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**SEVENTH REPORT**

**OF**

**THE POSTMASTER GENERAL,**

**ON**

**THE POST OFFICE.**

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*Presented to both Houses of Parliament by Command of Her Majesty.*

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**LONDON:**  
**PRINTED BY GEORGE E. EYRE AND WILLIAM SPOTTISWOODE,**  
**PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.**  
**FOR HER MAJESTY'S STATIONERY OFFICE.**

**1861.**



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## SEVENTH REPORT.

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TO THE RIGHT HONOURABLE THE LORDS COMMISSIONERS OF  
HER MAJESTY'S TREASURY.

MY LORDS,

I HAVE the honour to present to your Lordships my  
Report on the Post Office for the year 1860.

### Extension of Inland Service.

Last year the number of Post Offices in the United Kingdom was increased by 29, making the whole present number 11,441; of which 818 are Head Post Offices, and 10,623 Sub-Post Offices. To these must be added 2,473 Road Letter Boxes, 515 of which were put up last year. Thus, the whole number of public receptacles for letters is now nearly 14,000, as compared with little more than 4,500 before the establishment of Penny Postage.

In addition to several more commodious Post Offices which have been provided by the Postmasters themselves, new Post Offices belonging to the Department have been completed and opened to the public at Dover and Lincoln; and besides many improvements made by Postmasters in other offices, large improvements have been effected in the offices at Aberdeen, Newcastle-upon-Tyne, Norwich, and Taunton, and beneficial changes have again been made in the Chief Office in London.

In further accomplishment of the measures which for the last four or five years have been in progress for improving the postal service of London and its environs, the following among other changes were made last year:—

1. Within the "town limits," an additional delivery of letters, with a collection preceding it from Receiving Offices and Pillar Boxes, causing upwards of 70,000 letters weekly to reach their destination an hour earlier.

2. An acceleration of the second delivery of the day, in connexion with the altered time of arrival of the French and Irish Mails.

3. An acceleration of the deliveries generally both in London and the suburbs, with a provision for delivery at the large number of new houses built during the year, amounting to about 7,500.

4. Longer time has been given in some of the suburbs for posting letters for the provincial Night Mails.

5. The new building in Vere Street, erected for the Chief Post Office in the Western District, and similar new offices in the South-Western and North-Eastern Districts have been completed and brought into use.

With few exceptions, the recommendations originally made, many years ago, for the improvement of the postal arrangements of the Metropolis, have now been carried into effect. These arrangements, with many details connected therewith, are stated in the Appendix to the Postmaster-General's Second Annual Report, and may be briefly enumerated as follows:—

1. The division of London and its suburbs into Postal Districts, and the erection in each of a District Office. 2. An abolition of the distinction between General Post and London District Letter Carriers; a distinction which caused much waste of labour, and was attended with great inequality in the rate of wages, &c., without any corresponding inequality in the amount of labour. 3. An increase in the number of deliveries. 4. An acceleration of the General Post Delivery in and round London. 5. The complete disposal of local letters in the district in which they are posted; dispensing thereby with the necessity for their transmission, after collection, to a distant central office to be subsequently brought back to their original locality for delivery. 6. The employment of letter carriers to assist in the stamping and sorting duties. 7. The primary sortation of the provincial mails on the lines of railway, or in the country Post Offices. 8. The re-arrangement of the Mail Cart routes. 9. A general revision of the duties of the officers attached to the Circulation Department, by which additional accommodation has been secured to the public, and the duties of those employed have been equalized and placed on a much fairer footing than formerly.

In maintaining the earlier time for completing the morning General Post delivery in London, a difficulty is experienced from the practice, still persisted in by a portion of the public, of addressing letters to firms, without adding either the number of the house or even the name of the street. More than 20,000 letters now arrive daily, bearing only the name of an addressee with the simple addition of "London;" a practice which, besides retarding the sorting, not unfrequently causes delay in their delivery.

The marked success which has attended the establishment of the Postal District system in London having suggested an extension of that system to some of the large provincial towns, it has been determined to apply it in the first instance to Liverpool, and for this the necessary arrangements are in progress.

Extension of  
Postal District  
system.

At nearly 700 places, many of them in Wales and in the south of Ireland, free deliveries were established for the first time last year; and at 369 other places, including Edinburgh, Newcastle-on-Tyne, Durham, Brighton, Blackburn, Bolton, Nottingham, and Leicester, the free deliveries were extended in their area, increased in number, or otherwise improved.

During the last year 33 places, many of them in North Wales, were provided with day mails to or from the metropolis of one or other of the three parts of the United Kingdom, and some of them with mails in both directions; this mail being, in several instances, the third during the 24 hours.

The accelerations have been numerous.

*Accelerations.*

Early in the year the Day Mail from London to the North, via York and Newcastle, was accelerated, as was also the Day Mail, via Carlisle.

The Day Mails have also been accelerated to Bristol and the west of England.

The new Irish Postal Service, the preparation for which had spread over several years, was brought into operation on the 1st October last. The advantages resulting from this measure, which, when punctually performed, reduces the time of the journey between London and Dublin to 11½ hours, are very similar to those arising from the improved Mail Service between London and Paris, mentioned hereafter.

*Irish Postal Service.*

Besides the acceleration of the Night Mail in both directions, and the consequent acceleration of all through letters for places having Day Mails from London and Dublin respectively, an important boon has been conferred by the establishment, for the first time, of Mails leaving London and Dublin in the morning, and reaching those cities in time for the last evening deliveries, as well as in time for the despatch of through letters in each case by both the English and Irish evening provincial mails, and by the continental mails.

For the purpose of attaining these objects with greater certainty, provision was made for sorting the letters on the railway, as well as on board the mail steamers. Such an arrangement, however, is of course attended with a considerable expense, and that in addition to the great subsidy of more than 100,000*l.* granted to the Railway and Steam Packet Companies.

Unfortunately the penalties for delay, on which the Department greatly relied for ensuring punctuality, are temporarily suspended, owing to the state of the present pier accommodation at Holyhead. It is to be hoped, however, that ere long this difficulty will be removed, and that the public will obtain as efficient a service as was contemplated when the large grant was sanctioned.

It should be mentioned that the acceleration of the Mails between London and Dublin, although generally beneficial, has been disadvantageous as regards the cross Post communications between Ireland and certain districts of England (chiefly the north-eastern and western districts), and also between parts of



Ireland and Scotland ; but some measures have been carried into effect, and others are under consideration for lessening this inconvenience if possible.

By the use of the Night Mail Trains between Dundalk and Portadown, and between Belfast and Monaghan, an important improvement has been made in the postal arrangements of a large district in the north of Ireland.

**Cross Posts.**

In many instances the cross posts of the United Kingdom have been improved. Among others may be mentioned an acceleration in the communication between North Lincolnshire and some neighbouring counties.

**Travelling Post Offices.**

The number of Travelling Post Offices for sorting letters upon the railways has again been increased.

To show the extent to which the sorting duty in these travelling offices is in some instances carried, it may not be uninteresting to mention that the Night Mail train from London to Perth starts from Euston Square with a force of twelve clerks, sorters, and guards, employed in three separate carriages ; these carriages being in addition to three vans or tenders, in which are packed such of the various mail bags as it is not necessary to open. When the arrival of a heavy Colonial Mail, such as the Australian, throws a large mass of additional work upon the Travelling Post Office, the force on this line, large as it is, is increased by four or five.

Further improvements have been made in the construction of Travelling Post Offices. The dimensions have, in many cases, been enlarged, the internal fittings have been re-arranged, the ventilation has been improved, and in all cases special attention has been given to diminishing, as far as practicable, the risk of injury to the officers, in the event of accidents. In this latter respect still further improvements are under consideration, and will probably be adopted.

**Exchanging apparatus.**

The mail bag exchanging apparatus has been brought into further use during the past year, chiefly in connexion with the New Irish Postal Service. The night trains employed in this service stop at only four and the day trains at only three stations between London and Holyhead, while, by the exchanging apparatus, mail bags are taken up or delivered at as many as 15 stations. By means of this apparatus, therefore, a direct post with Ireland is afforded to many towns whose Irish correspondence would otherwise have to be left at places more or less distant.

The exchanging apparatus is now in use, on various lines of railway, at 101 stations ; and in the course of the 24 hours nearly 500 exchanges are made.

**General agreements with Railway Companies.**

General agreements, for the use of all their trains, have been concluded during the past year, with the companies owning the Glasgow and South Western Railway, the Belfast and Northern Counties Railway, and the Londonderry and Coleraine Railway ; making the whole number of such agreements twenty-one.

Negotiations for similar arrangements are in progress with several other Companies.

The subjoined table shows that the distance over which mails are now conveyed within the United Kingdom by railways, mail coaches, &c., steam-packets, boats, and foot messengers, is about 144,000 miles per day; being about 4,000 miles more than at the end of 1859. This increase is principally in railway conveyance.

1860.\*

	Mails conveyed by Railways.					Mails conveyed by Mail Coaches, Omnibuses, Mail Carts, &c.				
	Number of Miles per Week Day.	Average Charge per Mile.		Maximum.	Minimum.	Number of Miles per Week Day.	Average Charge per Mile.		Maximum.	Minimum.
ENGLAND - -	29,847	s. 0	d. 7 $\frac{3}{4}$ †	s. 3	d. 6 $\frac{1}{4}$	18,991	d. 2 $\frac{1}{2}$	s. 0	d. 8 $\frac{3}{4}$	{ Exemption from Tolls, d. $\frac{1}{4}$
IRELAND - -	3,632	1	1	4	1	8,392	2	0	8	
SCOTLAND - -	5,568	0	9 $\frac{1}{2}$	4	0	4,914	2 $\frac{3}{4}$	0	6 $\frac{1}{2}$	
UNITED KINGDOM	39,047	0	8 $\frac{1}{2}$	4	1	32,297	2 $\frac{1}{2}$	0	8 $\frac{3}{4}$	{ Exemption from Tolls, d. $\frac{1}{4}$

(continued)

	Mails conveyed on Foot.				Mails conveyed by Packets and Boats between different Places in the United Kingdom.				
	Number of Miles per Week Day.	Average Charge per Mile.	Maximum.	Minimum.	Number of Miles per Week Day.	Average Charge per Mile.	Maximum.	Minimum.	
ENGLAND - -	50,385	d. 1½	d. 4½	d. ¾	1,161	s. 1 6½	s. 5 6½	d. ½	
IRELAND - -	8,293	1	2	¼	64	0 1½	0 5½	¼	
SCOTLAND - -	11,316	1½	3	¾	1,613	0 4½	1 10½	¾	
UNITED KINGDOM	69,994	1½	4½	½	2,838	0 9¾	5 6½		

\* The Account was taken on the 1st December.

† In calculating these amounts, the payment to the Chester and Holyhead Railway Company has been omitted, as only part of that payment is for postal service, the remainder being of the nature of a Government grant to increase the general facilities for communication with Ireland.

**Number of Letters, Newspapers, and Books.**Number of  
letters.

The following table shows the number of letters delivered in the United Kingdom during the last year, with the rate of increase, and the proportion of letters to population \* :—

	Number of Letters in 1860.	Increase per Cent.† on Number in 1859.	Proportion of Letters to Population.
ENGLAND - - - -	462 millions	About 3½	22 to each person.‡
IRELAND - - - -	48 "	" 3	8 to each person..
SCOTLAND - - - -	54 "	" 3½	17 to each person.
UNITED KINGDOM - -	564 "	" 3½	19 to each person.

As compared with 1859, the total shows an increase of 19 millions; and as contrasted with the year previous to the introduction of penny postage (1839), an increase (omitting franks) of 488 millions; making the present number of letters considerably more than seven-fold that of 1839.

During the last five years the rate of increase, as contrasted in each instance with the rate in the preceding year, has been as follows :—

1856	-	-	-	-	-	4½ per cent.
1857	-	-	-	-	-	5½ "
1858	-	-	-	-	-	3½ "
1859	-	-	-	-	-	4½ "
1860	-	-	-	-	-	3½ "
Average nearly						4½ "

Letters in  
London.

Of the 19 millions of additional letters delivered in 1860, 3½ millions were London local letters; and of this number about 2 millions were delivered in the same district in which they were posted, showing to how large an extent the public have availed themselves, even in communicating with persons in the same neighbourhood, of the means now provided for the quick delivery of letters.

