

CAPE OF GOOD HOPE.

REPORT

OF THE

POSTMASTER-GENERAL,

FOR

THE YEAR 1877.

Presented to both Houses of Parliament by command of His Excellency the Governor.
1878.

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General Post Office, Cape Town, 24th April, 1878.

The Honourable the Colonial Secretary.

SIR,—I have the honour to submit my Report for the year 1877.

G. W. AITCHISON,

Postmaster-General.

REPORT.

1. In previous reports I had to call attention to the very serious injury done to roads and bridges by floods so unprecedented as seriously to interrupt postal communication, I have now to report the impaired efficiency of the postal service from drought and war. The drought has been widespread, and made its effects felt in almost every part of the Colony—happily the ravages of war have been more circumscribed, and the divisions affected by it have been only those on the immediate border—the more remote districts having only those posts impeded which necessarily had to pass along the borders of the Colony.

2. The effect of the floods was heavily to increase the expenditure for mail conveyance. Some of the arrangements which had then unavoidably to be entered into, have not as yet terminated, and now, owing to the drought and war, in order to maintain the efficiency of the service, additional outlay has been inevitable, and the expenditure for the year has been unprecedentedly large.

3. The Zwartkops River not having yet been bridged, the Frontier Mails have still to be sent across by special engine, at a cost during the year of £2,158 14s.

4. I had anticipated upon the opening of the railway to Alicedale, arrangements could have been made for avoiding the above expense, and that by means of a night train postal communication between Port Elizabeth and Graham's Town, and the districts beyond, could have been kept up without disturbing the present system, which is calculated whilst serving the postal wants to afford every possible facility for passenger

traffic. On account of the railway line being unopened it is considered positively dangerous to run night trains, and the improvement I anticipated must be deferred until the line is opened to Graham's Town.

5. At the close of 1878, the contracts on the main postal line between Cape Town and Humansdorp, which are now carried on at a cost of £11,662 per annum, lapse, and as much relief is given to the contractors on these lines by the facilities which the frequent coasting steamers afford in lightening the mails, I anticipate a very marked reduction in the expenditure for this service, especially as by the time tenders have to be called for the re-laying of the road in the Lange Kloof and the bridging of the Kromme River will be completed.

6. The extension of the railway to Beaufort from Cape Town, and to Graaff-Reinet from Port Elizabeth, will also tend to the relief of the coast post, as, when these lines are finished, the two ports Cape Town and Port Elizabeth will be connected by rail, with the exception of the gap between Beaufort and Murraysburg, and Murraysburg and Graaff-Reinet, a distance of twenty-four hours. With the existing lines of railway, limited as they are in extent, a post is now regularly conveyed to and from Cape Town and Port Elizabeth once a week by this route, occupying four days in transit, or one day more than is taken by the coast line. When, however, the railway extensions I have referred to are completed, the mails on that route will be conveyed with greater expedition, and this line, if not in a great measure substituted for the coast line, become a very valuable adjunct to it.

The following are the chief alterations and additions made in improvement of postal communication :—

The post for Elands Post now branches off from Katberg instead of from Balfour, touching at Philipton, where a Post Office has been established *en route*. By this change the Queen's Town cart avoids the deviation to Balfour, and is due so much earlier in the evening at Queen's Town.

The opening of the line to Glen Connor, allowing of much later despatch of mail from Port Elizabeth, has afforded the community there the opportunity of reply by return of post to Griqualand West and Transvaal correspondence.

In connection with this railway extension, an additional post in the week, between Graaff-Reinet and Port Elizabeth, has been established, while, owing to the time saved in the conveyance of this mail to Murraysburg, and the earlier despatch of the Griqualand West mail from that point, its arrival at Cape Town on Wednesday at midday, instead of Thursday at 9 a.m., can now be depended upon.

A fortnightly post has been established between Victoria West and Prieska, which I trust, as soon as the country recovers from the effects of the drought, may be converted into a weekly post.

Additional communication with the Free State, has been afforded to Cape Town and Port Elizabeth, by utilizing Cobb and Co.'s coaches. These coaches travel *via* Graham's Town, Port Beaufort, Queen's Town, and Aliwal North; and these post towns, together with King William's Town, avail themselves of this additional means of communication with the Free State, and the Diamond-fields. This arrangement was effected on my last visit to the Free State, and was working with very good effect until its efficiency was impaired by the effects of the war and drought.

