

REPORT

ON THE

POSTAL SERVICE OF NEW ZEALAND

BY THE

POSTMASTER-GENERAL.

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

REPORT BY THE POSTMASTER-GENERAL

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TO HIS EXCELLENCY THE GOVERNOR,—

I have the honor to present to your Excellency the following Report on the Postal Service of the Colony for the year 1860.

It will be seen by a reference to the various Tables in the Appendix to this Report, that the correspondence of the Colony, both foreign and inland, is very largely and rapidly increasing. Amount of Correspondence. The Postal Revenue, now for the first time in the history of this Colony, nearly balances the expenditure; exclusive, of course, of that incurred on account of subsidies to steamers; the Receipts Revenue.—as will be seen from Appendix A—for the year 1860 being £10,068 13s. 11d., against an expenditure of £10,536 6s. 3d. The General Postal Revenue of 1859 did not exceed the sum of £7,812 19s. 1d.

A Table has been prepared, which will be found in Appendix G,—shewing the number of Foreign Correspondence. Letters despatched from the several Ports of New Zealand to places out of the Colony. A noticeable feature in this Table is the stimulus which appears to have been given to foreign correspondence by the establishment of regular Steam Communication with Australia and England. In 1857, and during nearly the whole of 1858, no such service was in existence; and the number of letters despatched during the former year to the United Kingdom was 52,062,—to the Australian Colonies 22,882; during the latter year, to the United Kingdom 63,975,—to the Australian Colonies 26,861. In the year 1859, during which the Steam Service was in operation, the letters to the United Kingdom had risen to 96,155, and those to the Australian Colonies to 32,838. During the year 1860 the letters to the United Kingdom shew a total of 141,777, and those to the Australian Colonies of 42,188, being an increase, in the one case, of about 45,000; and, in the other, of about 9000.

The Inland Correspondence has also very largely increased, as will be seen by the Returns Inland Correspondence. given in Appendices C, D, and E.

An amount of correspondence so greatly and rapidly increasing requires a proportional increase Postal Accommodation. of accommodation; it has accordingly been found necessary to establish ten new Post-Offices New Offices. during the year in districts where a population is springing up; making a total of 117 Offices, compared with 107 existing at the end of 1859.

The wants of the City populations have also to be attended to, as well as those of settlers in Receiving Houses. outlying districts; and the great usefulness of the Receiving-Houses already in operation at Auckland and Napier has been recognized by the establishment of a similar Receiving-House at Wellington. How largely this convenience has been appreciated by the public in the former places is evidenced by the Return given in Appendix E. The number of letters posted at Wellington is small; but the Office was opened only on the 10th December, while the return closes on the 31st.

The subject of postal deliveries has also challenged the attention of the Department. The Delivery. number of letters delivered in the towns where a delivery exists—as shewn by the Table given in Appendix D—has kept pace with the spread of the population in the country districts.

Upon the whole, it will be seen that the facilities which recent arrangements have afforded for Postal Communication have not only had the effect of largely swelling the Postal Revenue, but have also very greatly added to the convenience of the public.

The use of stamps is increasing at the rate of nearly 80,000 a year. Hitherto stamps have Postage Stamps. been printed by contract, under the supervision of a clerk in the Colonial Secretary's Office; the demand, however, is now becoming so great that it will soon be necessary to make some permanent provision for the performance of this work. The engagement of the present contractor expires on the 15th April next, and it is proposed then to make a permanent appointment of some person qualified for the service, and to pay him a regular salary. In the meanwhile enquiries have been instituted in England and elsewhere with the view of obtaining full information as to the details of the arrangements which the experience of other countries, where stamps have longer been in use than here, may have shown to be expedient.

A press was obtained some years ago adapted to the printing of postage stamps; but has never Printing Press. been used for that purpose yet. Indeed, for some years after its arrival, it was lying in the Custom House, packed up in the cases in which it had been shipped. It has now been set up and

cleaned. The room, however, where it stands is far too small to allow of it being made use of; and a room of considerable dimensions will be required for this purpose.

Buildings,

The increase in the business of the Department which is steadily taking place will soon create a necessity for increased accommodation. In Auckland, especially, the work of this Department is rapidly outgrowing the provision made for it.

At Dunedin the Postal Service has been separated from that of Her Majesty's Customs—both by the appointment of a separate Postmaster, and the occupation of a distinct building.

At Lyttelton and Christchurch the Post-Office buildings have been considerably enlarged, and, (as well as the one above mentioned,) provided with private boxes.

At Napier the work of the Department is still carried on in conjunction with the Customs.

The New Plymouth correspondence has greatly increased, probably in consequence of the addition made to the population by the large number of troops stationed there; and it has become necessary to rent an additional room.

Conveyance of Mails by
land. Northern Island.

The West Coast Service previously existing between Wellington and New Plymouth, having been interrupted by the stoppage of the Mail in March by the insurgent Natives, and not having been since resumed, is now restricted to the conveyance of Mails between Wellington and Whanganui. The only continuous line of overland communication between Auckland and Wellington has thus been severed; but it is proposed to restore it by the establishment of a new line along the East Coast by way of Napier.

A mail is already running fortnightly between Wellington and Castle Point to the South, and weekly from Napier to Porangahau on the North; the establishment of a line between these two points (an estimated distance of about 50 miles), will complete the only link still wanting to make the continuation between Auckland and Wellington once more continuous. Tenders are being invited for this service.

Middle Island.

A bi-monthly Overland Mail has been established between Picton and Christchurch, in connection with the steamer subsidized by the Provincial Government of Marlborough, and plying between Nelson, Picton, and Wellington. This service (the history of which does not, however, belong to the past year), commenced on the 10th January from Blenheim, and on the 1st February from Christchurch. The times of departure from, and arrival at, the two ends of the line are so arranged as to correspond with the arrivals and departures of the Inter-Colonial and Inter-Provincial steamers at the ports of the Provinces of Nelson and Canterbury. For example, the Inter-Colonial steamer arrives at Nelson from Sydney with the English Mail on the 24th of every month. The Picton steamer leaves Nelson in time to arrive at the former place by the 26th, when the overland mail starts, arriving at Christchurch by the 5th of the following month. The Inter-Colonial steamer, in the meanwhile, reaches Canterbury from the South on the same day, and leaves on the 7th. The result is that persons living on the line of road can receive their letters brought by the Inter-Colonial steamers, and forward answers immediately; not by the same route, but by sending them on to Christchurch, whence they would be forwarded to Lyttelton in time to meet the steamer going North with the mails for England.

The difficulties of the road, and the time occupied in performing the journey, do indeed make a complete correspondence between the two mails, overland and seaborne, a problem of considerable difficulty; but, at least, it may be assumed that what has been done contributes very sensibly to the convenience of the settlers residing in the country between Nelson and Christchurch, as they can now feel sure that at certain times they will be able to communicate with other parts, without the necessity of themselves making a journey for the purpose.

