

TABLE showing the Money Orders issued in New Zealand on Offices beyond the Colony during the Years 1890 and 1891.

Where payable.	1890.		1891.	
	Number.	Amount.	Number.	Amount.
United Kingdom .. .. .	22,363	£ 66,081 2 11	23,694	£ 68,513 0 5
Foreign Offices through London .. .. .	818	3,646 12 4	1,053	4,675 1 8
United States of America .. .. .	1,724	4,282 2 5	1,701	3,787 6 4
Canada .. .. .	148	556 16 1	142	595 14 4
Victoria .. .. .	7,052	22,976 8 8	7,106	22,753 2 4
South Australia .. .. .	429	1,292 3 3	457	1,499 13 10
New South Wales .. .. .	12,336	26,937 15 1	21,308	41,105 19 3
Queensland .. .. .	356	1,446 8 11	418	1,343 6 0
Tasmania .. .. .	525	1,741 12 0	711	2,628 1 2
Western Australia .. .. .	35	148 15 8	94	343 17 5
Totals .. .. .	45,786	129,109 17 4	56,684	147,155 2 9

TABLE showing the Money Orders issued at Offices beyond the Colony on New Zealand during the Years 1890 and 1891.

Where issued.	1890.		1891.	
	Number.	Amount.	Number.	Amount.
United Kingdom and Foreign Offices .. .. .	7,017	£ 24,377 10 4	7,171	£ 25,204 11 6
United States of America .. .. .	625	2,881 18 5	625	2,728 18 2
Canada .. .. .	133	716 6 8	114	585 4 4
Victoria .. .. .	6,903	24,308 6 10	5,345	17,100 15 1
South Australia .. .. .	392	1,360 15 2	420	1,327 2 3
New South Wales .. .. .	4,518	16,313 12 0	5,191	18,719 15 6
Queensland .. .. .	780	3,105 15 8	776	3,420 12 5
Tasmania .. .. .	676	2,549 0 0	1,771	7,733 17 5
Western Australia .. .. .	62	252 12 10	101	398 6 10
Totals .. .. .	21,106	75,865 17 11	21,514	77,219 3 6

Table No. 2.

TABLE showing the Number and Amount of Money Orders issued and of Money Orders made payable in New Zealand, Year by Year, since the Year 1870.

## MONEY ORDERS ISSUED IN THE COLONY.

Year.	Commission received.	Where payable.						Total.	
		In the Colony.		United Kingdom and Foreign Offices.		Australian Colonies, &c.		No.	Amount.
		No.	Amount.	No.	Amount.	No.	Amount.		
1870	£ s. d.	16,821	£ 73,344 11 9	9,624	£ 41,472 3 7	5,419	£ 25,637 12 7	31,864	£ 140,454 7 11
1871	2,608 3 6	20,514	88,546 9 7	10,407	44,197 18 3	5,370	24,653 5 9	36,291	157,397 13 7
1872	3,068 17 6	28,156	120,125 14 8	10,619	44,535 9 9	5,885	26,347 17 7	44,660	191,009 2 0
1873	3,562 3 2	34,288	142,642 4 10	11,913	48,547 11 4	6,150	28,068 5 5	52,351	219,258 1 7
1874	4,393 2 3	40,968	171,683 6 1	14,379	57,821 2 6	7,365	33,659 19 2	62,712	263,164 7 9
1875	4,950 19 4	48,611	193,551 13 9	16,949	66,332 14 9	7,467	33,597 2 3	73,027	293,481 10 9
1876	5,261 19 2	55,748	212,089 1 6	17,331	66,977 4 2	7,176	31,202 0 3	80,255	310,268 5 11
1877	5,714 18 4	64,000	233,804 15 10	18,369	69,670 11 10	8,303	31,498 0 1	90,672	334,973 7 9
1878	6,288 13 0	70,531	250,861 6 0	21,169	80,681 15 8	9,317	36,711 15 2	101,017	368,254 16 10
1879	7,285 1 5	83,479	297,290 13 8	24,461	91,665 4 0	10,059	39,717 2 4	117,999	428,673 0 0
1880	7,943 15 4	97,275	320,260 19 11	27,587	104,149 5 10	10,786	40,994 15 4	135,648	465,405 1 0
1881	7,582 8 5	99,523	321,635 3 3	25,376	90,229 5 3	10,657	40,317 19 2	135,556	452,182 7 8
1882	8,267 9 8	108,916	360,196 4 9	25,898	91,530 17 9	13,348	47,641 7 5	148,162	499,368 9 11
1883	9,022 10 6	132,232	402,558 12 11	26,211	91,634 4 7	14,113	46,939 17 11	172,556	541,132 15 5
1884	9,525 3 8	144,227	430,446 18 10	28,712	96,901 14 0	13,113	45,317 12 4	186,052	572,666 5 2
1885	9,553 0 7	146,406	439,870 3 9	28,722	95,920 9 10	13,494	45,604 15 2	188,622	581,395 8 9
1886	8,541 7 10	113,598	412,276 3 0	27,389	87,994 9 10	14,693	47,574 9 11	155,680	547,755 2 9
1887	8,532 10 5	119,091	426,194 13 9	26,057	84,264 12 9	14,431	45,285 6 11	159,579	555,744 13 5
1888	8,377 6 4	122,042	432,056 6 2	26,636	81,488 10 3	13,709	42,451 4 4	162,387	555,996 0 9
1889	8,696 13 5	127,323	458,469 7 7	26,206	79,167 0 4	18,547	51,909 6 10	172,076	589,545 14 9
1890	8,823 10 0	130,641	472,967 4 7	25,053	74,566 13 9	20,733	54,543 3 7	176,427	602,077 1 11
1891	9,649 14 9	138,555	504,834 16 9	26,590	77,481 2 9	30,094	69,674 0 0	195,239	651,989 19 6

## MONEY ORDERS DRAWN ON THE COLONY.

Year.	Where issued.						Total.	
	In the Colony.		United Kingdom & Foreign Offices		Australian Colonies, &c.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.		
1870	16,821	£ 73,344 11 9	1,156	£ 5,523 4 4	1,267	£ 6,055 6 11	19,244	£ 84,923 3 0
1871	20,514	88,546 9 7	1,396	6,217 11 5	1,318	5,914 18 7	23,228	100,678 19 7
1872	28,156	120,125 14 8	1,594	7,078 8 6	1,459	6,803 15 3	31,119	134,007 18 5
1873	34,288	142,642 4 10	1,482	6,625 14 5	1,668	7,686 6 8	37,438	156,957 5 11
1874	40,968	171,683 6 1	1,603	7,284 10 7	1,800	8,316 17 5	44,371	187,284 14 1
1875	48,611	193,551 13 9	1,909	9,262 9 7	1,995	9,340 19 11	52,575	212,155 3 3
1876	55,748	212,089 1 6	2,243	10,202 13 6	2,385	10,838 16 8	60,376	233,130 11 8
1877	64,000	233,804 15 10	2,258	9,744 8 8	2,568	11,056 2 7	68,826	254,605 7 1
1878	70,531	250,861 6 0	2,260	9,833 18 6	2,528	10,698 14 3	75,319	271,393 18 9
1879	83,479	297,290 13 8	2,544	10,673 3 11	2,942	12,295 5 4	88,965	320,259 2 11
1880	97,275	320,260 19 11	3,466	14,811 14 8	3,913	15,829 0 3	104,654	350,901 14 10
1881	99,523	321,635 3 3	3,466	14,078 17 3	4,649	18,863 4 2	107,638	354,577 4 8
1882	108,916	360,196 4 9	3,421	13,416 1 9	5,076	21,090 4 10	117,413	394,702 11 4
1883	132,232	402,558 12 11	3,725	15,553 3 11	5,697	23,299 12 11	141,654	441,411 9 9
1884	144,227	430,446 18 10	4,535	17,679 0 6	6,755	27,429 18 6	155,517	475,555 17 10
1885	146,406	439,870 3 9	5,204	20,091 17 4	7,725	30,724 6 4	159,335	490,686 7 5
1886	113,598	412,276 3 0	5,824	22,650 1 10	9,545	36,513 3 11	129,242	471,185 7 0
1887	119,091	426,194 13 9	6,334	23,423 16 2	8,963	33,254 2 3	133,910	482,437 17 4
1888	122,042	432,056 6 2	7,336	26,262 14 5	15,365	56,141 4 1	144,450	513,728 8 2
1889	127,323	458,469 7 7	7,469	26,887 17 9	15,859	56,402 1 4	150,651	541,759 6 8
1890	130,641	472,967 4 7	7,775	27,975 15 5	13,331	47,890 2 6	151,747	548,833 2 6
1891	138,555	504,834 16 9	7,910	28,518 14 0	13,604	48,700 9 6	160,069	582,054 0 3

Table No. 3.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in the Colony of New Zealand during the Year 1891.

Office.	Money Orders.						Savings Banks.															
	Issued.			Paid.			New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.											
	No.	Commission.	Amount.	No.	Amount.	No.		Amount.	No.		Amount.											
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.									
AUCKLAND ..	12,498	798	11	10	44,861	3	3	24,478	84,285	12	9	1,186	7,649	150,170	7	3	1,366	9,289	164,867	19	5	
Alexandra ..	110	3	11	2	291	14	5	100	432	12	8	2	38	234	14	0	4	36	282	6	10	0
Aratapu ..	530	20	11	6	1,522	12	7	96	376	5	2	48	321	1,995	14	6	14	49	860	1	0	0
Avondale ..	37	1	13	10	104	17	10	66	255	10	10	4	39	57	2	0	1	7	9	4	0	0
Babylon ..	46	1	13	6	152	17	4	3	11	19	0	17	45	373	0	0	2	5	75	7	5	5
Bombay ..	133	4	7	2	373	0	6	62	268	1	8	12	63	456	13	2	7	36	177	18	1	1
Cambridge ..	577	23	7	2	1,743	3	2	451	1,784	16	11	51	378	2,836	8	3	18	142	2,292	5	4	4
Clevedon ..	96	3	11	2	260	7	4	38	135	4	8	13	71	523	14	0	2	10	82	12	0	1
Coromandel ..	524	22	18	0	1,532	10	7	197	607	2	9	32	267	2,874	13	0	15	159	1,931	16	1	1
Dargaville ..	872	45	5	4	2,896	4	1	175	614	16	1	102	474	5,223	16	4	43	103	1,524	14	1	1
Devonport ..	200	10	19	10	528	7	2	272	948	18	7	25	193	729	4	7	6	54	328	2	11	1
Drury ..	142	5	0	0	467	14	4	181	783	0	3	4	31	244	3	0	2	21	79	17	9	9
Hamilton ..	723	33	1	6	2,210	0	6	678	2,295	7	10	74	539	3,321	12	6	19	161	2,277	16	1	1
Helensville ..	603	23	3	4	1,848	19	1	219	732	14	7	67	320	2,566	8	7	13	92	986	6	5	5
Huntly ..	637	22	13	6	2,075	7	10	137	469	4	7	28	232	1,884	18	0	17	87	1,238	8	2	2
Kaeo ..	262	15	10	2	872	9	10	58	349	19	4	12	81	959	16	0	6	31	542	14	3	3
Kaitiaki ..	340	12	5	6	1,052	15	1	61	307	18	0	13	72	474	13	0	..	15	137	11	2	2
Kamo ..	661	22	13	4	1,956	11	9	177	787	6	1	37	478	2,705	3	5	22	138	2,183	13	5	5
Kaukapakapa ..	68	3	11	8	172	3	3	19	49	11	2	15	101	598	19	6	6	23	277	11	6	6
Kawakawa ..	693	30	11	2	2,231	9	1	225	795	19	9	69	554	3,317	7	0	19	106	2,132	10	10	10
Kihikihi ..	136	5	2	8	354	16	4	104	400	14	8	11	86	566	16	0	8	58	271	0	9	9
Kohukohu ..	163	12	7	2	700	19	0	49	298	18	1	12	58	496	15	0	1	26	356	7	2	6
Kuaotunu ..	391	19	14	2	1,516	3	8	130	824	13	8	36	113	1,090	16	5	6	34	462	17	6	6
Lichfield ..	132	6	3	0	569	6	1	13	53	16	10	14	73	899	12	9	..	6	41	15	10	10
Mangapai ..	342	11	3	2	1,245	5	0	66	339	2	5	5	35	549	1	0	2	18	413	17	5	5
Mangawai ..	100	4	9	10	286	4	8	27	84	9	11	11	75	672	2	6	..	14	218	15	0	0
Mangawhare ..	297	11	7	0	873	1	5	59	228	17	8	44	182	2,404	15	0	4	48	645	5	9	9
Matakana ..	113	4	0	2	330	16	3	46	151	4	6	7	32	251	5	0	2	24	206	6	3	3
Mauku ..	48	1	8	10	134	14	7	58	195	11	2	12	57	353	19	9	1	19	257	9	0	0
Maungaturoto ..	137	6	1	8	452	6	11	81	202	15	11	13	38	553	2	0	3	18	209	17	10	10
Mercer ..	277	10	9	4	1,032	19	8	118	412	11	5	26	124	1,132	7	4	4	70	694	12	1	1
Mititai ..	175	5	14	0	550	16	4	13	38	3	0	16	52	1,009	6	0	6	27	411	18	5	5
Mongonui ..	526	20	11	8	1,645	7	2	107	437	8	11	34	148	2,739	9	4	10	52	1,348	18	0	0
Morrinsville ..	92	4	11	2	304	6	4	24	117	8	9	22	81	1,118	11	1	4	15	282	5	5	5
Mount Eden ..	17	0	16	4	30	14	7	72	219	18	7	1	3	21	11	0	4	8	17	17	11	11
Newmarket ..	259	12	18	8	603	16	3	240	732	12	11	8	65	300	4	9	6	16	291	10	8	8
Newton ..	612	36	7	0	1,865	12	11	931	2,890	2	9	58	486	2,670	3	6	21	69	785	11	4	4
Ngaruawahia ..	284	12	5	0	855	0	2	188	710	19	5	29	194	1,311	7	10	13	101	1,111	0	5	5
Ohacawai ..	287	19	18	2	1,072	5	4	52	195	9	8	35	143	1,578	4	0	6	34	419	13	1	1
Ohaupo ..	114	8	3	2	541	16	1	57	193	10	10	11	48	276	12	9	2	11	192	16	10	10
Omapiere ..	213	10	9	10	583	19	9	24	96	10	11	3	48	82	11	0	6	12	90	3	6	6
Onehunga ..	582	30	8	10	1,729	6	10	704	2,398	19	3	36	215	1,992	6	10	22	65	532	7	9	9
Otahuhu ..	251	11	10	6	680	18	11	281	851	1	0	32	206	1,304	4	4	9	67	348	15	10	10
Otorohanga ..	181	7	17	4	573	11	7	4	71	18	6	9	34	472	13	2	4	14	179	18	2	2
Pahi ..	196	8	7	6	484	6	1	49	210	0	2	9	83	631	17	0	..	18	155	2	0	0
Papakura ..	216	7	11	6	582	0	7	176	806	11	9	23	115	1,108	3	0	9	55	546	12	6	6
Paparoa ..	198	8	5	10	545	15	5	81	381	11	0	13	89	782	0	0	3	38	535	5	6	6
Parnell ..	280	13	4	8	802	3	1	583	1,832	16	11	38	294	310	7	2	14	40	32	14	7	7
Parua Bay ..	166	5	8	2	559	9	9	30	109	13	0	3	20	88	12	0	1	30	221	13	0	0
Pokeno ..	76	2	5	4	240	10	8	66	348	8	1	9	46	597	16	0	6	29	557	16	4	4
Ponsonby ..	163	7	15	8	471	8	9	600	1,901	11	10	22	122	239	1	5	12	24	20	12	0	0
Port Albert ..	213	8	6	0	629	10	2	104	472	9	2	21	149	1,337	5	0	14	55	507	9	10	10
Pukekohe ..	312	11	13	4	975	4	0	186	718	16	9	26	208	1,180	13	0	13	55	617	13	10	10
Raglan ..	209	9	7	6	718	18	9	51	230	0	10	29	102	1,446	15	8	6	51	1,955	7	11	11
Rangiriri ..	201	6	15	2	595	18	6	31	140	2	2	3	24	67	17	0	3	8	41	0	4	4
Rawene ..	173	8	10	6	610	9	8	107	350	13	2	13	44	853	15	0	3	23	148	14	1	1
Rotorua* ..	178	9	16	0	651	14	5	56	325	1	0	63	96	4,108	2	0	4	20	535	8	1	1
Russell ..	244	9	3	8	794	15	7	132	601	19	8	15	98	732	3	0	5	37	1,070	18	4	4
Tairua ..	216	12	7	10	657	17	3	24	95	3	1	35	279	803	18	0	10	34	214	15	9	9
Taupiri ..	71	3	3	6	340	0	8	66	294	19	10	5	43	324	13	0	3	18	101	19	11	11
Te Awamutu ..	182	8	6	10	541	10	11	214	851	7	8	34	232	2,583	9	4	13	75	2,966	6	7	7
Te Kopuru ..	588	25	18	6	1,793	7	8	101	466	18	2	41	212	1,443	9	0	11	68	1,006	18	1	1



Table No. 3—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in the Colony of New Zealand during the Year 1891—continued.

Office.	Money Orders.						Savings Banks.						
	Issued.			Paid.			New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.		
	No.	Commission.	Amount.	No.	Amount.	No.		Amount.	No.		Amount.		
		£ s. d.	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
BLenheim	2,359	128 19 6	8,114 3 6	1,239	4,577 14 3	350	2,207	26,067 0 11	288	1,693	25,996 2 11		
Cullensville	401	22 8 2	1,246 10 0	73	240 7 3	35	222	2,291 14 8	16	111	1,497 0 2		
Havelock	452	17 4 8	1,663 6 1	147	549 2 5	38	278	1,709 3 0	11	69	997 5 7		
Kaikoura	432	22 5 10	1,349 4 8	240	923 3 3	43	273	2,001 7 7	25	76	1,140 9 3		
Kekerangu	113	4 1 0	280 13 3	4	16 19 9	4	46	331 16 0	..	7	68 10 0		
Picton	832	36 18 0	2,650 0 3	390	1,605 15 1	69	430	5,053 2 6	26	134	2,875 2 1		
Renwicktown	85	3 18 2	259 6 10	29	72 17 9	20	129	288 3 0	3	20	75 10 4		
Spring Creek	109	6 17 10	365 15 3	29	99 19 7	13	72	361 10 0	7	13	101 5 3		
CHRISTCHURCH	11,220	680 19 8	38,057 5 3	16,191	54,537 4 10	2,820	24,559	284,523 14 0	2,488	19,845	293,933 8 9		
Akaroa	426	18 11 2	1,246 11 4	214	724 1 9	43	323	1,898 15 7	18	89	2,257 3 2		
Alford Forest	81	1 12 0	233 5 5	9	35 3 10	..	..	..	..	..	..		
Amberley	277	10 17 6	740 8 1	173	630 3 0	31	218	1,758 2 0	41	110	1,466 16 5		
Ashburton	2,079	90 8 0	7,043 18 2	899	3,004 5 5	228	1,579	13,759 13 0	150	671	11,886 9 4		
Beale	255	13 3 4	927 8 7	9	20 18 0	16	60	540 5 0	..	7	57 0 0		
Belfast	101	4 2 6	243 0 0	18	104 15 0	11	64	300 12 0	2	18	88 9 2		
Chertsey	67	1 19 10	177 10 8	17	74 19 3	7	40	212 5 0	1	16	107 3 8		
Cheviot	108	5 16 8	326 1 6	8	43 11 8	7	33	810 0 0	1	7	158 8 9		
Coalgate	126	6 13 8	435 17 0	22	75 11 3	..	..	..	..	..	..		
Culverden	164	9 12 0	645 7 6	58	195 16 5	8	89	1,127 12 0	2	23	216 18 2		
Darfield	125	5 8 0	360 1 0	36	111 17 9	5	18	201 18 0	..	14	179 7 11		
Dunsandel	85	3 9 10	287 13 6	33	119 15 2	10	48	791 10 0	7	24	289 1 2		
Duvauchelle	136	5 11 2	507 19 0	61	314 17 0	12	55	759 12 0	6	20	393 2 3		
Ellesmere	23	1 4 8	84 0 7	8	30 13 11	3	41	100 15 0	..	7	145 10 0		
Hanmer Plain	63	2 17 6	247 2 8	21	121 17 9	..	..	..	..	..	..		
Hinds	48	1 18 8	136 5 1	7	32 3 8	14	24	160 13 10	3	15	132 12 5		
Hororata	130	5 4 8	433 18 3	22	102 15 6	7	103	803 3 0	1	8	92 12 11		
Kaiapoi	447	20 7 8	1,545 14 4	321	1,171 5 3	101	739	5,824 0 5	58	251	3,947 0 7		
Kiwee	148	7 19 0	764 17 7	43	127 17 4	..	37	227 19 0	4	19	274 18 3		
Leeston	245	11 15 10	776 3 9	213	815 2 7	31	273	2,687 1 0	12	67	959 2 11		
Lincoln	99	5 9 4	334 17 1	127	458 2 10	5	42	383 17 0	1	9	68 1 7		
Little River	238	8 14 2	731 15 4	88	371 19 9	24	82	908 11 0	10	48	653 14 11		
Lyttelton	1,581	92 0 0	5,581 9 3	803	2,649 5 11	205	1,575	11,408 8 3	125	673	9,322 2 6		
Methven	174	8 12 10	569 10 0	41	137 5 11	19	104	1,288 0 0	5	61	715 14 11		
Oxford	370	15 1 4	1,201 4 6	239	898 8 10	51	346	4,410 6 6	13	108	2,220 4 6		
Papanui	65	3 13 6	181 5 8	77	281 17 11	22	200	1,052 1 0	1	18	106 11 7		
Pigeon Bay	100	3 18 2	295 19 9	14	48 15 11	16	58	702 13 0	1	11	180 10 0		
Rakaia	359	12 16 10	999 16 2	105	361 19 9	28	209	1,726 7 0	11	53	930 11 11		
Rangiora	798	37 0 2	2,601 12 6	522	1,830 9 9	174	1,000	9,907 17 10	107	426	7,461 15 6		
Rolleston	37	1 6 10	127 13 9	7	17 16 6	3	25	203 17 0	2	15	195 0 3		
Sheffield	215	7 17 0	853 5 3	75	266 11 2	23	134	993 13 0	7	40	481 7 10		
Southbridge	284	13 2 10	1,009 9 8	234	986 1 3	32	220	1,170 0 0	12	60	1,277 2 4		
Springfield	467	19 9 10	1,879 7 3	108	397 4 1	29	218	2,303 2 5	14	50	825 7 11		
Sydenham	451	23 1 4	1,138 0 11	786	2,297 7 1	130	1,255	4,032 15 9	26	125	1,094 7 2		
Tinwald	60	2 4 8	185 7 7	24	94 13 5	7	72	486 1 0	4	38	407 8 7		
Waiau	187	10 0 6	639 18 9	37	124 4 5	26	166	1,699 14 6	5	57	974 1 2		
Waikari	182	9 17 10	675 19 8	58	213 10 11	19	70	656 5 0	1	22	234 2 10		
Whitecliffs	197	7 6 6	668 0 11	33	152 4 5	17	125	494 2 0	3	23	432 1 10		
Woolston	27	1 7 0	67 1 1	37	80 15 3	2	38	166 15 0	1	5	14 16 7		
DUNEDIN	10,106	593 12 10	33,725 0 2	21,057	73,886 16 7	2,222	18,419	202,750 9 7	2,146	15,450	207,961 2 11		
Alexandra South	480	18 5 0	1,636 2 4	87	267 13 7	31	113	728 16 4	12	33	910 1 8		
Balclutha	864	33 7 0	2,645 3 1	412	1,530 9 10	89	481	5,343 10 7	40	145	2,744 0 5		
Blackstone Hill	74	2 3 6	255 8 11	15	55 7 3	..	..	..	..	..	..		
Caversham	112	5 15 6	376 18 7	374	1,190 9 11	75	670	1,260 16 7	7	32	174 6 0		
Clinton	415	15 3 6	1,142 16 3	115	439 12 5	22	144	840 8 0	9	51	755 12 4		
Clyde	313	11 15 8	1,024 6 6	134	332 5 2	12	60	512 11 0	5	21	247 2 11		
Cromwell	568	23 19 2	1,832 7 8	194	659 5 7	21	110	644 11 5	11	21	432 8 0		
Dunback	55	1 13 0	199 19 0	7	31 2 0	6	10	75 1 0	1	2	28 3 5		
Dunedin North	1,313	69 11 4	3,426 12 8	781	2,881 6 2	372	3,710	19,400 17 0	176	888	8,325 8 1		
Green Island	176	8 8 6	619 3 9	95	300 19 4	30	265	1,811 18 0	30	77	816 10 4		
Greytown	72	3 6 10	362 10 0	19	96 7 0	9	38	385 17 10	4	16	171 0 9		
Hamilton's	215	7 13 8	820 0 9	21	80 3 8	5	29	313 8 0	5	17	349 1 6		
Heriot	134	4 18 6	340 16 0	18	53 1 10	5	41	150 6 0	4	9	91 0 4		
Hyde	194	6 19 6	579 17 5	20	93 13 0	..	21	5 15 0	..	..	..		
Kaitangata	666	24 6 0	2,067 2 6	127	491 1 9	59	332	1,736 12 0	44	113	1,642 17 5		
Kelso	173	6 15 8	591 10 4	29	88 3 2	13	97	949 19 0	2	25	346 6 2		
Lawrence	936	35 12 2	2,450 5 6	685	2,357 9 1	74	446	3,959 16 6	42	127	2,860 11 8		
Macrae's Flat	429	13 13 6	1,381 8 4	56	292 4 8	4	13	72 10 0	1	2	10 1 1		
Middlemarch	210	8 14 6	755 0 9	41	173 6 8	2	7	27 5 0	..	1	40 0 0		
Milton	657	27 12 2	2,160 1 3	484	1,819 19 4	84	555	4,264 3 8	24	178	2,391 7 3		
Mosgiel	256	11 0 2	687 16 5	238	814 19 9	35	328	2,143 5 0	22	74	1,736 14 4		
Naseby	621	26 6 6	1,926 6 3	408	1,148 10 7	39	228	1,423 16 9	15	40	625 14 4		
Nenthorn	197	6 14 6	640 14 5	28	163 7 3	6	34	90 5 0	..	4	17 2 0		
Ophir	409	16 13 10	1,053 15 10	67	272 2 11	11	55	368 7 2	5	12	146 17 5		
Outram	205	9 0 2	640 12 9	143	545 17 11	20	115	769 19 8	18	57	567 4 0		
Owaka	684	24 15 6	2,460 6 6	150	780 9 1	29	123	1,295 18 4	7	50	759 6 7		
Palmerston	792	32 9 10	2,279 18 4	510	1,625 3 1	52	592	1,503 1 7	29	91	880 7 11		
Pembroke	283	15 10 6	893 15 1	36	138 0 6	5	25	98 1 7	5	5	58 1 5		

Table No. 3—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in the Colony of New Zealand during the Year 1891—continued.

Office.	Money Orders.					New Accounts opened.	Savings Banks.				
	Issued.			Paid.			Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.
<b>DUNEDIN—cont'd.</b>		£ s. d.	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Port Chalmers	993	55 16 6	3,264 2 2	935	3,310 19 6	204	1,560	7,249 17 10	98	437	4,169 5
Roxburgh	612	23 13 4	2,083 2 0	148	566 8 3	32	212	1,778 12 6	20	75	1,464 13
St. Bathans	270	10 18 10	701 11 1	52	243 2 9	19	75	402 1 0	5	17	393 1 I
Seacliff	158	5 9 8	510 2 9	168	628 8 5	9	103	358 12 1	4	29	290 7
South Dunedin	370	17 3 10	948 16 1	518	1,765 1 6	106	971	3,442 13 0	35	104	816 9 I
Stirling	155	5 18 0	469 7 9	60	210 10 8	14	101	618 12 10	4	36	326 2 I
Tapanui	744	23 11 0	2,121 14 0	147	436 12 0	35	249	1,107 16 0	17	54	438 19
Waihola	103	3 10 10	300 18 4	29	164 16 10	11	57	374 17 0	8	24	360 19
Waikaia	492	17 9 2	1,252 13 5	67	268 19 11	17	108	767 8 11	12	40	505 2
Waikouaiti	368	13 0 2	970 4 5	267	784 9 3	21	213	701 1 2	11	63	832 2
Waipori	126	4 8 8	382 11 9	24	104 7 11	..	..	..	..	..	..
Waitahuna	176	6 6 8	488 10 9	57	191 0 5	10	56	589 13 0	7	14	183 6
Waitati	91	3 10 0	260 12 8	119	545 2 4	12	70	546 16 9	7	25	347 16
<b>GISBORNE</b>	2,452	147 0 10	8,330 10 5	898	3,448 9 0	445	2,480	21,685 10 7	295	1,724	18,503 9
Waipiro Bay	53	3 2 0	134 15 2	6	33 17 11	6	10	68 12 1	..	..	..
<b>GREYMOUTH</b>	2,373	135 14 0	7,773 0 9	1,895	7,077 14 2	274	1,742	26,615 13 10	361	1,690	33,638 2
Ahaura	545	22 1 4	1,907 13 4	91	370 14 9	26	136	1,321 16 5	10	55	608 12
Brunnerton	946	56 10 0	2,751 18 6	296	1,161 4 7	84	585	4,912 13 8	29	96	1,605 18
Kaimata	24	0 18 0	84 19 3	..	..	5	15	106 0 0	1	1	12 0 I
Nelson Creek	161	6 18 4	574 17 0	10	28 1 2	8	30	276 13 0	3	10	42 12
Reefton	1,983	118 9 6	6,451 2 1	870	2,686 3 11	92	523	4,252 10 10	67	203	3,720 4
Stillwater	141	7 1 4	449 5 6	27	78 4 7	8	37	276 9 5	4	19	137 1 I
Totara Flat	64	3 4 6	184 4 0	8	33 8 8	3	17	210 6 0	2	13	166 0
<b>HOKITIKA</b>	1,156	61 8 4	3,432 6 4	966	3,480 2 0	103	578	8,277 14 10	108	454	8,446 6
Goldsborough	81	3 10 2	228 14 4	31	134 11 8	5	24	252 11 0	2	10	71 4 I
Kumara	1,068	49 15 4	2,894 17 1	294	917 6 6	62	313	3,771 3 11	45	170	3,585 9
Ross	296	14 8 8	894 8 4	152	537 10 7	19	112	891 7 3	22	90	1,153 7
Stafford	286	10 6 8	1,014 1 11	66	192 15 0	13	94	589 10 0	9	52	660 19
<b>INVERCARGILL</b>	3,059	152 12 4	9,445 3 7	4,026	14,061 10 8	465	3,325	31,326 19 3	402	2,269	34,305 10 I
Arrowtown	474	21 16 2	1,421 17 5	83	354 1 4	20	98	1,040 14 0	10	17	576 6
Balfour	65	3 3 2	198 19 6	19	75 15 3	13	72	486 6 0	2	9	99 12
Bluff	591	24 18 8	2,263 3 5	204	583 6 3	36	259	1,209 15 0	12	76	997 7
Dipton	179	7 4 10	703 2 11	36	129 3 10	9	63	508 18 0	6	21	203 5
Edendale	190	6 5 4	545 15 7	35	184 8 0	11	60	679 9 0	6	16	584 9
Fortrose	241	9 0 4	813 16 11	44	205 9 9	..	..	..	..	..	..
Gore	1,568	62 10 8	4,770 17 6	596	1,756 16 2	125	699	5,111 11 1	64	245	3,305 14
Half-Moon Bay	51	1 16 0	246 13 9	89	728 6 2	2	12	28 4 0	..	1	10 0
Kingston	114	4 3 6	406 16 10	20	64 3 8	4	24	158 4 0	..	4	31 0
Lumsden	307	11 17 4	1,015 7 4	72	282 10 3	26	124	1,069 14 0	10	35	981 5
Mataura	455	16 1 8	1,216 11 11	141	449 14 3	21	181	787 8 0	12	56	1,305 7 I
Orepuki	333	11 10 10	1,155 14 6	142	180 13 3	13	75	602 9 0	8	31	403 16
Otautau	213	8 10 8	670 3 8	36	145 18 9	20	77	572 5 0	6	34	908 18
Pukerau	102	3 8 0	296 0 9	31	77 0 0	9	49	235 14 0	2	14	196 14
Queenstown	623	27 17 0	2,045 18 9	241	754 13 5	42	230	1,769 14 4	17	49	953 18
Riversdale	287	11 17 10	1,041 6 6	68	241 7 2	14	153	690 7 9	13	40	314 19 I
Riverton	460	18 12 0	1,413 2 9	339	1,141 9 2	53	360	2,517 9 11	37	144	3,256 10 I
Thornbury	99	4 6 8	271 12 7	23	91 6 0	11	52	101 8 0	10	15	152 8 I
Waipahi	153	5 18 0	505 0 10	35	107 14 4	8	23	209 13 2	1	11	120 1
Wairoa	157	6 13 5	661 6 9	43	192 7 1	9	28	245 0 0	2	9	73 15
Winton	352	13 12 8	934 8 2	158	582 9 5	25	144	1,049 10 11	8	31	486 8
Woodlands	162	6 3 10	560 0 10	71	202 5 0	3	52	317 9 0	4	11	89 1
Wyndham	387	14 0 0	1,032 6 3	109	430 16 8	30	225	1,997 11 8	9	60	819 9
<b>NAPIER</b>	4,880	290 2 8	16,744 2 10	4,467	16,469 7 11	736	5,217	56,482 10 8	653	4,147	58,525 11
Danevirke	872	34 6 8	2,885 0 0	260	957 13 4	58	283	2,310 9 10	28	113	1,667 0
Hastings	1,585	88 15 4	4,958 5 6	623	2,283 1 8	189	904	9,603 6 9	81	333	4,655 17 I
Herbertville	177	10 15 0	624 17 0	44	285 2 5	12	68	626 0 0	5	20	524 12
Kaikora North	186	10 3 4	637 16 1	59	177 19 2	15	108	631 1 6	8	38	558 7
Kumeroa	174	7 1 10	614 15 6	24	133 0 2	..	..	..	..	..	..
Makaretu	37	1 5 0	127 19 0	3	17 2 0	6	9	18 8 0	..	1	5 0
Makotuku	200	6 9 2	593 0 2	84	275 13 1	18	66	459 7 6	3	32	303 14
Mohaka	97	5 8 4	268 0 6	30	142 11 0	2	28	228 13 6	..	8	26 8
Norsewood	321	10 19 10	1,055 14 10	58	258 15 8	1	4	70 14 0	..	..	..
Ongaonga	189	6 1 0	783 17 3	16	51 4 2	8	40	524 18 6	..	23	359 11
Ormondville	317	10 10 6	1,101 19 5	105	327 5 6	18	95	878 5 0	3	38	437 14
Porangahau	227	14 0 2	976 3 7	37	184 17 1	12	55	1,015 5 0	4	20	340 2
Port Ahuriri	644	39 3 2	2,109 2 7	126	452 12 7	61	533	3,196 19 8	3	94	468 1
Takapau	302	14 14 2	1,031 12 0	56	210 18 4	17	87	651 2 0	4	49	737 2
Taupo	300	14 7 2	1,345 12 3	57	252 15 0	4	49	671 13 2	..	5	160 0
Tikokino	73	3 15 2	214 16 10	18	46 8 10	2	15	166 5 0	..	3	50 0
Waipawa	914	48 8 8	3,097 15 5	629	1,825 19 0	74	399	3,896 7 2	28	125	3,440 2
Waipukurau	607	29 17 8	2,102 8 11	193	628 19 11	74	424	4,662 16 7	27	157	3,058 19
Wairoa	452	31 19 4	1,785 5 2	206	796 16 1	61	255	2,640 5 0	14	73	1,135 6
<b>NELSON</b>	2,514	130 19 2	8,213 8 9	4,245	16,841 1 6	372	2,761	39,750 0 8	317	2,155	36,648 16
Belgrove	301	15 15 0	1,219 2 9	56	268 14 7	54	218	2,528 1 2	10	31	410 16
Brightwater	116	6 1 4	409 11 0	86	405 6 7	4	47	216 2 0	2	27	272 13
Collingwood	532	19 0 6	2,159 9 5	121	404 18 1	14	150	1,563 18 9	11	34	764 15
Motueka	461	17 8 10	1,728 16 3	224	1,051 10 11	65	403	3,412 5 9	27	134	1,942 8
Richmond	136	7 5 2	484 7 5	103	410 9 4	23	179	1,896 6 10	1	58	1,193 18
Takaka	372	15 9 2	1,528 14 0	147	582 0 7	30	104	1,173 2 2	5	43	478 12

Table No. 3—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in the Colony of New Zealand during the Year 1891—continued.