The whole number of letters now delivered in the same district in which they are posted is as high as 11½ millions.

\* This table is to some extent an estimate, being the result of a calculation founded on a record of the actual number of letters delivered in one week of each quarter in the year. At page 26 in the Appendix will be found a statement of the estimated number of letters in each year since 1838; and at pages 27 and 28 an estimate of the number of books and newspapers during each of the last five years.

† The rate of increase is calculated from the numbers given with greater minuteness in the table at page 26.

‡ In Liverpool the proportion is as high as 27 letters to each person, in Birmingham 28, in Manchester 28, in Dublin 34, in Edinburgh 36, and in London 43.

The whole number of letters, general and local, delivered in the London District last year, was 137 millions; being an increase of 6 per cent, on the number in 1859.

About one-fiftieth of the letters delivered in the United Kingdom were from places abroad. Colonial and Foreign letters.

The number of registered letters last year was nearly 1,500,000, or one registered letter to about 400 ordinary letters. Registered Letters.  
This number shows an increase of about 6 per cent. on the previous year, while the increase in ordinary letters was only  $3\frac{1}{2}$  per cent.

The increase of registered letters in the London Local Post last year was yet greater; being upwards of 20 per cent.; but the proportion of such letters is still very small, being only one registered letter to about 1,700 ordinary London District letters. The increase was caused partly by the distribution of medals from the War Office, partly by the notices now served by the Commissioners of Police to the occupants of dilapidated buildings, and no doubt in part also by the new and more conspicuous caution plates, which were issued at the commencement of last year, and placed over the aperture of every letter box.

Notwithstanding this increase, however, it is still to be lamented that very many letters, containing coin and other valuable property, are posted in London and elsewhere, without being registered.

Two instances deserving special remark occurred lately. In one an uncrossed cheque for 650*l.* was sent in an unregistered letter from Edinburgh to London, and was stolen and cashed, though fortunately the thief was detected, and most of the money recovered. It is true that the cheque was made payable to order; but this precaution is obviously insufficient, since the name of the payee can readily be forged, as was done in this instance.

The subjoined case is still more to be lamented. An unregistered packet was sent from a country bank to a bank in London, containing among other money, two whole Bank of England notes of 100*l.* each. This packet was stolen.

The non-registration of such packets, whether attributable to heedlessness, or to a calculation that the risk of an ordinary letter is so small as to be more than counterbalanced by the registration fee, causes sore temptation, and is much to be regretted.

Several improvements have been made in the management of registered letters, so as, without any sacrifice of security, to save both time and labour. In effecting this object, use in many of the larger offices is made of the manifold-writer.

At some of the larger offices an alteration has been made in the mode of sorting ordinary letters, in order, as far as practicable, to lessen the number of hands through which such letters pass, and thereby to increase individual responsibility. But by no contrivance can the security of ordinary letters be made at all comparable with that of registered letters.

**Newspapers  
and Book  
Packets.**

Nearly 71,000,000 newspapers were delivered last year, and about 11,700,000 book packets, being an increase of about 450,000 newspapers, and 700,000 book packets.

In the London Local Post there was an increase of about 300,000 newspapers (or more than 11 per cent.), and an increase of more than half a million book packets.

**Returned  
letters.**

Nearly two million letters were returned to the writers last year, owing to failure in the attempts to deliver them; being about 45,000 more than in the previous year. This is equal to 1 in about 286 of the whole number of letters; which is nearly the same proportion as that of last year.

Three quarters of the non-deliveries were owing to the letters being addressed either insufficiently or incorrectly; more than 10,000 letters having been posted without any address at all.

**Property found  
in undelivered  
letters.**

The amount of property found in letters which could neither be delivered, nor, for want of an address in the inside, be returned to the writers, was about 460*l*.

While I am on the subject of non-delivery, I would urge care in affixing postage labels; a precaution the more needful as many persons refuse all unpaid letters. During the year, the number of such labels found loose in the letter-boxes, bags, &c., in England and Wales alone was more than 50,000.

By the use of envelopes bearing an embossed stamp (which are sold at every Post Office), all danger of the stamp being detached may be prevented.

**Undelivered  
newspapers.**

About 390,000 newspapers were undelivered, being 1 in about 182. The causes for non-delivery were similar to those in the case of letters; though it may be mentioned, in addition, that many newspapers are sent in loose covers from which they become detached.

**Average  
weight of a  
letter.**

Excluding official packets, the average weight of an inland letter is still rather more than a quarter of an ounce, that of a foreign letter the same, and that of a colonial letter, rather more than one third of an ounce.

**Average  
weight of a  
newspaper.**

The average weight of an inland or colonial newspaper passing through the Post Office is about two ounces and a half, and that of a foreign newspaper about an ounce and a half.

**Money Orders.****Money Order  
Offices.**

During the last year, 94 additional Money Order Offices were opened in England and Wales, and 18 in Ireland; while in Scotland, although 7 new offices were opened, 6 were closed owing to the small extent of their business. Thus the whole

number of Money Order Offices is now 2,594, exclusive of Colonial Money Order Offices in connexion with the United Kingdom.

The following Tables show the number of Money Orders issued during the year, with other particulars :\*

Number of Money Orders, &c.

—	Number of Money Orders issued.	Amount.	Increase per Cent.	Com- mission.	Profit after deducting Expenses.	Proportion of Money Orders issued to Population.
ENGLAND and WALES	8,159,200	£ 11,869,339	4½	£ 103,545	£ 23,229	About 1 to every 3 persons
IRELAND - -	515,288	945,177	6	8,639	15	" 1 " 12 "
SCOTLAND - -	554,680	1,043,888	4½	9,360	2,230	" 1 " 6 "
UNITED KINGDOM -	7,229,146	13,858,404	4½	121,534	23,474	" 1 " 4 "

ANNUAL INCREASE in the Total Amount for which Money Orders were issued in the last five years, as compared in each case with the Amount in the year preceding.

Year.	ENGLAND and WALES.	IRELAND.	SCOTLAND.	UNITED KINGDOM.
1856	About 7½	About 7	About 5½	About 7½
1857	" 3	" 1½	" 5½	" 3½
1858	" 4	" 4½	" 3½	" 4
1859	" 5	" 4	" 2	" 4½
1860	" 4½	" 6	" 4½	" 4½
Average increase }	5	4½	4½	4½

Total Profit in each of the last ten years :—

Profit.

	Profit.
	£
1851	- - - 7,437
1852	- - - 10,689
1853	- - - 14,149
1854	- - - 16,167
1855	- - - 20,252
1856	- - - 22,674
1857	- - - 24,175
1858	- - - 25,936
1859	- - - 29,115
1860	- - - 28,474†

\* At pages 29 and 30 in the Appendix is a statement of the Money Orders issued and paid since 1838.

† The apparent decrease in the profit of the Money Order Office in the year 1860, is owing chiefly to the stock of stationery and printed forms having been much reduced in 1859 in consequence of contemplated changes, and greatly increased in 1860.

Increase of  
Money Order  
business.

The increase in the number of Money Orders last year was about 260,000, which is less by about 40,000 than the increase in the previous year. In Ireland, however, the increase was greater than before.

Till lately the Money Order system, though yielding a profit in Great Britain, was in Ireland carried on at a loss; but this, I am glad to say, is no longer the case; the system, in that part of the Kingdom, being now at least self-supporting.

Improvements  
in system.

The alterations made on the recommendation of a Committee consisting of Mr. Parkhurst, Chief Clerk of the Secretary's Office, Mr. Scudamore, Receiver and Accountant General, and Mr. Jackson, Controller of the Money Order Office, and mentioned in the last Report, have worked very satisfactorily, having effected a large saving of expense, without diminishing the security of the Money Order system, while the accommodation to the public, so far from having been curtailed, has been considerably increased.

The extent to which improvement has been carried, by simplification and otherwise, in the mode of conducting the Money Order business may be judged of by the fact that whereas in the year 1847, the Chief Office in London, with little more than half the present amount of duty, required a force of 226 clerks, with a large payment in addition for extra work, the present force is only 112 clerks without any extra work.

If the number of clerks in the London Office instead of being reduced, had increased, and that in proportion to the amount of business, it would now be about 430, as contrasted with the actual force of 112, showing a virtual decrease of nearly four to one. Concurrently with these changes, the salaries of the clerks have been increased, and their labours somewhat decreased.

While this great improvement has been in progress in the London Office, the general financial results of the Money Order system have exhibited a change equally striking; for whereas in 1847, the system involved ten thousand pounds of loss, it, last year, as already stated, yielded more than 28,000*l.* profit.

It is very satisfactory to be able to state that, large as is the number of Postmasters employed in conducting the Money Order system, and dispersed as they are over the whole country, any defalcation by a Postmaster is of rare occurrence; the whole sum lost by the Department in this way during the last ten years being only 267*l.* Even this small sum was made good out of the Void Order Fund.

Money Orders  
at Portsmouth  
and Plymouth.

By the statement at page 31 of the number of Money Orders issued and paid last year at some of the principal towns, it will be seen that there has again been a large increase in the number issued at Portsmouth and Plymouth; indicating as before a laudable willingness on the part of our soldiers and seamen to send more and more of their earnings to their families.

Unclaimed  
Money Orders.

The unclaimed Money Orders last year amounted to upwards of 2,400*l.*, to be carried to the fund for assisting the officers of the Department to insure their lives.

At several provincial Post Offices at which previously the attendance on the public for Money Order business was suspended during certain periods of the day, it has been found practicable to dispense with these interruptions; and it is hoped to extend this improvement to other Offices.

Interruption to Money Order business dispensed with.

The establishment of the Money Order system between this country and Canada, Gibraltar, and Malta having worked very satisfactorily, I am about to propose through the Colonial Office, the extension of the same to the Australian colonies and the Cape of Good Hope.

Money Order system with Colonies.

The arrangement mentioned in the last Report for enabling the public to convert postage stamps into money has been extended to all the Post Offices in the London District, and to several of the Chief Offices in the country. That the arrangement has proved acceptable, is shown by the fact that last year in the London District alone, more than 7,000,000 stamps were thus exchanged.

Money paid for postage stamps.

A chief object of the arrangement was to diminish the dangerous practice of sending coin in letters; the presence of coin being much more readily detected than that of postage stamps.

During the present Session of Parliament an Act has been passed "To enlarge the facilities now available for the deposit of small savings, and to make the General Post Office available for that purpose, with the security of the Government for the due repayment thereof."

Post Office Savings' Banks.

The subject has engaged the attention of many persons from the year 1806, when Mr. Whitbread proposed a somewhat similar measure to Parliament; but it has been recently brought before the public and the Government most prominently by Mr. Sikes of Huddersfield, who has devoted much time and attention to the question.

The plan, in accordance with which the Act recently passed was framed, and which will be shortly put in operation, differs materially from all those which had been previously proposed, and will afford the depositors a more complete security, and a much larger amount of accommodation than had been contemplated in any previous proposal.

The machinery for carrying this scheme into effect has been chiefly framed and devised by Mr. Chetwynd, the Book-keeper of the Money Order Office, and Mr. Scudamore, the Receiver and Accountant General, to whom I feel much indebted for the ability and care they have bestowed on the subject, and which I trust in practice will prove successful.

### **Foreign and Colonial Posts.**

In the course of last year the reduced rate of postage to Italy, Sardinia, viz. 6d. the quarter-ounce letter, together with a book post, was by the incorporation with Sardinia of Tuscany, the Romagna, Umbria, and the Marches, extended to great part of Italy.



Hamburg,  
Bremen, and  
Lubeck.

A book post has been established with Hamburg, Bremen, and Lubeck; but, as yet, with no other part of Germany, although negotiations for that purpose have been renewed.

Sweden, Danish  
Islands in West  
Indies, and  
Labuan.

A book post has also been commenced with Sweden, with the Danish Islands in the West Indies, and with Labuan.

Monte Video.

The Monte-Videan Legislature having refused to ratify the Convention mentioned in the last Report, it became necessary to revert to the higher rates of postage previously existing, viz, 1s. the half-ounce letter instead of 6d.

I considered it fortunate that the Legislature adopted this course, as the additional experience which had been obtained since the time when the proposal for reduction of postage was first made to the Republic, of the effect of reducing to so low a rate as 6d. the postage of letters to places so distant as Monte Video, shows that such a reduction is in a financial point of view, at least, a mistake, as it has but little effect in increasing the number of letters; the writers to these distant places being evidently much less influenced in the amount of their correspondence by the rate of postage than by the frequency and swiftness of communication.