From Christchurch the mail is continued fortnightly to the Waitangi and Dunedin, whence a mail starts weekly to Clutha Ferry; and thence is continued fortnightly to Riverton beyond Invercargill, on which latter section it is intended shortly to establish a weekly service; so that there now exists a continuous line of overland communication from Picton in the North to Riverton at the Southernmost extremity of the Island.

It seems hardly necessary to enter into a detailed account of the other overland services—a complete summary of which is given in the Appendix B.

Foreign Correspondence.

The Return given in Appendix G shews the number of Letters despatched to parts beyond the Colony, and the places for which the Mails were made up respectively.

With regard to one part of the Foreign Correspondence, viz. that carried by the steamers under contract to the Admiralty for the conveyance of the New Zealand Inter-colonial and Inter-provincial Mails,—a claim has been made by the Imperial Government for a refund of a certain portion of the Postage received. It is contended that, inasmuch as the contract between the Admiralty and the Pearson and Coleman Company for the conveyance of the New Zealand Mails was established by the Imperial Government without previous consultation with the rest of the Australian Colonies, it could not be considered as a part of the general contract for the Mail Service of these Colonies, as sketched out in the Treasury minute of 1855;—but that it must be treated as a separate arrangement between New Zealand and the United Kingdom.

Upon this view of the matter, the Imperial Government alone, it is said, became liable for the expense of the Inter-colonial Service, amounting to £14,000; and, as some set off against this liability, is entitled to a portion of the Postage on Letters conveyed between New Zealand and the Australian Colonies, by vessels employed in the contract. That portion has been fixed after the rate of fourpence on every sixpence so received.

The Government of this Colony has demurred to this claim, as being clearly contrary to the spirit of the Treasury minute above referred to,—which can only be understood as a complete scheme, embracing all the Australian Colonies, and distinctly providing for branch services to those Colonies not actually visited by the Suez steamers.

It has therefore been maintained on the part of this Government that New Zealand is entitled to demand, under the agreement of 1855, that the branch service to her shores should form part of—and should be charged to the contract for—the main line.

A Return is furnished in Appendix H showing approximately the amount chargeable to this Colony, supposing the claim acceded to, from the date of the commencement of the Coleman Service on the 1st December 1858, till the end of the year 1860. The Return for the period ending 31st July 1860, is only an estimate, as the records of the several Post Offices were not then kept in such a form as to ensure complete accuracy. The figures given, however, shew approximately the amount of the claim. The Returns from the 31st July 1860, to the end of the year are compiled from records kept in the various offices for the express purpose of furnishing the information required.

Appendix H

The agreement entered into by the Government with the Inter-colonial Royal Mail Company in April 1859, coming into force in June of that year, and which was further developed in the following December by the establishment of a Service between Auckland and Wellington by way of the East Coast, has been terminated under the directions of the House of Representatives. The inconveniences of reverting to the original and less complete Service are naturally felt more tangibly, (as regards the Provinces of Auckland and Hawke's Bay especially,) than would have been the case had the Colony never enjoyed the advantages of a Service better adapted to its circumstances.

Return to original contract.

It is understood that the Provincial Government of Auckland, sensible of the evils likely to result from the proposed alterations made an attempt before that alteration took effect to conclude arrangements with the Company for continuing the Sydney and Auckland line. It appears, however, that the negotiations entered into for effecting this object were attended with no results beyond that of prolonging the direct service by a single trip.

Proposed new arrangements.

A proposal was at the same time made for the establishment of a permanent service, intended to bring the various Ports of New Zealand into communication both with Melbourne and Sydney, and to be performed by two vessels monthly;—one starting from each of these Australian Ports and making the circuit of the Colony by the Eastern Coast in opposite directions; the one starting from Sydney for Auckland—thence via Otago for Melbourne;—the other starting from Melbourne for Dunedin, and proceeding via Auckland to Sydney with the homeward Mails. The following Time Table shews the details of the plan proposed, taking one trip for an example:—

Leave				Arrive at			
Melbourne, January	12	.....	.....	Otago, January	20		
Otago	23	.....	.....	Canterbury	24		
Canterbury	26	.....	.....	Wellington	27		
Wellington	29	.....	.....	Hawke's Bay	30		
Hawke's Bay, February	1	.....	.....	Auckland, February	3		
Auckland	6	.....	.....	Sydney	13		
The other steamer				Arrive at			
To leave							
Sydney, January	18	.....	.....	Auckland, January	25		
Auckland	28	.....	.....	Hawke's Bay	30		
Hawke's Bay, February	1	.....	.....	Wellington, February	2		
Wellington	4	.....	.....	Canterbury	5		
Canterbury	7	.....	.....	Otago	8		
Otago	10	.....	.....	Melbourne	18		

It should be borne in mind, in discussing this, as well as other alterations in the contract with the Inter-colonial Royal Mail Company, that the right finally to agree to them does not rest altogether with the Colony. The Imperial Government, as a party interested, claims to be consulted, in order that it may judge whether its interests or liabilities under the contract originally entered into with the Admiralty are thereby in any way affected. This right was distinctly insisted upon in the case of the alteration of the Service in April, 1859, which, although eventually acceded to, was subjected to a severe scrutiny; and it is not to be supposed that a proposal of the nature now under discussion would be submitted to a less rigid examination. On the contrary, the reasons which induced hesitation in acceding to the re-arrangement of the Service in the former case would become of much greater weight in the latter. In one case the alteration proceeded on the basis of the original contract, and was substantially nothing more than an additional Service engrafted on it, the cost of which was defrayed out of Colonial funds. By the other the whole original contract is abolished, and a new one substituted for it.

The more obvious objections to the plan as proposed may be summed up under three heads: Objections to proposed new service.

1st. The increase of distance to be traversed, and consequent increase of expense.

2nd. Greater liability to irregularity of arrival than under the present contract.

3rd. Deficient Inter-Provincial Communication.

The increase of distance may be seen by the following comparative Table of distances to be traversed under the proposed scheme, and the existing contract respectively,—which, if not absolutely accurate, may be considered as substantially correct.

Proposed Scheme.		Existing Contract.	
	Geo. Miles.		Geo. Miles.
Melbourne to Dunedin	1490	Sydney to Nelson	1233
Dunedin to Lyttelton	195	Nelson to Dunedin	484
Lyttelton to Wellington.....	173	Nelson to Manukau.....	281
Wellington to Napier... ..	202	Nelson to Dunedin	484
Napier to Auckland	365		
Auckland to Sydney	1280		2482
Wellington to Nelson and Manukau	397	Boats in opposite directions	2482
	4102	Total Mileage monthly.....	4964
Boat in opposite direction.....	4102		
Total Mileage monthly	8204		

The monthly payments to the Company for the performance of this service are 2000*l.*, or an average of 8*s.* 0½*d.* per mile ; the proposed service calculated at the same rate would cost about 3300*l.* per month, or nearly 40,000 per annum, instead of the 24,000*l.* now paid.

