

CAPE OF GOOD HOPE.

REPORT

OF THE

POSTMASTER-GENERAL

FOR THE YEAR 1879.

Presented to both Houses of Parliament by command of His Excellency the Governor.
1880.

CAPE TOWN :

SAUL SOLOMON & CO., STEAM PRINTING OFFICE, ST. GEORGE'S-STREET.

1880.

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General Post Office,
Cape Town, 31 March, 1880.

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 1879.

G. W. AITCHISON, Postmaster-General.

REPORT.

During the year the number of post offices has been increased by 47, making the total number in the Colony 588.

The chief improvements in the Postal Service have been effected in connection with the opening of extensions of the railway lines. As these are pushed on, they form the base upon which the postal lines are worked, the railway stations being the centres from which post and passenger carts diverge, affording facilities for communication which without the assistance of the railway it would be impossible to have.

By the extension of the East London line to Cathcart, the distance to Queen's Town has been so diminished, and the passenger traffic so developed, that carts now ply daily between those places, and daily postal communication has thus been afforded between Queen's Town, the stations on the East London line of railway, and by means of the daily cart between King William's Town and Graham's Town, also with Port Elizabeth and the towns connected with it by rail.

By the opening of the line to Graaff-Reinet, not only has that town been brought into frequent communication with all the towns on and along the Midland and North-Eastern Railway, but great improvement has been effected in corresponding with places served through it and their seaport Port Elizabeth; and Kenhardt, Carnarvon, and Victoria West now enjoy the advantages which I had anticipated in my last report they would derive when the train reached Graaff-Reinet.

In addition to the ordinary post carts between Graham's Town and King William's Town passenger carts also run, and these have been utilised for the conveyance of mails. With the extension of the railways, a system

of passenger carts is being established, which it is found advantageous to the public interests to patronize, not only as providing more frequent opportunities of correspondence but the most economical mode of conveyance. The amount expended under this head of service has been £255 or £34 in excess of that of the previous year. The charge for the service is regulated by the weight of mail matter carried, the expenditure incurred is therefore in proportion to the work done, and the larger the service rendered in this way the greater is the return of revenue arising from it.

By the extension of the railway line to Beaufort West a very considerable improvement has been effected in the communication with the Diamond-fields. All the three posts now travel by rail through the Karroo to Beaufort West, instead of, as heretofore, one of them having to be carried *via* Mossel Bay and Oudtshoorn, a detour requiring three days of post work, which by the present route is accomplished in 26 hours.

By this change communication between the North Eastern Divisions of the Colony and the Fields and England has been very much accelerated, while Colonial correspondents have now ample time for reply, the post coming in one day and leaving again the next.

The expeditious conveyance to Beaufort West afforded by rail allows of two additional mails in the week being sent to Port Elizabeth, Uitenhage and Graham's Town, opportunities availed of whenever there are no coasting packets leaving, the increase in the number of which frequently render it unnecessary to burden the overland mail with those additional packets.

With the rail open to Beaufort West it is now practicable to send additional mails from Cape Town to the post offices lying between Beaufort West and Oudtshoorn, one mail being sent *via* Oudtshoorn, and the other on a subsequent post day to Beaufort West, which it reaches in time for the return post to Oudtshoorn.

Post carts, which answer the purpose of passenger carts, have, since the opening of the line to Beaufort West, been established between the stations Matjesfontein, Prince Albert Road, and Fraserburg Road, and the villages lying off from those stations, viz., Sutherland, Prince Albert and Fraserburg, and in each case by the change of route in the conveyance of these mails a very marked improvement has resulted, while a saving in the cost of transport has been effected.

An alteration in the railway time-table had led to the remedy of a serious defect in postal communication with Piquetberg, Clauwilliam, and Calvinia, and by a re-arrangement of the posts additional accommodation has been afforded in the Cape and Malmesbury Divisions.

Increased communication between King William's Town and Komgha has been provided by means of the passenger cart.

A post has also been established between Queen's Town and Tsomo, connected with the posts to and from Butterworth, by which means intercommunication with the Transkei, Tembuland, and Queen's Town is kept up and the trade in that direction fostered.

The despatch of the Eastern Frontier mails from Cape Town has been re-arranged, with a view to effect their arrival at Port Elizabeth in time for transmission by the ordinary night trains, and so avoid the heavy cost for special engines. The alteration only came into operation on the 27th September last, and the necessity for it will be seen from the fact that the expenditure on special engines amounted to £3,086 15s. for the year.

From the annexed statements of statistics it will be seen that the work of the department continues to increase year by year.

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

Number of Letters...	...	...	...	1,124,953
Ditto Papers ...	...	...	...	1,843,095
Ditto Books ...	...	...	...	147,762

Or an increase in the number of articles conveyed over that of last year of 521,458.

The weight of mails despatched was :—

By Coasting Steamers	...	...	157,285 lbs.
By Post Carts to Eastern Frontier	...	...	122,174 „
By Post Carts to North-Eastern Frontier	...	...	82,157 „

Shewing an excess in weight of mail carried coastwise over last year of 8,537 lbs., and of 9,912 lbs. by the North-Eastern post carts, and a diminution of 1,971 lbs. by the Eastern Frontier cart.