In the present instance, for example, the increase in the number of letters consequent on the reduction of postage to Monte Video from 1s. to 6d., was so small as to be scarcely perceptible; nor has any perceptible decrease in the number taken place since the higher rate of postage was resumed.

Brazil.

When negotiations for a reduction of postage were entered into with Uruguay, similar negotiations were commenced with Brazil. Little progress, however, had been made, owing to the unwillingness of the Brazilian Government to make what this department deemed only an adequate reduction in their inland rate. Nothing, therefore, had been settled; and acting on the additional experience just referred to, I gave instructions to stop all further negotiation; so that the postage to Brazil will remain, as heretofore, 1s. the half-ounce letter; a rate which certainly cannot be considered high, and which, at all events, is much less than it was a few years ago.

Buenos Ayres  
and Paraguay.

I took advantage, also, of the opportunity for restoring the rate of postage of letters to Buenos Ayres and Paraguay to 1s. the half ounce; so that the whole of this part of South America is now on the same footing.

So reasonable was the alteration felt to be, or so little was the importance attached to it, that it did not give rise to a single complaint; and so generally was the measure made known that few letters had to be returned for want of sufficient postage.

New Granada.

The Government of New Granada have declined to ratify the convention concluded with their minister in London in December 1859, and referred to in the last Annual Report.

The alterations which that Government desire to make in some of the provisions of the Convention are inadmissible, and as the high rate hitherto demanded and paid for the mere permission to send, at our own sole cost, British mails across the

isthmus of Panama ought not to be continued, I have thought it right to communicate on the subject with the Secretary of State for the Foreign Department.

No progress has been found practicable in the negotiations for new Postal Conventions with the United States and the Netherlands. United States and Netherlands.

The postal communication between England and France has been greatly improved by an acceleration of the Night Mail, and by an acceleration and change in the hour of despatch of the Day Mail; the difficulties which so long delayed this important measure having in the early part of the year been overcome. Continental Mails.

As regards the Night Mail, the gain effected has been an earlier arrival of the letters in the morning in London and Paris respectively, by more than an hour; which has admitted of the forward correspondence being sent out by many of the provincial Morning Mails from both capitals; an advantage previously impracticable.

But the most valuable improvement is the establishment, for the first time, of a Mail leaving London and Paris early in the morning, thus promptly carrying forward the large number of letters reaching those cities by the previous Night Mails so as to convey them in time for delivery the same evening for despatch onwards.

The communication between the provincial towns of France, and indeed between a large part of the Continent generally, and the provincial towns in the United Kingdom, has thus been greatly improved; the gain being in many cases 24 hours in the single transit, or 48 hours in the course of post.

The French Government have established a monthly line of Mail Packets from Bordeaux to Brazil and the River Plate; and as the days fixed for the packets to leave Bordeaux are about a fortnight later than those upon which the British packets take their departure from Southampton, the public, both in this country and in France, have now the benefit of a bi-monthly communication with Brazil and Buenos Ayres. The French packets perform their voyages with rapidity and great regularity. French Packets from Bordeaux to Brazil and River Plate.

While these packets have caused a considerable increase in the whole number of letters passing between this country and South America, they have withdrawn comparatively few from the British packets, and have not greatly diminished even the number of letters conveyed by those packets on account of France, and of countries served through France; a fact affording further confirmation of the opinion that, in correspondence with distant places, the rate of postage is a secondary consideration.

The Packet Service to the West Indies has been accelerated, and homeward letters now arrive in time for replies to be sent by the outgoing mail. West Indies.

The transfer of the management of the Posts in the West Indies from this Office to the local Governments, an object long desired by this Department, from a conviction that the direction Transfer of management of Posts in West Indies

and Hong  
Kong to Local  
Government.

on the spot would be much more efficient and economical than when conducted at a distance, was last year carried into effect, and a like transfer was made at Hong Kong. With the exception, therefore, of the military stations at Malta and Gibraltar, the British Post Office has no longer the management of any colonial offices whatever.

Registration.

Except as regards Tasmania and Vancouver's Island, letters passing between this country and any British colony can now be registered.

Trade patterns.

A negotiation is in progress with the French Post Office for admitting trade patterns to the privileges of the Book Post between this country and France; and should the result be satisfactory, the arrangement will probably be extended to other countries.

Prepayment.

Until lately no letter could be forwarded to India, unless it was at least partially prepaid; but, since the 1st February of the present year, this restriction has been withdrawn, and letters can now be sent even when wholly unpaid; all such letters, however, like those which are partially prepaid, being, on delivery, charged with an additional rate.

This arrangement, which for some years has been in use with regard to letters for Canada and elsewhere, appears to me to be better than that of detaining unpaid letters, and sending them back to the writers; and, where practicable, I shall take the necessary steps for its adoption. In some instances, however, such as Brazil and Buenos Ayres, prepayment, and that in full, is necessary, because having as yet no accounts with the Post Offices in those countries, we have no other means of collecting our postage.

Packet Service  
transferred  
from Admiralty  
to Post Office.

In accordance with the provisions of the Act passed last Session, the general control of the British Packet Service was, on the 1st April 1860, transferred from the Admiralty to this Department.

Australia.

Since that time the only new Contract that has been entered into is for the performance of the Australian service.

Till July last the route east of Suez was by way of Mauritius, but from that date the Australian service has, as far as Ceylon, been connected with the Indian service; separate vessels being employed only between Ceylon and Sydney.

By this arrangement, which is in accordance with the view taken from the first by this Department, there has been a considerable saving of expense.

Mauritius.

Communication with Mauritius, east of Suez, is now maintained by a separate service.

Galway and  
America.

At the end of last June the Contract came into operation for establishing a fortnightly communication between Galway and the United States via Newfoundland; but the service was so irregularly performed, and so little in accordance with the stipulations of the Contract, that, after showing the Company much indulgence, and even allowing them for several months to suspend operations altogether, I deemed it my duty, with your Lordships' approval, to bring the Contract to an end.

The packet put on between Malta and Corfu having become unnecessary, in consequence of the re-opening of the communication with Corfu from Trieste, on the termination of the war between France and Austria, has been discontinued.

At page 38 in the Appendix, is a table giving various particulars concerning the present Mail Packet Contracts, and showing when each will terminate. Contracts.

I wish again to call attention to the obstacle in the way of a general establishment of moderate rates of postage to places abroad, arising from the heavy charges often made for the transit through foreign countries; and I repeat the offer made by Lord Elgin in the last Report, to negotiate with any foreign country on the principle of mutually charging 1*d.* per oz. for every 250 miles of transit for letters, and 1*d.* per lb. for printed matter. Transit rates through Foreign Countries.

## Revenue and Expenditure.

### GROSS REVENUE.

The gross Revenue of the Post Office in each of the years 1859 and 1860, exclusive of that derived from impressed stamps on newspapers (collected by the Commissioners of Inland Revenue), was as follows\* :— Gross Revenue

		<i>Postage.</i>	
		1859.	1860.
		£	£
England	- -	2,665,710	2,716,557
Ireland	- -	239,153	250,443
Scotland	- -	292,395	300,662
		3,197,258†	3,267,662†
		<i>Commissions on Money Orders.</i>	
England	- -	99,274	103,923
Ireland	- -	8,177	8,516
Scotland	- -	8,966	9,254
		116,417	121,693†
		£ 3,313,675	£ 3,389,355

The gross Revenue properly appertaining to the year 1860 adjusted with reference to the balances due to and from the colonies and foreign countries, was 3,382,900*l.* to which must be added for impressed stamps on newspapers, 141,810*l.* making a total of 3,524,710*l.*

The above sum of 3,382,900*l.* shows an increase of 83,075*l.* on the adjusted gross revenue of 1859; being an increase at the

\* At page 32 in the Appendix a statement is given of the Revenue and Expenditure since 1836; also (at page 33) a statement, for the last two years, of the amount of postage collected at many large towns.

† Exclusive of "returns" for refused letters, &c.

‡ This is the sum actually brought to account of revenue, and consequently slightly different from that stated at page 13, which shows the amount of commission on the orders issued during the year.

rate of  $2\frac{1}{2}$  per cent. as compared with an increase of nearly  $6\frac{1}{2}$  per cent. in the previous year, and with an average of about  $4\frac{1}{2}$  per cent. in the last five years.

The diminution in the rate of increase is partly apparent only, the year 1859 having included the receipts for several days beyond the exact year. Such of the decrease as is real is probably owing to the bad harvest of last year and to the check to trade.

## EXPENDITURE.

Expenditure.

The following table for the years 1859 and 1860, gives both the actual expenditure of the Office and the expenditure properly appertaining to those years, exclusive in both instances of the cost of the main Packet Service and of that of stationery; the former having last year been partly defrayed by the Admiralty and the latter never being charged to the Post Office.

Actual Expenditure.		Heads of Service.	Expenditure properly appertaining to the year (partly estimated).	
1859.	1860.		1859.	1860.
£	£		£	£
1,059,527	1,042,000	Salaries, Pensions, &c. - -	1,037,525	1,066,920
90,082	45,477	Buildings, Repairs, &c. -	32,081	39,477
		Conveyance of Mails.		
428,647	490,223	By Railways - - -	446,000	488,000
168,507	170,951	„ Conches, Carts, &c., and Wages of Mail Guards -	168,507	170,951
5,454	4,576	„ Mail Packets and Private Ships (when paid for by the Post Office) - - -	5,454	4,576
25,940	31,438	Manufacture of Postage Stamps	25,940	31,438
148,746	134,346	Miscellaneous, including the conveyance of Mails in Colonies, under the postal direction of the Postmaster-General; the conveyance of the Mails through Egypt; Clothing for Letter Carriers and Guards; Official Postage, Rents, Taxes, Law Expenses, &c. - - -	138,446	134,346
1,926,903	1,919,011		1,853,953	1,935,708

The increase of about 29,000*l.* in salaries, pensions, &c. is partly for an increased force of 480 officers, partly for numerous additions to the Pension List, and partly for annual increments of salaries and wages.

More than 5,000*l.* of the increased cost of Railway Service is

the payment for a quarter of a year, for the railway portion of the improved Irish service.

To the foregoing expenditure must be added such portion of the cost of the packets (partly incurred for other than postal purposes), as may fairly be placed to the debit of the Post Office, viz., that portion which is repaid as sea-postage, and the cost of stationery, which is defrayed by the Stationery Office; and from the expenditure must be deducted half the annual payment to the Holyhead Railway Company, a payment agreed upon chiefly to assist in the construction of the line, and to promote passenger communication between England and Ireland.

Thus adjusted the account stands as follows :—

EXPENDITURE.	1859.	1860.
	£	£
Expenditure proper to the year, and defrayed by the Post Office, after deducting 15,000 <i>l.</i> , half the payment to the Chester and Holyhead Railway Company, and in 1860 2,700 <i>l.</i> , half the cost for one quarter of the improved railway service to Ireland. - - -	1,838,953	1,918,008
Such portion of the cost of Mail Packets as may fairly be charged against the Post Office - - -	444,519	470,000
Cost of Stationery (defrayed by the Stationery Office) -	28,642	34,223
£	2,312,114	2,422,231

From the foregoing statement it appears that there was an increase in expenditure last year of 110,117*l.*, or about 4½ per cent.

If, setting aside reference to other purposes, the foreign and colonial letters were charged with the whole cost of the packets, and with that of foreign agencies, transits, and other incidental expenses, not only would the sea-postage be entirely absorbed, but these letters would show a loss amounting last year to about 410,000*l.*

Loss on  
Foreign and  
Colonial  
Letters.

In the Appendix, page 34, is a Table showing the loss or profit from each line of foreign and colonial packets, still on the supposition of the whole service being for postal purposes.

In proportion to the amount of correspondence, the greatest loss appears on the lines to the Cape of Good Hope, the West Indies and Pacific, the West Coast of Africa, and viâ Galway to the United States.

On each letter between this country and the Cape of Good Hope there appears a loss of about 9*d.*; on each letter to the West Indies, a loss of about 1*s.*; on each letter to the West Coast of Africa, a loss of about 1*s.* 8*d.*; and on each letter to the United States viâ Galway, a loss of about 6*s.*

The greatest absolute loss appears on the West Indian, Pacific and Brazilian line, amounting to nearly 200,000*l.*

Loss on certain  
Inland Letters.