At present only three boats are in constant employment ; the proposed scheme would require five, as the boat starting from Sydney would only arrive at Melbourne on the 18th of the month, while the boat carrying the English mail would have been required to start from Melbourne on the preceding 12th

2ndly. The wear and tear of the steamers would be much greater than at present, from being so much longer and more continuously under steam ; and consequently delays from derangement of machinery or other accidents would become much more frequent.

3rdly. As regards facilities for Inter-Provincial communication, the change would be one greatly for the worse. For instance: mails despatched from Auckland to the South by the Sydney and Auckland boat on the 28th of one month would arrive at Wellington on the 2nd of the following month, at Canterbury on the 5th, Otago the 8th ; but the steamer sailing north would have left Otago on the 23rd of the previous month, so that no answers could be returned for 15 days, when mails would be despatched on the 23rd, arriving at Auckland on the 3rd of the ensuing month. Thus the time required between the despatch of a letter from Auckland for any of the Southern settlements, and the receipt of an answer, would be from (say) the 28th of March till the 5rd of May, or 36 days. At present mails are despatched and answers received from one end of the Colony to the other in 20 days, viz., from the 7th to the 27th of each month. The inter-provincial branch service between Manukau and Wellington would not offer any additional facilities for inter-provincial correspondence, beyond bringing the Provinces of Taranaki and Nelson into connection with the main line. Whatever the exact days for arrival and departure might be, they could not be materially different from the days of arrival and departure on the East Coast, as otherwise the two would not correspond.

As regards the inter-colonial correspondence, the advantages of the new plan would be balanced by some disadvantages. In order to test its value as a mail service particular cases must be considered. Supposing for instance the case of correspondence between Melbourne and Otago. A letter leaving Melbourne on the 12th of any month would reach Dunedin on the 20th ; there would then be two routes by which an answer might be sent. It might be forwarded by the same steamer which brought it on the 23rd by way of Sydney, where it would arrive on the 13th of the next month ; and, if a vessel were starting thence immediately, might reach Melbourne in four days more on the 17th. That is to say, the time required for receiving an answer at Melbourne to a letter addressed to Otago would be from the 12th of one month till the 17th of the next, or one month and five days, including an interval of three days at Dunedin to allow of answers being written ; this would be the shortest time within which a letter could be despatched and an answer received, and would probably serve the purposes of correspondents in Dunedin and its immediate neighbourhood ; but the stay of the steamer at Dunedin would be too short to allow of correspondents in the country receiving and answering their letters, and these would accordingly have to wait for the next steamer direct to Melbourne starting on the 10th of the following month and arriving on the 18th, or in one month and six days after the despatch of the original letter. A letter sent from Melbourne by the existing line on the 12th would arrive at Sydney on the 16th, leave on the 17th for Nelson and arrive at Dunedin on the 1st of the following month ; an answer might be despatched on the 4th, which would reach Sydney on the 19th and Melbourne on the 23rd, or one month and eleven days after the despatch of the original letter.

The correspondence, however, between Sydney and Otago, if despatched on the 18th of the month, would not be answered till the 13th of the third month ; unless the answers were sent round by Melbourne, a plan which would only allow of two days delay at Dunedin. By this route they might reach Sydney on the 22nd of the month following, or one month and four days from the despatch of the original letter ; about three days longer than by the present route. It will, however be seen, by the table given in the appendix, that the correspondence of Otago with Sydney is not much more than a fourth of that which it maintains with Melbourne, and the disproportion is rapidly increasing ; so that defective arrangements in this direction become of less importance.

Thus it will be seen that so far at least as inter-colonial communication is concerned Dunedin would decidedly be a gainer by the proposed change ; though a loser as regards the inter-provincial service.

Proposed plan:—Departure from Melbourne on the 12th, arrival at Wellington, 27th ; two days for answers. Departure from Wellington 29th, arrival at Sydney 13th of the following month, and at

Comparison of proposed
with existing plan.
Inter Colonial Services.
Melbourne and Otago.

Sydney to Otago.

Melbourne and Welling-
ton.

Melbourne on the 17th. Time required before an answer is received at Melbourne, one month and five days. Otherwise the answer to a letter arriving on the 27th at Wellington might be delayed till the departure of the next steamer for Melbourne on the 4th of the ensuing month, and would arrive on the 18th, or in one month and six days. At present, to a letter despatched on the 12th from Melbourne no reply could be received till the 23rd of the month following; or one month and eleven days, with twelve days allowed for answering.

Departure from Sydney 18th of one month, arrival at Wellington 2nd of the following month. Sydney and Wellington. Return, on the 4th via Melbourne, and on the 29th direct to Sydney. Arrival at Melbourne in the first case 22nd, and Sydney 26th, one month and eight days between despatch of letter and receipt of answer, with an interval of two days for making reply. Supposing this to be too short, a delay would then take place before an answer could be despatched of twenty-seven days from the 2nd to the 29th; and the answer would only reach Sydney on the 13th of the third month, or after an interval of two months and fifteen days. The alternative here is one month and eight days with two days for answers, or two months and fifteen days with twenty-seven days for answers. By the present route a letter leaving Sydney on the 17th reaches Wellington on the 27th, the answer may be despatched on the 9th of the next month and reach Sydney on the 19th, or after an interval of one month and two days, with twelve days for answers. As regards Wellington, therefore, there would be a slight advantage obtained, so far as the correspondence with Melbourne was concerned; but a considerable disadvantage in the case of that with Sydney. It will be seen by the tables in the appendix that the correspondence between Sydney and Wellington is somewhat in excess of that between Wellington and Melbourne, and requires therefore that proper provision should be made for it. Upon the whole, therefore, the proposed change would be detrimental to Wellington.

Departure from Melbourne, 12th, arrival at Auckland 3rd of the following month; departure from Auckland and Melbourne. Auckland 6th, arrival at Sydney 13th and Melbourne 17th, or one month and five days, with three days for answering. Or else:—Departure from Auckland on the 28th of the second month and arrival at Melbourne on the 18th of the third; giving an interval of two months and six days from the original despatch, with twenty-six days for answers. The shortness of time allowed for answers (three days) by the proposed plan, and the ample time allowed by the present route (ten days) appears, in the case of Auckland, to turn the balance in favour of the latter, notwithstanding that the time required is six days more.

Departure from Sydney on the 18th, arriving at Auckland on the 25th. Auckland and Sydney. Departure from Auckland on the 6th of the ensuing month, arriving in return at Sydney on the 13th, or an interval of five and twenty days. At present the interval is one month and two days, or from seven to eight days more, so that as regards the correspondence between Auckland and Sydney, the change would be so much clear gain, though a loss as regards the correspondence with Melbourne.

It is, moreover, to be borne in mind, in considering the proposed arrangements, that they would cause the English Mail to be despatched much sooner than would otherwise be necessary for meeting the ocean steamer starting from Sydney on the 22nd, and from Melbourne on the 26th. At present, the Mails for England arrive at Sydney on the 19th, while under the proposed arrangements, they would be for six days longer lying in the Sydney Post Office.

