

That a second monthly service will partially remove these evils, and ought to be immediately organised.

That a considerable trade is carried on between Australia and New Zealand on the one part, and the United States and South America on the other ; that its further development is checked by the want of direct postal communication, and that the United Kingdom, as the focus to which the transactions of trade ultimately converge, would be greatly benefited thereby.

That the trade of New Zealand, for 1862, exceeded Seven million pounds sterling, and that it is increasing more rapidly than that of any of the Australian Colonies.

That by the Eastern Route this Colony is excluded from the course of the Australian post, for the return mail leaves Sydney, the terminus of the line, eight days after the contract time of arrival, and the double voyage between Sydney and Auckland cannot be performed in less than ten days.

That by a service averaging ten knots an hour from Panama across the Pacific, New Zealand would be brought within forty-eight days, Sydney within fifty-four days, and Melbourne by means of a distinct branch starting from New Zealand) within fifty-five days of Southampton.

That it is the opinion of practical men, that in the Pacific Ocean vessels of moderate horse power (say 1·6) will give the required average speed of ten knots per hour, and that an annual subsidy of One hundred and fifty thousand pounds a year will support the service, including the special branch between New Zealand and Melbourne.

That more than one half of the subsidy is guaranteed by Act of Appropriation—namely, Fifty thousand pounds a year by the Parliament of New South Wales, and Thirty thousand pounds a year by the Legislature of New Zealand.

That the establishment of a Postal Service, viâ Panama, was recommended twelve years ago by a Committee of the House of Commons.

That Her Majesty's Government has at various times announced its intention of carrying that recommendation into effect ; that in the year 1859, the Treasury deliberately and expressly acknowledged that the service ought to be forthwith organised ; that it communicated to the Government of New South Wales the conditions under which its acquiescence and support would be accorded, and that the fulfilment of these conditions entitles that Colony to claim the performance of the engagement entered into.

That the relative importance of the Eastern Colonies, as measured by correspondence, commerce, and population, has been steadily progressive ; and that as the Service, viâ Suez, is most favourable to the Southern Colonies, the interests of the other Colonies ought to determine the Route of the second service.

That Sydney is the only Australian Port at which large Ocean Steamers can be docked and repaired, and that consequently it must practically be the Terminus of the Trunk Line, both on the Eastern and Western Route.

SMITH, PAYNE, AND CO., &C., AND OTHERS.

5, Cannon-street, London, E.C.,
9th June, 1863.

No. 11.

LIST OF POST OFFICES IN THE COLONY OF NEW ZEALAND.

NOTE :—The Chief Office of each Province is printed in Capitals and other Money Order Offices in Italics.

PROVINCE OF AUCKLAND :

AUCKLAND

Otahuhu
Wangarei
Russell
Newtown.
Newmarket
Onehunga
Papakura
Wairoa
Drury
Mauku
Waiuku
Raglan
Waitetuna
Aotea
Kawhia
Mangatawhiri
Taupiri
Otawhao
Waipa
Tauranga
Maketu

Matata
Tarawera
Opotiki
Rangitukia
Turanga
Kapanga (Coromandel)
Waiau (Coromandel)
St. John's College
Panmure
Howick
Paparua
Te Arai
Whau Bridge
Muddy Creek
Waitemata Mills
Henderson's Mills
Kaukapakapa
Lucas' Creek
Wade
Orewa
Waiwera
Mahurangi Heads

Mahurangi
Matakana
Mangawai
Waipu
Mangapai
Wangarei Heads
Kaipara
Mongonui
Kaitaia
Ahipara
Keri Keri
Taraire
Wangaroa
Waimate
Hokianga
Whitianga
Helensville
Port Albert
Port Fitzroy
Papatoitoti (Burton's Camp)
North Shore
Queen's Redoubt.