

No. 160.

## GOVERNMENT NOTIFICATION.

The following Return, received from Mr. HENRY DICKIE, of the quantity of Spirits distilled by the China Sugar Refining Company, Limited, is published for general information.

*Proof Gallons.*

Spirits manufactured during the quarter ending 10th July, 1879, ..... 4,721

By Command,

FREDERICK STEWART,  
*Acting Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 10th July, 1879.

No. 161.

## GOVERNMENT NOTIFICATION.

It is hereby notified, that consequent upon the departure of BARON VON SODEN, Consul for Germany, His Excellency the Administrator is pleased to recognize PETER KEMPERMANN, Esquire, as in charge of H. I. G. M. Consulate at this Port, provisionally and until further notice.

By Command,

FREDERICK STEWART,  
*Acting Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 14th July, 1879.

No. 162.

## GOVERNMENT NOTIFICATION.

The following Annual Report of the General Post Office, with Returns annexed, for the year 1878, is published for general information.

By Command,

FREDERICK STEWART,  
*Acting Colonial Secretary.*

Colonial Secretary's Office, Hongkong, 15th July, 1879.

GENERAL POST OFFICE,  
HONGKONG, 12th April, 1879.

SIR,—I have the honour to report on the British Postal Service in Hongkong, China, and Japan during 1878.

2. The chief feature of the year has been the gradual consolidation of the work of the Department on the lines of the International Regulations agreed upon under the Treaty of Berne. In 1877 the public reaped the benefit of that Treaty in the form of a general and very considerable reduction of postage, in the year under review the community of Hongkong has enjoyed it in the shape of extension of the hours for posting. Letters are now received on shore until half an hour before the packets, British or French, leave for Europe, and a letter for any part of the world can now be posted on board either packet up to almost the very last moment. Moveable boxes have also been placed on the Shanghai and Yokohama packets of both lines.

3. Some Continental Post Offices are of opinion that the British system of late fees is indefensible, if not illegal. It may be doubted, however, whether those offices permit even ordinary posting up to hours anything like so late as it is the practice to allow in British Offices. Now, to take Hongkong as an example, if everybody were to be allowed to go on posting everything to the last moment possible, it might be practicable to keep the windows open for ordinary correspondence *five minutes* longer than they are kept open at present, and probably nine-tenths of the matter thrown upon the Department during that five minutes might just as well have been posted three days before. Whereas by the imposition of a late fee the merchant and the banker gain half an hour to finish and close their important despatches. The question is simply whether the public prefers five minutes of promiscuous liberty *gratis* to half an hour secured by the payment of a small charge. There cannot be much doubt which of the two would be chosen in Hongkong.

4. The considerable modifications of mail hours introduced during the year would have been easier to effect, and would be easier to maintain, but for a certain tenacity of old custom more worthy of the conservatism ascribed to Chinese than of the intelligent progress of the West. When the rates of postage by French packet were almost prohibitive, and advanced by a perplexing quarter-ounce unit, a resolution never to write by that packet was intelligible, but now that it is at once the cheaper and the quicker opportunity, the watchword, *I never write by French packet*, does seem a little out of place. A fair division of correspondence between the two packets would be a great boon to this Department, the officers of which have not enough to do on one mail day, and far too much on the other.

5. The issuing of a printed list of mails each morning has been adopted, and has been found convenient. It saves the laborious writing of some 5,000 notices annually, whilst these are replaced by more than 73,000 printed slips issued to the public. The only difficulty has been in getting notice of the day's departures early enough. Some persons seem unable to conceive that anything is done in this Office before 10 o'clock in the morning, and in one or two instances it has been necessary to hint at a prosecution, which, however, it is hoped may be avoided. There ought to be no difficulty in issuing the day's list at 8.30 A.M., which is perhaps, on the whole, the most convenient hour.

6. The money order system with the Straits Settlements has been a decided success. Although it has been in operation but a short time, orders representing about \$100 a month have been issued on Singapore, and the return remittances shew about the same average. These figures seem insignificant when compared with the millions handled by European offices, but as between our small communities they represent a considerable and increasing amount of public convenience. It takes a long time for any facility of this kind to get thoroughly understood and appreciated. People are only just beginning to find out that they can make local remittances by means of stamps, although the fact has been publicly notified these three years.

