

CAPE OF GOOD HOPE.

REPORT

OF THE

POSTMASTER-GENERAL,

FOR

THE YEAR 1878.

Presented to both Houses of Parliament by command of His Excellency the Governor.
1879.

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General Post Office, Cape Town, 10th May, 1879.

The Honourable the Colonial Secretary.

SIR,—I have the honour to submit the following Report of the operations of the Postal Department during the year 1878.

G. W. AITCHISON, Postmaster-General.

REPORT.

The number of post offices established during the year was 53, increasing the total number of offices in the Colony to 572.

During the year the post office at Port Elizabeth has been removed to more commodious premises, affording the Department the opportunity of introducing the lock-box system.

The advantages of the lock-box system are that letters can be taken out at any time, by the holder of the box, during office hours, whether the mail is wholly sorted or not, while the time of the officer in charge is saved in the delivery.

Its working has been found so satisfactory as largely to increase the number of private box-holders, with a corresponding benefit to the public revenue, and it is proposed shortly to establish the system at the General Office, and to extend it as opportunity offers to the larger offices throughout the Colony.

Owing to the very large expenditure for inland conveyance, which had unavoidably to be incurred under the trying circumstances through which the Colony has had to pass during the last few years, first from floods, and then again from drought and war, the operations of the Department, as regards new services, have been very limited, and chiefly confined to an adjustment or re-arrangement of routes in connection with railway extensions.

The extensions have not in every case tended to the advantage of the Postal Department, nor to the convenience of the public; as instances in point, it may be mentioned that, after the opening of the rail between King William's Town and East London, the cost of carrying the mails across the river from the terminal station (Pannure) to East London was in excess of the amount paid for their conveyance the whole distance (7 hours) from King William's Town to East London; while, since the conveyance of the mails for Queen's Town from King William's Town by rail, as far as Toise River, owing to the necessity of adapting the dispatches of the post to the time fixed for the starting of the trains, the mails reach their destination later, and the places beyond Queen's Town suffer greater inconvenience, as their mails have to be despatched earlier than they otherwise would, so as to ensure arrival in time for the train. I trust, however, that before long the extension on the Queen's Town line will allow of the places, which by their partial connection with the rail have undoubtedly been placed temporarily at a disadvantage, reaping the benefits which Graham's Town and Graaff-Reinet are beginning to realize by the near approach to them of the rail, in a removal of the present objections, as well as by more frequent communication.

The chief alterations in the postal service have been the re-arrangement of the line to Victoria West, Carnarvon, and Kenhart, somewhat improving the communication with their seaport town—Port Elizabeth—a measure, however, which cannot be fully attained until the railway has reached Graaff-Reinet, when the dispatches between

Graaff-Reinet and Murraysburg, upon which that for Victoria West is dependent, may be modified.

Hitherto the mails for Port Elizabeth and the Eastern Frontier have been conveyed by the coast route. This line is costly, the amount at present paid for the service being £12,480 per annum for the ordinary mail and about £3,000 per annum for extra posts in the conveyance of the correspondence received by mail packet from England. The time occupied in transmission from Cape Town to Port Elizabeth is 72 hours.

By the Karoo Line, the post is conveyed from Cape Town to Beaufort, allowing for a stoppage over night at Matjes Fontein of 8 hours, in 45 hours. Assuming that on the completion of the line there will be a through train, the distance will be accomplished in 30 hours, if not in less. From Beaufort to Graaff-Reinet, *via* Murraysburg, the distance by post is 26 hours and from there to Port Elizabeth, when the railway is completed, the distance will be more than 11 hours, making the journey by this route, between Cape Town and Port Elizabeth, in all 67 hours, or 5 hours less than by the coast route.

When therefore the lines to Beaufort and Graaff-Reinet are completed, it will be a matter for consideration whether a daily mail should not be substituted for the bi-weekly post between Beaufort and Graaff-Reinet, and Port Elizabeth and Graham's Town have the means afforded of a daily communication with Cape Town, in the benefits of which the towns beyond will necessarily participate.

From the annexed statements of the weight of mails conveyed inland it will be seen how opportunely the present lines of railway are being completed—without them it would very shortly have been utterly impossible to convey the mails, such is their increased weight, unless by the establishment of additional posts at an enormous cost, altogether disproportionate to the revenue arising from the postage on newspapers and book packets, which constitute the bulk of the weight to be conveyed.

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

Number of Letters	...	...	...	...	989,764
Number of Papers	...	...	...	...	1,417,846
Number of Books	...	...	...	...	186,742

Showing an increase over the previous year respectively of 80,074, 233,871, and 55,053.

The weight of mails despatched was:—

By Coasting Steamers	...	...	...	148,748 lb.
„ Post Cart to Eastern Frontier	...	...	...	124,145 „
„ „ „ „ North-Eastern Frontier	...	...	...	72,245 „

Showing an excess in weight of mail carried coastwise over the previous year of 54,639 lb. of 1,297 lb. by the north-eastern cart, and a diminution of 5,331 lb. by the eastern frontier cart.