Besides the loss on the Packets to places abroad, there is also a loss on several of the Packets engaged in the service between different parts of the United Kingdom; by far the heaviest arising from that between Holyhead and Kingstown.

### NET REVENUE.

Net Revenue.

The Net Revenue, viz., the difference between the gross Revenue and the Expenditure, as adjusted above, was 1,102,479*l.*, being 33,481*l.* less than the net Revenue of the previous year; a diminution attributable to increased Expenditure.

Nearly the whole of the Net Revenue was derived from inland letters.

### Staff of Officers.

Number of  
Officers.

At the end of 1860 the Staff of Officers was as follows, as compared with the staff at the end of 1859 :—

On 31st Dec. 1859.		On 31st Dec. 1860.	
	<b>I. Officers in British Isles:—</b>		
1	Postmaster-General - - -	1	
5	{ Secretary, Assistant Secretaries, and Secretaries for Ireland and Scot- land - - - }	5	
18	{ Other Superior Officers; viz., Heads of Departments, Chief Clerks in the Metropolitan Offices, &c. - }	19	
13	Surveyors - - -	14	
11,398	Postmasters - - -	11,428	
1,594	Clerks, &c. - - -	1,634	
209	Mail Guards and Porters - -	195	
11,363	Letter Carriers, Messengers, &c. -	11,889	
7	Marine Mail Officers - - -	7	
24,608			25,192
	<b>II. Postmasters, Clerks, Letter Carriers, &amp;c. in the Colonies, the Posts of which are under the direction of the Postmaster- General - - -</b>		
129		22	
129			22
65	<b>III. Agents in Foreign Countries for collection of Postage, &amp;c. -</b>	68	
65			68
24,802			25,282

The reduction in the number of officers employed in the colonies is caused by the transfer of the Post Offices in the British West Indies and Hong Kong to the control of the Colonial Governments.

Of the above staff about 1,573 belong to the Chief Office in London, and (including this number) about 3,650 to the London District.

Medical Report.

In his Annual Report relating to the Chief Office and District Offices in London, Dr. Lewis speaks very favourably of the

sanitary condition of the persons employed. Extracts from Dr. Lewis's Report will be found in the Appendix.

The reports from the principal officers of the Department concur in speaking highly of the general conduct of the men under their superintendence. Conduct of Officers.

There have been exceptions on the part of some members of the Minor Establishment of the Circulation Department which have led to certain dismissals from the service.

Early in the last year representations were made by many of the various bodies of which the Circulation Department is composed, in which they complained of insufficient remuneration and of an over amount of work. Other minor grievances were set forth in the memorials presented by these men, but they were not of a nature to make it necessary that I should allude to them.

It was considered necessary by my predecessor to refer these memorials to a Committee which was in the first place composed solely of gentlemen in the service of the Post Office; but to them were afterwards added two of the principal officers of the Treasury, Mr. Hamilton, the Assistant-Secretary of that Department, and Mr. Stephenson.

The Committee was finally composed of the following gentlemen:—

Mr. HAMILTON, Chairman.  
Mr. STEPHENSON.  
Mr. BOKENHAM.  
Mr. SCUDAMORE.  
Mr. PARKHURST.  
Mr. TROLLOPE.

This Committee occupied itself with great care and attention in inquiring into the subject-matter of the memorials presented by the members of the Circulation Department, and prepared a Report which has been laid before your Lordships, in which they recommended a considerable increase of force, an increase in the existing scale of wages, together with an alteration in the classification of the Establishment.

There has been some difference of opinion, as might have been expected, in a matter of so complex a nature, as to the necessary amount of additional force, and as to the exact scales of wages; but the recommendations of the Committee as regards the increased force in the Minor, which is, numerically speaking, much the larger branch of the Circulation Department, have been, for the most part, carried out with the sanction of your Lordships, and the increase of wages to a certain extent.

As regards the increase of wages, it has as yet been sanctioned by your Lordships only as regards the men now in the service; so that, at the present moment, men newly appointed to the Minor Establishment would come in on the old and lesser rates of pay.



But that authority was only lately received, and I have since that submitted a further report on the same matter to your Lordships.

**Life Insurance.** The arrangement for enabling officers of the Department to insure their lives by means of a small weekly or monthly deduction from their wages or salaries, instead of their being required, as formerly, to pay their premiums at distant intervals and in considerable amounts, continues to be attended with marked success.

At the close of the year 1859, 514 officers of the Department had effected policies of insurance under this arrangement, and, during the year 1860, 448 additional policies were effected.

The whole number of officers whose lives are now insured, under one or other arrangement, and who receive aid from the Department in the payment of their premiums (such aid being to the extent of one-fifth part of the premiums) is now 2,501.

The portion of the premiums paid by the Department last year amounted to 2,635*l.*, and that of the officers themselves to 10,540*l.*, exclusive of any payments by them for insurance beyond 300*l.*, in which the Department gives no aid.

The 2,501 officers to whom the Department gave aid during the year 1860 are insured for upwards of half a million.

I have the honour to be,

My Lords,

Your Lordships' obedient Servant,

STANLEY OF ALDERLEY.

General Post Office,  
4th August 1861.

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## APPENDIX.

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## APPENDIX (A.)

ESTIMATED NUMBER OF CHARGEABLE LETTERS delivered in the UNITED KINGDOM in the Year immediately preceding the first general Reduction of Postage on the 5th Day of December 1839, and in the Years subsequent thereto ; also (in the first Year) the Number of Franks.

Year ending 31st December.	Delivered in England and Wales.					Total in England and Wales.	Increase per cent. per annum.	Total in Ireland.	Increase per cent. per annum.	Total in Scotland.	Increase per cent. per annum.	Total in United Kingdom.	Increase per cent. per annum.
	By Country Offices.	Increase per cent. per annum.	In London District, exclusive of Local Letters.	Increase per cent. per annum.	Local Letters in London District.								
Estimated No. of letters, 1839	—	—	—	—	13,000,000	59,983,000	—	8,302,000	—	7,683,000	—	75,908,000	—
Estimated No. of Franks, 1839	—	—	—	—	—	5,172,000	—	1,085,000	—	886,000	—	6,563,000	—
Estimated No. of letters, 1840	88,071,000	—	28,560,000	—	20,372,000	132,003,000	120	18,911,000	119½	18,554,000	143½	168,768,000	123½
Average of 5 years, 1841-45	121,703,000	10½	81,587,000	9	25,538,000	179,133,000	10½	24,938,000	9½	24,419,000	9½	227,777,000	10
" " 1846-50	179,651,000	5½	44,089,000	5½	34,883,000	258,632,000	5½	54,737,000	5	53,687,000	4½	337,008,000	5
" " 1851-55	232,569,000	6½	54,043,000	5½	48,163,000	322,783,000	3½	39,384,000	3½	40,999,000	5½	410,168,000	5½
Estimated No. of letters, 1856	275,404,000	4½	64,961,000	9	47,893,000	388,310,000	4½	41,851,000	5½	46,383,000	5	478,394,000	4½
" " 1857	291,636,000	5½	66,233,000	2	52,134,000	410,003,000	5½	42,306,000	2½	51,612,000	7	504,421,000	5½
" " 1858	300,506,000	3	68,361,000	4	58,404,000	427,871,000	12	44,208,000	3½	50,795,000	1½ Dec.	522,874,000	3½
" " 1859	316,646,000	5½	69,235,000	½	59,871,000	445,916,000	4	46,817,000	6	53,083,000	2½	544,796,000	4½
" " 1860	324,850,000	2½	73,953,000	6½	63,221,000	462,094,000	3½	46,227,000	3	53,751,000	8½	564,002,000	3½



## APPENDIX (C.)

ESTIMATED NUMBER OF FREE NEWSPAPERS\* delivered in the UNITED KINGDOM since 1855.

Year ending 31st December.	Delivered in England and Wales.			Total in England and Wales.	Decrease per cent. on the previous Year.	Total in Ireland.	Decrease per cent. on the previous Year.	Total in Scotland.	Decrease per cent. on the previous Year.	Total in United Kingdom.	Decrease per cent. on the previous Year.
	By Country Offices.	Decrease per cent. on the previous Year.	In London District.	Increase or Decrease per cent. on the previous Year.							
Estimated Number of Free Newspapers - 1856	31,423,000	—	4,425,000	—	35,848,000	—	10,068,000	7,876,000	—	53,790,000	—
" " 1857	30,547,000	2½	4,456,000	½ Inc.	35,003,000	2½	9,368,000	7,245,000	8	51,616,000	4
" " 1858	29,714,000	2½	4,404,000	1½ Dec.	34,118,000	2½	9,236,000	6,704,000	7½	50,063,000	3
" " 1859	28,531,000	4	5,107,000	10 Inc.	33,638,000	1½	9,154,000	6,526,000	2½	49,318,000	1½
" " 1860	26,461,000	7½	5,343,000	4½ Inc.	31,804,000	5½	8,744,000	6,084,000	6½	46,632,000	5½

\* By "Free Newspapers" are meant all British Newspapers and Publications bearing the impressed newspaper stamp, and all newspapers from abroad upon which no charge has to be made in this Country.

APPENDIX (D.)

NUMBER and AMOUNT of MONEY ORDERS ISSUED and PAID in the UNITED KINGDOM since 1838.  
MONEY ORDERS ISSUED.

Year.	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL, UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
1839 - " -	-	-	-	-	-	-	-	-
1840 - " -	-	-	-	-	-	-	-	-
Average of Five Years, 1841-45	-	-	-	-	-	-	-	-
" " 1846-50	-	-	-	-	-	-	-	-
" " 1851-55	-	-	-	-	-	-	-	-
1856 - " -	-	-	-	-	-	-	-	-
1857 - " -	-	-	-	-	-	-	-	-
1858 - " -	-	-	-	-	-	-	-	-
1859 - " -	-	-	-	-	-	-	-	-
1860 - " -	-	-	-	-	-	-	-	-
	142,723	240,063	30,015	47,295	16,183	25,765	188,921	£ 313,124
	482,764	802,827	53,507	77,167	51,526	80,980	587,797	960,975
	2,020,977	4,211,885	198,785	339,433	210,093	385,936	2,429,855	4,937,256
	3,365,969	6,688,684	347,547	585,151	374,187	680,696	4,087,703	7,954,533
	4,393,045	8,488,175	407,608	683,277	418,906	769,863	5,219,559	9,941,316
	5,231,736	10,099,366	461,723	806,942	485,523	899,253	6,178,982	11,805,562
	5,417,203	10,410,863	459,625	818,537	512,875	950,873	6,389,708	12,180,273
	5,674,441	10,821,901	485,920	857,558	529,735	982,646	6,589,396	12,682,105
	5,932,133	11,358,057	498,828	891,675	538,147	1,001,198	6,969,108	13,250,930
	6,159,200	11,869,339	515,266	945,177	554,680	1,043,888	7,229,146	13,858,404

APPENDIX (D.)—*continued.*

## MONEY ORDERS PAID.

Year.	ENGLAND AND WALES.		IRELAND.		SCOTLAND.		TOTAL, UNITED KINGDOM.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
1839 - - - - -	124,004	£ 208,586	47,022	£ 71,426	17,609	£ 31,715	188,615	£ 311,727
1840 - - - - -	429,600	739,963	89,388	120,950	50,900	83,372	569,888	944,287
Average of Five Years, 1841-45	1,972,025	4,163,991	232,346	356,083	211,425	405,320	2,416,396	4,925,396
" 1846-50	3,260,108	6,600,193	478,361	681,997	345,402	665,185	4,083,871	7,947,377
" 1851-55	4,255,830	8,353,431	537,836	772,138	421,161	809,492	5,214,827	9,935,063
1856 - - - - -	5,112,917	9,913,187	562,949	909,361	456,276	971,108	6,172,142	11,793,656
1857 - - - - -	5,333,979	10,281,663	537,881	893,789	515,563	1,002,857	6,387,423	12,178,309
1858 - - - - -	5,585,742	10,685,566	553,177	920,748	539,618	1,040,182	6,678,537	12,646,496
1859 - - - - -	5,825,682	11,191,141	577,069	976,794	564,748	1,087,525	6,967,499	13,255,460
1860 - - - - -	6,017,995	11,641,520	626,663	1,069,561	582,576	1,154,855	7,227,234	13,865,986

In 1840 the commission on Money Orders was reduced as follows :—

For any sum not exceeding 2*l.*, from 6*d.* to 3*d.*

For any sum above 2*l.*, and not exceeding 5*l.*, from 1*s.* 6*d.* to 6*d.*

## APPENDIX (E.)

AMOUNT of MONEY ORDERS ISSUED and PAID at those Towns in the United Kingdom where the Amount was largest, during the Years 1859 and 1860.