The dissatisfaction expressed on the part of the Free State community, at irregularities unavoidable from the causes above assigned, is an index of the value they had already learned to set upon this additional means of communication, conveying, as it frequently did, their European mail, and allowing them the opportunity of reply to such correspondence a week earlier than would otherwise be possible. This post was established mainly

in the interest of Port Elizabeth and the Frontier districts ; incidentally it has been made available for an additional post from Cape Town, in thus serving our own interests, those of the neighbouring state, so intimately connected with us as to make the two interests identical, have also been consulted, and the result has been that in appreciation of the anxiety evinced to confer every possible postal advantage upon them, the Free State Postal Authorities have afforded every facility in their power in the transmission of mail matter, and I am happy to say that the very cordial understanding now existing has tended very materially to improve inter-communication.

The opening of the railway line to Malmesbury has necessitated a change in the postal lines to Mamre, Darling, and Hopefield, the communication with which has been increased and improved. Consequent upon this change an alteration will be made in the divisional posts, which I trust will lead to greater efficiency at less cost.

Garcia's Pass, leading to Ladisnith from Riversdale, being now opened, the necessity for daylight travelling on that route was no longer imperatively necessary, and a desirable change in the day of despatch of this post from Cape Town has been effected, under which, instead of there being only four hours to reply to letters there are now forty-eight.

A weekly post has been established between Gondini Road, and the village Rawsonville, and one twice a week between Somerset West and Raithby.

A change has been made by the Transvaal Postal Authorities in the despatch of their weekly post, this has been so far beneficial, as more time is allowed here for reply ; but, on the other hand, the day fixed for the return post is Tuesday, the day on which mails for every part of the Colony are despatched by the coast line. As the mails for Griqualand West and the Transvaal despatched on that day have to travel by that line as far as Blanco, the result is that up to that point, the post is so inordinately heavy that if it were not for the extra posts which, upon the arrival of the English mails, are generally despatched on the preceding day, I should feel compelled, in the interests of the Colony, to insist upon an alteration in the day of despatch. This difficulty will be fully met as soon as the railway reaches Beaufort, as these mails will then be invariably carried on that line, and the Eastern Coast line be altogether relieved from them.

I append such statistical statements as I think will be of interest.

The mail matter despatched inland from Cape Town was as follows:—

Number of Letters	...	...	...	...	909,690
Number of Papers	...	...	...	...	1,183,975
Number of Books	...	...	...	...	131,689

showing an increase over the previous year respectively of 78,998, 20,747, and 2,739.

The weight of mails despatched was:—

By Coasting Steamers	...	...	...	94,109 lbs.
„ Post Cart to Eastern Frontier	...	...	...	129,476 „
„ Post Cart to North Eastern Frontier...	...	...	...	71,148 „

the excess in weights over the previous years being respectively 11,946 lbs., 10,634 lbs., and 524 lbs.

The mails despatched to England consisted of:—

Letters	...	...	...	...	...	313,882
Papers	...	...	...	...	...	260,561
Books	...	...	...	...	...	11,604

and the number of bags and packets received from England, were respectively 3571, and 195.

REGISTERED LETTERS.

The number of registered letters passing through the General Post Office, were as follows:—

Received from and <i>via</i> England	...	...	...	6,478
From other places beyond Sea	...	...	...	242
From Inland Towns	...	...	...	12,526
Despatched to and <i>via</i> England	...	...	...	8,989
To other places beyond Sea	...	...	...	134
To Inland Towns	...	...	...	7,736
Total	...	...	...	36,105

The letters containing coin and other valuables posted at the General Post Office without being registered, and which were *compulsorily registered by Officers of the Department*, amounted in number to 384, of which 101 were posted for inland transmission, 181 were received from inland towns for delivery here, and 102 were addressed to England.

The record of the weight of registered packets, supposed to contain diamonds, still shows an increase in that article of export; the amount this year is 849 lbs. 15 oz., or 157 lbs. more than recorded in any previous year.

