

F O U R T H R E P O R T

ON

THE POSTAL SERVICE OF NEW ZEALAND,

1862 - 3,

BY THE

ACTING POSTMASTER - GENERAL

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND
OF HIS EXCELLENCY.

A U C K L A N D.

1863.

FOURTH REPORT

ON THE

POSTAL SERVICE OF NEW ZEALAND,

BY THE ACTING POSTMASTER-GENERAL.

General Post Office,
Auckland, New Zealand, September, 1863.

SIR,— I have the honor to present to your Excellency, the Fourth Report on the Postal Service of New Zealand.

I have, &c.,

READER WOOD.

His Excellency Sir George Grey, K.C.B.,
Governor of New Zealand.

REPORT.

A DISTINGUISHING feature in the Postal Service of New Zealand is the increasing demand for its extension, both by sea and land. In the Provinces generally, especially in those of the Middle Island, branch offices are constantly required, further and further in advance; and, notwithstanding many difficulties, especially the great one of all—the absence in many cases of good or even ordinary roads—the Post Office has complied with the demand as quickly and as well as circumstances would permit.

INLAND COMMUNICATION.

At the date of Mr. Ward's last Report, the inland communication at Southland consisted only of a Mail between Invercargill and Riverton and between Invercargill and the Bluff, at an annual cost of £195. There are now besides these, Mails running between Invercargill and the Nokomai, the Maitai, the Gore Township, Whakatipu, and one between Riverton and Otatau, at an annual cost of £4,700. There are also, besides the Chief Office, ten Sub-offices.

At Otago, postal communication was established with the Goldfields, which were discovered last year, as soon as population began to flock to them. In the first instance, the Mails were carried by the primitive means of pack horses. This clumsy method of conveyance did not however last long; for, before the Dunstan had been discovered many months, the Mail was conveyed by Cobb and Co.'s coaches three times a week. There is a Mail twice a day to Port Chalmers; and daily to Tokomairiro, Tuapeka, and the Sub-offices. Mails run twice a week from Dunedin to Oamaru, Maitai, and Waipori; and weekly to Cardrona, Queenstown, and Waitangi. There is communication twice a week with the Arrow river, between Waiwera and St. Johnstown, and between St. Johnstown and Queenstown. The annual cost of the Inland Mail Service at Otago is £16,327 4s. 0d; and the total number of miles travelled by Inland Contractors yearly is 84,454. For the year 1861-2, the expenditure on the Inland Service was £3,372.

At Canterbury, there are thirteen different contracts in force for the conveyance of Inland Mails. Two years ago, a fortnightly Mail satisfied the inhabitants of the Timaru district; it was last year altered to a weekly service, and on the 1st July, 1863, it was again altered to a bi-weekly Service. Next year a still greater extension will probably be demanded—namely, a mail between Christchurch and Dunedin, running three times a week. The distance, which is 280 miles, could be performed in three days.

There are Mails twice a day between Lyttelton and Christchurch; daily between Christchurch and Kaiapoi; three times a week between Kaiapoi, Rangiora, and Kowai; twice a week between Kaiapoi and Saltwater Creek, and from Lyttelton to Akaroa; weekly between Lyttelton and Port Levy, between Kaiapoi and the Hurunui, and between Rangiora and Oxford; fortnightly Mails between Kaiapoi and Hawkeswood, Christchurch and Waitangi, and between Christchurch and the Mackenzie Plains.

The annexed statement will shew the distances travelled in this Province by the Inland Contractors, and the cost per mile :—

PERIOD.	NO. OF MILES TRAVERSED.	RATE PER MILE.	TOTAL COST.	
		s. d.	£	s. d.
1861-2	28,386	1 2½	1,743	0 0
1862-3	44,054	1 0	2,224	4 0
1863-4	79,328	0 10½	3,562	8 0

In the Province of Marlborough, three contracts for Inland Mails are in force—one for a Mail between Picton and Hurunui; another, twice a week, between Picton and Blenheim; and the third between Blenheim and Birch Hill.

In the Province of Nelson, there are five contracts in force.

In the Province of Wellington, there are four, and the Inland communication in this Province is very complete. There are eight offices on the West Coast, between Wellington and Wanganui, to and from which weekly Mails are sent and received. There are nine on the line of road between Wellington and Castle Point, and a fortnightly Mail running. There is a bi-weekly mail between Wellington and Karori; and daily, instead of bi-weekly, communication has been established with the Upper Hutt.

At Hawke's Bay, there are ten different contracts in operation, and twenty-four offices, independently of the chief office at Napier. Though two extra Mail Services have been provided—one to Gwavas, and an additional Mail to the Wairoa, by which weekly communication with that district is secured—the expenditure only exceeds the rate of that of the preceding half-year by £26. Of the ten contracts in this Province, nine are taken by Natives.

At Taranaki, there is but one office—the one in the town.

In the Province of Auckland, there are thirty contracts in force, and sixty-one Post Offices, independently of the Chief Office. The number of miles travelled by Inland Contractors is 84,941, at an average cost of 4d. per mile. The following Table exhibits the number of miles travelled, and the rate per mile during the last three years. The falling off is to be attributed to the stoppage of posts through disaffected Native districts. Some years ago there was a complete overland service, *viâ* Taranaki, to Wellington. This has long since been discontinued :—

YEARS.	NO. OF MILES.	MILEAGE RATE.	TOTAL COST.	
		s. d.	£	s. d.
1861-2	98,844	0 4½	1,660	10 6
1862-3	90,297	0 4½	1,576	2 6
1863-4	84,941	0 4	1,408	16 0

A Mail runs twice a day from Auckland to Onehunga, and from Auckland to Otahuhu. There are daily Mails from Auckland to Papakura, Drury, and on to the Queen's Redoubt on the Waikato, to St. John's College, Howick, Panmure, and Wairoa; and a Mail twice a week to Mauku and Waiuku. In the Northern District there is a double line of land communication—one by the Coast to Mangapai and all intermediate settlements, the other inland by the Great North Road to Kaukapakapa, with a branch to McLeod's mill, on the Kaipara. Weekly Mails are established to the new settlement of Albertland and Paparua.

The communication with the Bay of Islands is by water, and though irregular, it is frequent—on the average about twice a week. No contract exists for this service; small vessels are constantly trading backwards and forwards, and the masters of coasters carrying mails are remunerated by a gratuity of one penny per Letter. There are fortnightly posts from Russell, at the Bay of Islands, to Hokianga, Mongonui, Ahipara, and intermediate stations. The Russell and Hokianga Mail is carried by Natives, hired during good behaviour.

The weekly Mails between Auckland, Raglan, Aotea, and Kawhia, and the Mails between Tarawera, Maketu, and Tauranga are carried by Natives: and these services are satisfactorily performed by the Native carriers.

DEPARTMENTAL ARRANGEMENTS.

The very rapid increase of population and business at Southland and Otago have rendered it necessary greatly to increase the staff of Officers in those Provinces during the last year, so that the actual expenditure will be found to have somewhat exceeded the estimates, especially in the latter Province. The Postal revenue of the Colony for the Financial Years 1862-63 has, however, exceeded the revenue for 1861-62 upwards of 25 per cent. The receipts for 1861-62 were £19,250, for 1862-3 they were £26,870. The total expenditure, exclusive of steam subsidies, has been £30,400. At Dunedin it is proposed to create a new office—that of Secretary to the Post-office. The Officer filling this place will in reality be a second in command. The advantage of this arrangement is that inspection and supervision to some extent of Country Offices will be for the

first time possible there. Hitherto the Chief Postmaster has been unable to leave his Office at Dunedin, even temporarily, and much inconvenience has been felt from the impossibility of his inspecting the Country Offices.

At Canterbury an important change is about to be made by constituting Christchurch the principal Post Town instead of Lyttelton. The population of Lyttelton has latterly changed in its general character; five years ago that place was the Seat of Commerce, but gradually the mercantile firms have removed their chief offices to Christchurch. All the newspapers (even the *Lyttelton Times*) are now published at Christchurch. The head offices of the three Banks are at Christchurch; the offices of the Provincial Government are there; a branch of the Customs will soon be there too; and it has become necessary for the chief Post-office to follow.

The great difficulty in the Province of Canterbury in the way not only of postal, but of all business, is the Lyttelton hill, and a monstrous inconvenience it undoubtedly is. The Railway when finished will obviate all this, but until then the greatest care and attention on the part of the local Post-office authorities will be required to render it as little felt as possible.

In this Province, too, a large staff of Officers has been imperatively called for, together with increased pay. Arrangements have also been made partially to carry out a system of Country-office inspection.

Six new Offices have been opened during the past year, and it is very possible that a larger number will have to be opened this year.

At Hawke's Bay the Post-office has been recently separated from the Customs, and nowhere are these two Departments now connected.

The plan (which has been adopted in the principal towns) of private boxes and daily or twice a day delivery, works remarkably well, it is found to relieve the Post-office considerably from the confusion occasioned by the press and crush about the windows for Letters on the arrival of important Mails.

The Offices at which the largest amount of business is transacted are those of Dunedin and Auckland. A comparative return is given shewing in detail the business done in each of these offices for the six months of the current year, ended June 30th.

COMPARATIVE RETURN SHOWING THE NUMBER OF LETTERS RECEIVED AT AND DESPATCHED FROM CHIEF POST OFFICES AT AUCKLAND AND DUNEDIN FOR SIX MONTHS FROM JANUARY 1ST TO JUNE 30TH, 1863.

PLACES.	AUCKLAND.					
	RECEIVED FROM.		DESPATCHED TO.		TOTALS RECEIVED AND DESPATCHED.	
	Letters.	Newspapers.	Letters.	Newspapers.	Letters.	Newspapers.
WITHOUT THE COLONY.						
United Kingdom	33,837	55,612	28,661	51,746	62,498	107,358
Australian Colonies	10,496	12,031	10,108	11,920	20,604	23,951
Other Places	1,393	706	1,660	1,969	3,053	2,675
Total Foreign	45,726	68,349	40,429	65,635	86,155	133,984
WITHIN THE COLONY.						
Other Provinces of New Zealand	22,907	19,974	24,298	35,581	47,205	55,555
Within Province	35,144	6,475	45,878	83,363	81,022	89,838
Total Home	58,051	26,449	70,176	118,944	128,227	145,393
General Totals	103,777	94,798	110,605	184,579	214,382	279,377

COMPARATIVE RETURN—CONTINUED.

PLACES.	DUNEDIN.					
	RECEIVED FROM.		DESPATCHED TO.		TOTALS RECEIVED AND DESPACHED.	
	Letters.	Newspapers.	Letters.	Newspapers.	Letters.	Newspapers.
WITHOUT THE COLONY.						
United Kingdom	32,487	67,800	47,401	41,273	79,888	109,073
Australian Colonies	90,134	59,337	91,175	52,900	181,309	112,237
Other Places	1,025	596	2,009	744	3,034	1,340
Total Foreign	123,646	127,733	140,585	94,917	264,231	195,650
WITHIN THE COLONY.						
Other Provinces of New Zealand	31,435	20,827	20,994	24,819	52,429	45,646
Within Province	141,737	16,752	129,997	88,293	271,734	105,045
Total Home	173,172	37,579	150,991	113,112	324,163	150,691
General Totals	296,818	165,312	291,576	208,029	588,394	346,341

Attached to the Post Office in England are fourteen Surveyors, each of whom has the supervision of all Offices within a certain assigned district. Among the duties of a Post Office Surveyor are, periodically reporting to the Postmaster-General on the state and efficiency of each office within his district, investigating complaints about missing letters, neglect of duty, &c., &c., taking control of all overland services, and generally acquainting himself with the postal requirements of every part of his district, from which he is able to afford the fullest information to the Postmaster-General on all matters relating to internal postal arrangements. He is also in a position to decide on the strength of staff required for the efficient and economical performance of the work of every Office within his district.

