

1880-81.  
—  
VICTORIA.

---

*Extract of pages relating to Telegraph Matters*  
*from the*  
**R E P O R T**

UPON THE AFFAIRS OF THE

**POST OFFICE AND TELEGRAPH**  
**DEPARTMENT**

FOR THE YEAR

**1880.**

---

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

---

By Authority:

ROBT. S. BRAIN, ACTING GOVERNMENT PRINTER, MELBOURNE.

# CONTENTS.

	PAGE
Preliminary Remarks ... ..	3
Revenue and Expenditure ... ..	3
Comparative Statement of Correspondence ... ..	4
Steam Postal Communication ... ..	4
Universal Postal Union ... ..	10
Postage to France ... ..	13
Postage to India, China, &c. ... ..	15
Postage to Canada ... ..	15
Electric Telegraphs ... ..	16
Submarine Cables ... ..	18
Telegraph Lines ... ..	18
Proposed Postal and Telegraph Conference ... ..	21
Staff of the Department ... ..	21
Employment of Females ... ..	21
Buildings ... ..	25
New Post and Telegraph Offices ... ..	25
Delivery of Correspondence by Letter Carriers ... ..	26
Postage Stamps, &c. ... ..	26
Fee and Freight Stamps ... ..	27
Duty Stamps ... ..	28
Beer Duty Stamps ... ..	29
Inland Mails ... ..	30
Dead Letters ... ..	31
Money Orders ... ..	32
Savings Banks ... ..	32
Concluding Remarks ... ..	33
Appendices ... ..	34

## APPROXIMATE COST OF REPORT.

Preparation.—Not given.  
 Printing (375 copies) .. ..

£ s. d.  
 140 0 0

Before, however, notifying his assent to the proposed arrangement, the Postmaster-General is desirous of ascertaining whether the Postal Departments of the other Australian colonies will be prepared to assent to a similar arrangement with respect to correspondence transmitted to and from Canada *via* San Francisco, as he considers it desirable that there should be uniformity of practice in all the colonies.

I am therefore to request that you will be good enough to state whether the before-mentioned proposals meet with your approval, and, if so, whether there will be any objection to bringing them into force from the 1st January 1881.

I have, &c.,

(Signed)

T. W. JACKSON,

Deputy Postmaster-General.

The Honorable the Postmaster-General,  
&c., &c., &c.

The replies received are, with one exception, favorable to the proposed arrangement, and it is hoped that before long the reduced rates will be brought into force.

### ELECTRIC TELEGRAPHS.

No material changes have been made in the local arrangements of the chief telegraph office since the last Report.

The business continues to be conducted as satisfactorily as possible under the disadvantages of the existing temporary office accommodation, and it is hoped that steps may be taken to effect an improvement in this respect at an early date—the subject having been brought prominently under notice in previous Reports.

During the early portion of the year Morse duplex instruments were placed in direct circuit on one of the intercolonial wires between Melbourne and Sydney, and communication between the two capitals, by that means, has since been regularly maintained.

The instruments employed are known technically as the Stearns-Edison design, manufactured for the Western Union Telegraph Company, U.S., by George M. Phelps, of New York, and may be worked either as duplex or quadruplex; but at present the duplex only is employed.

The results are entirely satisfactory, and the public derive beneficial advantages through a more prompt receipt and despatch of telegrams.

It is intended that this improved system of working shall be extended to one of the intercolonial wires connecting Melbourne with Adelaide.

An order for the supply of the necessary instruments has already been forwarded through the Agent-General.

A contract is now in progress for the construction of a special line of telegraph from Dimboola to join the South Australian wire at Border Town, S.A. A distinct wire will be extended, in continuation, from Dimboola to Horsham, and thence to Melbourne *via* Stawell, Ballarat, Ballan, &c., by means of which the inland communication with Adelaide will be hereafter much more expeditiously conducted, and the difficulties in working through the coast lines, which have been a source of much inconvenience during past years, will thus, it is anticipated, be entirely overcome.

The working of the submarine cables connecting Australia with India and Europe *via* Adelaide and Port Darwin has continued in good order since the duplication of the section direct *via* Banjoewangie and Singapore. A notable instance of the effective condition of the service was illustrated by the facts attending the transmission of the message to Her Majesty the Queen, by His Excellency the Governor, announcing the opening of the Melbourne International Exhibition building on the 1st October last.

The "Queen's message," consisting of 78 words, was despatched from the electric telegraph office, in the Exhibition building, at 12.50 p.m. on the date named; reached Port Darwin at 12.52 p.m., passed Singapore to Madras at 12.55, reached Bombay 1 p.m., London 1.10 p.m., and Balmoral (where the Queen was residing) at 1.13 p.m. *Melbourne time*, a total period of 23 minutes, including all repetitions.

This celerity and precision (aided by certain pre-arrangement) may be accepted as fair evidence of (1) the perfect condition of the entire line of communication throughout the route, (2) the expertness and ability of the telegraphists employed, and (3) the advantages of possessing a comprehensive telegraphic system under the directive control and practical management of British administration.

It is almost unnecessary to remark that, had it been requisite to despatch such a message (as was at one time the case) through a variety of intermediate lines, the property of many different proprietaries, and worked by telegraphists of as many varied nationalities, the success attained in the event under reference would have been simply impracticable.

There is no record as to the exact time when the reply from the Queen was despatched to His Excellency the Governor, but the message reached the Melbourne office at 11.13 a.m. on the day following (October 2nd), or in 22 hours 23 minutes after the outward despatch of the previous day.

The distance traversed by the two messages may be stated as 27,390 miles.

The increasing number of wires in the city, and the necessity for providing poles of suitable proportions for the support of the many circuits—telegraphic and telephonic, &c.—has led to the consideration of some adequate means to enable underground wires to be laid down. In order that the experience of the Imperial Postal Department might be availed of, the question being one of some importance, enquiries are at present in progress to ascertain the cost and other particulars relating to a section of subterranean cable, carrying insulated wires, recently laid down between Waterloo and Vauxhall in London, by means of a plan known as “Brooks’ American Patent Cable.” On the receipt of further advices on the subject a decision will be formed as to the desirability of introducing a similar system for some of our street wires, and thus remove the objections attaching to the present system.