The mails despatched to England consisted of:—

Letters	...	...	...	...	333,672
Papers	...	...	...	...	454,111
Books	...	...	...	...	10,764

Or an increase over those sent in the previous year of 19,790 letters, and 253,550 newspapers, and a decrease in the number of books by 840.

The number of bags and packets of mail received from England were respectively 3,873 and 177.

Registered Letters.

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

Received from and <i>via</i> England	...	...	...	9,109
Do. from other Places beyond Sea	...	...	...	96
Do. from Inland Towns	...	...	...	12,993
Despatched to and <i>via</i> England	...	...	...	9,585
Do. to other Places beyond Sea	...	...	...	62
Do. to Inland Towns	...	...	...	8,229
Total	...	...	...	40,074

Being an increase in the number of such letters received and despatched above that of the previous year of 3,969.

The letters containing coin and other valuables posted at the General Post Office, omitted to be registered by the senders, and which were *compulsorily registered by*

Officers of the Department, amounted in number to 354, of which twenty were posted for inland transmission, sixty-one were addressed to England, and 273 were received from inland towns.

The record of the weight of registered packets, supposed to contain diamonds, still shows an increase in that article of export. The amount so sent this year is 1,149 lb. 13½ oz., or a weight of 300 lb. in excess over that of any previous year.

The correctness of this record is borne out by the statement given by the Postmaster-General, Griqualand West, of the rough weight of diamonds despatched from the General Post Office, Kimberley, which he sets down in his annual return as 1,121 lb. 5 oz.

The amount of customs duties, collected on articles of jewellery and other valuables imported through the Post Office, amounted to £269 9s. 1d.

Dead Letters.

The unclaimed colonial letters returned to the writers numbered 8,637 ordinary and 132 registered, yielding a postage of £93 15s. 2d.

The unclaimed letters returned to London amounted to 2,983 ordinary and 108 registered, and those for Foreign Parts and British Colonies, sent *via* England, to 3,482 ordinary and 23 registered.

The unclaimed letters returned from England to the Cape amounted to 1,681 ordinary and 30 registered.

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

Drafts	£2,030 11 7
Cheques	411 8 9
Bank Notes	155 0 0
Money Orders	65 0 1
Gold Coin	17 10 0
Silver Coin	0 18 6
Postage Stamps... ..	2 5 0
Total	£2,680 13 11

REVENUE AND EXPENDITURE.

Expenditure.

Salaries	£16,078 5 4
Allowances	1,873 16 7
Contingencies	2,795 19 8
Transport	100 16 2
Conveyance of Inland Mails	63,815 8 6
" of Divisional and Field-cornets Posts	7,794 14 3
" of Extra Posts and Expresses	3,208 11 1
" by Packets, Coastwise	1,275 0 0
" by Special Engines	2,031 16 0
" by Passenger Carts	171 7 9
Landing and Shipping Mails	484 15 2
Gratuity paid to Masters of Vessels... ..	19 16 1
Supply and repair of Mail Bags	511 0 9
	£100,161 7 4

Ocean Service.

Postage paid to Union and Donald Currie Companies on Mails sent from the Colony,	£12,662 9 2
Postage remitted to General Post Office, London, on Continental and Foreign Letters sent <i>via</i> England.	1,243 18 10
Premium for speed on voyages from England	17,606 5 0
Premium for speed on voyages to England	20,645 16 8
	£52,158 9 8

Total Expenditure £152,319 17 0

B 2

Revenue.

Postage collected during 1878	...	...	...	...	£65,573	19	10
Postage due by Griqualand West and the Transvaal up to 31st December, 1878	...	...	...	...	2,041	17	9
Total Postage	...	...	...	...	£67,614	17	7
Fines imposed upon Post Contractors	...	...	...	...	2,041	7	4
Premiums on Money Orders	...	...	...	...	1,656	10	0
Total Revenue	...	...	...	...	£71,313	14	11

In my previous report I anticipated a decided decrease in the expenditure for inland conveyances, inordinately enhanced as that had been by the extraordinary circumstances of the Colony for the last few years. My expectations have been fully realized, for although in the total expenditure for the year there is an increase of £1,097 8s. 1d. over that for 1877, it will be seen that this excess is due to the Ocean Service, which cost £9,301 13s. more than it did the previous year, but for which there would have been a decrease in the expenditure of the department of £8,264 4s. 11d.

In the next financial year it is intended to include payment of the Railway Department for the ordinary service of the carriage of mails, but even with this additional charge, I have reason to believe the expenditure of the Department for the Inland Service will still be within that for the present year, as the new contracts entered into from the 1st January, 1879, are considerably lower than those formerly in force.