The amount of Customs' Duties collected on articles of jewellery and other valuables imported through the Post Office, amounted to £307 19s. 11d.

DEAD LETTERS.

The unclaimed colonial letters returned to the writers numbered 9,886 ordinary, and 131 registered letters, yielding a postage of £110 14s.

The unclaimed letters returned to London amounted to 3,851 ordinary, and 87 registered; and those for Foreign parts and British Colonies sent *via* London to 1,294 ordinary, and 30 registered.

The unclaimed letters returned from England to the Cape, amounted to 1,381 ordinary, and 33 registered.

Among the unclaimed letters returned to writers, and posted *unregistered*, the following property was found:—

Drafts	...	...	...	...	£2,084	10	6
Cheques	...	...	...	...	875	4	8
Bank Notes	...	...	...	...	42	0	0
Money Orders	...	...	...	...	53	12	6
Coin	...	...	...	...	2	12	3
Postage Stamps	...	...	...	...	4	1	6
					£3,062	1	5

REVENUE AND EXPENDITURE.

Expenditure.

Salaries	...	...	...	...	£15,538	0	9
Allowances	...	...	...	...	1,401	18	5
Contingencies	...	...	...	...	1,568	7	5
Rent	...	...	...	...	745	13	2
Transport	...	...	...	...	34	6	0
Conveyance of Inland Mails	...	...	...	...	75,408	12	4
" " Divisional Posts	...	...	...	...	6,130	9	0
" " Extra Posts and Expresses	...	...	...	...	3,978	11	2
" " by Packets Coastwise	...	...	...	...	1,400	0	0
Special Engines for crossing River Zwartkops	...	...	...	...	2,158	14	0

£108,361 12 3

Postage paid to Union and Donald Currie Companies, on Mails sent from the Colony	£11,177	19	7
Postage remitted to General Post Office, London, on: Continental and Foreign Letters sent <i>via</i> England	1,193	8	9
Premium for speed on Voyages from England	13,935	8	4
Premium for speed on Voyages to England	16,550	0	0
Total Expenditure...	£151,221	8	11

Revenue.

Postage collected during 1877	£55,136	12	0
" due by the Free State, Natal, Griqualand West, and Transvaal, up to 31st December, 1877	2,550	9	1
Total Postage	57,687	1	1
Fines imposed upon Post Contractors	953	15	0
Premiums on Money Orders	1,697	15	5
Total Revenue	£60,338	11	6

The expenditure, from the causes already assigned, is inordinately heavy, but there is good ground for anticipating a very decided decrease in several of the most serious items before long.

The Revenue shows an increase of almost £300 in the item of premiums on Money Orders, while the postage shows an increase of £1,276, in spite of the reduction in the rate on letters to England, from one shilling to sixpence the half-ounce. In 1876, the number of letters conveyed to England amounted to 254,708, yielding a postage assuming them to be half-ounce letters, of £12,735,—in 1877 the number of letters was 313,882, (an increase on the former year of 59,174) which, at sixpence the half-ounce, would yield only £7,847. Allowing, therefore, for the normal increase in correspondence, and for the increased communication resulting from the reduction in postage, there can be no doubt that, while the difference between £12,735 and £7,847, would not correctly express the deficiency in the collection of postage on letters for England, still it may convey some idea of the diminution of receipts under that head, and go to prove that for the proceeds of postage still to exceed those of the previous year, there must have been a considerable increase in the collections on inland letters; and that the last year has not been an exception to the steady increase which has been going on year by year in the postal revenue.

OCEAN MAIL SERVICE.

The new Contracts with the Union and Donald Currie Companies having now been in operation for more than a year, the means exist of contrasting the old with the existing service.

Previous to the Contracts entered into in October, 1876, the Union Company was under contract with the Imperial Government to run two packets a month, between England and the Colony; and in connection with a further contract entered into with them for the conveyance of a mail to and from Zanzibar and the Cape Colony, once a month, they agreed to run a third packet in the month, between England and the Colony. The conveyance time, under this Contract was thirty-eight days.