The facilities now afforded in Melbourne for the transmission of telegrams are worthy of notice. There are in the city, besides the central office, no less than seven other offices from which telegrams can be despatched—one at the Exchange, the second at Eastern Market, the third at the Public Offices (Spring Gardens), the fourth at Elizabeth street north, the fifth at the Custom House, the sixth at the Hobson’s Bay Railway station, Flinders street, and the seventh at Spencer-street station. The public has largely availed itself of these offices, 109,082 messages, value £6,488 19s. 6d., having during the year been transmitted from them. From the Exchange alone, which was only opened on the 1st December, no less than 2,661 messages, value £223 3s. 6d., were sent, up to the end of that month. The office at the Exchange is in direct communication with the principal mining centres.

It may be mentioned that the establishment of the new branch offices, while increasing greatly the utility of the Department, has added comparatively little to its cost. The Exchange office when first opened was managed by the employés of that company, but upon being transferred to the charge of the Government the officers required for carrying on the telegraph business were drafted from the central office and no new appointments made.

It having been suggested that delivery of telegrams in Melbourne and the suburbs might be expedited if messengers were provided with tricycles, it was, upon consideration, believed that such a course would prove both expensive and objectionable, but the same object might be served if the lads could ride in any omnibus travelling to or towards their point of destination. With this view, negotiations were opened with the Melbourne Omnibus Company, and an agreement has been effected for this plan to be tried for six months.

The direct telegraphic connection between Melbourne and the Flemington race-course has proved a great convenience to the public; the business on the last Cup day was the largest transacted on any one occasion, no less than 2,915 messages being transmitted, the fees upon which amounted to £169 2s.

The result of the principal race was known in the chief towns of Victoria and in Sydney, which was placed in direct communication with the course, one minute after the winner was declared.

There were six special wires provided; but, though every possible effort was made by the operators, the lines were found insufficient to admit of the business being cleared off as promptly as desired.

In connection with this subject, it may be mentioned that arrangements are made for delivery of messages on the course, so that persons attending the races may be advised by telegraph of any matter of urgency; when the telegrams can be so delivered, they are taken out by messenger, otherwise their addresses are exposed to view in the windows of the Telegraph Office, and they are delivered when applied for.

The advantage that would be gained by connecting the various branch offices in the city with the central office by means of pneumatic tubes has for a considerable time past been recognized by the Department, but no action could be taken in the matter in consequence of the necessary funds not being provided. The business at the branch offices has, however, now assumed such large proportions, and the staffs necessary to carry on the work have consequently so much increased, that in the interests of economy no further delay should be allowed to take place in connecting at least two or three of the branches with the head office by the means referred to.

It is estimated that in the course of two or three years the cost of the tubes and machinery would be fully covered by the saving effected in salaries, instruments, and materials. The liability to error would be reduced, as the telegrams themselves would be sent through the tubes to head office, instead of, as now, being transmitted there by wire and sent thence to destination; a saving of time would be effected, a single telegram only being sent at one time by wire, whereas a number could be forwarded simultaneously through the tube. Thus it will be seen that expense would be saved and the public requirements more expeditiously and better served if the proposed arrangement were carried out.

#### SUBMARINE CABLES.

The duplicate cable between Penang and Port Darwin, and the submarine cable between Victoria and Tasmania, have worked very satisfactorily during the year, as not a single interruption of the transmission of telegrams on either line has taken place.

In the Report for last year it was stated that the contributors to the duplicate cable subsidy were Victoria, New South Wales, South Australia, and New Zealand, the last-named colony having consented to pay its proportion subject to the ratification of Parliament. Subsequently Western Australia consented to contribute, and the amounts per annum payable by each colony were as follow:—

	£	s.	d.
Victoria ... ..	12,829	6	4
New South Wales ... ..	9,615	2	7
South Australia ... ..	3,445	10	8
New Zealand ... ..	6,092	17	11
Western Australia ... ..	417	2	6
Total ... ..	£32,400	0	0

The Government of New Zealand brought the subject before the Parliament of that colony, but did not recommend that the temporary agreement should be continued. New Zealand, after paying two quarters' contribution, declined to make any further payments to the subsidy. This necessitated a readjustment of the contributions payable by the remaining colonies, and the subsidy is now paid in the following proportions:—

	£	s.	d.
Victoria ... ..	15,800	13	4
New South Wales ... ..	11,842	1	4
South Australia ... ..	4,243	10	8
Western Australia ... ..	513	14	8
Total ... ..	£32,400	0	0

#### TELEGRAPH LINES.—ADDITIONAL WIRES, EXTENSIONS, ETC.

During the year a wire has been erected connecting Horsham with Dimboola, and a contract has been entered into for a line connecting Dimboola with the South Australian frontier.

Arrangements are also in progress for running an additional and special wire from Melbourne to Dimboola, thus completing the connection with the wire erected by the Government of South Australia, and obviating the difficulties and interruptions almost inseparable from coast lines of telegraph.

The first telephone exchange was constructed by the Department for Messrs. Sands and McDougall for the private use of the firm.

A similar convenience has also been provided for the Customs Department, connecting the various stations in and around Melbourne with the Custom House in Flinders street.

A number of private firms have had their premises connected with the Exhibition, and the same facilities have been afforded to the Police Department.

An arrangement has been entered into with the Melbourne Exchange Company by which the Department undertakes to erect wires wherever required at a stipulated rental per mile.

Arrangements are in progress for connecting the whole of the Melbourne and suburban police stations by means of a telephone exchange at Russell-street barracks.