7. It should be a warning hardly ever to abandon a scheme on account of merely theoretical difficulties, that some years since a money order system with the Straits was suggested, but after much correspondence the project was relinquished simply from an apprehension of trouble with Chinese names. Such a difficulty has not even presented itself, but if it does it can very easily be met. The Chinese, as might have been expected, generally prefer to arrange their remittances in their own way. A few, however, make use of the Post Office.

8. Correspondence has been re-opened with the Australian Colonies with a view to the establishment of a money order system with them. Applications are not infrequently received for orders on Continental Countries, the United States, &c., and though it would certainly not be worth while to keep accounts with those countries for the sake of, perhaps, one order every three months exchanged with each, yet such applications are always refused with regret. If there were a sort of International clearing-house, say at Berne, and it were understood that each Post Office should keep accounts with that clearing-house, and with that only, it would then be not only possible, but also easy for every Union country to exchange Money Orders with every other Union country.

9. A very favourable Convention has been concluded with Queensland, and now awaits the approval of the Home Government. On its coming into force the postage upon letters for all parts of Australia when forwarded via Torres Straits will be lowered by one half.

10. Attention has been paid to the working of the Straits Settlements Post Office Savings Bank, but as that institution has been in a transition state during the year with regard to some points of management, sufficient experience has not yet been gained to decide for or against such an experiment here.

11. It is almost impossible to predict whether any given Postal arrangement will be extensively availed of or not. Sometimes facilities which might be expected to be welcome to everybody are received by the public with absolute indifference and neglect, whilst at other times some trifling concession, about which nobody was supposed to care, is hailed with enthusiasm. Observation will however generally detect the cause of these apparently anomalous results. The Pillar Boxes recently established in the town form a case in point. After much trouble taken about them, they must be, with regret, pronounced to be failures. If, however, they are failures in Hongkong, it may be some consolation to know that Pillar Boxes have not (it is believed) succeeded anywhere in the East.

12. When there was only one Box in Bonham Strand, and that was cleared but once a day, the collections averaged about 60 letters a week, almost all on mail day. With the removal of the box to the Harbour Department, and its clearance *three* times a day, the number of letters dwindled to less than half! The reason was that before the extension of mail hours (which took place about the same time) Chinese got half an hour longer at the Pillar Box free of late fee than they did at the Post Office. Directly this was altered the number of letters posted fell off, shewing that they prefer to bring their correspondence to the general office.

13. In a period of more than six months only 1645 articles of all kinds (mostly letters) have been posted at the two Pillar Boxes, or an average of only four letters a day each. This does not even pay the trifling wages of the Chinese postman who clears the boxes.\* The disturbing cause here probably is that so few persons *keep stamps at home*. Chinese, it need hardly be said, scarcely ever do so, and they like to see their letters weighed at the Post Office. In England, almost all but the poorest and most uneducated classes keep a few stamps in the house; amongst the non-mercantile European community here few seem to recognise that stamps can be bought at any other time than just when the mail is closing. Some allowance must be made for the risk of theft, which is considerable, but the chief reason for this is too probably the habit of putting off till to-morrow what might better be done to-day which more or less infects the East. On mail mornings there really ought to be nobody buying stamps at the Post Office but people from ships who could not get on shore before. This may sound Utopian, but its neglect merely leads to crowding, loss of temper, delay, and disappointment. Some persons even carry matters further, and seem to expect that the Post Office will not only provide stamps, but also put them on. Very great trouble is experienced, nearly every mail day, from notes being addressed to individuals in the Department, containing money, and asking that stamps may be put on the letters enclosed, that the change may be returned in stamps of particular values, or with a memorandum of how much change, &c., &c. This opportunity is taken of saying that such requests are invariably refused, simply because it is impossible to comply with them. The drop boxes of the Post Office are receptacles for *stamped* correspondence, the stamps having been bought beforehand, and if sufficient are not affixed the responsibility is the sender's.

14. The Local Parcel Post, commenced during the year, has been successful, but only to a moderate extent. It is understood that the Agents and Commanders of Coast steamers are still troubled with numbers of small parcels, of which they had rather be rid, and here again use and wont struggle hard for existence. There is not the same reason for neglecting the Post Office in the transmission of Coast parcels as may be urged in the case of letters. The Post Office cannot compete with private firms at the Ports in quickness of delivery. But whilst an hour may be of the greatest importance in the delivery of a letter, it can seldom matter much in the delivery of a parcel, indeed, against the slight delay imposed by a Postal transit, may be set its absolute safety from loss.