Office.	Money Orders.					Savings Banks.					
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.
NELSON—continued.		£ s. d.	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
The Port ..	196	12 13 10	746 4 3	85	296 6 1	17	145 568 2 0	3	38 331 19 11		
Wakefield ..	157	5 19 0	538 4 6	88	312 18 10	33	166 1,860 2 0	3	42 953 13 10		
New PLYMOUTH ..	2,304	113 18 8	7,661 13 6	2,854	13,253 0 9	391	2,617 39,868 16 3	323	2,049 39,378 13 0		
Inglewood ..	474	18 2 2	1,858 7 3	239	1,236 17 6	76	468 4,963 4 9	24	183 3,003 0 9		
Punake ..	424	15 2 0	1,641 0 5	140	641 19 8	23	122 1,264 1 7	9	64 1,315 4 10		
Pungarehu ..	112	5 1 2	481 4 2	97	640 9 4	11	83 858 3 9	..	26 468 1 4		
Stratford ..	701	25 12 4	2,634 18 4	304	1,608 3 4	89	292 5,579 11 4	37	182 3,904 14 3		
Waitara ..	500	23 19 4	1,934 17 8	207	661 19 5	64	353 3,594 4 10	12	112 1,135 0 9		
OMARU ..	2,889	132 7 6	9,614 9 4	1,759	6,388 4 6	410	2,698 30,661 17 0	357	1,787 31,696 0 1		
Dunroon ..	144	5 5 0	524 2 9	28	80 11 0	5	96 471 17 0	9	30 343 7 11		
Hampden ..	314	10 15 2	1,165 5 5	311	980 5 9	14	62 497 19 0	3	24 328 16 3		
Herbert ..	191	6 19 10	674 8 2	37	156 0 0	9	65 348 8 0	6	28 178 19 5		
Kakanui ..	101	4 2 4	387 10 10	34	147 13 8	3	13 58 14 0	1	7 58 2 11		
Kurow ..	217	9 3 8	853 17 0	138	672 13 5	17	72 570 2 2	7	25 288 14 8		
Maheno ..	123	6 1 10	440 10 11	57	226 0 6	10	57 373 8 7	2	14 126 11 2		
Ngapara ..	109	4 7 6	323 2 5	11	48 7 8	5	22 330 7 0	3	11 90 7 11		
THAMES ..	2,394	103 8 8	6,975 14 5	1,198	4,497 11 10	293	2,531 21,622 6 3	335	2,090 29,080 5 4		
Katikati ..	132	5 11 6	349 0 1	92	292 10 6	13	74 640 19 6	1	21 447 18 9		
Maketu ..	131	6 8 8	360 0 7	51	124 9 3	4	30 409 9 0	3	18 607 5 5		
Miranda ..	43	2 2 8	107 2 8	8	40 15 0	..	.. ..	..	.. ..		
Opotiki ..	516	23 10 10	1,800 5 6	195	830 2 10	34	184 2,192 5 0	36	95 1,691 1 6		
Paeroa ..	502	20 15 2	1,664 8 5	122	475 11 1	33	183 1,356 15 7	18	66 2,185 1 7		
Rotorua* ..	419	23 17 2	1,767 15 7	222	1,064 15 6	30	145 1,736 2 0	17	64 543 19 9		
Tapu ..	25	0 19 6	80 0 6	33	239 7 1	..	.. ..	..	.. ..		
Tauranga ..	619	27 8 8	2,021 18 10	558	2,061 12 11	74	435 4,349 6 7	27	156 2,583 8 3		
Te Aroha ..	760	29 7 2	2,464 2 11	380	1,635 11 8	58	392 2,816 10 4	32	146 2,143 5 9		
Te Puke ..	178	8 14 8	393 18 8	64	288 19 4	10	52 369 5 10	2	8 120 19 9		
Waiorongomai ..	97	4 16 4	394 6 11	50	211 0 0	..	.. ..	..	.. ..		
Whakatane ..	236	9 4 10	675 7 7	79	405 9 3	21	74 1,276 3 8	8	17 117 3 10		
TIMARU ..	2,640	133 9 8	8,568 18 10	1,890	6,419 16 5	497	3,594 33,930 4 1	466	2,512 39,493 7 9		
Fairlie Creek ..	152	6 8 8	541 9 0	67	258 1 1	17	95 1,701 5 0	7	27 1,412 6 11		
Geraldine ..	693	26 17 2	2,007 9 11	203	812 1 4	77	452 4,320 14 1	31	138 2,534 8 4		
Makikihi ..	29	1 3 0	84 0 3	10	22 8 10	3	15 189 15 3	..	7 44 0 4		
Pleasant Point..	185	10 11 6	716 4 3	39	152 3 3	15	60 511 8 2	2	15 380 7 0		
St. Andrews ..	122	5 0 4	438 7 0	58	318 15 2	11	73 627 19 3	1	14 101 17 3		
Temuka ..	557	24 2 4	1,645 15 7	267	949 0 8	86	388 3,831 1 9	32	124 1,787 1 0		
Waimate ..	885	36 16 10	3,184 3 10	372	1,433 15 6	86	604 7,262 6 4	51	249 6,278 1 5		
Winchester ..	81	2 9 0	203 19 3	27	111 13 4	12	88 515 0 4	5	29 374 14 4		
WANGANUI ..	3,901	184 16 8	13,944 15 5	2,724	9,627 0 11	701	4,360 62,436 2 0	561	3,345 57,412 13 6		
Bull's ..	460	19 16 0	1,516 15 7	172	659 13 6	83	530 3,265 13 2	40	160 2,635 6 9		
Eltham ..	248	8 19 2	776 16 3	58	238 4 5	34	98 513 6 9	9	35 440 19 4		
Fordell ..	138	6 6 2	637 9 0	37	103 13 4	7	73 745 15 7	5	20 168 0 9		
Hawera ..	1,487	55 7 8	6,618 19 10	656	2,523 9 7	127	793 10,965 14 10	76	284 8,577 15 7		
Hunterville ..	621	23 0 2	2,235 8 1	54	237 13 9	51	93 1,524 0 3	9	19 357 7 7		
Manaia ..	712	21 18 4	2,881 19 6	200	890 16 11	50	269 2,672 9 7	22	118 1,945 10 3		
Manutahi ..	44	2 3 6	165 17 10	18	94 16 1	8	24 264 6 2	8	21 419 3 10		
Marton ..	1,118	47 4 0	3,835 12 9	453	1,603 19 0	133	756 7,118 4 6	44	230 3,824 11 6		
Normanby ..	197	8 5 4	700 3 1	114	488 17 1	33	110 1,258 9 9	15	54 1,041 9 7		
Patea ..	633	25 10 4	2,098 10 1	232	819 12 7	66	461 2,725 3 4	16	141 2,351 8 8		
Turakina ..	173	6 2 6	665 5 6	76	273 12 0	9	77 876 4 11	6	27 192 0 11		
Waitotara ..	165	6 18 10	660 3 2	32	153 10 9	20	55 349 13 0	4	22 159 9 9		
Waverley ..	504	23 7 8	2,046 7 5	109	412 8 7	53	256 2,947 1 8	24	100 1,714 18 6		
WELLINGTON ..	14,205	827 9 4	48,726 16 7	21,132	81,380 8 5	2,644	21,097 240,401 7 11	2,570	18,428 259,444 16 10		
Ashurst ..	451	15 3 0	1,390 13 11	143	587 15 1	35	149 815 10 1	15	74 702 3 8		
Campbelltown ..	183	5 13 0	643 9 2	21	64 13 1	8	51 178 4 0	5	24 352 10 3		
Carterton ..	672	31 11 6	2,122 17 6	315	1,157 3 11	82	634 4,860 16 7	36	202 2,239 19 4		
Castlepoint ..	52	2 8 10	199 13 1	26	199 16 10	3	16 124 18 0	1	7 73 18 9		
Chatham Islands	110	4 4 0	434 3 5	16	94 17 11	..	.. ..	..	.. ..		
Eketahuna ..	587	16 17 2	2,662 14 6	336	1,810 3 9	42	157 1,943 8 7	12	137 2,664 8 3		
Featherston ..	430	17 9 8	1,397 3 4	133	422 8 9	52	249 2,221 19 10	23	75 964 6 8		
Feilding ..	1,395	53 0 2	5,539 14 5	632	2,412 0 6	134	881 8,420 11 3	90	365 7,408 11 8		
Fowlers ..	200	4 16 6	803 0 5	34	142 17 6	2	7 14 189 16 10	2	7 78 13 10		
Foxton ..	813	37 1 4	2,795 2 4	311	1,033 13 10	130	797 5,655 4 9	47	260 2,697 0 2		
Greytown North	745	36 9 10	2,411 15 9	300	1,041 17 8	83	494 3,693 8 0	42	197 3,216 8 6		
Halcombe ..	314	12 11 4	1,205 12 10	116	466 6 7	40	166 1,309 6 7	16	87 1,035 4 1		
Hutt ..	271	12 18 2	850 10 4	222	818 19 8	78	449 4,733 13 3	23	98 2,605 7 8		
Johnsonville ..	88	4 1 0	243 17 3	68	243 9 7	26	338 1,560 7 6	4	76 969 3 1		
Kaitoke ..	71	2 2 6	203 14 7	11	59 3 6	2	55 187 15 0	3	8 27 9 0		
Kaiwarawara ..	73	5 2 4	200 0 3	10	26 2 0	18	234 421 14 0	4	41 253 1 10		
Martinborough	345	17 1 10	1,219 14 7	44	203 3 2	20	93 816 8 1	9	28 488 16 8		
Masterton ..	1,886	87 12 2	6,620 12 3	1,148	4,408 2 2	285	1,582 14,175 8 7	98	546 7,867 7 11		
Mauriceville ..	277	8 15 2	961 5 1	40	151 9 1	17	83 1,158 17 0	4	66 796 5 10		
Ngahauranga ..	88	4 0 6	418 13 8	2	1 16 5	10	67 356 17 0	1	14 54 11 6		
Ohaki ..	630	29 7 4	1,961 19 4	285	1,145 17 9	51	302 1,872 14 8	26	118 1,298 2 6		
Pahiatua ..	1,453	46 13 8	5,225 10 2	335	1,361 18 6	115	330 5,240 19 3	67	284 5,076 18 6		
Palmerston North	3,305	142 5 2	10,972 12 6	1,725	6,219 9 4	447	2,227 25,973 3 4	197	1,001 18,347 2 10		
Petone ..	500	24 10 6	1,464 11 7	303	951 10 8	96	767 4,806 14 3	43	198 3,057 17 4		

\* To 31st August; for business from 1st September, see Auckland District.

Table No. 3—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in the Colony of New Zealand during the Year 1891—continued.

Office.	Money Orders.					New Accounts opened.	Savings Banks.				
	Issued.			Paid.			Accounts closed.	Deposits.		Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.
WELLINGTON— <i>continued.</i>		£ s. d.	£ s. d.		£ s. d.		£ s. d.		£ s. d.		
Sanson ..	300	9 17 10	1,084 7 3	84	347 2 10	20	117 1,593 15 0	6	41 644 14 3		
Te Aro ..	1,479	75 11 2	3,760 4 5	138	522 8 0	353	3,795 13,410 15 8	79	293 2,210 8 0		
Te Nui ..	174	8 18 8	667 14 3	31	140 14 10	22	112 1,094 0 10	9	49 699 8 1		
Upper Hutt ..	197	6 6 8	555 16 7	118	436 9 5	15	227 1,058 16 7	8	54 1,006 11 6		
Wellington South	107	4 15 8	303 14 3	72	251 8 7	25	237 698 1 0	10	30 246 15 9		
Woodville ..	1,870	65 18 6	6,362 8 8	519	1,976 6 7	156	578 10,045 8 1	71	369 7,971 10 11		
WESTPORT ..	2,172	121 2 0	7,678 4 1	1,193	4,286 16 1	256	1,416 17,708 2 9	345	1,168 25,865 3 5		
Boatman's ..	131	6 6 8	447 18 0	16	62 9 0	13	89 1,013 18 0	17	34 932 12 10		
Cape Foulwind	175	8 18 2	508 14 10	11	35 19 6	28	137 970 19 0	5	21 128 18 4		
Charleston ..	227	10 14 2	597 13 7	68	230 11 11	16	72 641 10 0	6	36 416 15 4		
Denniston ..	1,521	93 3 0	5,428 14 9	153	585 19 10	174	1,083 5,953 10 11	33	121 1,160 12 6		
Longford ..	190	8 19 6	770 17 9	32	179 7 6	10	40 466 8 0	3	13 236 13 0		
Lyell ..	568	23 6 4	1,859 12 3	37	102 9 4	24	100 916 1 7	6	28 433 5 3		
Waimangaroa ..	223	10 11 0	808 5 5	64	246 4 4	20	127 650 0 7	11	25 158 12 4		

SUMMARY.

POSTAL DISTRICT OF—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland ..	33,476	1,716 11 4	110,695 17 6	35,587	125,737 10 8	3,016	18,623 241,797 19 9
Blenheim ..	4,783	242 13 2	15,928 19 10	2,151	8,085 19 4	572	3,657 38,103 17 8
Christchurch ..	22,245	1,192 14 0	74,962 4 4	21,798	74,003 11 5	4,186	34,242 360,481 18 11
Dunedin ..	26,267	1,256 15 2	82,730 4 6	28,942	101,834 8 10	3,822	30,836 270,925 9 8
Gisborne ..	2,505	150 2 10	8,465 5 7	904	3,482 6 11	451	2,490 21,754 2 8
Greymouth ..	6,237	350 17 0	20,177 0 5	3,197	11,435 11 2	500	3,085 37,972 3 2
Hokitika ..	2,887	139 9 2	8,464 8 0	1,509	5,262 5 9	202	1,121 13,782 7 0
Invercargill ..	10,622	454 0 11	33,635 9 0	6,561	23,023 12 10	969	6,385 52,715 15 1
Napier ..	12,554	678 4 2	43,058 4 10	7,095	25,778 2 11	1,368	8,639 88,734 8 10
Nelson ..	4,785	230 12 0	17,027 18 4	5,155	20,633 6 6	612	4,173 53,517 1 4
New Plymouth ..	4,515	201 15 8	16,212 1 4	3,841	18,042 10 0	654	3,935 56,128 2 6
Oamaru ..	4,088	179 2 10	13,983 6 10	2,375	8,699 16 6	473	3,085 33,312 12 9
Thames ..	6,052	266 6 4	19,054 2 8	3,052	12,167 16 3	570	4,100 36,769 3 9
Timaru ..	5,344	246 18 6	17,390 7 11	2,933	10,477 15 7	804	5,279 51,989 14 3
Wanganui ..	10,401	439 16 4	38,784 3 6	4,935	18,127 8 6	1,375	7,959 97,662 5 6
Wellington ..	33,271	1,620 14 6	113,320 4 3	28,670	110,079 15 11	5,016	36,298 359,020 1 6
Westport ..	5,207	283 0 10	18,100 0 8	1,574	5,729 17 6	541	3,064 28,320 10 10
Totals ..	195,239	9,649 14 9	651,989 19 6	160,279	582,661 16 7	25,131	176,971 1,842,987 15 2

Table No. 4.  
POST OFFICE SAVINGS-BANKS—GENERAL STATEMENT.

TABLE showing the Business of the Post Office Savings-Banks in New Zealand Year by Year, from the Date they were established, in February, 1867, to the 31st December, 1891.

Postal Districts.	Number of Post Office Savings-Banks Open at the Close of the Year.	Number of Deposits received during the Year.	Total Amount of Deposits received during the Year.		Average Amount of each Deposit received during the Year.		Number of Withdrawals during the Year.	Total Amount of Withdrawals during the Year.		Average Amount of each Withdrawal during the Year.	Excess of Deposits over Withdrawals during the Year.	Excess of Withdrawals over Deposits during the Year.	Cost of Management during the Year.	Average Cost of each Transaction, Deposit, or Withdrawal.	Interest for the Year.	Number of Accounts Opened during the Year.	Number of Accounts Closed during the Year.	Number of Accounts remaining Open at Close of the Year.	Total Amount standing to the Credit of all open Accounts, inclusive of Interest to the Close of the Year.	Average Amount standing to the Credit of each open Account at the Close of the Year.		
			£	s. d.	£	s. d.		£	s. d.												£	s. d.
Auckland	76	18,623	241,797	19 9	12 10	8	12,805	213,162	5 7	16 12	11	28,635	14 2	13,759	10 7	3,016	1,969	12,456	38,654	14 5	28 15	10
Blenheim	8	3,657	38,103	17 8	10 8	4	2,123	32,661	5 7	15 7	8	5,442	12 1	2,315	10 7	572	376	2,461	59,492	1 7	24 3	5
Christchurch	37	34,242	360,481	18 11	10 10	6	23,053	344,180	9 9	14 18	7	16,301	6 2	22,120	11 0	4,186	3,143	21,287	53,485	15 3	26 16	2
Dunedin	40	30,836	270,925	9 8	8 15	8	18,459	245,216	17 2	13 5	8	25,708	12 6	17,455	0 8	3,822	2,892	16,744	44,894	8 3	26 16	2
Gisborne	2	2,490	21,754	2 8	8 14	8	1,724	18,503	9 3	10 14	8	3,250	13 5	1,018	1 9	451	295	1,051	25,008	0 2	23 15	10
Greymouth	8	3,085	37,972	3 2	12 6	2	2,087	39,930	13 0	19 2	7	1,988	9 10	2,139	10 4	500	477	2,173	53,442	3 8	27 18	5
Hokitika	5	1,121	13,782	7 0	12 5	10	776	13,917	7 2	17 18	8	135	0 2	1,113	10 6	202	177	1,011	28,228	10 4	24 17	0
Invercargill	23	6,385	52,715	15 1	8 5	1	3,198	59,176	2 5	15 13	9	2,539	12 8	4,041	13 9	969	641	4,119	101,898	3 11	24 14	9
Napier	19	8,639	88,734	8 10	10 5	5	5,279	76,453	10 7	14 9	7	12,286	18 3	4,023	19 1	1,368	861	4,886	121,428	6 11	24 17	0
Nelson	0	4,173	53,517	1 4	12 16	5	2,562	42,997	14 7	16 15	7	10,519	6 9	3,200	10 6	612	379	3,405	85,054	13 2	25 3	1
New Plymouth	2	3,935	50,128	2 0	14 5	3	2,016	49,204	14 11	18 10	2	6,923	7 7	2,338	5 10	654	405	2,387	63,353	19 4	26 10	9
Oamaru	8	3,085	33,312	12 9	10 15	11	1,926	33,111	0 4	17 3	9	201	12 5	2,181	13 0	473	388	1,871	52,735	17 3	28 14	4
Otago	9	4,100	36,769	3 9	8 19	4	2,681	39,520	9 11	14 4	9	2,751	6 2	2,744	10 5	570	479	2,982	67,541	14 6	22 12	11
Timaru	9	5,279	51,989	14 3	9 10	11	3,115	49,406	4 4	15 17	2	2,583	9 11	3,413	3 11	804	595	3,254	85,445	2 9	26 5	2
Wanganui	14	7,959	97,662	5 6	12 5	4	4,576	81,240	16 6	17 15	0	16,421	9 0	4,106	15 8	1,375	839	4,623	113,820	13 8	24 12	4
Wellington	30	36,208	359,020	1 6	9 17	9	23,177	334,499	15 2	14 8	7	24,520	6 4	16,306	17 6	5,010	3,521	18,445	428,406	6 5	23 4	6
Westport	3	3,064	28,320	10 10	9 4	10	1,446	29,332	13 0	20 5	8	1,012	2 2	1,413	9 1	541	426	1,312	34,957	0 3	26 12	10
Totals for Colony in 1891	311	176,971	1,842,987	15 2	10 8	3	111,603	1,693,515	9 3	15 3	5	149,472	5 11	104,098	17 0	25,131	17,872	104,467	2,695,447	11 6	25 16	0
"	1800	296	1,658,543	3 5	10 3	6	106,868	1,500,437	9 5	14 0	9	158,105	14 0	92,319	0 6	23,719	17,256	97,208	2,441,876	18 7	25 2	4
"	1888	294	1,515,281	11 3	9 16	10	99,185	1,457,081	5 10	14 13	9	58,200	6 3	84,809	17 1	21,778	15,521	99,745	2,191,451	14 10	24 2	11
"	1887	283	1,544,747	7 11	10 12	6	96,204	1,387,471	1 10	14 8	5	157,276	6 1	78,080	6 0	21,307	16,543	84,488	2,048,441	10 9	24 4	10
"	1886	271	1,312,151	1 5	9 12	8	89,962	1,182,409	7 6	13 2	10	129,741	13 11	67,363	15 3	26,368	15,515	79,724	1,813,084	18 8	22 14	10
"	1885	256	1,248,405	6 11	9 0	11	84,832	1,336,287	6 4	14 19	8	76,695	14 11	65,225	9 6	21,071	16,757	74,871	1,615,979	9 6	21 1	8
"	1884	243	1,227,909	11 4	9 9	11	80,800	1,195,931	0 11	14 16	0	31,978	10 5	62,228	3 11	20,061	16,421	69,957	1,638,035	19 5	23 8	4
"	1883	222	1,178,474	4 1	9 4	8	78,408	1,225,719	18 3	16 10	8	183,253	2 10	54,909	13 11	21,014	16,447	65,717	1,499,112	0 7	22 15	2
"	1882	207	1,299,952	2 11	10 8	11	69,305	1,142,599	0 1	16 9	8	286,817	0 11	4,000	0 4	25,059	15,967	61,936	1,409,751	16 7	22 15	2
"	1881	190	1,180,012	2 7	9 8	11	60,137	902,195	1 8	15 0	1	83,937	5 6	32,202	12 4	16,137	12,217	38,667	1,232,787	16 10	23 7	6
"	1880	178	864,441	18 10	11 6	1	57,446	870,504	13 4	13 0	4	63,781	7 4	31,715	18 2	15,401	12,786	34,747	787,005	19 0	22 12	11
"	1879	165	812,399	11 10	11 6	1	54,698	770,180	19 3	16 0	8	20,030	17 9	31,604	12 9	13,005	9,634	32,132	810,971	8 2	25 9	7
"	1878	147	692,084	12 0	10 18	0	42,746	742,053	14 3	17 7	2	29,193	14 6	29,193	14 6	11,235	8,591	28,791	767,375	17 8	26 13	7
"	1877	138	681,294	13 2	11 3	6	39,363	667,923	7 4	17 12	8	28,762	4 7	28,762	4 7	11,273	8,681	24,534	727,295	7 8	29 17	9
"	1876	124	664,134	12 6	11 14	9	39,486	696,281	7 5	17 8	8	32,146	14 10	28,762	4 7	11,273	8,681	24,534	727,295	7 8	29 17	9
"	1875	119	567,653	4 0	11 4	4	36,977	720,759	17 9	19 14	8	14,271	5 9	26,935	3 5	16,346	16,346	17,132	664,867	5 10	35 9	0
"	1874	103	609,249	14 3	13 5	2	29,778	620,155	8 3	20 16	5	79,094	5 6	20,106	16 0	7,382	5,736	21,742	709,336	18 0	36 2	5
"	1873	97	580,542	5 5	14 10	2	21,268	455,908	3 5	20 0	5	54,634	2 0	1,800	0 7	6,205	3,188	13,566	499,666	7 0	36 2	5
"	1872	82	430,877	0 13	12 0	6	17,254	313,176	7 11	18 3	9	117,000	12 1	1,651	0 8	4,015	2,383	10,549	357,954	14 6	33 18	1
"	1871	81	312,338	18 4	12 13	6	14,773	261,347	16 3	17 13	9	50,991	2 1	1,264	0 9	4,304	2,277	8,317	295,372	1 7	35 10	3
"	1870	70	204,489	264,328	5 7	12 18	0	11,934	209,509	13 2	17 11	1	54,818	12 8	3,839	1,801	6,200	231,311	5 3	36 15	5	
"	-1869	59	171,133	240,898	5 6	14 1	2	9,292	185,518	4 1	19 8	7	87,442	8 0	3,839	1,801	6,200	231,311	5 3	36 15	5	
"	1868	55	130,14	194,535	11 6	14 18	11	6,365	107,094	17 3	16 16	6	789	0 9	789	0 9	789	103,518	15 7	38 9	1	
Totals for Colony from 1st Feb. to 31st Dec., 1867	46	6,977	96,372	7 10	13 16	3	1,919	26,415	18 9	13 15	3	69,956	9 1	1,241	5 0	2,520	364	2,156	71,497	14 1	33 0	5

Table No. 5.

BALANCE-SHEET of the New Zealand Post Office Account for the Year ended 31st December, 1891.

	Balances on 1st January, 1891.		Transactions.				Balances on 31st December, 1891.		
	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.			
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
<b>MONEY ORDER ACCOUNTS:—</b>									
Money orders .. .. .	18,134	5 9	..	..	729,917	3 1	730,438	12 6	
United Kingdom, &c. ..	..	..	16,660	17 5	74,128	11 11	73,010	0 9	
United States of America, &c. ..	..	..	138	19 1	4,331	5 0	3,400	11 8	
Victoria .. .. .	..	..	647	3 10	23,618	13 10	21,406	3 3	
South Australia .. .. .	88	13 8	..	..	1,514	0 4	1,346	8 9	
New South Wales .. .. .	521	17 9	..	..	41,754	7 3	42,057	0 11	
Queensland .. .. .	..	..	424	10 3	3,674	2 6	3,455	2 3	
Tasmania .. .. .	..	..	999	1 3	6,793	13 2	7,799	2 9	
Western Australia .. .. .	..	..	79	19 10	446	14 5	404	10 4	
Commission .. .. .	..	..	415	15 8	1,867	14 8	1,581	16 11	
<b>SAVINGS-BANK ACCOUNTS:—</b>									
Deposits and withdrawals ..	2,441,876	8 7	..	..	1,947,086	12 2	1,693,515	9 3	
Transfers .. .. .	1,159	17 4	..	..	116,358	12 4	116,577	3 11	
<b>TELEGRAPH ACCOUNTS:—</b>									
Receipts .. .. .	547	15 8	..	..	147,038	5 2	146,265	16 5	
New South Wales .. .. .	351	3 8	..	..	15,902	4 7	15,829	8 8	
New Zealand & Australian Cable	197	11 0	..	..	13,402	2 0	13,093	5 5	
<b>POSTAL REVENUE ACCOUNTS:—</b>									
Stamps .. .. .	98,808	0 1½	..	..	291,458	11 9	278,521	6 11½	
Postal Guides .. .. .	..	..	..	..	351	5 0	351	5 0	
Private box and bag rents ..	..	..	..	..	4,561	10 0	4,561	10 0	
Miscellaneous revenue .. .. .	..	..	..	..	291	18 10	291	18 10	
Money-order commission .. ..	..	..	..	..	9,649	14 9	9,649	14 9	
Total revenue .. .. .	6,730	0 3	..	..	192,941	13 11½	192,346	17 10	
<b>GENERAL ACCOUNTS:—</b>									
Post Office Account .. .. .	..	..	70,581	9 4	1,169,951	16 11½	1,170,272	11 0½	
Postmasters and Telegraphists	..	..	172,370	12 11½	3,432,582	8 10½	3,447,111	11 6	
Investments .. .. .	..	..	2,337,182	7 8	44,000	0 0	315,955	0 0	
Accrued interest on investments	..	..	19,162	13 6	19,162	13 6	20,645	9 5	
Advances to Treasury for pay- ments to London office on Money Order Account .. .. .	..	..	14,247	18 1	8,453	8 2	..	..	
Miscellaneous expenses .. .. .	..	..	3,407	15 8	341,620	17 7	326,276	9 9	
License-fees—Game .. .. .	..	..	..	..	1,401	5 0	1,401	5 0	
Government Insurance receipts	1,272	9 1	..	..	21,517	7 3	21,899	12 11	
Registration of births, &c. ..	118	11 6	..	..	1,521	7 0	1,542	14 0	
Receipts under Live-Stock Acts	..	..	..	..	11,344	8 0	11,344	8 0	
Machinery fees .. .. .	239	0 0	..	..	3,375	10 2	3,546	15 2	
Property-tax .. .. .	4,375	3 2	..	..	234,132	4 3	238,075	0 0	
Postal notes .. .. .	40,358	5 3½	..	..	76,066	17 6	78,401	14 6½	
Maintenance of private lines ..	..	..	..	..	700	6 9	700	6 9	
San Francisco contributions, moiety to Sydney .. .. .	125	1 9½	..	..	17	4 1	142	5 10½	
Consolidated revenue .. .. .	14	14 8	..	..	478	14 3	488	7 5	
Public Trust .. .. .	..	..	..	..	152	10 0	..	..	
Native Land Bill .. .. .	..	..	..	..	6	4 0	6	4 0	
Postage from London .. .. .	3,000	9 0	..	..	5,792	15 3	7,445	0 0	
Customs .. .. .	314	11 6	..	..	4,320	11 10	3,983	0 5½	
Hospital and charitable aid ..	..	..	..	..	20	9 5	17	3 4	
Profit and loss .. .. .	18,085	4 9	..	..	137,054	2 5	135,513	12 8	
<b>Totals .. .. .</b>	<b>2,636,319</b>	<b>4 6½</b>	<b>2,636,319</b>	<b>4 6½</b>	<b>9,140,671</b>	<b>18 11½</b>	<b>9,140,671</b>	<b>18 11½</b>	
							<b>2,911,389</b>	<b>6 9</b>	
								<b>2,911,389</b>	<b>6 9</b>

Table No. 6.

SECURITIES, &c., standing in the Name of the Postmaster-General on Account of the Post Office Savings-Bank Fund on the 31st December, 1891.

Description of Securities, &c.	Nominal Value.		Value at Cost Price.		Interest accrued but not received at Close of Year.	
	£	s. d.	£	s. d.	£	s. d.
Consolidated Loan 1867 Debentures, 4 per cent. .. ..	13,000	0 0	12,480	0 0	109	14 0
Consolidated Stock 1867 Debentures, 4½ per cent. .. ..	66,400	0 0	66,400	0 0	270	2 10
"Consolidated Stock Act 1884" Debentures, 4½ per cent. ..	662,339	0 0	662,427	0 0	2,596	16 4
"Consolidated Stock Act 1884" Debentures, 5 per cent. ..	250,000	0 0	250,000	0 0	1,130	2 10
Defence Loan 1870 Debentures, 4 per cent. .. ..	75,000	0 0	72,000	0 0	632	17 6
Defence Loan 1870 Debentures, 4½ per cent. .. ..	5,000	0 0	5,000	0 0	..	..
Deficiency Bills, 5 per cent. .. ..	232,600	0 0	232,600	0 0	..	..
District Railways Purchasing Act Debentures, 4 per cent. ..	42,000	0 0	36,076	17 8	418	17 0
District Railways Purchasing Act Scrip, 4 per cent. .. ..	34,100	0 0	34,100	0 0	340	1 3
General Purposes Loan 1873 Debentures, 4 per cent. .. ..	5,200	0 0	4,342	0 0	43	17 7
"Government Loans to Local Bodies Act 1886" Debentures, 5 per cent. .. ..	273,400	0 0	273,400	0 0	4,320	2 10
"Government Loans to Local Bodies Act 1886" Debentures, 4½ per cent. .. ..	2,000	0 0	2,000	0 0	..	..
Greymouth Harbour Board Debentures, 5 per cent. .. ..	50,000	0 0	50,080	0 0	1,253	8 6
Hamilton Borough Debentures, 5½ per cent. .. ..	3,000	0 0	3,000	0 0	68	14 3
Hokitika Harbour Board Debentures, 5 per cent. .. ..	10,000	0 0	10,000	0 0	68	9 10
Immigration and Public Works Loan 1870 Debentures, 4 per cent.	173,200	0 0	166,272	0 0	1,461	10 4
Immigration and Public Works Loan 1870 Debentures, 4½ per cent. .. ..	14,900	0 0	14,527	10 0	141	8 11
Imperial Immigration and Public Works Loan 1870 Guaranteed Debentures, 4 per cent. .. ..	324,000	0 0	324,000	0 0	1,065	4 0
North Rakaia River Board Debentures, 5 per cent. .. ..	4,500	0 0	4,500	0 0	93	14 0
Oamaru Borough Debentures, 5 per cent. .. ..	5,000	0 0	5,000	0 0	94	10 5
Oamaru Gas Bonds, 5 per cent. .. ..	8,800	0 0	8,800	0 0	36	3 3
Oamaru Harbour Mortgages, 5½ per cent. .. ..	33,000	0 0	33,000	0 0	760	16 1
Oamaru Harbour Mortgages, 5 per cent. .. ..	30,000	0 0	30,000	0 0	628	15 4
Patea Harbour Board Mortgages, 5 per cent. .. ..	10,000	0 0	10,000	0 0	72	12 1
Thames Borough Debentures, 6 per cent. .. ..	6,500	0 0	6,500	0 0	190	3 9
Thames Harbour Board Debentures, 6 per cent. .. ..	4,000	0 0	4,000	0 0	120	6 6
Treasury Bills, 4½ per cent. .. ..	88,000	0 0	88,000	0 0	..	..
Westport Harbour Board Debentures, 5 per cent. .. ..	200,000	0 0	200,632	0 0	4,116	0 6
Post Office Account .. ..	..	..	..	..	610	19 6
Totals .. ..	2,625,939	0 0	2,609,137	7 8	20,645	9 5

**Table No. 6a.**  
**POST-OFFICE SAVINGS-BANKS.**  
**BALANCE-SHEET for the Year ended 31st December, 1891.**

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance to credit of depositors, 1st Jan., 1891 .. .. .	2,441,876	8	7	Withdrawals .. .. .	1,693,515	9	3
Deposits .. .. .	1,842,987	15	2	Balance to credit of depositors, 31st December, 1891 .. .. .	2,695,447	11	6
Interest allowed to depositors .. .. .	104,098	17	0				
	<u>£4,388,963</u>	<u>0</u>	<u>9</u>		<u>£4,388,963</u>	<u>0</u>	<u>9</u>

<i>Dr.</i>	£	s.	d.	<i>Liabilities and Assets.</i>	£	s.	d.
Balance to credit of depositors, 31st December, 1891 .. .. .	2,695,447	11	6	Securities ( <i>vide</i> Table No. 6) .. .. .	2,609,137	7	8
				Balance—			
				Post Office Account,			
				on 31st December,			
				1891 .. .. .	£70,202	3	5
				Held by Postmasters .. .. .	16,108	0	5
					<u>86,310</u>	<u>3</u>	<u>10</u>
	<u>£2,695,447</u>	<u>11</u>	<u>6</u>		<u>£2,695,447</u>	<u>11</u>	<u>6</u>

<i>Dr.</i>	£	s.	d.	<i>Profit and Loss.</i>	£	s.	d.
Balance forward, 1st January, 1891 .. .. .	18,085	4	9	Interest credited to depositors, 1891 .. .. .	104,098	17	0
Interest on investments .. £137,054	2	5		Paid Public Account, expenses of manage-	5,000	0	0
Less—				ment .. .. .	7,000	0	0
Accrued interest to 31st December, 1890 .. £19,162	13	6		Savings Bank profits carried to revenue .. .. .	19,625	14	6
Refunds to Treasury .. .. .	252	2	2	Balance to next account .. .. .			
	<u>19,414</u>	<u>15</u>	<u>8</u>				
	<u>117,639</u>	<u>6</u>	<u>9</u>		<u>£135,724</u>	<u>11</u>	<u>11</u>
	<u>£135,724</u>	<u>11</u>	<u>6</u>				



**Table No. 7.—SAN FRANCISCO MAIL SERVICE.**  
 STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the San Francisco Mail Service.

FROM LONDON VIA SAN FRANCISCO.

AUCKLAND.			WELLINGTON.			DUNEDIN.			SYDNEY.			MELBOURNE.		
Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.	Date of Despatch from London.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	Date of Arrival in Dunedin.	No. of Days.	Date of Despatch from London.	Date of Arrival in Sydney.	No. of Days.	Date of Despatch from London.	Date of Arrival in Melbourne.	No. of Days.
1891. January 24	1891. March 13	48*	1891. January 24	1891. March 15	50*	1891. January 24	1891. March 17	53*	1891. January 24	1891. March 18	55*	1891. January 24	1891. March 19	54*
February 21	March 27	34	February 21	March 29	36	February 21	March 31	38	February 21	April 1	39	February 21	April 2	40
March 18	April 24	33	March 18	April 26	36	March 18	April 28	38	March 18	April 28	38	March 18	April 29	39
April 16	May 21	33	April 16	May 24	36	April 16	May 25	37	April 16	May 26	38	April 16	May 27	39
May 13	June 18	33	May 13	June 19	34	May 13	June 22	37	May 13	June 22	37	May 13	June 23	38
June 11	July 17	33	June 11	July 19	36	June 11	July 20	37	June 11	July 22	39	June 11	July 23	40
July 8	August 13	33	July 8	August 15	35	July 8	August 17	37	July 8	August 18	38	July 8	August 19	39
August 5	September 10	33	August 5	September 12	35	August 5	September 13	36	August 5	September 15	38	August 5	September 16	39
September 3	October 9	34	September 3	October 10	35	September 3	October 12	37	September 3	October 14	39	September 3	October 15	40
October 1	November 7	33	October 1	November 9	37	October 1	November 10	38	October 1	November 12	40	October 1	November 13	41
October 31	December 3	33	October 31	December 5	35	October 31	December 7	37	October 31	December 8	38	October 31	December 9	39
November 28	1892. January 1	34	November 28	1892. January 3	36	November 28	1892. January 4	37	November 28	1892. January 6	39	November 28	1892. January 7	40
December 26	February 1	37	December 26	February 3	39	December 26	February 4	40	December 26	February 5	41	December 26	February 6	42
Maximum	...	48	...	...	50	...	...	52	...	...	53	...	...	54
Minimum	...	33	...	...	34	...	...	36	...	...	37	...	...	38
Average	...	35	...	...	36.92	...	...	38.54	...	...	39.77	...	...	40.77

\* Steamer delayed in San Francisco repairing broken shaft.

TO LONDON VIA SAN FRANCISCO.

MELBOURNE.			SYDNEY.			DUNEDIN.			WELLINGTON.			AUCKLAND.		
Date of Despatch from Melbourne.	Date of Arrival in London.	No. of Days.	Date of Despatch from Sydney.	Date of Arrival in London.	No. of Days.	Date of Despatch from Dunedin.	Date of Arrival in London.	No. of Days.	Date of Despatch from Wellington.	Date of Arrival in London.	No. of Days.	Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.
1891. January 20	1891. March 1	40	1891. January 21	1891. March 1	39	1890. January 23	1891. March 1	37	1891. January 24	1891. March 1	36	1891. January 26	1891. March 1	34
February 22	April 1	38	February 23	April 1	37	February 25	April 1	35	February 26	April 1	34	February 28	April 1	32
March 18	April 30	40	March 23	April 30	38	March 25	April 30	36	March 26	April 30	35	March 28	April 30	33
April 16	May 27	39	April 20	May 27	37	April 22	May 27	35	April 23	May 27	34	April 25	May 27	32
May 13	June 23	40	May 18	June 25	38	May 20	June 25	36	May 21	June 25	35	May 23	June 25	33
June 11	July 23	40	June 15	July 23	38	June 17	July 23	36	June 18	July 23	35	June 20	July 23	33
July 8	August 19	39	July 13	August 19	37	July 15	August 19	35	July 16	August 19	34	July 18	August 19	32
August 5	September 20	41	August 11	September 20	40	August 12	September 20	38*	August 13	September 20	38*	August 18	September 20	34*
September 3	October 15	40	September 7	October 15	38	September 9	October 15	36	September 10	October 15	35	September 12	October 15	33
October 1	November 11	39	October 5	November 11	37	October 7	November 11	35	October 8	November 11	34	October 10	November 11	32
October 31	December 9	39	November 2	December 9	37	November 4	December 9	35	November 5	December 9	34	November 7	December 9	32
November 28	1892. January 7	40	November 30	1892. January 7	38	December 2	1892. January 7	36	December 3	1892. January 7	35	December 5	1892. January 7	33
Maximum	...	41	...	...	40	...	...	39	...	...	38	...	...	34
Minimum	...	38	...	...	37	...	...	35	...	...	34	...	...	32
Average	...	39.58	...	...	37.93	...	...	35.92	...	...	34.92	...	...	32.75

\* Mail delayed in Auckland through late arrival of mail steamer from Sydney owing to stress of weather.

**Table No. 8.—DIRECT MAIL SERVICE.**

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Direct Mail Service of the New Zealand Shipping Company.

FROM LONDON VIA PLYMOUTH.				CHRISTCHURCH.				WELLINGTON.				AUCKLAND.					
DUNEDIN.		INVERCARGILL.		CHRISTCHURCH.		WELLINGTON.		AUCKLAND.		CHRISTCHURCH.		WELLINGTON.		AUCKLAND.			
Date of Despatch from London.	Date of Arrival in Dunedin.	No. of Days.	Date of Despatch from London.	Date of Arrival in Invercargill.	No. of Days.	Date of Despatch from London.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.	Date of Despatch from London.	Date of Arrival in Christchurch.	No. of Days.	Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.
1891. January 9	1891. February 27	49	1891. January 9	1891. February 27	49	1891. January 9	1891. February 25	47	1891. January 9	1891. February 28	50	1891. January 9	1891. February 28	50	1891. January 6	1891. February 28	50
1891. February 6	1891. March 27	49	1891. February 6	1891. March 27	49	1891. February 6	1891. March 25	47	1891. February 6	1891. March 28	50	1891. February 6	1891. March 27	49	1891. February 6	1891. March 27	49
1891. March 6	1891. April 23	48	1891. March 6	1891. April 23	48	1891. March 6	1891. April 19	46	1891. March 6	1891. April 23	48	1891. March 6	1891. April 23	48	1891. March 4	1891. April 23	48
1891. April 4	1891. May 22	47	1891. April 4	1891. May 22	47	1891. April 4	1891. May 14	45	1891. April 4	1891. May 22	47	1891. April 4	1891. May 22	47	1891. April 1	1891. May 22	47
1891. May 1	1891. June 17	47	1891. May 1	1891. June 17	47	1891. May 1	1891. June 15	44	1891. May 1	1891. June 17	47	1891. May 1	1891. June 17	47	1891. May 30	1891. June 17	47
1891. May 30	1891. July 18	49	1891. May 30	1891. July 18	49	1891. May 30	1891. July 15	46	1891. May 30	1891. July 18	49	1891. May 30	1891. July 18	49	1891. June 27	1891. July 18	49
1891. June 1	1891. August 15	49	1891. June 1	1891. August 15	49	1891. June 1	1891. August 13	47	1891. June 1	1891. August 15	49	1891. June 1	1891. August 15	49	1891. July 24	1891. August 15	49
1891. June 30	1891. September 11	49	1891. June 30	1891. September 11	49	1891. June 30	1891. September 9	47	1891. June 30	1891. September 11	49	1891. June 30	1891. September 11	49	1891. August 21	1891. September 11	49
1891. July 1	1891. October 8	48	1891. July 1	1891. October 8	48	1891. July 1	1891. October 5	45	1891. July 1	1891. October 8	48	1891. July 1	1891. October 8	48	1891. August 21	1891. October 8	48
1891. July 24	1891. November 11	49	1891. July 24	1891. November 11	49	1891. July 24	1891. November 3	46	1891. July 24	1891. November 11	49	1891. July 24	1891. November 11	49	1891. September 18	1891. November 11	49
1891. August 15	1891. December 3	48	1891. August 15	1891. December 3	48	1891. August 15	1891. December 1	46	1891. August 15	1891. December 3	48	1891. August 15	1891. December 3	48	1891. October 16	1891. December 3	48
1891. August 21	1891. December 31	48	1891. August 21	1891. December 31	48	1891. August 21	1891. December 28	45	1891. August 21	1891. December 31	48	1891. August 21	1891. December 28	45	1891. November 13	1891. December 31	48
1891. September 18	1891. November 5	48	1891. September 18	1891. November 5	48	1891. September 18	1891. November 1	46	1891. September 18	1891. November 5	48	1891. September 18	1891. November 5	48	1891. Maximum	1891. November 5	48
1891. October 16	1891. November 13	47	1891. October 16	1891. November 13	47	1891. October 16	1891. November 13	45	1891. October 16	1891. November 13	47	1891. October 16	1891. November 13	47	1891. Minimum	1891. November 13	47
1891. November 13	1891. December 31	48	1891. November 13	1891. December 31	48	1891. November 13	1891. December 28	45	1891. November 13	1891. December 31	48	1891. November 13	1891. December 28	45	1891. Average	1891. December 31	48
Maximum	..	50	..	..	49	..	..	47	..	..	50	..	..	49	..	..	50
Minimum	..	47	..	..	45	..	..	44	..	..	44	..	..	40	..	..	47
Average	..	48.42	..	..	47.5	..	..	45.92	..	..	48.25	..	..	44.92	..	..	48.42

TO LONDON VIA PLYMOUTH.				CHRISTCHURCH.				WELLINGTON.				AUCKLAND.					
DUNEDIN.		INVERCARGILL.		CHRISTCHURCH.		WELLINGTON.		AUCKLAND.		CHRISTCHURCH.		WELLINGTON.		AUCKLAND.			
Date of Despatch from Invercargill.	Date of Arrival in London.	No. of Days.	Date of Despatch from Invercargill.	Date of Arrival in London.	No. of Days.	Date of Despatch from Wellington.	Date of Arrival in London.	No. of Days.	Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.	Date of Despatch from Christchurch.	Date of Arrival in London.	No. of Days.	Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.
1891. January 6	1891. February 19	44	1891. January 6	1891. February 19	44	1891. January 8	1891. February 19	42	1891. January 5	1891. February 19	45	1891. January 7	1891. February 19	43	1891. January 19	1891. February 19	44
1891. February 3	1891. March 18	44	1891. February 3	1891. March 18	44	1891. February 4	1891. March 18	41	1891. February 4	1891. March 18	44	1891. February 4	1891. March 18	41	1891. February 16	1891. March 18	44
1891. March 2	1891. April 16	44	1891. March 2	1891. April 16	44	1891. March 3	1891. April 16	43	1891. March 3	1891. April 16	45	1891. March 3	1891. April 16	43	1891. March 16	1891. April 16	44
1891. April 2	1891. May 23	51	1891. April 2	1891. May 23	51	1891. April 1	1891. May 23	50	1891. April 1	1891. May 23	51	1891. April 1	1891. May 23	50	1891. April 14	1891. May 23	51
1891. April 30	1891. June 14	45	1891. April 30	1891. June 14	45	1891. May 2	1891. June 14	43	1891. May 2	1891. June 14	44	1891. May 2	1891. June 14	43	1891. May 11	1891. June 14	45
1891. May 11	1891. July 11	44	1891. May 11	1891. July 11	44	1891. May 29	1891. July 11	43	1891. May 29	1891. July 11	44	1891. May 29	1891. July 11	43	1891. June 6	1891. July 11	44
1891. June 11	1891. August 6	42	1891. June 11	1891. August 6	42	1891. June 26	1891. August 6	41	1891. June 26	1891. August 6	43	1891. June 26	1891. August 6	41	1891. July 6	1891. August 6	42
1891. June 25	1891. September 4	42	1891. June 25	1891. September 4	42	1891. July 24	1891. September 4	41	1891. July 24	1891. September 4	44	1891. July 24	1891. September 4	41	1891. August 4	1891. September 4	42
1891. July 23	1891. October 7	43	1891. July 23	1891. October 7	43	1891. August 21	1891. October 7	42	1891. August 21	1891. October 7	44	1891. August 21	1891. October 7	42	1891. September 7	1891. October 7	43
1891. August 17	1891. November 7	43	1891. August 17	1891. November 7	43	1891. September 18	1891. November 7	42	1891. September 18	1891. November 7	44	1891. September 18	1891. November 7	42	1891. October 30	1891. November 7	43
1891. September 15	1891. December 28	44	1891. September 15	1891. December 28	44	1891. October 16	1891. December 28	42	1891. October 16	1891. December 28	44	1891. October 16	1891. December 28	42	1891. November 28	1891. December 28	44
1891. October 12	1891. December 24	42	1891. October 12	1891. December 24	42	1891. November 13	1891. December 24	40	1891. November 13	1891. December 24	42	1891. November 13	1891. December 24	40	1891. Maximum	1891. December 24	42
Maximum	..	51	..	..	49	..	..	50	..	..	51	..	..	49	..	..	51
Minimum	..	42	..	..	40	..	..	40	..	..	42	..	..	40	..	..	42
Average	..	44.92	..	..	42.83	..	..	42.83	..	..	44.92	..	..	42.83	..	..	44.5



Table No. 9.—PENINSULAR AND ORIENTAL MAIL SERVICE—continued.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Peninsular and Oriental Line—continued.