The time is approaching when such an Officer ought to be attached to the staff of the Postmaster-General of New Zealand. The great want of proper inspection of Country Offices has long been felt. It is not often easy to obtain reliable information as to the best route along which an Inland Mail should travel, and the respective Chief Postmasters are so constantly required at their Offices, that they have no time at their disposal to perform the duties of Inspector or Surveyor. With regard to missing or delayed letters, and to complaints of neglect, there is a good deal of difficulty felt in instituting anything like a real enquiry into the circumstances. A complaint is made; but there is no one to investigate it, except the Postmaster, whose office is complained of, and frequently no really sufficient explanations can be obtained.

Enquiries of this nature would be of a much more satisfactory kind, if they were made by an independent Officer. In many other ways an active and intelligent man, fully conversant with business, with good local knowledge, would be found very useful in conducting, not only the Postal Service of the Colony, but the Customs and other Departments under the control of the General Government. From the number of chief Post Offices—each of which is a separate despatching and receiving Office—and the number of Port Towns in New Zealand, it will hardly be possible to get on much longer without a confidential Officer of this kind.

Hitherto the Ministers directing the Post Office, Customs, and Treasury, have sought to perform this work; but from the multiplicity of duties, of late at least, imposed upon them, and from the evanescent nature of their Offices, it has been found impossible to give the necessary amount of time to supervision of the kind which is meant here.

BUILDINGS.

The great obstacle in the way of a thorough and complete organisation of the Postal Service in New Zealand is the want of adequate and well arranged buildings. Each settlement has sprung from very small beginnings. In the first instance one or at most two rooms answered the purpose well ; as population increased and Inland Townships were formed the Office accommodation, when it became cramped, was increased by the addition of "another room," and still another, till the Post Offices in the most important Towns, instead of being as they ought to be, large, commodious and well arranged buildings, are nothing but labyrinths of rooms, in which order, arrangement, and complete classification are impossible. This is eminently the case at Auckland and Dunedin. At Lyttelton, Christchurch, and Nelson, the Post Offices are altogether too small for the business to be done.

The time has come for a new order of things. At Dunedin a very carefully considered and well arranged plan of a Post Office has been determined on, and steps have been taken for its immediate erection.

At Wellington a new Post Office has been very recently erected by the Provincial Government. It stands on the land lately reclaimed from the sea near Lambton Quay, it is centrally situated, and from its proximity to the new deep-water wharf and Custom House, it affords every facility for the landing and shipment of mails. The building is of wood, it is conveniently arranged and affords all the accommodation that will be required for several years. It contrasts strongly with the collection of small low ill-ventilated rooms called Post Offices elsewhere.

In every other Chief Post Town in New Zealand it is most desirable that steps should be taken without delay for the erection of proper Buildings. There is no department under the control of the Government in which accuracy, precision, punctuality, and despatch are so much required as in the Post Office, and it is clear that these cannot be attained without room and well arranged accommodation.

MONEY ORDER SYSTEM.

The money order system was commenced between

New Zealand and the United Kingdom ...	...	...	1st August, 1862.
„ and Victoria ...	...	...	1st November, 1862.
„ and South Australia ...	...	...	1st March, 1863.
„ and New South Wales ...	...	...	23rd March, 1863.
„ and Western Australia ...	...	...	1st May, 1863.
„ and Queensland ...	...	...	1st June, 1863.

This system has been largely used by the public. The amount of orders issued to June 30th of this year was £28,127 17s. 0d., and the amount paid £6,041 6s. 3d., the balance of exchange being considerably against the Colony.

Vide p. 29.

The following is a statement of the Money Order Offices in New Zealand.

Auckland	Nelson	Dunedin
Otahuhu	Collingwood	Manuherikia, junction
Wangarei	—	Dunstan
Russell	Picton	Arrow River
—	Blenheim	Waitahuna
Napier	—	Tuapeka
—	Lyttelton	Queenstown
Wellington	Christchurch	Oamaru
Wanganui	Kaipoi	Tokomairiro
	Timaru	—
		Invercargill
		Riverton

The rates of commission charged are given in the following table :—

STATEMENT OF COMMISSION CHARGED ON THE ISSUE OF MONEY ORDERS ON THE UNITED KINGDOM,
THE SEVERAL AUSTRALIAN COLONIES, AND OFFICES WITHIN THE COLONY OF NEW ZEALAND.

	For sums not exceeding Two Pounds.	For sums not exceeding Five Pounds.	For sums not exceeding Ten Pounds.
	£ s. d.	£ s. d.	£ s. d.
Between the United Kingdom and New Zealand ...	0 1 0	0 2 6	0 5 0
„ New Zealand and Victoria, New South Wales, Queensland, South Australia & Western Australia 		0 1 0	0 2 0
„ The several Money Order Offices within the Colony of New Zealand 		0 1 0	0 2 0

There were many difficulties felt in the first instance in establishing the money order system, especially the impossibility, arising from the number of Ports in New Zealand and the want of frequent and rapid communication, of advising Foreign Offices from the Postmaster-General's Department of the monthly transactions at all the different Money Order Offices of the Colony. It was impossible to centralize the business, and an arrangement had to be made, to suit the peculiar circumstances of the Colony, both as regards advices and keeping accounts.

Dr. Knight, the Auditor of Public Accounts (into whose Department under any plan the accounts must ultimately come) undertook in the first instance the duty of organising the money order system in New Zealand, which now works very satisfactorily, although it has been in operation a short time only, and the Postmasters generally had no previous experience to guide them.

A very full report of the system, as it is at present in operation, by Dr. Knight will be found in the appendix.

STEAM SERVICE.

The Mail Steam Service of New Zealand is large and expensive. This Colony is the most remote from the great centre of commerce, wealth and civilisation. The disadvantage of distance under which it labours can be mitigated or overcome only by Steam. No sooner was the Representative form of Government established than immediate steps were taken to connect New Zealand with the civilised world, and its different Provinces with each other, by Steam.

It was with no little difficulty and after no inconsiderable lapse of time that this was achieved by one small Inter-Provincial Steamer and one Steamer between Sydney and Cook's Straits. This has gradually grown with the growth of the Colony into a Steam Fleet which, however large it may be apparently, is not yet large enough to satisfy the ever increasing wants of a Colony, the rapid development of which is almost unprecedented.

The European Mails for New Zealand when they arrive at Melbourne are despatched as follows:—A steamer leaves Hobson's Bay at once for Dunedin, with the Mails for the Provinces of Southland, Otago, Canterbury, Wellington, and Hawke's Bay. The Southland Mails are landed in passing at the Bluff. A steamer waits at Port Chalmers the arrival of the boat from Melbourne, when she leaves with the Mails for Canterbury, Wellington, and Hawke's Bay. This boat completes the Inter-Provincial service by going on to Auckland.

The Mails for Auckland, Taranaki, Nelson, and Marlborough, go on from Melbourne to Sydney, where a steamer is in waiting to bring them on at once to Auckland. On the arrival of the boat from Sydney at Auckland, a Steamer is in waiting at Manukau to convey the Taranaki, Nelson, and Marlborough portions of the English Mail to their respective destinations.

The New Zealand Mails for Europe are despatched as follows:—

A steamer leaves Auckland for Sydney on the 1st of every month, which takes the bulk of the Auckland Mail. A steamer leaves Nelson for Sydney on the 13th of each month; and at Nelson a Steamer arrives from Manakau by the 12th, bringing a Supplementary Auckland Mail to the 7th, and the Taranaki Mail to the 8th. A Steamer leaves Auckland on the 6th of each month for Port Chalmers, by the East Coast route; she calls at all intermediate ports, and arrives there before the departure of the "Aldinga" for Melbourne, which leaves on the 18th. The

Vide p. 11.

"Aldinga" picks up the Southland portion of the Mail at the Bluff, and arrives at Melbourne before the departure of the P. and O. Company's Boat on the 26th. The Steamer which leaves Nelson on the 13th for Sydney, reaches Nelson on the 1st, and proceeds on an inter-provincial trip to Wellington and Canterbury (soon to be extended to Port Chalmers), and returns via Lyttelton to Nelson. The Steamer which leaves the Manukau on the 24th with the Taranaki, Nelson, and Marlborough portions of the English Mail, goes on to the Bluff and back to Manukau, calling at each intermediate port both ways, reaching Nelson before the departure of the Steamer for Sydney on the 13th.

Two small Steamers—the "Wonga Wonga" and "Storm Bird"—are also subsidised to run between Wellington, Napier, and Auckland; and between Wellington, Whanganui, Taranaki, Raglan, and Auckland.

An arrangement has been recently made with the New Zealand Steam Navigation Company for one of their vessels to run on the line between Wellington and Dunedin, leaving Wellington about the 5th and 20th, and Dunedin about the 10th and 25th of each month—being intermediate dates between the departure of the Inter-colonial Company's Boats. The time tables of the small Steamers running along the East and West Coast of the Northern Island, will be adjusted so that one or other will reach Wellington before the 5th and 20th, thus giving weekly communication between all the principal Provinces of the Colony.

Complicated as this arrangement may appear to be, it really works smoothly and well. The only hitch that has been felt is in reference to the Contract with the "Aldinga," of which separate mention will be made, and that it is hoped is now remedied.

The whole New Zealand service, Inter-colonial and Inter-provincial, is performed by nine Steamers, and at the following cost:—

Contribution to Main Line	£10,000	0	0
Line between Melbourne and Otago—"Aldinga" Contract ...	13,000	0	0
*Line between Sydney and Auckland, and Sydney and Nelson ...	19,000	0	0
Line between Nelson and Dunedin, via Wellington and Canterbury	1,600	0	0
Line between Wellington and Auckland, via Nelson	2,400	0	0
Line between Wellington and Auckland, via Napier	1,800	0	0
Line between Wellington and Dunedin	1,500	0	0
Line between Auckland and Dunedin, via East Coast	7,000	0	0
Line between Manukau and Bluff	9,000	0	0
	<hr/>		
	£65,300	0	0

THE "ALDINGA" CONTRACT.

A contract was made with the "Aldinga" commencing in January of this year, the object of which was, by means of a single fast boat, to convey the English Mail from Melbourne to Dunedin, and *vice versa*, between the dates of its arrival at, and departure from, Melbourne, to secure for Dunedin the great advantage of replying to letters by return of post. Vide Appendix, p. 12.

Practically, this has failed, in consequence of the Peninsular and Oriental boats not having been true to their due dates of arrival at Melbourne. Considering the distances they have to travel, and the numerous contingencies to which such a service is liable, it is scarcely reasonable to expect that they should keep their time to a few hours. The "Aldinga" has never, up to the present time (August), brought the European Mail from Melbourne to Dunedin. The other half of the Service she has performed most satisfactorily. Leaving Port Chalmers on the 18th, she has never failed to arrive at Melbourne in time for the Peninsular and Oriental Company's boat, which leaves on the 26th.

Considerable public inconvenience was felt from the unpunctuality of the arrival of the Mail at Dunedin, and steps have been taken to remedy this, by offering a bonus of £350 per trip to any steamer which shall bring on the Mails within twenty-four hours of their arrival in Melbourne, when late and left behind by the "Aldinga." In August, the "Aldinga" left on the 10th, the English Mail arrived on the 12th, and, twenty-four hours after its arrival exactly, the "Alhambra" left Hobson's Bay, with it on board, for Dunedin. The Postmaster-General at Melbourne has also been authorised to guarantee, on behalf of this Colony, such subsidy as he may think right to the first steamer leaving, to bring on the mails, should no steamer happen to be ready to leave within twenty-four hours of their arrival. The correspondence with McMeckan, Blackwood, and Co., and with the Postmaster-General of Melbourne, on the subject of the "Aldinga" contract, is given in the Appendix to this Report.

WRECKS.

The casualties that have occurred since the date of the last Report to Mail steamers are two, both of them total wrecks; but, fortunately, by neither was there any loss of life. The "White Swan" was wrecked June 29th, 1862, on the East Coast, about eighteen miles South of Castle Point; and the "Lord Worsley" was wrecked on the West Coast, at Te Namu, September 1st, about thirty-five miles South of Taranaki.