15. Efforts have been made to improve and develop the local delivery of correspondence, and there is no reason to doubt that, as the facilities afforded become more generally known, they will be more generally availed of. To make the local delivery of this Office perfect, however, it should be independent of any interruption from the arrivals of mails. This would necessitate at least four additional Postmen, for whom it would be impossible to find quarters without building, as the existing quarters are not only full, but are also crowded.

16. Attempts have been made to do a little more than has hitherto been done for the Chinese business community in Postal matters. Postage stamps are sold at the Stamp Office Agency in the native quarter, where letter scales also are kept, but it is found that Chinese prefer to weigh letters with the delicate *li-tang* used for silver. A list of the day's mails in Chinese is posted up at the Stamp Agency every morning, and a translation of the Table of Rates of postage has been circulated to the principal hong's. There can be little doubt that these efforts are appreciated. It is believed that Rates of Postage have not been put into Chinese before, the Table now in use is appended as a specimen.

17. Negotiations have been carried on during the year for the withdrawal of British Post Offices from Japan, and this Department is now holding itself in readiness to hand over the business at a short notice. No slight is intended to the gentlemen of H. M. Consular service who have lent their able assistance in carrying it on, in saying that it will be a great relief to relinquish Postal Administration in Japan. For one Country to carry on the Post Offices of another Country successfully demands three conditions;—that the Country administered shall not concern itself in any way in the matter; that it shall have no means of conveyance of its own; and that the administering Country shall have a practical monopoly of the service. Directly these conditions cease to obtain, complications and inconveniences begin to creep in, and can only be remedied by the institution of an efficient National Post Office.

18. These remarks apply to some extent to the efforts made during the past year by the Chinese Customs Service to establish something like a Chinese Post Office. It has been supposed that such proceedings would be viewed by this Department with great dislike and alarm. Such is not the case. A thoroughly efficient Chinese Post Office would be a boon to everybody who is concerned in the matter, and Hongkong should be the last place to put obstacles in its way. It may be necessary to open new Agencies of this Office in Tientsin and Chefoo, but if such Agencies are opened it will be simply to render an existing service as efficient as possible, and certainly not to rival or suppress anything that others may have done or attempted. Whilst perfectly willing to undertake Postal duty, if necessary, either in China or Japan, the Hongkong Post Office is not anxious to discharge any functions but those strictly its own.

\* Through the kind cooperation of the Heads of two other departments this postman never *handles the letters*. The Pillars are cleared by trustworthy officers, and the correspondence placed in a locked box, which is not opened till it reaches this Office.

19. The British Packets have been accelerated by two days on both the outward and homeward voyages. The day fixed for departure from Shanghai having been found inconvenient, however, the mail now leaves that port twenty-four hours earlier than was originally intended. One result of this accelerated service has been seriously to increase the expenses of this Colony in Marine Sorting. When that system was first established, the Marine Officers were sent down to Singapore free in the P. & O. packets all the year round. Then it became impossible to continue this arrangement in the S. W. Monsoon, and the officers had to be sent down by private ship or by the French mail. Now this course will have to be adopted all the year round. But for the cooperation of the various steamer companies, who kindly grant passages for the officers on reduced terms, the marine service would have become too expensive to be carried on, in fact the question whether it has not already become so is under the consideration of the Government.

20. No year elapses without a disaster, that of 1878 happened on October 10th. For years past it has been the custom to enclose the supplementary parcel for London made up on each British Packet in a mail for Singapore, and it appears that during all this time the inner package has never been marked *viâ Brindisi*, it having been left to the Singapore Office to see that it went on by that route. On October 10th the amount of correspondence posted on board for London was too large to admit of this treatment, and a clerk from one of the Banks, knowing that the heavy letters he had to post on board would be too large for the usual brown paper package, thoughtfully called at this Office on his way to the steamer for a bag. The mail was made up in this bag, and forwarded *outside* the Singapore mail. The despatching officer, who appears to have taken no further interest in his duties than to desire to have them over as quickly as possible, omitted to mark this bag *viâ Brindisi*, and it reached England *viâ* Southampton. The consequences were very serious, as it was an unusually heavy mail, consisting entirely of Bank or other important letters. Measures have been taken to have the supplementary mail closed on a better system altogether, and, as far as practicable, to render such carelessness impossible.