The increase in the revenue derived from postage is £7,886 18s. 9d. over that for 1877, being the largest advance in any one year's receipts over a former year. The largest previous increase was in 1874, when the amount collected was £48,567, or £7,089 in excess of the previous year's receipts.

To arrive, however, at a correct estimate of the value of work actually performed by the Department, credit should be given to it, in addition to the postage collected in money, for the amount of postage due to it upon *Government Gazettes*, which, taking the average now posted weekly, would yield £500 per annum, and for that due upon officially-franked correspondence, which I estimate at £30,000 per annum. That some just conception may be formed of the amount of service so rendered I may state that in one week in October and three in November last, the weight of official mail matter posted at the General Post Office, Cape Town, for transmission inland, amounted respectively to 5,414, 5,640, 2,491 and 5,790 lbs. Much of this would ordinarily pass at book-rates, and in framing my estimate of the cost of conveyance of officially-franked mail matter, I have made allowance accordingly.

If, therefore, the items for the conveyance of official letters and *Gazettes* be taken into account, it will be seen that the difference between the expenditure and revenue, leaving out of the account the Ocean Service, is not very great. The disparity, however, can be very naturally accounted for, on the following grounds:—

First, the Department may be said to be used for purposes not strictly within its province. For Divisional and Field-cornets posts £7,794 were spent during the year. A large proportion of this is expended in keeping up communication between the Government and its Field-cornets for fiscal and judicial purposes, and very little postal revenue is derived from these posts in return.

Next, the great bulk of the colonial correspondence is still commercial, and until education is more generally spread throughout the land, and the necessity of posts is felt more keenly as a social want, no increase in postal revenue can be expected proportionate to the expenditure required to keep up postal communication, which, owing to the extent of the distances to be travelled and the difficulties in effecting it, is necessarily very costly.

Again, immense tracts of the Colony are very sparsely peopled, and the post in many parts may be said to run chiefly in the interests of trade. As cases in point, I may cite Fraserburg and Calvinia, situate respectively 24 and 20 hours from Beaufort West and Clanwilliam, the post towns through which they are served. On the long lines represented by the above distances there is but one post office. The expenditure for keeping up these posts, merely from the nearest post town to them, is respectively £860 and £699 per annum, and the postal revenue derived from the two post towns for which this expense has to be incurred is but £326 and £245 per annum respectively. Still, as an indication of the importance of these divisions, from which may be inferred their influence upon the trade of the Colony, I may state that during last year the Government Revenue, collected in them, over and above the expenditure, including that of the Postal Department, was £16,090 and £6,781 respectively.

Further, as new territory is entered upon by the Colony, the first requirement is a post. Its establishment in an undeveloped country can only be effected at a considerable outlay, while the postal revenue derivable is altogether incommensurate with the expenditure, and years have to elapse before such posts cease to be a burden upon the Postal Department.

Again, under the postal conventions entered into by the Colony with the neighbouring Colonies and States, each country keeps the postage on letters passing from it, the result of which is that while only half the postage due upon a letter and its reply is derived by this Colony, owing to its large extent, and the distance the centres of correspondence in it are from the chief towns in the adjoining States, a larger proportion of expense in conveyance falls upon it. It must also be borne in mind that while this Colony conveys the Ocean Mails for the adjoining states inland, the bulk of which is very great, it receives nothing from them in reimbursement of this heavy expenditure.

Under these circumstances, it is rather a matter of surprise that the postal revenue should bear so favourable a comparison with the inland expenditure.

The question has been mooted whether the rate of inland postage should not be raised, not so much with a view of raising a revenue from the Post Office as to free the Colony from all cost on its account.

Before many years hence I fully expect that this desideratum, as far as the Inland Service is concerned, will be realized, without having recourse to an increase in the rates of postage. From the comparative return published in the Appendix, showing the amounts collected at several of the posts towns for the year before and the years subsequent to the introduction of the penny post, it will be seen that on the whole the present law, under which provision is made for reducing the postage to the penny rate, for all places between which there is communication not less than twice a day, works successfully; while, with the data supplied in this report showing so marked an increase in the postal revenue, with a still larger decrease in the inland expenditure, there is nothing to warrant a recommendation for an increase in the rates of postage to be charged.

The payments made to the two packet companies for the conveyance of the ocean mails by the Colony, as will be gathered from the return of expenditure, amounted to £50,914 10s. 10d.

In addition to this sum the companies received from the Imperial Government the following sums during 1878, being the postage on mail matter from England for the Cape Colony, including Griqualand West, the Free State, and Transvaal, and on that passing between England, Natal, St. Helena, and Ascension:—

Union Company	...	...	...	...	...	£11,480	1	3
Donald Currie & Company	...	...	...	...	...	9,814	3	8
						£21,294	4	11

Making the total payments for this service during 1878 to amount to £72,208 15s. 9d.

APPENDIX A.