* Of this sum £13,000 is paid by the Imperial Government. The service from Wellington via Whanganui and Raglan to Manukau is temporary only, and at the rate of £200 per trip.

The loss of these vessels has been severely felt ; they were both powerful and excellent sea-boats. The loss of the "White Swan" for a time completely deranged the Inter-provincial Service. The "Lord Worsley" was one of the best boats belonging to the Inter-colonial Company, and it is only due to the great exertions made by Captain Vine Hall, the Company's Manager and representative, that the loss of that vessel was not of more serious consequence to the Colony than it has proved to be.

Neither of these vessels was lost in bad weather. The "White Swan" was wrecked in a dead calm, just as the morning dawned, by striking on the point of a reef which ran out some little distance from the shore. She had been hugging the coast during the night, for the purpose of making a quick passage from Napier to Wellington, and she hugged it somewhat too closely. The "Worsley's" loss arose either from bad steering, or incorrect compasses, probably from the latter cause.

THE INTER-COLONIAL COMPANY'S FLEET.

Every effort has been made by Captain J. Vine Hall to improve the steamers belonging to the Inter-Colonial Company ; and the improvements which he has effected are recognised by the Public.

The Prince Alfred and the Lord Ashley have each received a thorough overhaul and refit, and both these vessels are now in a very satisfactory condition. Three new steamers have been lately added to the list : the Claud Hamilton, the Auckland, and the Phœbe. The Claud Hamilton is a vessel of inferior speed. She has not been accepted as a contract boat. She has been allowed to run between Sydney and Auckland as a supplementary vessel until a more powerful boat could be placed on the line ; she has, however, performed the voyage in six days, and rarely if ever exceeded seven. The necessities of the service have been occasionally so great that the Claud Hamilton has been obliged more than once to undertake an Inter-Provincial trip ; but for the coasting service she is utterly unfit.

The Auckland is a very recent arrival. She has been accepted in England by the Admiralty as a contract boat, but she failed to keep her time on her voyage to Otago and back in August. This is sought to be explained on the ground that no time was allowed at Sydney after the long voyage from England for cleaning and refitting. She is to go to Sydney for this purpose after the September trip to Dunedin, when Captain Johnson the Inspector of Steamers will test her speed and report on her general fitness as a sea boat. The Phœbe bears an excellent character, and is said to be a very fast boat. She has not yet, however, been put to the practical test in this Colony. It is to be hoped that she will fully realise all that is expected of her. She takes the place of the Airedale in the Inter-Provincial service from the Manukau to the Bluff.

The Airedale is to go to Sydney for the purpose of undergoing a thorough overhaul and being supplied with new boilers. This vessel has done an enormous amount of work and done it well, she is a general favourite with the public. Much of the satisfaction which she has given is due to the very able way she has been handled by her energetic and courteous commander, Captain A. Kennedy.

The past year to the Company has been one of refit. Their vessels, never perfect, were allowed in the first instance to get sadly out of order, and it was not until Captain J. Vine Hall took the management, that any attempt was made to place them on the footing required by the Contract. Next year it is expected that both the Public and the Company will reap the benefit of Captain Hall's efforts to render the Service satisfactory both as regards the speed of the vessels employed and their convenience for Passenger accommodation.

THE PANAMA ROUTE

During the Session of the General Assembly held in the year 1862, considerable desire was expressed that Postal communication should be opened between this Colony and England via Panama, because it is at least 2,000 miles shorter than the Suez line, because the course of Post would cover four months instead of five, with ample time for replies, and because New Zealand (in the event of its establishment) would be the first instead of the last of the Australasian group of Colonies in its receipt of intelligence from Europe.

A Bill was passed by the Legislature authorising the Colonial Treasurer to issue from the 1st January, 1864, any sum not exceeding £30,000, as the contribution of this Colony towards the Panama route. At the end of last year Mr. Crosbie Ward, as the Representative of the New Zealand Government, left for London in the hope of obtaining the assistance of the Imperial Government in a work which, on this side of the world at least, was thought to be of such importance to Imperial interests as fully to warrant the Home Government in giving its countenance and support. The Government of New South Wales was perfectly willing to co-operate with New Zealand, and it placed £50,000 at the disposal of Mr. Hamilton, the representative of that Colony in England, for the purpose.

Melbourne declined to contribute anything, and used all the weight of its power and influence to oppose and frustrate the design.

Up to the last dates Messrs. Hamilton and Ward had been quite unsuccessful in their efforts to induce the British Government to afford any pecuniary assistance.

It remains now only to be seen whether, with the £80,000 at their disposal, these gentlemen will be able to arrange a monthly service via Panama. All that can be said about it at present is, ~~that~~ such a project is not utterly hopeless.

The various steps that have been taken by Mr. Ward in this matter, and the result of the interviews he has had with the authorities in England, will be found in the appendix to this report. Vide p. 1a.

ELECTRIC TELEGRAPHS.

There are three short lines of Telegraph established in the Colony. One from Auckland to Drury, another from Lyttelton to Christchurch, and a third from Port Chalmers to Dunedin.

The first was constructed by, and is carried on under the direction of, the Military authorities. The other two by the Provincial Governments of Canterbury and Otago. Arrangements are now being made between the Provincial Governments of Southland, Otago, and Canterbury for a through line from Invercargill to the Northern boundary line of the Canterbury Province. The materials have been sent for, and in the course of this summer the work will be commenced. It only requires the co-operation of Nelson and Marlborough (and there can be no real difficulty about this) to secure a line of Telegraph from one end of the Middle Island to the other. The probable cost is estimated at about £60 per mile.

Mr. Alfred Sheath has been appointed Telegraphic Engineer, whose duty it is to advise with the Provincial Governments as to the crossing places at the boundaries of Provinces, to undertake a general supervision of the line, to see it carried out in such a manner, and such a system adopted in its working, that its advantages instead of being confined to Provincial limits may be extended to the Colony generally. Should the General Government, as it ought to do, take this subject of telegraphic communication into its own hands, there can be no difficulty in making such arrangements with the Provincial Governments as will enable it to take up the work at any time and at any point.

It will be impossible for some years safely to attempt the construction of an extensive inland line of telegraph in the Northern Island; but there is no reason why arrangements should not be made during the ensuing session of the Assembly to connect the principal settlements of that Island with the Middle Island by means of a submarine telegraphic cable. There is no practical difficulty in the way. It is now fully recognised by telegraphic engineers that cables laid in a depth which is under 100 fathoms are seldom broken and can be easily repaired, and are not liable to those accidents to which deep sea cables are constantly exposed. The shortest distance across Cook's Straits is from Wellington Head on the South shore to Cape Terawiti on the North, it does not exceed 12 nautical miles; the soundings however are too deep, varying from 110 to 150 fathoms, to render it advisable to lay a cable between those points. From Runandur point to Sinclair head is 21 nautical miles, and the deepest soundings are only 80 fathoms; a cable laid down there would be in shallow water, be out of the great tide rip so common in the narrowest part of the Straits, and would connect Wellington with the Middle Island. From Cape Stephens, the extreme Northern point of Durville's Island to the Manukau Harbour, is 210 nautical miles. The deepest soundings in crossing the Straits to Cape Egmont do not exceed 54 fathoms. From Cape Egmont to Manukau the greatest depth does not exceed 46 fathoms, and off that Cape there is no greater depth of water. A cable along that line would connect Auckland with the Middle Island, and a short branch cable from the main line to Taranaki would include that settlement in the great line of telegraphic communication. Should engineering difficulties, as is very possible, present themselves in connecting Cape Stephens with Nelson by land, there is another line which is no longer, and with no deeper soundings from Cape Farewell to Manukau. In none of the proposed lines does the bottom present any difficulties, throughout the whole distance it is either gravel, sand, or mud.

The cost of laying cables in shallow water, that is to say, in water under 100 fathoms, is about £400 per nautical mile. The Malta and Alexandria cable, which is 1300 miles long, cost £500,000, and a Company offers to lay down the Java and Australia cable, a length of 1830 miles, for £725,000. That now proposed at the same rates, would cost about £92,400. If the whole system of telegraphic communication by land as well as by sea were in the hands of the General Government, to carry out a comprehensive scheme, a sum of about £160,000 would be sufficient to do all that is here proposed. It is a matter of the utmost importance politically and commercially to this Colony, possibly even involving its integrity, that steps be taken without any delay to connect the settlements of the two Islands with each other by wires on land in the Middle Island, and by cables in the North.

LIGHT-HOUSES.

Light-houses are an indispensable requisite to safe navigation round the Coast of New Zealand. The Chief Marine Board, in conjunction with some of the Provincial Governments, took steps immediately upon its constitution to secure the proper Lighting of the Entrances to the various Harbours, and of the most dangerous part of the Coast.

At present the only Lights are—One at Wellington, one on the Boulder Bank near the entrance to the Harbour of Nelson, and one which shows remarkably well, considering that it is only a make-shift, at the Entrance of Port Chalmers. Arrangements have now been made for a Light in Foveaux Straits, a proper Light at Port Chalmers, another at Port Lyttelton, one in Cook's Straits, and one on Tiri-tiri-matangi. The cost of the Lights alone, independently of the expense of erecting the Towers, will be about £2,000 each; and when these lights are all burning, navigation round the Coast will be much safer and easier than it is at present.

The Lights have been all ordered from England, and Mr. Crosbie Ward, to whom the duty of procuring them has been entrusted, has taken the utmost pains to have them of the best description

possible, and he has met with every assistance from the Board of Trade, and their Architects, Messrs. McClean and Stileman.

It is most probable that a Contract will be entered into with Messrs. Wilkins and Co. to supply Lights, Materials, to erect the Towers, and hand the Light-houses over complete in every respect to the Chief Marine Board.

The best positions for the different Lights is a subject that has occupied the attention of the Chief Marine Board. For the first Light-house in Foveaux Straits, there seems to be no doubt that Dog Island is the proper site. A Light there will be of the greatest advantage to vessels entering and leaving the Bluff Harbour at night. The South Head of Port Chalmers, Cape Saunders, seems to be generally recognised as the proper site for a Light for that harbour, and Godley Head at Lyttelton. About the best site for a Light in Cook's Straits there is some difference of opinion. Many sites have been spoken of, but of them all Mana and the Brothers appear to be the best; and of these two, the balance of advantages seems to be in favour of Mana.

To erect a Light-house at the Brothers would be a very expensive undertaking in the first instance, and its subsequent maintenance would involve a very considerable annual cost. A Light-house at Cape Stephens would be of little or no advantage to a vessel entering the Straits from the South-east, whilst the advantage of a Light on Mana, in the opinions of Captain Kennedy, of the "Airedale," and Captain Johnson, the Inspector of Steamers, and others competent to judge from long practical experience of the Navigation of the Straits, will be felt where a Light is most required, and will on the whole afford the greatest benefit that a single Light can give to vessels passing through. A small Light at the entrance of Tory Channel is very requisite. Tiri-tiri-matangi seems quite the best position for a Light-house to guide vessels in entering the Auckland Harbour, whether they approach from the North or East.

When these Lights are all burning the Chief Marine Board will be able to impose Light Dues on vessels entering every Port in the Colony, from which a revenue of about £7,000 a year will be derived.

MISCELLANEOUS.

This year the sum of £24,000, payable to the Inter-colonial Company, on account of the Sydney and New Zealand, and the Inter-provincial Services, was reduced, in accordance with the terms of the Contract, to £13,000 and £9,000 respectively. The saving of £2,000 being shared equally between the Imperial and Colonial Governments, with the consent of each.

During Mr. Ward's visit to England, some outstanding matters of dispute between the English and New Zealand Governments were definitely settled. New Zealand is to contribute to the Main Line in a ratio compounded in the proportion of its correspondence, and its mileage distance from Ceylon.

The Imperial demand of 4d., out of every 6d. received per half ounce on Letters posted in New Zealand for the Australian Colonies, has been commuted by a fixed payment of £300 a-year by this Colony.

New Zealand is to pay its proportionate contribution to the cost of the Main Line, prior to the establishment of a Branch Line from Australia.