#### STATEMENT of Expenditure for Telegraph Lines, Stations, &c., for 1880.

Particulars.	Amount.	Total Amount.
£ s. d.	£ s. d.	
Total Expenditure for Lines, Stations, &c., up to 31st December 1880 ... ..	591,756 9 6	
EXPENDITURE DURING 1880.		
Extension of Lines, Repairs, &c., to 31st December ... ..	16,756 8 3	
New Buildings and Repairs to existing Buildings ... ..	12,992 2 7	
	29,748 10 10	
	£621,505 0 4	
CURRENT EXPENDITURE DURING 1880.		
Rent of Temporary Offices ... ..	£4,128 10 11	

#### Local and Intercolonial Business.

STATEMENT showing the Victorian and Intercolonial Business for the Years 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, and 1880.

	1869.		1870.		1871.		1872.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* Between Victorian Stations ..	194,591	£ 24,154 7 8	363,332	£ 22,521 18 9	430,250	£ 27,274 14 4	606,617	£ 31,544 15 3
From—								
Victoria to New South Wales ..	13,949	5,840 1 3	15,735	5,649 5 9	23,493	5,547 8 3	28,146	6,693 8 3
New South Wales to Victoria ..	13,540	5,750 2 5	14,203	5,268 13 8	21,155	5,095 17 7	25,393	6,769 0 8
Victoria to Queensland ..	938	586 8 11	1,080	540 1 6	1,607	643 4 0	2,540	1,016 10 10
Queensland to Victoria ..	1,118	698 16 0	1,514	757 1 8	1,979	788 5 10	2,652	1,307 12 8
Victoria to South Australia ..	7,101	2,523 7 6	9,332	2,289 14 8	14,340	3,171 19 2	12,371	2,315 10 11
South Australia to Victoria ..	6,165	2,167 11 6	7,842	1,892 5 3	12,065	1,797 10 3	10,823	2,006 15 10
Victoria to Tasmania ..	2,187	1,078 15 1	4,485	1,744 9 8	3,791	1,304 11 4	3,639	1,047 12 0
Tasmania to Victoria ..	2,513	1,106 16 0	4,825	1,940 10 0	4,505	1,393 15 2	3,943	1,161 8 7
	1873.		1874.		1875.		1876.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* Between Victorian Stations ..	521,489	£ 32,780 16 5	502,523	£ 30,945 2 1	538,335	£ 33,120 10 9	580,928	£ 36,523 9 8
From—								
Victoria to New South Wales ..	36,844	7,686 13 11	48,624	7,024 3 8	57,215	8,010 10 3	64,808	9,807 1 0
New South Wales to Victoria ..	37,126	7,834 5 10	51,375	7,759 6 4	62,316	8,791 18 4	71,061	9,066 4 8
Victoria to Queensland ..	2,762	1,184 14 7	5,782	1,141 10 7	7,415	1,487 14 3	8,617	1,794 14 8
Queensland to Victoria ..	3,279	1,557 4 8	7,121	1,787 7 0	9,557	2,282 14 7	10,930	2,558 15 5
Victoria to South Australia ..	17,308	2,301 3 10	17,001	2,364 5 4	19,287	3,018 2 5	21,792	3,604 13 5
South Australia to Victoria ..	10,541	2,769 14 3	18,314	2,617 7 6	21,400	3,162 8 10	24,161	3,668 8 4
Victoria to Tasmania ..	5,445	1,279 8 8	5,805	1,359 7 11	6,923	1,378 10 3	7,041	1,437 11 5
Tasmania to Victoria ..	4,455	1,523 2 0	4,666	1,732 5 11	4,882	1,673 19 0	5,593	1,847 15 0
	1877.		1878.		1879.		1880.	
	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.	Number of Private Messages.	Revenue.
* Between Victorian Stations ..	616,806	£ 39,144 1 2	641,581	£ 40,860 4 10	598,717	£ 37,493 18 10	670,413	£ 41,749 19 2
From—								
Victoria to New South Wales ..	70,610	10,661 17 3	76,509	11,333 9 2	79,039	11,312 5 5	89,792	11,457 5 3
New South Wales to Victoria ..	78,338	10,031 8 2	85,157	11,827 10 0	88,957	11,511 18 11	106,137	12,371 10 10
Victoria to Queensland ..	10,245	2,147 2 11	9,745	2,032 0 9	8,724	1,792 12 5	9,854	2,068 3 5
Queensland to Victoria ..	18,113	2,997 10 11	12,827	2,723 13 8	10,981	2,447 4 10	12,201	2,679 3 1
Victoria to South Australia ..	24,727	4,071 3 8	28,265	3,761 8 2	29,495	4,246 1 11	33,384	4,543 10 0
South Australia to Victoria ..	27,294	4,289 17 8	31,016	5,135 8 7	32,637	5,629 16 11	37,301	5,637 18 8
Victoria to Tasmania ..	6,773	1,381 0 6	8,985	1,473 13 7	7,908	1,369 19 5	6,771	1,239 16 2
Tasmania to Victoria ..	5,777	1,897 5 10	6,545	3,135 16 0	6,121	1,884 6 9	8,228	1,938 18 1
Victoria to Western Australia ..	275	73 19 4	2,310	836 16 3	1,916	489 10 1	1,752	414 8 9
Western Australia to Victoria ..	455	102 10 3	2,745	722 17 5	2,756	692 7 7	2,554	484 2 5

\* Exclusive of the number and value of messages O.H.M.S.

NOTE.—Victoria .. .. Reduced rate of 1s. for 10 words came into operation 1st January 1870.  
 New South Wales .. .. Reduced rate from 3s. to 2s. for 10 words came into operation 1st November 1873.  
 Queensland .. .. Reduced rate from 6s. to 3s. for 10 words came into operation 1st November 1873.  
 South Australia .. .. Reduced rate from 6s. to 3s. for 10 words came into operation 1st August 1870.  
 Tasmania .. .. Reduced (cable) rate from 5s. to 4s. for 10 words came into operation 1st January 1870

STATEMENT showing the Extension of Telegraph Lines in the Australasian Colonies during the Year 1880,  
also Lines in Progress, &c.