STATEMENT showing the dates on which the Mails dispatched from Table Bay by the CASTLE PACKET COMPANY'S STEAMERS arrived at Plymouth, and time occupied on the voyage during the Year 1878.

VESSEL.		LEFT TABLE BAY.		ARRIVED AT PLYMOUTH.		DURATION OF VOYAGE.			PREMIUM.		
						d	h	m	£	s.	d.
Warwick Castle <i>a</i>	..	1st January,	5.10 p.m.	24th January,	10.0 a.m.	22	16	50	493	15	0
Edinburgh Castle	..	15th January,	4.55 p.m.	9th February,	10.5 a.m.	24	17	10	125	0	0
Balmoral Castle <i>a</i>	..	29th January,	5.0 p.m.	20th February,	5.50 p.m.	22	0	50	593	15	0
Taymouth Castle	..	12th February,	5.10 p.m.	9th March,	9.26 p.m.	25	4	16	79	3	4
Dublin Castle <i>a</i>	..	28th February,	2.35 p.m.	23rd March,	7.15 a.m.	22	16	40	493	15	0
Conway Castle	..	12th March,	4.50 p.m.	2nd April,	4.25 a.m.	20	11	35	675	0	0
Walmer Castle <i>a</i>	..	26th March,	5.0 p.m.	19th April,	2.41 a.m.	23	9	41	387	10	0
Dunrobin Castle	..	9th April,	4.35 p.m.	1st May,	6.0 p.m.	22	1	25	437	10	0
Warwick Castle <i>a</i>	..	24th April,	4.35 p.m.	15th May,	1.30 p.m.	20	20	55	768	15	0
Balmoral Castle	..	7th May,	5.30 p.m.	29th May,	8.55 a.m.	21	15	25	500	0	0
Edinburgh Castle <i>a</i>	..	21st May,	4.35 p.m.	13th June,	1.30 p.m.	22	20	55	468	15	0
Conway Castle	..	4th June,	4.35 p.m.	25th June,	3.35 a.m.	20	23	0	606	5	0
Dublin Castle <i>a</i>	..	18th June,	5.0 p.m.	11th July,	11.27 p.m.	23	6	27	406	5	0
Taymouth Castle	..	2nd July,	4.50 p.m.	26th July,	1.56 a.m.	23	9	6	258	6	8
Walmer Castle <i>a</i>	..	16th July,	4.40 p.m.	9th August,	10.0 a.m.	23	17	20	337	10	0
Dunrobin Castle	..	30th July,	5.0 p.m.	20th August,	5.0 p.m.	21	0	0	600	0	0
Warwick Castle <i>a</i>	..	13th August,	4.40 p.m.	3rd September,	11.35 p.m.	21	6	55	706	5	0
Balmoral Castle	..	27th August,	4.40 p.m.	18th September,	7.15 a.m.	21	14	40	506	5	0
Edinburgh Castle <i>a</i>	..	10th September,	5.13 p.m.	4th October,	6.55 p.m.	24	1	42	291	13	4
Conway Castle	..	24th September,	4.50 p.m.	15th October,	8.24 a.m.	20	15	34	650	0	0
Dublin Castle <i>a</i>	..	8th October,	4.50 p.m.	31st October,	5.30 p.m.	23	0	40	443	15	0
Walmer Castle	..	22nd October,	4.35 p.m.	15th November,	11.35 p.m.	24	7	0	170	16	8
Dunrobin Castle <i>a b</i>	..	5th November,	4.35 p.m.	28th November,	2.50 p.m.	22	12	50	518	15	0
Warwick Castle	..	19th November,	5.20 p.m.	10th December,	9.15 a.m.	20	15	55	650	0	0
Balmoral Castle <i>a</i>	..	3rd December,	5.0 p.m.	26th December,	5.40 a.m.	22	12	40	518	15	0
Edinburgh Castle	..	17th December,	5.45 p.m.	10th January,	1.5 a.m.	23	7	20	266	13	4
Conway Castle <i>a</i>	..	31st December,	4.40 p.m.	24th January,	5.37 p.m.	24	0	57	295	16	8

a Calling at St. Helena.

b The "Dunrobin Castle" arrived off Madeira at 10 p.m. on 22nd November, compelled to put to sea through stress of weather and "lie to" off Funchal. Mails landed at 8 a.m. on 23rd November, for which detention an allowance of 10 hours has been made.

APPENDIX B.

STATEMENT showing the dates upon which the Mails dispatched from Table Bay by the UNION STEAM SHIP COMPANY'S STEAMERS arrived at Plymouth, and time occupied during each voyage during the Year 1878.