These questions, together with their bearing upon New Zealand interests, have been fully discussed; and as all correspondence relating to them has been published with former reports, it is unnecessary here to do more than state results. If there is no other satisfaction to be found in these arrangements, there is this at least: that a settlement has at last been made, and these questions will give no further trouble.

I think that no other settlement than the one made was possible with the Imperial authorities, and that the commuted payment of £300 a-year is not unfavourable to this Colony.

READER WOOD.

General Post-office, Auckland, September, 1863.

A P P E N D I X.

No. 1.

REPORT BY THE AUDITOR-GENERAL (DR. KNIGHT).

MONEY ORDER OFFICES.

Early in the year 1862, the attention of the Postmaster-General, Mr. Ward, was directed by the Post Office authorities to the necessity of framing regulations for the conduct of the Money Order business in New Zealand. Under Mr. Ward's instructions, a set of regulations and forms of accounts were prepared, slightly modified, from those which had been framed by the Post Office authorities in England.

One of the rules laid down by the London Office, for our acceptance, required the advices of Money Orders issued in New Zealand to be transmitted to the United Kingdom by the Postmaster-General at Auckland. But when Mr. Ward was about to promulgate his regulations, he found that the requirement of the British Post Office offered a serious difficulty, owing to there being no less than nine ports in New Zealand for the despatch and receipt of Foreign Mails, from each of which Money Orders would be sent to Foreign places; so that in most cases a month would elapse before the Postmaster-General at Auckland could receive the necessary information to enable him to advise the Foreign Offices of the Money Order drawn upon them, thereby delaying the payment of the Orders at least a month, and it might be in some cases two months, after their arrival in the United Kingdom.

In the United Kingdom, and in the Australian Colonies, this obstacle in the way of a central department does not exist. In each of those countries, the Money Orders and the Advices are sent from a single Port. It was evident that the numerous Ports in New Zealand, for the despatch and receipt of Mails, would complicate greatly any scheme to centralize the business of the Money Order Offices, in the Office of the Postmaster-General.

In this difficulty, which is more important than appears on first sight, the Auditor, at the request of Mr. Ward, undertook a complete revision of the regulations, with a view to make such alterations as would suit the peculiar circumstances of the Colony; the Postmaster-General having first concurred in the Auditor's recommendation, that the following modifications should be adopted:—

1. The Postmaster-General's Department is not to have, as it has in England, any local charge, or to issue Money Orders.

2. The Postmaster-General's Department is neither to receive remittances of money from Money Order Offices, or remit money to them; and in respect of Money Order business, its duties are to be confined to the control and regulation of the Money Order Offices, and to the correspondence with Foreign Offices.

3. In each Province there is to be a chief Money Order Office, which, by its machinery, is to collect the whole of the Money Order business of its Province, and to amalgamate with its accounts the whole of the transactions of the Subordinate Offices.

4. The Chief Office in each Province is to transmit the Money Order advices to the respective Foreign Money Order Offices, and to forward to the Chief Foreign Office a list of such advices.

5. All balances of money, in excess of an authorised working balance, are to be paid by the Chief Officer into the nearest Sub-Treasury.

6. When in adjustment of exchange, remittances are to be made to Foreign Offices, Bills of Exchange are to be sent by the Colonial Treasurer, and the Foreign Office duly advised.

7. The Money Order Accounts to be sent direct to the Auditor for examination, in the same way as those of the Post Office, the Customs, and Treasury Accounts are.

The whole of these leading propositions have been enforced by the regulations now in operation; and the Post Office authorities in England readily consented to that part of the arrangements which had reference to the immediate despatch of the Money Order advices, and the lists thereof by the Chief Provincial Postmaster.

In these leading propositions, the Auditor kept in view the advantage of keeping the Money Order business of each Province distinct and independent; and of saving the expense of a large Postmaster-General's Department, where the time of the officers would be frittered away in attending to details, which could be far better done by the Chief Provincial Offices under general rules.

By clearing the Central Office of the receipt and issue of monies, the Auditor was enabled to frame a set of accounts, which, while it supplies every information that is required for adjusting the transactions with Foreign and Inland Offices, is simple, and so easily understood that no difficulty has been found in conducting the Money Order Offices in any of the Provinces. The business, in fact, has been so arranged that the public have, at small cost, and with great facility, obtained the full advantages of this convenient means of remitting small sums of money to the United Kingdom, the Australian Colonies, and throughout New Zealand.

The framing of the accounts, the drawing up of instructions for the guidance of Postmasters in charge of Money Order Offices, watching the working of the system, and devising measures to meet contingencies, which had been overlooked; the keeping the accounts with former offices, have all added to the work and responsibilities of the Auditor. Moreover, up to the present time, it has been necessary to refer much of the Correspondence between Foreign Money Order Offices and the Postmaster-General, to the Auditor for his report.

Nor could all this well be avoided. No system, such as that of the Money Order, could be at once organised in New Zealand, except by a single person accustomed to accounts, and familiar with those of the Post Office Department, with which the Money Order business is more or less connected.

The Auditor has now to report that a very important department has grown silently into complete working order ; and that at any day the control of the Money Order accounts can, without the slightest difficulty, be transferred to the Postmaster-General's Department, should it be thought best that the examination and audit of these accounts should be given over to that department.

The accompanying Tables show the number of Money Orders issued and paid in the several Provinces of New Zealand from the date of the establishment of the system in the month of August, 1862, to the 30th June, 1863. The total number issued in New Zealand is 5,835, and the total number paid in New Zealand is 1,288.

The business of the Money Order Offices is increasing. Hitherto the examination and audit of the accounts, and the work of the Money Order Branch of the Audit Office, has been done by the services of a single Clerk.

POST OFFICE SAVINGS BANKS.

The Auditor recommends that a Bill for making the Post Offices in the Colony available for the deposit of small sums of money at interest with the security of the Government for the due repayment, be introduced in the ensuing Session of the General Assembly, with powers to the Postmaster-General to make and alter regulations for carrying the measure into execution, and to provide that all expenses incurred under the measure, be paid out of monies received under the authority of the Act.

Complete success has attended the Post Office scheme in the United Kingdom. The number of deposits at the end of 1863 was £1,681,107, and the average of deposits was £9 10s. 5d. The measure has already been brought into operation in Western Australia.

In the Colony of New Zealand, it could not fail to be of great advantage, owing to the number of scattered settlements, where the machinery of the ordinary Saving Banks is not likely to be brought into operation ; besides the ordinary Saving Banks are confined to their own locality, while the Post Office Savings Banks would enable a person to make deposits, or withdraw them in any part of the Colony where he might remove, without reference to the place where he originally opened his account. In fact, the operations of the Post Office Banks would be co-extensive with the settled districts of the Colony. Wherever there is a Money Order Office, deposits could be received at all hours appointed for the transaction of business, and this with small trouble to depositors, and with none of the inconvenience which necessarily attends a fixed hour, and a fixed day for receiving deposits.

But the important advantage of the Post Office Saving Banks is, that any depositor wishing to withdraw his deposits could do so at any Post Office Savings Bank in the Colony. This alone makes the new system admirably adapted to the wants of our industrial population, the individuals of which are often shifting, not only from one district to another, but frequently changing their residence to other Provinces.

Owing, however, to the division of the Colony into separate Provinces, it will be necessary, as in the case of the Money Order business, to modify the English regulations for the conduct of the Banks ; but the general arrangements for the receipt and disposal of the deposits would be the same.

CHARLES KNIGHT,
Auditor.

11th September, 1863.

No. 2.

CORRESPONDENCE RELATIVE TO CONTRACT FOR SERVICES OF S. S. *ALDINGA*.

POSTMASTER-GENERAL TO MESSRS. MACMECKAN AND CO.

General Post Office,
Auckland, 21st February, 1863.

GENTLEMEN,—

When Mr. Crosbie Ward, on behalf of the Government of New Zealand, entered into the existing contract with you for the conveyance of the Mails between Melbourne and Otago, he reported to this Government as follows :—" I have arranged with the owners that they are so to arrange their other steamers, as that one shall be always a week before the "*Aldinga*," to bring up the bulk of the Mail, and another a week after her to take down the Mail should it be late and left behind by the "*Aldinga*."

In January the "*Aldinga*" left Melbourne on the 10th, without the English Mail, the "*Alhambra*," which conveyed the Mail to Dunedin did not leave Melbourne until the 22nd instead of the 17th, which should have been the latest date of her departure in accordance with the arrangement with Mr. Ward.

I am aware that this arrangement is not referred to in the contract, but it is actually a most important element in the service, as by comparing the due dates of the "Aldinga's" departure from, and the P. and O. Company's boats' arrival at, Melbourne, there is no margin left for the most ordinary and inevitable contingencies; and the probabilities seem to be that the "Aldinga" will rarely carry the Mail to Dunedin, but that it will generally be brought by the following vessel. It becomes therefore a matter of the utmost importance to the Colony that no longer period than a week at farthest should elapse between the sailing of the "Aldinga" and the subsequent steamer.

Mr. Ward would not have entered into the contract with your house which he has done, had he not placed the most implicit reliance on the punctual fulfilment on your part of the arrangement to which he refers. To prevent however any misunderstanding, and to afford to the inhabitants of this Colony that confidence in the service which they must have if it is to be of any value to them, His Excellency's Government trust that you will offer no objection to having the arrangement made with Mr. Ward in reference to the succeeding boat added as a rider to the existing contract.

I have, &c.,

READER WOOD,

For the Postmaster-General.

Messrs. McMeckan, Blackwood & Co., Melbourne.

No. 3.

MESSRS. MACMECKAN AND CO. TO POSTMASTER-GENERAL.

Melbourne, 24th March, 1863.

SIR,—

We have the honor to acknowledge receipt of your communication of the 21st February, and however much we regret that your January Mails were detained at this port, you are aware that the delay was occasioned entirely by the P. and O. boat being overdue. On the occasion referred to, we not only did all that our contract required of us, but kept the "Aldinga" one full day behind her appointed day of sailing, this we also did the present month in expectation of the Mail steamer being telegraphed, although those unauthorized delays rendered us liable for the heavy penalties of our contract had the "Aldinga" been late with the homeward mail.

The quotation from Mr. Ward's letter to you requires explanation. After the existing contract was completed between that gentleman and ourselves (in framing which he took the greatest care to have everything properly provided for the proper working of the service), we said that as we had now four steamers between this port and Otago, it was our intention to despatch one of them from each end every week when practicable, but we certainly did not promise either verbally or in any other manner to despatch a second boat specially with the Mails on any given date; had such an arrangement been understood, it was too important for Mr. Ward to leave out of the contract; we must therefore respectfully decline adding the rider to the contract which you suggest, at the same time however we will be glad to meet your views by placing another vessel to follow the "Aldinga," provided we came to terms with you.

Should you still be desirous of including another steamer in the service, we would suggest that the "Aldinga" should carry out the contract now in force, for there cannot be a doubt but the service allotted to that vessel is most perfect, so long as the P. and O. steamers maintain their time. One of our other steamers, say the "Gothenburg," might start on the 14th of each month, provided the Mails arrive on or prior to that date, or should the South Australian branch boat be telegraphed from Adelaide on or before the 14th, we will keep said steamer, but not later than twenty-four hours after the Mails arrive in Hobson's Bay, of course after the 14th. This service will in almost every instance secure the immediate despatch of all your Mails. Should this meet your approval, we shall be glad to hear from you what subsidy you will grant for this extra service, which would bind another of our steamers to fixed days of sailing and a fixed trade.

We cannot but here allude to the able manner the "Aldinga" is doing the work required of her; although the time of arrival at this port with the homeward Mails is the 26th, in January she arrived on the 23rd, in February on the 21st, and March during the night of the 23rd, although she gave the extra time at Melbourne already referred to by us.

In February the Mails though overdue were not detained here an hour—we having despatched the "Alhambra" on Saturday, when but for the Mails she would have remained until Monday, and would then have had a full cargo. The March Mails though overdue ten days were not detained here twenty-four hours, they arrived on Friday forenoon the 20th, and the "Omeo" started the following morning; we mention these facts to shew that the service is being performed in a manner that cannot be disputed, and although the January Mails remained here until the 22nd, that was not our intention, having arranged to despatch the "Alhambra" on the 17th, but she did not arrive until that date, being detained by the westerly gales she encountered off the South Coast of New Zealand.