AUCKLAND.			WELLINGTON.			BLUFF.			SYDNEY.			MELBOURNE.		
Date of Despatch from Auckland.	No. of Days.	Date of Arrival in London.	Date of Despatch from Wellington.	No. of Days.	Date of Arrival in London.	Date of Despatch from Bluff.	No. of Days.	Date of Arrival in London.	Date of Despatch from Sydney.	No. of Days.	Date of Arrival in London.	Date of Despatch from Melbourne.	No. of Days.	Date of Arrival in London.
1891. January 7	47	1891. February 23	1891. January 9	45	1891. February 23	1891. January 19	45	1891. February 23	1891. January 19	35	1891. February 20	1891. January 20	34	1891. February 23
January 27	41	March 9	January 23	45	March 9	February 2	45	March 9	February 2	35	February 3	February 3	34	March 9
February 10	40	March 22	February 6	44	March 22	February 16	44	March 22	February 16	34	February 17	February 17	33	March 22
March ..	..	.. ..	February 19	46	April 6	March 6	45	April 6	March 6	35	March 3	March 3	34	April 6
March 10	40	April 19	March 6	44	April 19	March 21	44	April 19	March 21	34	March 17	March 17	33	April 19
March 24	42	May 5	March 19	47	May 5	March 21	45	May 5	March 30	36	March 31	March 31	35	May 5
April ..	..	.. ..	April 19	41	June 1	April 4	44	June 1	April 13	35	April 14	April 14	34	May 18
April 18	44	June 14	April 19	41	June 14	April 19	43	June 14	April 27	35	May 18	May 18	34	June 18
April 29	46	June 30	May 4	41	July 14	May 2	43	July 14	May 11	34	June 14	June 14	34	July 14
May 14	47	.. ..	May 30	45	.. ..	May 15	46	.. ..	June 8	36	June 14	June 14	35	July 14
.. ..	..	.. ..	June 14	44	.. ..	June 15	42	.. ..	June 22	35	July 14	July 14	34	July 27
.. ..	..	.. ..	.. ..	44	.. ..	.. ..	47	.. ..	July 6	37	July 27	July 27	36	August 12
July ..	..	.. ..	.. ..	44	.. ..	.. ..	43	.. ..	July 20	34	August 12	August 12	33	August 23
July 8	46	August 23	.. ..	45	.. ..	.. ..	46	.. ..	August 3	36	August 23	August 23	35	Sept. 8
August ..	..	.. ..	.. ..	45	.. ..	.. ..	44	.. ..	August 17	34	Sept. 8	Sept. 8	33	Sept. 20
August 5	46	.. ..	.. ..	44	.. ..	.. ..	44	.. ..	August 31	38	Sept. 20	Sept. 20	37	Oct. 8
.. ..	..	.. ..	.. ..	44	.. ..	.. ..	48	.. ..	Sept. 14	34	Oct. 8	Oct. 8	33	Oct. 18
.. ..	..	.. ..	.. ..	44	.. ..	.. ..	43	.. ..	Sept. 28	35	Oct. 18	Sept. 29	34	Nov. 2
.. ..	..	.. ..	.. ..	45	.. ..	.. ..	45	.. ..	Oct. 12	35	Nov. 2	Oct. 13	34	Nov. 16
.. ..	..	.. ..	.. ..	44	.. ..	.. ..	44	.. ..	Oct. 26	33	Nov. 16	Oct. 27	32	Nov. 28
.. ..	..	.. ..	.. ..	40	.. ..	.. ..	40	.. ..	Nov. 9	35	Nov. 28	Nov. 10	34	Dec. 14
.. ..	..	.. ..	.. ..	45	.. ..	.. ..	45	.. ..	Nov. 23	36	Dec. 14	Nov. 24	34	Dec. 29
.. ..	..	.. ..	.. ..	45	.. ..	.. ..	45	.. ..	Dec. 7	34	Dec. 29	Dec. 29	35	1892. January 10
.. ..	..	.. ..	.. ..	44	.. ..	.. ..	44	.. ..	Dec. 21	34	1892. January 10	Dec. 22	33	January 24
.. ..	..	.. ..	.. ..	39	.. ..	.. ..	41	.. ..	1892. January 4	35	1892. January 24	1892. January 5	34	February 8
December 30	40	1892. February 8	December 31	46	February 8	December 31	39	February 8	1892. February 4	..	February 8	.. ..	..	.. ..
.. ..	..	.. ..	.. ..	47	.. ..	.. ..	48	.. ..	.. ..	38	.. ..	.. ..	..	.. ..
.. ..	..	.. ..	.. ..	39	.. ..	.. ..	39	.. ..	.. ..	33	.. ..	.. ..	..	.. ..
.. ..	..	.. ..	.. ..	43 91	.. ..	.. ..	44 08	.. ..	.. ..	35 00	.. ..	.. ..	..	.. ..
.. ..	..	.. ..	.. ..	43 55	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	..	.. ..
Maximum	47	.. ..	.. ..	47	.. ..	.. ..	48	.. ..	.. ..	38	.. ..	.. ..	..	.. ..
Minimum	40	.. ..	.. ..	39	.. ..	.. ..	39	.. ..	.. ..	33	.. ..	.. ..	..	.. ..
Average	43 55	.. ..	.. ..	43 91	.. ..	.. ..	44 08	.. ..	.. ..	35 00	.. ..	.. ..	..	.. ..

Table No. 10.—ORIENT MAIL SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Orient Line.

FROM LONDON VIA ORIENT PACKETS.

MELBOURNE.		SYDNEY.		BLUFF.		CHRISTCHURCH.		WELLINGTON.		AUCKLAND.	
Date of Despatch from London.	Date of Arrival in Melbourne.	Date of Despatch from London.	Date of Arrival in Sydney.	Date of Despatch from London.	Date of Arrival at Bluff.	Date of Despatch from London.	Date of Arrival at Christchurch.	Date of Despatch from London.	Date of Arrival in Wellington.	Date of Despatch from London.	Date of Arrival in Auckland.
1891. Jan. 9	1891. Feb. 11	1891. Jan. 9	1891. Feb. 12	1891. Jan. 9	1891. Feb. 24	1891. Jan. 9	1891. Feb. 26	1891. Jan. 9	1891. Feb. 26	1891. Jan. 9	1891. Feb. 17
Jan. 23	Feb. 26	Jan. 23	Feb. 27	Jan. 23	March 9	Jan. 23	March 11	Jan. 23	March 13	Jan. 23	March 12
Feb. 6	March 11	Feb. 6	March 12	Feb. 6	March 23	Feb. 6	March 24	Feb. 6	March 25	Feb. 6	March 18
Feb. 20	March 25	Feb. 20	March 26	Feb. 20	April 1	Feb. 20	April 2	Feb. 20	April 4	Feb. 20	March 31
March 6	April 8	March 6	April 9	March 6	April 13	March 6	April 14	March 6	April 15	March 6	April 14
March 20	April 22	March 20	April 23	March 20	April 27	March 20	April 28	March 20	April 29	March 20	April 29
April 3	May 8	April 3	May 9	April 3	May 18	April 3	May 19	April 3	May 18	April 3	May 20
April 17	May 21	April 17	May 22	April 17	June 1	April 17	June 2	April 17	June 3	April 17	May 27
May 1	June 3	May 1	June 4	May 1	June 15	May 1	June 16	May 1	June 16	May 1	June 9
May 15	June 17	May 15	June 18	May 15	June 23	May 15	June 24	May 15	June 26	May 15	June 25
May 29	July 1	May 29	July 4	May 29	July 13	May 29	July 14	May 29	July 20	May 29	July 13
June 12	July 15	June 12	July 16	June 12	July 21	June 12	July 22	June 12	July 24	June 12	July 22
June 26	July 29	June 26	July 30	June 26	August 10	June 26	August 11	June 26	August 18	June 26	August 4
July 10	August 13	July 10	August 14	July 10	August 20	July 10	August 21	July 10	August 23	July 10	August 22
July 24	August 26	July 24	August 27	July 24	Sept. 7	July 24	Sept. 8	July 24	Sept. 10	July 24	Sept. 16
Aug. 7	Sept. 10	Aug. 7	Sept. 11	Aug. 7	Sept. 21	Aug. 7	Sept. 22	Aug. 7	Sept. 24	Aug. 7	Sept. 16
Aug. 21	Sept. 26	Aug. 21	Sept. 28	Aug. 21	Oct. 5	Aug. 21	Oct. 6	Aug. 21	Oct. 7	Aug. 21	Oct. 9
Sept. 4	Oct. 8	Sept. 4	Oct. 9	Sept. 4	Oct. 19	Sept. 4	Oct. 20	Sept. 4	Oct. 21	Sept. 4	Oct. 19
Sept. 18	Oct. 21	Sept. 18	Oct. 22	Sept. 18	Nov. 2	Sept. 18	Nov. 3	Sept. 18	Oct. 31	Sept. 18	Oct. 27
Oct. 2	Nov. 6	Oct. 2	Nov. 7	Oct. 2	Nov. 17	Oct. 2	Nov. 18	Oct. 2	Nov. 28	Oct. 2	Nov. 24
Oct. 16	Nov. 18	Oct. 16	Nov. 19	Oct. 16	Dec. 1	Oct. 16	Dec. 1	Oct. 16	Nov. 11	Oct. 16	Nov. 24
Oct. 30	Dec. 2	Oct. 30	Dec. 3	Oct. 30	Dec. 14	Oct. 30	Dec. 15	Oct. 30	Dec. 28	Oct. 30	Dec. 9
Nov. 13	Dec. 18	Nov. 13	Dec. 19	Nov. 13	Dec. 28	Nov. 13	Dec. 29	Nov. 13	Dec. 31	Nov. 13	Dec. 30
Nov. 27	Dec. 30	Nov. 27	Dec. 31	Nov. 27	Jan. 10	Nov. 27	Jan. 12	Nov. 27	Jan. 9	Nov. 27	Jan. 5
Dec. 11	Jan. 14	Dec. 11	Jan. 15	Dec. 11	Jan. 25	Dec. 11	Jan. 26	Dec. 11	Jan. 25	Dec. 11	Jan. 21
Dec. 25	Jan. 28	Dec. 25	Jan. 29	Dec. 25	Feb. 9	Dec. 25	Feb. 10	Dec. 25	Feb. 8	Dec. 25	Feb. 10
Maximum	...	...	...	...	...	...	...	...	...	...	...
Minimum	36	38	34	46	48	46	48	46	45	46	45
Average	33.69	34.73	34.73	43.73	43.73	43.73	44.62	43.73	43.96	43.96	42.19



Table No. 11.

TABLE showing the estimated Number of Letters, Post-cards, Book-packets, and Newspapers delivered and posted, within the several Postal Districts of New Zealand, during the Year ended 31st December, 1891.

Postal Districts.	Delivered.				Posted.			
	Letters.	Post-cards.	Books, &c.	Newspapers.	Letters.	Post-cards.	Books, &c.	Newspapers.
Auckland .. ..	5,705,466	232,362	814,099	2,543,905	4,682,483	273,533	753,558	2,294,890
Thames .. ..	446,693	17,550	55,458	247,962	377,117	9,737	30,641	104,455
New Plymouth .. ..	415,714	28,028	43,706	208,403	382,551	23,595	29,848	134,680
Gisborne .. ..	215,852	5,395	45,292	169,052	184,587	5,564	24,531	65,663
Napier .. ..	1,060,553	44,746	129,155	436,137	1,191,918	43,836	205,491	331,058
Wanganui .. ..	1,148,667	66,911	148,161	527,046	1,189,084	101,686	207,857	266,591
Wellington .. ..	4,068,402	138,645	597,311	1,434,979	4,072,614	126,204	685,789	1,196,286
Nelson .. ..	510,471	31,317	63,089	212,095	519,662	25,155	92,573	119,379
Westport .. ..	201,201	9,399	29,276	153,270	199,355	4,316	12,350	76,752
Greymouth .. ..	317,629	12,571	53,222	211,107	338,429	9,399	53,573	147,004
Hokitika .. ..	175,864	7,709	30,108	128,245	168,311	3,458	18,928	71,916
Blenheim .. ..	344,643	12,184	52,247	210,483	347,880	8,242	42,627	103,740
Christchurch .. ..	3,442,140	178,789	454,519	935,688	3,723,590	228,345	576,953	1,651,910
Timaru .. ..	801,034	54,951	128,531	298,610	896,610	50,284	135,057	161,317
Oamaru .. ..	463,242	30,342	67,912	150,371	472,355	25,298	66,690	92,365
Dunedin .. ..	3,272,386	145,288	444,132	1,222,442	3,631,979	155,259	690,911	1,477,177
Invercargill .. ..	1,277,445	81,601	186,563	678,431	1,366,937	87,230	200,603	438,503
Totals .. ..	23,867,402	1,097,788	3,342,781	9,768,226	23,745,462	1,181,141	3,827,980	8,733,686
Previous year .. ..	22,415,263	1,019,434	2,838,329	9,221,212	21,501,937	991,065	3,320,801	8,691,522

Table No. 12.

TABLE showing the Number of Letters, Book-packets, and Newspapers received from and despatched to Places outside the Colony during the Year ended 31st December, 1891.

	Received.			Despatched.		
	Letters.	Books, &c.	Newspapers.	Letters.	Books, &c.	Newspapers.
United Kingdom—						
<i>Viâ</i> San Francisco .. ..	387,332	166,101	721,600	449,840	59,509	361,361
<i>Viâ</i> Direct contract packets .. ..	289,855	112,570	587,063	144,357	19,063	90,706
<i>Viâ</i> Direct non-contract packets .. ..	6,617	234	1,689	36,509	5,911	9,587
<i>Viâ</i> P. and O. and Orient lines .. ..	82,550	38,745	158,461	14,036	983	2,808
Australian Colonies .. ..	728,391	814,952	944,880	659,376	78,113	554,900
Other places .. ..	116,197	84,291	164,821	103,685	17,810	110,437
Totals .. ..	1,610,942	1,211,893	2,578,514	1,407,803	181,389	1,129,799
Previous year .. ..	1,375,383	1,082,880	2,446,324	1,310,206	177,016	1,145,126

Table No. 13.

TABLE showing the Number of Letters, Post-cards, Books, &c., and Newspapers delivered by the Letter-carriers from the Post Offices within the several Postal Districts during the Year ended 31st December, 1891.

Postal Districts.	Letters.	Post-cards.	Books, Circulars, &c.	Newspapers.
Auckland .. ..	2,294,371	67,964	186,591	465,209
Thames .. ..	157,873	10,717	13,601	53,936
New Plymouth .. ..	157,525	15,467	20,721	92,027
Gisborne .. ..	52,698	2,270	8,283	25,378
Napier .. ..	336,610	13,162	26,966	57,099
Wanganui .. ..	273,888	16,700	43,232	106,627
Wellington .. ..	1,161,294	39,388	128,389	272,412
Nelson .. ..	171,006	9,424	22,582	74,632
Westport .. ..	47,063	2,262	7,421	17,194
Greymouth .. ..	129,127	5,334	16,569	52,634
Hokitika .. ..	63,336	2,384	7,771	36,579
Blenheim .. ..	81,217	5,356	18,128	51,666
Christchurch .. ..	1,547,679	78,890	204,699	356,763
Timaru .. ..	188,426	17,410	29,449	58,696
Oamaru .. ..	120,059	10,176	19,575	23,132
Dunedin .. ..	1,226,622	44,042	174,563	316,674
Invercargill .. ..	316,814	23,553	74,581	123,175
Totals .. ..	8,325,608	364,499	1,003,121	2,183,833

Table No. 14.

TABLE showing the Estimated Postal Revenue, and the Estimated Number of Letters, Post-cards, Books, and Newspapers delivered and posted, within the several Postal Districts, during the Years 1875, 1885, 1890, and 1891.

Postal Districts.	Revenue.			Letters.		Post-cards.		Books.		Newspapers.		
				Delivered.	Posted.	Delivered.	Posted.	Delivered.	Posted.	Delivered.	Posted.	
Auckland—	1875	£	s.	d.	782,329	779,617	...	...	...	...	647,325	326,248
	1885	13,133	11	0	3,776,630	3,206,294	126,646	127,946	277,927	176,150	1,400,906	1,339,468
	1890	59,005	16	1	5,083,429	4,286,499	208,780	233,845	620,217	660,281	2,152,878	2,155,040
	1891	51,440	11	3	5,705,466	4,682,483	232,362	273,533	814,099	753,558	2,543,905	2,294,890
Thames—	1875	1,664	0	6	119,418	109,954	...	...	...	...	52,223	52,886
	1885	3,887	11	3	369,100	359,550	10,374	11,310	24,674	18,681	240,569	187,317
	1890	3,920	5	7	435,656	347,538	15,041	10,701	56,680	24,330	224,939	111,172
	1891	3,980	1	0	446,693	377,117	17,550	9,737	55,458	30,641	247,962	104,455
New Plymouth—	1875	1,815	9	5	97,040	89,469	...	...	...	...	72,462	49,032
	1885	3,210	16	4	261,426	225,966	23,179	24,037	34,545	26,676	168,844	98,280
	1890	3,812	1	7	323,492	308,016	24,154	29,083	48,490	20,076	208,819	107,141
	1891	5,261	15	3	415,714	382,551	28,028	23,595	43,706	29,848	208,403	134,680
Gisborne—	1875	...	...	...	...	...	...	...	...	...	...	...
	1885	1,545	13	0	153,998	132,210	1,846	2,990	10,699	12,870	115,089	71,682
	1890	2,353	9	8	198,744	180,656	4,810	2,560	63,232	34,991	167,193	71,151
	1891	2,266	4	2	215,852	184,587	5,395	5,564	45,292	24,531	169,052	65,663
Napier—	1875	4,076	19	8	186,993	230,973	...	...	...	...	128,480	150,750
	1885	7,953	16	0	795,236	711,282	21,203	21,437	75,283	52,286	354,159	309,985
	1890	10,953	18	2	1,039,636	998,733	38,675	33,521	121,212	105,202	474,591	338,990
	1891	12,365	8	8	1,060,553	1,191,918	44,746	43,836	129,155	205,491	436,137	331,958
Wanganui—	1875	...	...	...	...	...	...	...	...	...	...	...
	1885	8,219	18	7	872,430	710,775	34,658	36,594	137,956	52,871	441,792	193,700
	1890	11,955	4	7	1,038,882	1,078,236	63,089	65,440	109,850	146,583	469,352	229,893
	1891	13,210	11	9	1,148,667	1,189,084	66,911	101,686	148,161	207,857	527,046	266,591
Wellington—	1875	51,050	5	8	802,950	922,177	...	...	...	...	596,768	476,650
	1885	68,085	14	7	2,813,460	2,375,529	66,443	65,104	241,020	337,140	848,601	897,728
	1890	76,912	9	9	3,766,685	3,711,877	134,498	115,071	524,589	750,905	1,327,664	1,340,232
	1891	76,153	4	9	4,068,402	4,072,614	138,645	126,204	597,311	685,780	1,434,979	1,196,286
Nelson—	1875	2,399	11	10	205,716	180,797	...	...	...	...	145,470	111,769
	1885	4,667	18	1	456,222	411,034	10,543	13,234	55,536	35,526	203,346	117,923
	1890	5,103	6	0	464,477	443,755	22,334	21,848	62,517	62,840	234,767	124,341
	1891	5,625	15	11	510,471	519,662	31,317	25,155	63,089	92,573	212,095	119,379
Westport—	1875	1,053	6	2	73,527	57,447	...	...	...	...	95,237	51,258
	1885	1,432	19	2	121,589	114,699	3,718	2,730	10,634	5,547	83,772	45,119
	1890	1,967	2	1	190,879	169,889	5,642	5,541	21,164	9,112	156,936	73,686
	1891	2,193	8	0	201,201	199,355	9,399	4,316	29,276	12,350	153,270	76,752
Greymouth—	1875	2,171	13	7	146,702	167,980	...	...	...	...	130,734	153,106
	1885	2,920	0	8	266,682	237,929	6,240	5,330	26,546	14,690	190,554	130,552
	1890	3,973	1	10	368,108	347,354	9,165	8,548	52,975	37,079	253,474	136,106
	1891	3,761	0	8	317,629	338,429	12,571	9,399	53,222	53,573	211,107	147,004
Hokitika—	1875	1,816	0	9	121,517	121,743	...	...	...	...	151,832	68,695
	1885	2,154	3	1	208,975	169,065	6,214	6,071	21,615	10,361	168,766	85,003
	1890	1,996	5	4	187,889	158,755	8,333	5,003	31,356	16,675	141,493	65,781
	1891	1,998	11	11	175,864	168,311	7,709	3,458	30,108	18,928	128,245	71,916
Blenheim—	1875	1,719	9	0	153,723	131,624	...	...	...	...	153,124	60,787
	1885	2,952	6	0	308,529	242,619	11,479	4,173	31,525	13,936	154,544	78,520
	1890	3,908	14	7	334,815	317,523	10,608	9,007	49,452	41,176	204,711	89,323
	1891	4,121	9	7	344,643	347,880	12,184	8,242	52,247	42,627	210,483	103,740
Christchurch—	1875	17,582	19	8	1,052,071	1,000,864	...	...	...	...	529,554	295,420
	1885	31,836	10	0	3,212,638	2,848,443	129,549	145,054	266,223	269,438	1,051,934	1,193,558
	1890	36,226	7	6	3,398,291	3,398,556	186,329	181,128	384,475	505,820	949,806	1,260,362
	1891	39,720	10	7	3,442,140	3,723,590	178,789	228,345	454,519	576,953	935,688	1,651,910
Timaru—	1875	...	...	...	...	...	...	...	...	...	...	...
	1885	6,454	6	2	783,900	607,516	33,670	33,553	69,593	35,204	234,260	127,036
	1890	8,783	14	4	782,184	771,361	50,037	45,745	97,786	99,251	274,001	148,566
	1891	9,761	18	7	801,034	896,610	54,951	50,284	128,531	135,057	298,610	161,317
Oamaru—	1875	...	...	...	...	...	...	...	...	...	...	...
	1885	3,998	7	6	569,101	370,721	15,587	15,990	52,156	26,403	271,180	106,444
	1890	4,355	19	6	447,213	409,695	30,615	26,247	59,423	49,815	134,355	85,713
	1891	4,865	16	11	463,242	472,355	30,342	25,298	67,912	66,690	150,371	92,365
Dunedin—	1875	20,891	5	9	1,106,168	1,343,748	...	...	...	...	1,142,015	872,706
	1885	32,468	19	10	3,231,124	2,820,025	97,812	119,119	240,409	373,035	1,168,778	1,284,114
	1890	36,908	12	2	3,147,690	3,406,250	138,320	136,841	396,162	495,592	1,233,895	1,954,939
	1891	38,355	1	8	3,272,386	3,631,979	145,288	155,259	444,132	690,911	1,222,442	1,477,177
Invercargill—	1875	3,121	5	9	205,249	238,145	...	...	...	...	181,133	120,913
	1885	9,873	14	10	1,170,338	924,820	54,561	31,629	94,367	87,438	588,276	274,979
	1890	12,296	1	2	1,207,193	1,167,244	69,004	60,936	138,749	201,073	612,638	309,086
	1891	13,690	18	4	1,277,445	1,360,937	81,601	87,230	186,563	200,603	678,431	438,503
Totals—	1875	122,495	18	9	5,053,403	5,374,448	...	...	...	...	4,026,457	2,784,820
	1885	229,299	7	6	19,371,378	16,458,477	653,722	666,211	1,670,708	1,595,252	7,685,370	6,548,508
	1890	275,432	9	11	22,415,263	21,501,937	1,019,434	991,065	2,838,329	3,320,801	9,221,212	8,691,522
	1891	288,772	9	0	23,867,402	23,745,402	1,097,788	1,181,141	3,342,781	3,827,980	9,768,226	8,733,686



**Table No. 15.**  
**TABLE showing the Estimated Correspondence posted and delivered, and the Estimated Expenditure and Revenue for the several Postal Districts and of the General Post Office, for the Year 1891.**

Postal Districts.	No. of Offices.	Total Estimated Correspondence posted and delivered.							Estimated Expenditure.					Estimated Revenue.				
		Letters.	Post-cards.	Books and Samples.	Parcels.	Newspapers.	Conveyance of Mails.	Salaries.	Contingencies.	Total.	From Stamps, &c.	Official Postage.	Total.	s. d.	s. d.	s. d.		
<b>NORTH ISLAND.</b>																		
Auckland ..	274	10,387,949	505,895	1,567,657	62,997	4,838,795	4,586 19 0	11,755 8 0	2,913 17 7	19,256 4 7	45,496 14 6	5,943 16 9	51,440 11 3	..	..	..		
Thames ..	37	823,810	27,287	86,999	3,607	352,417	1,428 3 0	2,249 3 0	398 8 4	4,975 14 4	3,266 9 3	713 11 9	3,980 1 0	..	..	..		
New Plymouth ..	29	798,265	51,623	73,554	3,373	343,083	436 10 6	1,384 10 4	224 7 2	2,045 7 8	3,375 13 1	1,886 2 2	5,261 15 3	..	..	..		
Gisborne ..	22	400,439	10,959	69,823	2,347	234,715	543 0 0	712 18 4	146 4 8	1,402 3 0	1,703 0 6	563 3 8	2,266 4 2	..	..	..		
Napier ..	62	2,252,471	88,882	334,646	16,093	767,195	1,738 6 1	3,539 10 0	460 19 10	5,738 15 11	11,240 5 8	1,125 3 0	12,365 8 8	..	..	..		
Wanganui ..	44	2,337,751	168,597	356,918	11,378	793,637	770 11 0	2,913 18 11	129 3 0	3,813 12 11	11,109 10 4	2,101 1 5	13,410 11 9	..	..	..		
Wellington ..	105	8,141,016	264,849	1,283,100	73,981	2,631,265	2,665 0 0	8,868 2 11	3,172 1 4	14,705 4 3	36,873 0 8	39,280 4 1	76,153 4 9	..	..	..		
<b>Totals for North Island</b>	<b>573</b>	<b>25,141,701</b>	<b>1,117,792</b>	<b>3,770,897</b>	<b>173,686</b>	<b>9,961,107</b>	<b>12,168 9 7</b>	<b>31,423 11 2</b>	<b>7,445 1 11</b>	<b>51,037 2 8</b>	<b>113,064 14 0</b>	<b>51,613 2 10</b>	<b>164,677 16 10</b>	..	..	..		
<b>MIDDLE ISLAND.</b>																		
Nelson ..	31	1,030,133	56,472	155,662	12,318	331,474	1,440 16 8	2,060 10 0	326 0 0	3,827 6 8	4,780 13 7	845 2 4	5,625 15 11	..	..	..		
Westport ..	26	400,556	13,715	41,626	3,097	230,022	383 1 0	995 10 0	231 9 8	1,610 0 8	1,715 11 8	477 16 4	2,193 8 0	..	..	..		
Greymouth ..	32	656,058	21,970	106,795	6,205	358,111	529 5 7	1,868 10 0	156 0 1	2,493 15 8	3,188 7 4	572 13 4	3,761 0 8	..	..	..		
Hokitika ..	32	344,175	11,167	49,036	3,736	200,161	1,240 14 0	924 0 0	105 4 1	2,369 18 1	1,571 2 3	427 9 8	1,998 11 11	..	..	..		
Blenheim ..	30	602,523	20,426	94,874	4,345	314,223	990 18 8	1,416 10 0	263 16 3	2,671 4 11	3,091 13 11	1,119 15 8	4,121 9 7	..	..	..		
Christchurch ..	165	7,165,730	407,134	1,031,472	54,955	2,587,598	2,934 10 6	9,344 4 3	1,897 8 10	13,876 3 7	36,879 5 5	2,841 5 2	39,720 10 7	..	..	..		
Timaru ..	44	1,697,644	105,235	263,588	5,466	459,927	479 13 8	2,002 9 2	224 13 8	2,706 16 6	8,133 0 8	1,628 17 11	9,761 18 7	..	..	..		
Oamaru ..	23	935,597	55,640	134,602	2,531	242,736	151 0 0	1,217 0 0	94 13 3	1,462 13 3	4,246 15 1	619 1 10	4,865 16 11	..	..	..		
Dunedin ..	159	6,004,365	309,547	1,135,043	62,668	2,699,619	5,031 4 7	9,925 0 0	1,717 8 6	16,673 13 1	35,718 7 4	2,636 14 4	38,355 1 8	..	..	..		
Invercargill ..	116	2,644,382	168,831	387,166	9,647	1,116,934	2,254 1 5	3,497 6 8	704 7 11	6,305 15 7	12,893 1 5	797 16 11	13,690 18 4	..	..	..		
<b>Totals for Middle Island</b>	<b>658</b>	<b>22,471,163</b>	<b>1,161,137</b>	<b>3,399,864</b>	<b>165,028</b>	<b>8,540,805</b>	<b>15,235 5 8</b>	<b>33,101 0 1</b>	<b>5,721 2 3</b>	<b>54,057 8 0</b>	<b>112,127 18 8</b>	<b>11,966 13 6</b>	<b>124,094 12 2</b>	..	..	..		
<b>General Post Office</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>43,192 7 10</b>	<b>5,488 0 0</b>	<b>759 19 3</b>	<b>49,440 7 1</b>	<b>20,202 16 5</b>	<b>..</b>	<b>20,202 16 5</b>	..	..	..		
<b>Totals for the Colony</b>	<b>1,231</b>	<b>47,612,864</b>	<b>2,278,929</b>	<b>7,170,761</b>	<b>338,714</b>	<b>18,501,912</b>	<b>70,596 3 1</b>	<b>70,012 11 3</b>	<b>13,926 3 5</b>	<b>154,534 17 9</b>	<b>245,395 9 1</b>	<b>63,579 16 4</b>	<b>308,975 5 5</b>	..	..	..		



Table No. 17.

TABLE showing the CASH REVENUE derived from PRIVATE and PRESS MESSAGES, the VALUE of GOVERNMENT MESSAGES, and the NUMBER of MESSAGES, transmitted in the several Postal Districts of New Zealand, for the Year ended 31st December, 1891.

Postal Districts.	Revenue derived from Private and Press Messages.			Value of Government Messages.			Total Value of Messages of all Codes.			Number of Private and Press Messages.	Number of Govt. Messages.	Total Number of Messages of all Codes.
	£	s.	d.	£	s.	d.	£	s.	d.			
Auckland .. .. .	14,439	1	6	3,413	3	0	17,852	4	6	280,634	33,236	313,870
Blenheim .. .. .	2,107	19	11	687	9	2	2,795	9	1	36,443	6,266	42,709
Christchurch .. .. .	11,312	11	5	1,601	4	9	12,913	16	2	188,741	15,612	204,353
Dunedin .. .. .	12,347	13	10	2,528	7	10	14,876	1	8	238,669	22,162	260,831
Gisborne .. .. .	1,865	0	0	453	13	8	2,318	13	8	32,945	4,020	36,965
Greymouth .. .. .	3,356	18	1	694	1	4	4,050	19	5	57,669	6,313	63,982
Hokitika .. .. .	1,112	10	1	307	6	4	1,419	16	5	20,344	2,797	23,141
Invercargill .. .. .	4,590	6	5	777	18	11	5,368	5	4	92,847	8,732	101,579
Napier .. .. .	5,782	15	6	995	0	6	6,777	16	0	98,985	10,126	109,111
Nelson .. .. .	2,515	0	7	721	4	10	3,236	5	5	57,311	6,870	64,181
New Plymouth .. .. .	1,963	12	0	636	14	9	2,600	6	9	37,515	5,741	43,256
Oamaru .. .. .	1,383	6	10	239	19	2	1,623	6	0	24,296	2,186	26,482
Thames .. .. .	2,628	7	8	606	17	3	3,235	4	11	50,792	5,860	56,652
Timaru .. .. .	2,335	15	1	409	4	6	2,744	19	7	40,749	3,869	44,618
Wanganui .. .. .	4,302	1	9	830	7	8	5,132	9	5	83,406	8,905	92,311
Wellington .. .. .	13,546	7	5	9,113	0	8	22,659	8	1	368,508	72,607	441,115
Westport .. .. .	1,955	3	10	824	11	3	2,779	15	1	36,261	6,847	43,108
Totals, 1891 .. .. .	87,544	11	11	24,840	5	7	112,384	17	6	1,746,115	222,149	1,968,264
Totals, 1890 .. .. .	85,954	4	6	26,070	12	7	112,024	17	1	1,734,381	226,780	1,961,161

Table No. 18.

NUMBER OF LETTERS posted in each Postal District during the Year ended 31st December, 1891; NUMBER OF TELEGRAMS forwarded in each Postal District during the Year ended 31st December, 1891; and the Proportion of Telegrams to every 100 Letters; together with a similar Return from 1867-68.

Districts.	1890.			1891.		
	Number of Letters.	Number of Telegrams.	Proportion of Telegrams to every 100 Letters.	Number of Letters.	Number of Telegrams.	Proportion of Telegrams to every 100 Letters.
Auckland .. .. .	4,286,499	313,983	7'32	4,682,483	313,870	6'70
Blenheim .. .. .	317,523	42,899	13'51	347,880	42,709	12'28
Christchurch .. .. .	3,398,556	213,880	6'29	3,723,590	204,353	5'49
Dunedin .. .. .	3,406,250	289,015	8'48	3,631,979	260,831	7'18
Gisborne .. .. .	180,656	32,930	18'22	184,587	36,965	20'03
Greymouth .. .. .	347,354	70,361	20'25	338,429	63,982	18'91
Hokitika .. .. .	158,755	23,553	14'83	168,311	23,141	13'75
Invercargill .. .. .	1,167,244	98,442	8'43	1,366,937	101,579	7'43
Napier .. .. .	998,733	102,140	10'22	1,191,918	109,111	9'15
Nelson .. .. .	443,755	61,506	13'86	519,662	64,181	12'36
New Plymouth .. .. .	308,016	37,855	12'28	382,551	43,256	11'31
Oamaru .. .. .	409,695	33,851	8'26	472,355	26,482	5'61
Thames .. .. .	347,538	61,052	17'56	377,117	56,652	15'02
Timaru .. .. .	771,361	47,664	6'17	896,610	44,618	4'98
Wanganui .. .. .	1,078,236	74,662	6'92	1,189,084	92,311	7'76
Wellington .. .. .	3,711,877	414,131	10'11	4,072,614	441,115	10'83
Westport .. .. .	169,889	43,237	25'50	199,355	43,108	21'62

Year.	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent to every 100 Letters.
1891 .. .. .	23,745,462	1,968,264	8'29
1890 .. .. .	21,501,937	1,961,161	9'12
1889 .. .. .	21,026,837	1,802,988	8'57
1888 .. .. .	19,502,704	1,765,863	9'05
1887 .. .. .	18,711,329	1,835,394	9'8
1886 .. .. .	18,188,144	1,836,266	10'09
1885 .. .. .	16,458,477	1,774,273	10'78
1884 .. .. .	16,020,056	1,654,305	10'32
1883 .. .. .	14,834,217	1,599,400	10'78
1882 .. .. .	14,546,748	1,570,189	10'79
1881-82 .. .. .	11,059,677	1,438,772	13'00
1880-81 .. .. .	10,895,998	1,304,712	11'97
1879-80 (for nine months only) .. .. .	7,065,510	1,008,409	14'27
1878-79 .. .. .	7,374,786	1,448,943	19'64
1877-78 .. .. .	6,078,384	1,260,324	20'71
1876-77 .. .. .	5,540,920	1,124,432	20'29
1875-76 .. .. .	4,731,873	1,051,086	22'21
1874-75 .. .. .	4,059,517	917,218	22'59
1873-74 .. .. .	3,209,837	752,899	23'45
1872-73 .. .. .	2,828,372	568,960	19'76
1871-72 .. .. .	2,418,021	411,677	17'02
1870-71 .. .. .	2,626,947	312,874	11'91
1869-70 .. .. .	2,374,060	185,423	7'81
1868-69 .. .. .	2,749,488	146,167	6'12
1867-68 .. .. .	1,938,578	106,104	5'47

Table No. 19.

ORDINARY and PRESS TELEGRAMS forwarded during the Four Quarters ended 31st December, 1890, also for each Quarter of the Year ended 31st December, 1891, and the REVENUE derived therefrom.

Class.	March Quarter.		June Quarter.		September Quarter.		December Quarter.		Totals for Year.	
	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.
1891.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Ordinary ..	426,231	21,873 7 4	396,536	20,272 18 8	358,358	17,117 19 6	377,377	18,690 0 11	1,558,492	77,954 6 5
Press ..	53,040	2,716 3 9	39,312	1,689 17 2	56,042	3,382 10 4	39,229	1,801 14 3	137,623	9,590 5 6
Totals ..	479,271	24,589 11 1	435,848	21,962 15 10	414,400	20,500 9 10	416,606	20,491 15 2	1,746,115	87,544 11 11
1890.										
Ordinary ..	417,619	20,961 14 2	368,537	18,393 2 1	365,615	19,622 11 1	389,728	18,191 9 4	1,541,499	77,168 16 8
Press ..	38,904	1,809 18 9	39,455	1,690 8 8	64,009	3,426 5 1	50,514	1,858 15 4	192,882	8,785 7 10
Totals ..	456,523	22,771 12 11	407,992	20,083 10 9	429,624	23,048 16 2	440,242	20,050 4 8	1,734,381	85,954 4 6

Table No. 20.

RETURN of the NUMBER and AMOUNT of TELEGRAPH MONEY ORDERS ISSUED within the several Postal Districts during the Year ended 31st December, 1891.

Districts.	Number.	Commission.	Amount.
Auckland .. .. .	3,237	£ s. d. 161 17 0	£ s. d. 11,604 13 6
Blenheim .. .. .	732	36 12 0	2,346 8 4
Christchurch .. .. .	1,435	71 15 0	5,121 9 9
Dunedin .. .. .	1,590	79 10 0	5,487 6 5
Gisborne .. .. .	607	30 7 0	1,893 14 1
Greymouth .. .. .	1,311	65 11 0	3,862 18 7
Hokitika .. .. .	285	14 5 0	837 3 8
Invercargill .. .. .	542	27 2 0	1,573 8 8
Napier .. .. .	1,731	86 11 0	6,011 9 4
Nelson .. .. .	476	23 16 0	1,739 13 6
New Plymouth .. .. .	372	18 12 0	1,294 14 3
Oamaru .. .. .	151	7 11 0	451 12 1
Thames .. .. .	654	32 14 0	2,052 2 5
Timaru .. .. .	239	11 19 0	878 19 2
Wanganui .. .. .	939	46 19 0	2,908 19 1
Wellington .. .. .	3,361	168 1 0	10,870 17 8
Westport .. .. .	1,138	56 18 0	3,471 15 11
Totals .. .. .	18,800	940 0 0	62,407 6 5
Totals for 1890 .. .. .	18,468	923 8 0	60,869 9 3

Table No. 21.