Colony.	Lines Erected.		Lines Dismantled.		Lines in Progress at end of Year.		Total Number of Miles at end of Year.		Number of Stations Opened.	Number of Stations Closed.	Total Number of Stations at end of Year.
	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.	No. of Miles of Line.	No. of Miles of Wire.			
Victoria ...	60	283	...	...	66	132	3,215½	6,019½	26	1	286
New South Wales	438	762	...	...	268½	501½	7,955½	13,188	16	...	289
South Australia...	386½	583	26	26	434½	561½	4,754	6,904½	11	1	159
Queensland ...	90	451½	182½	182½	267	567	5,768	8,149½	9	11	159
Tasmania ...	14	14	...	...	...	...	747	963	2	...	64
New Zealand ...	68	68	...	...	...	...	3,706	9,401	15	6	223
Western Australia	4	20	...	...	...	...	1,554½	1,592½	...	1	26

STATEMENT showing Australasian Telegraphic Business transacted with Europe and the East during  
the Year 1880.

Colony.	Transmitted.		Received.		Total.	
	Number of Messages.	Value.	Number of Messages.	Value.	Number of Messages.	Value.
		£ s. d.		£ s. d.		£ s. d.
Victoria ...	4,271	33,070 15 1	5,232	38,234 2 4	9,503	71,304 17 5
South Australia ...	1,881	9,373 9 0	3,037	20,505 4 1	4,918	29,878 13 1
New South Wales ...	3,816	25,714 18 6	3,824	20,907 8 4	7,640	46,622 6 10
Queensland ...	524	3,190 0 6	401	2,816 17 5	925	6,006 17 11
Tasmania ...	200	960 18 0	250	1,104 12 1	450	2,011 10 1
New Zealand ...	1,947	12,041 7 8	1,890	12,078 4 1	3,837	24,119 11 9
Western Australia ...	128	667 5 6	208	869 15 11	336	1,537 1 5
Totals ...	12,767	84,964 14 3	14,842	96,516 4 3	27,609	181,480 18 6

RETURN showing Net Revenue from 1st January to 31st December 1880.

	£ s. d.	£ s. d.
Cash receipts paid into Treasury, from 1st January to 31st December 1880 ...	61,478 16 9	
Less amount paid to Bass Cable Company on account of intercolonial business for same period ...	1,332 8 8	
		60,146 8 1
Amount due by other colonies on account of intercolonial business for same period :—		
New South Wales ...	599 12 7	
South Australia ...	606 9 3	
Tasmania ...	23 11 10	
		1,229 13 8
		£61,376 1 9

## PROPOSED POSTAL AND TELEGRAPH CONFERENCE.

With a view to the settlement of various questions affecting the Postal and Telegraph Service of all the Australian Colonies, and the establishment, where possible, of uniformity of practice with respect to Postal and Telegraph arrangements generally, it was proposed to hold a Conference in Melbourne as early as practicable after the opening of the International Exhibition, to consist of the permanent heads of the Postal and Telegraph Departments, upon whom it should devolve, after due deliberation upon the matters brought forward, to draw up, in the form of a recommendation to their respective Governments, a report embodying the conclusions arrived at.

In the early part of September 1880, the neighboring colonies were communicated with upon the subject and invited to take part in the proposed conference, which, it was believed, would be attended with mutual advantages to all the colonies concerned.

The following subjects were suggested for consideration in addition to any others which it might be considered desirable to discuss :—

1. Postal Union.
2. Subsidy to duplicate cable—proportions to be paid by the colonies interested.
3. Foreign and Intercolonial telegraph rates and regulations.
4. Australian mail services—contributions to.
5. Postage rates to India, China, Canada, &c.
6. Transmission of unpaid letters.
7. Registration fees.
8. Extension of the Money Order system to Germany, United States, and Canada.
9. Postal cheque system.
10. Parcels post system.

Several of the colonies were, however, either unable or unwilling to be represented at the proposed conference, which accordingly did not take place.

## STAFF OF THE DEPARTMENT.

The Honorable J. B. Patterson was Postmaster-General from the commencement of the year until the 5th March, when he was succeeded by the Honorable Henry Cuthbert. The Department was administered by the Honorable Graham Berry, Chief Secretary, from the 3rd August until the 6th October, when it was placed in charge of the Honorable G. D. Langridge, the Commissioner of Public Works, who has since officiated as Acting-Postmaster-General.

During the year 9 officers were dismissed or dispensed with, 6 retired in consequence of their having attained the age of sixty years, 22 resigned, and 7 died.

## EMPLOYMENT OF FEMALES.

The following is an extract from a report by the Deputy Postmaster-General relating to the above subject :—

The total number of females now engaged in the Post Office and Telegraph Department is 161, of whom 66 are in charge of country stations, where they conduct combined postal and telegraph duties ; 62 are assistants in the Head Telegraph Office, Melbourne, or in the larger country and suburban offices ; and 33 are assistants in the several branches of the General Post Office.

The salaries of the postmistresses range from £60 to £180 per annum ; only one, however (a classified officer), receiving the last mentioned amount. The salaries of the assistants commence at £52 per annum, and rise, after three years' service, to £80, with the following exceptions :—Two in the General Post Office, holding positions of a special character, are paid £84, and one receives £96 per annum. There are also three assistants at suburban offices receiving only from £20 to £40 per annum, these not being under the General Regulations.



Prior to 1877, the number of females employed was small, being chiefly the widows of deceased officers, who, after acquiring a knowledge of telegraphy, were appointed to the charge of minor Post and Telegraph Offices in the country. In that year, however, the experiment was tried of placing females as sorters in the General Post Office. Upon the subsequent formation, in 1878, of a double staff in the Mail branch, many additional sorters were required, and, as a measure of economy, the number of female assistants was largely increased. Several were also appointed to the Money Order and Stamp Printing branches.

Whether the employment of females in this Department of the Public Service is really an economical arrangement can hardly be determined, without due consideration being given to the nature of the services rendered, the capacity of the persons engaged, and the rates of remuneration relatively to those which would have to be paid for the same services performed by men.