At present, the English Mails for Dunedin, and Lyttelton, instead of coming by way Dunedin and Lyttelton of Sydney, are brought direct from Melbourne by a vessel under contract, it is understood, to the Mails. Provincial Governments of Otago and Canterbury. These mails include the letters for the Bluff and Invercargill, and these, except in the case of the English Mails, are landed as the steamer passes on her voyage to Dunedin, the outward mails being put on board on her return in the opposite direction. As regards the English Mails, however, this arrangement cannot be carried out because the letters for that district are not sorted separately from those for the remainder of the original Province of Otago. The time of the steamer's detention at the Bluff is generally sufficient only for the landing and shipping of the mails, but not for the sorting and re-shipment of those arriving from England; the whole of which must consequently go to Dunedin, where they are sorted, and the Invercargill portion returned by the first opportunity. Obviously, this system is a most inconvenient one, and has very often the effect of delaying the delivery of the letters beyond the time allowed for answering them by return of Post.

Probably, the most simple way of remedying this defect would be to place a mail agent on board the Melbourne steamer, charged with the duty of sorting the Otago Mails into two portions, as required, during the voyage from Melbourne to the Bluff, and then the English letters addressed to settlers in that district could be landed in the same manner as other mails.

It would be necessary, however, in order to give effect to this arrangement, that this service should be brought under the General Admiralty Contract, or at least that a stipulation should be added to the existing agreement, similar to the one contained in that contract, by which the contractors are bound to receive on board any officer who may be duly appointed to take charge of mails.

It will be necessary, further, that some provision should be made for bringing the Province of Province of Marlborough. Marlborough into connection with the already established lines. The Government of that Province has, pending the decision of the Legislature, made an arrangement for the conveyance of its mails to Picton, and it will probably be found requisite that some plan similar to that now in operation should be permanently established.

A great drawback to the efficiency of the present service is the difficulty experienced in enter- Manukau Harbor! ing the harbour of Manukau during a Westerly gale, when the channel generally in use becomes often impracticable. It appears, however, that in all ordinary states of the weather, the dangers of

the North channel may be avoided by taking advantage of that to the South,—the only objection to the latter being that, unless it is properly buoyed off, it is difficult to find. It is hoped that this inconvenience will speedily be removed, as a grant of certain reserves was some time since issued to the Superintendent of Auckland, in consideration of a pledge from him that he will cause this work to be carried out.

General performance of
I. C. R. M. Company's
Contract.

The Inter-Colonial Royal Mail Company have, upon the whole, performed their service with very creditable punctuality during the past year. Very few cases have occurred of unnecessary delay in their departures and arrivals; so that, considered merely as a mail service, it may be said that the contract has been satisfactorily carried out. It appears, however, from complaints which have reached the Government from various quarters, that the equipment of the vessels is not all that can be desired. More particularly, it is reported that the compasses of some of the vessels are so imperfectly adjusted, that no reliance can be placed upon them; and that consequently, not only for the safety of the mails, but also for the protection of the passengers and crews, it is necessary that some efficient system of inspection and supervision should be introduced, as provided for in the contract.

HENRY JOHN TANCRED,

APPENDIX A.

	March Qr.	June Qr.	September Qr.	December Qr.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
AUCKLAND—1858 . .	428 13 1	523 19 3	454 3 9	571 5 6	1978 1 7
1859 . .	640 2 6	565 1 11	681 15 1	634 17 1	2521 16 7
1860 . .	766 18 5	704 8 9	763 17 5	843 16 10	3079 1 5
TARANAKI—1858 . .	62 0 0	75 1 4½	63 18 3	73 18 0½	274 17 8
1859 . .	71 0 8	88 13 10	69 5 3	71 0 5	300 0 2
1860 . .	80 8 9	109 15 7	161 4 3	155 2 6	506 11 1
HAWKE'S BAY—1858 . .	27 14 9	40 12 8	44 4 4	40 15 2	153 6 11
1859 . .	44 15 4	54 17 0	92 19 6	103 14 9	296 6 7
1860 . .	113 8 10	116 16 8	109 3 3	105 9 1	444 17 10
WELLINGTON—1858 . .	270 2 6	387 12 5	292 12 4	340 11 2	1290 11 5
1859 . .	332 3 4	360 14 4	387 8 7	317 4 4	1397 10 7
1860 . .	386 8 3	384 4 1	366 14 1	363 14 2	1501 0 7
NELSON—1858 . .	159 5 1	189 1 6	194 10 2	188 4 4	731 1 1
1859 . .	171 9 7	191 7 9	238 7 3	221 13 8	831 8 1
1860 . .	229 3 0	245 19 3	251 6 6	268 14 9	995 3 6
CANTERBURY—1858 . .	177 3 7	255 14 6	250 12 7	366 0 8	1049 11 4
1859 . .	308 12 1	419 6 5½	462 11 7½	373 1 4	1563 11 6
1860 . .	513 16 10	517 17 5	490 3 3	530 18 2	2052 15 8
OTAGO—1858 . .	103 9 6½	131 18 1	139 8 5½	171 12 7	546 8 8
1859 . .	184 12 1	208 10 2	260 8 3½	248 15 0½	902 5 7
1860 . .	334 14 6	309 12 0	384 7 0	460 10 4	1489 3 10
TOTALS—1858 . .	1228 8 6½	1603 19 9½	1439 9 10½	1732 7 5½	6024 5 8
1859 . .	1752 15 7	1897 1 3½	2192 15 7	1970 6 7½	7812 19 1
1860 . .	2424 18 7	2388 13 9	2526 15 9	2728 5 10	10,068 13 11

APPENDIX B.

OVERLAND MAIL SERVICES.

(Names of Stations where there are no Post Offices in *Italics*.)

PROVINCE OF AUCKLAND.

SUBURBAN POSTS.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Auckland to Newtown	Daily, 7.30 a.m.	Daily, 8 a.m.	Newtown to Auckland	Daily, 7 a.m.	Daily, 7.30 a.m.
" " " " " "	" 3.30 p.m.	" 4 p.m.	" " " " " "	" 3 p.m.	" 3.30 p.m.
Auckland to Onchunga	Daily, 8 a.m.	Daily, 9 a.m.	Onchunga to Auckland	Daily, 9 a.m.	Daily, 10 a.m.
" " " " " "	" 4 p.m.	" 5 p.m.	" " " " " "	" 5 p.m.	" 6 p.m.
Auckland to Newmarket	Daily, 8 a.m.	Daily, 8.20 a.m.	Otahuhu to Auckland	Daily, 5 p.m.	Daily, 6 p.m.
Otahuhu	" "	" 9 "	Newmarket " " " " " "	" 5.40 p.m.	" "
Auckland to St. John's College ...	T., W., F., S., 10.30 a.m.	T., W., F., S., noon	Howick to Auckland	T., W., F., S., 6 a.m.	T., W., F., S., 10.15 a.m.
" " " " " "	" "	" 1 p.m.	Panmure " " " " " "	" 8 "	" "
" " " " " "	" "	" 3 "	St. John's College " " " " " "	" 9 "	" "

PROVINCE OF AUCKLAND.