OFFICES.	1859.		1860.	
	Issues.	Payments.	Issues.	Payments.
<b>ENGLAND.</b>				
	£	£	£	£
Bath	67,323	65,280	69,728	65,603
Birmingham	182,867	337,620	194,194	343,077
Bradford, Yorkshire	53,033	46,440	55,656	47,347
Brighton	109,780	94,693	111,621	95,248
Bristol	125,379	220,876	128,713	223,019
Cambridge	38,404	39,347	38,232	38,695
Cardiff	59,036	27,791	57,337	28,722
Cheltenham	51,644	43,412	53,587	45,109
Chester	38,764	45,201	39,137	44,160
Derby	50,312	42,418	50,521	45,854
Devonport	47,081	34,801	48,870	33,685
Exeter	46,427	59,239	49,260	61,954
Gloucester	31,831	33,829	32,485	34,699
Halifax	34,022	27,849	35,238	27,978
Huddersfield	36,246	30,263	38,436	30,918
Hull	89,294	121,149	90,068	124,957
Ipswich	34,290	31,735	35,997	34,899
Leeds	109,649	152,542	115,895	158,452
Leicester	50,354	51,931	52,421	55,757
Liverpool	372,799	400,911	381,269	403,651
London	1,820,150	3,140,057	1,835,484	3,242,825
Manchester	303,931	397,416	325,192	409,837
Newcastle-on-Tyne	94,736	87,974	90,947	90,701
Newport, Monmouth	37,455	22,901	36,333	23,478
Northampton	37,245	28,121	37,481	29,358
Norwich	47,432	65,548	48,345	65,641
Nottingham	81,467	74,602	84,186	81,507
Oxford	41,603	42,960	41,246	46,297
Plymouth	66,293	71,392	74,678	75,290
Portsmouth	92,810	63,809	98,752	65,915
Preston	44,116	38,151	47,870	39,623
Reading	31,234	36,422	32,006	38,489
Sheffield	91,998	101,658	100,481	105,494
Shrewsbury	41,065	29,495	42,345	31,145
Southampton	67,275	63,989	71,267	67,978
Sunderland	59,990	47,846	63,886	47,052
Swansea	45,504	29,068	43,998	29,591
Wolverhampton	51,324	36,942	53,016	40,112
Worcester	37,785	36,041	39,722	37,938
Yarmouth, Norfolk	25,504	40,845	26,890	41,321
York	56,223	59,285	58,256	58,617
<b>IRELAND.</b>				
Belfast	41,000	55,335	44,701	60,584
Cork	33,540	37,905	34,438	40,111
Dublin	305,748	234,798	328,584	238,504
<b>SCOTLAND.</b>				
Aberdeen	35,812	44,320	38,684	45,650
Dundee	33,323	32,101	34,764	33,350
Edinburgh	141,581	220,625	149,061	231,529
Glasgow	169,346	224,228	171,774	239,097



## APPENDIX (F.)

## GROSS REVENUE, COST of MANAGEMENT, and NET REVENUE of the Post Office of the UNITED KINGDOM, since the Year 1836.\*

Year.	Gross Revenue. <sup>(a)</sup>	Cost of Management.	Net Revenue.	Postage charged on Government Departments.
	£	£	£	£
1837 - - -	2,339,737	637,313	1,652,424	38,538
1838 <sup>(b)</sup> - - -	2,346,378	636,768	1,659,510	45,156
1839 <sup>(c)</sup> - - -	2,390,763	756,999	1,633,764	44,277
1840 <sup>(d)</sup> - - -	1,359,466	858,677	500,789	90,761
Average of Five Years, } 1841—45 }	1,653,214	1,001,405	656,809	112,468
" " 1846—50	2,143,717	1,304,772	838,944	110,796
" " 1851—55	2,569,636	1,441,334	1,128,302	157,003
1856 - - - - -	2,876,127	1,673,556	1,202,561	154,229
1857 - - - - -	3,018,147	1,713,476	1,304,671	135,517
1858 - - - - -	3,100,939	1,770,554	1,330,385	138,631
1859 - - - - -	3,299,625	1,853,963	1,445,672	149,382
1860 - - - - -	3,382,900	1,990,708	1,392,192	150,073

\* In this Table the Revenue does not include the produce of the Impressed Stamp on Newspapers, and the Expenditure does not include the cost of the Packet Service. In the expenditure are included large arrears of payment for Railways, and large sums expended on Post Office buildings, although these sums were not proper to the service of the year in which they were paid.

(a) Namely, the Gross Receipts after deducting the Returns for "Refused Letters," &c.

(b) 1838 was the last complete year before the general reduction of postage.

(c) On 5th December 1839, the maximum Inland Postage for a single letter was reduced to 4d.

(d) On 10th January 1840 the postage on all inland letters weighing not more than  $\frac{1}{2}$  oz. was reduced to a uniform charge of one penny.

## APPENDIX (G.)

AMOUNT of Postage (including Postage Stamps sold by the Post Office and by the Office of Inland Revenue) during the Years 1859 and 1860, at those Towns in the United Kingdom where the Amount was largest.

	1859.	1860.
<b>ENGLAND.</b>		
	<b>£</b>	<b>£</b>
Bath - - - - -	16,983	18,281
Birmingham - - - - -	45,555	48,254
Bradford, Yorkshire - - - - -	15,446	16,386
Brighton - - - - -	20,884	21,572
Bristol - - - - -	32,030	32,565
Cheltenham - - - - -	11,274	11,449
Exeter - - - - -	14,460	15,959
Hull - - - - -	19,602	20,254
Leeds - - - - -	27,322	29,205
Liverpool - - - - -	107,097	109,116
London - - - - -	898,294*	894,379†
Manchester - - - - -	97,932	100,973
Newcastle-on-Tyne - - - - -	22,546	23,950
Norwich - - - - -	12,753	12,716
Nottingham - - - - -	13,075	13,570
Plymouth - - - - -	11,380	11,799
Sheffield - - - - -	18,363	19,690
Southampton - - - - -	13,791	14,110
York - - - - -	12,621	12,526
<b>IRELAND.</b>		
Belfast - - - - -	16,339	17,637
Cork - - - - -	12,658	13,432
Dublin - - - - -	63,843	64,773
<b>SCOTLAND.</b>		
Aberdeen - - - - -	14,315	14,449
Edinburgh - - - - -	67,857	68,618
Glasgow - - - - -	68,480	69,333

\* Including 135,859*l.* for postage charged on Public Departments.

† Including 136,195*l.* for postage charged on Public Departments.

## APPENDIX (H.)

A STATEMENT showing the PAYMENT for each of the FOREIGN and COLONIAL PACKETS under Contract with the BRITISH GOVERNMENT; certain other Expenses incurred in connection with the Foreign and Colonial Mails, and not defrayed out of the Inland Rate; the estimated Sea Postage on the Correspondence conveyed by each Line of Packets; the Profit or Loss on each Line; the Cost of Sea Conveyance per Ounce of Letters, and per Pound of Printed Matter; the Cost per Nautical Mile of each Line of Packets; and the Average Sea Postage per Ounce of Letters, and per Pound of Printed Matter, in various Classes of Correspondence.

VIII.

VII.

V.

III.

II.

I.

PACKETS.	Contract Pay-ments.	Other Pay-ments.	Sea Post- age.	Profit.	Loss.	The Cost of Sea Con-veyance per Ounce of Letters, and per Pound of Printed Matter.	Cost per Nautical Mile of each Line of Packets.	AVERAGE PRODUCE IN SEA POSTAGE, Of an Ounce of Letters, and a Pound of Printed Matter, in various Classes of Correspondence.	LETTERS, at per oz.		PRINTED MATTER, at per lb.	
									s. d.	2	s. d.	e. d.
A. <sup>1</sup> DOVER AND CALAIS } and A. <sup>2</sup> DOVER AND OSTEND }	£ 18,600	£ 4,100	£ 79,000	£ 56,300	—	—	s. d. 10 5					
<p>A.<sup>1</sup> The estimate of sea postage in this case is based upon Returns taken during the months of January and February 1890.</p> <p>A.<sup>2</sup> The estimate of sea postage in this case is based upon Returns taken during six (not consecutive) weeks between January and November 1890.</p> <p>A.<sup>1</sup> and A.<sup>2</sup> include the postage on correspondence between this country and the continent, after deducting the sums repayable to foreign countries, and the British inland rate, which in this as in all other cases has been taken to be 1½d. per letter, and half the produce of printed matter. It does not include any portion of the postage on correspondence, passing through the United Kingdom, between the continent of Europe and foreign countries or British Colonies, the whole of which has been credited to the American, West India, or other lines of packets.</p> <p>In the corresponding Return of last year the contract payment was stated to be £15,500 only.</p>												
B. PENINSULAR	—	* 5,000	800	4,000	—	1,800	2 3	1 7				
<p>This estimate is based on an account of six outward and six inward mails, taken between January and November 1890.</p> <p>* In the corresponding account for 1889 the contract payment was stated to be 20,000; but of this sum 15,000, was proper to the Indian Service, and is now so charged.</p>												

C. NORTH AMERICAN - £ 189,500 400 £ 112,000 - £ 77,900 2 5 9 8  
 C. This estimate has been based on an account of six outward and six inward mails, taken between January and November 1890.  
 \* In the corresponding Return for 1889, this payment was stated to be 191,000*l.*, but of this sum 1,500*l.* was chargeable to the Colony of Bahamas, and is now so charged.

D. WEST INDIAN PACIFIC BRAZILIAN - } 293,500 8,900 103,600 - 198,800 4 3 8 6  
 D. This estimate has been based, as regards the West Indian and Pacific correspondence, on an account of six outward and six inward mails, taken between January and November 1890, and on an account of three outward and three inward mails, taken during the same period as regards the Brazil correspondence.

E. WEST COAST OF AFRICA - } 30,000 - 4,500 - 25,500 6 4 5 0  
 E. This estimate is based on an account of three outward and three inward mails, taken between January and November 1890.

LETTERS, at per oz.				PRINTED MATTER, at per lb			
United States.	British North America.	Havana, Mexico, California.	French Closed Mails.	Prussian Closed Mails.	British Mails.	French Closed Mails.	Prussian Closed Mails.
s. d. 2 3	s. d. 1 1	s. d. 3 0	s. d. 1 0	s. d. 1 8	s. d. 0 3½	s. d. 0 5	s. d. 0 10½
LETTERS, at per Ounce.							
West Indies.	Cuba, Havana, Porto Rico, &c.	Mexico.	New Granada.	Pacific.	Brazil.	Buenos Ayres, Monte Video.	French Closed Mails, West Indies.
s. d. 1 1	s. d. 4 4	s. d. 5 10	s. d. 2 7	s. d. 2 11	s. d. 2 4	s. d. 1 4	s. d. 0 6
s. d. 1 1	s. d. 4 4	s. d. 5 10	s. d. 2 7	s. d. 2 11	s. d. 2 4	s. d. 1 4	s. d. 0 6
PAPERS, at per Pound							
West Indies.	Cuba, Havana, Brazil.	Buenos Ayres, Monte Video.	Pacific.	French Closed Mails, West Indies.	French Closed Mails, Pacific.	Dutch Closed Mails.	
s. d. 0 2½	s. d. 0 3½	s. d. 0 3½	s. d. 0 6½	s. d. 0 5	s. d. 0 5	s. d. 0 5	s. d. 1 0
LETTERS, at per Ounce.				PRINTED MATTER, at per Pound.			
West Coast.	French Closed Mails.	West Coast.	French Closed Mails.				
s. d. 1 2	s. d. 0 6	s. d. 0 3½	s. d. 0 5				

Appendix (H.)—A Statement showing the Payment for each of the Foreign and Colonial Packets under Contract with the British Government, &c.—*continued.*

VIII.

VII.

VI.

V.

IV.

III.

II.

I.