As telegraphists, females very rarely acquire the highest degree of proficiency; extremely few becoming "sound," or thoroughly expert operators; and even the very best are unable to bear the strain of continuous exertion to anything like the extent young men are capable of enduring. Nor as assistants, engaged in simple clerical or other routine duty, can they get through the same amount of work, or perform it with equal accuracy and despatch. While, therefore, the rates paid to females do not average more than half those paid to males, the value of the services rendered by five of the latter is believed to be fully equivalent to that of ten of the former.

In the consideration of this subject, it must also be borne in mind that the acceptance of official employment by young women, however competent they may be, can only be regarded by them as of a temporary character, their appointments being held merely until they attain the more congenial and befitting station to which they naturally aspire.

Young men, on the other hand, as a rule, enter upon official service as a profession, or a permanent means of livelihood, anticipating advancement from year to year, until they may be able to establish for themselves, and suitably maintain, an independent home, with its social advantages and enjoyments. It is not, therefore, surprising if young men should sometimes look with disfavor upon such a bar to their progress as is set up by a large accession of young women to their ranks.

Doubtless there are positions which females may advantageously occupy, as, for instance, in charge of the smaller country Post and Telegraph Offices, where the extent of business is insufficient to justify the appointment of a male telegraphist with a salary such as he would have a right to expect; but in many instances females have sought and obtained appointments to stations where the salaries, with the quarters and allowances, were such as many young married men would gladly accept, and against this the operators have protested with some degree of success; the Honorable Henry Cuthbert, late Postmaster-General, having, prior to his retirement from office in July last, recorded his opinion that in future no female should be appointed to an office where the salary exceeds £100 per annum; and this rule has not since been broken.

Reference has occasionally been made to the circumstance of some of the female assistants being the daughters or near relatives of wealthy citizens, and also to the fact of there being several instances of two or more members of one family engaged in the same Department drawing salaries from the Government which in the aggregate amount to a considerable sum, thus depriving necessitous persons of the means of employment, and entering unduly and unfairly into competition with the labor of young men.

That there is considerable force in these objections will be generally admitted. At the same time, probably, few will contend that affluence should be regarded as a disqualification, any more than indigence should be held to constitute a special claim for public employment.

This latter view has indeed been attended with extreme inconvenience in certain cases, where gentlewomen who have "seen better days," but are altogether unaccustomed to business, and quite unfitted, both mentally and physically, for official service, have, from a feeling of sympathy, been placed in positions most embarrassing to themselves, causing much vexation to the public, and incessant trouble to the officers of the Department.

Where such persons have a claim upon the State, it would be in all respects better if any other means were adopted for assisting them rather than they should be made standing hindrances to the proper transaction of public business requiring promptitude and precision.

As far as my observation and experience in this matter have extended, I am inclined strongly to urge that, in future, females should only be admitted to this branch of the Public Service upon clearly expressed and strictly enforced conditions as to age, health, aptitude, and general capacity, none being considered eligible for appointment until they had passed a special examination, and their qualifications for the particular position they seek to fill had been duly ascertained. If such examinations were made competitive, as is believed to be now the case in England, it would be a further guarantee that none but thoroughly efficient persons would receive official employment; and to remove other objections that may be entertained, the rates of remuneration should be so fixed as not to interfere with the reasonable prospects of employes of the opposite sex.

I feel that it is only due to the postmistresses and female assistants now in the Department to say that, as a general rule, they have performed their duties, which, to them, must often be difficult and arduous, with intelligence and zeal. So far as I am aware, not a single jarring incident has arisen from the unavoidable combination of male and female labor, the necessary official intercourse having been invariably conducted on both sides with a degree of harmony, considerateness, and discretion most commendable to all concerned.

STATEMENT showing the Strength and Distribution of the Permanent and Temporary Staff of the  
Department.

Office.	Postmasters and Telegraph Managers.	Officers, Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers and Signalmen.	Printer's Assistants.	Mailmaster and Beatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- and Super- numeraries.	Female Assistants.	Total.	Remarks.
Melbourne ...	1	180	116	5	73	10	11	5	49	16	96	67	629	
Alexandra ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ararat ...	1	1	...	...	2	...	...	...	2	...	...	...	6	
Avoca ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Avenel ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bacchus Marsh ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bairnsdale ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Ballan ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Ballarat ...	1	8	7	...	12	1	...	...	9	...	1	2	41	4 supernumeraries occasionally employed
Ballarat East ...	1	...	...	...	5	...	...	...	3	...	...	...	2	
Beaufort ...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Beechworth ...	1	1	1	...	2	1	...	...	2	...	...	...	8	
Belfast ...	1	1	...	...	...	...	...	...	3	...	...	...	5	
Benalla ...	1	...	...	...	...	1	...	...	3	...	...	...	5	
Berwick ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Birregurra ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bridgewater (on Loddon) ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Bright ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Brighton ...	1	...	...	...	3	...	...	...	2	...	...	...	6	
Brunswick ...	1	...	...	...	3	...	...	...	2	...	...	1	7	
Bruthen ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Bulu Bulu ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Buninyong ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Camperdown ...	1	1	...	...	...	1	...	...	1	...	...	...	4	
Cape Otway ...	1	...	...	...	...	1	...	...	...	...	...	1	2	
Cape Schanck ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Caranrut ...	1	...	...	...	...	...	...	...	1	...	...	...	1	
Carisbrook ...	1	...	...	...	...	...	...	...	3	...	...	2	13	
Carlton ...	1	...	...	...	7	...	...	...	1	...	...	...	8	
Casterton ...	1	1	...	...	...	...	...	...	1	...	...	...	3	
Castlemaine ...	1	1	2	...	...	...	...	...	3	...	...	...	11	
Charlton ...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Chawton ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Chiltern ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Clunes ...	1	1	...	...	1	...	...	...	2	...	...	...	5	
Colac ...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Coleraine ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Collingwood ...	1	1	1	...	6	...	...	...	4	...	...	...	13	
Creswick ...	1	1	...	...	1	...	...	...	2	...	...	...	5	
Cunningham ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dandenong ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Daylesford ...	1	...	...	...	1	...	...	...	2	...	...	...	4	
Dimboola ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Donald ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Dromana ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Dunkeld ...	1	...	...	...	...	...	...	...	1	...	...	...	1	
Dunolly ...	1	...	...	...	...	...	...	...	3	...	...	...	4	
Durham Ox ...	1	1	...	...	...	...	...	...	...	...	...	...	1	
Eaglehawk ...	1	...	...	...	2	...	...	...	1	...	...	...	4	
Eldorado ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Elmore ...	1	...	...	...	...	...	...	...	1	...	...	...	1	
Emerald Hill ...	1	...	...	...	7	...	...	...	4	...	...	2	14	
Echuca ...	1	4	...	...	3	...	...	...	3	...	...	...	11	
Fitzroy ...	1	1	...	...	4	...	...	...	3	...	...	...	9	
Fitzroy North ...	1	...	...	...	2	...	...	...	1	...	...	...	1	
Flemington ...	1	...	...	...	2	...	...	...	1	...	...	1	5	
Footscray ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Foster ...	1	...	...	...	...	...	...	...	...	...	...	1	2	
Fryerstown ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Geelong ...	1	9	3	...	9	1	...	...	8	...	1	...	32	
Geelong ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Gordon ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Gordon ...	1	...	...	...	...	...	...	...	2	...	...	...	11	
Hamilton ...	1	2	1	...	4	1	...	...	...	...	...	...	9	
Harrow ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Hawthorn ...	1	...	...	...	3	...	...	...	4	...	...	...	9	
Heathcote ...	1	...	...	...	1	...	...	...	1	...	...	...	4	
Hexham ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Horsham ...	1	2	1	...	2	...	...	...	2	...	...	...	8	
Iltham ...	1	...	...	...	4	...	...	...	...	...	...	...	5	
Inglewood ...	1	...	...	...	...	...	...	...	1	...	...	...	4	
Janieson ...	1	...	...	...	...	1	...	...	2	...	...	...	7	
Kangaroo Flat ...	1	...	...	...	1	...	...	...	1	...	...	...	1	
Kerang ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kew ...	1	...	...	...	4	...	...	...	2	...	...	...	8	
Kilmore ...	1	...	...	...	1	...	...	...	1	...	...	...	1	
Koroit ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Kyneton ...	1	...	1	...	2	...	...	...	2	...	...	...	6	
Learmonth ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Linton ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Longwood ...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Macarthur ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Majorca ...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Maldon ...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Marnesbury ...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mansfield ...	1	...	...	...	...	...	...	...	1	...	...	...	2	