VESSEL.			LEFT TABLE BAY.	ARRIVED AT PLYMOUTH.	DURATION OF VOYAGE.	PREMIUM.		
						d	h	m
Teuton <i>b</i> .. ..	..	..	8th January, 4.35 p.m.	3rd February, 10.50 p.m.	26 6 15	..	..	..
African <i>a</i> .. ..	..	..	22nd January, 4.35 p.m.	15th February, 4.25 a.m.	23 11 50	375	0	0
Nyanza .. ..	..	..	5th February, 4.45 p.m.	28th February, 1.40 p.m.	22 20 55	318	15	0
Nubian <i>a</i> .. ..	..	..	19th February, 4.50 p.m.	14th March, 4.20 p.m.	22 23 27	450	0	0
Durban .. ..	..	..	5th March, 4.50 p.m.	30th March, 0.20 a.m.	24 7 30	166	13	4
German <i>a</i> .. ..	..	..	19th March, 5.0 p.m.	11th April, 0.15 a.m.	22 7 15	550	0	0
American .. ..	..	..	3rd April, 5.5 p.m.	27th April, 7.30 p.m.	24 2 25	187	10	0
Asiatic <i>a</i> .. ..	..	..	17th April, 4.20 p.m.	16th May, 4.0 a.m.	29 11 40	..	..	..
African .. ..	..	..	30th April, 5.15 p.m.	24th May, 1.55 p.m.	23 20 40	212	10	0
Nyanza <i>a</i> .. ..	..	..	14th May, 4.20 p.m.	6th June, 9.15 p.m.	22 16 55	493	15	0
Nubian .. ..	..	..	29th May, 4.20 p.m.	21st June, 1.45 a.m.	22 9 25	387	10	0
Danube <i>a</i> .. ..	..	..	11th June, 4.30 p.m.	6th July, 9.40 p.m.	25 5 10	175	0	0
German .. ..	..	..	25th June, 5.10 p.m.	15th July, 5.55 p.m.	20 0 45	743	15	0
American <i>a</i> .. ..	..	..	9th July, 5.0 p.m.	3rd August, 6.30 a.m.	24 13 30	241	13	4
Asiatic .. ..	..	..	24th July, 4.45 p.m.	18th August, 5.30 a.m.	24 12 45	145	16	8
Anglian <i>a</i> .. ..	..	..	6th August, 4.20 p.m.	30th August, 2.0 p.m.	22 21 40	462	10	0
Nyanza .. ..	..	..	20th August, 4.45 p.m.	12th September, 10.45 p.m.	23 6 0	275	0	0
Nubian <i>a</i> .. ..	..	..	3rd September, 4.40 p.m.	26th September, 0.10 p.m.	22 19 30	475	0	0
Durban .. ..	..	..	17th September, 4.40 p.m.	7th October, 9.40 p.m.	20 5 0	718	15	0
German <i>a</i> .. ..	..	..	1st October, 4.40 p.m.	21st October, 6.40 p.m.	20 2 0	37	10	0
American .. ..	..	..	15th October, 4.55 p.m.	7th November, 1.55 p.m.	22 21 0	318	15	0
Asiatic <i>a</i> .. ..	..	..	29th October, 4.50 p.m.	23rd November, 10.50 a.m.	24 18 0	225	0	0
Anglian .. ..	..	..	12th November, 4.55 p.m.	5th December, 7.0 a.m.	22 14 15	356	5	0
Nyanza <i>a</i> .. ..	..	..	26th November, 5.0 p.m.	18th December, Midnight.	22 7 0	625	0	0
Nubian .. ..	..	..	10th December, 4.50 p.m.	1st January, 10.5 a.m.	21 17 45	487	10	0
Durban <i>a</i> .. ..	..	..	24th December, 5.10 p.m.	14th January, 6.40 p.m.	24 1 30	737	10	0

a Calling at St. Helena.

b No premium earned.

c The "Nyanza" arrived off Madeira at 8 p.m. on 13th December, 1878, stress of weather preventing landing of mails, for which a deduction of 11 hours 45 minutes has been made.

APPENDIX C.

STATEMENT showing the dates upon which the Mails dispatched from Dartmouth by the CASTLE PACKET COMPANY'S STEAMERS arrived at Table Bay, and time occupied on each voyage during the Year 1878.