NORTHERN LINES.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Auckland to Lucas' Creek	Wednesday, 1-30 p.m.		Whangarei Heads to Waipu	Thursday	Thursday
" Wade	"		Waipu to Matakana	Monday	Monday
" Orewa	"		Mangawai	"	"
" Waivera	"		Matakana to Auckland	Friday, p.m.	Monday, a.m.
" Mahurangi	"		Mahurangi Heads	The same remarks as	"
" Mahurangi Heads	"		Mahurangi	apply to the Outward	"
" Matakana	"		Waivera	Mail	"
Matakana to Mangawai	Monday		Orewa	The same remarks as	"
" Waipu	"		Wade	apply to the Outward	"
Waipu to Whangarei Heads	Thursday		Lucas' Creek	Mail	"

The road being very difficult and dangerous, some latitude necessarily allowed to the carrier.

Friday, a.m.

Monday

"

Thursday

PROVINCE OF AUCKLAND.

SOUTHERN POSTS.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Auckland to Papakura ...	Daily, 8 a.m.	Daily, 11.30 a.m.	Waikato to Auckland ...	Mon. and Thur., — a.m.	Mon. and Thur., 2 p.m.
Branch to Wairoa ...	Wed. and Sat., 8 a.m.	Wed. and Sat., 3 p.m.	Mauku " ...	" 7 "	" "
Auckland to Drury ...	Daily, 8 a.m.	Daily, Noon.	Drury " ...	Daily, 1.30 p.m.	Daily, 6 p.m.
" Mauku ...	Wed. and Sat., 8 a.m.	Wed. and Sat., 3 p.m.	Branch from Wairoa ...	Wed. and Sat., 3 p.m.	Mon. and Thur., 2 p.m.
" Waikato ...	" "	" 6 p.m.	Papakura to Auckland ...	Daily, 2.30 p.m.	Daily, 6 p.m.
Auckland to Taupiri ...	Fortnightly, Monday.	Fortnightly, Wednesday.	Aotea to Auckland ...	Fortnightly, Monday.	Fortnightly, Saturday.
" Waitetuna... ..	" "	" Thursday.	Raglan (Inland) "	" Wednesday.	" "
" Raglan (Inland) ...	" "	" "	Waitetuna " ...	" "	" "
" Aotea	" "	" Saturday.	Taupiri " ...	" Thursday.	" "
Auckland to Mangatawhiri* ...	Fortnightly, Monday.	Fortnightly, Monday.	Aotea to Auckland ...	Fortnightly, Monday.	Fortnightly, Saturday.
" Raglan (by Coast) ...	" "	" Thursday.	Raglan (by Coast) "	" Wednesday.	" "
" Aotea	" "	" Saturday.	Mangatawhiri " ...	" Friday.	" "

* This Service is arranged to alternate with the preceding.

PROVINCE OF AUCKLAND.

SOUTHERN POSTS: INTER-PROVINCIAL LINES.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Auckland to Taupiri	Fortnightly, Monday	Fortnightly, Wednesday	Napier to Auckland	Fortnightly, Wednesday	Fortnightly, Saturday
“ Otawhao	“	“	Branch from Pukawa	“	“
“ Waotu	“	Thursday	Hiruharama to Auckland	“ Tuesday	“
Branch to Tarawera Lake	“	Friday	Branch from Tauranga	“ Saturday	“
“ Maketu	“	Saturday	“ Maketu	“ Monday	“
“ Tauranga	“	Monday	“ Tarawera Lake	“ Tuesday	“
Auckland to Hiruharama	“	Friday	Waotu to Auckland	“ Wednesday	“
Branch to Pukawa	“	“	Otawhao “	“ Thursday	“
Auckland to Napier	“	“	Taupiri “	“	“
Auckland to Taupiri	“	Fortnightly, Wednesday	New Plymouth to Auckland	Fortnightly, Monday	“
“ Otawhao	“	“	Otawhao “	“ Wednesday	“
“ New Plymouth	“	“ Saturday	Taupiri “	“ Thursday	“

PROVINCE OF TARANAKI.

NORTHERN POSTS: INTER-PROVINCIAL LINE.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
New Plymouth to <i>Mokau Heads</i> ...	Fortnightly, Monday	Fortnightly, Tuesday	Auckland to New Plymouth	Fortnightly, Monday	Fortnightly, Saturday
" <i>Papatea</i> ...	" "	" Wednesday	Otawhao "	" Wednesday	" "
" Otawhao ...	" "	" Thursday	<i>Papatea</i> "	" Thursday	" "
" Auckland ...	" "	" Saturday	<i>Mokau Heads</i> "	" Friday	" "

PROVINCE OF HAWKE'S BAY.

NORTHERN POSTS: INTER-PROVINCIAL LINES.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Napier to Petane ...	Fortnightly, Monday, 11 A.M.	Fortnightly, Monday, 3 P.M.	Turanga to Napier	Fortnightly, Monday, 11 A.M.	Fortnightly, Saturday, noon
" Waikari ...	" "	" Tuesday, —	Wairoa "	" Thursday, 8 A.M.	" "
" Mohaka ...	" "	" 6 P.M.	Mohaka "	" 5 P.M.	" "
" Wairoa ...	" "	" Wed. 5 "	Waikari "	Friday, —	" "
" Turanga... "	" "	" Saturday, noon	Petane "	Saturday, 9 A.M.	" "
Napier to Auckland	Fortnightly, Wednesday	Fortnightly, Saturday	Auckland to Napier	Fortnightly, Thursday	Fortnightly, Saturday

PROVINCE OF HAWKE'S BAY.

SOUTHERN POSTS:

OUTWARD MAILS.				INWARD MAILS.			
		Despatch.	Arrival.		Despatch.	Arrival.	
Napier to Puketapu ... ..	..	Tuesday, 11 A.M.	Tuesday, — P.M.	Puketapu to Napier ... ..	..	Wednesday, — A.M.	Wednesday, — P.M.
Napier to Clive ... ..	..	Monday, 4 P.M.	Monday, 6 P.M.	Porangahau to Napier ... ..	..	Thursday, 10 A.M.	Friday, 2 P.M.
Branch to Maraekakaho ... ..	..	" "	Tuesday, — A.M.	Ohineha " ... ..	..	" 11 "	" "
Branch to Pourerere ... ..	..	" "	" — P.M.	Waipukurau " ... ..	..	" 2 P.M.	" "
Napier to Te Aute ... ..	..	" "	" noon	Waipawa " ... ..	..	" 4 "	" "
Branch to Patangata ... ..	..	" "	" — P.M.	Branch from Patangata ... ..	..	" —	" "
Napier to Waipawa... ..	..	" "	" 4 P.M.	Te Aute to Napier ... ..	..	" 7 P.M.	" "
" Waipukurau ... ..	..	" "	" 6 "	Branch from Pourerere ... ..	..	" — P.M.	" "
" Ohineha ... ..	..	" "	Wednesday, 11 A.M.	Branch from Maraekakaho... ..	..	Friday, — A.M.	" "
" Porangahau ... ..	..	" "	" 1 P.M.	Clive to Napier ... ..	..	" noon	" "

PROVINCE OF WELLINGTON.