21. The department is no longer able to give detailed statistical information respecting the circulation of correspondence. One great aim of the Postal Union has been to get rid of accounts, and of the counting or weighing of letters, &c. This alone it is which allows of the extended hours for posting mentioned in paragraph 1. Many Post Offices, it is true, do still publish elaborate tables of statistics, but these are compiled from observations taken at stated periods, and can only be regarded as approximately correct. It may be doubted, moreover, whether these expensive tables are read by anybody but the proof correctors, or serve any useful purpose whatever. Such tabular information as this Office is able to give will be found appended.

22. The following have been the average passages of the mail steamers during the year:—

	<i>Average voyage allowed.</i>	<i>Average voyage taken.</i>	<i>Gain or loss as compared with 1877.</i>
French Packets, Homeward,.....	42½ days.....	37½ days.....	Gain ½ day.
British Packets, Outward.....	40¼ „ „.....	38 „ „.....	Loss ¼ „
French Packets, Outward, .....	41½ „ „.....	40¼ „ „.....	Gain ¼ „
British Packets, Homeward,.....	42⅓ „ „.....	40½ „ „.....	Gain ⅓ „

23. The quickest passages home have been made by the Messageries Packets. The mail once reached London *viâ* Marseilles in 34 days (*Anadyr*) and five times in 35 days. The shortest passage by P. & O. packet has been 37 days (three times).

24. On the other hand the P. & O. packets have made the quickest passages out, having delivered the mails seven times within 36 days. The Messageries packets have four times delivered the London mail within 37 days.

25. With regard to revenue the Colony has every reason to be satisfied. Bearing in mind that during three months of 1877 Postage was collected at the old rates, double those in force during last year, some diminution of receipts would of course be expected in 1878. Moreover out of the receipts for 1878 a contribution of £3,150 has for the first time been remitted to the London Post Office. After paying all claims presented to date, the balance left to the credit of the Colony is upwards of \$27,000. One heavy claim for 1877 still remains to be paid, *viz.*, to the London Office for conveyance of Continental and other Union correspondence by British Packets, but with that exception the accounts for 1877 have been closed, within the last few weeks only.

26. The Revenue of the two years 1878 and 1877 may be compared as follows:—

	1878.	1877.	
Imperial share, .....	\$50,222.27*	\$54,615.21.....	Decrease, \$4,392.94.
Share of other Countries, .....	4,076.44†.....	—	Increase, 4,076.44.
Colonial Expenditure, ....	38,470.25 .....	38,072.77.....	„ 397.48.
Balance, .....	28,756.62 .....	37,919.39.....	Decrease, 9,162.77.
Gross Revenue, .....	<u>\$121,525.58</u> .....	<u>\$130,607.37.....</u>	Decrease, \$9,081.79.

27. Since the close of the year further payments have been made to foreign countries, increasing the total amount hitherto paid since our entry into the Union to \$5,733.32. It may be interesting to know how this sum has been apportioned.

I. To Batavia, for conveyance of mails from Singapore to Batavia by Netherlands Packets, 1877, .....	\$ 43.00
II. To Italy, for land transport of correspondence à découvert for the Continent of Europe, 1877, .....	570.95
To Italy, for transport of closed mails for France, Spain, and Portugal, 1877, .....	315.28
III. To France, for sea and land transport of correspondence à découvert for the Continent of Europe, 1877,.....	3,015.28
To France, for conveyance of correspondence for France, 1877,.....	1,708.88
IV. To the United States, for conveyance of correspondence for Chili, Hawaii, and other Non-Union Countries, to April, 1878,...	79.93
V. To London, for sea conveyance of the correspondence charged for under II, mails for India, &c.,—Claim not yet received,...	—
	\$5,733.32

28. With regard to the delays which have arisen in settling the Union accounts,† it may perhaps be permissible to append an extract from a Report already submitted to the Government (on Circular Despatch of Sir MICHAEL HICKS-BEACH, August 23rd, 1878).

“The Colonies were thrown into the intricacies of the Postal Union too suddenly for so complicated a system to work smoothly all at once. The Metropolitan Offices in Europe were too busy to give detailed instructions on points on which they themselves had had but little experience. The French Post Office Agents, generally *au fait* in every possible detail, could give no information, and only expressed their own bewilderment. The first Statistical period may be compared to a review of raw recruits, no one of whom has any idea what he is expected to do.”