The increase in weight on the North-Eastern line is to be attributed to the fact that the mails for those parts no longer travel partially upon the Eastern Frontier line, now that the rail is open to Beaufort West. The weight of mail is therefore given to the line to which it properly belongs. The decrease on the Eastern line also arises from the fact that the coasters taking mails have increased considerably.

The mails despatched to England consisted of—

Letters	...	...	...	...	399,542
Papers	...	...	...	...	341,523
Books...	...	...	...	...	11,789

An increase in the number transmitted in the previous year of 65,870 letters and 1,025 books, but a decrease in the number of newspapers by 12,588.

REGISTERED LETTERS.

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

Received from and <i>via</i> England	...	...	14,702
Do. from other places beyond sea	...	...	106
Do. from inland towns	...	...	16,773
Despatched to and <i>via</i> England	...	...	11,324
Do. to other places beyond sea	...	...	80
Do. to inland towns	...	...	9,675
Total	...	...	52,660

Or 12,586 more than were transmitted during the previous year.

The letters containing coin and other valuables omitted to be registered by the senders, and which were compulsorily registered by officers of the department, amounted in number to 261, of which thirty-seven were addressed to England, and two hundred and twenty-four were for and from inland towns.

The record of the weight of registered packets supposed to contain diamonds shows a continued increase in the export, the amount entered as sent during the year is 1,174 lbs. 4oz., or 24 lbs. 7oz. in excess of the previous year, which was in excess by 300 lbs. in weight of any former year.

The amount received in customs duty on articles of jewellery and other valuables received through the post amounted to £227 10s. 4d.

DEAD LETTERS.

The unclaimed colonial letters returned to the writers numbered 9,580 ordinary and 167 registered, yielding a postage of £105 15s. 9d.

The unclaimed letters returned to London amounted to 4,366 ordinary and 157 registered, and those returned to foreign countries and British colonies amounted to 1,936 ordinary and 48 registered. The unclaimed letters returned from England to this Colony amounted to 1,766 ordinary and 32 registered.

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

	£	s.	d.
Drafts	179	16	6
Cheques	1,899	16	11
Promissory notes	261	12	6
Bank notes	140	0	0
Gold coin	12	10	0
Money orders	58	10	0
Postage stamps	1	5	8
Total	2,553	11	7

REVENUE AND EXPENDITURE.

The expenditure has been as follows :—

	£	s.	d.
Salaries	17,468	7	0
Allowances	1,914	12	2
Contingencies	2,745	11	1
Transport	117	8	7
Conveyance of inland mails	55,301	19	7
Of extra posts and expresses	3,391	6	6
Of mails by railway	2,141	11	8
Of mails by special engines	3,086	15	0
Of mails by Passenger Cart	255	15	6
Of mails by packets coastwise	1,700	0	0
Of divisional and field-cornets Posts	9,151	14	4
Landing and shipping mails	582	4	3
Gratuity paid to masters of vessels	21	13	1
Supply and repair of mail bags, oilcloth, &c.	592	11	3
			£98,471 11 0

Ocean Service.

Postage paid to packet companies on mails sent from the Colony	14,133	19	4
Postage remitted to General Post Office London, on continental and foreign letters sent <i>via</i> England	1,472	13	10
Premium paid to packet companies for speed on voyages to and from England	50,110	8	4
			£65,717 1 6

Total expenditure **£164,188 12 6**

Revenue.

	£	s.	d.
Postage collected during 1879	74,729	17	6
Postage due by Griqualand West up to 31st December, 1879	1,360	7	7
Fines imposed upon post contractors	1,874	10	0
Premium on money orders	1,557	19	8
Total revenue	£79,522	14	9

In 1877, owing to causes alluded to in previous reports, the expenditure for the inland service rose to its highest extent. I anticipated a con-

siderable reduction in this, as the extraordinary causes which led to it ceased to operate, and I append a statement showing that my expectations have in a great measure been realised. The statement also shows the nett inland postal revenue, the ocean postage revenue, the subsidies of postage paid by the Colonial and Imperial Governments to the packet companies, with the premiums for speed paid by the Colonial Government during the last three years :—

	1877.			1878.			1879.		
	£	s.	d.	£	s.	d.	£	s.	d.
Inland expenditure ...	108,364	12	3	100,161	7	4	98,471	11	0
Inland postal revenue ...	47,937	3	2	57,407	6	11	63,916	3	7
Postage collected on continental letters sent <i>via</i> England and remitted to General Post Office London ...	1,193	8	9	1,243	18	10	1,472	13	10
Postage paid to packet companies on mails sent from the Colony	11,177	19	7	12,662	9	2	14,133	19	4
Postage paid to packet companies by Imperial Government on mail matter sent from England	21,232	8	6	21,294	4	11	26,235	4	2
Premium for speed on voyages to and from England ...	30,485	8	4	38,252	1	8	50,110	8	4

From this statement it will be seen that in the two last years the yearly expenditure for the inland service has been diminished by £9,893 1s. 3d. while the yearly nett revenue has increased during the same period by £15,949 0s. 5d. In spite of this very manifest improvement in the financial position of the department, a difference between the expenditure and revenue of £34,554 7s. 5d. is still shown. As a set off against this, there is the service rendered to the Government in the conveyance of *Gazettes*, the cost of which at one penny each (the ordinary rate upon newspapers) for last year would be £595 16s. 8d., the free carriage of official correspondence, estimated at £30,000 per annum, and the cost of field-cornets' posts, which, although charged against this department, should properly be borne either by the judicial or fiscal departments of the Colony.