## STATEMENT showing the Strength and Distribution of the Staff of the Department, &amp;c.—continued.

Office.	Postmasters and Telegraph Managers.	Office Clerks, and Operators.	Sorters.	Instrument Fitters.	Letter-carriers and Stampers.	Line-repairers and Signalmen.	Printer's Assistants.	Mailman and Boatmen.	Office-keepers and Messengers.	Gas Engineer, Car- penters, &c.	Porters, Pillar- carriers, and Super- intendents.	Female Assistants.	Total.	Remarks.
Maryborough...	1	1	...	...	1	...	...	...	3	...	...	1	7	
Merino...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mos...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mooroopna...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Mornington...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mortlake...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Blackwood...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Mt. Egerton...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Murina...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Myrtleford...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Nagambie...	1	...	...	...	...	...	...	...	1	...	...	...	2	
New Gisborne...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Newstead...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Oneco...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Peashurst...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Port Albert...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Portland...	1	1	...	...	1	...	...	...	3	...	...	...	7	
Prahran...	1	...	...	...	1	...	...	...	5	...	...	1	13	
Queenscliff...	1	...	...	...	1	...	...	...	1	...	...	...	4	
Richmond...	1	...	...	...	7	...	...	...	6	...	...	...	14	
Rochester...	1	...	...	...	...	...	...	...	2	...	...	...	3	
Rosedale...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rushworth...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Rutherglen...	1	...	...	...	...	...	...	...	1	...	...	...	2	
St. Arnaud...	1	1	...	...	1	...	...	...	2	...	...	...	5	
St. Kilda...	1	...	...	...	10	...	...	...	4	...	...	1	16	
St. Kilda West...	1	...	...	...	...	...	...	...	2	...	...	1	4	
Sale...	1	1	...	...	1	...	...	...	3	...	...	...	7	
Sandhurst...	1	4	6	...	12	1	...	...	8	...	...	...	32	
Sandridge...	1	...	...	...	3	...	...	...	1	...	...	1	6	
Sandridge West...	1	1	...	...	...	...	...	...	1	...	...	...	2	
Sebastopol...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Seymour...	1	...	...	...	...	...	...	...	1	...	...	1	3	
Shepparton...	1	1	...	...	1	...	...	...	1	...	...	...	4	
Smythesdale...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Sorrento...	1	...	...	...	...	...	...	...	1	...	...	...	2	
South Yarra...	1	...	...	...	6	...	...	...	...	...	...	...	7	
Stawell...	1	1	1	...	1	1	...	...	6	...	...	1	12	
Streatham...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Stratford...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Swan Hill...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Talbot...	1	...	1	...	1	...	...	...	1	...	...	...	4	
Taradale...	1	...	...	...	1	...	...	...	1	...	...	...	3	
Tarnagulla...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Terang...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Toorak...	...	...	...	...	2	...	...	...	...	...	...	...	2	
Traralgon...	1	...	...	...	...	...	...	...	1	...	...	...	3	
Waddallah...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wahgunyah...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Walhalla...	1	...	...	...	...	...	...	...	1	...	...	...	2	
Wanaparaita...	1	1	...	...	...	...	...	...	2	...	...	...	4	
Warrnambool...	1	4	...	...	1	...	...	...	5	...	...	...	11	
Wedderburn...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Williamstown...	1	...	...	...	4	...	...	...	4	...	...	...	9	
Wilson's Promontory...	...	...	...	...	1	...	...	...	1	...	...	...	2	
Winchelsea...	1	...	...	...	...	...	...	...	...	...	...	...	1	
Wodonga...	...	...	...	...	...	...	...	...	3	...	...	...	4	
Woodend...	...	...	...	...	...	...	...	...	1	...	...	...	1	
Wood's Point...	1	...	...	...	1	...	...	...	...	...	...	...	2	
Yackandandah...	...	...	...	...	...	...	...	...	1	...	...	...	2	
Market street...	1	1	...	...	...	...	...	...	1	...	...	1	3	
Total	134	234	142	9	233	24	11	5	272	16	98	94	1,272	

## RETURN of the Officers, &amp;c., of the Melbourne Establishment Absent from Duty on account of Illness during the Year 1880.