“The second statistical Period (the results of the first having been cancelled) was a little better, but not much. \* \* \* \* \*  
“The necessary forms were mostly filled up and forwarded, but too many of the Offices to which they were sent neglected to verify and return them. The most anxious care was exercised in this Office to prevent omissions, and yet some few omissions occurred. Points absolutely unprovided for in the Treaty had to be settled as they arose, and objections have been taken to the ways in which they were settled. Some of the accounts furnished by this Office, to the best of its information and ability, though correct as regards figures, were in a form which other Offices would not accept. It would have been very simple for those Offices, being in possession of the results, to put them on paper ruled and headed in any way that might be desired (for that was all the question at issue), but only within the last few weeks an application has been received to remodel and reforward them, and it is presumed the accounts must wait till they are received.”

\* \* \* \* \*

“It may be asked then, how long is this state of uncertainty and confusion to continue? It is hoped not much longer. The Convention of Paris simplifies the taking of Statistics just in the details which have been found all but unworkable. The various Post Offices are of course learning the new course of duty more and more every day. \* \* \* \* \* It is believed that within a year the whole system, as regards Hongkong, will be susceptible of the clearest financial treatment, as much as if the Postal Income and Expenditure of the Colony were practically fixed.”

I have the honour to be,

Sir,

Your obedient Servant,

ALFRED LISTER,  
*Postmaster General.*

The Honourable W. H. MARSH,  
*Colonial Secretary.*

&c.,

&c.,

&c.

\* Including a special contribution of £3,150=816,214.47.

† In previous years these payments have been made to London on behalf of the Countries concerned. This sum is really a charge against 1877.

‡ Within the last few days only an application has been received from the London Office for statistics of transit between this Colony and Seychelles, for which the accounts for 1877 were waiting. No mails have been exchanged with Seychelles for some years, hence of course no such statistics had been supplied.

## APPENDIX.

### (A.)—COMPARATIVE RETURN OF REGISTERED CORRESPONDENCE, 1878 & 1877.

DESTINATION.	SENT.				RECEIVED.			
	Number of Articles, 1878.	Number of Articles, 1877.	Increase.	Decrease.	Number of Articles, 1878.	Number of Articles, 1877.	Increase.	Decrease.
United Kingdom, .....	4,017	4,114	..	97	3,920	2,521	1,399	..
Continent of Europe, .....	1,270	671	599	..	1,690	1,084	606	..
Australia, .....	208	137	71	..	657	582	75	..
Ports of China and Japan, .....	1,947	1,564	383	..	1,999	1,431	568	..
Straits, India, Ceylon, &c., .....	1,265	828	437	..	2,416	2,679	..	263
TOTAL,.....	8,707	7,314	1,490	97	10,682	8,297	2,648	263
NET INCREASE,....	..	..	1,393	..	..	..	2,385	..

(B.)—SALE OF POSTAGE STAMPS.

DENOMINA- TIONS.	1878.		1877.		INCREASE.		DECREASE.	
	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
		\$ c.		\$ c.		\$ c.		\$ c.
2 Cents.	323,191	6,463.82	292,566	5,851.32	30,625	612.50	..	..
4 "	218,030	8,721.20	218,603	8,744.12	..	..	573	22.92
6 "	24,579	1,474.74	26,928	1,615.68	..	..	2,349	140.94
8 "	86,478	6,918.24	116,211	9,296.88	..	..	29,733	2,378.64
12 "	219,177	26,301.24	161,826	19,419.12	57,351	6,882.12	..	..
16 "	87,171	13,947.36	71,847	11,495.52	15,324	2,451.84	..	..
18 "	7,896	1,421.28	12,987	2,337.66	..	..	5,091	916.38
24 "	47,539	11,409.36	45,165	10,839.60	2,374	569.76	..	..
28 "	13	3.64	35,390	9,909.20	..	..	35,377	9,905.56
30 "	7,406	2,221.80	3,573	1,071.90	3,833	1,149.90	..	..
48 "	17,271	8,290.08	15,791	7,579.68	1,480	710.40	..	..
96 "	9,332	8,958.72	9,594	9,210.24	..	..	262	251.52
2 Dollars.	1,373	2,746.00	1,418	2,836.00	..	..	45	90.00
3 "	569	1,707.00	560	1,680.00	9	27.00	..	..
10 "	114	1,140.00	129	1,290.00	..	..	15	150.00
Total,....		\$101,724.48		\$103,176.92		\$12,403.52		\$13,855.96