VALUE of SHIPPING, WEATHER, and GOVERNMENT TELEGRAMS transmitted during the Year ended 31st December, 1891.

Districts.	No.	Amount.
Auckland .. .. .	33,236	£ s. d. 3,413 3 0
Blenheim .. .. .	6,266	687 9 2
Christchurch .. .. .	15,612	1,601 4 9
Dunedin .. .. .	22,162	2,528 7 10
Gisborne .. .. .	4,020	453 13 8
Greymouth .. .. .	6,313	694 1 4
Hokitika .. .. .	2,797	307 6 4
Invercargill .. .. .	8,732	777 18 11
Napier .. .. .	10,126	995 0 6
Nelson .. .. .	6,870	721 4 10
New Plymouth .. .. .	5,741	636 14 9
Oamaru .. .. .	2,186	239 19 2
Thames .. .. .	5,860	606 17 3
Timaru .. .. .	3,869	409 4 6
Wanganui .. .. .	8,905	830 7 8
Wellington .. .. .	72,607	9,113 0 8
Westport .. .. .	6,847	824 11 3
Totals .. .. .	222,149	24,840 5 7
Totals for 1890 .. .. .	226,780	26,070 12 7

Table No. 22.

INSULATION TESTS of the FIRST and SECOND COOK STRAIT CABLES for the Year ended 31st December, 1891, showing the Resistance per Knot after Two Minutes' Electrification in Megohms (British Association Units of Resistance).

First Cook Strait Cable.	Dielectric Resistance per Knot.			Second Cook Strait Cable.	Dielectric Resistance per Knot.
	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.		
January .. .. .	123	148	0'135	January .. .. .	825
February .. .. .	130	152	0'051	February .. .. .	808
March .. .. .	Broken.			March .. .. .	662
April .. .. .				May (after repair)	806
May (after repair)	103	133	273	June .. .. .	967
June .. .. .	120	155	325	July .. .. .	927
July .. .. .	123	162	324	August .. .. .	1,338
August .. .. .	113	165	328	September .. .. .	867
September .. .. .	112	114	314	October .. .. .	845
October .. .. .	98	141	280	November .. .. .	904
November .. .. .	104	147	322	December .. .. .	830
December .. .. .	98	139	286		

Table No. 23.

INSULATION TESTS of the WANGANUI and WAKAPUAKA CABLE for the Year ended 31st December, 1891, showing the Resistance per Knot after Ten Minutes' Electrification in Megohms (British Association Units of Resistance). Length of Cable laid, 108'69 Knots.

Date.	Dielectric Resistance per Knot.	Copper Resistance per Knot in Ohms.	Mean Temperature of Sea-bottom, calculated from the Observed C.R.
	Twenty Cells.		Deg. Fahr.
January .. .. .	4,732	11'066	62
February .. .. .	4,639	10'989	58'98
March .. .. .	5,035	11	59
April .. .. .	5,416	11'02	60
May .. .. .	5,658	11	59
June .. .. .	6,712	10'995	59
July .. .. .	8,054	10'932	56
August .. .. .	6,896	10'902	55
September .. .. .	7,010	10'9	54'5
October .. .. .	5,314	10'727	47
November .. .. .	5,467	10'932	56
December .. .. .	4,956	11'2	67'5

Table No. 24.

## MAINTENANCE.

Section.	No. of Miles.	Travelling Expenses of Linemen and Inspectors.	Extra Labour.	Cost of Material used for Repairs.	Salaries of Linemen and Inspectors.	Total Cost of Maintenance.	Average Cost per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Riverton to Balclutha ..	417	164 12 6	173 3 4	1,645 6 7	306 13 4	2,289 15 9	5 9 10
Tokomairo to Queenstown ..	323	162 4 11	169 0 5	1,65 18 1	306 13 4	2,042 1 0	3 14 7
Balclutha to Waitaki ..	547	295 7 9	264 9 0	895 10 11	586 13 4	1,541 7 6	4 0 0
Waitaki to Christchurch ..	385	157 1 11	230 1 7	420 17 4	673 6 8	1,314 8 8	6 8 10
Christchurch to Greymouth ..	204	255 11 6	174 18 6	253 2 0	630 16 8	536 13 4	3 5 0
Greymouth to Lyell ..	165	105 9 1	85 6 3	53 8 0	292 10 0	670 19 10	2 15 5
Lyell to Nelson ..	242	176 16 10	124 4 9	102 8 3	267 10 0	707 14 10	5 1 1
Nelson to Blenheim, including Tophouse Line	140	64 7 6	110 9 0	187 18 4	345 0 0	1,340 16 4	4 4 10
Blenheim to Christchurch ..	316	215 11 0	233 19 9	220 8 11	670 16 8	3,819 15 8	6 16 10
Wellington to New Plymouth ..	558	450 16 6	593 4 6	1,630 14 8	1,145 0 0	3,510 12 7	9 17 9
Wellington to Napier ..	355	456 4 7	718 5 4	1,414 17 8	921 5 0	1,816 6 9	3 9 0
Napier to Tauranga, including Napier to Gisborne Line	526	399 17 5	473 14 7	270 4 9	672 10 0	580 16 8	7 12 10
Tauranga to Thames ..	76	89 14 5	222 5 10	80 1 5	188 15 0	2,930 18 7	5 11 3
Auckland to Waikato and Coromandel	527	412 18 4	700 5 2	1,305 5 1	512 10 0	1,989 11 11	4 7 10
Auckland to Kawakawa ..	453	251 8 1	773 13 6	554 10 4	410 0 0	515 16 2	4 9 8
Kawakawa to Mongonui ..	115	169 5 4	249 5 0	47 5 10	50 0 0		
Totals .. .. .	5,349	3,827 7 8	5,356 6 6	9,247 18 2	7,980 0 0	26,411 12 4	*4 18 9

\* Average total cost per mile.

**Table No. 25.**  
**COST of TELEGRAPH LINES, TELEPHONE EXCHANGES, and CABLES throughout the Colony.**

Section of Line.	Number of Miles of Line.	Total Cost of Section.	Cost per Mile.
NORTH ISLAND.			
Total, North Island, to 31st December, 1890 .. ..	2,501 $\frac{1}{2}$	£ 248,175 17 8	£ .. ..
Expenditure on sundry lines constructed during year 1891 ..	64 $\frac{1}{2}$	5,135 17 3	79 18 8
Totals .. .. .	2,565 $\frac{3}{4}$	253,311 14 11	..
SOUTH ISLAND.			
Total, South Island, to 31st December, 1890 .. ..	2,646 $\frac{3}{4}$	244,523 15 2	..
Expenditure on sundry lines constructed during year 1891 ..	157 $\frac{1}{2}$	6,690 9 10	42 9 6
Total, South Island, to 31st December, 1891 .. ..	2,804 $\frac{1}{2}$	251,214 5 0	..
Total, North Island, to 31st December, 1891 .. ..	2,565 $\frac{3}{4}$	253,311 14 11	..
Totals .. .. .	5,370	504,525 19 11	..
Cook Strait cables .. .. .		81,280 2 4	
Telephone exchanges .. .. .		88,368 17 9	
Total .. .. .		£674,175 0 0	

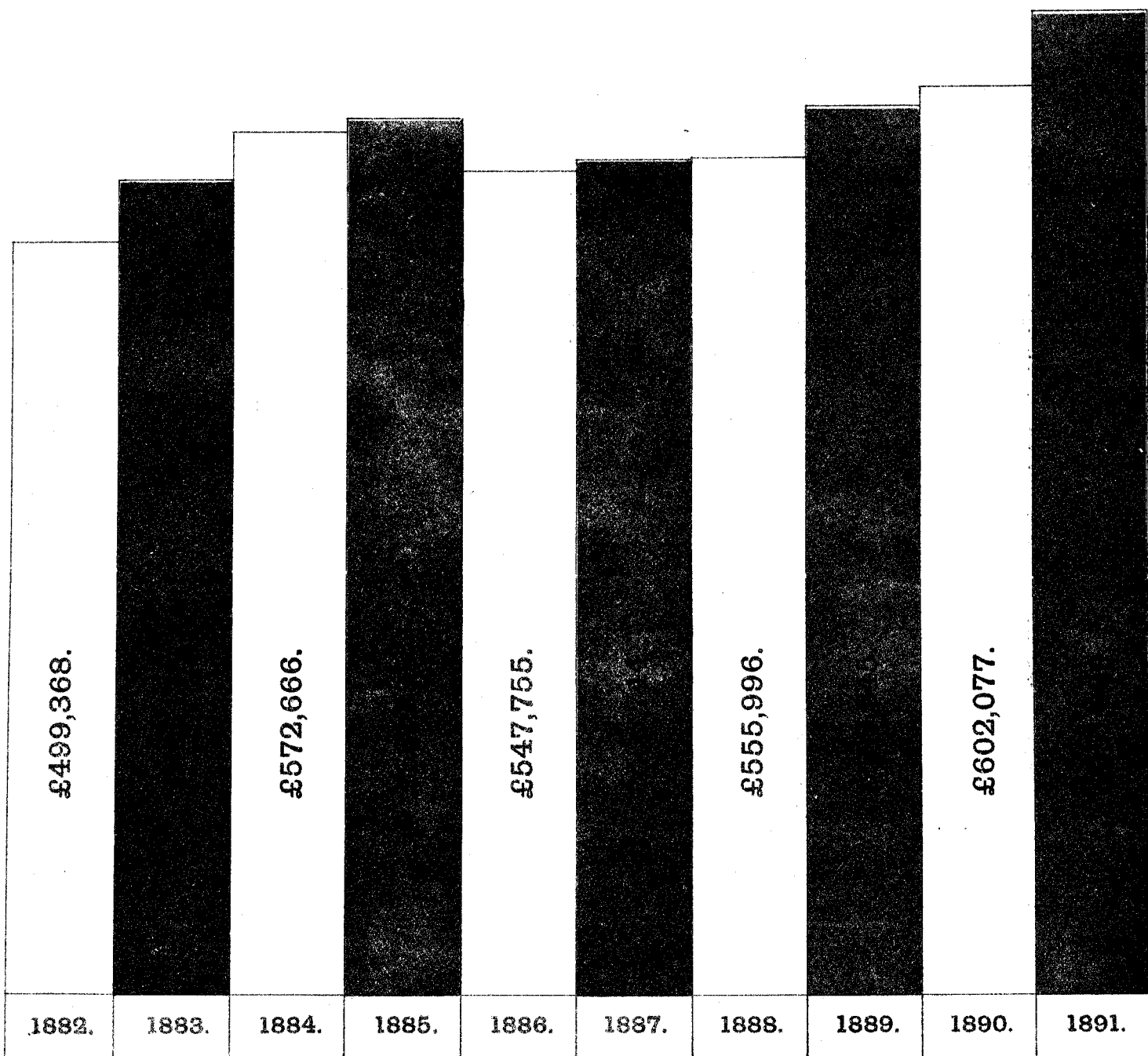
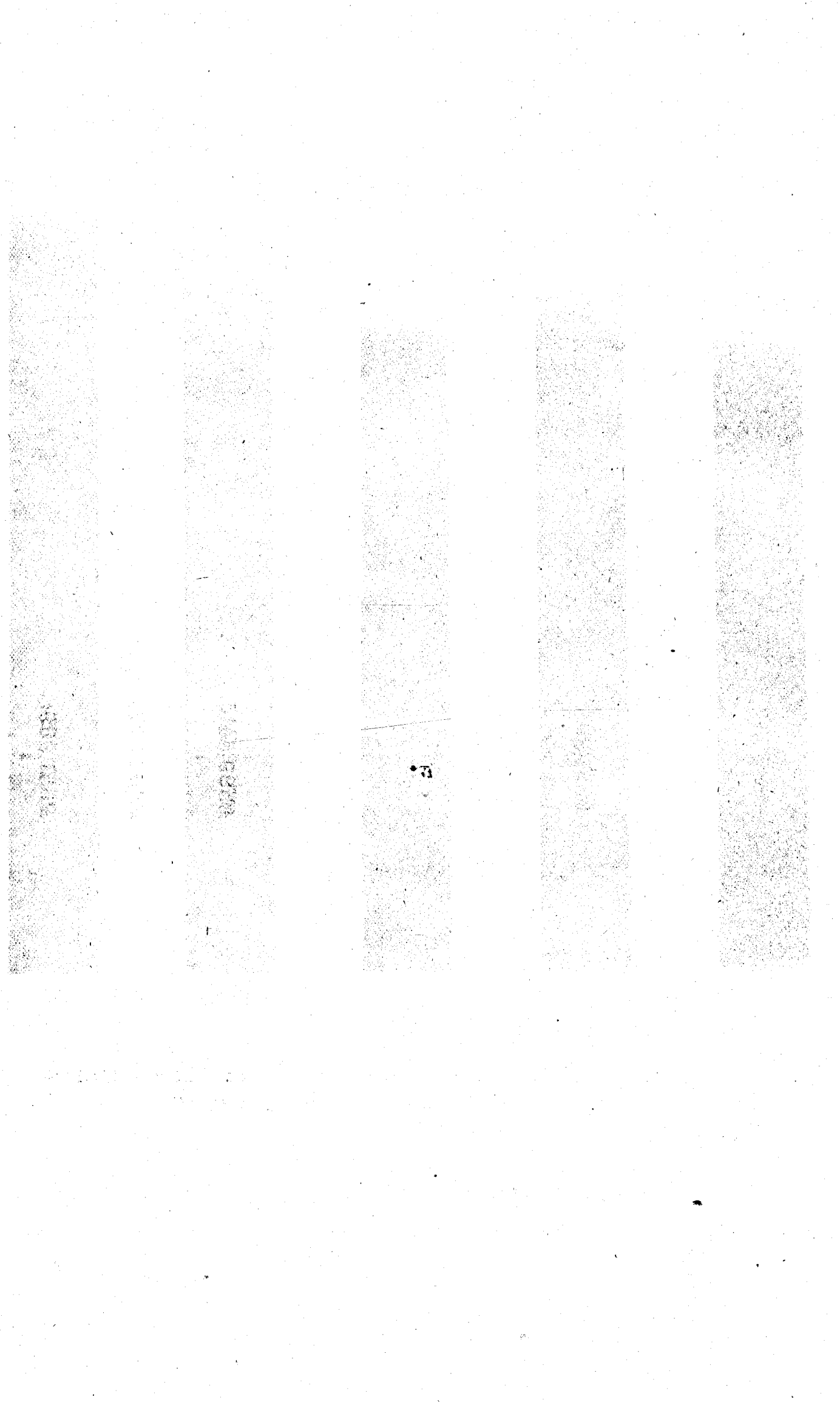


Diagram illustrating the Increase in the Amount of Money Orders Issued during the Decennial Period ended 1891.

Scale: £100,000 to the Inch.





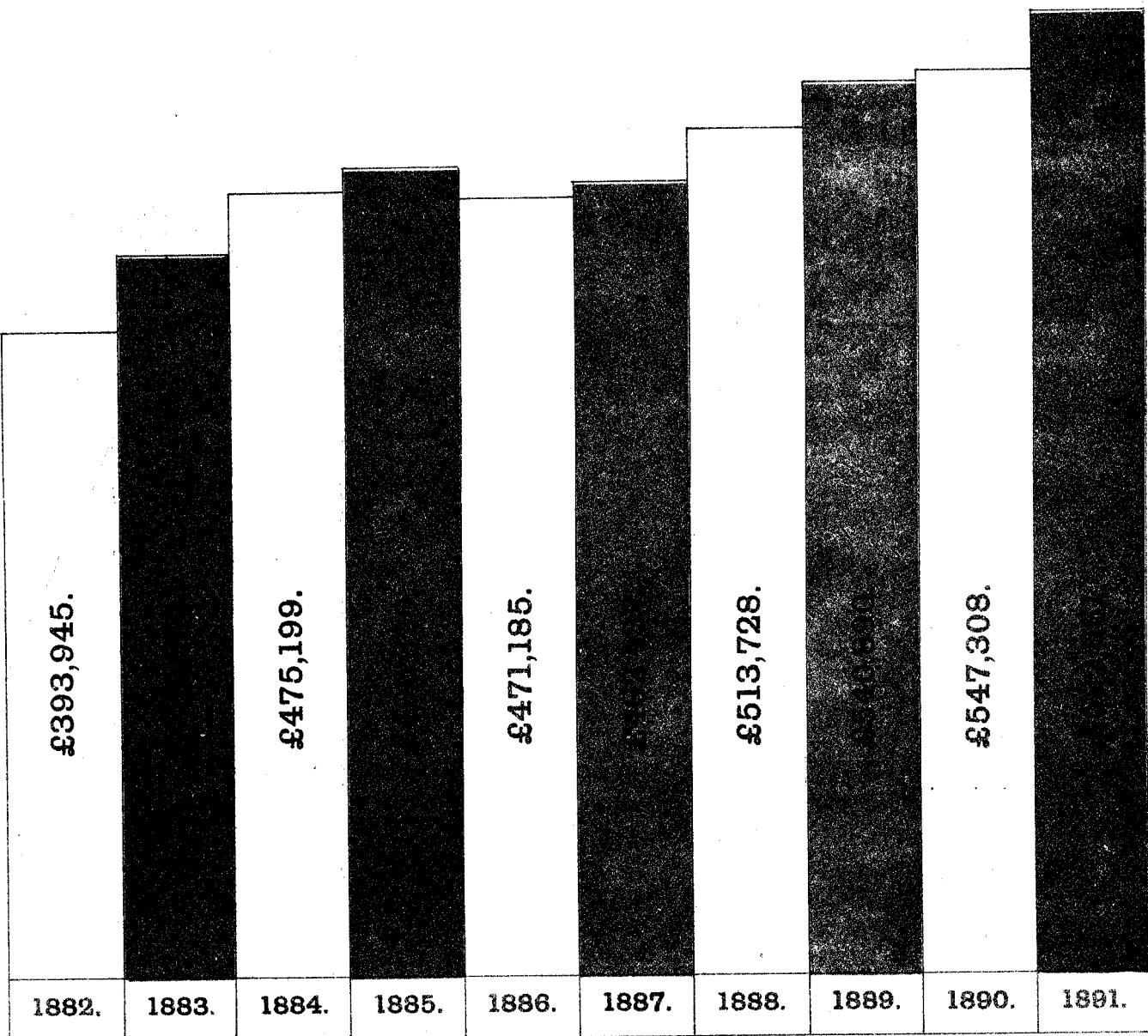
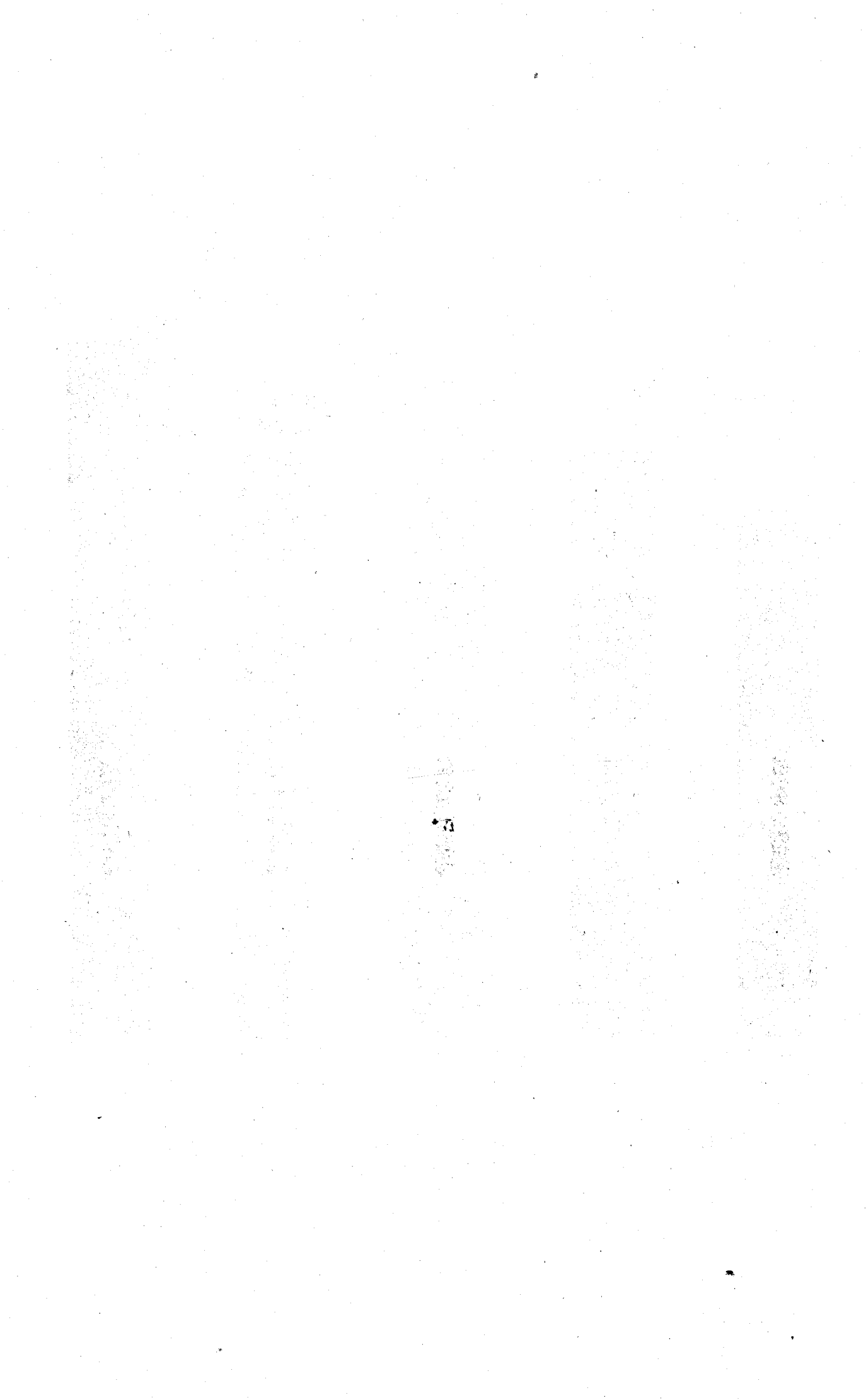


Diagram illustrating the Increase in the Amount of Money Orders Paid during the Decennial Period ended 1891.

Scale: £100,000 to the Inch.



WITHDRAWALS.  
 DEPOSITS.

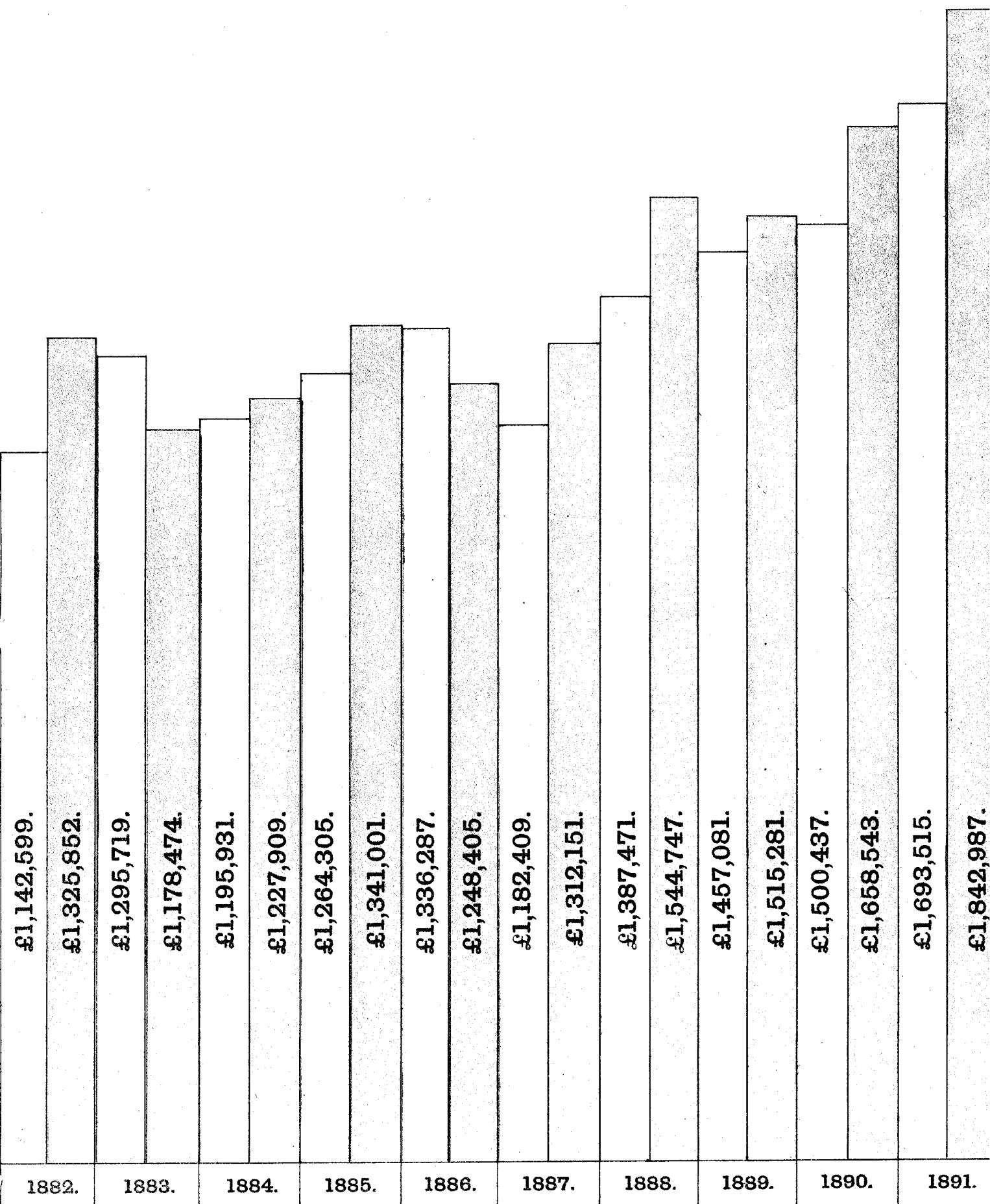
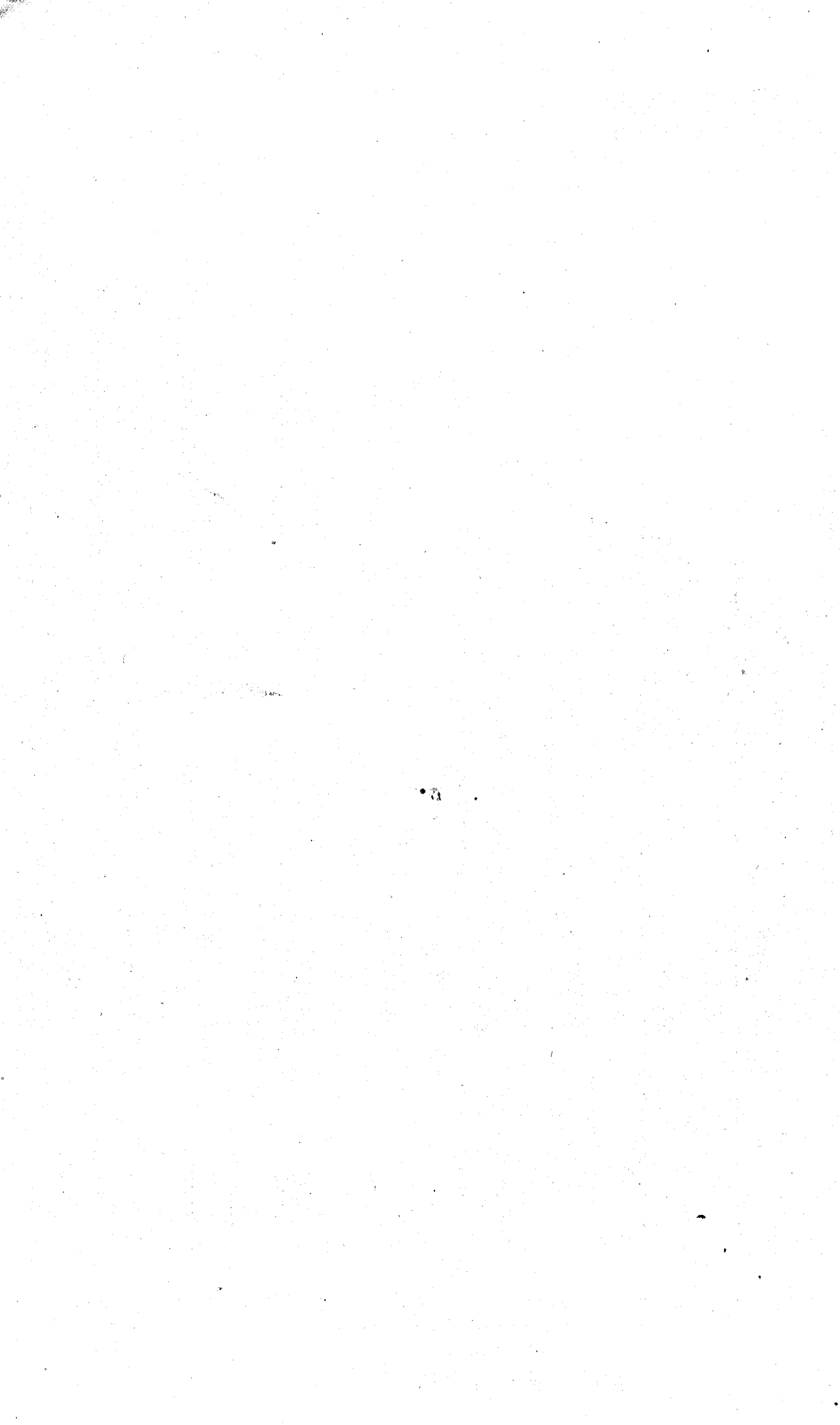


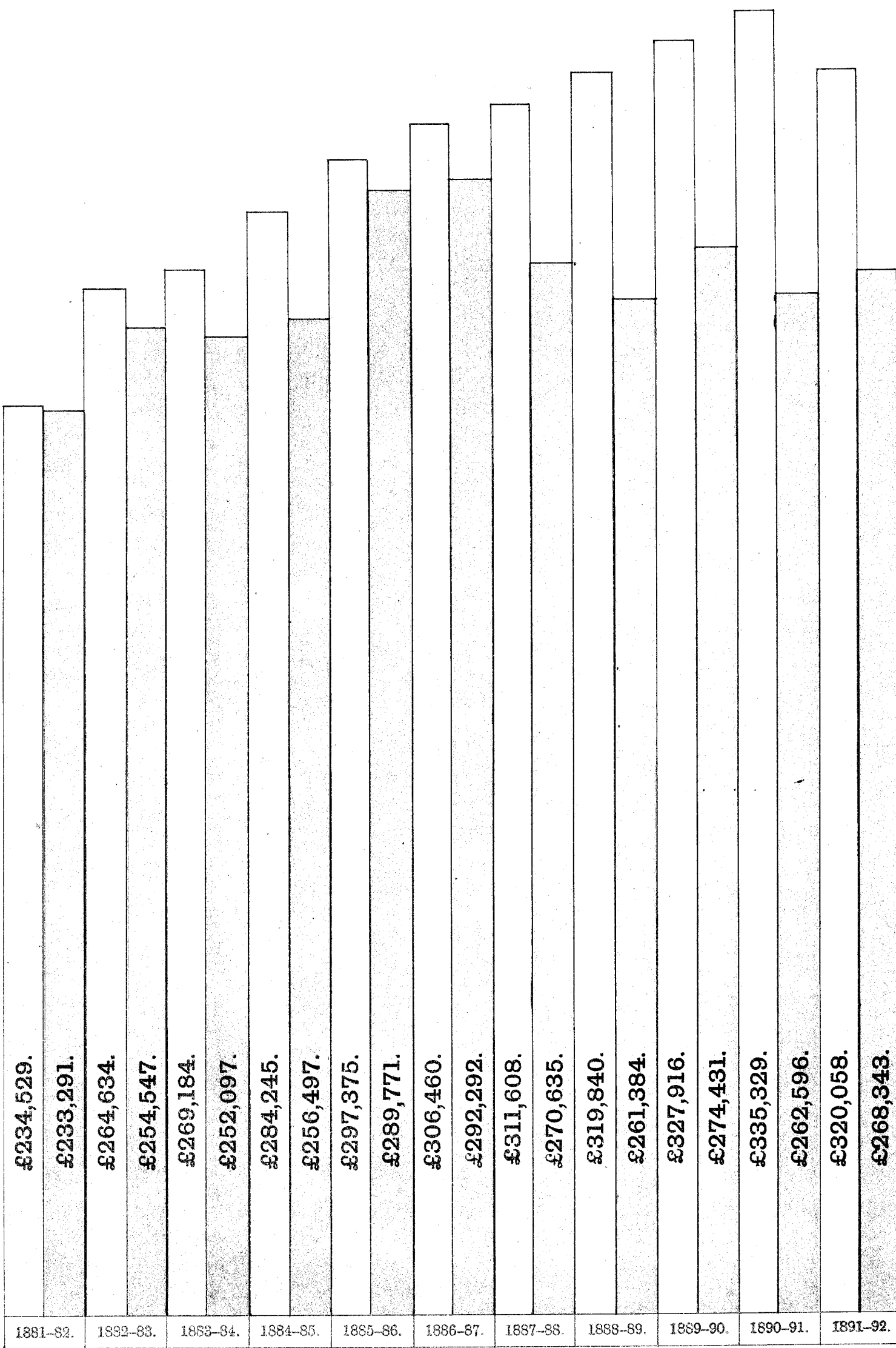
Diagram illustrating the Progress of the Post Office Savings Bank Business for the Decennial Period ended 1891.

Scale: £200,000 to the Inch.



# DIAGRAM ILLUSTRATING THE COMBINED POSTAL AND TELEGRAPH REVENUE AND EXPENDITURE FOR THE PAST ELEVEN YEARS.

REVENUE COLOURED RED [ ] EXPENDITURE COLOURED BLUE [ ]



Scale: £20,000 to the Inch



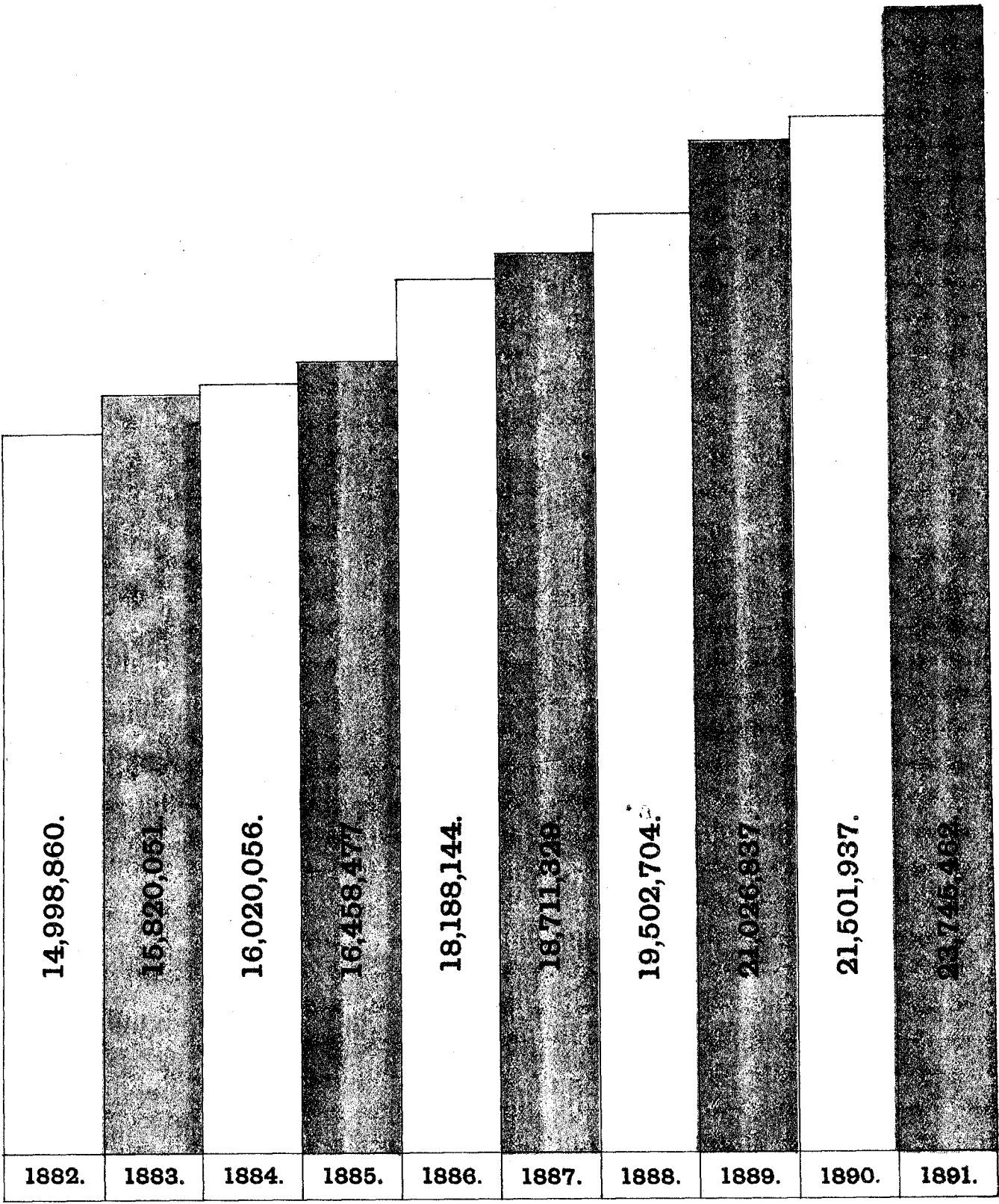


Diagram illustrating the Increase in the Number of Letters Posted during the Decennial Period ended 1891.

Scale: 3,000,000 to the Inch.