To supplement this service, the Colony entered into an agreement with Donald Currie and Company, to run a packet once a month each way, on condition of his receiving a subsidy of £150 per diem, for every day the voyage was completed in under twenty-nine days, the premium not to exceed £12,000 per annum. This provision of granting a premium for speed had the effect of exciting competition on the part of the Union Company, and reducing the average passage to the Colony to twenty-six days.

The dates fixed for the sailing of these packets were at unequal intervals; those from England leaving on the 5th, 10th, 15th, and 25th of each month, and those from the Cape leaving on the 5th, 15th, 23rd, and 25th of each month.

The cost to the Colony was five-sixths of the postage on letters despatched to England by the Union Company, which, for the year ended 30th September, 1876, when the new Contracts commenced, amounted to

...	...	...	...	...	...	...	...	£8,879
Premium to Donald Currie and Company for speed	12,000

Total of cost to the Colony under old Contract	£20,879
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Under the existing Contracts the despatches are alternately by each of the above Companies weekly, from the Colony and from England, and the cost to the Colony is the postage on all Mail matter despatched to England, which amounted in 1877 to...

Premium for speed on voyages from England	...	...	...	£11,177	19	7
Ditto ditto ditto to ditto	13,935	8	4
	16,550	0	0

Total of cost to the Colony under new Contract	£41,663	7	11
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making a total payment of £20,784, under the new Contracts, in excess of that made under the old Contracts.

In addition to the payments received from the Cape Colony, the Companies received from the Imperial Government, the following sums for 1877, being the postage on Mail matter from England, and on that passing between England, Natal, St. Helena and Ascension:—

Union Company	...	...	...	...	£10,886	17	1
Donald Currie and Company	...	...	...	...	10,345	11	5
					£21,232	8	6

There can be no question as to the great superiority of the present over the past ocean service, and as little as to the value to the Colony of such regular, frequent, and expeditious communication for political, educational, social, and commercial considerations, and the only regret there can be in connection with the improved service, is that in the now straitened circumstances of our exchequer, and in view of the very superior boats put upon the line, a limit was not assigned to the annual amount of premiums for speed, and that no federal authority as yet existed to apportion to the neighbouring States and Colonies a *pro rata* contribution for the maintenance of a service, to keep us within easy reach of the centres of thought and intelligence, the advantages of which they enjoy equally with the Cape Colony, without sharing in the burden of expense it involves.

POSTAL CARDS.

Very lately postal cards, similar to those in use in other British Colonies, have been introduced. As under the present law they are only available wherever the penny post extends, over which they offer but slight

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POSTAL CARDS.

Very lately postal cards, similar to those in use in other British Colonies, have been introduced. As under the present law they are only available wherever the penny post extends, over which they offer but slight

advantages, they have not been widely circulated. I would suggest that during the present session an enactment be passed allowing postal cards to pass throughout the Colony at the penny rate. This measure might serve as an introduction to the penny postage, which I shall be prepared to recommend as soon as the existing lines of railway are completed, by which time I expect that the causes now militating against the reduction in the cost of mail conveyance will have ceased to operate.

G. W. ATTCHISON,

Postmaster-General.

THE UNDERMENTIONED TABLES ARE APPENDED TO THIS REPORT.

Appendix A.—Return of Voyages to England by Union Company.

" B.— Ditto ditto Castle Packet Company.

" C.— Ditto from England by Union Company.

" D.— Ditto ditto Castle Packet Company.

" E.—Return of Dead Letters.

" F.— Ditto Weight of Colonial Mails Dispatched

" G.— Ditto Correspondence sent to United Kingdom

" H.— Ditto Registered Letters.

APPENDIX A.

STATEMENT showing the dates upon which the Mails Dispatched from Cape Town by the "Union Steam Ship Company's Steamers" arrived at Plymouth: also, the Time occupied on the Voyage during the Year 1877.