	1878.	1877.	Increase.	Decrease.
Total Sale, Hongkong, .....	\$ 61,282.84	\$ 62,234.30	..	\$ 951.46
Shanghai, .....	26,280.62	29,032.34	..	2,751.72
Yokohama, .....	6,365.22	7,580.58	..	1,215.36
Other Ports of China and Japan, ..	7,795.80	4,329.70	\$3,466.10	..
Total,.....	\$101,724.48	\$103,176.92	\$3,466.10	\$4,918.54
Nett Decrease, .....				\$1,452.44

(C.)—MONEY ORDER BUSINESS.

	No. of Orders.	Amount.	Colonial Com- mission.
Drawn by Hongkong on London, .....	1,445	£ s. d. 6,621. 3. 7	\$ c. 222.05
" by Shanghai " .....	945	4,465. 3.11	149.96
" by Yokohama " .....	420	1,755.12. 0	71.92
TOTAL, China and Japan on London,.....	2,810	12,841.19. 6	443.93
Drawn by London on Hongkong, .....	108	£ s. d. 506. 2. 8	\$ c. 25.16
" by " on Shanghai, .....	47	154. 3. 9	5.81
" by " on Yokohama, .....	47	239.11. 6	10.32
TOTAL, London on China and Japan,.....	202	899.17.11	41.29
Drawn by Hongkong on Shanghai, .....	59	\$ c. 1,030.47	\$ c. 10.65
" by " on Yokohama, .....	29	527.67	4.95
" by " on Singapore,* .....	16	166.44	2.40
" by Shanghai on " .....	3	56.50	0.45
" by Yokohama on " .....	5	73.69	0.90
TOTAL, Local Orders Outwards, .....	112	1,854.77	19.35
Drawn by Shanghai on Hongkong, .....	138	\$ c. 3,062.87	\$ c. 28.80
" by Yokohama on " .....	89	1,940.27	16.65
" by Singapore on " .....	28	456.64	..
" by " on Shanghai, * .....	3	24.21	..
" by " on Yokohama, * .....	..	..	..
TOTAL, Local Orders Inwards, .....	258	5,483.99	45.45

\* Money Order system with the Straits commenced from 22nd July only.

## (D.)—ARRIVALS OF THE CONTRACT PACKETS DURING 1878.

BRITISH <i>viâ</i> BRINDISI.			FRENCH.		
	Arrived.	Number of Days from London.		Arrived.	Number of Days from London.
Mongolia,.....	Jan. 15	40	Sindh,.....	Jan. 9	41
Indus,.....	" 27	38	Yangtsé,.....	" 27	45
Lombardy,.....	Feb. 12	40	Ava,.....	Feb. 6	41
Khiva,.....	" 24	38	Amazone,.....	" 21	42
Geelong,.....	March 11	39	Anadyr,.....	March 6	41
Kashgar,.....	" 24	38	Peiho,.....	" 20	41
Nizam,.....	April 12	43 (a)	Djemnah,.....	April 3	41
Gwalior,.....	" 20	37	Iraouaddy,.....	" 16	40
Lombardy,.....	May 4	37	Tigre,.....	May 3	43 (c)
Thibet,.....	" 17	36	Sindh,.....	" 12	38
Khedive,.....	June 3	39	Yangtsé,.....	" 29	41 (d)
Teheran,.....	" 14	36	Ava,.....	June 8	37
Zambesi,.....	" 30	38	Amazone,.....	" 23	38
Surat,.....	July 13	37	Anadyr,.....	July 7	38
Pekin,.....	" 26	36	Peiho,.....	" 20	37
Kashgar,.....	August 9	36	Djemnah,.....	August 4	38
China,.....	" 27	40 (b)	Iraouaddy,.....	" 17	37
Hindustan,.....	Sept. 6	36	Sindh,.....	Sept. 2	39
Venetia,.....	" 20	36	Tigre,.....	" 17	40
Nizam,.....	October 4	36	Yangtsé,.....	" 29	37
Gwalior,.....	" 20	38	Ava,.....	October 14	39
Lombardy,.....	Nov. 3	38	Amazone,.....	" 31	42
Geelong,.....	" 18	39	Anadyr,.....	Nov. 15	43
Teheran,.....	Dec. 3	40	Peiho,.....	" 28	42
Mongolia,.....	" 14	37	Sindh,.....	Dec. 12	42
			Iraouaddy,.....	" 26	42

(a.) 4 days late.