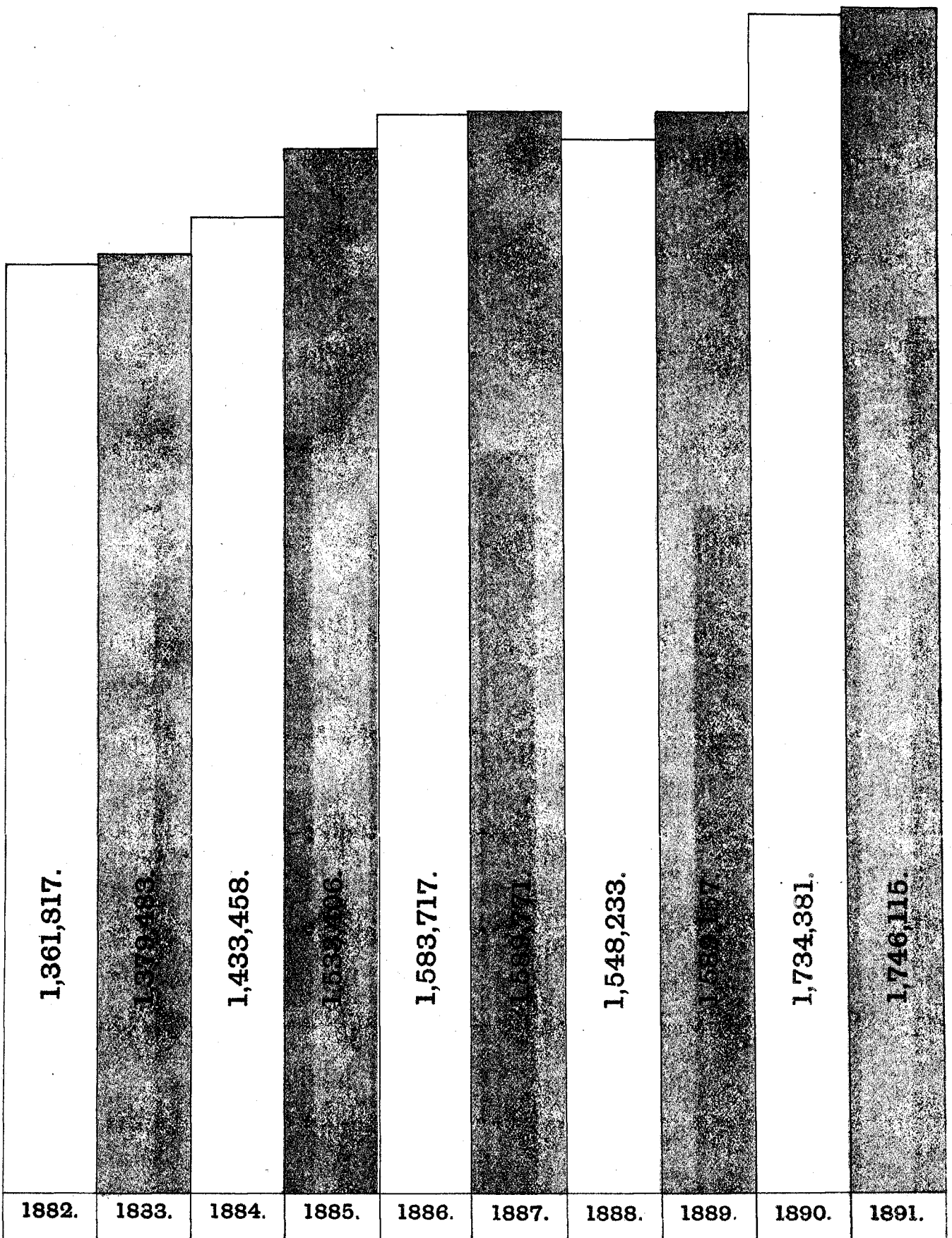
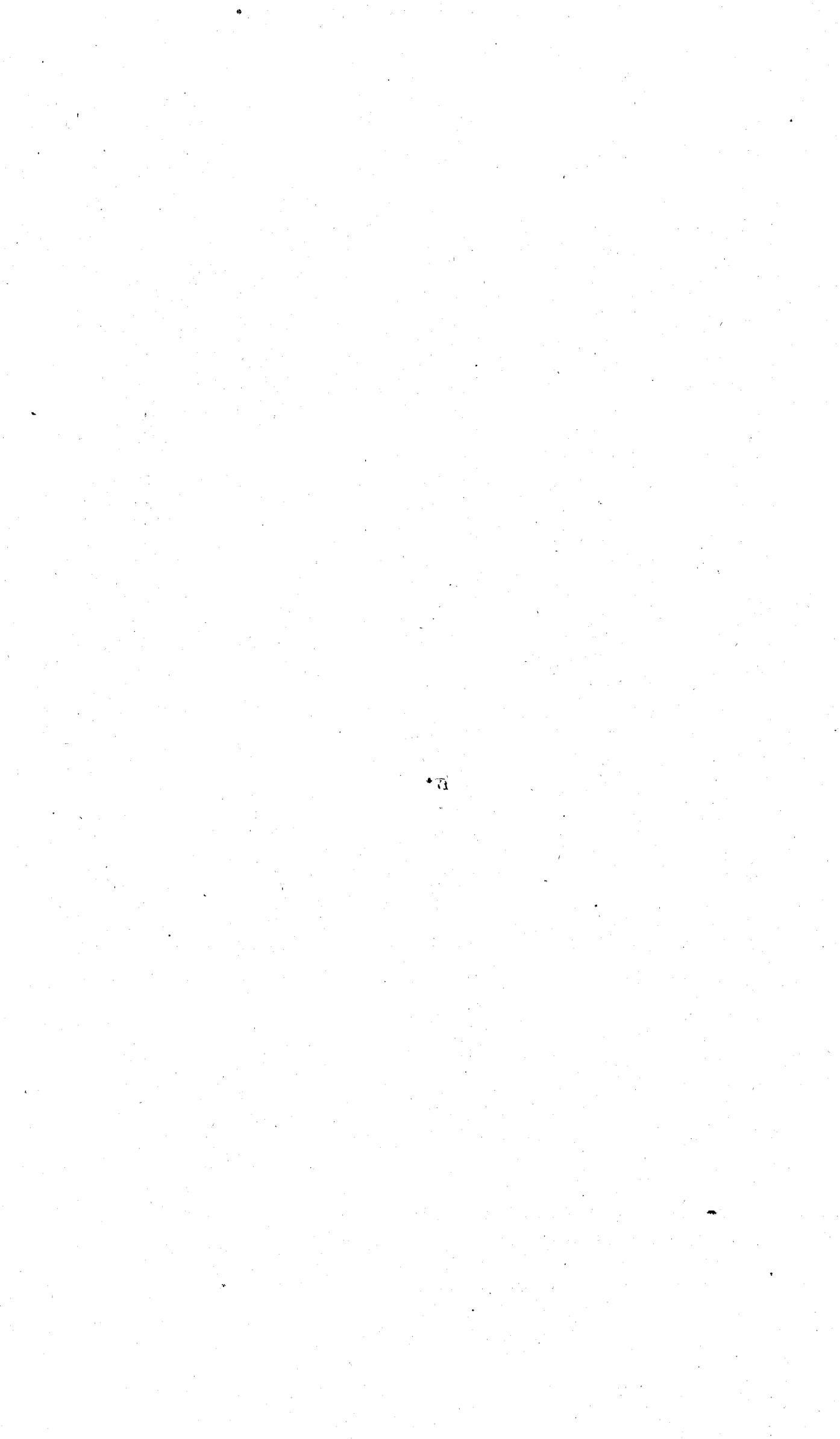


Diagram illustrating the Increase in the Number of Ordinary and Press Telegrams Forwarded during the Decennial Period ended 1891.

Scale: 200,000 to the Inch.



## UNIVERSAL POSTAL UNION.

[Translation from the French.]

UNIVERSAL POSTAL CONVENTION concluded between Germany and the German Protectorates, United States of America, Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, Republic of Columbia, Congo Free State, Republic of Costa Rica, Denmark and Danish Colonies, Dominican Republic, Egypt, Ecuador, Spain and Spanish Colonies, France and French Colonies, Great Britain and various British Colonies, British Colonies of Australasia, Canada, British India, Greece, Guatemala, Republic of Hayti, Kingdom of Hawaii, Republic of Honduras, Italy, Japan, Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Norway, Paraguay, Netherlands and Dutch Colonies, Peru, Persia, Portugal and Portuguese Colonies, Roumania, Russia, Salvador, Servia, Kingdom of Siam, South African Republic, Sweden, Switzerland, Regency of Tunis, Turkey, Uruguay, and United States of Venezuela.

THE undersigned, plenipotentiaries of the Governments of the above-named countries, being assembled in Congress at Vienna, by virtue of Article XIX. of the Universal Postal Convention concluded at Paris on the 1st June, 1878, have by common consent, and subject to ratification, revised the said Convention, as well as the additional Act relative thereto concluded at Lisbon on the 21st March, 1885, in conformity with the following stipulations:—

### Article I.

The countries between which the present Convention is concluded, as well as those which may adhere to it hereafter, form, under the title of "Universal Postal Union," a single postal territory for the reciprocal exchange of correspondence between their post-offices.

### Article II.

The stipulations of this Convention extend to letters, post-cards, both single and with reply paid, printed papers of every kind, commercial papers and samples of merchandise, originating in one of the countries of the Union and intended for another of those countries. They also apply to the exchange by post of the articles above mentioned between the countries of the Union and countries foreign to the Union, whenever the services of two of the contracting parties at least are used for that exchange.

### Article III.

1. The postal administrations of neighbouring countries, or countries able to correspond directly with each other without availing themselves of the services of a third administration, determine, by common consent, the conditions of the conveyance of the mails which they exchange, across the frontier, or from one frontier to the other.

2. In the absence of any contrary arrangement, the direct sea conveyance between two countries by means of packets or vessels depending upon one of them shall be considered as a third service; and this conveyance, as well as any performed between two offices of the same country, by the medium of sea or territorial services maintained by another country, is regulated by the stipulations of the following article.

### Article IV.

1. The right of transit is guaranteed throughout the entire territory of the Union.

2. Consequently, the several postal administrations of the Union may send reciprocally through the medium of one or of several of them either closed mails or correspondence *à découvert*, according to the needs of the traffic and the requirements of the postal service.

3. Correspondence exchanged, whether *à découvert* or in closed mails, between two administrations of the Union, by means of the services of one or of several other administrations of the Union, is subject to the following transit charges, to be paid to each of the countries traversed, or whose services participate in the conveyance, viz.,—

(1.) For territorial transits, 2 francs per kilogramme of letters or post-cards, and 25 centimes per kilogramme of other articles;

(2.) For sea transits, 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles.

4. It is, however, understood—

(1.) That in all cases where the transit is already gratuitous at present, or subject to more advantageous conditions, such state of things is maintained, except in the case provided for in paragraph 3 following;

(2.) That in all cases where the sea-transit charges are fixed at present at 5 francs per kilogramme of letters or post-cards, and at 50 centimes per kilogramme of other articles, those rates are maintained;

(3.) That every sea transit not exceeding 300 nautical miles is gratuitous if the administration concerned is already entitled, on account of mails or correspondence benefiting by this transit, to the remuneration applicable to territorial transit; in the contrary case, payment is made at the rate of 2 francs per kilogramme of letters, and 25 centimes per kilogramme of other articles;

- (4.) That, in case of sea conveyance effected by two or more administrations, the charges payable for the entire transit cannot exceed 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles; the charges in question are, in such case, shared between those administrations in proportion to the distances traversed, without prejudice to other arrangements between the parties interested;
  - (5.) That the rates specified in the present article do not apply either to conveyance by means of services depending upon administrations foreign to the Union, or to conveyance within the Union by means of extraordinary services specially established or maintained by one administration in the interest or at the request of one or several other administrations. The condition of these two categories of conveyance are regulated by mutual consent between the administrations concerned.
5. The expenses of transit are borne by the administration of the country of origin.
6. The general accounting for those charges takes place on the basis of statements prepared every three years, during a period of twenty-eight days, to be determined on in the detailed regulations referred to in Article XX. hereafter.
7. Correspondence between postal administrations, the reply-halves of double post-cards returned to the country of origin, articles redirected or missent, undelivered articles, acknowledgments of delivery, post-office money-orders, and all other documents relative to the postal service, are exempt from all charges for territorial or sea transit.

#### *Article V.*

1. The rates of postage for the conveyance of postal articles throughout the entire extent of the Union, including their delivery at the residence of the addressees in the countries of the Union where a delivery is or shall be organised, are fixed as follows:—

- (1.) For letters, 25 centimes in case of prepayment, and double that amount in the contrary case, for each letter, and for every weight of 15 grammes or fraction of 15 grammes;
- (2.) For post-cards, 10 centimes for single cards or for each of the two halves of cards with reply paid.  
Unpaid post-cards are charged as unpaid letters.
- (3.) For printed papers of every kind, commercial papers, and samples of merchandise, 5 centimes for each article or packet bearing a particular address, and for every weight of 50 grammes or fraction of 50 grammes, provided that such article or packet does not contain any letter or manuscript note having the character of actual and personal correspondence, and that it be made up in such a manner as to admit of its being easily examined.

The charge on commercial papers cannot be less than 25 centimes per packet, and the charge on patterns or samples cannot be less than 10 centimes per packet.

2. In addition to the rates fixed by the preceding paragraph, there may be levied,—

- (1.) For every article subject to the sea-transit charges of 15 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles, and in all the relations to which these transit charges are applicable, a uniform surcharge which may not exceed 25 centimes per single rate for letters, 5 centimes per post-card, and 5 centimes per 50 grammes or fraction of 50 grammes for other articles;
- (2.) For every article conveyed by means of services maintained by administrations foreign to the Union, or of extraordinary services in the Union, giving rise to special expenses, a surcharge in proportion to those expenses.

3. In case of insufficient prepayment, correspondence of every kind is liable to a charge equal to double the amount of the deficiency, to be paid by the addressees; but that charge may not exceed that which is levied in the country of destination on unpaid correspondence of the same nature, weight, and origin. (The Lisbon Congress decided to regard this article as meaning that in all cases of non-prepayment, as of insufficient prepayment, the whole deficit should be doubled, whether such deficit be in the fundamental rate or in the surcharge. The Vienna Congress did not rescind that decision, although the case contemplated by the words after “addressees”—which were added at Vienna—can only arise by ignoring the Lisbon decision.)

4. Articles other than letters and post-cards must be prepaid at least partly.

5. Packets of samples of merchandise may not contain any article having a saleable value; they must not exceed 250 grammes in weight, or measure more than 30 centimetres in length, 20 centimetres in breadth, and 10 centimetres in depth, or, if they are in the form of a roll, 30 centimetres in length, and 15 centimetres in diameter. Nevertheless, the administrations of the countries concerned are authorised to adopt by common consent, for their reciprocal exchanges, limits of weight or size greater than those fixed above.

6. Packets of commercial papers and printed papers may not exceed 2 kilogrammes in weight, or measure more in any direction than 45 centimetres. Packets in the form of a roll may, however, be allowed to pass through the post provided they do not exceed 10 centimetres in diameter and 75 centimetres in length.

#### *Article VI.*

1. The articles specified in Article V. may be registered.

2. Every registered article is liable at the charge of the sender,—

- (1.) To the ordinary prepaid rate of postage on the article, according to its nature;
- (2.) To a fixed registration-fee of 25 centimes at most, including a receipt given to the sender.

3. The sender of a registered article may obtain an acknowledgment of the delivery of such article by paying in advance a fixed fee of 25 centimes at most.

*Article VII.*

1. Registered correspondence may be sent marked with trade charges up to 500 francs to be collected on delivery between countries of which the administrations agree to introduce this service. These articles are subject to the same regulations and rates as registered articles.

2. The amount collected from the addressee is to be transmitted to the sender by means of a money-order, after deducting the rate chargeable for ordinary money-orders, and a commission of 10 centimes for the service of collection.

*Article VIII.*

1. In case of the loss of a registered article, and except in cases beyond control, the sender, or, at the request of the sender, the addressee, is entitled to an indemnity of 50 francs.

2. The obligation of paying the indemnity rests with the administration to which the despatching office is subordinate. To that administration is reserved a remedy against the administration responsible—that is to say, against the administration on the territory or in the service of which the loss took place.

3. Until the contrary be proved, the responsibility rests with the administration which, having received the article without making any observation, cannot establish the delivery to the addressee, or the regular transfer to the following administration, as the case may be. For articles addressed "*Poste Restante*," the responsibility ceases on delivery to a person who has proved, according to the rules in force in the country of destination, that his name and description correspond to those indicated in the address.

4. The payment of the indemnity by the despatching office ought to take place as soon as possible, and at the latest within a year of the date of the application. The responsible office is bound to refund to the despatching office, without delay, the amount of the indemnity paid by the latter. In a case where the responsible office has given notice to the despatching office not to effect payment, the former must repay to the latter office any costs which the non-payment may entail.

5. It is understood that the application for an indemnity is only entertained if made within a year of the posting of the registered article; after this term the applicant has no right to any indemnity.

6. If the loss has occurred in course of conveyance without its being possible to ascertain on the territory of what country the loss took place, the administrations concerned bear the loss in equal shares.

7. The administrations cease to be responsible for registered articles for which the owners have given a receipt on delivery.

*Article IX.*

1. The sender of a letter or other article can have it withdrawn from the post or have its address altered, so long as such article has not been delivered to the addressee.

2. The request for such withdrawal is sent by post or by telegraph at the expense of the sender, who must pay as follows:—

(1.) For every request by post, the amount payable for a registered single letter;

(2.) For every request by telegraph, the charge for a telegram according to the ordinary tariff.

3. The stipulations of this Article are not obligatory for countries of which the legislation does not permit the sender to dispose of an article in its course through the post.

*Article X.*

Those countries of the Union which have not the franc for their monetary unit fix their charges at the equivalents, in their respective currencies, of the rates determined by the foregoing Articles V. and VI. Such countries have the option of rounding fractions in conformity with the table inserted in the detailed regulations mentioned in Article XX. of the present Convention.

*Article XI.*

1. Prepayment of postage on every description of article can be effected only by means of postage-stamps valid in the country of origin for the correspondence of private individuals. Nevertheless, reply post-cards bearing postage-stamps of the country in which these cards were issued are likewise considered as duly prepaid.

2. Official correspondence relative to the postal service, and exchanged between postal administrations, is alone exempted from this obligation, and from all liability to charge.

3. Correspondence posted on the high seas in a letter-box on board a packet or placed in the hands of the commanders of ships may be prepaid by means of the postage-stamps, and according to the tariff, of the country to which the said packet belongs or by which it is maintained. If the posting on board takes place during the stay at one of the two extreme points of the voyage or at any intermediate port of call, prepayment can only be effected by means of the postage-stamps, and according to the tariffs, of the country in the waters of which the packet happens to be.

*Article XII.*

1. Each administration keeps the whole of the sums which it collects by virtue of the foregoing Articles V., VI., VII., X., and XI., except the credit due for the money-orders referred to in paragraph 2 of Article VII.

2. Consequently, there is no necessity under this head for any accounts between the several administrations of the Union, excepting always the credit referred to in paragraph 1 of the present Article.

3. Neither the senders nor the addressees of letters and other postal packets can be called upon to pay, either in the country of origin or in that of destination, any tax or postal duty other than those contemplated by the Articles above mentioned.

*Article XIII.*

1. At the request of the senders, all classes of correspondence are sent to the addressees by a special messenger immediately on arrival in those countries of the Union which consent to undertake this service in their reciprocal relations.

2. Such correspondence, which is called "express," is subject to a special charge for delivery; this charge is fixed at 30 centimes, and must be fully paid in advance by the sender, in addition to the ordinary postage. It belongs to the administration of the country of origin.

3. When an article is destined for a place where there is no post-office, the postal administration of the country of destination can levy an additional charge up to the amount of the price fixed for delivery by express in its inland service, less the fixed charge paid by the sender, or its equivalent in the money of the country which levies this additional charge.

4. "Express" letters, &c., upon which the total amount of the charges payable in advance has not been prepaid are delivered by the ordinary means.

*Article XIV.*

1. No supplementary postage is charged for the redirection of postal packets within the Union.

2. Undelivered correspondence does not, when returned, give rise to the repayment of the transit charges due to intermediate administrations for the previous conveyance of such correspondence.

3. Unpaid letters and post-cards and insufficiently paid articles of every description, which are returned to the country of origin as redirected or as undeliverable, are liable, at the expense of the addressees or senders, to the same rates as similar articles addressed directly from the country of the first destination to the country of origin.

*Article XV.*

1. Closed mails may be exchanged between the post-offices of any one of the contracting countries and the commanding officers of naval divisions or ships of war of the same country stationed abroad, through the medium of the sea or land services maintained by other countries.

2. Correspondence of every description enclosed in these mails must consist exclusively of such as is addressed to or sent by the officers and crews of the ships to or from which the mails are forwarded; the rates and conditions of despatch applicable to them are determined, according to its internal regulations, by the postal administration of the country to which the ships belong.

3. In the absence of any arrangement to the contrary between the offices concerned, the post-office which despatches or receives the mails in question is accountable to the intermediate offices for transit charges calculated in accordance with the stipulations of Article IV.

*\* Article XVI.*

1. There shall not be forwarded—

(a.) Commercial papers, samples, and printed papers, which are not prepaid at least partly, or which are not made up in such a manner as to admit of an easy examination of the contents;

(b.) Articles of the same categories which exceed the limits of weight and size prescribed by Article V.;

(c.) Samples of merchandise having a saleable value.

2. If occasion arise, the articles mentioned in the preceding paragraph should be sent back to the post-office of origin and returned, if possible, to the sender.

3. It is forbidden—

(1.) To send by post—

(a.) Samples and other articles which, from their nature, may expose the postal officials to danger, or soil or damage the correspondence;

(b.) Explosive, inflammable, or dangerous substances; animals or insects, living or dead, except in the cases contemplated in the detailed regulations.

(2.) To insert in ordinary or registered correspondence consigned to the post—

(a.) Current coin;

(b.) Articles liable to Customs duty;

(c.) Gold or silver bullion, precious stones, jewellery, and other precious articles, but only in case their insertion or transmission is forbidden by the legislation of the countries concerned.

4. Packets falling under the prohibitions of the foregoing paragraph 3, which have been erroneously admitted to transmission, should be returned to the post-office of origin, except in cases where the administration of the country of destination is authorised by its laws or by its internal regulations to dispose of them otherwise.

5. The right is, moreover, reserved to the Government of every country of the Union to refuse to convey over its territory, or to deliver, articles passing at reduced rates in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or circulation in that country have not been complied with, or correspondence of any kind bearing obviously inscriptions, designs, &c., forbidden by the legal enactments or regulations in force in the same country.

*Article XVII.*

1. Offices of the Union which have relations with countries situate outside the Union admit all the other offices of the Union to take advantage of these relations for the exchange of correspondence with the said countries.

2. Correspondence exchanged *à découvert* between a country of the Union and a country foreign to the Union, through the medium of another country of the Union, is treated, as regards the conveyance beyond the limits of the Union, in conformity with the conventions, agreements, or special provisions governing the postal relations between the latter country and the country foreign to the Union.

3. With regard to the charges for transit within the limits of the Union, correspondence originating in or addressed to a country foreign to the Union is assimilated to that from or for the country of the Union which maintains the relations with the aforesaid country.

4. With regard to the charges for transit outside the limits of the Union, correspondence addressed to a country foreign to the Union is subject to the under-mentioned transit charges, which are credited to the Union country maintaining the relations with the country foreign to it:—

(a.) For sea transits outside the Union, 20 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme of other articles;

(b.) For territorial transits outside the Union, if any, the charges per kilogramme notified by the country of the Union which maintains the relations with the intermediate country foreign to the Union.

5. In the case of sea conveyance effected by two or more administrations, the charges for the total sea transit, within and without the Union, may not exceed 20 francs per kilogramme of letters or post-cards, and 1 franc per kilogramme on other articles; these charges are divided between such administrations in proportion to the distances traversed, without prejudice to other arrangements between the parties concerned.

6. The above-mentioned charges for transit outside the Union are payable by the administration of the country of origin. They apply to all correspondence despatched, whether *à découvert* or in closed mails. But in the case of closed mails sent from a country of the Union to a country foreign thereto, or from a country outside the Union to a country within it, an arrangement concerning the mode of payment of the transit charges must be concluded beforehand between the administrations concerned.

7. The general accounting for the transit charges on correspondence exchanged between a country of the Union and a country foreign to it, through the medium of another country of the Union, takes place on the basis of statements which are prepared at the same time as the statements drawn up, by virtue of the foregoing Article IV., for determining the charges for transit within the Union.

8. The rates to be levied in a country of the Union on correspondence addressed to or coming from a country foreign to the Union, and using the services of another country of the Union, can never be lower than the normal Union tariff. These rates belong entirely to the country which levies them.

*Article XVIII.*

The high contracting parties undertake to adopt, or to propose to their respective Legislatures, the necessary measures for punishing the fraudulent use of counterfeit postage-stamps, or stamps already used, for the prepayment of correspondence. They also undertake to adopt, or to propose to their respective Legislatures, the necessary measures for prohibiting and repressing the fraudulent manufacture, sale, hawking, or distribution of embossed and adhesive stamps in use in the postal service, forged or imitated in such a manner as to be mistakable for the embossed and adhesive stamps issued by the administration of any one of the contracting countries.

*Article XIX.*

The services concerning letters and boxes of declared value, postal money-orders, postal parcels, collection of bills and drafts, certificates of identity, subscriptions to newspapers, &c., form the subject of special arrangements between the various countries or groups of countries composing the Union.

*Article XX.*

1. The postal administrations of the various countries composing the Union are competent to draw up, by common consent, in the form of detailed regulations, all the measures of order and detail which are judged necessary.

2. The several administrations may, moreover, make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally, provided that those arrangements do not derogate from the present Convention.

3. The administrations concerned are, however, permitted to come to mutual arrangements for the adoption of lower rates of postage within a radius of 30 kilometres.

*Article XXI.*

1. The present Convention does not involve alteration in the legislation of any country as regards anything which is not provided for by the stipulations contained in this Convention.

2. It does not restrict the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted Unions, with a view to the improvement of postal relations.

*Article XXII.*

1. Under the name of the "International Bureau of the Universal Postal Union," is maintained a central office, which is conducted under the supervision of the Swiss Postal Administration, and the expenses of which are borne by all the administrations of the Union.

2. This office is charged with the duty of collecting, collating, publishing, and distributing information of every kind which concerns the international postal service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the Acts of the Congress; of notifying alterations adopted; and, in general, of taking up such studies and labours as may be confided to it in the interest of the Postal Union.

*Article XXIII.*

1. In case of disagreement between two or more members of the Union as to the interpretation of the present Convention, or as to the responsibility of an administration in case of the loss of a registered article, the question in dispute is decided by arbitration. To that end each of the administrations concerned chooses another member of the Union not directly interested in the matter.

2. The decision of the arbitrators is given by an absolute majority of votes.

3. In case of an equality of votes the arbitrators choose, with the view of settling the difference, another administration equally uninterested in the question in dispute.

4. The stipulations of the present article apply equally to all the agreements concluded by virtue of the foregoing Article XIX.

*Article XXIV.*

1. Countries which have not taken part in the present Convention are admitted to adhere to it upon their demand.

2. This adhesion is notified diplomatically to the Government of the Swiss Confederation, and by that Government to all the countries of the Union.

3. It implies, as a matter of course, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

4. It devolves upon the Government of the Swiss Confederation to determine, by common consent with the Government of the country concerned, the share to be contributed by the administration of this latter country towards the expenses of the International Bureau, and, if necessary, the rates to be levied by that administration in conformity with the foregoing Article X.

*Article XXV.*

1. Congresses of plenipotentiaries of the contracting countries, or simple administrative conferences, according to the importance of the questions to be solved, are held, when a demand for them is made or approved by two-thirds at least of the Governments or administrations, as the case may be.

2. A Congress shall, however, be held at least once in five years.

3. Each country may be represented either by one or by several delegates, and by the delegation of another country. But it is understood that the delegate or delegates of one country can be charged with the representation of two countries only, including the country they represent.

4. In the deliberations each country has one vote only.

5. Each Congress settles the place of meeting of the next Congress.

6. For conferences, the administrations settle the places of meeting on the proposal of the International Bureau.

*Article XXVI.*

1. In the interval which elapses between the meetings, any postal administration of a country of the Union has the right to address to the other administrations belonging to it, through the medium of the International Bureau, proposals concerning the *régime* of the Union.

2. Every proposal is subject to the following procedure:—

A period of five months is allowed to the administrations of the Union to examine the proposals and to furnish to the International Bureau their observations, amendments, or counter-proposals, as the case may be. The answers are tabulated by the International Bureau and communicated to the administrations with an invitation to declare themselves for or against. Those who have not furnished their vote within a period of six months, counting from the date of the second circular of the International Bureau notifying to them the observations which have been received, are considered as abstaining.

3. In order to become binding, the proposals must obtain—

- (1) Unanimity of votes if they involve the addition of new articles or any modification of the stipulations of the present article or articles II., III., IV., V., VI., VII., VIII., IX., XII., XIII., XV., and XVIII.;
- (2) Two-thirds of the votes if they involve a modification of the stipulations of the Convention other than those of articles II., III., IV., V., VI., VII., VIII., IX., XII., XIII., XV., XVIII., and XXVI.;
- (3) Simply an absolute majority if they affect the interpretation of the stipulations of the Convention, except in the case of dispute contemplated by the foregoing article XXIII.



4. Resolutions duly adopted are sanctioned, in the first two cases, by a diplomatic declaration, which the Government of the Swiss Confederation is charged with the duty of preparing and transmitting to all the Governments of the contracting countries, and in the third case by a simple notification from the International Bureau to all the administrations of the Union.

5. No modification or resolution adopted is binding until at least two months after its notification.

*Article XXVII.*

For the application of the foregoing articles XXII., XXV., and XXVI. the following are considered as forming one single country or administration, as the case may be :—

(1.) The Empire of British India. (2.) The Dominion of Canada. (3.) The whole of the British Colonies of Australasia. (4.) The whole of the Danish Colonies. (5.) The whole of the Spanish Colonies. (6.) The whole of the French Colonies. (7.) The whole of the Dutch Colonies. (8.) The whole of the Portuguese Colonies.

*Article XXVIII.*

The present Convention shall come into operation on the 1st of July, 1892, and shall remain in force for an indefinite period; but each contracting party has the right of withdrawing from the Union by means of a notice given one year in advance by its Government to the Government of the Swiss Confederation.

*Article XXIX.*

1. From the date on which the present Convention comes into effect, all the stipulations of the treaties, conventions, agreements, or other acts previously concluded between the various countries or administrations, in so far as those stipulations are not in accordance with the terms of the present Convention, are abrogated, without prejudice to the rights reserved by the foregoing Article XXI.

2. The present Convention shall be ratified as soon as possible. The acts of ratification shall be exchanged at Vienna.

3. In faith of which the plenipotentiaries of the above-named countries have signed the present Convention at Vienna, on the fourth of July, one thousand eight hundred and ninety-one.

[Here follow the signatures.]

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the Department.

Vienna, 7th July, 1891.

[Here follow the signatures of the plenipotentiaries.]

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) MITTAG.

FINAL PROTOCOL.

At the moment of proceeding to sign the Conventions, settled by the Universal Postal Congress of Vienna, the under-mentioned plenipotentiaries have agreed as follows :—

I.—In modification of the stipulation of Article VI. of the Convention, which fixes a maximum registration-fee of 25 centimes, it is agreed that the States outside Europe are authorised to maintain this maximum at 50 centimes, including a receipt given to the sender.

II.—In modification of the stipulations of Article VIII. of the Convention, it is agreed that, as a temporary measure, the administrations of countries outside Europe, whose legislation is at present opposed to the principle of responsibility, retain the option of postponing the application of that principle until they shall have been able to obtain from the Legislature authority to introduce it. Up to that time the other administrations of the Union are not bound to pay an indemnity for the loss in their respective services of registered articles addressed to or originating in the said countries.

III.—Bolivia, Chili, Costa Rica, the Dominican Republic, Ecuador, Hayti, Honduras, and Nicaragua, which form part of the Postal Union, not having been represented at the Congress, the protocol remains open to them in order that they may adhere to the Conventions which have been concluded at it or only to one or other of them.

The protocol also remains open to the British Colonies of Australasia whose delegates to the Congress have declared the intention of those countries to enter the Universal Postal Union on the 1st October, 1891.

It also remains open to the South African Republic, whose delegate to the Congress has declared the intention of that country to adhere to the Universal Postal Union, reserving the fixture hereafter of a date for its entry into that Union.

Finally, with the view of facilitating the entry into the Universal Postal Union of other countries which are still outside it, the protocol remains equally open to them.

IV.—The protocol remains open to those countries whose representatives have signed to-day the principal Convention only, or only a certain number of the Conventions settled by the Congress, in order to admit of their adherence to the other Conventions signed this day, or to one or other of them.

V.—The adhesions contemplated in the foregoing Article III. must be notified to the Imperial and Royal Government of Austria-Hungary by the respective Governments in diplomatic form. The term accorded to them for that notification will expire on the 1st June, 1892.

VI.—In case one or more of the contracting parties to the Postal Conventions signed to-day at Vienna shall not ratify one or other of those Conventions, that Convention shall be none the less valid for the States which shall have ratified it.

In faith of which the under-mentioned plenipotentiaries have drawn up the present final protocol, which shall have the same force and value as if its provisions were inserted in the text itself of the Conventions to which it relates, and they have signed it on a single copy which shall remain in the archives of the Austrian Government, and of which a copy shall be handed to each party.

Done at Vienna, the 4th day of July, 1891.

[Here follow the signatures of the plenipotentiaries.]

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the department.

Vienna, 7th July, 1891.

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) MITTAG.

#### DETAILED REGULATIONS.

DETAILED REGULATIONS for the execution of the Convention concluded between Germany and German Protectorates, United States of America, Argentine Republic, Austria-Hungary, Belgium, Bolivia, Brazil, Bulgaria, Chili, Republic of Colombia, Congo Free State, Republic of Costa Rica, Denmark and Danish Colonies, Dominican Republic, Egypt, Ecuador, Spain and Spanish Colonies, France and French Colonies, Great Britain and various British Colonies, British Colonies of Australasia, Canada, British India, Greece, Guatemala, Republic of Hayti, Kingdom of Hawaii, Republic of Honduras, Italy, Japan, Republic of Liberia, Luxemburg, Mexico, Montenegro, Nicaragua, Norway, Paraguay, Netherlands and Dutch Colonies, Peru, Persia, Portugal and Portuguese Colonies, Roumania, Russia, Salvador, Servia, Kingdom of Siam, South African Republic, Sweden, Switzerland, Regency of Tunis, Turkey, Uruguay, and United States of Venezuela.

THE undersigned, having regard to Article XX. of the Universal Postal Convention concluded at Vienna on the 4th of July, 1891, have, in the name of their respective administrations, settled by common consent the following measures for insuring the execution of the said Convention:—

##### I.—*Route of the Correspondence.*

1. Each administration is bound to forward, by the most rapid routes at its disposal for its own mails, the closed mails and the correspondence *à découvert* which are delivered to it by another administration.

2. Administrations which avail themselves of the option to levy supplementary charges, as representing the extraordinary expenses pertaining to certain routes, are free not to forward by those routes, when other means of communication exist, any insufficiently paid correspondence for which the employment of the said routes has not been expressly prescribed by the senders.

##### II.—*Exchange in Closed Mails.*

1. The exchange of correspondence in closed mails between the administrations of the Union is regulated by common consent between the administrations concerned, and according to the necessities of the service.

2. If an exchange of correspondence is to take place through the medium of one or more countries, due notice must be given to the administrations of those countries.

3. It is, moreover, obligatory in this latter case to make up closed mails whenever the amount of correspondence is such as to hinder the work of an intermediate administration, according to the declaration of that administration.

4. In case of alteration in a service of closed mails established between two administrations through the medium of one or several other countries, the administration which has originated the alteration gives notice thereof to the administrations of the countries through the medium of which this exchange is maintained.

##### III.—*Extraordinary Services.*

The extraordinary services of the Union giving rise to special charges, the fixing of which is reserved by Article IV. of the Convention for arrangement between the administrations concerned, are exclusively—

- (1.) Those which are maintained for the accelerated conveyance by land of the Indian mail;
- (2.) That which the Postal Administration of the United States of America maintains upon its territory for the conveyance of closed mails between the Atlantic Ocean and Pacific Ocean.
- (3.) That which is established for the conveyance of mails by railway between Colon and Panama.

##### IV.—*Fixing the Rates of Postage.*

1. In execution of Article X. of the Convention, the administrations of the countries of the Union which have not the franc for their monetary unit levy their rates of postage according to the following equivalents:—

Countries of the Union.	25 Centimes.	10 Centimes.	5 Centimes.
Germany .. .. .	20 pfennig.	10 pfennig.	5 pfennig.
German Protectorates—			
Territory of Cameroons, German New Guinea, Territory of Togo, German Territory in South-west Africa, German Territory in East Africa, Marshall Islands .. .. .	20 pfennig.	10 pfennig.	5 pfennig.
Argentine Republic .. .. .	8 centavos.	4 centavos.	2 centavos.
Austria-Hungary .. .. .	10 kreutzer.	5 kreutzer.	3 kreutzer.
Bolivia .. .. .	5 centavos.	2 centavos.	1 centavo.
Brazil .. .. .	100 reis.	50 reis.	25 reis.
Canada .. .. .	5 cents.	2 cents.	1 cent.
Chili .. .. .	5 centavos.	2 centavos.	1 centavo.
Colombia .. .. .	5 centavos.	2 centavos.	1 centavo.
Costa Rica .. .. .	5 centavos.	2 centavos.	1 centavo.
Denmark .. .. .	20 öre.	10 öre.	5 öre.
Danish Colonies—			
Greenland .. .. .	20 öre.	10 öre.	5 öre.
Danish West Indies .. .. .	5 cents.	2 cents.	1 cent.
Dominican Republic .. .. .	5 centavos.	2 centavos.	1 centavo.
Egypt .. .. .	1 piastre.	5-thousandths of a pound.	2-thousandths of a pound.
Ecuador .. .. .	5 centavos.	2 centavos.	1 centavo.
Spanish Colonies—			
Cuba, Porto Rico, Philippine Islands and Dependencies, and Establishments on the Gulf of Guinea .. .. .	5 centavos.	2 centavos.	1 centavo.
United States of America .. .. .	5 cents.	2 cents.	1 cent.
Great Britain .. .. .	2½ pence.	1 penny.	½ penny.
British Colonies—			
Antigua, Bahama Islands, Barbados, Ber- muda, Gold Coast, Dominica, Falkland Islands, Gambia, Grenada, Jamaica, Lagos, Malta, Montserrat, Nevis, St. Christopher, St. Lucia, St. Vincent, Sierra Leone, To- bago, Trinidad, Turk's Islands, and Virgin Islands .. .. .	2½ pence.	1 penny.	½ penny.
British Guiana, Hong Kong, Labuan, Straits' Settlements, and Newfoundland .. .. .	5 cents.	2 cents.	1 cent.
British North Borneo .. .. .	6 cents of a dollar.	3 cents of a dollar.	1 cent of a dollar.
British Honduras .. .. .	6 cents.	3 cents.	1 cent.
Mauritius and its Dependencies .. .. .	10 cents of a rupee.	4 cents of a rupee.	2 cents of a rupee.
Cyprus .. .. .	2 piastres or 80 paras.	1 piastre or 40 paras.	½ piastre or 20 paras.
Ceylon .. .. .	14 cents of a rupee.	5 cents of a rupee.	2½ cents of a rupee.
Australasia .. .. .	2½ pence.	1 penny.	½ penny.
Guatemala .. .. .	5 centavos.	2 centavos.	1 centavo.
Hayti .. .. .	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.
Hawaii .. .. .	5 cents.	2 cents.	1 cent.
Republic of Honduras .. .. .	5 centavos.	2 centavos.	1 centavo.
British India .. .. .	2½ annas.	¾ anna.	½ anna.
Japan .. .. .	5 sen.	2 sen.	1 sen.
Liberia .. .. .	5 cents.	2 cents.	1 cent.
Mexico .. .. .	5 centavos.	2 centavos.	1 centavo.
Montenegro .. .. .	10 soldi.	5 soldi.	3 soldi.
Nicaragua .. .. .	5 centavos.	2 centavos.	1 centavo.
Norway .. .. .	20 öre.	10 öre.	5 öre.
Paraguay .. .. .	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.
Netherlands and Dutch Colonies .. .. .	12½ cents.	5 cents.	2½ cents.
Peru .. .. .	5 centavos.	2 centavos.	1 centavo.
Persia .. .. .	7 shahis.	3 shahis.	1 shahi.
Portugal and Portuguese Colonies, except Por- tuguese India .. .. .	50 reis.	20 reis.	10 reis.
Portuguese India .. .. .	2 tangas.	10 reis.	5 reis.
Russia .. .. .	10 kopeks.	4 kopeks.	2 kopeks.
Salvador .. .. .	5 centavos de peso.	2 centavos de peso.	1 centavo de peso.
Siam .. .. .	7½ atts.	3 atts.	1½ att.
Sweden .. .. .	20 öre.	10 öre.	5 öre.
Turkey .. .. .	40 paras.	20 paras.	10 paras.
Uruguay .. .. .	5 centavos of a piastre.	2 centavos of a piastre.	1 centavo of a piastre.

2. In case of alteration in the monetary system of any one of the countries above mentioned, the administration of that country must come to an understanding with the Swiss Postal Administration in order to modify the above equivalents; it devolves upon this latter administration to notify the change to all the other offices of the Union through the medium of the International Bureau.

3. Any administration, if it deems it necessary, may have recourse to the understanding contemplated by the preceding paragraph in case of an important modification in the value of its money.

4. The monetary fractions resulting either from the complement of the charge applicable to insufficiently paid correspondence, or from the fixing of the charges for correspondence exchanged with countries foreign to the Union, or from the combination of the Union charges which the surcharges contemplated by Article V. of the Convention, may be rounded by the administrations which levy the payments. But the sum to be added to this account must, in no case, exceed the value of one-twentieth of a franc (5 centimes).

V.—*Correspondence with Countries foreign to the Union.*

Offices of the Union which have relations with countries foreign to the Union furnish to the other offices of the Union a list of those countries, indicating the conditions of transmission to which the correspondence is subject in the relations in question.

VI.—*Application of the Stamps.*

1. Correspondence despatched from countries of the Union is impressed with a stamp indicating the place of origin and the date of posting.
2. On arrival, the office of destination applies its date-stamp on the back of letters and on the front of post-cards.
3. The application of stamps on correspondence deposited on board packets in the movable boxes or in the hands of the commanders devolves, in the cases contemplated by paragraph 3 of Article XI. of the Convention, upon the postal agent on board, or, if there be none, of the post-office to which the correspondence is delivered.
4. Correspondence originating in countries foreign to the Union is marked, by the office of the Union which first receives it, with a stamp indicating the place and date of entry into the service of that office.
5. Unpaid or insufficiently paid correspondence is, in addition, impressed with the stamp "T" (tax to be paid), the application of which devolves upon the office of the country of origin in the case of correspondence originating in the Union, and upon the office of the country of entry in the case of correspondence originating in countries foreign to the Union.
6. Articles to be sent by express are impressed with a stamp bearing in large letters the word "Express." The administrations are, however, authorized to replace that stamp by a printed label or by a written inscription underlined with a coloured pencil.
7. Every article of correspondence which does not bear the stamp "T" is considered as paid and treated accordingly, unless there be an obvious error.

VII.—*Indication of the Number of Rates.*

1. When a letter or other article of correspondence is liable, by reason of its weight, to more than a single rate of postage, the office of origin or of entry into the Union, as the case may be, indicates in the upper left-hand corner of the address, in ordinary figures, the number of rates levied or to be levied.
2. This procedure is not essential in the case of correspondence fully prepaid.

VIII.—*Insufficient Prepayment.*

1. When an article is insufficiently prepaid by means of postage-stamps, the despatching office indicates in black figures placed by the side of the postage-stamps the amount of the deficiency, expressing it in francs and centimes.
2. According to this indication, the office of exchange of the country of destination taxes the article with double the deficiency noted.
3. In case postage-stamps not available for prepayment have been employed, no account is taken of them. This circumstance is indicated by the figure naught (0) placed by the side of the postage-stamps.

IX.—*Acknowledgments of Delivery.*

1. Articles for which the sender requires an acknowledgment of delivery must be marked very clearly with the inscription "*Avis de Réception*," or be stamped with the letters "A.R."
2. Acknowledgments of delivery must be prepared by the offices of destination on a form in accordance with or analagous to the pattern A annexed, and sent by those offices to the offices of origin, whose duty it is to deliver the acknowledgments to the senders of the articles to which they relate. Acknowledgments of delivery must be drawn up in French, or must bear a sublineary translation in that language.

X.—*Letter-bills.*

1. The letter-bills which accompany the mails exchanged between two administrations of the Union are in conformity with pattern B appended to the present regulations. They are placed in coloured envelopes marked distinctly "*Feuille d'avis*" ["Letter-bill."]