PACKETS.	Contract Pay-ments.	Other Pay-ments.	Sea Post-ages.	Profit.	Loss.	The Cost of Sea Con-veyance per Ounce of Letters, and per Matter.	Cost per Nautical Mile of each Line of Packets.	AVERAGE PRODUCE IN SEA POSTAGE, Of an Ounce of Letters, and a Pound of Printed Matter, in various Classes of Correspondence.	
								LETTERS, at per Ounce.	PRINTED MATTER, at per Pound.
F. THE CAPE OF GOOD HOPE.	* 38,000	—	9,300	—	28,700	3	5	Cape, &c.	Cape, &c.
								s. d.	s. d.
								1 0	0 3
F. This estimate is based on an account of three outward and three inward mails, taken between January and November 1860. * The contract payment is 32,400 <i>l.</i> , but the Packets have earned 5,600 <i>l.</i> for performance of the service within the stipulated time; in the corresponding Return for 1859 these premiums were not taken into account.									
G. AUSTRALIAN.	† 90,200	4,300	30,300	—	61,200	2	0	Mails to Australia.	Mails to Australia.
								s. d.	s. d.
								1 3	0 3½
G. This estimate is based on an account of three outward and three inward mails, taken between January and November 1861. † The sum of 90,200 <i>l.</i> is made up of 14,000 <i>l.</i> the sum paid by the Imperial Government, in aid of the New Zealand Intercolonial Service, and of 76,200 <i>l.</i> the moiety of the contract payment for the Australian Service. The other moiety is charged on the Colonial Government. This payment was at the rate of 180,000 <i>l.</i> per annum, during the first half of the year 1860, and at 134,000 <i>l.</i> during the latter half. It has been further reduced by penalties for delay.									

LETTERS, at per Ounce.

India.	China.	Ceylon.	Mauri- tius.	Mediterranean.	Dutch Closed Mails.	French Closed Mails.		
						Possessions in India.	Alexan- dria	Other French Closed Mails.
£	£	£	£	£	via Mar- sailles, 1s. 2d. Trieste, 2s.	£	£	£
13	16	12	0 3½	1 2		0 10	0 6	1 0

PRINTED MATTER, at per Pound.

India.	Ceylon.	Mediterranean.	Mauritius.	French Closed Mails.	China.
£	£	£	£	£	£
0 3½	0 5	0 4½	0 4½	0 5	0 5½

**II. EAST INDIAN**      £      17,300      111,000      —      £      139,700      £      1 4      4 11

This estimate is based as regards the Indian and Mediterranean Correspondence, upon six outward and six inward mails, taken between January and November 1860; and as regards the Ceylon, China, and Mauritius Correspondence, on three outward and three inward mails, taken during the same period.

\*The sum of 163,600*l.* is the amount payable by the Imperial Government after deducting that which is charged on the East Indian Government.

**TOTAL**      £      827,800      35,900      453,700      56,300      463,200      —      —

I. This Column shows that portion of the Payments for Contract Packets for the Service of the year 1860, for which the Imperial Government was liable. II. In this Column are given certain other Payments made in connexion with the Foreign and Colonial Mails, as, for example, the Cost of the Malta, Constantinople, and other Agencies, the Cost of Conveyance over the Isthmuses of Panama and Suez, and of some miscellaneous items. III. This Column gives that portion of the Sea Postage on Correspondence conveyed by Foreign and Colonial Packets which is credited to the Imperial Government, and applicable to the cost given in I. and II. IV. and V. These Columns show the Profit or Loss on each Line of Packets, after the application of the Postage shown in Column III. to meet the cost shown in Columns I. and II. VI. In dividing the Cost of Conveyance, it has been considered that a pound of Printed Matter is equal in point of cost to an ounce of Letters. VII. This Column shows the Cost per Nautical Mile of each Line of Packets; in this calculation the Payments by the Colonial as well as the Imperial Governments have been included, but no account has been taken of penalties or premiums.

FRANK IVES SCUDAMORE.

## APPENDIX (I.)

## ABSTRACT of CONTRACTS for the

Line of Communication.	How often.	Departure.	Number, Size, and Character of Vessels.	Contractors.
<b>I. HOME SERVICES.</b>				
1. HOLYHEAD and KINGSTOWN	Twice a day -	From Holyhead daily (Sundays excepted), after arrival of Train leaving London at 7.30 a.m. Packet to reach Kingstown at 6.5 p.m., Dublin time. On Sundays, after arrival of Train leaving Crewe at 11 a.m. Packet to reach Kingstown at 6.5 p.m., Dublin time. Also, daily, after arrival of Train leaving London at 8.30 p.m. Packet to reach Kingstown at 7.5 a.m., Dublin time. From Kingstown daily, at 7 a.m. and 7.20 p.m., Dublin time.	4 Steam Vessels, not less than 300 feet long, 1,700 tons (b.m.), and 600 horse power.	City of Dublin Steam Packet Company, 15, Eden Quay, Dublin. P. Howell, Secretary.
2. LIVERPOOL and DOUGLAS, } ISLE OF MAN - - - }	- - -	- - -	- - -	Isle of Man Steam Packet Company, T. Orford, Agent, Tower Buildings, Water Street, Liverpool.
3. LIVERPOOL and RAMSEY, } ISLE OF MAN - - - }	Once a week -	- - -	- - -	Ramsey Steam Navigation Company, W. Crennall, Agent, Ramsey, Isle of Man.
4. PORTSMOUTH and RYDE -	Once a day to Ryde, and twice a day from Ryde.	From Portsmouth after the arrival of the Day Mail at 1.5 p.m., to reach Ryde at 1.35. From Ryde at 6.30 a.m., and 9.50 a.m.	5 Steam Packets, averaging 120 tons.	Portsmouth and Ryde Steam Packet Company, Alfred Heather, Manager.
5. PENZANCE and SCILLY	Three times a week in the Summer, and twice a week in the winter.	The Mails to be conveyed during the months of April, May, June, July, August, and September, from Penzance every Tuesday and Thursday at noon, and on Saturday at 2 p.m.; and from Scilly every Monday, Wednesday, and Saturday at 7.30 a.m. During the other months of the year, from Penzance every Wednesday and Saturday at noon, and from Scilly every Monday and Friday at 7.30 a.m. The above to be considered as the minimum service.	- - -	Scilly Islands Steam Navigation Company, Clement William Mumford, Secretary.
6. SOUTHAMPTON and COWES -	Twice a day -	From Southampton at 2 a.m., and 2 p.m. From Cowes, 10.30 a.m., and 9 p.m.	- - -	Southampton and Isle of Wight Steam Packet Company, David Corke, Manager, Southampton.
7. GREENOCK and DUNDEE	Daily (Sundays excepted).	Between 5 p.m. and 8 p.m., from each Port.	- - -	George Burns, Glasgow.
8. ORKNEY ISLANDS	Every weekday in Summer, and three times a week in Winter.	From Scrabster Pier (Thurso) to Stromness, every day, from 1st April to 1st October; and every other day from 1st October to 1st April.	1 Steamer of not less than 133 tons and 60 horse-power, to go 10 knots an hour.	John Stanger, Stromness.
9. SHETLAND ISLANDS -	Weekly -	From Aberdeen on Fridays, and from Lerwick on Mondays, at 6 p.m., if the Packet arrived at Lerwick before 6 a.m. If not, 17 hours after arrival from Aberdeen.	Steamers, of not less than 60 horse-power, from April to Sept. inclusive. Sailing Vessels, of not less than 140 tons, (a.m.) from October to March inclusive.	Aberdeen, Leith, and Clyde Shipping Company, Agents Pile and Forsyth, 19, Birchin Lane, E.C.

## APPENDIX (I.)

## CONVEYANCE of MAILS by SEA.

CONTRACT.			Payment.	Contract Time.	Penalties for Overtime.	Premium for Under Time.	Penalty for General Non-Performance.	REMARKS.
By whom made, and when.	Com-menced.	When Terminates.						
Post Office, 3 Jan., 1859.	1860, 1 Oct.	After 5 years from 1 Oct., 1860, if Post-master-General dissatisfied with performance of Contract; otherwise, on 12 months' notice, after 30 September, 1873.	£ 85,900 per annum.	Not defined, being included in General Contract for Conveyance of Mails between London and Dublin.	£1 14s. 0d. per minute, if journeys between London and Kingstown, and Crewe and Kingstown exceed 11 hours and 7½ hours respectively from appointed time of departure.*	-	-	The Annual Payment is liable to be reduced in amount when the Receipts arising from Passenger traffic, or, if the Contractors are hereafter empowered to carry Cattle and Goods, from the traffic generally, reach a certain sum. (Section 16.)
- - -	- - -	- - -	850 per annum.	- - -	- - -	- - -	- - -	This Contract expired long since; but the service is continued upon the same terms. The Company's vessels run more frequently than required under the old Contract, and carry Mails on every voyage.
Post Office, 30 Dec., 1857.	- - -	- - -	100 per annum.	- - -	- - -	- - -	- - -	
Post Office, 14 Feb., 1847.	- - -	- - -	50 per annum.	- - -	- - -	- - -	- - -	
Post Office, 1 Mar., 1859.	1859, 1 March.	On 3 months' notice.	300 per annum.	- - -	- - -	- - -	- - -	
- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
Post Office, 1 Oct., 1854.	- - -	- - -	750 per annum.	- - -	- - -	- - -	- - -	
Post Office, 16 July, 1849.	1849, 16 July.	On 6 months' notice.	Performed free of expense.	- - -	- - -	- - -	£ 100	
Admiralty, 25 Mar., 1866.	1856, 1 April.	On 31 March, 1862.	1,300 per annum.	- - -	- - -	- - -	500	Contract of 1856 terminated 31st March, 1861, but renewed for one year.
Admiralty, 12 April, 1855.	1840, 1 Feb.	On 6 months' notice.	1,200 per annum.	60 hours	- - -	- - -	500	Contract of 1840 terminated in 1855, but was renewed. Steamers may touch at intermediate ports of Wick and Klrkwall, but sailing vessels must go direct.

\* These penalties are at present suspended, owing to the state of the harbour at Holyhead.



## Abstract of Contracts for the

Line of Communication.	How often.	Departure.	Number, Size, and Character of Vessels.	Contractors.
10. CHANNEL ISLANDS -	Three times a week.	From Southampton on Monday, Wednesday, and Friday, at 11.45 p.m. From Jersey, Monday, Wednesday, and Friday, at 7 a.m.	3 or more Steamers of not less than 120 horse-power.	London and South-Western Railway Company, Waterloo Road, S., L. Crombie, Secretary.
<b>II. COLONIAL AND FOREIGN SERVICES.</b>				
11. DOVER and CALAIS -	Daily (Sundays excepted).	From Dover on arrival of Night Mail Train from London. From Calais on arrival of Night Mail Train from Paris.	6 Steamers of 100 tons each (n. m.), one of which is to be kept as a spare Packet, and one for special services, to go 13 knots on an average; also a small Steamer for landing Mails at Calais.	J. G. Churchward, Admiralty House, Dover, and 86, Lombard Street, E.C.
DOVER and OSTEND -	Three days a week.	From Dover on arrival of Night Mail Train from London on Tuesday, Thursday, and Saturday. From Ostend on arrival of Mail Train from Brussels on Monday, Wednesday, and Friday.		
12. SOUTHAMPTON, VIGO, OPORTO, and LISBON	Three times a month.	From Southampton on 7th, 17th, and 27th of each month; or one day later when these dates fall on Sundays. From Lisbon on the 7th, 17th, and 27th of each month, at 9 a.m.	Steamers of not less than 110 horse-power.	Peninsular and Oriental Steam Navigation Company, 122, Leadenhall Street, E.C., C. W. Howett, Secretary.
13. SOUTHAMPTON, GIBRALTAR, MALTA, and ALEXANDRIA -	Four times a month.	From Southampton on the 4th, 12th, 20th, and 27th of every month.	-	-
MARSEILLES, MALTA, and ALEXANDRIA -		From Marseilles on the 12th, 20th, 28th, and 5th of every month; except when the 10th, 18th, 26th, or 3rd falls on a Sunday, then on the 13th, 21st, 29th, or 6th of the month.	A sufficient number of Steamers of not less than 1,100 tons.	Ditto -
SUEZ and BOMBAY -		Fitted to Departures from Southampton of 12th and 27th.	For the service between Marseilles and Alexandria. Steamers of not less than 600 tons.	-
SUEZ and CALCUTTA -		Fitted to Departures from Southampton of 4th and 20th.		-
BOMBAY and CHINA -	Once a month	Fitted to Departure from Southampton of 4th.		-
14. POINT DE GALLE and SYDNEY -	Ditto -	Fitted to Departure from Southampton of 20th.	A sufficient number of full power Steamers (not less than 3).	Ditto -
15. LIVERPOOL, HALIFAX, and BOSTON -	Weekly -	Every Saturday from Liverpool alternately, to Boston via Halifax, and direct to New York. Returning from America every Wednesday alternately, from Boston, via Halifax, and direct from New York. From New York to Nassau, on arrival of each alternate Packet from Liverpool.	A sufficient number of Steamers (not less than 8), of not less than 400 horse-power; and one of 50 horse-power, for service between Nassau and New York.	Sir S. Cunard, Bart., Edmonton, N.-G. Burns, Glasgow, and Charles Mac Iver, Liverpool. Agent in London, J. B. Foord, 52, Old Broad Street, E.C.
LIVERPOOL and NEW YORK -	Once a month			
NEW YORK and NASSAU (Bahamas) -				
16. HALIFAX, BERMUDA, and ST. THOMAS -	Once a month	To leave Halifax within 24 hours after arrival of the Packet from England, conveying the mails to Boston.*	A sufficient number of wooden Steamers, of not less than 350 tons (n. m.) Screw Propeller, 80 horse-power.	Sir S. Cunard, Bart., Edmonton, N.
HALIFAX and NEWFOUNDLAND -	Once a month in winter, twice a month in summer.			