If allowance be made under these several heads, it will be found that the disparity between the expenditure and revenue for the inland postal service is not very large, and will soon cease altogether if the revenue continues to increase in the ratio it lately has.

The ocean postage collected here has increased in the two years by £2,955 19s. 9d., and the payments made to the packet companies for the ocean service from £62,895 16s. 5d. to £90,479 11s. 10d.

The premiums for speed for the year amount to £50,110 8s. 4d. As the packets would now appear to have attained the speed beyond which it is unremunerative to the companies to push them, it may be anticipated that the payments for the future will not be far, if at all, in excess of this amount.

During last session an Act was passed abolishing the penny rate (which obtained between places with which there was communication not less than twice a day), abolishing the fourpenny inland rate, and substituting a uniform inland rate of threepence the half-ounce. The advantages of uniformity of rate are too manifest to require mention, and the only objection to the Act was the provision in it increasing the penny to a three-penny rate. The Act came into operation from the 1st of November last, and the data obtainable as to its working are scarcely sufficient to found any reliable judgment upon its effect.

The postage collections throughout the Colony for the ten months of 1879, previous to the operation of the Act, amounted to £62,392 giving a monthly average of £6,239. The collections for the two remaining months amounted to £12,337, or a monthly average of £6,168.

The averages of the postage collections at the seats of magistracies, where the change effected by the provisions of the Act was the reduction from fourpence to threepence the half-ounce, were as follows :—

Average for the ten months at fourpence	...	...	£2,184 per mensem
" " two " threepence	...	...	2,015 "

While the average collections at the seats of magistracies, where the rate on certain correspondence had been reduced from fourpence to threepence, and on other correspondence increased from one penny to threepence the half-ounce was, under the mixed rate, £3,263 per mensem, and under the uniform threepenny rate, £3,531 per mensem.

The reduction of the rate from fourpence to threepence has not told detrimentally upon the postal revenue, although the offices to which it more particularly applied have had no additional means of communication afforded them, or more frequent opportunity of correspondence to make up for the difference in rate. The result must therefore be attributable to the normal increase going on from year to year, and to the inducement the lower rate has held out to some for increased correspondence.

The change in the rate from onepenny to threepence has given rise to much dissatisfaction in the more populous villages along the railway lines, where a large social correspondence had sprung up. It will be seen that although the average monthly collection on these lines is higher than under the increased charge, the increase is not in proportion to the enhanced rate of postage. This arises from the fact that the higher rate is evaded by a large bulk of such correspondence being carried by private hand from village to village or village to town, and dropped at the office through which it is to be delivered, when it passes at the lower rate of postage. But although the object of cheap postage is thus attained, it can only be effected at great inconvenience, which naturally gives rise to considerable irritation.

Much of the correspondence in the more populous parts is of that nature that postal cards would be available for it, but as the circulation of these is confined to those places which the penny post reaches, they afford the public no advantage, and are therefore practically useless. I would therefore again venture to recommend to the Government the expediency of these being brought into use generally throughout the Colony.

Application has again been made for this Colony to join the Postal Union. This can only be done by consenting to reduce the ocean rate of postage to the uniform charge of 2½d. the half-ounce, but as this Colony is bound under contract with the packet companies to pay them sixpence the half-ounce, the difference would have to be borne out of the general revenue of the Colony, which is already burdened with a heavy expenditure for the ocean service. Besides, Great Britain being a member of the Postal Union this Colony participates in all the advantages to be enjoyed from entering it, the chief of which as regards this country is the cheaper rate of postage on correspondence to and from the continent and other countries in the Postal Union having to pass to and from this Colony *via* England. Under these circumstances I have deemed it inexpedient for the Colony to become a member of the Union.

APPENDIX A.

STATEMENT shewing Dates on which the Mails dispatched from Table Bay by the UNION COMPANY'S STEAMERS arrived at Plymouth, and Time occupied during each Voyage during the Year 1879.