In cases of exchanges by sea which, although periodical and regular, are not daily or on fixed days, the despatching offices must number their letter-bills in an annual series for each office of origin and for each office of destination, mentioning, as far as possible, in the letter-bill the name of the packet or vessel which carries the mail.

2. The registered articles are entered in Table No. 1 of the letter-bill with the following details: the name of the office of origin and the number given to the article at that office; or the name of the office of origin, the name of the addressee, and the place of destination.

In the column headed "Observations" the word "*Remb.*" is added against the entry of registered articles marked with trade charges.

Articles to be sent by express are entered numerically in Table No. 1 of the letter-bill.

Acknowledgments of delivery are entered in the above-named table, either individually or collectively, according as they are more or less numerous.

The part of the letter-bill headed "*Recommandations d'Office*" ["Official Registrations"] is intended for the entry of verification certificates, of open letters on service addressed by one office of exchange to another, and of communications from the despatching office.

3. When the number of registered articles usually sent from one office of exchange to another requires it, a special and separate list may be used to take the place of Table No. 1 of the letter-bill.

The number of registered articles inscribed on that list and the number of packets or bags containing those articles must be entered on the letter-bill.

4. In Table No. 11 are to be entered, with such details as the table requires, the closed mails contained by the direct mail to which the letter-bill relates.

5. The number of separate packets or bags composing each despatch for a single destination is indicated in the right-hand top corner of the letter-bill.

6. When it is deemed necessary for certain exchanges to make new tables or headings in the letter-bill, the necessary steps may be taken after an understanding between the administrations concerned.

7. When an office of exchange has no correspondence to forward to a corresponding office, it must, nevertheless, make up in the usual form a mail consisting simply of the letter-bill.

8. When closed mails are sent by one administration to another, to be conveyed by means of private ships, the number of letters or other articles is indicated in the letter-bill or on the address of the mails.

#### XI.—*Transmission of Registered Articles.*

1. Registered articles, acknowledgments of delivery, express letters, and, if there be one, the special list contemplated in paragraph 3 of Article X., are made up in a separate packet, which is to be suitably enclosed and sealed so as to preserve the contents.

2. To the outside of this packet the special envelope containing the letter-bill is attached with string tied across and across. The packet is then placed in the centre of the mail.

3. The presence in the mail of a packet of registered articles, of which the description is given upon the special list mentioned in paragraph 1 above, is to be announced by the application at the head of the letter-bill, either of a special entry, or of the registration label or stamp in use in the country of origin.

4. It is understood that the mode of packing and forwarding registered articles, prescribed by paragraphs 1 and 2 above, applies only to ordinary exchanges. For important exchanges it is for the offices concerned to prescribe by common consent special arrangements, subject in the one case as in the other to exceptional measures to be taken by the heads of the offices of exchange, when they have to insure the transmission of registered articles which, from their nature, form, or size, would not be capable of being enclosed in the principal mail.

In such case, however, the despatching offices indicate at the head of the letter-bill the number of registered articles sent in the principal mail outside the special packet or bag, among the ordinary correspondence, and insert in the "Observations" column of the list the inscription "*en dehors*" ["outside"] against the entry of each of those articles.

The above-mentioned articles are made up as far as possible in packets tied with string and having labels affixed to them bearing in plain characters the words "*Recommandés en dehors*" ["Registered—outside"], preceded by figures indicating the number of articles which each packet contains.

5. Acknowledgments of delivery are placed in an envelope by the office delivering the registered articles to which those acknowledgments relate. These envelopes, bearing the inscription "*Avis de réception; Bureau de poste de (Pays)*" ["Acknowledgment of delivery: Post Office of (Country)"], are submitted to the formalities of registration and despatched to their destination as ordinary registered articles.

#### XII.—*Indemnity for the Loss of a Registered Article.*

When the indemnity due for the loss of a registered article has been paid by one administration on behalf of another administration which is responsible for the loss, the latter is bound to repay the amount within three months after receiving notice of the payment. This repayment is effected either by means of a postal money-order, or a draft, or in specie current in the country to which payment is due. When the repayment of the indemnity involve expenses, they are always borne by the indebted office.

#### XIII.—*Making up the Mails.*

1. As a general rule, the articles of which the mails consist must be classified and tied up according to the nature of the correspondence, the prepaid correspondence being separated from the unpaid and insufficiently prepaid.

2. Every mail, after having been tied with string, is enclosed in strong paper sufficient in quantity to prevent damage to the contents, then tied again with string on the outside, and sealed with wax, or fastened by means of a gummed paper label bearing an impression of the seal of the office. The mail is furnished with a printed address bearing, in small characters, the name of the despatching office, and in larger characters the name of the office of destination: "From for

3. If the size of the mail requires it, it is placed in a bag properly closed, sealed with wax or with lead, and labelled.

4. The packets or bags containing articles to be sent by express must bear on the outside an inscription calling the attention of the postal officials to those articles.

5. When paper labels are used, they must be pasted on blocks.

6. No bag must exceed 40 kilogrammes in weight.

7. The bags must be returned empty to the despatching office by the next mail, in the absence of other arrangements between the corresponding offices.

#### XIV.—*Verification of the Mails.*

1. The office of exchange which receives a mail ascertains whether the entries in the letter-bill and in the registered letter list, if there be one, are correct.

The mails must be delivered in good condition. Nevertheless, the receipt of a mail cannot be refused on account of its bad condition. In the case of a mail for an office other than that which has received it, it must be packed up afresh, but the original packing should be preserved as far as possible. The repacking is preceded by a verification of the contents, if there is reason to suppose that they are not intact.

2. When the office of exchange detects errors or omissions, it immediately makes the necessary corrections on the letter-bills or lists, taking care to strike out the erroneous entries with a pen in such a manner as to leave the original entries legible.

3. These corrections are made by two officers. Except in the case of an obvious error, they are accepted in preference to the original statement.

4. A verification certificate, in conformity with the pattern C annexed to the present regulations, is prepared by the receiving officer, and sent without delay, officially registered, to the despatching office. At the same time a duplicate of the verification certificate is sent by the receiving office to the administration to which the despatching office is subordinate.

In the case contemplated in paragraph 1 of the present article, a copy of the verification certificate is inserted in the repacked mail.

5. The despatching office, after examination, returns the verification certificate with any observations to which it may give rise.

6. In case of the failure of a mail, of a registered article, of the letter-bill, or of the special list, the fact is immediately reported, in such form as may be desired, by two officers of the receiving office, and notified to the despatching office by means of a verification certificate. If needful, the latter office may also be advised thereof by telegram, at the expense of the office which sends the telegram.

7. In case of the loss of a closed mail, intermediate offices become responsible for the registered articles contained in the mail, within the limits of Article VIII. of the Convention, provided that the non-receipt of such mail shall have been notified to them as soon as possible.

8. In case the receiving office shall not have forwarded by the first mail to the despatching office a verification certificate reporting errors or irregularities of any kind, the absence of that document is to be regarded as evidence of the due receipt of the mail and its contents, until the contrary be proved.

#### XV.—*Stipulations respecting Registered Articles.*

1. Correspondence addressed to initials or in pencil is not admitted to registration.

2. No special conditions as to form or fastening are prescribed for registered articles. Each office has the right to apply to such articles the regulations in force in its inland service.

3. Registered articles should bear labels in conformity with or analogous to the pattern D annexed to the present regulations, indicating the name of the office of origin and the number under which the article is entered in the records of that office.

Nevertheless, administrations whose inland regulations do not at present admit the use of labels may postpone the introduction of this arrangement, and continue to use stamps for the indication of registered articles.

4. Registered articles marked with trade charges must bear a manuscript inscription, or the impression of a stamp or a label bearing the word "*Remboursement*" ["Recovery of trade charges"].

5. Unpaid or insufficiently paid registered articles are forwarded to the addresses without charge, but the office which receives an article in these conditions is bound to report the case to its administration, in order that it may inform the administration to which the office of origin is subordinate. That administration proceeds in accordance with the rules followed in its inland service.

#### XVI.—*Post-cards.*

1. Post-cards must be sent unenclosed. The face is reserved for the postage-stamps, for indications relating to the postal-service (registered, acknowledgement of delivery, &c.) and for the address, which may be written in manuscript or be shown upon a gummed label not exceeding two centimetres by five.

Moreover, the sender has the option of indicating his name and address on the face or on the back, either in writing or by means of a stamp, autograph-stamp, or any other typographical process.

Engravings or advertisements may be printed on the back.

Except stamps for prepayment and the labels mentioned in paragraph 1 and paragraph 6 of the present article, it is forbidden to join or attach to post-cards any article whatsoever.

2. Post-cards may not exceed the following dimensions: Length, 14 centimetres; width, 9 centimetres.

3. As far as possible, post-cards issued for circulation in the Postal Union must bear on the face, in the French language, or with a sublineary translation in that language, the following superscription:—

#### POST-CARD.

UNIVERSAL POSTAL UNION.

(Side reserved for the address.)

4. The postage-stamp representing prepayment appears in one of the top corners of the face, as should also any supplementary stamp which may be added.

5. As a general rule, post-cards with reply paid must bear on the face the printed superscription, on the first half, "Post-card with reply paid;" on the second half, "Reply post-card." Each of the two halves must, moreover, fulfil the other conditions laid down for single post-cards; one-half is doubled over the other, and they must not be closed up in any manner whatsoever.

6. The sender of a post-card with reply paid may indicate his name and address on the face of the "Reply" half, either in writing or by sticking a label on to it.

7. The prepayment of the "Reply" half by means of the postage-stamp of the country which has issued the card is valid only if it is attached to the address of that country. In the contrary case, it is charged as an unpaid letter.

8. Post-cards, both single and with reply paid, emanating from private industry, are admitted to international circulation, if agreeable to the laws of the country of origin, and if they be in conformity with the post-cards issued by the Post Office of that country, at all events in regard to size and the substance of the paper.

9. Post-cards not fulfilling, so far as regards dimensions, external form, &c., the conditions laid down by the present article for this class of correspondence are treated as letters.

#### XVII.—*Commercial Papers.*

1. The following are considered as commercial papers, and allowed to pass as such at the reduced postage specified in Article V. of the Convention: All papers and all documents, whether writings or drawings, produced wholly or partly by hand, not having the character of an actual and personal correspondence, such as papers of legal procedure, deeds of all kinds drawn up by public functionaries, way-bills or bills of lading, invoices, the various documents of insurance companies, copies of or extracts from Acts under private signature written on stamped or unstamped paper, musical scores or sheets of music in manuscript, the manuscripts of works or of newspapers forwarded separately, &c.

2. Commercial papers are subject, so far as regards form and conditions of transmission, to the regulations prescribed for printed papers (Article XVIII. following).

#### XVIII.—*Printed Papers of every kind.*

1. The following are considered as printed papers, and allowed to pass as such at the reduced postage sanctioned by Article V. of the Convention: Newspapers and periodical works, books stitched or bound, pamphlets, sheets of music, visiting-cards, address-cards, proofs of printing with or without the manuscript relating thereto, papers impressed with points in relief for the use of the blind, engravings, photographs, pictures, drawings, plans, maps, catalogues, prospectuses, announcements and notices of various kinds, printed, engraved, lithographed, or autographed; and, in general, all impressions or copies obtained upon paper, parchment, or cardboard, by means of printing, engraving, lithography, autography, or any other mechanical process easy to recognise, except the copying-press and the type-writer.

The mechanical processes called chromography, polygraphy, hectography, papyrography, velocigraphy, &c., are considered as easy to recognise; but, in order to pass at the reduced postage, reproductions obtained by means of these processes must be brought to the post-office counter, and must number at least twenty copies, precisely identical.

2. Postage stamps, whether obliterated or not, and all printed articles constituting the sign of a monetary value, are excluded from transmission at the reduced postage.

3. Printed papers of which the text has been modified after printing, either by hand or by means of a mechanical process, or bears any mark whatever of such a kind as to constitute a conventional language, cannot be sent at the reduced rate.

4. The following exceptions to the rule laid down by the preceding paragraph 3 are allowed:—

- (a.) To indicate on the outside of the missive the name, commercial standing, and address of the sender;
- (b.) To add in manuscript, on printed visiting-cards, the address of the sender, his title, as well as conventional initials (p., f., &c.);
- (c.) To indicate or to alter in a printed paper, in manuscript or by a mechanical process, the date of despatch, the signature and the commercial standing or profession as well as the address of the sender;
- (d.) To make manuscript additions to corrected proofs, and to make in those proofs alterations and additions which relate to correction, form, and printing (in case of want of space these additions may be made on separate sheets);
- (e.) To correct also errors in printing in printed documents other than proofs;
- (f.) To erase certain parts of a printed text in order to render them illegible;
- (g.) To make prominent by means of marks passages of the text to which it desired to draw attention;
- (h.) To insert or correct, in manuscript or by a mechanical process, figures, as well as the name of a traveller and the date of his visit, in prices-current, tenders for advertisements, stock- and share-lists, and trade circulars;
- (i.) To indicate in manuscript, in advices of the departures of ships, the dates of those departures;
- (k.) To indicate in cards of invitation and notices of meetings the name of the person invited, the date, the object, and the place of the gathering;
- (l.) To add a dedication on books, sheets of music, newspapers, photographs, and engravings, as well as to enclose the invoice relating to any such work;
- (m.) In requisitions sent to libraries (printed and open, and intended as orders for books, newspapers, engravings, pieces of music), to indicate on the back, in manuscript, the works required or offered, and to erase or underline on the front the whole or part of the printed communications;
- (n.) To paint fashion-plates, maps, &c.

5. Additions made in manuscript, or by means of a mechanical process, which would deprive a printed paper of its general character and give it that of individual correspondence are forbidden.

6. Printed papers must be either placed in wrappers, upon rollers, between boards, in covers open at both sides or at both ends, or in unclosed envelopes, or simply folded in such a manner as not to conceal the nature of the packet, or, lastly, tied with a string easy to unfasten.

7. Address-cards, and all printed matter of the form and substance of an unfolded card, may be forwarded without wrapper, envelopes, fastenings, or fold.

8. Cards bearing the inscription "Post-card" are not allowed to go at the rate for printed matter.

#### XIX.—*Samples.*

1. Samples of merchandise are only allowed to pass at the reduced postage which is allotted to them by Article V. of the Convention, under the following conditions:—

2. They must be placed in bags, boxes, or removable envelopes, in such a manner as to admit of easy inspection.

3. They must possess no saleable value, nor bear any writing, except the name of the sender or that of his firm, the address of the addressee, a manufacturer's or trade-mark, numbers, prices, and indications relative to weight or size, or to the quantity to be disposed of, or such as are necessary to determine the origin and nature of the goods.

4. By common consent between the administrations concerned, that is to say, between the administration of the country of origin and of the country of destination, and of the country or countries, if any, performing the transit *à découvert* or in closed mails, packets of liquids, oils, fatty substances, dry powders, whether dyes or not, as well as packets of live bees, may be admitted to transmission as samples of merchandise, provided that they be packed in the following manner:—

- (1.) Liquids, oils, and fatty substances easily liquefied must be enclosed in glass bottles hermetically sealed. Each bottle must be placed in a wooden box adequately furnished with sawdust, cotton, or spongy material, in sufficient quantity to absorb the liquid in case the bottle be broken. Finally, the box itself must be enclosed in a case of metal, of wood with a screw top, or of strong and thick leather.
- (2.) Fatty substances which are not easily liquefied, such as ointments, soft-soap, resin, &c., the transmission of which offers less inconvenience, must be enclosed in an inner cover (box, linen bag, parchment, &c.), which itself must be placed in a second box of wood, metal, or strong and thick leather.
- (3.) Dry powders, whether dyes or not, must be placed in cardboard boxes which themselves are enclosed in a bag of linen or parchment.
- (4.) Live bees must be enclosed in boxes so constructed as to avoid all danger and to allow the contents to be ascertained.

#### XX.—*Articles grouped together.*

It is permitted to enclose in one and the same packet samples of merchandise, printed matter, and commercial papers, but subject to the following conditions:—

- (1.) That each article taken singly does not exceed the limits which are applicable to it as regards weight and size;
- (2.) That the total weight does not exceed 2 kilogrammes per packet;
- (3.) That the minimum charge be 25 centimes if the packet contains commercial papers, and 10 centimes if it consists of printed matter and samples.

#### XXI.—*Redirected Correspondence.*

1. In execution of Article XIV. of the Convention, and subject to the exceptions specified in paragraph 2 following, correspondence of every kind circulating in the Union addressed to persons who have changed their residence is treated by the delivering office as if it had been addressed directly from the place of origin to the place of the new destination.

2. With regard to inland letters or packets of one country of the Union which enter, in consequence of redirection, into the service of another country of the Union, the following rules are observed:—

- (1.) Articles unpaid or insufficiently paid for their first transmission are treated as international correspondence, and subjected by the delivering office to the charge applicable to articles of the same nature addressed directly from the country of origin to the country in which the addressee may be;
- (2.) Articles regularly prepaid for their first transmission, and on which the complementary postage pertaining to the further transmission has not been paid before their second despatch, are subjected, according to their nature, by the delivering office to a charge equal to the difference between the amount of postage already prepaid and that which would have been chargeable if the articles had been originally despatched to the new destination. The amount of this difference must be expressed in francs and centimes by the side of the stamps by the redirecting office.

In both cases the charges above referred to are leviable from the addressees, even if, owing to successive redirections, the articles should return to the country of origin.

3. When correspondence originally addressed from one part to another of a country of the Union, and prepaid in money, is redirected to another country, the redirecting office must indicate on each article the amount of the postage levied in money.

4. Missent correspondence of all kinds is reforwarded, without delay, by the quickest route, to its destination.

5. Correspondence of all kinds, ordinary or registered, which, being wrongly or insufficiently addressed, is returned to the senders in order that they may rectify or complete the address, is not, when reposted with the direction rectified or completed, regarded as redirected correspondence, but as being really fresh correspondence; and it is consequently liable to a fresh postage.



XXII.—*Undelivered Correspondence.*

1. Correspondence of all kinds which is not delivered, from whatever cause, must be returned as soon as possible after the period for keeping it required by the regulations of the country of destination, and at latest at the expiration of six months in relations with countries beyond sea, and at the expiration of two months in other relations, through the medium of the respective offices of exchange, and in a special bundle labelled "*Rebuts*," and bearing indication of the country where the correspondence originated. The periods of two months and six months count from the end of the month in which the correspondence has reached the office of destination.

2. Nevertheless, undelivered registered correspondence is returned to the office of exchange of the country of origin, as if it were registered correspondence addressed to that country, except that opposite the nominal entry in Table No. 1 of the letter-bill, or in the separate list, the word "*Rebuts*" is entered in the column of observations by the returning office.

3. As an exception, two corresponding offices may, by mutual consent, adopt a different mode of returning undelivered correspondence, and may also dispense with the reciprocal return of certain printed papers considered as destitute of value.

4. Before returning to the office of origin correspondence which for any reason has not been delivered, the office of destination must indicate in a clear and concise manner in the French language, on the back of such articles, the cause of the non-delivery in the following form: "Not known" ("*inconnu*"), "refused" ("*refusé*"), "gone away" ("*parti*"), "not claimed" ("*non réclamé*"), "deceased" ("*décédé*"), &c. This indication is furnished by the application of a stamp or by affixing a label. Each office has the option of adding a translation, in its own language, of the cause of non-delivery, and any other useful particulars.

XXIII.—*Statistics of Transit Charges.*

1. The statistics to be taken once every three years, in execution of Articles IV. and XVII. of the Convention, for the settlement of transit charges within the Union and outside the limits of the Union, are prepared according to the stipulations of the following Articles, during the first twenty-eight days of the month of May or of November alternately of the second year in each triennial period, to take effect retrospectively from the first year.

2. The statistics of November, 1892, will apply to the years 1892, 1893, and 1894; the statistics of May, 1896, will apply to the years 1895, 1896, and 1897; and so on.

3. If during the period to which the statistics apply a country having important relations should enter the Union, the countries of the Union whose situation with regard to the payment of transit dues might be modified in consequence of this circumstance have the option of demanding special statistics relating exclusively to the country which has lately entered.

4. The charges falling upon the despatching office under the head of territorial transit and sea conveyance are fixed invariably in accordance with the statistics for the whole period which they embrace, except in the case contemplated in the preceding paragraph.

But when an important modification takes place in the flow of correspondence, and provided that that modification affects a period of six months at least, the intermediate offices come to an understanding for settling among themselves the division of those charges in proportion to the part taken by the said offices in the conveyance of the correspondence to which the charges relate.

XXIV.—*Correspondence à découvert.*

1. The office serving as the medium for the transmission of correspondence exchanged *à découvert*, either between two countries of the Union or between a country of the Union and a country foreign to it, prepares beforehand, for each of its correspondents of the Union, a table according to the pattern E annexed to the present regulations, in which it indicates, distinguishing, if needful, the different routes of transmission, the rates of payment by weight due to it for the conveyance within the Union of the two categories of correspondence by means of the services at its disposal, as well of the rates of payment by weight to be allowed by the office itself to any other offices of the Union for the further conveyance of the said correspondence within the Union. If necessary, it communicates in due time with the offices of the countries to be traversed as to the route which the correspondence should take, and as to the rates to be paid upon it.

2. When several routes, each involving different transit charges applicable to the routes which the intermediate offices use, are available for the transmission of correspondence to one and the same country, the despatching office pays the intermediate office according to a single rate based upon the average of the several transit rates.

3. A copy of the Table E is forwarded by the said office to the corresponding office interested, and serves as the basis of a special account to be established between them with reference to the intermediate conveyance of the correspondence in question. This account is prepared by the office which receives the correspondence, and is submitted to the examination of the despatching office.

4. The despatching office prepares, according to the particulars given in the form E furnished by its correspondent, tables in conformity with the pattern F hereto annexed, intended to show, for each mail, the charges for intermediate conveyance of the correspondence, without distinction of origin, sent in the mail for transmission by the medium of said corresponding office. With this view the despatching office of exchange enters in a Table F, which it sends with its despatch, the total weight, according to its nature, of the correspondence of this class, which it delivers *à découvert* to the corresponding office of exchange; and the latter, after verification, accepts such correspondence, and sends it to its destination, mixed with its own correspondence in respect of which the charges (if any) for further conveyance are the same.

If required by the offices concerned, it is necessary to distinguish on the Table F the origin of

the correspondence subject to the sea-transit charges of fifteen francs a kilogramme for letters and post-cards, and one franc a kilogramme for other articles, to be shared among several administrations.

5. Any error in the statement of the office of exchange which has despatched the Table *F* is immediately communicated to that office by means of a verification certificate, notwithstanding the correction made in the table itself.

6. If there be no correspondence liable to a charge for intermediate or foreign conveyance, a Table *F* is not prepared, and the despatching office enters at the head of the letter-bill the words "No Table *F*." In case of the erroneous omission of this table the irregularity is equally reported, by means of a verification certificate, to the office in fault, and must be immediately rectified by that office.

#### XXV.—*Closed Mails.*

1. Correspondence exchanged in closed mails between two offices of the Union, or between an office of the Union and an office foreign to the Union, across the territory or by means of the services of one or more offices, forms the subject of a statement in conformity with specimen *G* annexed to the present regulations, which is prepared according to the following stipulations:—

2. As regards mails from one country of the Union for another country of the Union, the despatching office of exchange enters in the letter-bill for the receiving office of exchange the net weight of letters and post-cards and that of other articles, without distinguishing the origin or destination of the correspondence. These entries are verified by the receiving office, which prepares, at the end of the statistical period, the statement above mentioned in as many copies as there are offices interested, including that of the place of despatch.

3. In the four days which follow the close of the statistical operations, the statements *G* are transmitted by the offices of exchange which have prepared them to the offices of exchange of the administration indebted, for acceptance by them. The latter offices, after accepting these statements, send them to the central administration to which they are subordinate, and on which falls the duty of distributing them amongst the offices concerned.

4. As regards closed mails exchanged between a country of the Union and a country foreign to the Union, by the medium of one or more offices of the Union, the offices of exchange of the Union country prepare, for each mail despatched or received, a statement *G*, which they send to the office of departure or entry. This latter prepares, at the end of the statistical period, a general statement, in as many copies as there are offices interested, including itself and the office of the Union which has to pay. One copy of this statement is sent to the indebted office and one to each of the offices which have participated in the conveyance of the mails.

If required by the offices concerned, the offices of exchange must distinguish on the letter-bill the origin and destination of such correspondence as is subject to the sea-transit charges of fifteen francs and one franc, to be shared among several administrations.

5. After each statistical period, those administrations which have despatched transit mails send a list of such mails to the several administrations whose services they have used.

6. The mere warehousing at a port of closed mails brought by one packet and intended to go on by another does not involve payment of territorial transit charges to the post-office of the place where the mails are warehoused.

#### XXVI.—*Mails exchanged with Ships of War.*

1. The establishment of an exchange of closed mails between a post-office of the Union and naval divisions or ships of war of the same nationality must be notified, as far as possible, in advance to the intermediate offices.

2. The address of such mails should be in the following form:—

From the post-office of

For { the [nationality] naval division of [name of the division] at  
 the [nationality] ship [name of the ship] at

or

From the [nationality] naval division of [name of the division] at

From the [nationality] ship [name of the ship] at

For the post-office of [country].

3. Mails addressed to or sent from naval divisions or ships of war are forwarded, unless specially addressed as to route, by the most rapid routes, and in the same condition as mails exchanged between post-offices.

4. If the ships are not at the place of destination when mails addressed to them arrive there, those mails are kept at the post-office until fetched away by the addressee or redirected to another place. Redirection may be demanded either by the post office of origin, or by the commanding officer of the naval division or the ship addressed, or, lastly, by a Consul of the same nationality.

5. Such of the mails in question as bear the inscription "To the care of the Consul at" are delivered at the Consulate of the country of origin. At the request of the Consul they may afterwards be received back into the postal service and redirected to the place of origin or to another address.

6. Mails addressed to a ship of war are regarded as being in transit up to the time of their delivery to the commanding officer of that ship of war, even when they shall have been originally addressed to the care of a post-office or to a consul intrusted with the duty of acting as forwarding agent; they are not, therefore, regarded as having arrived at their address so long as they shall not have been delivered to the ship of war concerned.

7. It is incumbent on the administration of the country to which the ships of war belong to

prepare tables *G* for the mails exchanged. During a statistical period these mails must bear on labels the undermentioned particulars :—

- (a.) Net weight of letters and post-cards ;
- (b.) Net weight of other articles ; and
- (c.) Route followed or to be followed.

In a case where a mail addressed to a ship of war is redirected during a statistical period, the redirecting office informs the office of the country to which the ship belongs.

#### XXVII.—*Account of Transit Charges.*

1. The tables *F* and *G* are incorporated in a special account, in which is shown, in francs and centimes, the annual amount of transit payment accruing to each office by multiplying the totals by thirteen. In case the multiplier does not correspond with the periodicity of the service, or when a question arises as to exceptional despatches made during the statistical period, the administrations concerned arrange for the adoption of another multiplier. The duty of preparing this account devolves upon the office to which payment is due, which transmits it to the indebted office. The multiplier agreed upon holds good on each occasion for the three years of one and the same statistical period.

2. The payment which results from balancing the reciprocal accounts between two offices is made in hard cash (francs) by the indebted office to the office to which the payment is due, by means of bills drawn upon a place in the creditor country at the option of the indebted office. The costs of payment, including the discount charges, when there happen to be any, are borne by the indebted office.

3. The preparation, transmission, and payment of the accounts of the transit charges pertaining to a particular year must be effected with as little delay as possible, and at the latest before the expiration of the first six months of the following year. In any case, if the office which has sent the account has not received in that interval any notes of correction, that account is regarded as duly accepted. This stipulation applies equally to uncontested observations made by one office on the accounts furnished by another. When this term of six months is passed, the amounts due from one office to another office are subject to interest at the rate of 5 per cent. per annum, dating from the day of the expiration of the said term.

The payment of transit charges for the first year in each triennial period, and at need for the second year, are made provisionally at the end of such year, on the basis of the previous statistics, subject to an eventual adjustment of the accounts in accordance with the results of the new statistics.

4. Nevertheless, the option is reserved to the offices concerned to make by common consent other arrangements than those which are set forth in the present Article.

#### XXVIII.—*Exceptions in the matter of Weight.*

As an exceptional measure it is agreed that States which, by reason of their internal regulations, are unable to adopt the decimal metrical system of weight, have the option of substituting for it the ounce *avoirdupois* (28·3465 grammes), assimilating a half-ounce to 15 grammes and 2 ounces to 50 grammes, and of raising, if needful, the limit of the single rate of postage of newspapers to 4 ounces ; but under the express condition that, in the latter case, the postage on newspapers be not less than 10 centimes, and that an entire rate of postage be charged for each copy of the newspaper even though several newspapers be included in the same packet.

#### XXIX.—*Applications for Ordinary Articles which have failed to reach their Destination.*

1. Every application respecting an ordinary article of correspondence which has failed to reach its destination gives rise to the following procedure :—

- (1.) A form in conformity with the pattern *H* annexed hereto is handed to the applicant, who is requested to fill up as exactly as possible the portion which concerns him.
- (2.) The office at which the application originates transmits the form direct to the corresponding office. It is transmitted officially without any written communication.
- (3.) The corresponding office causes the form to be handed to the addressee or sender (as the case may be), with the request that particulars on the subject may be furnished.
- (4.) With these particulars added, the form is sent back officially to the office which prepared it.
- (5.) When the application proves to be well founded it is transmitted to the central administration, in order to serve as a basis for further investigations.
- (6.) In the absence of any understanding to the contrary, the form is drawn up in French or bears a French translation.

2. Any administration can demand, by notification addressed to the International Bureau, that the exchange of applications, so far as such administration is concerned, shall be effected through the medium of the central administrations or of an office specially designated.

#### XXX.—*Withdrawal of Correspondence and Correction of Addresses.*

1. For requests to have correspondence returned or redirected, as well as for requests to have addresses corrected, the sender must use a form in accordance with the specimen *I* annexed to the present regulations. In handing this application to the post-office the sender must establish his identity and produce the certificate of posting if there be one. The administration of the country of origin assumes the responsibility in regard to identity, and after its establishment the course is as follows :—

- (1.) If the request is meant to be sent by post, the form, together with a perfect *fac-simile* of the envelope or address of the missive, is despatched in a registered letter direct to the office of destination ;

(2.) If the request is to be made by telegraph the form is handed over to the telegraph service, which is intrusted with the transmission of its terms to the office of destination.

2. On receipt of the Form *I*, or of the telegram taking its place, the office of destination searches for the correspondence in question, and takes such steps as may be necessary.

If, however, the case be one of an alteration of address requested by telegraph, the office of destination only retains the letter, and awaits the arrival of the necessary *fac-simile* before complying with the request.

If the search is fruitless, or if the article has already been delivered to the addressee, or if the request by telegraph is not so explicit that the article indicated can be recognised with certainty, the fact is at once communicated to the office of origin, which informs the applicant accordingly.

3. In the absence of any understanding to the contrary, Form *I* is drawn up in French, or bears a sublineary translation in that language; and in case the telegraph is used, the telegram is sent in French.

4. A simple correction of address (without modification of the name or description of the addressee) can also be claimed directly from the delivering office—that is to say, without fulfilling the formalities prescribed for the alteration of the address properly so called.

5. Any administration can require, by notification addressed to the International Bureau, that the exchange of applications, so far as such administration is concerned, shall be effected through the medium of the central administrations or of an office specially designated.

In cases where the exchange of applications is effected through the medium of the central administrations, requests sent directly by the offices of origin to the offices of destination must be taken into account to the extent that the correspondence concerned shall be withheld from delivery until the arrival of the application from the central administration.

The administrations which avail themselves of the option accorded by the first paragraph of the present clause bear the charges involved by the transmission, in their inland service, by post or by telegraph, of the communications to be exchanged with the delivering office.

#### XXXI.—*Use of Postage-stamps presumed to be Fraudulent for the Prepayment of Postage.*

1. Subject to the regulations laid down by the laws of each country, even in cases where this reservation is not expressly stipulated in the provisions of the present Article, the under-mentioned procedure is followed for detecting the use of fraudulent postage-stamps for the prepayment of postage :—

(a.) When the presence of a fraudulent postage-stamp (counterfeit or already used) on any article whatever is detected at the time of despatch by the post-office of a country whose law does not require the immediate seizure of the article, the stamp is not altered in any way, and the article, enclosed in an envelope addressed to the delivering office, is forward officially registered.

(b.) This formality is notified without delay to the administrations of the countries of origin and destination by means of an advice in conformity with specimen *K* annexed to the present regulations. A copy of that advice is, moreover, transmitted to the delivering office in the envelope which encloses the article bearing the supposed fraudulent postage-stamp.

(c.) In order to establish the contravention, recourse is had to the addressee. The delivery of the article takes place only in case the addressee or his representative consents to make known the name and address of the sender, and to place at the disposal of the post-office, after having taken cognizance of the contents, the entire article, if it is inseparable from the offence itself, or else the part of the article (envelope, wrapper, portion of letter, &c.) which contains the address and the stamp stated to be fraudulent.

(d.) The result of the representations made is set forth in a formal report in conformity with the specimen *L* annexed to the present regulations, in which report are recorded the incidents that have happened, such as failure to appear, refusal to receive the article or to open it or to make known the sender, &c. This document is signed by the postal official and by the addressee of the article or his representative; if the latter refuses to sign, the refusal is recorded in place of the signature.

The formal report is transmitted, with the relative vouchers, through the medium of the administration of the country of destination, to the postal administration of the country of origin, which, with the aid of those documents, takes proceedings, if necessary, to repress the infringement, according to its internal laws.

#### XXXII.—*Division of the Expenses of the International Bureau.*

1. The ordinary expenses of the International Bureau must not exceed the sum of 125,000 francs annually, irrespective of the special expenses to which the meeting of a Congress or of a conference gives rise.

2. The Swiss Postal Administration supervises the expenses of the International Bureau, makes the necessary advances, and prepares the annual account, which is communicated to all the other administrations.

3. For the apportionment of the expenses, the countries of the Union are divided into seven classes, each contributing in the proportion of a certain number of units, viz.,—

1st class ... ..	25 units.	5th class ... ..	5 units.
2nd " ... ..	20 "	6th " ... ..	3 "
3rd " ... ..	15 "	7th " ... ..	1 "
4th " ... ..	10 "		

4. These coefficients are multiplied by the number of countries of each class, and the total of the products thus obtained furnishes the number of units by which the whole expense is to be divided. The quotient gives the amount of the unit of expense.

5. The countries of the Union are classified as follows, in view of the division of expenses :—

1st Class : Germany, Austria-Hungary, United States of America, France, Great Britain, British India, British Colonies of Australasia, the whole of the other British Colonies and Protectorates (except Canada), Italy, Russia, Turkey.

2nd Class : Spain.

3rd Class : Belgium, Brazil, Canada, Egypt, Japan, Netherlands, Roumania, Sweden, Spanish Colonies or Provinces beyond sea, French Colonies, Dutch East Indies.

4th Class : Denmark, Norway, Portugal, Switzerland, Portuguese Colonies.

5th Class : Argentine Republic, Bulgaria, Chili, Colombia, Greece, Mexico, Peru, Servia, Tunis.

6th Class : Bolivia, Costa Rica, Dominican Republic, Ecuador, German Protectorates, Guatemala, Hayti, Republic of Honduras, Luxemburg, Nicaragua, Paraguay, Persia, Salvador, Kingdom of Siam, Uruguay, Venezuela, Danish Colonies, Colony of Curaçoa (or Dutch West Indies), Colony of Surinam (or Dutch Guiana).

7th Class : Congo Free State, Hawaii, Liberia, Montenegro.

#### XXXIII.—*Communications to be addressed to the International Bureau.*

1. The International Bureau serves as the medium for regular notifications of a general kind concerning international relations.

2. The administrations belonging to the Union must communicate to each other specially through the medium of the International Bureau :—

(1.) The particulars of the surcharges which, by virtue of Article V. of the Convention, they levy in addition to the Union rate, whether for sea-postage or for expenses of extraordinary conveyance, as well as a list of the countries in relation to which these surcharges are levied, and, if needful, the designation of the routes giving rise to the surcharges ;

(2.) Five complete sets of their postage-stamps ;

(3.) Notice whether they mean to use the option left to administrations to apply or not to apply certain general stipulations of the Convention and the present regulations.

3. Every modification adopted hereafter in regard to one or other of the three points above mentioned must be notified without delay in the same manner.

4. The International Bureau receives besides from all the administrations of the Union two copies of all the documents which they publish, whether relating to the inland service or to the international service.

5. Correspondence addressed by the administrations of the Union to the International Bureau, and *vice versa*, is assimilated, as regards freedom from postage, to correspondence exchanged between administrations.

#### XXXIV.—*General Statistics.*

1. Every administration sends to the International Bureau at the end of the month of July in each year as complete a series as possible of statistical returns relating to the preceding year, arranged in tables in conformity with or analogous to the patterns M and N annexed.

2. Those services in which each transaction is recorded are dealt with in periodical statements based upon the entries made.

3. All other transactions are counted, during one week at least for daily exchanges, and during four weeks for exchanges other than daily, each administration having the option of counting separately the correspondence belonging to each category.

4. To each administration is reserved the right of counting the correspondence at those periods in which the postal business approaches most nearly to the average.

5. To the International Bureau is intrusted the duty of printing and distributing the statistical forms to be filled up by each administration, and of furnishing to any administration on application all necessary information as to the rules to be followed, in order to insure as far as possible uniformity of practice in taking the statistics.

#### XXXV.—*Duties of the International Bureau.*

1. The International Bureau prepares general statistics for each year.

2. It publishes, by the aid of the documents which are put at its disposal, a special journal in the German, English, and French languages.

3. All the documents published by the International Bureau are distributed to the administrations of the Union, in the proportion of the number of contributing units assigned to each by the foregoing Article XXXII.

4. Any additional copies and documents which may be applied for by these administrations are paid for separately at prime cost.

5. The International Bureau must, moreover, hold itself always at the disposal of the members of the Union for the purpose of furnishing them with any special information they may require upon questions relating to the international postal service.

6. The International Bureau makes known demands for the modification or interpretation of the stipulations which regulate the Union. It notifies the results of each application, and no modification or resolution adopted is binding until two months at least after its notification.

7. The International Bureau effects the balance and liquidation of accounts of every description between the administrations of the Union which declare their wish to use that bureau as a medium under the conditions laid down by Article XXXVI. following.

8. The International Bureau prepares the business to be submitted to Congresses or conferences. It undertakes the necessary copying and printing, the editing and distribution of amendments, minutes of proceedings, and other information.

9. The Director of the International Bureau attends the sittings of the Congresses or conferences, and takes part in the discussions, but without the power of voting.

10. On the subject of his proceedings he makes an annual report, which is communicated to all the administrations of the Union.

11. The official language of the International Bureau is the French language.

12. It is the duty of the International Bureau to publish an alphabetical dictionary of all the Post Offices of the world, with special indications of such of those offices as undertake services which have not yet become general. That dictionary is kept up to date by means of supplements, or in any other manner which the International Bureau shall consider suitable.

The dictionary mentioned in the present paragraph is delivered at prime cost to the administrations which apply for it.

XXXVI.—*Central Office of Accounting and Liquidation of Accounts between the Administrations of the Union.*

1. It is the duty of the International Bureau of the Universal Postal Union to effect the balance and liquidation of accounts of every description relative to the international postal service between administrations of countries of the Union which have the franc for their monetary unit, or which are agreed on the rate of conversion of their money into francs and centimes (specie).

The administrations which intend to claim for this service of liquidation the assistance of the International Bureau arrange accordingly with each other and with the bureau.

Notwithstanding its adhesion each administration retains the right of preparing at will special accounts for different branches of the service, and of effecting the settlement of them at its own convenience with the corresponding administrations, without employing the medium of the International Bureau, to which, according to the tenor of the preceding paragraph, it merely indicates for what branches of the service and in respect of what countries it applies for the help of the bureau.

At the request of the administrations concerned, telegraph accounts can also be notified to the International Bureau, to be included in the setting off of balances.

Administrations which shall have used the medium of the International Bureau for the balancing and liquidation of accounts may cease to use that medium three months after giving notice to the said bureau to that effect.

2. After having checked and accepted their accounts, the administrations furnish to each other reciprocally acknowledgments of their debit, made out in francs and centimes, stating therein the nature, the period, and the result of the account.

3. Each administration addresses monthly to the International Bureau a table showing the total credit due to it on the individual accounts, as well as the total of the sums which are due to it from each of the contracting administrations; each credit appearing in this table must be substantiated by an acknowledgment from the indebted office.

This table should reach the International Bureau not later than the 19th of each month; otherwise its liquidation is liable to be deferred until the following month.

4. The International Bureau ascertains, by comparing the acknowledgments, if the tables are correct. Every correction that is necessary is notified to the offices concerned.

The debit of each administration to another is carried forward into a summary; and, in order to arrive at the total amount owing by each administration, it suffices to add up the different columns of this summary.

5. The International Bureau combines the tables and the summaries in one general balance-sheet showing—

(a.) The total of the debit and of the credit of each administration;

(b.) The balance against or in favour of each administration, representing the difference between the total of the debit and the total of the credit;

(c.) The sums to be paid by some of the members of the Union to a single administration, or, reciprocally, the sums to be paid by the latter to the former.

The totals of the two categories of balances under (a) and (b) must of necessity be equal.

It shall be arranged, as far as possible, that each administration, in order to liquidate its debts, shall have to make only one or two distinct payments.