## Conveyance of Mails by Sea—continued.

CONTRACT.			Payment.	Contract Time.	Penalties for Overtime.	Premium for Under Time.	Penalty for General Non-Performance.	REMARKS.
By whom made, and when.	Com-menced.	When Terminates.						
Admiralty, 1 Oct., 1855.	1855, 1 Oct.	On 6 months' notice.	£ 4,000 per annum.	To or from Guernsey in 9 hours, and to or from Jersey in 12 hours.	- -	- -	£ 2,000	
Admiralty, 20 June, 1855.	1855, 20 June.	On 12 months' notice after 20 June, 1862.	18,000 per annum, but Contractor to pay tolls, dues, &c., at Calais.	- -	£15 when Mails are too late for the Mail Train.	- -	- -	To perform 12 special Voyages each year, and to provide a special Packet for Indian and Australian Mails.
Admiralty, 9 Jan., 1852.	1852, 9 Jan.	On 6 months' notice.	* 5,000 per annum.	To Lisbon, 4 days 22 hours. From Lisbon, 4 days 15 hours.	- -	- -	- -	* By agreement the sum of £15,500 is deducted from the subsidy specified in this Contract, and added to the subsidy for the general services, No. 13.
- - -	- - -	- - -	- - -	13 days	- -	- -	- -	
- - -	- - -	- - -	- - -	6 days	- -	- -	35,000 5,000	
Admiralty, 1 Jan., 1853, 7 July, 1854.	- -	On 12 months' notice, after end of 1859.	[ 162,125 22,000 21,000 5,000 15,500 225,625 per annum. ]	14 days	- -	- -	- -	
- - -	- - -	- - -	- - -	25 days	- -	- -	- -	
- - -	- - -	- - -	- - -	22 to 25 days	- -	- -	- -	
Post Office, 16 April, 1861.	1861, April.	On 6 months' notice.	134,672 per annum.	22 days from Point de Galle to Sydney; 24 days from Sydney to Point de Galle, with 24 hours additional for stay at Melbourne.	£200 for every 24 hours.	£50 for every 24 hours.	25,000	
Admiralty, 24 June, 1858.	1858, 24 June.	On 12 months' notice, after end of 1866.	173,340 3,000	- -	- -	- -	36,000	The Packets call at Queenstown to land and embark Mails. Return Mails in stress of weather may be landed at Bristol, Falmouth, Plymouth, Southampton, Portsmouth, Dover, or Deal.
Admiralty, 1 July, 1854.	1854, 1 July.	On 12 months' notice after end of 1861, or on discontinuance of No. 15 line of Steamers.	14,700 per annum.	- -	- -	- -	3,000	Stay at Newfoundland not to exceed 48 hours. * Permission has been given for these Packets to defer their departure from Halifax until after the arrival of Packets from Boston.

## Abstract of Contracts for the

Line of Communication.	[How often.	Departure.	Number, Size, and Character of Vessels.	Contractors.
17. WEST INDIES - -	Twice a month	From Southampton on the 2nd and 17th of each month, except when those days fall on Sunday; then on the following days.	A sufficient number of Steam Vessels (3 to be of iron, of not less than 3,000 tons burthen and 800 horse-power, for Transatlantic Service,) 1 to be of iron, of not less than 1,000 tons burthen and 250 horse-power for River Plate Service - -	Royal Mail Steam Packet Company, Office, 55, Moorgate Street, E.C., R. T. Keep, Secretary.
BRASILS AND RIVER PLATE - To touch at Lisbon, St. Vincent, Pernambuco, and Bahia - -	Monthly - -	From Southampton on 9th of each month, except when 9th falls on Sunday; then on the 10th. From Rio de Janeiro to Buenos Ayres, touching at Monte Video 2 days 16 hours after arrival of Packet from Southampton.		
18. PACIFIC - - -	Twice a month	From Panama on 9th and 24th of each month, at 2 p.m.	6 or more Steamers; 5 of 260 horse-power, and one of 220 horse-power.	Pacific Steam Navigation Company, Walmer Buildings, 6, Water Street, Liverpool, W. J. Conlan, Secretary.
19. WEST COAST OF AFRICA - To touch at Madeira, Teneriffe, Bathurst, Sierra Leone, Cape Palmas, Cape Coast Castle, Accra, Lagos, Benin (River), Nun (River), Brass (River), Bonny (River); a Branch Packet from Bonny to touch at Fernando Po, Cameroons, Old Calabar, &c. - -	Monthly - -	From Liverpool on 24th of each month, except when 23rd falls on a Sunday; then on 25th.	A sufficient number (not less than 7) screw Steamers, to go 8 knots an hour on the average.	African Steam Ship Company, 3, Mincing Lane, E.C., Duncan Campbell, Secretary.
20. CAPE OF GOOD HOPE - On homeward Voyage, Packets to call at St. Helena and Ascension - -	Monthly - -	From Devonport on 6th of each month (except when that day falls on a Monday, then on 7th), and from the Cape on the 45th day from the date of the departure of the Mail from England, except in March, and then on the 44th day.	A sufficient number (not less than five) of Steamers of not less than 530 tons, n. m., with Engines of not less than 60 nominal, and 280 indicated horse power.	Union Steam Ship Company, Southampton, G. Y. Mercer, Secretary.

Conveyance of Mails by Sea—continued.

CONTRACT.			Payment.	Contract Time.	Penalties for Overtime.	Premium for Under Time.	Penalty for General Non-Performance.	REMARKS.
By whom made, and when.	Com-menced.	When Terminates.						
			£				£	
Admiralty, 5 July, 1850, and 25 Feb., 1856.	1851, 1 Jan.	On 12 months' notice, after end of 1863.	270,000 per annum, less £1,500 per annum, the Sailing Vessel which was provided for the Bahamas Service having been withdrawn.	To St. Thomas, 14 days 12 hrs. To Colon, 19 days 15 hours To Rio de Janeiro, 26 days 6 hours From Rio de Janeiro, 25 days 5 hours To Buenos Ayres, 35 days 12 hrs. From Buenos Ayres, 36 days 21 hours.	- -	- -	50,000	
Admiralty, 23 Sept., 1850, 13 Nov., 1850, and 6 April, 1858.	1852, 1 April, or earlier.	On 12 months' notice, after 31 March, 1864.	25,000 per annum.	From Panama to Valparaiso, 19 days 21 hours. From Valparaiso to Panama, 18 days 19 hours.	- - -	- -	4,000	
Admiralty, 7 July, 1858.	1858, 24 Sept.	On 12 months' notice, after 23 Sept., 1865.	30,000 per annum.	To Bonny, 32 days 16 hours. From Bonny, 34 days 12 hours.	== ==	- -	2,000	
Admiralty, 12 Sept., 1857.	1857, 12 Sept.	On the 12 Sept., 1862.	33,000 per annum; 600 less if no accommodation be required for any Naval or Post Office Officer.	42 days	£25 for first day and £50 for every successive day.	£50 for every 24 hours.	4,000	

## APPENDIX (J.)

EXTRACTS from MEDICAL OFFICER'S REPORT upon the London Offices  
for the Year 1860.

Medical Department,  
General Post Office, London,  
5th April 1861.

SIR,

It is with much pleasure that I now present this my Sixth Report on the health of the officers during the past year, showing as it does a continuation of the very high sanitary condition of the Department.

This Report embraces for the first time, in addition to the information connected with the hygienic condition of the officers attached to the Chief and Money Order Offices, that relating to the men attached to the District Offices situated in the nine Postal Districts, into which, together with the Eastern Central, the metropolis is now divided for Postal purposes.

\* \* \* \* \*

## CANDIDATES EXAMINED BY THE MEDICAL OFFICER.

*Clerks.*—42, two of whom were rejected as unfit.

*Minor officials.*—568 candidates for the office of letter carrier, &c., in London presented themselves for examination. Of these were,—

Approved	-	-	-	-	-	492
Rejected	-	-	-	-	-	76

13 or 14 per cent.

As there were so many candidates for employment in the minor establishment, I determined on instituting an examination which would give such certain results that I should be enabled to class the candidates in the exact order of their physical fitness. I should then be able to recommend the strongest for those duties that required the largest amount of bodily power.

For this purpose I provided a dynamometer for testing muscular power. This, when taken into account with the relative ages, height, weight, and vital capacity of the chest, would afford sufficient data for fixing a scale of the strength of the respective candidates. It must be understood that such persons as are unsound in their organs of breathing or circulation are at once disqualified, and not subjected to these tests of strength.

During the last six months of the year 128 candidates were tested in this manner. The following table shows the results arrived at :—

The youngest candidate so examined was 17 years of age ;  
the oldest was 24 years 8 months.

The shortest was 5 feet 5 inches in height (the minimum height at which candidates are eligible) ; the tallest was 5 feet 11 inches.

The lightest candidate weighed 8 st. 2 lbs. ; the heaviest, 11 st. 6 lbs.

The average age of all the candidates was 20 years 6 months.

„	height	-	-	-	5 feet 7 inches.
„	weight	-	-	-	9 stone 8½ lbs.
„	power, as shown by the dynamometer,				304 lbs.
„	circumference of the chest, after				
	full inspiration	-	-	-	33½ inches.
„	ditto, after full expiration	-	-	-	32 „
„	vital capacity of chest	-	-	-	1½ „

There was, as might be supposed, considerable difference in the weights the candidates were able to raise. Thus, while the weakest could only lift a weight of 192 lbs., the strongest raised 430 lbs. I found, however, that the latter amount was far exceeded by a mail guard in the service, who was able to lift 650 lbs. with little exertion.

One important point, among others, brought out by this examination was the fact, that in those cases where the difference in the circumference of the chest on full inspiration and after full expiration was less than 1½ inch, or, in other words, when the vital capacity of the chest was less than 1½ inch, the bodily strength of the candidates was almost always deficient.

The number of candidates thus examined up to the end of the year is, as I have stated, only 128. But when this shall have been added to by fresh examinations, I anticipate that the results shown will be of much practical value.

#### PREVIOUS OCCUPATIONS OF THE CANDIDATES.

Of 357 candidates for the office of letter carrier, sorter, labourer, &c., whose previous employments were ascertained, there were,—

Porters and messengers	-	-	-	-	-	57
Operatives of various kinds	-	-	-	-	-	46
Domestic and other servants	-	-	-	-	-	45
Shoemakers	-	-	-	-	-	35
Clerks in counting-houses	-	-	-	-	-	27
Farm labourers	-	-	-	-	-	26
Drapers and shopmen	-	-	-	-	-	18
Butchers and bakers	-	-	-	-	-	16
Gardeners	-	-	-	-	-	16
Cheesemongers and grocers	-	-	-	-	-	15
Carpenters	-	-	-	-	-	9
Retail dealers	-	-	-	-	-	7
Soldiers and sailors	-	-	-	-	-	6
Printers	-	-	-	-	-	5
Collectors	-	-	-	-	-	4
Tailors	-	-	-	-	-	4
Schoolmasters	-	-	-	-	-	3
Pianoforte makers	-	-	-	-	-	3
Plumbers and painters	-	-	-	-	-	3
Policemen	-	-	-	-	-	2
No previous occupation	-	-	-	-	-	10

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## GENERAL HEALTH OF THE OFFICERS ATTACHED TO THE CHIEF OFFICE.