NORTH EASTERN POSTS:

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Wellington to Hutt Bridge	Daily, 3 p.m.	Daily, 4 p.m.	Upper Hutt to Wellington	Monday, Thurs. 6 a.m.	Monday, Thurs., 10 a.m.
" Upper Hutt ...	Wednesday, Sat., 3 p.m.	Wednesday, Sat. 6 p.m.	Hutt Bridge "	Daily, 9 a.m.	Daily, 10 a.m.
Wellington to Featherston ...	Wednesday, Noon	Thursday	Castle Point to Wellington	On twelve hours' notice	Fortnightly, Tues., Noon
" Greytown ...	" "	Friday	Masterton "	Monday	Tuesday, Noon
" Masterton ...	" "	"	Greytown "	"	" "
" Castle Point	Fortnightly, Wednesday	Fortnightly, Saturday	Featherston "	"	" "

PROVINCE OF WELLINGTON.

NORTH WESTERN POSTS:

OUTWARD MAILS.				INWARD MAILS.			
		Despatch.	Arrival.		Despatch.	Arrival.	
Wellington to Porirua	...	Monday, 2 P.M.	Monday, — P.M.	Whanganni to Wellington	...	Thursday, Noon	Saturday, 11 A.M.
" Pahautanui	...	"	"	Turakina	...	" — P.M.	"
" Waikanae	...	"	"	Rangitikei	...	Friday, — A.M.	"
" Otaki	...	"	Tuesday, — A.M.	Manawatu	...	"	"
" Manawatu	...	"	" P.M.	Otaki	...	" — P.M.	"
" Rangitikei	...	"	"	Waikanae	...	Saturday, — A.M.	"
" Turakina	...	"	Wednesday, A.M.	Pahautanui	...	"	"
" Whanganui	...	"	Noon	Porirua	...	"	"

PROVINCE OF NELSON.

SUBURBAN POSTS:

OUTWARD MAIL.				INWARD MAILS.			
		Despatch.	Arrival.			Despatch.	Arrival.
Nelson to Richmond	...	Tues., Thurs., Sat. 2 P.M.	Tues., Thurs., Sat., 3 P.M.	Wakefield to Nelson	...	Tues., Thu., Sat., — A.M.	Tues., Thu., Sat., 11 A.M.
" Waimea West	...	" "	" —	Spring Grove	...	" —	" "
" Spring Grove	...	" "	" —	Waimea West	...	" —	" "
" Wakefield	...	" "	" —	Richmond	...	" —	" "
NORTH WESTERN POSTS:							
Nelson to Upper Moutere	...	Saturday, 11 A.M.	Saturday	Collingwood to Nelson	...	Thursday	Friday, 3 P.M.
" Lower Moutere	...	" "	"	Branch from Motupipi	...	"	"
" Motreka	...	" "	Monday	Takaka to Nelson	...	Friday	"
" Riwaka	...	" "	"	Riwaka	...	"	"
" Takaka	...	" "	Tuesday	Motueka	...	"	"
Branch to Motupipi	...	" "	"	Lower Moutere	...	"	"
Nelson to Collingwood	...	" "	"	Upper Moutere	...	"	"
				The state of the Rivers permitting.			

PROVINCE OF MARLBOROUGH.

PICTON AND BLENHEIM SERVICE:

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Picton to Blenheim...	11th and 25th of Month.	12th and 27th of Month. An extra service on	Blenheim to Picton ...	23rd and 8th of Month route to Nelson.	24th and 9th of Month
WAIRAU VALLEY SERVICE:					
Blenheim to Renwick Town ...	14th and 26th of Month.	Fortnightly	Birch Hill to Blenheim ...	Fortnightly.	6th and 19th of Month
" Wairau Valley ...	" "	"	Wairau Valley " ...	"	" "
" Birch Hill ...	" "	"	Renwick Town " ...	"	" "

PROVINCES OF MARLBOROUGH AND NELSON AND CANTERBURY.]

SOUTHERN POSTS: INTER-PROVINCIAL LINE.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Picton to Blenheim...	11th and 25th of Month	12th and 27th of Month.	Christchurch to Picton ...	15th and 29th of Month	24th and 9th of Month
" Awatere...	" "	13th and 28th "	Hurunui " ...	18th and 3rd "	" "
" Flaxbourne ...	" "	14th and 29th "	Highfield " ...	" "	" "
" Waipapa ...	" "	15th and 30th "	Kaikoura " ...	19th and 4th "	" "
" Kaikoura ...	" "	16th and 1st "	Waipapa " ...	20th and 5th "	" "
" Highfield ...	" "	17th and 2nd "	Flaxbourne " ...	21st and 6th "	" "
" Hurunui...	" "	" "	Awatere " ...	22nd and 7th "	" "
" Christchurch ...	" "	20th and 5th "	Blenheim " ...	23rd and 8th "	" "

PROVINCE OF CANTERBURY.

LYTTELTON AND CHRISTCHURCH AND NORTHERN POSTS—INTER-PROVINCIAL SERVICE.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
Lyttelton to Christchurch ...	Daily, 8.30 A.M.	Daily, noon	Picton to Kaiapoi ...	11th and 26th of month	5th and 20th of month
" Papanui ...	"	" 1 P.M.	Hurunui ...	18th and 3rd	" "
" Kaiapoi ...	"	" 2 P.M.	Weka Pass ...	" "	" "
Branch to Rangiora ...	Monday, Thurs. 8.30 A.M.	Monday, Thursday 3 P.M.	Saltwater Creek " ...	Tuesday, 3 P.M.	Tuesday, 5 P.M.
Kaiapoi to Saltwater Creek and Woodend	Tuesday, 9 A.M.	Tuesday, 11 A.M.	Branch from Rangiora ...	Tuesday, Friday, 9 A.M.	Tuesday, Friday, noon
" Weka Pass ...	1st and 16th of month	1st and 16th of month	Kaiapoi to Lyttelton ...	Daily, noon	Daily, noon
" Hurunui ...	"	3rd and 18th	Papanui "	" 2 P.M.	" "
" Picton ...	"	9th and 24th	Christchurch "	" 8.30 A.M.	" "
POSTS IN THE PENINSULA:					
Akaroa to Pigeon Bay ...	Weekly	Weekly	Pigeon Bay to Akaroa ...	Weekly	Weekly
Akaroa to Okain's Bay ...	Fortnightly, Thursday	Fortnightly, Thursday	Okain's Bay to Akaroa* ...	Fortnightly, Thursday	Fortnightly, Thursday

* To wait in Akaroa at least three hours before starting with the Mails in return.