In April our days of sailing so far as we can now reckon, will be the "Aldinga" on the 9th to 11th the "Omeo" 13th or 14th, and "Gothenburg" 16th or 17th, so that month, letters are not likely to be left here any length of time.

We have, &c.,

McMECKAN, BLACKWOOD & Co.

The Hon. the Postmaster-General of
New Zealand, Auckland.

PAPERS RELATING TO

No. 4.

POSTMASTER-GENERAL TO MESSRS. MACMECKAN AND CO.

General Post Office,
Auckland, June 6, 1863.

GENTLEMEN,—

In reference to the correspondence that has taken place upon the subject of the Contract for employing the "Aldinga" on Melbourne and Port Chalmers line, and especially to the part of your Letter of the 24th March, in which you state that you must respectfully decline adding the rider to the Contract, as suggested in my letter to you of the 21st February, I have no other alternative than to give you notice that your Contract with the Government of New Zealand will determine on the 1st day of January, 1864. The formal notice to this effect will be delivered to you by the Mail Agent.

I have, &c.,

READER WOOD,
Postmaster-General.

Messrs. McMeckan, Blackwood, and Co., Melbourne.

No. 5.

NOTICE TO DETERMINE CONTRACT.

To Mr. James McMeckan and John Hutchison Blackwood, of the City of Melbourne, in the Colony of Victoria, Merchants.

WHEREAS by Articles of Agreement made the Twenty-fifth day of November, One thousand eight hundred and sixty-two, between you, James McMeckan and John Hutchison Blackwood, of the one part, and the Honorable Crosbie Ward, of Auckland, in the Colony of New Zealand, as Her Majesty's Postmaster-General for the Colony of New Zealand, of the other part, it is, amongst other things, provided that the said Agreement shall continue in force during the term of twelve Calendar Months, and after the determination of the said term of twelve Calendar Months, until the expiration of six Calendar Months from the time at which the said James McMeckan and John Hutchison Blackwood, or the Postmaster-General, for the time being, of New Zealand, shall have given unto the other of the said parties, notice, in writing, of a desire or intention to determine the Contract by the said Articles made, and the service thereunder. Now, take notice, that I, the said Postmaster-General, do, in pursuance of the said power to me given, hereby give unto you, the said James McMeckan and John Hutchison Blackwood, notice of my desire and intention to determine the said Contract and the service thereunder, as witness my hand this Sixth day of June, One thousand eight hundred and sixty-three.

READER WOOD,
Postmaster-General.

No. 6.

MESSRS. MACMECKAN AND CO. TO POSTMASTER-GENERAL.

Melbourne, 26th June, 1863.

SIR,—

We have the honor of accepting your letter of the 6th instant, and in doing so have to state that you seem to be under some misapprehension as to the nature of our contract for the postal service between this and Port Chalmers. The contract provides that six months notice may be given by either party from the expiration of twelve months after the time the "Aldinga" left Melbourne on her first voyage under the present service, and should you on the 10th January, 1864, think fit to determine the contract on account of our non-fulfilment thereof, you will require to give us notice then; but we are in expectation of the service yet meeting your approval.

The "Aldinga" has performed her work ably, and we will use our best efforts to carry out the duties required of us, so as, if possible, to satisfy every one; but you must be aware that the successful working of the contract depends entirely on the regularity of the P. and O. Boats for the conveyance of the down Mails.

It will, however, be our study to despatch the Mails with all haste, should they be too late for the "Aldinga."

The following statement will, we think, satisfy you that the Mails have not been detained an unreasonable time at this port.

The Mails arrived in Melbourne.

January 14,
February 14,
March 20,
April 14,
May 10,
June 16.

Despatched by us.

January 22,
February 14,
March 21,
April 16,
May 16,
June 16.

From the above statement, we hope you will be satisfied that nothing has been wanting on our part to carry out the service faithfully.

We have, &c.,

McMECKAN, BLACKWOOD, & Co.

To the Postmaster-General, Auckland.

No. 7.

MESSRS. MACMECKAN AND CO. TO POSTMASTER-GENERAL.

Melbourne, 20th July, 1863.

SIR,—

We have the honor to inform you that on the 14th inst., H. W. Barbor, Esq., travelling Mail Agent, handed us a letter signed by you, purporting to give us notice that the existing contract between the Postmaster-General of New Zealand and ourselves, for the conveyance of Mails to Port Chalmers, would terminate at the end of the present year.

In reply we beg to state that the contract is for twelve months, and for six months beyond the said twelve months from the time notice is given by either party.

We must therefore decline receiving notice of the contract being terminated according to your letter, and further to state that in no instance have we failed to perform the service prescribed by the existing contract.

We have, &c.,

MCMECKAN, BLACKWOOD & Co.

To the Postmaster-General, Auckland.

No. 8.

POSTMASTER-GENERAL, NEW ZEALAND, TO POSTMASTER-GENERAL, MELBOURNE.

General Post Office,
New Zealand, July 16th, 1863.

SIR,—

In consequence of the "Aldinga" having repeatedly failed to convey the New Zealand European Mails from Melbourne to Otago, and the inconvenience this Colony has suffered thereby, the Government has determined on offering a Bonus of £350 per month, to the Master of any Steamer which shall leave Melbourne, with the New Zealand Mails for Otago, within twenty-four hours after their arrival, should the "Aldinga" have left without them, in the hope that in this way sufficient inducement will be offered to Steam-boat proprietors to make their arrangements in such a manner, that a boat will always be in readiness to bring on the Mails in case the P. and O. Company's boat is too late for the "Aldinga."

I take the liberty of requesting you to be good enough to appoint some person to be paid by this Colony, such remuneration as you may think right, whose duty it shall be to see that the Mails are not put on board any boat, until he is satisfied that such boat has sufficient steam power to perform the service within the prescribed time of nine days.

In case, at any time, no Steamer should be ready to leave within twenty-four hours of the arrival of the P. and O. Company's Boat, you are hereby authorised to guarantee, on behalf of the New Zealand Government, such reasonable gratuity to the first Steamer leaving, unless such Steamer belong to the firm of McMeckan, Blackwood, and Company, as you may deem proper to bring on the Mails to Otago.

I forward, for your information, a copy of the Notice in reference to the offer of a Bonus, which will be advertized in the Melbourne *Argus*.

Hoping you will excuse the liberty I take in troubling you in this matter.

I have, &c.,

READER WOOD.

The Honorable the Postmaster, Melbourne.

No. 9.

POSTMASTER-GENERAL, MELBOURNE, TO POSTMASTER-GENERAL, NEW ZEALAND.

General Post Office,
Melbourne, 28th July, 1863.

SIR,—

I beg to acknowledge the receipt of your communication, of the 16th instant, regarding the proposed arrangement for the transmission hence of English Mails for Otago; and in reply, I have the honor to state that I shall be glad to attend to your wishes in that respect.

I have, &c.,

H. P. BANCOR.

The Postmaster General, New Zealand.

THE POSTMASTER-GENERAL (MR. WARD) TO THE HONORABLE THE COLONIAL SECRETARY.

Office of the New Zealand Government Agency,
3, Adelaide Place, King William Street,

SIR,—

London, E. C., 23rd June, 1863.

I have the honor to report that on Friday last, the 19th instant, a deputation consisting of Mr. E. Hamilton, the Representative Agent of New South Wales, myself as representing the Colony of New Zealand, several influential colonists, and a number of Members of Parliament, and other gentlemen variously interested in the establishment of a steam mail communication with Australia and New Zealand by way of Panama, had the honor of an interview with the Chancellor of the Exchequer, with the view of urging upon Her Majesty's Government the desirability of co-operating with the colonies in the establishment of such a service. Mr. Gladstone, who was accompanied by Mr. F. Peel, received us very courteously. Mr. Hamilton, speaking on behalf of the deputation, commenced by presenting a memorial, a copy of which I forward herewith, numerous signed by Bankers, Merchants, and Colonists, in London and other parts of the United Kingdom, praying for the support of Her Majesty's Government to the proposed service. Mr. Hamilton then referred to the importance of completing the chain of communication round the globe, to the desirability of opening up a channel for commerce and correspondence between the American Continent and the Australian Colonies, to the advantages of an alternative route between the United Kingdom and those Colonies, to the importance of the trade already existing with Australia and the small expense to which Her Majesty's Government were put for the maintenance of the postal service with those colonies in proportion to that incurred in communicating with other countries commercially of less importance. He concluded by narrating the main facts connected with the movement for establishing the proposed service since the year 1851, and pointed out that Her Majesty's Government had given, if not a pledge to establish the service, at least a distinct intimation of their intention so to do, which had induced the Colonies of New South Wales and New Zealand to make preparations for satisfying the conditions required by Her Majesty's Government, and that these preparations had involved the setting apart of considerable sums of money which it was fair to suppose had not been done without some difficulty.

On the part of New Zealand, I then proceeded to point out that as between a second or fortnightly postal service by way of Suez, and a monthly line by way of Panama, that Colony from the delay of its mails when carried by the former route, the great expense to which it is put in maintaining that route, the extent of its correspondence and the increasing value of its trade, had a fair claim to be considered, and should, even though no other reason existed, cause a preference to be given to the latter route. A mail line by Panama would include in a four months course of post the great majority of the Australian Colonies; and where a preference would be given by it in point of time this preference would fall to those colonies which were worst served by the present route.

Lord Alfred Churchill, M.P., referred to the large subsidies granted by the colonies as evidencing their readiness to do all that could be asked of them on their own behalf.

Several gentlemen present expressed their view of the understanding between Her Majesty's Government and the Colonies as amounting to a pledge to establish the proposed service on certain conditions which had now been substantially fulfilled.

The Chancellor of the Exchequer observed that all questions of efficiency in postal communication were questions for the Post Office to consider. He could not enter into that branch of the subject, nor could any disputes between the colonies themselves as to the comparative advantages gained by each, be proper subjects for discussion at that time. In point of efficiency as compared with probable cost, the Post Office reported against the Panama route, and though the Post Office was not the ultimate judge of the whole matter, its opinion must have very great weight as a ground of decision.

He could not see that that opinion had been refuted or successfully attacked. As to the pledge which it had been tried to fasten on the Government, it did not appear to be more than the expression of an intention on the part of the last Administration by which he thought that even they themselves were not bound, and which at any rate was not binding on their successors. There was nothing more common than for one Administration to set aside the plans and intentions of their predecessors for good reasons. The present Government had found so great expense impending in the shape of contemplated subsidies on postal lines, that when they came into office they referred the whole subject to a Select Committee of the House of Commons, which reported against the present proposal.

Mr. Hamilton said the subject had been referred to that Committee, and the Government had refused to take action until the Committee should report; but the Committee had made no report on the subject.

The Chancellor of the Exchequer further observed that the necessity for increased postal communication with Australia had not been proved. He could not take for granted that a necessity existed.

Mr. Hamilton remarked that proof could not be wanting in such a case, further than that Her Majesty's Government had themselves determined that fortnightly communication was necessary with other distant parts of the world whose commerce was not greater than that of Australia.

The Chancellor of the Exchequer went on to remark that if the Panama service were to be established it would embrace the line already established as far as Colon for which the Imperial Government alone paid the subsidy. This service might be considered as supported in a great measure as part of all further possible lines in continuation of itself. He did not see how the Colonies could ask the Mother Country also to pay half of the other portion of the line.

After some further conversation in which the Chancellor of the Exchequer evinced a strong disinclination to accede to the prayer of the Memorial, the deputation retired.

The result of the interview, of which the above forms substantially a condensed report, is to confirm the letter, from the Secretary to the Treasury, of which I forwarded you a copy by last mail. It is now certain that Her Majesty's Government will not co-operate in any endeavour to construct the service; but it remains to be seen, whether if a *bona fide* tender for its performance were made involving the payment of a moderate subsidy, the Imperial Government would refuse to contribute some proportion.