VESSEL.	PACKET LEFT TABLE BAY.		PACKET ARRIVED AT PLYMOUTH.	DURATION OF VOYAGE.			PREMIUM.		
				d	h	m	£	s.	d.
Roman	9th January,	4.30 p.m.	1st February, 11.30 a.m.	22	19	0	331	5	0
European ^a	23rd "	5.30 "	16th " 1 p.m.	23	19	10	325	0	0
Nubian	6th February,	4.55 "	2nd March, 5.30 a.m.	23	12	35	245	16	8
Teuton ^{a d}	20th "	4 "	No return	..	..	..	..	..	..
American	6th March,	4.30 "	29th March, 7.45 a.m.	22	15	55	350	0	0
Anglian ^a	20th "	4.45 "	13th April, 8.45 "	23	16	0	350	0	0
African	4th April,	4.30 "	28th " 8 p.m.	24	3	30	183	6	8
Roman ^a	17th "	4.55 "	11th May, 0.25 a.m.	23	7	30	400	0	0
European	1st May,	10.30 "	25th " 8.50 a.m.	23	10	30	254	3	4
Nubian ^a	15th "	5 "	7th June, 6.50 "	22	13	50	512	10	0
Teuton ^d	30th "	4 "	No return	..	..	..	..	..	..
American ^a	12th June,	4.35 "	5th July, 2 p.m.	22	21	25	462	10	0
Danube ^b	19th "	4 50 "	12th " 3 "	22	22	10	306	5	0
African	26th "	4.30 "	19th " 6 30 a.m.	22	14	0	362	10	0
Anglian ^a	10th July,	4.25 "	2nd August 1.5 p.m.	22	20	40	468	15	0
Nyanza	24th "	5 "	14th " Midnight	21	7	0	556	5	0
European ^a	7th August,	4 "	30th " 5.30 p.m.	23	1	30	437	10	0
Nubian	21st "	4.30 "	12th September, 5.20 a.m.	21	3	20	575	0	0
Teuton ^{a c}	4th September,	4 "	No return	..	..	..	..	..	..
American	18th "	4.40 "	11th October, 11 a.m.	22	18	20	331	5	0
Anglian ^a	2nd October,	4.20 "	27th " 7.20 p.m.	25	3	0	187	10	0
African	16th "	4.45 "	9th November, 11.30 a.m.	23	18	45	220	16	8
Nyanza ^a	31st "	4 "	24th " 3.30 p.m.	23	23	30	300	0	0
European ^c	18th November,		No return	..	..	..	..	..	..
German ^d	27th "	5 10 "	19th December, 5.10 p.m.	22	0	0	600	0	0
Nubian	11th December,	4.45 "	3rd January, 6.45 a.m.	22	14	0	362	10	0
American	25th "		No return	..	..	..	375	0	0

^a Calling at St. Helena.

^b The "Danube" conveyed the Mails of 19th June, the "Taymouth Castle" being in Quarantine.

^c The Mail-packet "European" struck on the rocks off Ushant, on the night of the 5th December, and became a total wreck.

The whole of the mails were saved.

^d No premium earned.

APPENDIX B.

STATEMENT showing the Dates upon which the Mails dispatched from Cape Town by the "Castle Packet Company's Steamers" arrived at Plymouth, also the Time occupied on the Voyage during the Year 1877.