VESSEL.	LEFT TABLE BAY.		ARRIVED AT PLYMOUTH.		DURATION OF VOYAGE.			PREMIUM EARNED.		
	Date.	Hour.	Date.	Hour.	d	h	m	£	s.	d.
German <i>b</i> ...	9th January,	3.10 a.m.	29th January,	6.20 a.m.	20	3	10	725	0	0
Pretoria <i>a</i> ...	21st January,	5.7 p.m.	10th February,	6.5 p.m.	20	0	58	893	15	0
American ...	4th February,	4.50 p.m.	28th February,	9.40 a.m.	23	16	50	229	3	4
Anglian <i>a</i> ...	18th February,	5 p.m.	14th March,	4 p.m.	23	23	0	306	5	0
Nyanza <i>b</i> ...	5th March,	9.30 a.m.	27th March,	6 p.m.	22	8	30	393	15	0
Nubian <i>a</i> ...	18th March,	5.15 p.m.	11th April,	11.40 a.m.	23	18	25	331	5	0
Durban ...	1st April,	7.35 p.m.	20th April,	6 p.m.	18	22	25	906	5	0
German <i>a</i> ...	15th April,	6.30 p.m.	6th May,	9.30 a.m.	20	15	0	806	5	0
Pretoria <i>c</i> ...	29th April,	8.25 p.m.	20th May,	9.10 p.m.	21	0	45	593	15	0
American <i>ab</i> ...	14th May,	7.15 a.m.	5th June,	8.15 p.m.	22	13	0	518	15	0
Teuton ...	27th May,	6.30 p.m.	19th June,	6.15 a.m.	22	11	45	375	0	0
Nyanza <i>a</i> ...	10th June,	5 p.m.	2nd July,	9 p.m.	22	4	0	575	0	0
Durban ...	24th June,	5.15 p.m.	14th July,	1.15 a.m.	19	8	0	850	0	0
Nubian <i>a</i> ...	8th July,	5.38 p.m.	1st August,	6.45 a.m.	23	13	7	362	10	0
Arab ...	22nd July,	5.35 p.m.	11th August,	0.32 p.m.	19	18	57	781	5	0
German <i>a</i> ...	5th August,	5 p.m.	26th August,	3 a.m.	20	10	0	837	10	0
Pretoria ...	19th August,	5 p.m.	7th September,	6.14 a.m.	18	13	14	962	10	0
Teuton <i>a</i> ...	2nd September,	5.15 p.m.	26th September,	6.7 p.m.	24	0	52	295	16	8
Danube ...	16th September,	5 p.m.	9th October,	1 a.m.	22	8	0	400	0	0
Durban <i>a</i> ...	30th September,	4.30 p.m.	20th October,	11.30 p.m.	20	7	0	856	5	0
Nubian ...	14th October,	5.45 p.m.	6th November,	11.5 p.m.	23	5	20	275	0	0
Arab <i>a</i> ...	28th October,	5.8 p.m.	17th November,	7 a.m.	19	13	52	962	10	0
German ...	11th November,	5 p.m.	1st December,	9 a.m.	19	16	0	800	0	0
American <i>a</i> ...	25th November,	5.50 p.m.	18th December,	1.40 a.m.	22	7	50	550	0	0
Pretoria ...	9th December,	4.38 p.m.	28th December,	0.30 p.m.	18	19	52	925	0	0
Teuton <i>a</i> ...	23rd December,	4.50 p.m.	14th January,	4.15 p.m.	21	23	25	600	0	0

a Via St. Helena.

b Detained in Dock by S.E. Gale.

c Pretoria arrived off Plymouth at 9.10 p.m. on 20th May, but was prevented from landing Mail till 4.45 a.m., 21st May, 1879, by Fog.

APPENDIX B.

STATEMENT shewing Dates on which the Mails despatched from Table Bay by the CASTLE PACKET COMPANY'S STEAMERS arrived at Plymouth, and Time occupied during each Voyage during the Year 1879.

VESSELS.	LEFT TABLE BAY.		ARRIVED AT PLYMOUTH.		DURATION OF VOYAGE.			PREMIUM EARNED.		
	Date.	Hour.	Date.	Hour.	d	h	m	£	s.	d.
Dublin Castle ...	14th January,	5.5 p.m.	5th February,	9 p.m.	22	3	55	425	0	0
Dunrobin Castle <i>a b</i>	27th January,	7.35 p.m.	20th February,	7.40 a.m.	23	12	5	245	16	8
Warwick Castle ...	11th February,	5.25 p.m.	4th March,	Midnight	21	6	35	556	5	0
Balmoral Castle <i>a</i> ...	25th February,	5 p.m.	20th March,	8 p.m.	23	3	0	431	5	0
Taymouth Castle ...	11th March,	5.5 p.m.	3rd April,	9.55 p.m.	23	4	50	279	3	4
Conway Castle <i>a</i> ...	25th March,	5.10 p.m.	17th April,	5.30 p.m.	23	0	20	443	15	0
Dublin Castle <i>b</i> ...	7th April,	9.17 p.m.	1st May,	9.25 a.m.	23	12	8	245	16	8
Dunrobin Castle <i>a</i> ...	22nd April,	6.10 p.m.	15th May,	4.45 a.m.	22	10	35	531	5	0
Walmer Castle ...	6th May,	8.25 p.m.	30th May,	2.40 p.m.	23	18	15	220	16	8
Warwick Castle <i>a</i> ...	20th May,	6.30 p.m.	12th June,	0.25 a.m.	22	5	55	562	10	0
Balmoral Castle ...	3rd June,	8.30 p.m.	24th June,	1.55 a.m.	20	5	25	712	10	0
Taymouth Castle <i>a</i>	17th June,	4.55 p.m.	11th July,	9.30 p.m.	24	4	35	279	3	4
Conway Castle ...	1st July,	5.8 p.m.	22nd July,	2.55 a.m.	20	9	47	687	10	0
Edinburgh Castle <i>a</i>	15th July,	5.15 p.m.	8th August,	3 a.m.	23	9	45	387	10	0
Dublin Castle ...	29th July,	5.15 p.m.	19th August,	8.10 p.m.	21	2	55	581	5	0
Dunrobin Castle <i>a</i> ...	12th August,	5.10 p.m.	3rd September,	10.45 p.m.	22	35	5	562	10	0
Walmer Castle ...	26th August,	5.15 p.m.	18th September,	2.45 a.m.	22	9	30	387	10	0
Warwick Castle <i>a</i> ...	9th September,	5 p.m.	30th September,	5 p.m.	21	0	0	750	0	0
Balmoral Castle ...	23rd September,	5.15 p.m.	14th October,	2 p.m.	20	20	45	618	15	0
Conway Castle <i>a</i> ...	7th October,	5 p.m.	28th October,	11.52 a.m.	20	18	52	781	5	0
Edinburgh Castle ...	24th October,	4.45 p.m.	14th November,	4.25 a.m.	23	12	0	250	0	0
Dublin Castle <i>a</i> ...	4th November,	5.15 p.m.	29th November,	9.30 a.m.	24	16	15	229	3	4
Dunrobin Castle ...	18th November,	5.25 p.m.	10th December,	5.15 p.m.	21	23	50	450	0	0
Walmer Castle <i>a</i> ...	2nd December,	5.25 p.m.	27th December,	2 a.m.	24	8	35	262	10	0
Warwick Castle ...	16th December,	4.45 p.m.	7th January,	1.45 a.m.	21	9	0	543	15	0
Balmoral Castle <i>a</i> ...	...		...		...			...