The objection entertained to the Panama line by Her Majesty's Government rests no doubt upon its probable expense, and the objection is entertained with the greater force at the present moment because it appears that a proposal has been made by the Peninsular and Oriental and Steam Navigation Company, to double their present line from Point de Galle to Sydney, for an additional subsidy of £50,000 per year. No doubt though the Chancellor of the Exchequer did not refer to the fact, the difference between the respective estimates for the two services is assumed to be greatly in favour of the last named. But if the Panama service were shown to be possible at no greater expense to the Treasury than the second line *viâ* Suez, this objection would disappear, and in my opinion the hostility of Her Majesty's Government to the present proposal would be overcome. With reference to the probable advantage of the second service, *viâ* Suez, to the Colony of New Zealand, I think I am justified in assuming that it would cause an improvement upon the present state of postal communication. That is to say that the Inter-Colonial Service might be at once and easily so organised as that replies should be forwarded from all parts of New Zealand in time to catch the intermediate fortnightly packet from Melbourne or Sydney; thus saving two weeks upon the present course of post. But, as it would require a considerable additional expense, so to add to the existing services as to obtain the full benefit of fortnightly communication with England, and as without such additional expense the new proposal of the Peninsular and Oriental Company would not even place New Zealand in as good a position as the other Colonies now enjoy, I presume that His Excellency will not be advised to assent on behalf of New Zealand to a guarantee of the Colonial portion of the subsidy required.

In view of all these circumstances I have much satisfaction in reporting that intimations have been given to me from more than one quarter, that proposals will be made to undertake a monthly steam service from Panama to New Zealand and Australia looking to probable assistance from those colonies only. It would be presumption in me to express any confidence in the issue of these negotiations, but so far as I am informed they appear to be of a *bona fide* character.

Copies of the correspondence which has passed between the Imperial Government and myself or Mr. E. Hamilton shall be forwarded as soon as ready.

I have, &c.,

CROSBIE WARD.

The Hon. the Colonial Secretary,
Auckland, New Zealand.

Enclosure in foregoing (No. 10.)

MEMORIAL TO THE HONORABLE THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY,

*Showing that the establishment of a Monthly Steam Postal Service between Australia and Panama, *viâ* New Zealand, is urgently required and ought no longer to be delayed.*

We, the undersigned merchants and others, interested in the trade and general prosperity of Australia and New Zealand, beg respectfully to submit to the favourable consideration of Her Majesty's Government the establishment of a Monthly Steam Postal Service between Panama and Australia *viâ* New Zealand, at the joint charge of these Colonies and the Treasury; and in support of this proposal, we have the honor to make the following statement:—

That the export and import trade of the Australias and New Zealand, for the year 1862, exceeded Fifty million pounds sterling in value, of which the direct trade with the United Kingdom amounted to Thirty million pounds sterling.

That the value of the imports from these Colonies into the United Kingdom is far beyond its nominal amount, for they give in exchange for manufactured commodities a raw material, for which the demand in Foreign Countries is certain, and practically unlimited.

That with a view to the support and encouragement of trade with Foreign Countries, having no special claim on the Government of this country, two Postal Services are maintained at the sole cost and charge of the Treasury—namely, a weekly service to the United States of North America, costing One hundred and eighty thousand pounds a year, and a fortnightly service with Mexico and West Coast of South America, costing Two hundred and thirty thousand pounds a year; and that the claims of trade between the United Kingdom and its Colonies are at least entitled to equally favourable consideration.

That the present Australian Postal Service, which recurs at intervals of a whole calendar month, is inadequate, and that thereby great loss is sustained by the public, whether from the retardation of intelligence, the delay of remittances, or the consequences of accident.

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	Matata	Mahurangi
<i>Otahuhu</i>	Tarawera	Matakana
<i>Wangarei</i>	Opotiki	Mangawai
Russell	Rangitukia	Waipu
Newtown.	Turanga	Mangapai
Newmarket	Kapanga (Coromandel)	Wangarei Heads
Onehunga	Waiau (Coromandel)	Kaipara
Papakura	St. John's College	Mongonui
Wairoa	Panmure	Kaitaia
Drury	Howick	Ahipara
Mauku	Paparoa	Keri Keri
Waiuku	Te Arai	Taraire
Raglan	Whau Bridge	Wangaroa
Waitetuna	Muddy Creek	Waimate
Aotea	Waitemata Mills	Hokianga
Kawhia	Henderson's Mills	Whitianga
Mangatawhiri	Kaukapakapa	Helensville
Taupiri	Lucas' Creek	Port Albert
Otawhao	Wade	Port Fitzroy
Waipa	Orewa	Papatoitoti (Burton's Camp)
Tauranga	Waiwera	North Shore
Maketu	Mahurangi Heads	Queen's Redoubt.

NEW PLYMOUTH.

NAPIER
Shakespeare Road
Clive
Havelock
Porangahau
Wai-nui
Pourere
Patangata
Ruatanuiwha

PROVINCE OF TARANAKI : PROVINCE OF HAWKE'S BAY :

Meanee Bridge	Waipunu
Puketapu	Maraekakahu
Woodthorpe	Kereru
Peka Peka	Petane
Te Aute	Mohaka
Waipawa	Wairoa
Waipukurau	Mahia
Wallingford	Gwavas.

PROVINCE OF WELLINGTON.

WELLINGTON	Rangitikei	Featherston
<i>Wanganui</i>	Middle Rangitikei	Greytown
Porirua	Turakina	Carterton
Pahautanui	Hutt	Masterton
Waikanae	Taitai	Castle Point
Otaki	Upper Hutt	Whareama
Manawatu		

PROVINCE OF NELSON :

NELSON	Appleby	Takaka
Collingwood	Upper Moutere	Motupipi
Richmond	Lower Moutere	Slate River
Waimea West	Motueka	Buller River
Spring Grove	Motueka (Upper)	Stoke
Wakefield	Riwaka	Suburban North

PROVINCE OF MARLBOROUGH :

PICTON	Renwick Town	Wairau Valley
<i>Blenheim</i>	Awatere	Kekerangu.
Birch Hill		

PROVINCE OF CANTERBURY :

*LYTTELTON	Akaroa	Raikaia (North Bank)
<i>Christchurch</i>	Pigeon Bay	Rangitata
<i>Kaiapoi</i>	Okain's Bay	Orari
<i>Timaru</i>	Duvanchelles Bay	Pareora
Heathcote Valley	Little Akaroa Bay	Waitangi
Ferry Road	Rangiora	Port Levy
Papanui	Arowhenua	Leithfield
Saltwater Creek	Ashburton	Weedon
Hurunui	Oxford	Waimate
Woodend	Rakaia (South Bank)	Robinson's Bay
Mackenzie Plains		

PROVINCE OF OTAGO :

DUNEDIN	North Taieri	Glenore
<i>Manuherikia Junction</i>	East Taieri	Weatherstone
<i>Dunstan</i>	West Taieri	Gabriel's Gully
<i>Arrow River</i>	Taieri Ferry	Munro's Gully
<i>Waitahuna</i>	Waipori	Clutha Ferry
<i>Tuapeka</i>	Waipori Junction	Warepa
<i>Queenstown</i>	Green Island	Waiwera
Port Chalmers	Teviot	Miller's Flat
Blueskin	Teviot Junction	Wanaka
Waikouaiti	Pomahaka	Franktown
Goodwood	St. Johnstown	Rocky Point
Hampden	Otakia	Kawarau Junction
Otepopo	Waihola	Cardrona
<i>Oamaru</i>	Tokomairiro	Caversham
		Deep Stream

PROVINCE OF SOUTHLAND :

INVERCARGILL	Mataura	Wallace Town
<i>Riverton</i>	Oreti North	Gore (Mataura)
Campbelltown	Otautau	Long Bush
Glenquoich (Nokomai)	Waianiwa	

*On and after the 1st January, 1864, the Office at Christchurch will be constituted the Chief Post Office of the Province of Canterbury.

No. 1.

TABLE SHewing THE NUMBERS OF LETTERS RECEIVED AT THE SEVERAL CHIEF POST OFFICES IN NEW ZEALAND DURING THE YEAR 1862.

	Auckland.	N. Plymouth.	Napier.	Wellington.	Nelson.	Picton.	Lyttelton.	Dunedin.	Invercargill.
WITHOUT THE COLONY :—									
United Kingdom (a)	59,882	4,397	5,601	15,830	14,549	3,107 *	36,275	43,456	4,310
Australian Colonies (a)	20,604	1,098	602	5,799	5,102		9,736	126,792	5,806
Other Places (a)	2,890	21	8	206	770		148	486	12
Total Foreign	83,376	5,516	6,211	21,835	20,421	3,107	46,159	170,734	9,938
WITHIN THE COLONY :—									
Other Provinces of New Zealand	42,647	16,711	12,283	42,403	22,706	8,311	32,365	42,564	14,916
Offices within the Province	59,732	.....	17,622	37,375	13,005	1,382	137,218	146,948	6,260
Total Inland	102,379	16,711	29,905	79,778	35,711	9,693	169,583	189,512	21,176
General Totals	185,755	22,227	36,116	101,613	56,132	12,800	215,742	360,246	31,104

(a) These numbers include all letters so originating, but exclude all letters for any other Province or place received thence with the Mail for the Province named.
* No direct Mails were received at Picton from the United Kingdom or the Australian Colonies. The above total was ascertained by subdivision from Mails received from Nelson, &c.

No. 2.

TABLE SHEWING THE NUMBERS OF LETTERS DESPATCHED FROM THE SEVERAL CHIEF POST OFFICES, AND PASSING THROUGH THE POST OFFICES IN THE SEVERAL PROVINCES OF NEW ZEALAND, DURING THE YEAR 1862.

	Auckland.	N. Plymouth.	Napier.	Wellington.	Nelson.	Pictou.	Lyttelton.	Dunedin.	Invercargill.
WITHOUT THE COLONY:—									
United Kingdom (b)	60,858	6,281	6,359	19,117	14,371	2,049	43,366	60,860	6,078
Australian Colonies (b)	19,433	1,311	1,224	6,296	4,785	566	10,934	143,802	6,312
Other Places (b)	3,017	268	2	824	741	53	741	2,025	182
Total Foreign	83,308	7,860	7,585	26,237	19,897	2,668	55,041	206,687	12,572
WITHIN THE COLONY:—									
Other Provinces of New Zealand (b)	44,185	15,335	8,431	35,373	28,077	8,086	39,152	42,714	11,877
Offices within the Province (c)	68,789	.....	22,831	43,184	20,374	1,580	140,266	139,830	8,558
Total Inland	112,974	15,335	31,262	78,557	48,451	9,666	179,418	182,544	20,435
General Totals	196,282	21,798	38,474	104,879	68,399	12,260	234,459	389,234	32,663

(b) These numbers include only letters posted in the respective Provinces for such destination.

(c) These numbers include all letters posted at any office within the Province for any other office in the same.

PAPERS RELATING TO

No. 3.

TABLE SHEWING THE NUMBERS OF NEWSPAPERS RECEIVED AT THE SEVERAL CHIEF POST OFFICES IN NEW ZEALAND, DURING THE YEAR 1862.

	Auckland.	New Plymouth.	Napier.	Wellington.	Nelson.	Picton.	Lyttelton.	Dunedin.	Invercargill.
WITHOUT THE COLONY:—									
United Kingdom ...	102,918	5,732	9,874	50,218	68,219	4,225	72,835	64,400	6,157
Australian Colonies ...	24,705	1,799	1,026	9,949	7,280		10,034	72,177	5,662
Other Places ...	1,758	.....	10	331	595		176	457	.....
Total Foreign ...	129,381	7,531	10,910	60,498	76,094	4,225	83,045	137,034	11,819
WITHIN THE COLONY:—									
Other Provinces of New Zealand ...	41,414	17,287	20,563	34,815	24,513	3,070	37,364	30,522	19,872
Offices within the Province ...	8,461	.....	3,961	7,417	2,282	600	61,472	19,576	1,060
Total Inland ...	49,875	17,287	24,524	42,232	26,795	3,670	98,836	50,098	20,932
General Totals ...	179,256	24,818	35,434	102,730	102,889	7,895	181,881	187,132	32,751

Newspapers having been dealt with in the same way as Letters, in the Returns from which this Table was compiled, the Notes to the preceding Table (No. 1) are equally applicable here.