PROVINCE OF OTAGO.
NORTHERN POSTS: INTER-PROVINCIAL SERVICE.

OUTWARD MAILS.			INWARD MAILS.		
	Despatch.	Arrival.		Despatch.	Arrival.
		Fortnightly			Fortnightly, Thursday
Dunedin to Waikouwaiti ...	Fortnightly, Monday, P.M.	...	Lyttelton to Dunedin	Fortnightly, Wednesday	Fortnightly, Thursday
" Goodwood ...	"	"	Waitangi "	" Monday	"
" Otepopo ...	"	"	Oamaru "	"	"
" Oamaru ...	"	"	Otepopo "	"	"
" Waitangi ...	"	"	Goodwood "	"	"
" Lyttelton ...	"	"	Waikouwaiti "	"	"

PROVINCES OF OTAGO AND SOUTHLAND.

SOUTHERN POSTS:

OUTWARD MAILS.				INWARD MAILS.			
		Despatch.		Arrival		Despatch.	Arrival
		Monday,	Noon				
Dunedin to Taieri Ferry	Monday,	Weekly	Riverton to Dunedin	...	Fortnightly, Fri., 3 P.M.
" Tokomairiro	"	"	Invercargill	...	"
" Clutha Ferry	"	"	Mataura Bridge	...	"
" Warepu	Fortnightly, Mon.	Fortnightly	Popotunoa	...	"
" Popotunoa	"	"	Warepu	...	"
" Mataura Bridge	"	"	Clutha Ferry	...	"
" Invercargill	"	"	Tokomairiro	...	Friday,
" Riverton	"	"	Taieri Ferry	...	"

APPENDIX C.

RETURN

SHewing THE TOTAL NUMBER OF LETTERS CONVEYED (i) BETWEEN EACH HEAD OFFICE AND ITS SEVERAL DISTRICT OFFICES, AND (ii) BETWEEN EACH HEAD OFFICE AND OTHER HEAD OFFICES IN NEW ZEALAND, BY LAND AND BY SEA, DURING THE TWELVE MONTHS ENDING 31st DECEMBER, 1860.

HEAD OFFICE.		LETTERS CONVEYED TO AND FROM SEVERAL SUB-OFFICES.			LETTERS CONVEYED TO AND FROM OTHER HEAD OFFICES.		
		By Land.	By Sea.	Totals.	By Land.	By Sea.	Totals.
Auckland	...	47,763	20,141	67,904	1,218	60,489	61,707
New Plymouth	...	...	216	216	2,874	42,168	45,042
Napier	...	31,935	...	31,935	371	26,952	27,323
Wellington	...	54,730	1,387	56,117	713	51,643	52,356
Nelson	...	24,623	19,025	43,648	...	34,452	34,452
Lyttelton	...	101,615	8,906	110,521	...	27,318	27,318
Dunedin	...	45,595	5,428	50,933	10	15,743	15,753
Totals	...	306,225	55,049	361,274	5,186	258,765	263,951

* Note.—Any Letters from Lyttelton for the Province of Otago have been forwarded as loose Letters to the Waitaki.

A P P E N D I X D.

RETURN

OF THE NUMBERS OF LETTERS DELIVERED FROM EACH CHIEF POST OFFICE, DISTINGUISHING HOUSE TO HOUSE DELIVERIES, (IF ANY,) FROM WINDOW DELIVERIES;—DURING THE TWELVE MONTHS ENDED 31st DECEMBER, 1860.

CHIEF Post Office.			LETTERS DELIVERED AT WINDOW.	LETTERS DELIVERED BY CARRIER.
Auckland	...	...	No Return.	15,550
New Plymouth ..	...	...	No Return.	No Delivery.
Napier	...	...	2,749	No Delivery.
Wellington	...	...	No Return.	About 10,000
Nelson...	...	...	14,217	21,563
Lyttelton	...	...	About 12,400	About 6,300
Dunedin *	...	...	44,851	No Delivery.

* A delivery now takes place.

APPENDIX E.

RETURN

OF THE NUMBER OF RECEIVING HOUSES ATTACHED TO EACH CHIEF POST OFFICE, SHEWING THE DATE OF ESTABLISHMENT, AND THE NUMBER OF LETTERS POSTED AT EACH; DURING THE TWELVE MONTHS ENDED 31st DECEMBER, 1860.

CHIEF OFFICE.	LOCALITY OF RECEIVING HOUSE AND NAME OF KEEPER.	DATE OF ESTABLISHMENT.	LETTERS POSTED.	
Auckland...	A. Somerville, Wakefield-street ...	6th May, 1859 ...	1,766	13,383
Ditto ...	G. T. Chapman, Queen-street ...	6th May, 1859 ...	9,549	
Ditto ...	H. Warne, Victoria-street ...	3rd June, 1859 ...	318	
Ditto ...	P. A. Philips, Lower Queen-street ...	1st January, 1860 ...	1,720	
Napier ...	F. Sutton, Shakspeare Road ...	1st October, 1859 ...	7,712	7,712
Wellington ...	—, Mason, Pipitea ...	10th December, 1860 ...	140	140
				21,235

None in other Provinces during 1860.

APPENDIX F.

NUMBER AND VALUE OF POSTAGE STAMPS ISSUED AT THE COLONIAL TREASURY, AUCKLAND, DURING THE YEAR 1860.

OFFICE.	STAMPS AT 1S.		STAMPS AT 6D.		STAMPS AT 2D.		STAMPS AT 1D.		TOTALS.	
	No.	Value. £ s. d.	No.	Value. £ s. d.	No.	Value. £ s. d.	No.	Value. £ s. d.	No.	Value. £ s. d.
Auckland ..	480	24 0 0	41,760	1,044 0 0	29,996	249 19 4	17,280	72 0 0	89,516	1,389 19 4
New Plymouth ..	1,040	52 0 0	5,360	134 0 0	14,700	122 10 0	6,240	26 0 0	27,340	334 10 0
Napier ..	1,100	55 0 0	7,300	175 0 0	31,200	260 0 0	4,800	20 0 0	44,100	510 0 0
Wellington ..	2,000	100 0 0	12,000	300 0 0	29,500	241 13 4	6,000	25 0 0	49,000	666 13 4
Nelson ..	200	10 0 0	6,700	167 10 0	17,000	141 13 4	900	3 15 0	24,800	322 18 4
Lyttelton ..	200	10 0 0	8,000	200 0 0	30,120	251 0 0	3,120	13 0 0	41,440	474 0 0
Dunedin ..	2,000	100 0 0	24,469	611 14 6	40,000	333 6 8	12,000	50 0 0	78,469	1,095 1 2
	7,020	351 0 0	105,289	2,632 4 6	192,016	1,600 2 8	50,340	209 15 0	354,665	4,793 2 2

APPENDIX G.

NUMBER OF LETTERS DESPATCHED TO PLACES OUT OF THE COLONY FROM THE UNDERMENTIONED PORTS DURING THE YEAR ENDED 31ST DECEMBER, 1860.