I have great pleasure in being able to state that a comparatively small proportion of officers of all classes applied for medical aid in the course of the year, and that a larger proportion than usual of the cases were of a slight character.

This condition of health would have even been more favourable had it not been for the very severe weather that characterized the last two or three weeks of the year. This caused numerous attacks of rheumatism, cold, catarrh, and bronchitis, especially among the letter carriers.

The remarkable absence of hot weather during the past summer has had great influence in diminishing the usual amount of summer sickness. While, with a smaller number of officers, in the years—

1856	there were	258	cases of diarrhœa,
1857	"	215	"
1858	"	96	"
1859	"	114	"

During the year

1860	there were but	77	"
------	----------------	----	---

\* \* \* \*

But though the wet, cool summer diminished the attacks of diarrhœa, it caused an increase in the number of cases of catarrh and bronchitis.

It is especially in diseases of the two latter kinds that I would urge upon the officers of the Department the importance of presenting themselves for medical treatment at the earliest moment. By this means a trifling ailment may be prevented from becoming a dangerous, perhaps a fatal disease.

\* \* \* \*

The cases of rheumatism have been fewer than usual, notwithstanding the damp and coldness of the year. I have no doubt that the substitution of the new Inverness coats furnished to the letter carriers for the former Macintosh capes, has been one of the main causes of this diminution in the number of cases of this "postman's disease."

\* \* \* \*

## AVERAGE DURATION OF ILLNESS.

*Clerks.*

The number of heads of departments, clerks, and inspectors, in the Chief, Money Order, and District Offices, during the year, has averaged 541; viz., 286 in Class A., and 255 in Class B.

Of this number 122 of the first, and 112 of the second class, have been off duty from illness during some portion of the year. On the average, each of these officers had two attacks of illness, as among the former there were 238, and among the latter 234 such absences. Thus rather more than two-fifths of the whole number of clerks, &c., have suffered from sickness requiring their temporary absence from duty.

The 472 illnesses required 4,280 days' absence, or nine days per case. This statement contrasts favourably with the average length of illness in this class in the previous year. It was then  $12\frac{1}{2}$  days.

The average duration of each case of sickness among the heads of departments and senior clerks has, as usual, been greater than among the juniors, but only in a very slight degree.

*Minor Establishment.*

The number of officers, Class C., in the entire Town Districts, has averaged 1,949. Among these there have been 2,051 cases of illness, very few of them having been of a severe nature; 1,025 of the illnesses have necessitated absence from duty for periods varying from one day to 250 days. The aggregate absence from duty on account of illness in this class, was 22,136 days. This gives an average of  $10\frac{3}{4}$  days for each case, and  $11\frac{1}{4}$  days of illness to each officer. Twenty-nine of these illnesses were cases of consumption, or of other chronic and incurable diseases, most of which terminated in the death or retirement of the persons so attacked, after an absence from duty of at least 100 days each. These 29 cases absorbed 4,527 of the total number of days' absence, so that if allowance be made for these cases, it will leave an average absence of rather more than nine days each for all the other officers of the Minor Establishment.

\* \* \* \* \*

**HEALTH OF THE OFFICERS ATTACHED TO THE CHIEF OFFICE, COMPARED WITH THAT OF THE STAFF OF THE DISTRICT OFFICES.**

In my last annual report, alluding to the then state of health of the district employes who had only just been placed under official medical superintendence, I used the following words:—"At the present moment, I am sorry to say, there is a large proportion of illness in some of the Districts. I have no doubt that this is owing to the sufferers having hitherto neglected to have recourse to medical assistance, as they would have had to pay for it. Several of these cases have, unfortunately, become chronic and confirmed, and, in some instances, incurable. When these shall have been disposed of by superseding those who are incapable, and time has allowed the full development of the principle of 'preventive treatment,' I have no doubt that the health of the District Officers will bear a not unfavourable comparison with that of the men attached to the Chief Office. Indeed, the situations of the District Offices, the less crowded state of the rooms in which the men work, their better ventilation, and other advantages connected with them, lead me to expect a higher state of health there than is to be looked for in the building in St. Martin's-le-Grand."

The unsatisfactory state of health in the District Offices there spoken of continued for some considerable portion of the year, and, I am sorry to say, still continues in the old unimproved offices. Dr. Bradford, the very intelligent and efficient Medical Officer of the Northern District, reports: "I have much pleasure in directing your attention to the general, and, on the whole, progressive improvement in the health of the men of this District, which last year engaged your special attention, owing to the large amount of illness prevailing in it. I trust that in the report I now present, your legitimate expectation (of gradual improvement) will not be disappointed." Dr. Bradford's report includes a Table which shows that as the Northern Office was brought month by month more under the influence of judicious sanitary



and medical supervision, the number as well as the severity of the cases of illness diminished.

I have little doubt that experience will prove the history of the Northern will be the history of all the other District Offices.

The tables of deaths show that at present the health of the District Offices is not equal to that of the Chief Office.

Thus while the deaths in the minor establishment of the Chief Office have been but 6 out of a total of 975, or about 6 per 1,000, in the District Offices, there have been 11 deaths among 974, about 11 per 1,000.

#### HEALTH OF THE DISTRICT OFFICES COMPARED WITH EACH OTHER.

The hygienic condition of the 9 District Offices varies considerably. It is worthy of observation that, so far as the present limited experience admits of a general conclusion on this subject being drawn, there is a striking contrast between the health of the officers in those Districts in which new offices have been erected, and that of those in which the old Offices are still unreplaced. The difference is entirely in favour of the new Offices, which are all well built, well lighted, and well ventilated. This is the case although some of the new Offices have been but a very few months in occupation, and were not at first quite dry.

Thus, while in the South Eastern District the average duration of each case of illness has been  $14\frac{1}{2}$  days, at the Western and West Central it has been 7 or less.

While at the old Southern Office the average absence of each officer from illness has been upwards of  $11\frac{1}{2}$  days, such absence at the new South Eastern, Eastern, and West Central Offices has been only  $5\frac{1}{3}$ , 6, and  $6\frac{2}{3}$  days respectively.

\* \* \* \* \*

#### DEATHS IN CLASSES A. and B.

(*Clerks, Inspectors, &c.*)

*Chief and District Offices.*

Cause of Death.	Age at Death.			Total.
	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	
Decline - - -	2	2	—	4
Apoplexy - - -	—	—	1	1
Lost at Sea - - -	—	—	1	1
Total - - -	2	2	2	6

These six deaths occurring among 541 officers give a mortality of about 11 per 1,000, which though higher than that of the previous year is still to be looked upon as a favourable death rate. One of the causes of death it will be remarked is notified as "lost at sea." It is the case

of a clerk in charge of the Canada Mail, who was wrecked in the "Hungarian" steamer, which struck against a rock in the early part of the year.

DEATHS in CLASS C.

(Letter Carriers, Sorters, Stampers, &c.)

Chief Office only.

Number of Officers 975.

Disease.	Age at Death.				Total.
	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	
Decline - -	1	—	1	—	2
Pneumonia - -	—	1	—	—	1
Railway accident - -	—	—	1	—	1
Heart disease, with dropsy - - }	—	—	1	—	1
Decay of nature - -	—	—	—	1	1
Total - -	1	1	3	1	6

The number of persons among whom these 6 deaths took place being 975, it follows that the mortality among them was at the rate of 6 per 1,000.

\* \* \* \* \*

DEATHS IN CLASS C.

(Letter Carriers, &c.)

Chief and 9 District Offices.

Number of Officers 1,949.

Disease.	Age at Death.				Total.
	Between 20 and 30.	Between 30 and 40.	Between 40 and 50.	Between 50 and 60.	
Decline - -	3	2	4	—	9
Pneumonia - -	1	1	—	—	2
Railway accident - -	—	—	1	—	1
Heart disease with dropsy - - }	1	—	1	—	2
Inflammation of throat - -	1	—	—	—	1
Decay of nature - -	—	—	—	1	1
Bright's disease - -	—	—	—	1	1
Total - -	6	3	6	2	17

This shows a mortality among the minor officials of the Chief and District Offices together, if only 8.75 per 1,000.

D

## SUPERANNUATIONS.

*Clerks.*

In addition to three clerks who, not having been 10 years in the service, were awarded gratuities on retiring, 14 officers in Classes A and B have resigned their appointments on account of illness, &c. during the year.

The age of the youngest was 37; that of the oldest 60. Their average age  $49\frac{1}{2}$  years.

The youngest had been 20 years in the Department, the oldest  $44\frac{1}{2}$  years; their average period of service  $29\frac{3}{4}$  years.

The following table gives the causes of their retirement :—

Pulmonary affections	-	-	-	-	-	2
Nervous debility and cerebral excitement	-	-	-	-	-	4
Defective vision	-	-	-	-	-	2
Constitutional decay	-	-	-	-	-	2
Above 60 years of age	-	-	-	-	-	1
Abolition of office	-	-	-	-	-	3

*Letter Carriers, &c.*

50 men in the minor establishment were superannuated on account of ill-health or age, viz.:—

Disease of the lungs	-	-	-	-	-	9
„ „ heart	-	-	-	-	-	2
„ „ brain and nervous system	-	-	-	-	-	8
„ „ liver and bladder	-	-	-	-	-	4
Defective vision from age	-	-	-	-	-	8
Rheumatism	-	-	-	-	-	8
Varicose veins	-	-	-	-	-	2
Failure of legs	-	-	-	-	-	2
Rupture	-	-	-	-	-	2
Constitutional decay	-	-	-	-	-	4
Above 60 years of age	-	-	-	-	-	1

The youngest of these was 30 years of age, the eldest 60. Average age on retirement 55 years 2 months.

The shortest period of service was  $11\frac{1}{2}$  years, the longest  $39\frac{1}{2}$ ; the average  $25\frac{3}{4}$  years.

## DEATHS AMONG THE SUPERANNUATED OFFICERS.

There have been 19 deaths during the year among 336 superannuated officers of all classes, including clerks, inspectors, mail guards, letter carriers, &c., showing a mortality of 5·65 per cent. Their average age at death was 62. Four of these were above 80 years old.

The total mortality therefore among the effective and pensioned officers of the Department being 42 among a total of 2,826 officers, the deaths for the year have been at the rate of 14·8 per 1,000.

## REMOVABLE CAUSES OF DISEASE.

The work of improvement in the light and ventilation of the Chief Office, which has been in progress several years, continued during the last year. Light and air have been admitted into many of the offices that were previously deficient in these important elements.

An alteration such as that made in 1859 in the kitchens and other basement offices on the London District side, which has been attended with marked benefit, has been commenced on the inland side.

Five of Dahlke's Patent Silicated Carbon filters have been erected in the Chief and one in the Money Order Office, for the purpose of filtering the water supplied for consumption. As far as the limited experience enables me to judge of the action of these filters, they appear to me to be more efficient in removing the organic and inorganic impurities of water than any I have yet seen.

If on further trial these filters prove to be as effective as they are when new, I recommend them to be erected in the District Offices.

There are still many complaints of draughts in the Inland Office, but it is to be hoped, when the alterations now in progress are completed, these will prove only temporary inconveniences.

The new District Offices are proved by the statistics contained in the body of this report to be in practice as healthy for the officers as their well-contrived construction led me in my last report to anticipate they would be.

I shall be very glad to learn that the three remaining old offices have been replaced by equally good modern buildings as have already been erected in six of the Districts. The District, however, most loudly calling for such alteration is the South Western.

I have great satisfaction in being able to report that at the time of my finishing and signing this document, I have never known the Department in so healthy a condition, or so free from illness of any kind.

I have, &c.

(Signed) WALLER LEWIS, M.B., M.A., Cantab.,  
M.R.C.P., F.G.S., &c.,  
Foreign Secretary, Epidemiological Society.

Sir Rowland Hill, K.C.B.,  
&c. &c. &c.

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