a Via St. Helena

b The departure of these Steamers was accelerated for the purpose of conveying urgent Despatches.

APPENDIX C.

STATEMENT shewing Dates on which the Mails dispatched from Plymouth by the UNION COMPANY'S STEAMERS arrived at Table Bay, and Time occupied during each Voyage during the Year 1879.

VESSEL.	LEFT PLYMOUTH.		ARRIVED AT TABLE BAY.		DURATION OF VOYAGE.			PREMIUM EARNED.		
	Day.	Hour.	Day.	Hour.	d	h	m	£	s.	d.
Nyanza	3rd January,	2.30 p.m.	28th January,	8.30 a.m.	24	18	0	125	0	0
Nubian	17th January,	3.10 p.m.	10th February,	7 p.m.	24	3	50	83	6	8
Durban <i>a b</i>	31st January,	4.30 p.m.	6th March,	2.30 a.m.	33	10	0	...	.	.
German	14th February,	2.15 p.m.	7th March,	1 a.m.	20	10	45	681	5	0
Danube <i>c</i>	28th February,	2.55 p.m.	26th March,	8.50 a.m.	25	18	50	...	.	.
American	14th March,	2.55 p.m.	6th April,	10.50 a.m.	22	19	55	325	0	0
Tenton <i>a</i>	28th March,	2.30 p.m.	23rd April,	7.30 a.m.	25	17	0	129	3	4
Nyanza	11th April,	3.30 p.m.	4th May,	9.15 a.m.	22	17	45	337	10	0
Anglian	25th April,	2.20 p.m.	19th May,	6.15 a.m.	23	15	55	233	6	8
Durban	9th May,	2 p.m.	29th May,	Noon	19	19	30	775	0	0
Arab <i>a</i>	23rd May,	2.30 p.m.	14th June,	7.10 a.m.	21	16	40	643	15	0
German	6th June,	1.45 p.m.	26th June,	5.30 p.m.	20	3	45	725	0	0
Pretoria	20th June,	2.25 p.m.	10th July,	9.45 a.m.	19	19	15	775	0	0
Tenton	4th July,	2 p.m.	29th July,	3.37 p.m.	24	22	37	104	3	4
Danube <i>a</i>	18th July,	2.10 p.m.	11th August,	1.40 p.m.	23	23	30	300	0	0
Durban	1st August,	2 p.m.	21st August,	0.20 p.m.	19	22	20	756	5	0
Nubian	15th August,	1.50 p.m.	7th September,	2.10 p.m.	23	0	20	295	16	8
Arab	29th August,	2.30 p.m.	18th September,	10 a.m.	19	19	30	775	0	0
German <i>a</i>	12th September,	2 p.m.	2nd October,	9.40 p.m.	20	7	10	850	0	0
American	26th September,	1.40 p.m.	18th October,	11.10 a.m.	21	21	30	462	10	0
Pretoria	10th October,	2.28 p.m.	29th October,	7.16 a.m.	18	16	48	943	15	0
Tenton	24th October,	2.15 p.m.	15th November,	11.30 p.m.	22	9	15	387	10	0
Durban <i>a</i>	7th November,	1.55 p.m.	28th November,	6.40 a.m.	20	16	45	793	15	0
Nubian	21st November,	4.30 p.m.	17th December,	3.30 a.m.	24	13	20	141	13	4
Arab	5th December,	3 p.m.	27th December,	2.30 a.m.	21	11	30	525	0	0
German	19th December,	2 p.m.	9th January,	6 p.m.	21	4	0	575	0	0

APPENDIX D.

STATEMENT shewing Dates on which the Mails dispatched from Plymouth by the CASTLE PACKET COMPANY'S STEAMERS arrived at Table Bay, and Time occupied during each Voyage during the Year 1879.