VESSEL.	LEFT DARTMOUTH.		ARRIVED AT TABLE BAY.		DURATION OF VOYAGE.	PREMIUM.		
						£	s.	d.
					d h m			
Dublin Castle	11th January,	0.30 p.m.	3rd February,	9.58 a.m.	22 21 28	312	10	0
Conway Castle	25th January,	1.15 p.m.	14th February,	8.15 p.m.	20 7 0	706	5	0
Edinburgh Castle <i>a</i> ..	8th February,	0.15 p.m.	6th March,	1.50 p.m.	23 1 35	91	13	4
Dunrobin Castle	22nd February,	0.25 p.m.	17th March,	1.25 a.m.	22 13 0	368	15	0
Warwick Castle	8th March,	0.20 p.m.	29th March,	8.0 p.m.	21 7 40	550	0	0
Balmoral Castle	22nd March,	0.15 p.m.	13th April,	0.47 p.m.	22 0 32	448	15	0
Edinburgh Castle <i>a</i> ..	5th April,	0.14 p.m.	30th April,	11.10 a.m.	24 22 56	204	3	4
Conway Castle	19th April,	0.7 p.m.	11th May,	2.5 a.m.	21 13 58	512	10	0
Dublin Castle	3rd May,	0.25 p.m.	26th May,	1.45 p.m.	23 1 20	291	13	4
Taymouth Castle	17th May,	0.21 p.m.	11th June,	0.37 p.m.	25 0 16	95	16	8
Walmer Castle <i>a</i>	31st May,	0.20 p.m.	25th June,	1.0 a.m.	24 12 40	245	16	8
Dunrobin Castle	14th June,	0.15 p.m.	8th July,	0.30 p.m.	24 0 15	195	16	8
Warwick Castle	28th June,	0.20 p.m.	20th July,	7.0 a.m.	21 18 40	481	5	0
Balmoral Castle	12th July,	0.10 p.m.	4th August,	0.30 a.m.	22 12 20	368	15	0
Edinburgh Castle <i>a</i> ..	26th July,	0.15 p.m.	21st August,	9.0 a.m.	25 20 45	112	10	0
Conway Castle	9th August,	0.10 p.m.	30th August,	9.0 a.m.	20 20 0	625	0	0
Dublin Castle	23rd August,	0.50 p.m.	15th September,	11.10 p.m.	23 10 20	254	3	4
Walmer Castle	6th September,	0.20 p.m.	30th September,	9.40 a.m.	23 21 20	212	10	0
Dunrobin Castle <i>a</i> ..	20th September,	0.12 p.m.	12th October,	11.10 p.m.	22 10 58	531	5	0
Warwick Castle	4th October,	0.20 p.m.	25th October,	7.18 p.m.	21 6 58	556	5	0
Balmoral Castle	18th October,	0.20 p.m.	9th November,	9.20 a.m.	21 21 0	468	15	0
Edinburgh Castle ..	1st November,	0.20 p.m.	26th November,	9.35 p.m.	25 9 15	62	10	0
Conway Castle <i>a</i>	15th November,	0.15 p.m.	7th December,	2.43 p.m.	22 2 28	581	5	0
Dublin Castle	29th November,	0.15 p.m.	22nd December,	2.10 p.m.	23 1 55	291	13	4
Dunrobin Castle	13th December,	0.30 p.m.	5th January,	7.45 a.m.	22 19 15	325	0	0
Warwick Castle	27th December,	0.30 p.m.	18th January,	4.25 p.m.	22 3 55	425	0	0

a Calling at St. Helena

APPENDIX D.

STATEMENT showing the dates upon which the Mails dispatched from Plymouth by the UNION STEAM SHIP COMPANY'S STEAMERS arrived at Table Bay, and time occupied on each voyage during the Year 1878.

VESSEL.			LEFT PLYMOUTH.		ARRIVED AT TABLE BAY.	DURATION OF VOYAGE.	PREMIUM.		
							a	b	c
Asiatic <i>a</i>	..	..	4th January,	2.0 p.m.	29th January,	8.5 p.m.	25	6	50
German	..	..	18th January,	2.20 p.m.	8th February,	3.20 p.m.	21	1	0
American	..	..	1st February,	1.40 p.m.	25th February,	3.46 a.m.	23	14	6
Anglian	..	..	15th February,	2.30 p.m.	12th March,	9.0 a.m.	24	18	30
African <i>a</i>	..	..	2nd March,	11.50 a.m.	25th March,	22.10 p.m.	23	10	20
Nyanza	..	..	15th March,	1.45 p.m.	7th April,	2.0 a.m.	22	12	15
Nubian <i>c</i>	..	..	30th March,	6.45 a.m.	22nd April,	4.5 a.m.	22	21	20
Danube	..	..	12th April,	2.0 p.m.	7th May,	Noon	24	22	0
German <i>a</i>	..	..	26th April,	2.0 p.m.	17th May,	11.0 p.m.	20	21	0
American <i>b</i>	..	..	10th May,	2.10 p.m.	6th June,	11.30 a.m.	26	21	20
Asiatic	..	..	24th May,	1.25 p.m.	18th June,	3.30 a.m.	24	14	15
Anglian	..	..	7th June,	2.0 p.m.	1st July,	9.0 p.m.	24	7	0
Nyanza <i>a</i>	..	..	21st June,	1.50 p.m.	15th July,	3.10 a.m.	23	13	20
Nubian	..	..	5th July,	1.45 p.m.	28th July,	7.0 a.m.	22	17	15
Durban	..	..	19th July,	1.50 p.m.	8th August,	3.35 p.m.	20	1	45
German	..	..	2nd August,	2.0 p.m.	22nd August,	Noon	19	22	0
American <i>a</i>	..	..	16th August,	1.25 p.m.	8th September,	5.7 p.m.	23	3	42
Asiatic	..	..	30th August,	2.20 p.m.	24th September,	7.20 a.m.	24	17	10
Anglian	..	..	13th September,	1.50 p.m.	6th October,	9.30 a.m.	22	19	40
Nyanza	..	..	27th September,	2.0 p.m.	20th October,	3.45 a.m.	22	13	45
Nubian <i>a</i>	..	..	11th October,	1.55 p.m.	4th November,	11.30 a.m.	23	21	35
Durban	..	..	25th October,	1.30 p.m.	15th November,	Midnight	21	10	30
German <i>c</i>	..	..	8th November,	9.20 p.m.	29th November,	0.30 p.m.	20	15	10
Pretoria	..	..	22nd November,	4.15 p.m.	12th December,	8.5 p.m.	20	3	50
American <i>a</i>	..	..	6th December,	1.20 p.m.	29th December,	10.15 a.m.	22	20	55
Anglian	..	..	20th December,	4.48 p.m.	13th January,	8.30 p.m.	24	3	42