Nevertheless, an administration which habitually finds a sum exceeding 50,000 francs due to it from another administration has the right to claim remittances on account.

These remittances on account are entered, both by the creditor administration and by the debtor administration, at the foot of the tables to be forwarded to the International Bureau (see § 3).

6. The acknowledgments (see § 3) transmitted to the International Bureau with the tables are classified according to the different administrations.

They serve as the basis for settling the accounts of each of the administrations concerned. In this settlement there should appear—

(a.) The sums relating to the special accounts concerning the different exchanges;

(b.) The total of the sums resulting from all the special accounts with respect to each of the administrations concerned;

(c.) The totals of the sums due to all the creditor administrations on account of each branch of the service, as well as their general total.

This total should be equal to the total of the debit which appears in the summary.

At the foot of the liquidation account, the balance is prepared between the total of the debit and the total of the credit resulting from the tables forwarded by the administrations to the International Bureau (see § 3). The net amount of the debit or of the credit should be equal to the debit balance or to the credit balance carried into the general balance-sheet. Moreover, the liquidation account determines the manner of settlement—that is to say, it indicates the administrations to which payment must be made by the administration indebted.

The liquidation accounts must be transmitted to the administrations interested by the International Bureau not later than the 22nd of each month.

7. Debit or credit balances not exceeding 500 francs can be carried forward to the settlement of the following month, provided, however, that the administrations concerned are in monthly communication with the International Bureau. The amount brought forward is entered in the summaries and in the liquidation accounts in respect of the creditor and debtor administrations. The debtor administration furnishes in such case to the creditor administration an acknowledgment of the sum due, to be carried into the next table.

XXXVII.—*Language.*

1. The letter-bills, tables, statements, and other forms used by the administrations of the Union in their reciprocal relations must, as a general rule, be drawn up in the French language, unless the administrations concerned arrange otherwise by direct agreement.

2. As regards official correspondence, the present state of things is maintained, unless any other arrangement should subsequently be agreed upon by common consent between the administrations concerned.

XXXVIII.—*Scope of the Union.*

The following are considered as belonging to the Universal Postal Union:—

- (1.) The German Post Offices established at Apia (Samoa Islands) and Shanghai (China), as subordinate to the Postal Administrations of Germany.
- (2.) The Principality of Lichtenstein, as subordinate to the Postal Administration of Austria.
- (3.) Iceland and the Farøe Islands, as forming part of Denmark.
- (4.) The Spanish possessions on the North Coast of Africa, as forming part of Spain; the Republic of Andorra, and the postal establishments of Spain upon the West Coast of Morocco, as subordinate to the Postal Administration of Spain.
- (5.) Algeria, as forming part of France; the Principality of Monaco and the French Post Offices established at Tangiers (Morocco), at Shanghai (China), and at Zanzibar, as subordinate to the Postal Administration of France; Cambodia, Annam, and Tonquin, as assimilated, so far as regards the postal service, to the French Colony of Cochin China.
- (6.) The postal agencies which the Postal Administration of Gibraltar maintains at Tangiers, Larache, Rabat, Casablanca, Saffi, Mazagan, and Mogador (Morocco).
- (7.) The Post Offices which the Administration of the English Colony of Hong Kong maintains at Hoihow (Kiung-Schow), Canton, Swatow, Amoy, Foo-Chow, Ningpo, Shanghai, and Hankow (China).
- (8.) The Indian postal establishments of Aden, Zanzibar, Muscat, the Persian Gulf, and Guadur, as subordinate to the Postal Administration of British India.
- (9.) The Republic of Saint Marino and the Italian Post Offices at Tunis and Tripoli in Barbary, as subordinate to the Postal Administration of Italy.
- (10.) The Post Offices which the Japanese Administration has established at Shanghai (China), Fusanpo, Genzanshin, and Jinsen (Corea).
- (11.) The Grand Duchy of Finland, as forming an integral part of the Empire of Russia.

XXXIX.—*Proposals made in the Interval between Meetings.*

1. In the interval which elapses between the meetings, the Postal Administration of every country of the Union has the right of addressing to the other participating administrations, through the medium of the International Bureau, proposals concerning the present regulations.

2. Every proposal is subject to the following procedure:—

A period of five months is allowed to the administrations of the Union to examine the proposals and furnish to the International Bureau their observations, amendments, or counter-proposals (as the case may be). The answers are tabulated by the International Bureau, and communicated to the administrations with an invitation to express their views. The administrations which have not declared their votes within a period of six months, counting from the date of the second circular of the International Bureau notifying to them the observations made, are regarded as abstaining.

3. In order to become binding, the proposals must obtain—

- (1.) Unanimity of votes, if they relate to the addition of new articles or to the modification of the stipulations of the present article and of Articles III., IV., V., XII., XXVII., XXX., XXXI., and XL.;
- (2.) Two-thirds of the votes, if they relate to the modification of the stipulations of Articles I., II., VIII., IX., XI., XIV., XV., XVI., XVIII., XIX., XX., XXI., XXIII., XXIV., XXV., XXVI., XXVIII., XXXIV., XXXVI., XXXVII., and XXXVIII.;
- (3.) Simply an absolute majority, if they relate to the modification of stipulations other than those indicated above, or to the interpretation of the various stipulations of the regulations, except in the case of litigation as contemplated by Article XXIII. of the Convention.

4. Resolutions adopted in due form are made binding by a simple notification from the International Bureau to all the administrations of the Union.

5. No modification or resolution adopted is binding until at least two months after its notification.

XL.—*Duration of the Regulations.*

The present regulations shall be put into execution on the day on which the Convention of the 4th July, 1891, comes into force. They shall have the same duration as that Convention, unless they be renewed by common consent between the parties concerned.

Done at Vienna, the 4th of July, 1891. [*Here follow the signatures of the plenipotentiaries.*]

The I. and R. Minister of Foreign Affairs certifies that this is a correct copy of the original deposited in the archives of the department.

Vienna, 7th July, 1891.

The Director of the Chancellerie of the I. and R. Minister of Foreign Affairs.

(Signed) MITTAG.

## APPENDIX.

## JUBILEE OF IMPERIAL PENNY POSTAGE.

THE fiftieth anniversary of the introduction of uniform penny postage in the United Kingdom was celebrated in London, and in other parts of the country, in 1890. The Penny Postage Jubilee Dinner, which was held in the Holborn Restaurant on the 15th January, proved a most successful initial gathering. But the Corporation of the City of London, anxious to celebrate the jubilee in a fitting and more public manner, asked the Post Office to co-operate in arranging for an important *conversazione* at the Guildhall. The *conversazione* was opened on the 16th May, and the proceedings were brought to a pleasant conclusion on the 19th by a dinner at the Albion Tavern, under the presidency of Alderman Sir James Whitehead, Bart., at which the Postmaster-General and the principal officers of the Post Office were present.

The official celebration of the jubilee took the form of a grand *conversazione* at the North Kensington Museum on the 3rd July. There was a double object in holding this gathering: not only to mark in a fitting manner the jubilee of a great reform, but to increase the Rowland Hill Memorial and Benevolent Fund, which, it may be explained, has for its object the giving of relief to Post Office servants, before or after retirement, who, through no fault of their own, have fallen into necessitous circumstances, or to their widows and orphans. Her Majesty the Queen consented to become the patron of the fund, and extended her patronage to the *conversazione*.

A special jubilee post-card (some of which have reached the colony) had been issued for sale at the Guildhall, for the benefit of the fund, and it was so popular that the entire issue of 10,000 was bought up in less than three hours. In view of this success, it was resolved to issue a limited number of a special jubilee envelope, impressed with a penny postage-stamp, and containing an appropriate correspondence card; the proceeds of which were also devoted to the Benevolent Fund.

The efforts to increase the fund by subscriptions, and by the sale of tickets, cards, and envelopes, resulted in a sum of £22,000 being added thereto. In other words, one of the direct results of the jubilee celebrations was to more than double the Rowland Hill Fund.

The Post Office Jubilee Celebration Committee published, in book form, a highly interesting account of the celebration proceedings, and "a brief account of the Post Office, with especial reference to the progress of the fifty years ended 1890." Beyond the fact that universal penny-postage was introduced in the Mother-country in 1840, little perhaps is known in the colony of what really led up to this, or of the enormous expansion of postal business which has taken place during the half-century ended in 1890. The following extracts, including an account of what was witnessed in the London Post Office during the Christmas season of 1890, are, therefore, reproduced for the information of officials and public:—

## A BRIEF ACCOUNT OF THE POST OFFICE, WITH ESPECIAL REFERENCE TO THE PROGRESS OF THE FIFTY YEARS ENDED 1890.

The system of uniform penny postage for letters throughout the United Kingdom, originated by the late Sir Rowland Hill, was introduced on the 10th January, 1840, and during the fifty years which have elapsed since that date the business of the post-office has developed to an extent far exceeding his utmost anticipations.

Before 1840 the rates of postage on letters sent from one part of the United Kingdom to another was almost prohibitive. It is true that in regard to letters posted in London and other large cities for delivery within their local posts there existed, as shown hereafter, a "penny post" and a "twopenny post," but beyond these limits the rates for a "single letter," unless "franked" by a Member of Parliament, were as follows:—

From any post-office to any place not exceeding 15 miles from such post-office	d.
Above 15 miles and under 20	4
" 20 " " 30	5
" 30 " " 50	6
" 50 " " 80	7
" 80 " " 120	8
" 120 " " 170	9
" 170 " " 230	10
" 230 " " 300	11
" 300 " " 400	1/-

and 1d. for every additional 100 miles; while, as regards Scotland, an additional charge of  $\frac{1}{2}$ d. was made on every letter sent across the border.

Only "single letters," *i.e.*, letters written on a single sheet of paper, could be sent at these rates. Hence the use, which some of the present letter-writers can remember, of the large square sheets of letter-paper, folded in four, and secured with a seal. The use of an envelope or cover, or of two sheets of paper, or the transmission of any enclosure, rendered the letter liable to double postage, and two enclosures involved treble postage. Also, if the letter weighed 1oz. the postage was quadrupled, and every additional  $\frac{1}{4}$ oz. in weight led to an additional rate of postage. Thus, the postage on a "single letter" from London to Brighton was 8d.; to Manchester, 11d.; to Edinburgh,



13½d.; and to Cork, 17d., instead of 1d. as at present. But if the letter weighed just over 1¼oz. the postage was: to Brighton, 4s. 8d.; to Manchester, 6s. 5d.; to Edinburgh, 7s. 7½d.; and to Cork, 9s. 11d.

The inconvenience which these high rates inflicted on the public is stated to have been forcibly brought home to Sir Rowland Hill by the fact that, when engaged to his future wife, he and she found it necessary, from motives of economy, to sacrifice sentiment, and to restrict their correspondence to a letter once a fortnight.

An article in the "Blackfriars Magazine"—a journal the place of which has since been taken by the "St. Martin's-le-Grand Magazine"—traces the inception of the idea of penny postage:—

"It was the practice of Mr. and Mrs. Thomas Wright Hill to encourage their children to select and discuss, in the long dark evenings of the winter months, topics of general interest; political questions, social, physical, and other problems. Each was at liberty to contribute his views, the parents guiding the discussion, and throwing in now and again a shrewd remark or two, born of their well-ordered minds and ripe experience. It was, no doubt, a home debating-society, at which, however, the 'previous question' was never put, and 'calls to order' were superseded by the sense and moderation of the disputants.

"On a previous occasion they had debated the printing-press and the feasibility of its improvement; on this particular evening the family circle discussed the heavy postage which the lightest letter cost between any two distant points—between, for instance, London and Liverpool, for which the postage was 11d.; or even between places so near each other as Birmingham and Wolverhampton, the postage being in such cases at least 4d.

"Out of that family council arose great things, with most of which the readers of 'Blackfriars,' by reason of their occupation, are well acquainted.

"Of the five boys, Matthew, the eldest, intended for the Bar, took, one may be sure, an active part of the discussion, the budding advocate detecting at once the strong and weak points of a possible adversary's case; Edwin, the next, with a turn for mechanical contrivances, reflecting what sort of machinery a postal service might require, would address himself to locomotion and its cost; Arthur, with an inborn gentleness which never forsook him, would cast about, perchance, for excuses for those who permitted the levying of extravagant rates; Frederic, the fifth son, then but a child (the sixth and youngest being probably in the nursery), waiting with deference for the settled opinions of his elders, would in due season express himself, young as he was, with sagacity and prudence; while Rowland, the third son, debating the whole proposition with such energy and grasp as to make it clear that further inquiry on this important track was his particular *forte*, carried with him the whole of the councillors in his youthful demand for postal reform. Then the council resolved that the question of the printing-machine should be for Edwin further to take up, and that the field of the post-office should be left free to Rowland. So from that or a subsequent family council the brothers went on their way through life—Matthew to become a barrister, King's Council, and Recorder of Birmingham; Edwin, chief of the Stamp Office at Somerset House, and Improver of its Printing and Stamping Machinery; Arthur, Head of the famous Bruce Castle School at Tottenham; Frederic, Inspector of Prisons in Scotland, and afterwards Assistant Secretary in the Post Office; and Rowland—the great postal reformer—Secretary of the Post Office and Knight Commander of the Most Honourable Order of the Bath.

"It has been said that great things arose out of that family council. Among others, it has led to the expansion of a total of seventy-six millions and a half of letters, delivered annually, into the wondrous aggregate of nearly one thousand eight hundred millions. If we throw in some other odds and ends, such as a trifle of four hundred millions of book-packets, forty millions of parcels, and two or three millions of samples, it may not be wide of the mark to say, for the sake of roundness of numbers, that two billions of postal articles under the vivifying schemes of Sir Rowland Hill are passing through the post."

Now, penny postage brings within the reach of every class the means of correspondence, and that as frequently as the exigencies of the busy life of to-day may require.

The growth of the post-office business during the last fifty years has not, moreover, been confined to articles sent through the post.

The establishment in the autumn of 1861 of the Post-Office Savings-Bank, the deposits in which amounted in that year to £735,000, but have now reached £60,000,000; the transfer to the State in 1870 of the telegraphs, the number of messages sent by which was then 8,900,000, but amounted last year to 62,368,000; the introduction in 1881 of postal-orders, of which upwards of 178,000,000 were issued last year; the introduction in 1883 of the parcel post, by which 2,000,000 of parcels were sent that year, and upwards of 39,000,000 last year; together with the transaction of life insurance and annuity business, and facilities for investment of small sums in Government stocks, have all contributed to render the Post Office one of the largest and most important departments of the State.

The advantages of cheap postage have, however, been enormously increased by the simultaneous development of railway communication, which has afforded the means of rapidly transporting the immense quantity of matter sent through the post at the present day.

#### MAIL-COACHES.

One of the greatest reforms ever made in the Post Office was effected by the introduction in 1784 of Mr. John Palmer's plan for sending mails by coach. Mr. Palmer, who was the manager of the theatre at Bath, had observed that when the tradesmen of that city were particularly anxious to have a letter conveyed with speed and safety they were in the habit of enclosing it in a brown-paper cover and sending it by the coach, notwithstanding that the charge was much higher than the postage of a letter. He therefore suggested that mail-bags should be sent by passenger-coaches in charge of well-armed and trustworthy guards, and that the coaches should be so timed that they should all arrive in London, as far as possible, at the same time, in order that the letters might be

all delivered together. Up to this time the mail-bags had been carried by postboys on horseback at an average rate, including stoppages, of from three to four miles an hour; and Mr. Palmer, in submitting his plan to Mr. Pitt, in 1783, pointed out that "the post, instead of being the swiftest, is about the slowest conveyance in the country," and that "the mails were generally intrusted to some idle boy, without character, mounted on a worn-out hack, and who, so far from being able to defend himself, or escape from a robber, is much more likely to be in league with him."

The officers of the Post Office vehemently opposed Mr. Palmer's plan, but its merits were recognised by Mr. Pitt, and under his auspices an Act was passed authorising its adoption.

Mr. Palmer was appointed Controller of the General Post Office to carry out his plan, with a salary of £1,500 a year and 2½ per cent. on any excess of revenue over £240,000 a year, and he appears to have performed his duties with great ability. The speed of the mails was at once increased from three and a half to six miles an hour, and subsequently still greater acceleration was attained, accompanied by a large immediate increase of correspondence and of revenue.

In 1792, Mr. Palmer was suspended from his functions, an allowance of £3,000 a year being made to him in lieu thereof. This sum was much below what he was entitled to under his agreement, and, after unsuccessfully memorialising the Treasury against the arrangement, he laid his case before Parliament; and in 1813, after a struggle lasting many years, a parliamentary grant of £50,000 was made to him.

About the year 1814, Mr. Macadam's improved system of road-making enabled a great acceleration to be effected in the speed of the mail-coaches. The speed gradually increased to ten miles an hour, and even more, until in the case of the Devonport mail the journey from London of 216 miles was punctually performed, including stoppages, in twenty-one hours and fourteen minutes.

#### MAILS FIRST SENT BY RAILWAY.

In 1830, on the opening of the line between Liverpool and Manchester, the mails were, for the first time, conveyed by railway, and the payment to railway companies for conveyance of mails amounted last year to £900,000.

The first travelling post-office, for the purpose of sorting correspondence in transit, was established on the Grand Junction Railway, between Liverpool and Birmingham, on the 1st July, 1837; and on the completion of the railway to the metropolis, in July, 1838, that travelling post-office began to run throughout between London and Liverpool. The speed was then a gentle twenty miles an hour, as even at a somewhat later period, when the railway northward had been completed as far as Lancaster, the mail-train took eleven hours and a half to perform the journey from London to Lancaster, a distance of 241 miles. Now, when the mail-train to the north has travelled eleven hours and a half it is pulling up at Forfar, so distant as 471 miles from London. Travelling post-offices are attached to numerous mail-trains on all the principal lines, those under the control of the London Postal Service running in the aggregate about 3,000,000 miles annually over the principal railway systems of Great Britain. About 1,800,000 miles, or three-fifths of the total distance traversed by the mail-carriages, are run on the London and North-Western and Caledonian Railways; about 270,000 miles are run on the Midland and North-Eastern lines, and nearly 300,000 miles on the Great Western Railway. The total number of letters, &c., dealt with in the travelling post-offices annually is about 210,000,000, besides about 4,000,000 parcels.

Extensive use is made of the apparatus for receiving mails into, and leaving mails from, mail-trains travelling at full speed. Mr. Ramsay, formerly an officer of the General Post Office, is said to have suggested the machinery for the purpose. To Mr. Dicker, also an officer of the department, must be ascribed many important improvements of the apparatus, which made it fit for general use, Mr. Dicker receiving his reward in the shape of a grant of £500 from the Board of Treasury, and the appointment of Supervisor of Mail-bag Apparatus. Mr. Pearson Hill, only son of Sir Rowland Hill, is credited with further advantageous changes, and still further improvements have been made of late years by the present supervisor, Mr. Garrett.

The total number of apparatus stations in England, Scotland, and Wales is 220, and there are 355 standards and 372 nets erected at these stations for the despatch and receipt of mails. There are forty-four travelling post-office carriages, to which the apparatus, nets, &c., are fixed.

The number of exchanges of mails daily from the station standards into the carriage-nets is 516, and from the carriage to the stationary nets 530. The total number of mail-bags included in these exchanges is about 2,000. It rarely happens that a bag is missed or dropped. On an average about 110,000 letters, &c., a day are exchanged by the apparatus at a normal period, of which about 85,000, or nearly four-fifths, are sorted in the travelling post-offices, the remainder being sent direct in bags from one town to another through the travelling post-offices unopened.

#### FOREIGN AND COLONIAL MAIL-PACKET SERVICE.

The foreign and colonial mail service benefited almost as much by the introduction of steam packets as the inland service did by the introduction of railways. The state of the mail-service to Ireland in old times is illustrated by the fact that in 1693 a piteous petition was received from James Vickers, the captain of the "Grace Dogger," who, while his vessel lay in Dublin Bay, waiting for the tide to take him over the bar, was captured by a privateer, the captain of which, he complains, stripped the "Grace Dogger" of all her rigging and the furniture "wherewith she had been provided for the accommodation of passengers, leaving not so much as a spoon or a nail-hook to hang anything on." The vessel herself had to be ransomed for the sum of fifty guineas, which the Postmaster-General had to pay. The result of this and similar misfortunes was that the Postmaster-General resolved to build swift packet-boats that should escape the enemy, but built them so low in the water that a report states, "We doe find that in blowy weather they take in soe much water that the men are constantly wet all through, and can noe ways goe below to change themselves, being obliged to keep the hatches shut to save the vessels from sinking, which is such a

discouragement to the sailors that it will be of the greatest difficulty to get any to endure such hardships in the winter weather." It is difficult to realise this state of things now, when the mail-packet service is performed by splendid steam-vessels of extraordinary power and speed—the voyage from Dover to Calais being performed in little over an hour, and that from Holyhead to Kingstown in three hours and a half; while the mails for the United States, India, and the colonies are conveyed with the utmost rapidity and regularity by magnificent fleets of the finest steam-vessels in the world. When the Pilgrim Fathers settled in America they could never have imagined that the mails would traverse the Atlantic in less than six days in floating palaces like the "Teutonic," nor could the East India Company have anticipated that the mails which occupied six months in voyaging round the Cape in a sailing-vessel would complete the journey to Bombay in seventeen days by means of the splendid steam-vessels of the Peninsular and Oriental Company; while it would have been equally incredible to the first settlers in Australia that the vast distance intervening between them and the mother-country would be accomplished in thirty-two days.

The great facilities which thus exist for communication with India and the colonies have, of course, been still further enhanced by the recent reduction of the postage to 2½d. for a letter under half an ounce in weight.

The feat of delivering letters in London within a week of their despatch from New York was accomplished for the first time in October last.

The Inman steamer "City of New York" and the White Star liner "Teutonic" passed Sandy Hook at 7.35 a.m. and 7.51 a.m. respectively on Wednesday, the 15th October. Mails were carried by both vessels, those on board the "City of New York" numbering 392 sacks, and those on the "Teutonic" 31 sacks. The bulk of the mails was sent by the Inman steamer, while only correspondence specially addressed was forwarded by the "Teutonic." The White Star liner, however, made the quicker passage, and arrived off Roche's Point at 12.45 p.m. on the 21st, or one hour forty-seven minutes in advance of her rival.

#### POST-OFFICE SAVINGS-BANK.

The establishment in 1861 of the post-office savings-banks afforded great facilities for thrift to the industrial classes. In that year 3,532 post-offices throughout the Kingdom were opened for savings-bank business, but the number is now upwards of 9,000. The public appreciation of these facilities is shown by the fact that the number of depositors has increased from 91,965 to 4,220,927, and the amount annually deposited has increased from £735,253 to £19,052,226, while the average amount of each deposit has diminished from £3 12s. 8d. to £2 10s. 6d.

Since 1880 depositors have been enabled to invest their savings in Government stocks with little or no trouble. In this way, £3,785,600 of stock is now held by 43,000 persons, the dividends being credited to their savings-bank accounts. The smallest sum which a depositor can invest in the purchase of Government stock is one shilling.

The post-office savings-bank is much used by friendly societies, provident institutions, and penny banks as a safe place of deposit for their funds.

The idea of establishing this branch of the department is largely, and with justice, attributed to the late Sir C. W. Sikes, a merchant of Huddersfield. The machinery which rendered the idea practicable was in the main reduced to a workable form within the department, the late Mr. F. I. Scudamore, C.B., and Mr. G. Chetwynd, C.B., being those chiefly concerned.

#### TELEGRAPHS.

The year 1870 was rendered notable in the history of the Post Office by the acquisition by the State of the telegraphs, which had previously been in the hands of various companies. On the 29th of January in that year the transfer of the business to the Postmaster-General took place, but for another week the telegraph companies continued to perform, as agents of the Post Office, most of their practical functions, until at midnight (or more strictly speaking at 7 o'clock on the morning of the 5th February, the Postmaster-General—then the Marquis of Hartington, M.P.—took up the management of inland telegraphy.

The history of telegraphy in this country yet remains to be written. The postal share of it may perhaps be briefly indicated by parliamentary papers, which show that, in 1854, Mr. Thomas Allan, a well-known electrician, published a paper entitled "Reasons for the Government annexing an Electric Telegraph System to the General Post Office." Mr. Allan proposed a uniform charge for telegrams of one shilling for twenty words.

In 1858, Mr. F. E. Baines, C.B., an officer of the department, submitted to the Lords of the Treasury, by permission of the Duke of Argyll, then Postmaster-General, and with the concurrence of the late Sir Rowland Hill, a plan "For the establishment in connection with the Post Office of a comprehensive system of electric telegraphs throughout the Kingdom." Mr. Baines advocated a sixpenny rate of charge, free delivery within prescribed limits, a legal monopoly, and extension of postal-telegraph wires, first to post-towns and ultimately to eight thousand or nine thousand sub-post-offices, separation of the railway from the public telegraph service, consolidation of the public telegraph system under one management, and an extension of underground wires. All these suggestions have now been realised. When Mr. Baines framed his proposals, 470 post-towns had no telegraphic communication whatever; at 210 post-towns the telegraph-office was to be found only at the railway-station; while the smaller towns and villages were without any telegraphs whatever, or, at best, had to depend on a railway-service wire at the nearest railway-station.

In 1865 the late Lord Stanley of Alderley, Postmaster-General, took up the question, and he directed the late Mr. Frank Ives Scudamore to examine it. Mr. Scudamore's report was laid before Parliament in April, 1868. At that time the Duke of Montrose was Postmaster-General. He advised the Government to bring in a Bill for the acquisition of the telegraphs. This Bill became law, and was followed by a Money Bill in 1869, which confirmed and extended the Bill of 1868.

The burden of organizing the acquisition of the telegraph companies' property, and of establishing the system of post-office telegraphs, fell on Mr. Scudamore. It was a work of excessive labour, and was performed in an incredibly short space of time.

Under post-office management the facilities afforded to the public have been greatly increased, and the business developed in all directions. In 1870 a uniform minimum charge of one shilling for each inland message was introduced, and the total number of messages sent in the first year was nearly 9,472,000, excluding about 700,000 Press messages; the number of telegraph-offices throughout the kingdom being 3,700. In October, 1885, the minimum charge for a message was reduced to sixpence, and the total number of messages last year was 62,368,000.

The cost of the telegraph-service last year was £2,042,394, while the total receipts amounted to £2,129,699.

Vast strides have been made in telegraphy since Cooke and Wheatstone, in July, 1837, transmitted their first signals between Euston Square and Camden Town. The post-office has now duplex, quadruplex, and multiplex apparatus, transmitting many messages on one and the same wire at the same time, while the capabilities of the more recently invented Wheatstone automatic apparatus have been developed to an extent unthought of by the inventor. This apparatus can now transmit as many as 600 words in a minute. The first attempt to connect England and the Continent was made in 1850 by a wire laid from Dover to Calais, and in the following year permanent communication was established by a cable, of which a portion is in use at the present time. There are now no less than nineteen cables between Great Britain and the Continent. Those which were established by the Submarine Telegraph Company between England and the Continent were acquired last year by the British and foreign Governments, the concessions to the company having expired.

On the 5th of August, 1858, the first line to the United States was completed, and telegraphic communication established between the two hemispheres; but the cable soon broke, and although another cable was laid in 1865, it also failed, and it was only in 1866 that the third cable was successfully laid. The second cable was subsequently restored, and at the present time there are no less than twelve cables crossing the Atlantic.

The telephone and the microphone are recent productions of telegraph science; but, although the Post Office has established several telephones exchanges, the application of these inventions, so far as this country is concerned, is chiefly in the hands of companies.

#### PARCEL-POST.

The latest great addition to the Post Office business is the parcel-post, which came into operation on the 1st of August, 1883. This beneficent measure was introduced into Parliament and carried into law by the energy and skill of the late Professor Fawcett, the blind Postmaster-General. Mr. Fawcett took the deepest interest in every detail of the new post, personally examining all the regulations and satisfying himself of the justice and propriety of every condition attaching to it. During the first year the number of inland parcels (for the foreign and colonial parcel-post was not inaugurated till the 1st of July, 1885) was upwards of 22,900,000; but the number last year, including foreign and colonial parcels, was upwards of 39,500,000, the gross postage upon which amounted to £878,547. Close upon 1,500,000 parcels were dealt with in London during the Christmas week of 1890, 1185,000 being posted on the 23rd of December alone.

The parcel-post has been extended to all the colonies, except Queensland, and to almost every foreign State, and the number of parcels sent last year between Great Britain and colonial and foreign States, in both directions, was about 867,000. The total postage amounts to not far short of £100,000 a year. The number of outgoing parcels is to the number of incoming ones in the proportion of almost two to one. Many parcels are of great value and sometimes contain between £2,000 and £3,000 in gold.

In connection with the parcel-post the department has, in a few instances, reverted to coach-service, and parcel-coaches or vans run nightly between London and Brighton, London and Oxford, London and Chatham, London and Tunbridge Wells, London and Ipswich, London and Watford, London and Hertford, and Liverpool and Manchester, a less expensive mode of conveyance being thus obtained than the railways afford.

#### REVENUE.

The Post Office revenue has increased enormously in the last two centuries. When it was settled by Act of Parliament, in 1663, upon the Duke of York and his heirs in perpetuity, the net amount was £5,000, and in 1685, when, owing to the Duke having become King, it became necessary to resettle the revenue upon His Majesty and his heirs, it had reached £65,000; but last year the gross revenue, including the telegraphs, was £11,770,000, and the estimated expenditure about £8,400,000, leaving a net revenue of about £3,370,000, or upwards of six hundred times the amount settled on the Duke of York.

#### THE SERVICE IN LONDON.

In order to show what an advance has taken place since 1840, it may be remarked that the staff employed in the circulation department and metropolitan area at that time was about 1,540. In 1890 it had risen to 17,456, or over eleven times as many as in 1840.

The total number of letters, &c., now delivered in London per year is 690,000,000 (or about 30 per cent. of the total for the United Kingdom), averaging about 138,000 per postman in the year, or about 430 per man per day.

The letters, &c., collected throughout London in one year now number 850,000,000 (or more than one-third of the total number posted in the United Kingdom), as against 564,000,000 in the year 1881.

The number of letters despatched from London on the 10th January, 1840, was 112,104. The number of letters and newspapers now sent out from London daily is about 2,000,000. The mails despatched from London to the provinces by railway weigh 28,000 tons a year, and those received in London 18,000 tons.

The number of telegrams delivered in London annually is 18,500,000, and of parcels nearly 8,000,000, the rate of delivery per head of the population being about 138 letters, &c.,  $3\frac{2}{3}$  telegrams,  $1\frac{2}{3}$  parcels.

The postmen employed in delivering and collecting letters, &c., were, in 1881, 3,751, and now 5,321, or an increase of 41·8 per cent.

The complaints made by the public of late delivery of letters, &c., in the London postal area during the year ended the 31st December, 1889, numbered 220 only.

The female staff employed on counter and telegraph duties in the London postal service numbers 560 persons. On the average twenty retirements take place annually. About twelve leave to be married, four on account of ill-health, and three to better their position. The death-rate of the female staff is less than 0·5 per cent.

In 1890 there were in the metropolitan area 8 principal distributing-offices for letters and parcels and 6 separate dépôts for parcels, together with 93 secondary sorting and posting-offices for the collection into and delivery from of letters and parcels.

The public business, such as the sale of stamps, &c., is conducted at 98 Crown offices and 770 letter-receiving houses. In 1839 there were about 70 letter-receivers in the London district.

Stamps can be purchased by the public from about 3,000 shopkeepers, licensed for the purpose by the inland revenue authorities.

There are 11 head, 96 branch, and 304 receiving-offices in the metropolis where telegraph business is transacted.

The area included in the London postal system, which extends from Mill Hill and Whetstone in one direction to South Norwood and Sydenham in another; from Chiswick to North Woolwich; from Wimbledon to Greenwich, and from Hanwell to Woodford, is about 250 square miles; and the population is estimated at 5,000,000. This gives about  $2\frac{1}{3}$  square miles to each of the 107 centres of letter- and parcel-distribution. As about 35 miles of new streets, and 15,000 new houses are built in every year, new centres have been arranged for letter-delivery. The annual increase adds houses and streets to the postal zone equal annually to Oxford and Cambridge.

The conveyance of the letter and parcel mails between the various districts of London, and to and from the respective railway termini, is performed by means of vehicles of different descriptions, amounting to about 550 in number. The total distance traversed daily by these conveyances is about 5,750 miles, or nearly a fourth of the circumference of the globe. The distance travelled by these vehicles in one year amounts to about 1,800,000 miles. About 380 regular and 95 casual drivers are employed, and 1,100 horses are used.

The valentine has nearly had its day. Missives of this description in London have dropped from 3,000,000 in 1883 to 342,000 in 1890, and of the latter about 12,000 circulated by the comparatively new parcel-post system. Easter cards are gaining in public favour. The number circulating within London bounds in 1890 was about 640,000, as against 520,000 in 1889. Christmas cards dealt with in London have reached the prodigious number of 50,000,000.

And now the commemoration of another festival has to be watched in its effect on postal duties—that of Primrose Day. Last year the delivery of primrose parcels by letter and parcel-post was 55,000, or about double the number in 1886. Of these over 3,000 were brought into London by the Brighton parcel-coaches.

#### SOME REMINISCENCES.

(From an article in the *Blackfriars Magazine*.)

When penny-postage came into force the Earl of Lichfield was Postmaster-General. When the jubilee of that reform of the 10th of January, 1840, was celebrated, the Right Honourable Henry Cecil Raikes, M.P.—chairman of the feast of the 15th January, 1890—reigned in his stead. When the old rates of postage were abolished, Lieut.-Colonel Maberly occupied the secretarial chair, but the guiding spirit was Sir Rowland Hill. Soon he became sole Secretary. After him, in 1864, came Sir John Tilley, K.C.B., who, at the jubilee banquet (January, 1890), recalled his experiences, gained before most of the guests in the Venetian Chamber, in which he spoke, were born—before, indeed, the actual Secretary of the Post Office himself—the vice-chairman of the evening—Sir Arthur Blackwood, K.C.B., had seen the light.

Between Lord Lichfield and the Right Honourable Henry Cecil Raikes there came as Postmasters-General the Earl of Lonsdale, the Earl of St. Germain's, the Marquis of Clanricarde, the Earl of Hardwicke, Viscount Canning, the Duke of Argyll, Lord Colchester, the Earl of Elgin and Kincardine, Lord Stanley of Alderley, the Duke of Montrose, the Marquis of Hartington, Mr. Monsell (Lord Emlay), Sir Lyon Playfair, Lord John Manners (Duke of Rutland), Professor Fawcett, Mr. Shaw-Lefevre, and Lord Wolverton. Now, in the administrations of these thirteen Ministers of the Crown, assisted by the four Secretaries named, what has been accomplished? Who have been active figures in the minor parts? Why is a period of fifty years of official work cause of jubilation?

The army of one hundred thousand Post Office servants—established and auxiliary—scattered over the face of the land must be as exact and well-ordered in their movements as would be an actual army in the field, in the finest condition and under the severest discipline. But, unlike an army whose component parts move in masses, each man in the Post Office has his distinct sphere of action, and yet must move in such exact harmony with his distant comrades that loitering of the rural postman at John o' Groats may not trouble the dwellers at the Land's End; and, in lieu of martial law, the working-bees are held together by no more potent bond than the value of their situations, a short set of rules, and a British sense of duty.

What servant of the Post Office has been ever known to shrink from his post of duty, even when danger threatens? Marine mail-guard Mortleman on board the "Violet," in a storm in mid-channel, knowing that the vessel into whose hold the water was swiftly pouring must soon be lost, goes down darkling into the flooded mail-room to rescue, if it may be, the bags in his charge, and so, dying in the act, leaves his life a memory. The Scotch rural messenger, blinded and frozen by the snow-storm, hangs the mail-bag on a tree, so that it may at least be saved, and then lies down to die beneath it. The mail-guard Bennett, sorely hurt in a railway collision, thinks less of his mangled body than of collecting the fragments and contents of the scattered mail-bags. The Northumberland mail-cart contractor, not daunted by a raging storm, heroically drives across the moor because he sees his duty plain before him, and lays down his life in doing it. So in all grades of the service, in all the varying conditions which official duty presents, and regardless of time and circumstance, the grand old signal of what England expects her sons to do is ever to the fore.

Who would not find cause for jubilation in belonging to a service whose honourable watchword is "Duty," and whose labours rarely cease; a service in which there is daily something to be attempted, and, if Heaven wills, to do? Who would not see in the completion of fifty years of the operations of a great and world-wide fiscal reform, which has brought unnumbered blessings to the human race, a fit occasion for giving utterance to some not unreasonable rejoicings?

In these fifty years the plan of penny-postage has been worked out, a book-post established, halfpenny post-cards introduced, a sample-post set at work, a parcel-post which benefits the million, cheap and widely extended telegraphy, telephones, and the vast Savings Bank, established. Perhaps, after all, these are trifles, and more remains for mightier men to do.

Lord Canning sanctioned the book-post, and Sir Lyon Playfair the post-cards and postal-orders. Mr. Raikes introduced the sample-post; Professor Fawcett, parcels. The Duke of Montrose began upon, and Lord Hartington finally brought out, the telegraph system. The name of Lord Stanley of Alderley is linked with the Savings Bank; and Mr. Shaw-Lefevre, although out of office, virtually carried in Parliament the sixpenny rate for telegrams.

Few can remember the first posting of penny-post letters on the 10th of January, 1840. Some can. Mr. William James Godby is certainly able to do so. He was a surveyor for fifty years, so that he can recall 1840 with ease, and, as a young clerk, have a good margin to spare.

A few months ago there died a very ancient Post Office servant, Mr. Job Smith, of Islington, N. He had been a postman in the old days, nearly seventy years ago; and was in 1889 still a pensioner, aged ninety-three. He died on the very day on which, trudging to St. Martin's le Grand as usual, he received his monthly stipend.

Mr. Moses Henry Nobbs, the last surviving mail-guard, began work June 27th, 1836, and still does duty as mail-officer at Paddington. He could remember a good deal in his fifty-four years of service. Old memories must have revived as he went down from London to Brighton, two or three years ago, as guard-in-charge of the special trip of the New Brighton parcel-coach. He was fully equipped, as of yore, for that perilous journey, a timepiece from Jamaica serving to complete the outfit. A blunderbuss, from Exeter, was handed in at the last moment to make the armament fourfold, and had to be tied on to the hind seat with official string. Several valued colleagues, still in active service, date from prehistoric—that is, ante penny-postage—times. If we knew their names for certain we would chronicle in these pages all the good men and true who have for so many years borne, like our famous flag, "the battle and the breeze" of official life.

Once, some time in November, 1867, when Mr. Disraeli was Chancellor, there came a little note from the late Mr. George Ward Hunt, at the Treasury, to the late Mr. Scudamore. It contained only a few words: "You may give the notices for the Telegraph Bill."

That brief intimation, like the magician's wand, has largely changed the face of the Post Office, given the postal side perhaps eighteen or twenty thousand colleagues, erected one hundred and eighty-three thousand miles of telegraph-wires, produced an annual transmission of fifty millions of telegrams, and an annual receipt of two millions of money.

Many years ago some miscreants blew down a prison-wall in Clerkenwell with gunpowder. As a result, fifteen hundred special constables were sworn in at the post-office. The astute Colonel John Lowther du Plat Taylor, C.B., an old servant of the Post Office and a soldier born, swiftly saw his opportunity, and formed therefrom, and has ever since maintained, his splendid Post Office Regiment of a thousand Volunteers, fit to go anywhere and do anything, as was shown by their services in Egypt. More power to his elbow—and theirs!

Once half a dozen clerks in the Post Office bought a chest of tea, kept it in a cupboard, and dealt it out among themselves at cost-price, a few pounds at a time. Look out of the windows of the Savings Bank, craning your head a trifle, and there you will see the modern *replica* of the postal cupboard, a building and a business with an annual turnover of a million and three-quarters sterling. So do great things grow from small beginnings.

One day, about thirty years ago, a bank director of Huddersfield, Sir Charles William Sikes, wrote a little paper on a possible Postal Savings Bank. How many hundreds of millions sterling, the savings of the people, have passed, mainly as a result of Sir Charles's suggestions, through the coffers of the Post Office on their way to the National Debt Office for care and investment?

In the past there have been (as there are in the present) many active figures on whom, uniting as they did a sound discernment with an absorbing power for official work, must rest, in a large degree, the merit of what has been accomplished. Of the brilliant statesmen who have adorned the office of Postmaster-General, a volume could be written; but, good as were their services to the State at the Post Office, it is mainly in other spheres of public duty that their substantial reputation has been acquired.

Sir Rowland Hill rests in Westminster Abbey, and he, "though dead, yet speaketh" in the administration of the Post Office. A foreign grave has closed over the remains of one of the ablest and most devoted of officials, the late Mr. Frank Ives Scudamore, C.B. He might often be seen

dictating official minutes from nightfall until daybreak with untiring vigour when time was known to be of consequence, and when personal convenience had to be wholly thrust aside. His power of work was prodigious; his faculty of attracting men to work with him unsurpassed. Organization had a charm for him; the telegraphs pre-eminently, the savings-bank, the system of accounts, the packet-service, and the registered-letter system all felt the power of his grasp.