Branch.	Officers, &c.		Number of Days Absent.	Remarks.
	Number Employed.	Number Absent.		
Correspondence branch ...	13	2	47	One officer absent during 46 days.
Accounts branch ...	15	1	2	
Mail branch ...	140	101	783	Two officers absent 97 days, and eighteen absent during 315 days.
Money Order and Savings Bank branch	24	8	72	One officer absent 45 days.
Stamp branch ...	7	3	14	One officer absent 11 days.
Dead Letter branch ...	6	4	28	One officer absent 21 days.
Stores and Printing branch ...	61	11	102	Two officers absent during 72 days, and one during 11 days.
Electric Telegraph branch ...	84	35	402	One officer absent during 61 days, and seven during 195 days.

The following particulars are not included in the above return:—  
 Out of a staff of seventy-seven female assistants employed in the head office, thirty-six were absent during 138 days, out of which number six persons were absent during 123 days.

Out of seventy-one letter carriers, twenty-nine were absent during 254 days, out of which number six were absent during 167 days.

Out of sixty-nine messengers, thirty-seven were absent during 465 days, one of whom was absent 304 days, and five were absent 97 days.

## BUILDINGS—GENERAL POST OFFICE.

Attention has been drawn from time to time during several years past to the insufficiency of the accommodation provided in the completed portion of the General Post Office building, wherein the constantly increasing business of the Department has been conducted since 1867; also to the inadequacy and unsuitableness of the temporary wooden structure at the corner of Little Bourke street, in which the large and important business of the Head Telegraph Office is carried on. Not only is the space altogether too limited to admit of the duties being properly performed, but the confined and heated atmosphere in which the operators have to work is most oppressive and injurious. The same may likewise be said of the temporary building provided for the use of the public in transacting Money Order and Savings Bank business. So great has the inconvenience arising from this cause become, that further accommodation, in order to transact the daily business of the Department in its several branches, is now a matter of indispensable necessity.

Unless steps are taken to carry out the proposal, mentioned in last year's Report, of erecting temporary buildings on the land adjoining the General Post Office, which is leased by the Government with the right of purchase, it will be absolutely necessary to rent some convenient business premises in the vicinity for the purpose of a Money Order Office and Savings Bank; and, having regard to the additional expense that will thus be unavoidably incurred, as well as the insecurity of the present fragile and inflammable telegraph office, it is considered most advisable that financial provision should be made without the least further delay for completing the permanent General Post Office building, either in accordance with the original design or some modification thereof.

*Other Buildings.*

New premises in connection with the Town-hall building at Emerald Hill have been completed and occupied, affording ample facilities for the transaction of the business of this growing suburb.

The new building at Richmond has been completed and occupied, as also the buildings at Flinders, Horsham, and Linton.

The buildings at Mornington, Seymour, Smythesdale, Streatham, Warrnambool, Wodonga, and Yackandandah have undergone repair.

A building at Cunningham (Lake's Entrance) has been purchased, and removed and re-erected on Crown lands.

Premises have been rented and Telegraph Offices opened at Bruthen, Dimboola, and Murtoa.

An office has been rented at the Exchange, Collins street west, for Telegraph business.

Iron letter pillars have been erected at Brunswick and Horsham.

## NEW POST AND TELEGRAPH OFFICES, ETC.

Thirty-nine new Post Offices were opened during the year at the undermentioned places :—

Areegra	Coongulmerang	Gooram Gong	Murrabit	Timor West
Bamawm	(Upper)	Homebush (Lower)	Newmerella	Tungamah
Bulleigarook East	Cowley's Creek	Irrewarra	Peechelba	Wangaratta South
Bungeeluke West	Darlimurla	Jeruk	Pellucbla	Warragamba
Bylands	Exhibition Buildings	Jindivick	Scott's Marsh	Willung
Cape Otway	(Melbourne)	Kiata	Sedgewick	Wirri Wirri
Carapook	Flynn's Creek (Rail-	Lara Lake	Southern Cross	Woodburn
Coomoora	way Station)	Launching Place	Swan Reach	Zulu Creek
	Frenchman's	Lucknow		

A Post and Telegraph Office was opened in the Exhibition building on the 20th August, for the special accommodation of exhibitors, their employes, and visitors, who have extensively availed themselves of it, as shown by the returns (given below) to the 31st December.

Telegrams are delivered within the building by messengers, and there are also three deliveries of letters daily. Three mails a day are forwarded from the General Post Office to the Exhibition, and four mails are despatched thence to Melbourne.

The business of a Money Order Office is also carried on by the officer in charge of the Post and Telegraph Office.

Letters received and despatched, 83,378.

Money Orders—Issued, 120, value £373 4s. 11d.

Paid, 10, „ £81 19s. 8d.

Telegrams transmitted, 2,201, value £167 8s. 8d.

The Post Offices at Eversley, Faraday, Fort Cameron, Ledcourt, Maryfield, Narrigal, Newington, and Upper Dargo have been closed.

The names of the following offices have been changed:—Toolamba West to “Baldwinsville,” and Boweya to “Mokoan.”

A Receiving House has been established at Eastern Market, and Money Order Office opened in connection therewith.

The Receiving House, Richmond North, has been closed.