VESSEL.	LEFT PLYMOUTH.		ARRIVED AT TABLE BAY.		DURATION OF VOYAGE.			PREMIUM EARNED.		
	Day.	Hour.	Day.	Hour.	d	h	m	£	s.	d.
Balmoral Castle <i>a</i> ...	10th January,	0.35 p.m.	2nd February,	5.15 a.m.	22	16	40	493	15	0
Taymouth Castle ...	24th January,	0.12 p.m.	18th February,	7.57 a.m.	24	19	45	116	13	4
Conway Castle ...	7th February,	0.20 p.m.	4th March,	4.40 p.m.	25	4	10	79	3	4
Dublin Castle ...	21st February,	1.50 p.m.	15th March,	2.25 p.m.	22	0	35	443	15	0
Dunrobin Castle <i>a</i> ...	7th March,	0.35 p.m.	31st March,	9.15 a.m.	23	20	40	318	15	0
Walmer Castle ...	21st March,	0.20 p.m.	13th April,	6.45 p.m.	23	6	25	270	16	8
Warwick Castle ...	4th April,	0.30 p.m.	26th April,	1 p.m.	22	0	30	443	15	0
Balmoral Castle ...	18th April,	0.5 p.m.	10th May,	10.40 a.m.	21	22	35	456	5	0
Taymouth Castle <i>a</i>	2nd May,	0.16 p.m.	25th May,	6 p.m.	23	5	44	412	10	0
Conway Castle ...	16th May,	Noon	6th June,	10.20 a.m.	20	20	48	612	10	0
Edinburgh Castle ...	30th May,	0.10 p.m.	23rd June,	7.30 p.m.	24	7	30	166	13	4
Dublin Castle ...	13th June,	0.10 p.m.	6th July,	11.15 a.m.	22	23	5	300	0	0
Dunrobin Castle <i>a</i> ...	27th June,	0.15 p.m.	21st July,	0.55 p.m.	24	0	40	295	16	8
Walmer Castle ...	11th July,	0.15 p.m.	5th August,	3 p.m.	25	2	45	87	10	0
Warwick Castle ...	25th July,	0.30 p.m.	16th August,	0.25 p.m.	21	11	45	525	0	0
Balmoral Castle ...	8th August,	0.25 p.m.	31st August,	0.10 p.m.	22	23	45	300	0	0
Conway Castle <i>a</i> ...	22nd August,	0.21 p.m.	14th September,	9.35 a.m.	22	21	14	462	10	0
Edinburgh Castle ...	5th September,	0.25 p.m.	29th September,	6 p.m.	24	5	35	175	0	0
Dublin Castle ...	19th September,	0.10 p.m.	11th October,	11.18 a.m.	21	23	8	450	0	0
Dunrobin Castle ...	3rd October,	0.20 p.m.	26th October,	8.10 a.m.	22	19	50	325	0	0
Walmer Castle <i>a</i> ...	17th October,	0.30 p.m.	10th November,	7.40 a.m.	23	19	10	325	0	0
Warwick Castle ...	31st October,	0.35 p.m.	21st November,	10.15 a.m.	20	21	40	612	10	0
Balmoral Castle ...	14th November,	Noon	6th December,	11.15 a.m.	21	23	15	450	0	0
Conway Castle ...	28th November,	0.40 p.m.	19th December,	10.54 a.m.	20	22	14	606	5	0
Edinburgh Castle <i>a</i>	12th December,	0.25 p.m.	6th January,	1.45 a.m.	24	13	20	241	13	4
Dublin Castle ...	26th December,	0.5 p.m.	18th January,	4.17 a.m.	22	16	12	343	15	0

a Via St. Helena.

APPENDIX E.

STATEMENT of Number of Registered Letters received at and dispatched from General Post Office, 1867--1869.

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
1879	16,773	14,808	31,581	9,675	11,404	21,079
	111,240	58,677	169,917	60,291	64,401	124,692

APPENDIX F.

STATEMENT shewing Weight of Mails dispatched from General Post Office, Cape Town 1869--1879.

YEAR.	BY CART.	BY COASTING STEAMER.	TOTAL.
1869	70,929	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	189,066	82,163	271,229
1877	200,624	94,109	294,733
1878	196,590	148,748	345,338
1879	204,331	157,285	361,616
	1,554,396	703,161	2,257,557

APPENDIX G.

STATEMENT shewing Number of Letters, Papers, and Books dispatched to United Kingdom, 1869--1879.

YEAR.	LETTERS.	PAPERS.	BOOKS.	TOTAL.
1869	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	354,111	10,764	698,547
1879	399,542	341,523	11,789	752,854

APPENDIX H.

DEAD LETTER OFFICE.

STATEMENT of Letters which passed through Dead Letter Office, 1869--1879.

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	139
1873	8,210	84	1,423	30	—	—	879	11	10,512	125
1874	5,260	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	198	5,482	23	1,681	30	17,783	231
1879	9,580	167	4,366	157	1,936	48	1,766	32	17,648	404

APPENDIX I.

STATEMENT of Money Orders issued and paid, 1876, 1877, 1878, and 1879.