VESSEL.	PACKET LEFT TABLE BAY.		PACKET ARRIVED AT PLYMOUTH.		DURATION OF VOYAGE.	PREMIUM.		
					d h m	£	s.	d.
Edinburgh Castle ^a	..	2nd January, 5.10 p.m.	26th January, 11.27 a.m.		23 18 17	331	5	0
Flamingo ^a	..	16th " 4 "	No return		. . .	..	.	.
Lapland ^a	..	30th " 4 "	No return		. . .	..	.	.
Elizabeth Martin ^a	..	13th February, 4 "	No return		. . .	..	.	.
Walmer Castle	..	27th " 4.50 "	25th January, 7.10 a.m.		25 14 20	187	10	0
Dunrobin Castle ^{a b}	..	13th March, 4.50 "	3rd April, 3 "		20 10 10	681	5	0
Courland	..	27th " 4.42 "	22nd " 3.30 p.m.		25 22 48	104	3	4
Edinburgh Castle ^a	..	10th April, 5.50 "	5th May, 12.10 "		24 18 20	220	16	8
Balmoral Castle ^c	..	25th " 11.30 a.m.	19th " 2.27 a.m.		23 14 57	237	10	0
Caldera ^a	..	8th May, 5 p.m.	2nd June, 11.30 "		24 18 30	220	16	8
Walmer Castle	..	22nd " 5 "	15th " 1.30 p.m.		23 20 20	212	10	0
Dunrobin Castle ^a	..	5th June, 5 "	26th " 5.40 "		21 0 40	743	15	0
Edinburgh Castle ^{b a}	..	3rd July, 4.50 "	28th July, 6.40 "		25 1 50	191	13	4
Courland..	..	17th " 4.40 "	11th August, 11.19 a.m.		24 18 29	120	16	8
Balmoral Castle ^a	..	31st " 4.45 "	21st " 6.30 "		20 13 45	812	10	0
Caldera	..	14th August, 4.30 "	7th September, 10 "		23 7 10	266	13	4
Dublin Castle ^a	..	28th " 4.20 "	19th " 2.55 p.m.		21 22 35	606	5	0
Walmer Castle	..	11th September, 4.50 "	4th October, 8.45 "		23 3 55	283	6	8
Dunrobin Castle..	..	25th " 4.25 "	16th " 2.15 "		20 21 50	612	10	0
Edinburgh Castle ^a	..	9th October, 4.40 "	2nd November, 10.29 a.m.		23 17 59	337	10	0
Taymouth Castle	..	23rd " 4.30 "	15th " 9.15 p.m.		23 4 45	279	3	4
Balmoral Castle ^a	..	6th November, 4.30 "	28th " 6.20 a.m.		21 13 50	662	10	0
Dublin Castle	..	20th " 6 "	14th December, 1.45 "		23 7 45	266	13	4
Walmer Castle ^a	4th December, 4.45 "	28th December, 1.45 p.m.		23 21 0	318	15	0
Dunrobin Castle..	..	18th "	No return		23 9 0	262	10	0

^a Calling at St. Helena.^b Mail of 19th June conveyed by steamer "Danube," the "Taymouth Castle" being in quarantine.^c Detained till 25th April on account of low tide.^d No premium earned.

APPENDIX C.

STATEMENT showing the dates upon which the Mails dispatched from Plymouth by the "Union Steamship Company's Steamers" arrived at Table Bay, also the time occupied on the voyage during the Year 1877.

VESSEL.	PACKET LEFT PLYMOUTH.		PACKET ARRIVED AT TABLE BAY.		DURATION OF VOYAGE.	PREMIUM.		
						d	m	£ s. d.
American	5th January,	5.30 p.m.	30th January,	4.45 p.m.	24 23 15	100	0	0
Anglian ^b	20th ..	5.15 ..	13th February,	8.15 ..*	24 3 0	187	10	0
African ^a	2nd February,	2 15 ..	28th ..	5.35 a.m.	25 15 20	133	6	8
Roman	16th ..	2.0 ..	12th March,	10.35 p.m.	24 8 35	162	10	0
European	2nd March,	1.30 ..	25th ..	7.30 a.m.	22 18 0	337	10	0
Nubian	16th ..	1.50 ..	7th April,	7.30 p.m.	22 5 40	412	10	0
Teuton ^{ad}	30th ..	2.50 ..	27th ..	9.10 ..	28 6 10	..	..	..
American	13th April,	2.30 ..	6th May,	4 15 ..	23 1 45	291	13	4
Anglian	27th ..	*2 0 ..	22nd ..	3.10 ..	25 1 10	91	13	4
African	11th May,	1.55 ..	5th June,	10 50 a.m.	24 20 55	112	10	0
Nyanza ^a	25th ..	1.45 ..	18th ..	1.15 ..	23 11 30	375	0	0
European	8th June,	1.30 ..	1st July,	6 30 ..	22 17 0	343	15	0
Nubian	22nd ..	3.30 ..	14th ..	10 5 p.m.	22 6 35	406	5	0
Teuton ^d	6th July,	1.50 ..	3rd August	1.42 a.m.	27 11 52	..	..	..
American ^a	20th ..	2 5 ..	13th ..	1 5 p.m.	23 23 0	306	5	0
Anglian	3rd August,	1.35 ..	27th ..	0.10 a.m.	23 10 35	254	3	4
African	17th ..	1.30 ..	9th September,	8.25 p.m.	23 6 55	270	16	8
Nyanza	31st ..	2 15 ..	23rd ..	7 45 a.m.	22 17 30	337	10	0
European ^a	14th September,	2.0 ..	7th October,	1.25 p.m.	22 23 25	450	0	0
German	28th ..	2 30 ..	17th ..	11.0 ..	19 8 30	843	15	0
Nubian	12th October,	1.55 ..	3rd November,	9.42 ..	22 7 47	400	0	0
American	26th ..	1.50 ..	19th ..	4.0 a.m.	23 14 10	237	10	0
Teuton ^{abd}	12th November,	10 40 a.m.	10th December,	5.0 ..	27 18 20	..	..	..
D'Urban ^c	23rd ..	9.30 p.m.	.. ..	.. ..	.. ..	..	..	..
African	7th December,	2.0 ..	30th December,	4.40 p.m.	23 2 40	287	10	0
Nyanza	21st ..	2.0 ..	13th January,	5.15 ..	23 3 15	283	6	8