Post Office Savings Banks have been opened at the following places:—

Eastern Market	Macedon	Mooroopna	Myrtleford	Raywood
----------------	---------	-----------	------------	---------

Money Order Offices, in connection with Post Offices, have been established at the undermentioned places:—

Bridgewater	Eastern Market	Harrierville	Mount Wycheproof	Waterloo
Bruthen	(Melbourne)	Homebush	Reedy Creek	Wunghnu
Corac	Exhibition Buildings	Long Gully	Rupanyup	Youarang
Dargo	(Melbourne)	Morton Plains	Toongabbie	

The Money Order Offices at Wooroonoke and Richmond North Receiving House have been closed.

Telegraph Offices have been opened at the undermentioned localities, in connection with the respective Post Offices at those places:—

Bruthen	Frankston	Mooroopna	Murtoa	Waterloo
Dimboola	Macarthur	Morang	Upper Macedon	

Telegraph Offices have also been opened at the following Railway Stations:—

Broadmeadows	Lal Lal	Mangalore	Pakenham	Toolamba
Carlsruhe	Longwood	Nagambie	Tatura	Trentham
Creswick				

The Telegraph Office at Ivanhoe has been closed.

The number of Post Offices on the 31st December 1880 was 1,100.

#### DELIVERY OF CORRESPONDENCE BY LETTER CARRIERS.

With a view to expedite the delivery of correspondence by the letter-carriers, and thereby promote the convenience of the public generally, special attention is again called to the desirableness of slips and boxes for the reception of letters, &c., being provided in the doors of all places of business, and, where practicable, in private residences also, so that correspondence may be dropped therein, and the carrier proceed on his way without any detention, and thus admit of his reaching the end of his beat at a much earlier hour than at present. To merchants or others, whose offices are not open for business by the time of the first delivery, this would often prevent very great delays. In many instances the letter-carriers are considerably detained in waiting for an answer to their knock or ring, and it is calculated that the whole delivery might be completed in about half the time by a universal adoption of the plan suggested.

#### POSTAGE STAMPS, ETC.

One hundred and forty-three new postage-stamp licenses have been issued, and forty-four revoked, making the total number at the close of the year 1,076, or an increase over last year of 10 per cent.

A new design for the two-shilling postage stamp has been substituted for the stamp formerly in use.

A new and improved design of twopenny postage stamp has also been adopted, and the color of the stamp (formerly violet) has been changed to brown.

A new design of one penny embossed envelope has likewise been adopted, without any change being made in the color.

The color of the halfpenny newspaper wrapper was changed from green to carmine.

The following statement shows the denomination, number, and value of postage stamps manufactured and issued at the General Post Office during the year 1880 :—

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
Halfpenny ... ..	5,508,000	11,475 0 0	Halfpenny ... ..	5,593,252	11,652 12 2
Halfpenny stamped newspaper wrappers	72,392	150 16 4	Halfpenny stamped news- paper wrappers	42,300	88 2 6
One penny ... ..	6,089,040	25,371 0 0	One penny ... ..	5,791,849	24,132 14 1
One penny post cards ...	1,087,938	4,533 1 6	One penny post cards ...	1,085,015	4,520 17 11
One penny stamped news- paper wrappers	48,000	200 0 0	One penny stamped news- paper wrappers	24,734	103 1 2
One penny stamped envelopes	36,798	153 6 6	One penny stamped envelopes	29,896	124 11 4
One penny-farthing stamped envelopes	384	2 0 0	One penny-farthing stamped envelopes	384	2 0 0
Twopenny ... ..	14,974,320	124,786 0 0	Twopenny ... ..	14,905,870	124,215 11 8
Twopenny stamped envelopes	64,465	537 4 2	Twopenny stamped envelopes	56,555	471 5 10
Twopence-farthing stamped envelopes	3,600	33 15 0	Twopence-farthing stamped envelopes	4,592	43 1 0
Threepenny ... ..	126,000	1,575 0 0	Threepenny ... ..	63,314	791 8 6
Fourpenny ... ..	240,000	4,000 0 0	Fourpenny ... ..	204,943	3,415 14 4
Sixpenny ... ..	570,000	14,250 0 0	Sixpenny ... ..	674,717	16,867 18 6
Eightpenny ... ..	120,000	4,000 0 0	Eightpenny ... ..	37,349	1,244 19 4
One shilling ... ..	180,000	9,000 0 0	One shilling ... ..	83,277	4,163 17 0
Two shilling ... ..	48,000	4,800 0 0	One shilling stamped tele- graph forms	248	12 8 0
Five shilling ... ..	6,000	1,500 0 0	Two shilling ... ..	16,106	1,610 12 0
			Five shilling ... ..	8,119	2,029 15 0
Totals ... ..	29,174,937	206,367 3 6	Totals ... ..	28,622,520	195,490 10 4

### FEE AND FREIGHT STAMPS.

No new design of fee or freight stamps has been issued during the year.

Fifteen new fee-stamp licenses have been issued, and three revoked, making the total number at the close of the year 293.

STATEMENT showing the Denomination, Number, and Value of Fee Stamps Manufactured and Issued at the General Post Office during the Year 1880.

Manufactured.			Issued.		
Denomination.	Number.	Value.	Denomination.	Number.	Value.
		£ s. d.			£ s. d.
One shilling ... ..	60,000	3,000 0 0	Halfpenny ... ..	648	1 7 0
Two shilling ... ..	60,660	6,066 0 0	One penny ... ..	7,198	29 19 10
Two shilling and sixpenny ...	75,000	9,375 0 0	Threepenny ... ..	1,511	18 17 9
Five shilling ... ..	30,000	7,500 0 0	Fourpenny ... ..	1,185	19 15 0
Ten shilling ... ..	60,000	30,000 0 0	Sixpenny ... ..	17,100	427 10 0
One pound ... ..	18,000	18,000 0 0	One shilling ... ..	99,612	4,980 12 0
			Two shilling ... ..	35,087	3,508 14 0
			Two shilling and sixpenny ...	44,491	5,561 7 6
			Five shilling ... ..	19,034	4,758 10 0
			Ten shilling ... ..	29,510	14,755 0 0
			One pound ... ..	15,573	15,573 0 0
			Five pound ... ..	356	1,780 0 0
Totals ... ..	303,660	73,941 0 0	Totals ... ..	271,305	51,414 13 1