ISSUES.					
	1876.	1877.	1878.	1879.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial	55,283 11 6	53,902 16 8	58,682 15 10	57,914 10 3	228,783 14 3
United Kingdom ...	26,290 12 4	34,076 2 0	31,975 4 4	40,056 15 1	132,398 13 9
Natal	270 19 8	325 17 3	407 17 10	616 12 7	1,621 7 4
St. Helena	667 19 1	657 2 1	570 10 11	642 15 5	2,538 7 6
Griqualand	723 9 5	1,012 15 0	793 4 4	874 19 6	3,404 8 3
	82,236 12 0	92,974 13 0	92,429 13 3	100,105 12 10	368,746 11 1

PAYMENTS.					
	1876.	1877.	1878.	1879.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial	54,161 10 0	57,445 16 8	59,488 8 7	58,006 18 5	229,102 13 8
United Kingdom ...	2,951 6 3	3,846 0 7	4,416 11 2	4,241 1 5	15,454 19 5
Natal	321 15 2	581 0 0	840 7 9	1,955 13 10	2,698 16 9
St. Helena	215 5 2	380 15 7	308 18 7	248 15 3	1,153 14 7
Griqualand	7,911 15 10	9,076 18 3	11,848 2 9	14,970 0 2	43,806 17 0
Basutoland	170 15 6	117 1 3	109 13 9	202 0 3	599 10 9
Griqualand East ...	... .	106 7 9	250 17 10	184 10 5	541 16 0
	65,732 7 11	71,554 0 1	77,263 0 5	79,808 19 9	294,358 8 2

APPENDIX K.

RETURN of Post Offices Opened during 1879.

NAME OF OFFICE.	DIVISION.	REMARKS.
Aberdeen Road	Graaff-Reinet ...	Situate on the Midland Line of Railway.
Adendorp	Do. ...	Situate three miles from Graaff-Reinet on the Midland Line of Railway.
Atherstone	Albany	Situate on the North-Eastern Line of Railway between Alicedale and Graham's Town.
Barrydale	Swellendam ...	Situate at North End of Southey's Pass, and served by Field-cornet's Post.
Belvidere	Knysna	Situate on the main road between George and Knysna.
Biesjies Kuil	Victoria West ...	Situate in Ward Pramberg, on the main road to Prieska, about 2½ hours from Victoria West and 2½ from Riebokfontein.
Broadford	Wodehouse ...	Served by Divisional Post from Barkly.
Coffee Laagte	Uitenhage ...	Served by Field-cornet's Post from Jansenville.
Commadagga	Somerset East ...	Situate on the North-Eastern Line of Railway between Alicedale and Cookhuis.
Cuyler Manor	Uitenhage ...	Situate on the Midland Line of Railway, three miles from Uitenhage.
Doornbosch	Clanwilliam ...	Situate on main line from Clanwilliam to Calvinia.
East London Railway Station	East London	
East London Landing Place...	Do.	
Elands Drift	Cradoek	Situate in Ward Tarka, about forty-seven miles from Cradoek, on the road to the Great Winterberg.
Elandsfontein... ..	Calvinia	Situate in the Roggeveld, served by Divisional Post from Calvinia.
Endambeni	Griqualand East...	Situate between Mount Frere and Kokstad.
Exwell	Queen's Town ...	Situate about eight miles from Catheart, on the main road to Queen's Town, and about the same distance from Tylden.
Farm 83	East London ...	Served by Divisional Post from East London.
Fraserburg Road Station ...	Prince Albert ...	Station on Beaufort West Railway, from which mails branch off to Fraserburg.
Graskraal	Fraserburg ...	Served <i>via</i> Amandelboom.
Greystone	Uitenhage	
Greyton	Caledon	
Herculesfontein	Piquetberg ...	Served by Divisional Post.
Hertzog	Stockenström ...	Served by Divisional Post.

APPENDIX K.

RETURN of Post Offices Opened during 1879—*continued.*

NAME OF OFFICE.	DIVISION.	REMARKS.
Heuvelkraal	Uitenhage ...	Situate in Baviaan's Kloof, and served by Post running between Barookraal and Willowmore.
Kardemoer	Calvinia	Situate on line of road between Calvinia and Clanwilliam.
Klipplaat	Uitenhage ...	Situate eleven miles from Mount Stewart on North-Eastern Line.
Lesseyton Drift Hotel ...	Queen's Town ...	Situate seven miles from Queen's Town on the road to Tarkastad.
Little Brak River	Mossel Bay ...	Substituted for Post Office at Vaal Vley, abolished on Main Eastern Postal Line.
Middel River	Swellendam ...	Situate on line of road between Swellendam and Robertson, served by Divisional Post.
Middleton	Cradock	Situate on Postal Line between Cradock and Burghersdorp, 2½ hours from Maraisburg and 2½ hours from Steynsburg.
Oatlands	Uitenhage ...	Situate twenty miles from Mount Stewart on North-Eastern Line.
Petrusville	Hope Town	
Prince Albert Road Station...	Prince Albert ...	Formerly called "Vlukkraal," situate on Beaufort West Railway.
Riet Kuil	Swellendam ...	Situate half-way between Swellendam and Heidelberg, on the main road to Port Elizabeth.
Rhabula	King Wm.'s Town	Situate on the line of road between Green River and Keiskama Hoek, served by the Divisional Post between those places.
Seven Fountains	Albany	Served by Divisional Post running between Highlands and Sidbury.
St. John's River	Tembuland ...	Served from Umtata and from Kokstad.
Sterkfontein	Colesberg ...	Situate on main road half-way between Hanover and Colesberg.
Sterkström	Queen's Town ...	Situate on line of road from Queen's Town to Burghersdorp.
Steytlerville	Uitenhage ...	Situate on line of road from Barookraal Station to Willowmore.
Swart River	Caledon	Substituted for Post Office at "Sergeants River," abolished.
Thomas River Station ...	Queen's Town ...	Situate on East London and Queen's Town Railway.
Toll-house	Riversdale ...	Situate in Garcia's Pass.
Tsomo	Transkei	Post runs from Queen's Town to Tsomo <i>via</i> St. Mark's, and from Tsomo to Butterworth <i>via</i> Nqamakwe.
Tuin	Calvinia	Situate in Ward "North Ouder Bokkeveld," thirty-six hours' ride from Calvinia and six hours from Kenhardt.
Twee Rivieren	George	Situate on Main Eastern Line, two hours east of Krakeel River and 2½ hours west of Hendrik's Kraal.