POSTAL COMMUNICATION

TABLE SHEWING THE NUMBERS OF NEWSPAPERS DESPATCHED FROM THE SEVERAL CHIEF POST OFFICES, AND PASSING THROUGH THE POST OFFICES IN THE SEVERAL PROVINCES OF NEW ZEALAND, DURING THE YEAR 1862.

	Auckland.	N. Plymouth.	Napier.	Wellington.	Nelson.	Picton.	Lyttelton.	Dunedin.	Invercargill.
WITHOUT THE COLONY:—									
United Kingdom ...	87,353	5,451	5,560	28,721	49,860	1,911	42,460	71,685	3,825
Australian Colonies ...	19,122	1,295	595	8,827	7,046	281	6,158	79,537	3,355
Other Places ...	2,592	296	.....	1,204	867	.....	1,024	902	14
Total Foreign ...	109,067	7,042	6,155	38,752	57,773	2,192	49,642	152,124	7,194
WITHIN THE COLONY:—									
Other Provinces of New Zealand ...	57,762	7,299	7,924	66,290	31,444	5,217	21,322	59,985	5,574
Offices within the Province ...	135,986	.....	25,433	86,831	27,933	2,880	127,536	98,774	11,206
Total Inland ...	193,748	7,299	33,357	153,121	59,377	8,097	148,858	158,759	16,780
General Totals ...	302,815	14,341	39,512	191,873	117,150	10,289	198,500	310,883	23,974

Newspapers having been dealt with in the same way as Letters in the Returns, the Notes to the preceding Table (No. 2) are equally applicable here.

PAPERS RELATING TO
No. 5.

TABLE SHOWING THE NUMBERS OF LETTERS DESPATCHED FROM NEW ZEALAND TO PLACES OUT OF
THE COLONY DURING THE YEAR 1862.

DESTINATION.	WHENCE DESPATCHED.								
	Auckland.	New Plymouth.	Napier.	Wellington.	Nelson.	Picton.	Lyttelton.	Dunedin.	Invercargill.
Aden	6	...	...	...	...	...	11	8	...
Alexandria	2	...	...	...	...	...	...	6	...
Amoy ... ..	...	...	...	...	...	...	...	...	1
Austrian Post Office at Alexandria ... ..	...	...	...	...	...	...	...	99	...
Batavia	4	...	...	...	...	...	...	4	1
Bombay ... ..	...	210	...	102	88	5	63	134	6
Borneo ... ..	...	...	...	...	...	...	...	6	...
Calcutta ... ..	...	...	2	156	287	15	292	310	63
Callao	7	...	...	1	...	...	2	7	...
Cape of Good Hope	374	7	...	57	58	2	63	89	4
Ceylon ... ..	...	5	...	13	...	2	31	40	7
Corfu ... ..	...	6	...	...	...	...	1	...	...
Egypt ... ..	...	...	...	4	2	...	3	...	...
Fiji Islands	52	...	...	...	...	...	4	1	...
France ... ..	...	...	...	242	56	...	144	...	...
Friendly Islands ... ..	...	...	...	...	...	...	8	...	...
Gibraltar	39	...	...	6	4	1	4	13	...
Hongkong	134	1	...	30	48	...	42	63	4
Honolulu	17	...	...	...	...	3	...	1	...
India	1,105	...	...	...	...	1	...	...	...
Japan	9	...	...	...	...	...	...	...	1
King George's Sound... ..	...	...	...	...	...	...	54	...	...
London, via Southampton	52,031	5,275	5,501	14,984	12,154	1,763	36,531	52,235	5,166
„ Marseilles	8,781	1,006	858	5,107	2,213	286	6,771	8,602	912
„ Other routes	46	...	...	26	4	...	64	23	...
Madras ... ..	...	...	...	51	107	6	30	48	5
Malta	67	38	...	17	15	2	16	29	...
Manilla	6	...	...	1	...	...	...	...	...
Marseilles ... ..	...	...	...	...	...	14	...	...	...
Mauritius	94	1	...	16	12	...	8	66	4
Navigator's Islands ... ..	...	...	...	...	...	...	1	...	...
New Caledonia	10	...	...	...	...	...	...	2	...
New Hebrides	1	...	...	...	...	...	...	...	...
New South Wales	9,658	856	362	2,907	2,290	196	3,237	8,572	492
Norfolk Island	10	...	...	...	...	...	...	...	...
Panama ... ..	...	...	...	...	...	...	...	...	1
Penang ... ..	...	...	...	9	...	...	4	...	...
Phillippine Islands ... ..	...	...	...	...	...	...	1	...	...
Queensland	453	...	...	99	152	1	213	420	32
Rio Janeiro ... ..	...	...	...	1	...	...	1	...	...
Sandwich Islands ... ..	...	...	...	...	...	...	...	...	...
San Francisco... ..	182	...	...	13	...	1	...	57	...
Shanghai ... ..	...	...	...	...	...	...	...	...	1
Singapore	13	...	...	7	12	...	8	22	1
South Australia	724	61	...	273	238	21	608	1,927	82
St. Helena	22	...	...	...	...	...	...	26	...
Tahiti	2	...	...	3	...	...	...	...	...
Tasmania	1,750	134	4	420	241	20	1,337	8,221	1,121
Travelling Post Office, Marseilles to Lyons	712	...	...	...	45	1	...	967	71
Trieste	126	...	...	85	5	...	4	...	11
Valparaiso	2	...	...	3	2	...	...	7	...
Vancouver's Island	21	...	...	7	...	...	...	20	1
Victoria	6,750	258	858	2,574	1,852	323	5,485	124,625	4,584
Western Australia	98	2	...	23	12	5	...	37	1
TOTALS, 1862	83,308	7,860	7,585	26,237	19,897	2,668	55,041	206,687	12,572
TOTALS, 1861	76,446	13,450	6,965	24,294	18,276*	...	42,269	75,673†	...

* Including Province of Marlborough.
† Including Province of Southland.

No. 6.

COMPARATIVE TABLE SHOWING THE POSTAL REVENUE OF THE SEVERAL PROVINCES OF NEW ZEALAND, FOR THE YEARS 1858, 1859, 1860, 1861, AND 1862.

				MARCH QUARTER.	JUNE QUARTER.	SEPTEMBER QUARTER.	DECEMBER QUARTER.	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	1,978 1 7
1859	...	...	...	640 2 6	565 1 11	681 15 1	634 17 1	2,521 16 7
1860	...	...	...	766 18 5	704 8 9	763 17 5	843 16 10	3,079 1 5
1861	...	...	...	932 9 11	848 0 4	974 0 7	925 5 6	3,679 16 4
1862	...	...	...	1,124 7 0	1,036 11 8	960 12 1	923 14 6	4,045 5 3
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
1861	...	...	...	197 12 9	147 14 0	96 14 1	86 15 2	528 16 0
1862	...	...	...	130 1 8	128 13 2	106 2 3	98 3 1	463 0 2
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
1861	...	...	...	101 4 0	128 1 7	140 5 4	135 17 0	505 7 11
1862	...	...	...	129 9 5	156 3 2	133 6 4	174 10 2	593 9 1
WELLINGTON—								
1858	...	...	...	270 2 6	387 12 5	292 12 4	340 11 2	1,290 11 5
1859	...	...	...	332 3 4	360 14 4	387 8 7	317 4 4	1,397 10 7
1860	...	...	...	386 8 3	384 4 1	366 14 1	363 14 2	1,501 0 7
1861	...	...	...	425 8 0	404 12 8	420 16 9	411 11 6	1,662 8 11
1862	...	...	...	480 14 3	511 2 8	517 1 2	450 19 10	1,959 17 11
NELSON—								
1858	Inclusive of Marlborough.	{	...	159 5 1	189 1 6	194 10 2	188 4 4	731 1 1
1859			...	171 9 7	191 7 9	238 7 3	221 13 8	831 8 1
1860			...	229 3 0	245 19 3	251 6 6	268 14 9	995 3 6
1861			...	250 0 8	295 16 5	263 6 11	304 18 2	1,114 2 2
1862			...	279 5 2	308 6 11	296 10 7	305 8 1	1,189 10 9
MARLBOROUGH—								
1861	...	...	...	30 9 7	54 9 2	63 17 3	57 16 7	206 12 7
1862	...	...	...	84 3 6	70 3 4	74 15 7	65 8 11	294 11 4
CANTERBURY—								
1858	...	...	...	177 3 7	255 14 6	250 12 7	366 0 8	1,049 11 4
1859	...	...	...	308 12 1	419 6 5½	462 11 7½	373 1 4	1,563 11 6
1860	...	...	...	513 16 10	517 17 5	490 3 3	530 18 2	2,052 15 8
1861	...	...	...	730 1 9	670 4 9	654 18 10	734 16 1	2,790 1 5
1862	...	...	...	949 13 6	1,067 10 6	994 16 10	1,004 15 9	4,016 16 7
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 7 5
1860	...	...	...	334 14 6	309 12 0	384 7 0	260 10 4	1,489 3 10
1861	...	...	...	525 2 11	509 12 10	682 5 5	1,791 10 3	3,508 11 5
1862	...	...	...	2,495 8 2	2,159 19 5	1,942 17 2	2,721 4 5	9,319 9 2
SOUTHLAND—								
1861	...	...	...	Includ. in Otago	45 17 11	30 16 2	35 17 2	112 11 3
1862	...	...	...	141 8 1	197 14 1	227 16 11	266 14 11	828 14 0
TOTALS—								
1858	...	...	...	1,228 8 6½	1,603 19 9½	1,439 9 10½	1,752 7 5½	6,024 5 8
1859	...	...	...	1,752 15 7	1,897 1 3½	2,192 15 7	1,790 6 7½	7,812 19 1
1860	...	...	...	2,424 18 7	2,488 13 9	2,526 75 9	2,628 5 10	10,068 13 11
1861	...	...	...	3,192 9 7	3,104 9 8	3,327 1 4	4,484 7 5	14,108 8 0
1862	...	...	...	5,814 10 9	5,631 4 11	5,253 18 11	5,010 19 8	22,710 14 3

COMPARATIVE STATEMENT OF MAIL CONTRACTS THROUGHOUT THE COLONY
OF NEW ZEALAND FOR THE FINANCIAL YEARS 1861-2, 1862-3, 1863-4.

Circular instructions were issued on the 16th July, 1863, for Returns of Mail Contracts. Wellington, Nelson, and Picton, are the only Provinces that have furnished this information as yet. On the arrival of the "Auckland" and "Lady Bird," probably all the Returns will come to hand.

The accompanying Statement is compiled from various sources of information; but there are at present no data in this Department sufficient to make this Return strictly accurate.

NOTE.—Province of Southland:—The first column is filled up from amounts already authorized; but we have not been advised as yet respecting the Mail Contracts.

ROBERT S. ANDERSON.

28th August, 1863.