His pupil, as it were, and, perhaps, his favourite disciple, the late Mr. C. H. B. Patey, C.B., justified all Mr. Scudamore's confidence, and realised all—perhaps more than all—that he had foreseen of aptitude and capacity. The absorbing nature of the duties in connection with the telegraphs withdrew Mr. Patey in great degree from an active participation in the management of the purely postal side of the department. But not altogether: for he could find time, even amongst his most pressing engagements, to identify himself with the inner life of the office, to share in its social or benevolent gatherings, and to stamp his mind on whatever official questions came before him. In fact, in the later years of his life, important branches of postal work were added to the main duty of conducting telegraph business which was confided to his care, and in all of these he showed the insight and good judgment which made him eminent in the Post Office.

The late Mr. Benthall was a valued and most trustworthy servant of the State. He had taken a good degree at Cambridge, and soon rose in official life. He supervised the relations of the department with the railways with an astuteness and cordiality which left nothing to be desired. He was greatly respected in the railway world. Numerous Crown post-office buildings throughout the country are witnesses of the careful hand and experienced judgment of John Strange Baker. He was much beloved. Mark Beauchamp Peacock, W. H. Ashurst, and Henry Watson bore the brunt of the legal work of the department in London, as did the genial and accomplished Robert Thompson in Dublin. They were all men of capacity and honour.

William Bokenham, Thomas Boucher, and Thomas Jeffery will long be remembered as Controllers in succession of the Circulation Office, and men of great experience and shrewd judgment.

Controllers of the Savings Bank who have passed away are no fewer than four in number—the energetic and many-sided Chetwynd, better known, however, as Receiver and Accountant-General; A. Milliken, A. C. Thomson, and G. Ramsay. They built up that great edifice in which so many of our officers look after the finance of the toiling million.

The "eyes of the department," once said a great authority, "are the Surveyors." Since penny-postage times, how many of these valued officers have fallen away from the side of their old and honoured colleague and *doyen*, Mr. W. J. Godby. South Wales still remembers Mr. Gay; Cambridgeshire, the versatile Anthony Trollope; and Manchester has reared a monument to the beloved St. Lawrence Beaufort. There are other names to be recalled—Creswell, Smith, Johnson, Rideout, Stow, and Neal of old; those of Edward Page, Hodgson, and Churchill; of Wedderburn and West; of John Allen, Henry James, T. B. Harkness, and J. P. Good; and of John Kains in the far-away West Indies. The telegraphs are still young in the history of the Post Office. Mr. R. S. Culley is with us yet, but for Mr. T. H. Sanger and Messrs. Shaw, Tansley, and Walsh, the tale of years is told.

What would the Post Office be without accounts? Where could abler men be found than in the latest three—George Richardson (the last to pass away), G. Chetwynd, C.B., and F. I. Scudamore, C.B., who filled in turn the heavy post of Receiver and Accountant-General? What wonders the three accomplished in making accounts, clear and simple—in dealing with the vast mass of financial work which presents so many aspects as that arising out of the postal revenue, and how the last-named two, especially, diverging from the beaten track, were always ready successfully to grapple with new problems and untie the tightest knots! As to the Medical Department, Dr. Gavin, of the cholera year, sleeps in the far-off Crimea, and Dr. Waller Lewis in his native land.

Happily, all that have written *Finis* on their postal work have not yet gone to the great majority. Sir John Tilley, K.C.B., is as vigorous as ever. Fifty or sixty years of hard and responsible work have made little difference in him. He built—or at his instance was built up—the new post-office now about to be devoted to the purpose of a central telegraph-station. He reduced rates of postage, and prepared the way for a parcel-post. Mr. Frederic Hill still lives at Hampstead, at an age frosty yet kindly—advanced indeed, but still, at eighty-six, full of vigour. At the Post Office he was the main agent in reducing the cost of the packet-service, in cheapening postage to the Continent, and in at least preparing the way for the postal-order scheme which the late Mr. Chetwynd brought to maturity. In a hundred other ways he did good service to the State.

Shall we not rejoice that the Post Office is so rich in the record of good and faithful servants—men whose lives have been spent within, as it were, the official walls; of whose labours, diligence, devotion, and consummate skill the general public have heard but little, but who have done—some, perhaps, unseen, unthanked, unknown—with all their might the duty which lay to their hand? Long may this spirit still prevail with us, and keep our Office foremost in efficiency, usefulness, and zeal for the public good amongst the several branches of Her Majesty's Civil Service.

In fifty years the Post Office, in its modern garb, has been before the public, working under its eye, and, even though it be its servant, hand-in-hand with it. So a strong bond of mutual good-will and confidence has grown up. The servant has been not ungenerously treated; and the master is, with no ungrudging hand, heartily well served. Shall we not rejoice that it is so—that, looking back on these fifty years of labour, whether of ourselves or our predecessors, we are conscious of ever striving for the public good? We might, perhaps, claim that, as officials, we are not always mindful of what is pleasant and convenient; and, in giving of our best, whether of brain or muscle, we have at least earned the right to hug the flattering thought that Diogenes, looking around for the State's bad bargains, need not trouble himself to bring his lantern to the Post Office.

## CHRISTMAS TIME, 1890, AT THE LONDON POST OFFICE.

The Controller of the London Postal Service thus graphically describes the operations of the Post Office in London at the Christmas season in the jubilee year of the inland uniform penny-postage :—

It may fairly be asserted that one of the minor wonders of the century is the diffusion, through the agency of Her Majesty's Post Office, of social greetings, cards, and presents at the Christmas season, numbering, with the ordinary correspondence, more in a few days than the missives in postal circulation throughout the whole of the first year after the introduction of the marvellous penny-postage system, the jubilee of which has during the last few months been so gloriously celebrated. What has been accomplished this year once more demonstrates that, as the postal service is one of the most powerful levers in the nation's progress at ordinary times, it can add vast enjoyment to the classes and masses by its quick and wide-spreading circulation on exceptional occasions such as that just over. The busy and impressive scenes witnessed at the last Christmas season in the old General Post Office building at St. Martin's-le-Grand, and its rapidly-developing parcel-post sister office at Mount Pleasant; at the 200 district, branch, and sub-offices dotted over the metropolis; and in the travelling post-offices running through the length and breadth of the country, were such that they could not well be dismissed, even temporarily, from the minds of those who in probable course would have to shape the arrangements for the season of 1890; and it may be said that the echoes of the previous Christmas had scarcely died away ere preparations were commenced, and were going on all the year, to put the department in a position to undertake its great annual task, and to overcome all the difficulties inherent to it.

Primarily, attention had to be paid to the question of additional space in which to do the work. The valentine has had its day, the number dealt with in London having dwindled from 4,000,000 in 1876 to 320,000 in 1890. The Christmas card is still as popular as ever, but that, too, may in the near future cease to be a fashionable medium of conveying an expression of kindly feeling. Neither one nor the other affected the question of space so much as the Christmas parcels. It must be expected that the parcel-traffic will bring in its train year by year a greater task for the Post Office to accomplish, and for this work to be satisfactorily and expeditiously got through, ample room in buildings and yards is a *sine qua non*.

A few weeks before Christmas in a short leader in one of the daily newspapers it was stated that there was a serious falling-off in the Christmas-card wholesale trade; but this was speedily contradicted in the same newspaper by a large manufacturer, who stated that the demand for cards was equal to, if not greater than, that in any former year. That statement accorded with information previously supplied by the principal wholesale vendors of Christmas cards in London, and was borne out by the large increase in the number of Christmas and New Year's cards despatched to places abroad, which was a clear indication of what might be expected as regards the inland postings later on.

Irrespective of these signs, however, with the previous Christmas season in mind, when the stress of both letter- and parcel-work was so great as to be quite beyond the utmost efforts of the regular and extra force to deal with it in a satisfactory manner, it was deemed prudent to prepare for the strain this year by the engagement of a much larger supernumerary staff than on the last occasion. The total number of extra officers employed was 4,050, or 410 more than in the preceding year. These, added to the officers regularly employed in or on behalf of the London postal service, made up a total of about 20,000. The men required for sorting duties had to be placed in training several weeks beforehand to fit them for the work.

The first outgoing Christmas letter-mails were those for the Colony of New Zealand. The two fortnightly mails affected took 9 per cent. more letters, &c., between them than were despatched by the corresponding mails in the previous year. The increase over two ordinary mails was 35 per cent. The next principal mails to be despatched were those for the Australian Colonies. Those sent by the all-sea route were not appreciably affected by the Christmas cards, but by the overland route, *via* Brindisi, there was a considerable increase. The postal articles sent by the four-weekly Australian mails which took the Christmas and New Year's cards rose by 10 per cent. over the previous year's figures, and the increase over an ordinary period was 36 per cent. The heaviest mail was carried by the Peninsular and Oriental Company's steamer "Massilia," which took 622 mails-bags, containing about double the usual number of letters, &c.

The Christmas and New Year's correspondence caused a very considerable addition to the mails for India, China, and the East. The four mails affected thereby consisted of 2,633 bags, as against 2,060 by four ordinary mails, and 2,395 by the four corresponding mails of last year.

The letters, &c., sent by the three Cape mails which carried the bulk of the Christmas and New Year's cards were 50 per cent. in excess of the letters, &c., sent by three ordinary mails. One mail alone consisted of 280 bags, whereas 257 was the largest number sent by a single mail at the previous Christmas season.

Nearly 100 additional bags were despatched by the Christmas mails to the West Indies, as against about 70 at the previous Christmas season.

The splendid steamers of the Cunard, White Star, and Allan lines, which are constantly crossing the waters which divide the Old from the New World, carried heavier mails than usual. The posting of Christmas and New Year's cards for the United States and Canada was spread over three weeks, and the mail-bags despatched to the United States during that period were 2,739, and to Canada 797. This exceeds the number of bags despatched during three ordinary weeks by 1,164 and 317 respectively. During the week ended the 13th December, 1,455 bags in all were sent from London to the North American continent, being an increase of 259 on any previous record.

The mails from India, China, and the East, which arrived on the 15th December, consisted of 56 bags more than usual. The excess letters were 23,000 and the newspapers 12,250, while the registered letters rose from 2,800, the normal number, to 4,200. The succeeding mail, which arrived four days before Christmas, was correspondingly heavy. By the mail from Australia, which arrived on the 23rd December, 90 extra bags and 40,000 additional letters, &c., came to hand. About 600 extra



mail-bags, containing 176,000 letters, &c., were received from the United States during the week ended the 27th December. The heaviest mail ever received from that country arrived by the North German s.s. "Trave" on the 26th December. It consisted of 718 bags, as against 716 received by the same vessel on the same date in the previous year.

During the season 600 extra bags, and nearly 400,000 additional letters, &c., were despatched from this country to the Continent. The inward mails showed an increase of 900 bags and over 600,000 letters.

The five mails for New Zealand, which were more or less affected by Christmas postings, took out 3,839 parcels, being an increase of 1,424 over an ordinary period, but only 24 over the corresponding season in the previous year. The heaviest mail consisted of 1,106 parcels, or nearly three times as many as the usual number. As regards the parcels for the Australian Colonies the results are very satisfactory. The number of mails taken into account was eight, and the total number of parcels despatched by them was 9,532, as against 7,815 at the previous Christmas season and 5,232 at ordinary times, being an increase of 22 per cent. and 82 per cent. respectively. The heaviest mail of the eight left the Tilbury Docks by the Orient steamer "Cuzco" on the 20th November, and consisted of 58 boxes, containing nearly 2,000 parcels, or over three times the normal number. This is the largest parcel-mail to the Australian Colonies yet on record. It must be remarked, however, that it was too late for the Christmas and New Year's deliveries in most cases.

There was a marked difference in the contents of the outward and inward colonial parcels. Those going out contained a great many Christmas cards, puddings, and other articles incidental to the season; but very few parcels of the kind were imported. Out of 1,142 parcels received from Bombay for the Christmas delivery in this country only 29 contained Christmas cards. The incoming parcels, however, consisted for the most part of miscellaneous articles suitable for Christmas presents.

Very marked indeed was the increase in the Continental parcel-traffic. During the Christmas week the parcels despatched from London numbered 20,230, that being an increase of 11,713 on a like number of days at an ordinary period. The inward Continental parcels rose from the usual weekly number of 4,970 to 11,800 for the Christmas week. The greatest number despatched was on Sunday the 21st December, when 3,585 parcels were forwarded, as against 1,420 on an average day. On Saturday, the 27th instant, 2,816 parcels were received from the Continent, or 2,000 in excess of an ordinary day's arrival. Of this number 1,800 were imported from Germany *via* Hamburg.

The excess number of parcels forwarded from London to places abroad during the whole season was not far short of 60,000, and about 28,000 extra parcels were imported.

In the week preceding the Christmas season the fog, frost, and snow gave rise to the gloomiest apprehensions. The mail-trains arrived from one to three hours behind time, and the services throughout London were dislocated in consequence. The drivers of the mail-vans and carts were in a benumbed condition. The horses were jaded and worn out, owing to the slippery state of the streets and to the great strain caused by the heavy fall of snow. Altogether, it was difficult to look forward to the Christmas week with any degree of equanimity. The usual difficulties of the season were intensified from the fact that Monday, the 22nd December, when it was expected that there would be considerable activity in the posting, was the blackest day of all the year, and private, and, indeed, business posting was only carried on where absolutely unavoidable. Truly that day will be marked in Post Office annals as "darkest Monday."

The fog, the frost, and the snow combined had the effect of putting all the mail-van arrangements out of gear. The horses, not recovered from the fatigue of the previous week, were not up to the mark to encounter the Christmas heavy work, and the contractors were at their wits' ends. So slippery were the roads that in the hilly districts of Highgate and Hampstead the postmen had to meet the carts and carry the bags to the sub-district sorting office on their backs. The officers were much tried by the fog. The night mail-trains from the several London termini were despatched very late, some of them starting nearly two hours behind the proper time.

Matters considerably brightened on Tuesday morning, the 23rd December, when the fog lifted; the thoroughfares became passable, and by about 3 o'clock in the day something like a restoration of ordinary working was achieved. The Christmas correspondence now poured into the Chief Office, at St. Martin's-le-Grand, there seeming no limit to the postings, and from that time it was a continuous struggle for the mastery. The work went on there by night and day without intermission, and it was not until 7 o'clock in the morning of Christmas Day that the primary sorting of the letters, &c., was finished.

The large accumulation of letters which had taken place in the railway division-rooms began to be overcome at about 8 o'clock, and soon after that time some of the supernumeraries, who had been on for a very lengthened spell, were permitted to leave. A general clear-up was made at about 9 a.m., when the bulk of the staff was allowed to go home. The despatching-officers had, however, to stop till noon to make up the bags for despatch by the night-mails. The letters, although not more numerous than last year, were received equally late, but on the whole very satisfactory despatches were effected. The letters, which were included in the bags for the night mails, bore no earlier date of provincial posting than the 24th of December. It was noticeable that about nine out of every ten letters in circulation on the 24th December contained Christmas cards. The cards on the whole were considered to be rather smaller in size than in previous years.

At the General Post Office the brunt of the battle has always to be encountered, as, being the large forwarding-office of the world, it becomes, at times, congested with its "through" work. This year was no exception to the rule; but it can safely be said that the circulation branches were never more than about six hours behind the work, and that is borne out by the fact of the absence of complaints of delay. Vast as the preparations have been, and large as was the extra force employed throughout London, not a single penny was expended unnecessarily. In order to keep important letters from bankers, merchants, &c., unmixed with the mass of Christmas

correspondence, and thus insure their due despatch, arrangements were made for such letters to be specially collected or handed in over the counter at the General Post Office, or at Lombard Street branch office. Altogether 80,000 important letters were thus saved the risk of delay, and satisfaction was given to city bankers and merchants. This year's record of numbers does not exceed that of last year, and it may be assumed therefore that the excess cards, letters, circulars, &c., dealt with in London during the season amounted to about 50,000,000—that is, about treble the normal numbers for one week, or nearly four letters at Christmas for one at an ordinary period. That through the channel of the General Post Office in St. Martin's-le-Grand alone close upon 25,000,000 more letters than usual passed during the Christmas week, shows the vast capabilities of Post Office head-quarters. Heavy as the correspondence was, no difficulty was experienced in rapidly transmitting it from one point of London to another, or from railway-station to station, as about 1,000 vehicles and drivers, 1,500 horses, and 300 handcarts were available for the purpose.

From the busy duties at the General Post Office and district letter-offices, thoughts had to be turned from time to time towards the parcel-offices. It might be supposed that from the bold display of "Post early" notices, people would take care to post their parcels sufficiently early to admit of delivery at latest on the morning of Christmas Day; but they have yet to become alive to the fact that bulky parcels cannot be handled so easily and with such rapidity as letters. And while such is the case, it is out of the question for them to expect that the one should be dealt with in as little time as the other at the Christmas season. It is evident that the public now place great confidence in the parcel arrangements of the Post Office, for, although there is Free-trade in parcel carrying, yet the increase in the parcel-traffic of the Christmas season shows nearly as great an expansion as the letter-service.

The troubles caused by the adverse elements to the letter-service affected the parcel-service even in a more marked degree. The fog in the East End was so dense that the mail-cart drivers could not see their horses' heads, and the guard who accompanied the Indian and Australian parcel mails to the docks had the utmost difficulty in finding the ship. The mail-van arrangements were entirely upset by the late arrival of trains, the vehicles being kept waiting at stations for hours, and having in many cases to be driven off to perform other services. The same thing happened with the force; men were up all night at the stations with little to do, and when they had gone home to rest and the trains arrived the platforms were crowded with baskets for a time with scarcely any one to touch them, and with few vans to carry them away. Then a jaded force had quickly to be got together again. Reserve vans had been placed at each station, but even these were drawn away. At the Mount Pleasant Parcel Office, which is the chief dépôt in London, from the 23rd December, was a most remarkable scene. The very large premises and the temporary sheds erected for the occasion were literally choked with parcels of all shapes and sizes. The baskets, bag-protectors, barrels, and other receptacles were opened as rapidly as possible, but notwithstanding this there was scarcely room to move in any part of the building. The vans were unloaded immediately they arrived, so that there was no detention of them, and consequently no dislocation of the vehicular service. Inside the building the receptacles were opened and the parcels carefully packed in heaps against the walls, in order to confine the bulk within the narrowest possible limits. At 5 p.m. on the 24th December so numerous were the parcels that it seemed as though it would be a matter of impossibility to clear the office for many days; as parcels disappeared others came in. Never before had so many parcels under 11lb. in weight been aggregated in one dépôt.

On Christmas morning it was evident that the vast accumulation of parcels could not be cleared off by the tired and jaded men who had been on duty for about twenty-four hours, and there was nothing for it but to disperse the staff, which was done at noon. When the order was given for all the men to break off and to resume their labours at midnight, there was a cheer, showing that the men were animated with British pluck, and would be ready and willing to recommence the struggle after a little rest. By noon on the 26th December (Boxing Day) the accumulation was disposed of, but there were heavy and late arrivals from the provinces on that morning, and on the following morning also.

The business transacted at the public counters was far in excess of any previous year. Taking the three days immediately preceding Christmas Day, the number of transactions, excluding the sale of stamps, was 18 per cent. more than last year, and about 66 per cent. more than in ordinary. A similar comparison shows an increase of 60 per cent. over the usual sale of stamps. But even this large increase in transactions and sales does not fully indicate the extra work involved. The stamp sales were largely made up of very small purchases, and these involve as much work individually as large ones. Thousands of demands were made for single stamps, and the number of inquiries and requests to weigh letters was much higher proportionately than at ordinary times. At many offices on the busiest days the parcels handed in were seven or eight times, and postal-orders and registered letters from four to five times, more numerous than usual. There was a constant stream of people at the counters from early morning till late at night, and many offices were crowded to the doors for hours together. At many of the more important of these offices the business is conducted by a female staff, which coped with the extra work in a most satisfactory and creditable manner.

At the Chief Office, on the 23rd December, 6,000 parcels were handed in over the counter, the ordinary daily number being about 2,500. The largest number handed in on any one day last year was 4,600.

At the Putney branch post-office the average day's posting of parcels is about 100. On the 23rd December this number rose to 800. At the High Street, Hampstead, branch office the number of parcels posted on the same date were twelve times as many as on an ordinary day.

A considerable increase took place even in telegraph business; there were 27,000 more messages handed in, and 29,000 more sent out for delivery from the telegraph-offices in London than ordinary. Fortunately, this very important branch of the service was not affected by adverse elements, and the other services, crippled as they were, derived much assistance from its powerful agency.

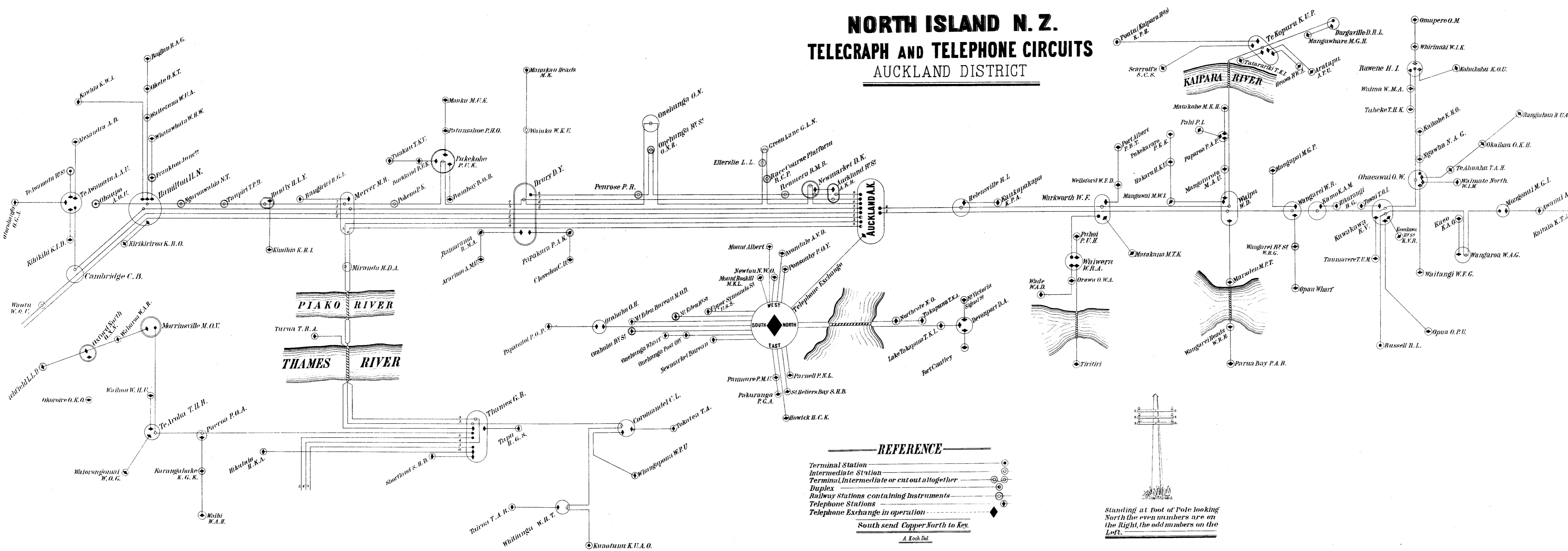
*Approximate Cost of Paper.*—Preparation (not given); printing (1,900 copies), £75.

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1892.

# NORTH ISLAND N. Z.

## TELEGRAPH AND TELEPHONE CIRCUITS

### AUCKLAND DISTRICT



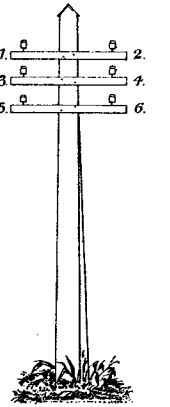


# NORTH ISLAND N. Z. TELEGRAPH AND TELEPHONE CIRCUITS

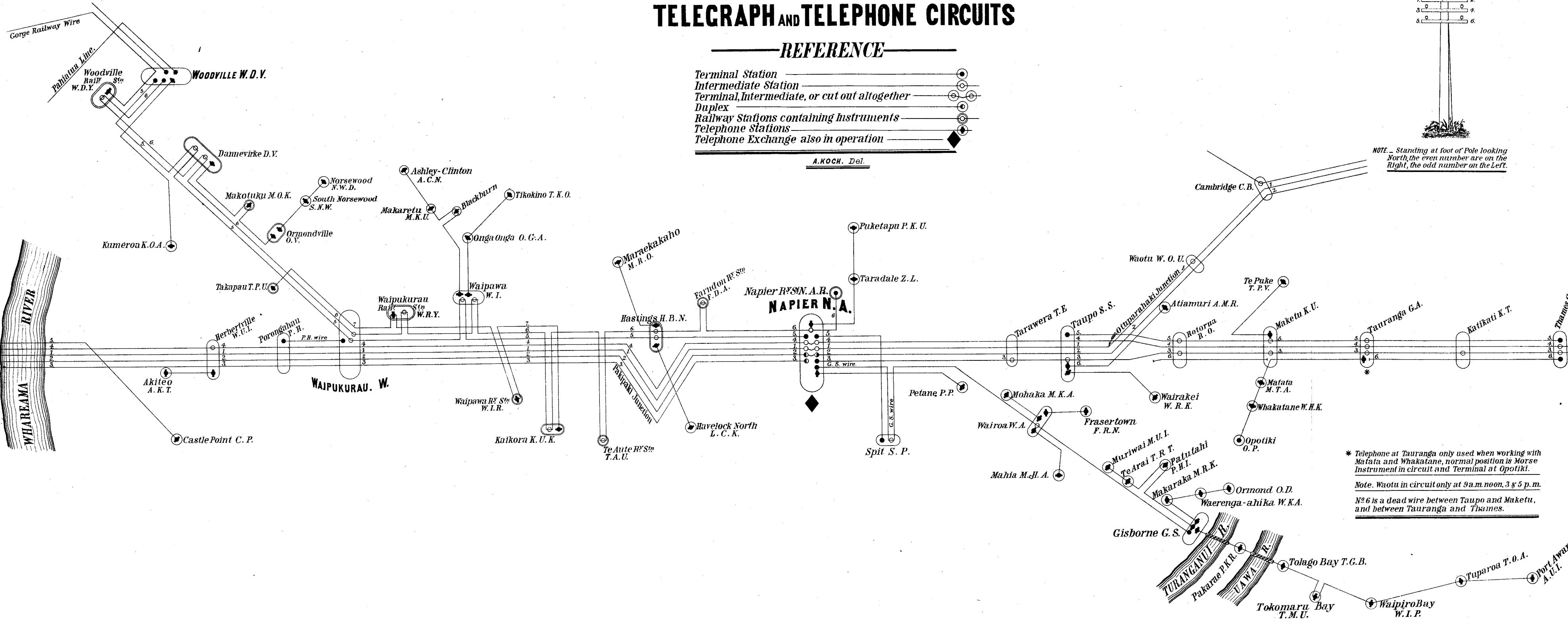
## REFERENCE

- Terminal Station
- Intermediate Station
- Terminal, Intermediate, or cut out altogether
- Duplex
- Railway Stations containing instruments
- Telephone Stations
- Telephone Exchange also in operation

A. KOCH, Del.



NOTE. — Standing at foot of Pole looking North, the even number are on the Right, the odd number on the Left.



\* Telephone at Tauranga only used when working with Matata and Whakatane, normal position is Morse Instrument in circuit and Terminal at Opotiki.

Note. Waotu in circuit only at 9 a.m. noon, 3 & 5 p.m.

No 6 is a dead wire between Taupo and Maketu, and between Tauranga and Thames.



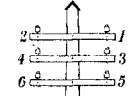
# NORTH ISLAND N.Z. TELEGRAPH AND TELEPHONE CIRCUITS

## REFERENCE

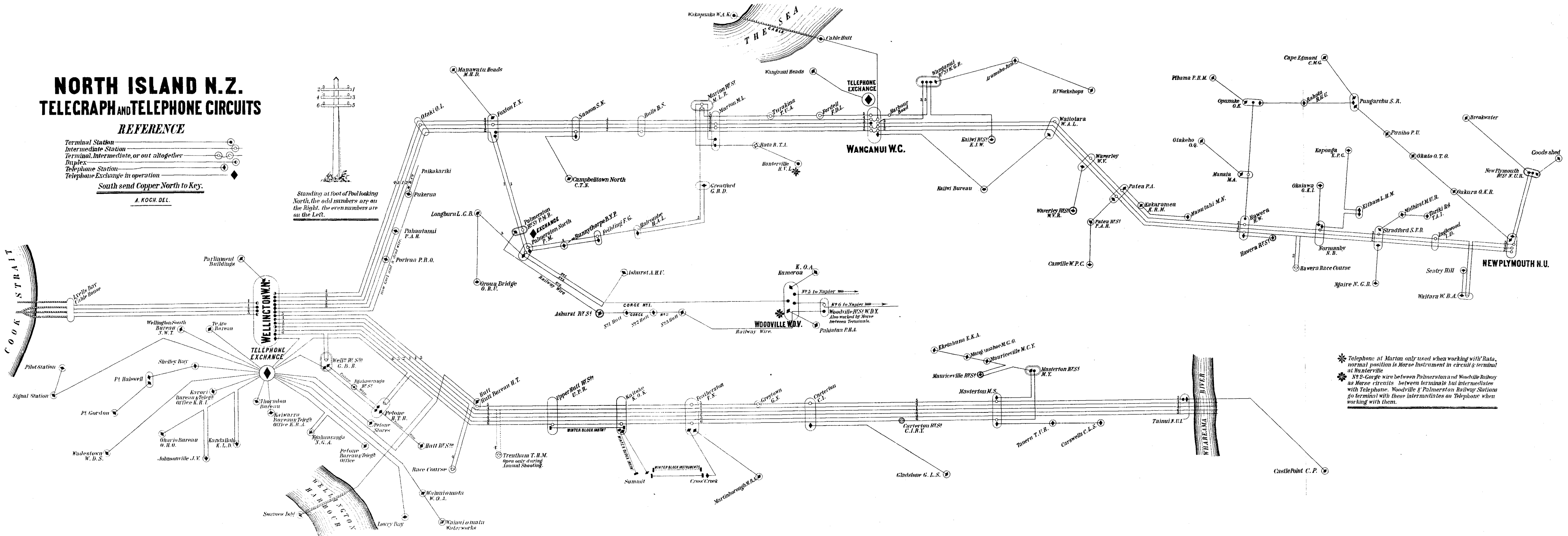
- Terminal Station
- Intermediate Station
- Terminal, Intermediate, or out altogether
- Duplex
- Telephone Station
- Telephone Exchange in operation

South send Copper North to Key.

A. KOCH, DEL.



Standing at foot of Pool looking North, the odd numbers are on the Right, the even numbers are on the Left.



\* Telephone at Marton only used when working with Rata, normal position is Morse Instrument in circuit & terminal at Huntville  
 \* No 2-Gorge wire between Palmerston and Woodville Railway as Morse circuits between terminals but intermediates with Telephone. Woodville & Palmerston Railway Stations go terminal with these intermediates on Telephone when working with them.





# SOUTH ISLAND N.Z. TELEGRAPH AND TELEPHONE CIRCUITS

## REFERENCE.

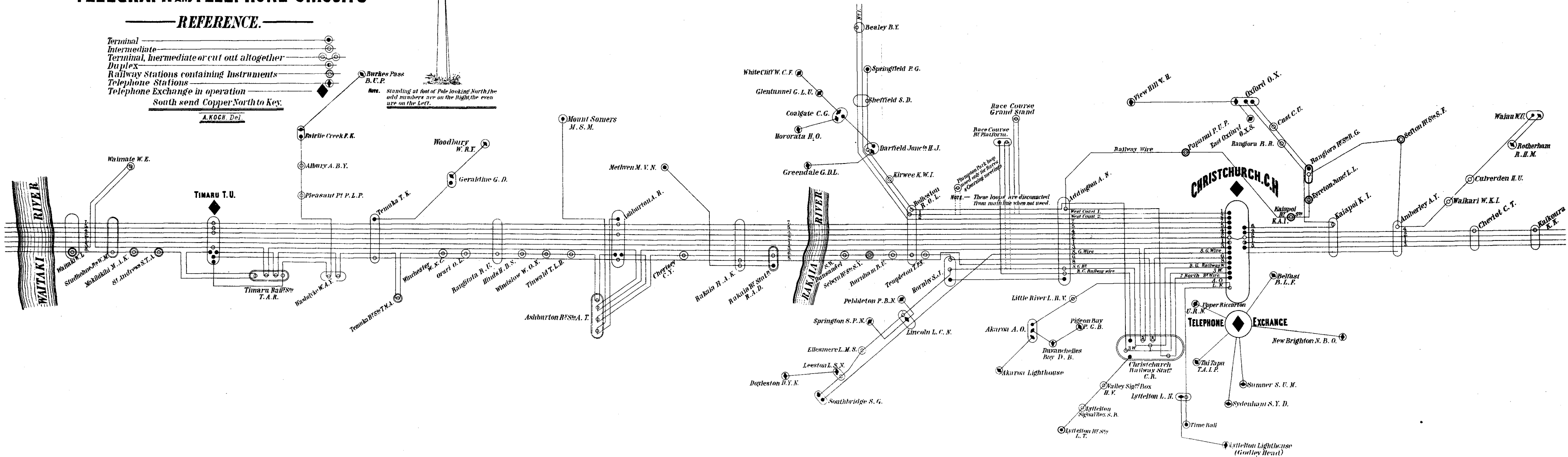
- Terminal
  - Intermediate
  - Terminal, intermediate or cut out altogether
  - Duplex
  - Railway Stations containing Instruments
  - Telephone Stations
  - Telephone Exchange in operation
- South send Copper North to Key.

A. KOCH Del.



Burkes Pass B.U.P.








Note. Standing at foot of Pole looking North the odd numbers are on the Right, the even are on the Left.





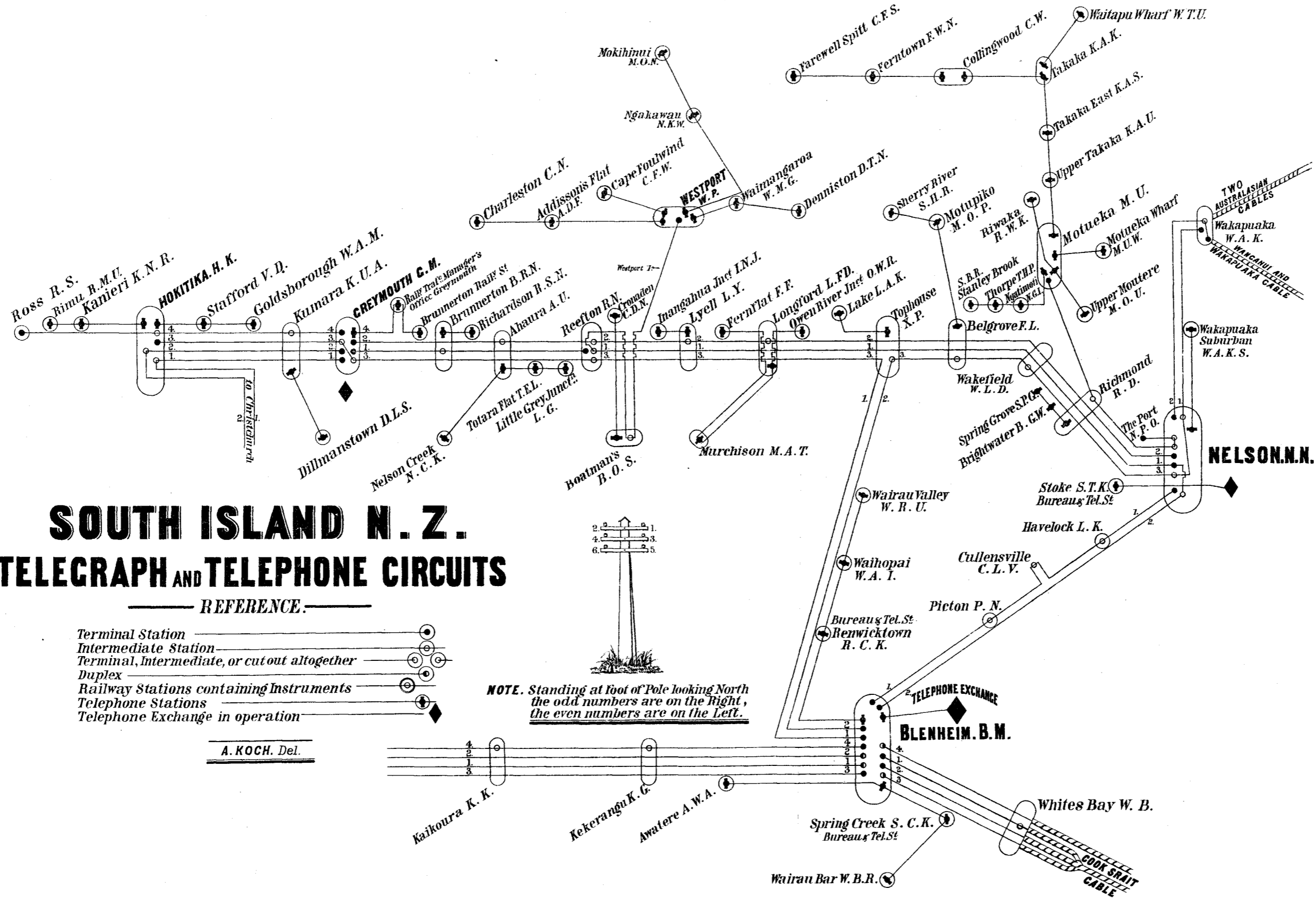
# SOUTH ISLAND N. Z. TELEGRAPH AND TELEPHONE CIRCUITS

## REFERENCE.

- Terminal Station 
- Intermediate Station 
- Terminal, Intermediate, or cut out altogether 
- Duplex 
- Railway Stations containing Instruments 
- Telephone Stations 
- Telephone Exchange in operation 

A. KOCH. Del.

**NOTE.** Standing at foot of Pole looking North  
the odd numbers are on the Right,  
the even numbers are on the Left.





# SOUTH ISLAND N. Z. TELEGRAPH AND TELEPHONE CIRCUITS

## REFERENCE.

- Terminal
- Intermediate
- Terminal, intermediate or cut out altogether
- Duplex
- Railway Stations containing Instruments
- Telephone Stations
- Telephone Exchange in operation

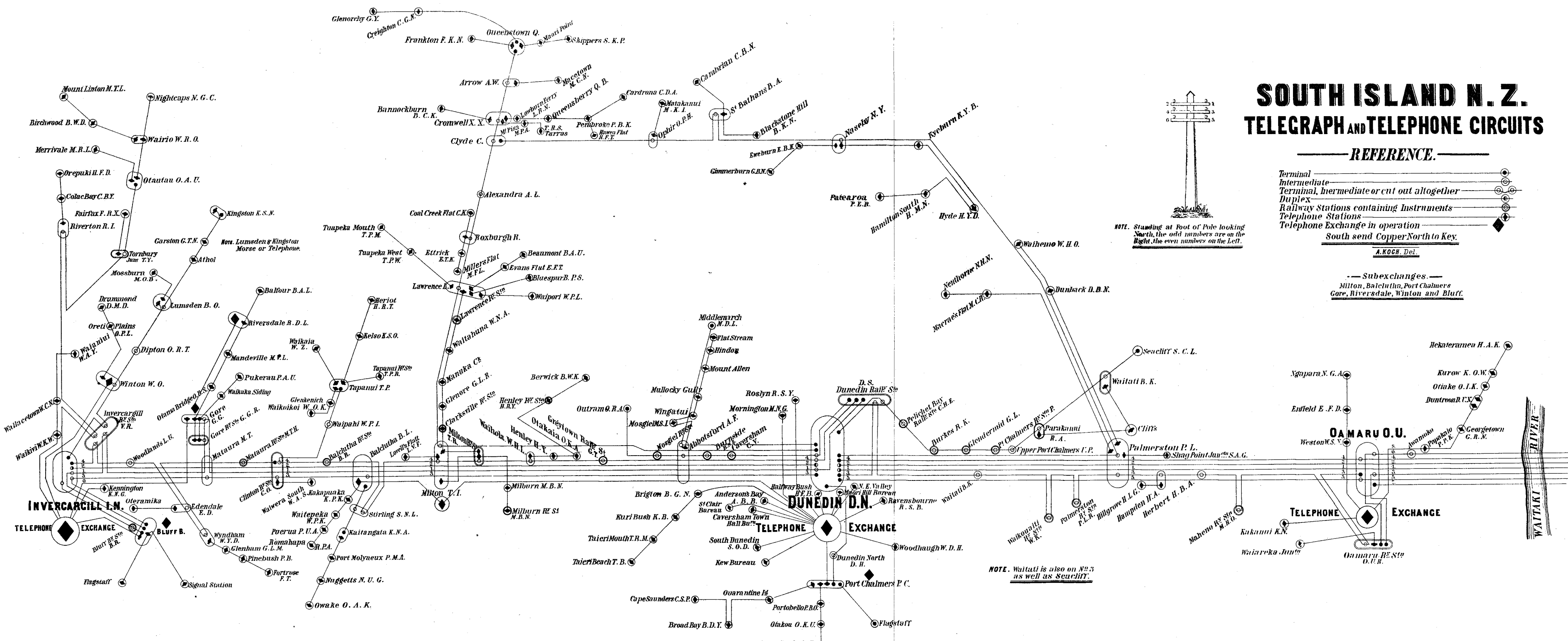
South send Copper-North to Key.

A. KOCH, Del.

— Subexchanges. —  
Milton, Balclutha, Port Chalmers  
Gore, Riversdale, Winton and Bluff.



NOTE. Standing at Foot of Pole looking North, the odd numbers are on the Right, the even numbers on the Left.



NOTE. Waitati is also on No. 3 as well as Seacliff.