^a Calling at St. Helena.

^b Detained at Plymouth from 19th to 20th January and 9th to 12th November through stress of weather.

^c The "D'Urban" put back to Plymouth through stress of weather. Her mails were transhipped to R.M.S. "Roman," which arrived at Table Bay at 1 p.m. on the 8th January, 1878.

^d Not included in Financial Year 1876-77.

^e No premium earned.

APPENDIX D.

STATEMENT showing the dates upon which the Mails dispatched from Dartmouth by the "Castle Packet Company's Steamers" arrived at Table Bay, also the time occupied on the voyage during the Year 1877.

VESSEL.		PACKET LEFT DARTMOUTH.		PACKET ARRIVED AT TABLE BAY.		DURATION OF VOYAGE.	PREMIUM.		
						a h m	£	s.	d.
Walmer Castle ^a ..	..	12th January,	2 p.m.	6th February,	6.25 a.m.	24 16 25	229	3	6
Dunrobin Castle ..	..	26th "	1.16 "	17th "	2.5 "	21 12 49	518	15	0
Courland ^d ..	..	9th February,	1 "	7th March,	4.30 "	25 15 30	..	.	.
Edinburgh Castle ..	..	23rd "	2 "	19th "	4.45 p.m.	24 3 30	183	6	8
Balmoral Castle ^a ..	..	9th March,	0.15 "	31st "	11.30 a.m.	21 23 15	600	0	0
Caldera ^d ..	..	23rd "	0 "	18th April,	7.30 p.m.	26 7 30	..	.	.
Walmer Castle ^d ..	..	6th April,	0.15 "	2nd May,	2.47 "	26 2 32	..	.	.
Dunrobin Castle ^a ..	..	20th "	1.30 "	12th "	8.15 "	22 6 45	556	5	0
Taymouth Castle ..	..	4th May,	0.12 "	28th "	7 a.m.	23 18 48	220	16	8
Edinburgh Castle ..	..	18th "	0.15 "	12th June,	2.10 "	24 13 55	141	13	4
Courland ^d ..	..	2nd June,	8.30 a.m.	29th "	3.30 "	26 19 0	..	.	.
Balmoral Castle ^a ..	..	15th "	0.20 p.m.	8th July,	3 "	22 14 40	506	5	0
Caldera ..	..	29th "	0.15 "	21st "	6.30 p.m.	22 6 15	406	5	0
Dublin Cast's ..	..	13th July,	0.15 "	4th August,	5.45 "	22 5 30	412	10	0
Walmer Castle ^b ..	..	27th "	0.15 "	19th "	8.10 "	23 7 55	..	.	.
Dunrobin Castle ^a ..	..	10th August,	0.40 "	2nd September,	3.40 a.m.	22 15 0	506	5	0
Edinburgh Castle ..	..	24th "	0.15 "	18th "	3.8 "	24 14 54	137	10	0
Taymouth Castle ^c ..	..	7th September,	0 "	7th October,	4.8 "	29 16 8	..	.	.
Balmoral Castle ..	..	21st "	0.12 "	12th "	11.20 p.m.	21 11 8	525	0	0
Dublin Castle ..	..	5th October,	1 "	27th "	Noon.	21 23 0	456	5	0
Walmer Castle ^a ..	..	19th "	1.30 "	12th November,	4.14 p.m.	24 2 44	287	10	0
Dunrobin Castle ..	..	2nd November,	0.20 "	24th "	3.30 "	23 3 10	425	0	0
Warwick Castle ..	..	16th "	0.30 "	8th December,	10.20 a.m.	21 21 50	462	10	0
Edinburgh Castle ..	..	30th "	0.20 "	25th "	8 "	24 19 40	116	13	4
Balmoral Castle ^a ..	..	14th December,	0.25 "	5th January,	9.25 "	21 21 0	618	15	0
Taymouth Castle ..	..	28th "	0.10 "	22nd "	1.24 p.m.	25 1 4	91	13	4