PARTICULARS OF SERVICE.	1863-4	1862-3.	1861-2.
	Per Annum. £ s. d.	Per Annum. £ s. d.	Per Annum. £ s. d.
PROVINCE OF AUCKLAND:—			
Auckland and Newton	10 0 0	10 0 0	10 0 0
Do. Onehunga }	132 0 0	{ 140 0 0	160 0 0
Do. Do. } ... ..	...		...
Do. Otahuhu	39 0 0	...	...
Do. Howick	69 0 0	65 0 0	52 0 0
Auckland, Drury, Mangatawhiri, Otawhao	...	275 0 0	260 0 0
Otawhao and New Plymouth ... ..	...	...	208 0 0
Do. Napier ... ..	...	...	211 18 0
Auckland, Mauku, Drury, and Waiuku	288 0 0	300 0 0	270 0 0
Auckland and Raglan ... ..	...	...	78 0 0
Aotea and Kawhia	28 12 0	26 0 0	26 0 0
Drury and Mangatawhiri ... ..	...	...	...
Otawhao, Raglan, and Aotea	156 0 0	156 0 0	59 0 0
Kirikiroa and Tauranga ... ..	...	...	52 0 0
Tarawera, Maketu, and Turanga	26 0 0	...	...
Otawhao, Tarawera, and Opotiki ... ..	...	...	91 0 0
Do., Waipa ... ..	...	10 0 0	10 8 0
Hiruharama and Pukawa ... ..	...	...	13 0 0
Auckland and Kaukapakapa	103 0 0	119 17 0	124 16 0
Whau Bridge and Muddy Creek	34 0 0	26 0 0	26 0 0
Auckland and Matakana	156 0 0	124 16 0	114 8 0
Matakana and Mangawai }	120 0 0	{ 78 0 0	78 0 0
Mangawai and Mangapai } ... ..	...		...
Do. Paparoa	52 0 0	...	...
Wangarei Heads and Waipu	31 4 0	31 4 0	31 4 0
Auckland and Kaipara	30 0 0	30 0 0	30 0 0
Te Arai and Port Albert	35 0 0	...	...
Russell and Hokianga	28 0 0	28 0 0	40 0 0
Russell, Mongonui, Ahipara	90 0 0	80 0 0	80 0 0
Kapanga and Driving Creek	15 0 0	...	...
Te Arai and Paparoa	52 0 0	...	...
PROVINCE OF TARANAKI:—			
PROVINCE OF HAWKE'S BAY:—			
Napier to Tarawera	120 0 0	...	...
Napier to Porangahau	130 0 0	140 0 0	140 0 0
Porangahau to Castle Point	95 0 0	90 0 0	120 0 0
Napier to Turanga	120 0 0	140 0 0	148 0 0
Clive to Pourerere	72 0 0	80 0 0	50 0 0
Napier, Puketapu, Maraekakaho	68 0 0	90 0 0	42 0 0
Puketapu to Waipawa	36 0 0	40 0 0	...
Te Aute to Patangata	25 0 0	28 0 0	28 0 0
Waipawa to Ruataniwha	42 0 0	34 0 0	...
Napier to Wairoa	80 0 0	...	...
Napier Port to Town ... ..	...	10 0 0	10 0 0
PROVINCE OF WELLINGTON:—			
Wellington to Wanganui	315 0 0	320 0 0	473 0 0
Do. Hutt, Taita, U. Hutt	35 0 0	45 0 0	33 10 0
Do. Wairarapa, Castle Point	285 0 0	199 0 0	106 10 0
Do. Karori	10 0 0	...	...
PROVINCE OF NELSON:—			
Nelson and Riwaka	180 0 0	180 0 0	156 0 0
Nelson to Waimea }	100 0 0	180 0 0	100 0 0
Do. Do. and Wakefield } ... ..	...		...
Wakefield and Tadmor	24 0 0	...	...
Nelson and Suburban North	30 0 0	...	...

COMPARATIVE STATEMENT OF MAIL CONTRACTS—CONTINUED.

PARTICULARS OF SERVICE.					1863-4.	1862-3.	1861-2.
					Per Annum.	Per Annum.	Per Annum.
					£ s. d.	£ s. d.	£ s. d.
PROVINCE OF MARLBOROUGH:—							
Picton, Blenheim, and Hurunui	...	...	...	...	375 0 0	375 0 0	375 0 0
Picton and Blenheim	...	...	...	...	145 0 0	215 0 0	...
Picton and Havelock	...	...	...	...	150 0 0	...	...
Blenheim and Birch Hill	...	...	...	...	100 0 0	100 0 0	100 0 0
PROVINCE OF CANTERBURY:—							
Lyttelton and Christchurch	...	...	...	...	400 0 0	500 0 0	400 0 0
Do. Pigeon Bay and Akaroa	...	...	...	...	195 0 0	275 0 0	160 0 0
Do. Do. Okains' Bay	...	...	...	...	...	49 0 0	30 0 0
Do. Do. Little Akaroa, McIn-	...	...	...	...	120 0 0	...	...
tosh, and Duvanchelles Bays	...	...	...	...	...	...	...
Christchurch and Kaiapoi	...	...	...	...	145 0 0	275 0 0	225 0 0
Do. Waitangi	...	...	...	...	1,545 0 0	...	625 0 0
Do. Mackenzie Plains, Waitangi	...	...	...	...	...	1,275 0 0	...
Kaiapoi, Highfield, Hurunui	...	...	...	...	70 0 0	237 10 0	150 0 0
Do., Kowai	...	...	...	...	...	...	...
Kaiapoi, Rangiora, and Woodend	...	...	...	...	62 8 0	65 0 0	50 0 0
Do., Saltwater Creek	...	...	...	...	...	75 0 0	33 0 0
Rangiora to Oxford	...	...	...	...	90 0 0	60 0 0	30 0 0
Lyttelton to Port Levy	...	...	...	...	40 0 0	50 0 0	40 0 0
Kaiapoi, Hawkeswood	...	...	...	...	450 0 0	25 0 0	...
Do., Race Course Hill	...	...	...	...	175 0 0	...	...
Ashburton, and the Forks of the Ashburton	...	...	...	...	75 0 0	...	...
PROVINCE OF OTAGO:—							
Dunedin to Waitangi	...	...	...	...	700 0 0	700 0 0	700 0 0
Do. Clutha Ferry	...	...	...	...	...	220 0 0	220 0 0
Clutha Ferry to Invercargill	...	...	...	...	...	550 0 0	550 0 0
Warepa to Molyneux	...	...	...	...	130 0 0	...	...
Dunedin to Tuapeka	...	...	...	...	...	1,200 0 0	1,200 0 0
Do. Tokomairi	...	...	...	...	1,500 0 0	1,500 0 0	...
Tokomairi to Tuapeka	...	...	...	...	1,200 0 0	1,200 0 0	212 0 0
Do. Mataura	...	...	...	...	950 0 0	950 0 0	...
Dunedin, W. Taieri, Waipori	...	...	...	...	450 0 0	300 0 0	300 0 0
Do., Port Chalmers	...	...	...	...	200 0 0	250 0 0	90 0 0
Do., Dunstan...	...	...	...	...	2,100 0 0	2,100 0 0	...
Dunstan, Waikouaiti	...	...	...	...	800 0 0	650 0 0	...
Tuapeka, and Sub-offices on Gold Fields	...	...	...	...	200 0 0	200 0 0	...
Do. Dunstan	...	...	...	...	1,400 0 0	1,400 0 0	...
Do. Cardrona	...	...	...	...	447 4 0	447 4 0	...
Do. Extra to Albert Town	...	...	...	...	50 0 0	...	...
Waiwera and Whakatipu	...	...	...	...	4,000 0 0	4,000 0 0	...
Whakatipu, Queenstown, Franktown	...	...	...	...	400 0 0	400 0 0	...
Franktown and Arrow River	...	...	...	...	260 0 0	260 0 0	...
Waikouaiti and Dunstan	...	...	...	...	880 0 0	880 0 0	...
Kyeburn to Mount Ida	...	...	...	...	169 0 0	...	...
PROVINCE OF SOUTHLAND:—							
Invercargill to Bluff	...	...	...	...	1,500 0 0	150 0 0	...
Do. Mataura	...	...	...	...	400 0 0	400 0 0	...
Do. Gore	...	...	...	...	50 0 0	50 0 0	...
Do. Whakatipu	...	...	...	...	1,500 0 0	1,500 0 0	...
Riverton and Otatau	...	...	...	...	100 0 0	100 0 0	...
Invercargill, Riverton, and Waianiwa	...	...	...	...	365 0 0	200 0 0	...

PAPERS RELATING TO

No. 8.

RETURN OF THE NUMBER AND AMOUNT OF MONEY ORDERS ISSUED AND PAID IN EACH PROVINCE OF NEW ZEALAND FROM THE 1ST AUGUST, 1862, THE DATE OF THE ESTABLISHMENT OF THE SYSTEM, TO THE 30TH JUNE, 1863.

MONEY ORDERS PAID AT—										MONEY ORDERS ISSUED AT—									
No.		AMOUNT.								No.		COMMISSION.		AMOUNT.					
		£ s. d.										£ s. d.		£ s. d.					
Auckland	Auckland ...	...	...	...	...	753	85 16 0	3,231 18 3		
Taranaki	Taranaki ...	...	...	...	...	167	15 16 6	639 10 4		
Wellington	Wellington ...	...	...	...	...	344	38 4 0	1,462 0 3		
Napier	Napier ...	...	...	...	...	120	14 2 0	538 18 5		
Nelson	Nelson ...	...	...	...	...	256	29 19 0	1,112 8 3		
Marlborough	Marlborough ...	...	...	...	...	67	7 9 0	347 19 8		
Canterbury	Canterbury ...	...	...	...	...	1,057	121 17 0	4,910 11 8		
Otago	Otago ...	...	...	...	...	2,615	229 9 0	13,544 10 2		
Southland	Southland ...	...	...	...	...	456	42 11 0	2,336 0 0		
Total	Total	...	...	...	...	5,835	£584 13 6	£28,123 17 0		

CHARLES KNIGHT,
Auditor.

RETURN OF THE BALANCE OF EXCHANGE IN THE MATTER OF MONEY ORDERS, AS BETWEEN NEW ZEALAND AND THE VARIOUS COUNTRIES WITH WHICH THE MONEY ORDER SYSTEM HAS BEEN INSTITUTED.

PAYMENTS.				ISSUES.			
From		No.	Amount.		No.	Amount.	
commencement			£ s. d.	From		£ s. d.	
to Dec. 31, 1862	British Orders paid in New Zealand	102	515 11 8	to Dec. 31, 1862	New Zealand Orders drawn on Great Britain	1059	4,716 8 1
1863. Mar. Qr. Ditto	ditto	58	310 5 11	1863. Mar. Qr. Ditto	ditto	880	3,762 11 6
June Qr. Ditto	ditto	112	538 14 8	June Qr. Ditto	ditto	1099	5,229 4 4
		272	1,364 12 3			2938	13,708 3 11
To Dec. 31, 1862	Victorian Orders paid in New Zealand...	56	294 1 0	To Dec. 31, 1862	New Zealand Orders drawn on Victoria	349	1,859 9 0
1863. Mar. Qr. Ditto	ditto	73	282 6 2	1863. Mar. Qr. Ditto	ditto	623	3,246 1 10
June Qr. Ditto	ditto	100	549 8 2	June Qr. Ditto	ditto	992	5,242 1 9
		229	1,125 15 4			1964	10,347 12 7
To Dec. 31, 1862	New South Wales Orders paid...	...	Nil.	To Dec. 31, 1862	New Zealand Orders drawn on New South Wales	...	Nil.
1863. Mar. Qr. Ditto	ditto	...	Nil.	1863. Mar. Qr. Ditto	ditto	1	3 0 0
June Qr. Ditto	ditto	9	56 12 6	June Qr. Ditto	ditto	49	176 9 10
		9	56 12 6			50	179 9 10
To Dec. 31, 1862	South Australian Orders paid	...	Nil.	To Dec. 31, 1862	New Zealand Orders drawn on South Australia	...	Nil.
1863. Mar. Qr. Ditto	ditto	...	Nil.	1863. Mar. Qr. Ditto	ditto	4	19 10 0
June Qr. Ditto	ditto	6	36 6 6	June Qr. Ditto	ditto	14	56 11 10
		6	36 6 6			18	76 1 10
Total Balances to 30th June 1863, brought down:				Total balance against New Zealand			
British	...	...	...	£	s. d.	£	s. d.
Victorian	...	...	...	12,343	11 8	21,728	1 7
New South Wales	...	...	...	9,221	17 3		
South Australian	...	...	...	122	17 4		
	...	...	...	39	15 4		

10th September, 1863.

CHARLES KNIGHT, Auditor.