a Calling at St. Helena.

b No premium earned.

c Claims not yet settled.

APPENDIX E.

DEAD LETTER OFFICE.

STATEMENT of Letters which passed through the Dead Letter Branch, 1872-1878.

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.	Reg.
1872	9,325	97	1,782	35	-	-	770	7	11,877	139
1873	8,210	84	1,423	30	-	-	879	11	10,512	125
1874	5,200	90	1,921	48	-	-	1,043	18	8,164	156
1875	9,442	102	1,919	37	-	-	979	14	12,340	153
1876	6,914	101	2,709	53	1,305	19	1,198	17	12,126	190
1877	9,886	131	3,851	87	1,294	30	1,381	33	16,412	281
1878	8,637	132	3,983	108	3,482	23	1,681	30	17,783	293

APPENDIX F.

STATEMENT showing number of Letters, Papers, and Books, dispatched to United Kingdom, 1867-1878.

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	483,527
1877	313,882	260,561	11,604	586,047
1878	333,672	454,111	10,764	798,547
HOLES	1,906,006	1,495,342	69,622	3,470,970

APPENDIX G.

STATEMENT showing weight of Mails dispatched from General Post Office, Cape Town, 1869-1878.

YEAR.	BY CART.	BY COASTING STEAMER	TOTAL.
	lbs.	lbs.	lbs.
1869	70,929	6,586	77,515
1870	68,778	26,162	94,940
1871	76,603	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	189,066	82,163	271,229
1877	200,624	94,109	294,733
1878	196,590	148,748	345,338
	1,350,065	545,876	1,895,941

APPENDIX H.

STATEMENT showing number of Registered Letters received at and dispatched from General Post Office, 1867-1878.

YEAR.	RECEIVED.			DISPATCHED.		
	Inland.	England and beyond Sea.	Total.	Inland.	England and beyond Sea.	Total.
1867	6,092	1,298	7,390	3,811	1,920	5,731
1871	9,263	2,264	11,527	5,996	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
1878	12,993	9,205	22,198	8,229	9,647	17,876
	94,467	43,869	138,336	50,616	52,997	103,613

APPENDIX I.

STATEMENT of Money Orders issued and paid throughout the Colony during Years
1876-'77 and 1878.

ISSUES.				
	1876.	1877.	1878.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial	55,283 11 6	56,902 16 8	58,682 15 10	170,869 4 0
United Kingdom	26,290 12 4	34,076 2 0	31,975 4 4	92,341 18 8
Natal	270 19 8	325 17 3	407 17 10	1,004 14 9
St. Helena	667 19 1	657 2 1	570 10 11	1,895 12 1
Griqualand	723 9 5	1,012 15 0	793 4 4	2,529 8 9
	83,236 12 0	92,974 13 0	92,429 13 3	268,640 18 3

PAYMENTS.				
	1876.	1877.	1878.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial	54,161 10 0	57,445 16 8	59,488 8 7	171,095 15 3
United Kingdom	2,951 6 3	3,846 0 7	4,416 11 2	11,213 18 0
Natal	321 15 2	581 0 0	840 7 9	1,743 2 11
St. Helena	215 5 2	380 15 7	308 18 7	904 19 4
Griqualand	7,911 15 10	9,076 18 3	11,848 2 9	28,836 16 10
Basutoland	170 15 6	117 1 3	109 13 9	397 10 6
Griqualand East .. .. .	.. . .	106 7 9	250 17 10	357 5 7
	65,732 7 11	71,554 0 1	77,263 0 5	214,549 8 5

APPENDIX J.

RETURN of Post Offices opened during 1878.