(b.) 1 day late.

(c.) 3 days late.

(d.) 1 day late.

## (E.)—HOMEWARD VOYAGES OF THE CONTRACT PACKETS DURING 1878.

BRITISH <i>viâ</i> BRINDISI.			FRENCH.		
	Left.	Number of Days to London.		Left.	Number of Days to London.
Teheran,.....	Jan. 3	38	Iraouaddy,.....	Jan. 10	36
Geelong,.....	" 17	38	Tigre,.....	" 24	38
Mirzapore,.....	" 31	39	Sindh,.....	Feb. 7	35
Mongolia,.....	Feb. 14	38	Yangtsé,.....	" 21	37
Indus,.....	" 28	39	Ava,.....	March 7	35
Lombardy,.....	March 14	37	Amazone,.....	" 21	35
Khiva,.....	" 28	38	Anadyr,.....	April 4	34
Geelong,.....	April 11	37	Peiho,.....	" 18	35
Kashgar,.....	" 20	42	Djemnah,.....	" 27	38
Nizam,.....	May 4	44	Iraouaddy,.....	May 11	37
Gwalior,.....	" 18	44	Tigre,.....	" 25	49 (a)
Lombardy,.....	June 1	43	Sindh,.....	June 8	38
Thibet,.....	" 15	43	Yangtsé,.....	" 22	40
Sunda,.....	" 29	43	Ava,.....	July 6	38
Teheran,.....	July 13	45	Amazone,.....	" 20	38
Zambesi,.....	" 27	42	Anadyr,.....	August 3	38
Surat,.....	August 10	41	Peiho,.....	" 17	38
Pekin,.....	" 24	43	Djemnah,.....	" 31	37
Kashgar,.....	Sept. 7	44	Iraouaddy,.....	Sept. 14	39
Khedive,.....	" 21	43	Sindh,.....	" 28	37
Hindustan,.....	October 10	39	Tigre,.....	October 17	39
Venetia,.....	" 24	37	Yangtsé,.....	" 31	39
Nizam,.....	Nov. 7	39	Ava,.....	Nov. 14	36
Gwalior,.....	" 21	39	Amazone,.....	" 28	35
Lombardy,.....	Dec. 5	38	Anadyr,.....	Dec. 12	37
Geelong,.....	" 21	38	Peiho,.....	" 28	36

(a.) 4 days late.

# 列開規條資信內署務驛

	每函重半個安士 即三錢六分	每担保信	每張等紙重 四個安士即二 兩八錢八分	每本書或貨辦重 兩個安士即一兩 四錢四分
香港 省城 澳門	二仙	八仙	二仙	二仙
中國各埠 日本各埠 賓角 小呂宋 西貢	寄公司火船八仙 寄離港火船四仙	八仙	二仙	二仙
北花旗 舊金山 星加坡 畢大威亞 庇能埠 印度國 晏貢 施耶 毛厘些士 布拉思路 秘魯 知厘	八仙	八仙	二仙	二仙
英國	十二仙	八仙	四仙	四仙
檀香山	十二仙	不得担保	四仙	六仙
新金山等埠 急當等埠	二十四仙	八仙	二仙	四仙
西印度等國	三十四仙	八仙	六仙	八仙

以上所列之埠名多是華商郵寄書函之埠此外另有別埠如欲詳知情形可到本驛務署詢問

凡担保之信各驛務署甚少遺失務必慎為代寄倘或偶有遺失其担保信可追討賠償銀不過十員之外

凡各行店倘欲知各埠信資行情可到本驛務署領取凡問必與不須分文

凡有信札不明如何錯誤可到本署詢問且本司能曉華人言語凡欲見本司者無不悅力而為之

凡寄信士担可在文咸街第七十九號買取并有信秤放便以得應用另有船隻開行期刻張掛以便眾覽如欲詳知別等情形可在此店問便知