DESTINATION.	Auckland.	N. Plymouth.	Napier.	Wellington.	Nelson.	Lyttelton.	Dunedin.	Totals.
Aden	6	...	...	4	...	...	1	11
Alexandria	28	...	...	...	30	1	3	62
Batavia	2	...	...	...	...	1	1	4
Bombay	86	105	...	26	59	18	37	331
Calcutta	356	...	...	146	141	191	156	990
Callao	35	...	...	1	...	2	1	39
Cape of Good Hope	208	5	...	52	27	40	28	360
Ceylon	58	2	...	46	33	16	15	170
Corfu	1	1	...	...	...	...	...	2
Fiji	43	...	...	...	...	7	...	50
Friendly Islands ... ..	...	...	...	...	...	13	...	13
Gibraltar	16	3	...	4	...	9	1	33
Hong Kong	123	18	...	40	18	63	21	283
Honolulu	13	...	...	...	...	...	...	13
Java ... ..	...	...	...	...	...	1	...	1
Liverpool	17	...	...	...	...	...	...	17
London, via Southampton	36,726	13,223	4,403	14,599	12,948*	26,453	20,850	129,202
„ Marseilles... ..	4,139	501	...	3,096	...	2,400	1,733	11,869
„ Panama	9	...	...	...	...	...	...	9
„ Direct	116	103	...	93	2	381	2	697
Madras	86	...	...	62	53	22	49	272
Malta	38	8	...	14	...	18	2	80
Manilla	1	...	...	1	...	...	...	2
Marseilles	1	...	...	...	...	...	...	1
Mauritius	62	...	...	27	4	14	...	107
Navigator Islands ... ..	...	...	...	...	...	4	...	4
New Caledonia	2	...	...	...	...	1	1	4
New South Wales	8,045	2,553	242	2,902	1,944	2,433	1,278	19,397
Norfolk Island	13	...	...	...	...	...	...	13
Penang ... ..	...	...	...	...	...	1	4	5
Port Louis ... ..	...	...	...	...	...	...	14	14
Queensland	202	...	1	...	...	61	...	264
Sandwich Islands ... ..	...	...	...	...	...	3	...	3
San Francisco	140	1	...	10	...	...	...	151
Shanghae	2	...	...	...	...	...	...	2
Singapore	25	...	...	5	23	6	19	78
South Australia	460	121	...	270	240	367	221	1,679

* The Returns, as furnished from the Nelson Office, do not distinguish the Marseilles from the Southampton portion of the Mail.

[CONTINUED

REPORT BY THE POSTMASTER-GENERAL

NUMBER OF LETTERS DESPATCHED, &c.—continued.

DESTINATION.	Auckland.	N. Plymouth.	Napier.	Wellington.	Nelson.	Lyttelton.	Dunedin.	Totals.
St. Helena	19	1	...	...	...	...	11	31
Suez	1	...	...	...	...	...	...	1
Tahiti	3	...	...	1	...	...	...	4
Tasmania	799	632	...	394	147	520	603	3,095
Tonga Islands ... ..	...	...	...	...	...	3	...	3
Travelling Post Office	364	4	...	192	42	...	3	605
Trieste, &c.	71	...	...	25	...	4	...	100
Valparaiso	1	...	...	...	...	...	...	1
Van Couver's Island	4	...	...	...	...	...	...	4
Victoria	4,199	2,602	166	2,585	1,491	2,194	4,369	17,606
West Australia	98	10	...	28	...	8	3	147
Totals	66,618	19,693	4,812	24,623	17,202	35,255	29,426	187,829

APPENDIX H.

ESTIMATED AMOUNT OF POSTAGE RECEIVED ON ACCOUNT OF LETTERS CONVEYED BETWEEN NEW ZEALAND AND THE AUSTRALIAN COLONIES, SHEWING THE SUMS PAYABLE TO THE IMPERIAL AND COLONIAL GOVERNMENTS RESPECTIVELY, IN CASE THE CLAIM OF 4d. PER SIXPENNY LETTER BE ACCDED TO.

PERIOD OF NINETEEN MONTHS, FROM 1ST DECEMBER 1858, TO 30TH JUNE 1860.

MAILS FOR	Letters.	Total Postage.	Imperial Proportion.	Colonial Proportion.
		£ s. d.	£ s. d.	£ s. d.
New South Wales	18,237	510 5 1	340 3 4	170 1 9
Victoria	13,042	367 7 8	244 18 5	122 9 3
Tasmania	2,516	73 6 4	48 17 8	24 8 8
South Australia... ..	1,575	46 10 10	31 0 6	15 10 4
West Australia	224	9 14 0	6 9 3	3 4 9
Queensland	242	7 5 7	4 17 1	2 8 6
Totals	35,836	1,014 9 6	676 6 3	338 3 3

QUARTER ENDED 30TH SEPTEMBER, 1860.

MAILS FOR	Letters.	Total Postage.	Imperial Proportion.	Colonial Proportion.
		£ s. d.	£ s. d.	£ s. d.
New South Wales	3,064	87 4 8	58 3 1½	29 1 6½
Victoria	2,825	78 18 1	52 12 0½	26 6 0½
Tasmania	484	11 9 11	7 13 3½	3 16 7½
South Australia... ..	301	8 8 0	5 12 0	2 16 0
West Australia	34	1 1 0	0 14 0	0 7 0
Queensland	50	1 9 0	0 19 4	0 9 8
Totals	6,758	188 10 8	125 13 9½	62 16 10½

QUARTER ENDED 31st DECEMBER, 1860.

MAILS FOR	Letters.	Total Postage.	Imperial Proportion.	Colonial Proportion.
		£ s. d.	£ s. d.	£ s. d.
New South Wales	4,583	125 18 10	83 19 2	41 19 7
Victoria	3,846	99 10 4	66 6 10½	33 3 5½
Tasmania	653	14 5 9	9 10 6	4 15 3
South Australia... ..	358	9 7 8	6 5 1½	3 2 6½
West Australia	35	1 3 1	0 15 4½	0 7 8½
Queensland	101	4 7 6	2 18 4	1 9 2
Totals	9,576	254 13 2	169 15 5½	84 17 8½

A P P E N D I X I.

RETURN

OF THE NUMBER OF PRIVATE LETTER BOXES ESTABLISHED AT EACH CHIEF POST OFFICE, AND OF THE NUMBER OF SUCH BOXES TAKEN UP, DURING THE TWELVE MONTHS ENDED 31st DECEMBER, 1860.

CHIEF POST OFFICE.			TOTAL NUMBER OF BOXES.	NUMBER OF BOXES LET.
Auckland	...	...	54	45
New Plymouth	...	...	...	...
Napier	...	...	...	...
Wellington	...	...	37	36
Nelson	...	...	25	15
Lyttelton*	...	...	18	10
Dunedin	...	...	...	...

* Established since the conclusion of the year 1860.