Abbotsdale.	Kromme Poort.
Afdank.	Lady Grey Bridge.
Barookraal Station.	Matjesfontein.
Bensonvale.	Mount Coke.
Brakfontein (onder Wagenbooms Berg).	Narissie.
Brandwacht.	Nelson's.
Bridge Town.	Noagas Hoogte.
Cape St. Francis.	Peelton.
Cedarville Drift.	Qumba.
De Kuilen.	Rietfontein.
De Pan.	Rokeby Park.
Döhne Toll Station.	Rondegat.
Driefontein.	Roodewal.
Dwaalberg.	Schietfontein Hotel.
Eerstewater. .	Schilderspan.
Egoso.	The Fountain.
Engcobo.	The Kruis.
Erf No. 17 (Ward Upper and Lower Manzana.)	Toise River.
Gamtoos River Ferry.	Turvey's Post.
Groote Vlei.	Umtentu.
Henley.	Vaalfontein.
Hex River East.	Vogelstruisneck.
Hooge Kraal.	Walwich Bay.
Ibeka.	Wolvefontein.
Imvani.	Zuurfontein.
Kabousie.	Zwart River.
Kareekop.	

APPENDIX K.

RETURN showing the Postal Revenue collected at the following Post Towns, the Year previous to their being connected by Rail with neighbouring Towns, and for the Year subsequent, when in consequence of the increased communication effected by Rail, the rate of Postage on Letters so conveyed was reduced from four pence to one penny the half-ounce.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ceres
East London
King William's Town
Maitland
Paarl	212 5 3	279 6 3	251 18 3	203 7 1	253 4 3	236 12 0	227 3 7	183 8 11
Port Elizabeth
Stellenbosch ..	140 16 8	201 17 9	179 0 4	208 13 2	178 8 0	209 5 9	213 11 4	212 10 8	195 14 6
Tullagh
Uitenhage
Wellington	116 18 10	134 5 3	98 9 11	136 13 6	143 17 6	146 6 6	148 4 8

APPENDIX K.

RETURN showing the Postal Revenue collected at the following Post Towns, the Year previous to their being connected by Rail with neighbouring Towns, and for the Year subsequent, when in consequence of the increased communication effected by Rail, the rate of Postage on Letters so conveyed was reduced from four pence to one penny the half-ounce.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ceres
East London
King William's Town
Malmesbury
Paarl	242 5 3	279 6 3	251 18 3	203 7 1	253 4 3	236 12 0	227 3 7	183 8 11
Port Elizabeth
Stellenbosch	140 16 8	201 17 9	179 0 4	208 13 2	173 8 0	209 5 9	213 11 4	212 10 8	195 14 6
Tulbagh
Uitenhage
Wellington	116 18 10	134 5 2	98 9 11	136 13 6	143 17 6	146 6 0	148 4 8

APPENDIX K.—(continued.)

Return showing the Postal Revenue collected at the following Post Towns, the Year previous to their being connected by Rail with neighbouring Towns, and for the Years subsequent, when in consequence of the increased communication effected by Rail, the rate of Postage on Letters so conveyed was reduced from four pence to one penny the half-ounce.

	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.
Caree	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 247 11 6	£ s. d. 291 11 0	£ s. d. 214 19 5	£ s. d. 212 10 5	£ s. d. 197 4 0
East London	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 447 2 1	£ s. d. 628 4 11½	£ s. d. 608 5 4½
King William's Town	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 8,166 14 5	£ s. d. 8,516 7 11	£ s. d. 8,791 12 9
Malmesbury	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 279 2 7	£ s. d. 225 13 8
Paarl	£ s. d. 188 19 6	£ s. d. 239 14 0	£ s. d. 248 7 2	£ s. d. 247 19 7	£ s. d. 297 4 6	£ s. d. 347 4 4	£ s. d. 367 1 5	£ s. d. 522 9 3	£ s. d. 613 3 8
Port Elizabeth	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 8,001 1 8	£ s. d. 8,968 17 7	£ s. d. 9,127 9 2	£ s. d. 9,241 10 6	£ s. d. 9,914 5 9
Stellenbosch	£ s. d. 198 18 6	£ s. d. 202 19 0	£ s. d. 247 3 0	£ s. d. 202 9 0	£ s. d. 168 12 8	£ s. d. 226 13 4	£ s. d. 356 18 4	£ s. d. 375 1 0	£ s. d. 435 10 0
Tulbagh	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 176 13 0	£ s. d. 165 17 6	£ s. d. 117 9 0	£ s. d. 152 1 4	£ s. d. 149 19 0
Uitenhage.. ..	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d. 597 13 11	£ s. d. 709 1 7	£ s. d. 760 3 7	£ s. d. 856 0 7	£ s. d. 852 19 2
Wellington	£ s. d. 162 1 0	£ s. d. 172 4 3	£ s. d. 196 7 8	£ s. d. 217 10 11	£ s. d. 279 2 11	£ s. d. 272 6 6	£ s. d. 246 1 11	£ s. d. 249 15 10	£ s. d. 282 15 5