APPENDIX K.

RETURN of Post Offices Opened during 1879.

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Aberdeen Road	Graaff-Reinet ...	Situate on the Midland Line of Railway.
Adendorp	Do. ...	Situate three miles from Graaff-Reinet on the Midland Line of Railway.
Atherstone	Albany ...	Situate on the North-Eastern Line of Railway between Alicedale and Graham's Town.
Barrydale	Swellendam ...	Situate at North End of Southey's Pass, and served by Field-cornet's Post.
Belvidere	Knysna ...	Situate on the main road between George and Knysna.
Biesjies Kuil	Victoria West ...	Situate in Ward Pramberg, on the main road to Prieska, about 2½ hours from Victoria West and 2½ from Rhebokfontein.
Broadford	Wodehouse ...	Served by Divisional Post from Barkly.
Coffee Laagte	Uitenhage ...	Served by Field-cornet's Post from Jansenville.
Commadagga	Somerset East ...	Situate on the North-Eastern Line of Railway between Alicedale and Cookhuis.
Cuyler Manor	Uitenhage ...	Situate on the Midland Line of Railway, three miles from Uitenhage.
Doornbosch	Clanwilliam ...	Situate on main line from Clanwilliam to Calvinia.
East London Railway Station	East London	
East London Landing Place...	Do.	
Elands Drift	Cradoek ...	Situate in Ward Tarka, about forty-seven miles from Cradoek, on the road to the Great Winterberg.
Elandsfontein... ..	Calvinia ...	Situate in the Roggeveld, served by Divisional Post from Calvinia.
Endambeni	Griqualand East...	Situate between Mount Frere and Kokstad.
Exwell	Queen's Town ...	Situate about eight miles from Cathcart, on the main road to Queen's Town, and about the same distance from Tylden.
Farm 83	East London ...	Served by Divisional Post from East London.
Fraserburg Road Station ...	Prince Albert ...	Station on Beaufort West Railway, from which mails branch off to Fraserburg.
Graskaal	Fraserburg ...	Served <i>via</i> Amandelboom.
Greystone	Uitenhage ...	
Greyton	Caledon ...	
Herculesfontein	Piquetberg ...	Served by Divisional Post.
Hertzog	Stockenström ...	Served by Divisional Post.

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APPENDIX K.

RETURN of Post Offices Opened during 1879—*continued.*

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Kardemoer	Calvinia	Situate on line of road between Calvinia and Clanwilliam.
Klipplaat	Uitenhage ...	Situate eleven miles from Mount Stewart on North-Eastern Line.
Lesseyton Drift Hotel ...	Queen's Town ...	Situate seven miles from Queen's Town on the road to Tarkastad.
Little Brak River	Mossel Bay ...	Substituted for Post Office at Vaal Vley, abolished on Main Eastern Postal Line.
Middei River	Swellendam ...	Situate on line of road between Swellendam and Robertson, served by Divisional Post.
Middleton	Cradock	Situate on Postal Line between Cradock and Burghersdorp, 2½ hours from Maraisburg and 2½ hours from Steynsburg.
Oatlands	Uitenhage ...	Situate twenty miles from Mount Stewart on North-Eastern Line.
Petrusville	Hope Town	
Prince Albert Road Station...	Prince Albert ...	Formerly called "Vlakkraal," situate on Beaufort West Railway.
Riet Kuil	Swellendam ...	Situate half-way between Swellendam and Heidelberg, on the main road to Port Elizabeth.
Rhabula	King Wm's Town	Situate on the line of road between Green River and Keiskama Hoek, served by the Divisional Post between those places.
Seven Fountains	Albany	Served by Divisional Post running between Highlands and Sidbury.
St. John's River	Tembuland ...	Served from Umtata and from Kokstad.
Sterkfontein	Colesberg ...	Situate on main road half-way between Hanover and Colesberg.
Sterkstroom	Queen's Town ...	Situate on line of road from Queen's Town to Burghersdorp.
Steytlerville	Uitenhage ...	Situate on line of road from Barookraal Station to Willowmore.
Swart River	Caledon	Substituted for Post Office at "Sergeants River," abolished.
Thomas River Station ...	Queen's Town ...	Situate on East London and Queen's Town Railway.
Toll-house	Riversdale ...	Situate in Garcia's Pass.
Tsomo	Transkei	Post runs from Queen's Town to Tsomo <i>via</i> St. Mark's, and from Tsomo to Butterworth <i>via</i> Ngamakwe.
Tuin	Calvinia	Situate in Ward "North Onder Bokkeraad," thirty-six hours' ride from Calvinia and six hours from Kenhardt.
Twce Rivieren	George	Situate on Main Eastern Line, two hours east of Krakeel River and 2½ hours west of Hendrik's Kraal.