^a Calling at St. Helena.^b Claim not yet settled.^c Fine, £266 13s. 4d.^d No premium earned.

APPENDIX E.

DEAD LETTER OFFICE.

STATEMENT showing the Number of Letters that passed through the Dead Letter Branch from 1872 to 1877.

YEAR.	LETTERS RETURNED TO WRITERS.		LETTERS RETURNED TO UNITED KINGDOM.		LETTERS RETURNED TO FOREIGN PARTS.		LETTERS RETURNED FROM UNITED KINGDOM.		TOTAL.	
	Ordinary.	Registered.	Ordinary.	Registered.	Ordinary.	Registered.	Ordinary.	Registered.	Ordinary.	Registered.
1872	9,325	97	1,782	35	*	*	770	7	11,877	15
1873	8,210	84	1,423	30	*	*	879	11	10,512	16
1874	5,200	90	1,921	48	*	*	1,043	18	8,164	17
1875	9,442	102	1,919	37	*	*	979	14	12,340	18
1876	6,914	101	2,709	53	1,305	19	1,198	17	12,126	19
1877	9,886	131	3,851	87	1,294	30	1,381	33	16,412	21

*No record kept.

APPENDIX F.

STATEMENT showing Weight of Colonial Mail Matter dispatched from General Post Office, Cape Town, from 1869 to 1877.

YEAR.	BY CART.	BY COASTING STEAMER.	TOTAL.
	lbs.	lbs.	lbs.
1869	70,329	6,586	77,515
1870	68,778	26,162	94,940
1871	78,603	20,685	99,288
1872	77,641	28,893	106,534
1873	138,851	31,821	170,672
1874	159,961	31,511	191,472
1875	169,022	75,198	244,220
1876	189,060	82,163	271,223
1877	200,624	94,109	294,733
	1,153,475	397,128	1,550,603

APPENDIX G.

STATEMENT showing the Number of Letters, Papers, and Books dispatched from Cape Town to the United Kingdom from 1867 to 1877.

YEAR.	LETTERS.	PAPERS.	BOOKS.	TOTAL.
1867	104,957	*	*	104,957
1871	125,866	*	*	125,866
1872	162,590	*	*	162,590
1873	176,882	158,292	11,948	347,122
1874	194,371	135,513	13,230	343,114
1875	239,078	268,466	11,656	519,200
1876	254,708	218,399	10,420	583,527
1877	313,882	260,561	11,604	586,047
	1,572,334	1,041,231	58,858	2,672,423

* No record kept.

APPENDIX H.

STATEMENT showing Number of Registered Letters received at and dispatched from General Post Office, Cape Town, from 1867 to 1877.

YEAR.	RECEIVED.			DISPATCHED.		
	Inland.	England and beyond Sea.	Total.	Inland.	England and beyond Sea.	Total.
1867	6,092	1,298	7,390	3,811	1,923	5,731
1871	9,263	2,264	11,527	3,996	3,337	9,333
1872	13,309	3,930	17,239	5,972	5,358	11,330
1873	8,804	4,175	12,979	3,774	5,045	8,819
1874	7,050	4,726	11,776	4,280	5,465	9,745
1875	11,670	5,196	16,866	4,294	5,851	10,145
1876	12,760	6,355	19,115	6,524	7,251	13,775
1877	12,526	6,720	19,246	7,736	9,123	16,859
	81,474	34,664	116,138	42,387	43,350	85,737