

This extract was taken from Michael Vokins article in BCPSG Journal #133 to #136 1984/5, Which was published in L'Union Postale.

L'Union Postale is the journal, as it describes itself on the title pages at the beginning of this century, published monthly by the International Bureau of the Universal Postal Union.

There is a long article, recorded as being extracted from the official handbook of the colony for 1888-89, entitled "History of the Posts in Jamaica" (Ibid, Volume 14 (1889), page 27 et. Seq.). This article, in an abridged form deleting a horribly boring account of the money order system, is reprinted below.

History of the Posts of Jamaica

It is difficult to say what were the postal facilities which existed in the island of Jamaica prior to the establishment by the British Government of post-offices and postal agencies in its colonial possessions and in certain foreign countries in the year 1711, for there are not any records in the Post Office Department of Jamaica from which any such information may be gathered. Reference, however, to the Journals of the Assembly shows that on the 17th of March, 1706, it was ordered by the House of Assembly 'that Richard Banks, Francis March, and Thomas Finch, Esquires, be appointed a Committee to prepare and bring in a bill for the erection of an office for the receipt and safe conveyance of letters'. This would appear to have been the first step taken towards providing an organised Post Office in this Island. We have failed to trace in the Journals of the House what action was taken by the Committee, as the report does not appear in the records.

A Post Office, however, seems to have sprung into existence between 1706 and 1776, for on the 24th of October of the latter year, we find a Committee being appointed 'to enquire into the state of the Post Office of the island', and such Committee reporting on the 17th of December, 1777. The report of this Committee is remarkable for its brevity; it merely states that 'the County of Cornwall cannot answer by return packet'.

Again, on the 14th of April, 1749, we find John McCulloch being summoned to appear at the bar of the House to explain under what authority he exercised the duties of a Postmaster and collected postages, and stating that he did so under warrant of Elliott Benger, Her Majesty's Deputy Postmaster General of the North American and British West India Possessions. The rate of postage was then 'sixpence for each letter not exceeding 100 miles, and one shilling sterling for any letter above that, and so on in proportion for a double and treble letter'.

There are several other instances of persons being summoned before the Assembly to show cause why they exercised the functions of Postmasters, and it is curious to remark that each such summons was accompanied by an order to produce, at the same time, all letters addressed to members of the Assembly.

In one instance the widow of John McCulloch was so cited to appear, and to explain the cause of delay in the conveyance of certain packet letters, when she stated that she was entitled to discharge the duties of Postmistress under the warrant held by her late husband; that she had farmed the office to another party; and that the mails were conveyed by mules and slaves as most convenient. The practice of farming the revenues of the Post Office, which existed in England until nearly the end of the eighteenth century, would therefore appear to have existed also in Jamaica.

On the 17th of December, 1814, a report was made to the Assembly by a Committee which had been appointed to enquire into the state of the Post Office. Such report stated that the Post Office was established under the authority of the British Statutes, 9 Anne, c. 10, 5 Geo. III, c. 25, and that the rates of postage, island as well as packet, were fixed by the latter in 1765, being 11d single, 1s 10d double, 2s 6d treble, and 3s 4d per ounce for inland letters; and for the conveyance of packet letters the following additional rate, viz., 1s 3d single, 2s 6d double, 3s 9d treble, and 5s per ounce, so that for a packet letter weighing one ounce the

sum of 8s 4d was charged. Correspondence with the mother country was then a very expensive luxury.

The same Committee goes on to report 'that a surcharge of 10 per cent not warranted by law is generally made on packet letters delivered in Kingston, and of 7½d for letters sent to the General Post Office for merchant ships and men of war, which sums appear to be claimed as perquisites by the clerks in the Kingston Post Office. That the compensation allowed to Deputies is 10 per cent on postage collected, and 10 per cent on newspapers delivered, the latter a perquisite from the Postmaster General'. At this time, the office of Postmaster was held by John Milbourne March at a salary of £400 per annum. Between the years 1815 and 1820 the revenue of the Post Office is stated to have averaged £10,450, and the expenditure for salaries, etc., £7,244.

Such is, as far as can be ascertained, briefly the early history of the Post Office in Jamaica, which continued to be a branch of the Imperial Post Office until the year 1860, when it was transferred to local rule.

The transfer was first mooted in 1847 and received in 1855, but decisive action was not taken until 1859 when Her Majesty's Postmaster General, in a letter which formed an enclosure to a despatch from the Secretary of State for the Colonies, stated 'that the time had arrived for the Postmaster General to abandon a control which he could not efficiently exercise over posts so distantly situated, and that the management of the Post Office would therefore be transferred from the hands of the Postmaster General to those of the Colonial Government on and from the 1st April next'. The above decision was arrived at after an officer of the Imperial Post Office Department, Mr. Anthony Trollope, had visited the island in 1858 and reported on the subject.

The proposal to transfer the Post Office to the Colonial Government was never at any time favourably received by either of the Legislative Bodies, i.e., the Legislative Council and the House of Assembly, and to this disinclination to assume its control may be attributed the delay which took place between the date of the proposal to transfer the office and the date of the assumption of the office by the Colony. The question was debated in both Houses time after time, with much warmth of feeling, and it is very interesting now to read the arguments adduced on both sides.

On the 15th of December, 1859, the House of Assembly adopted the report of a Committee to the effect 'that the Island Post Office having been hitherto satisfactorily conducted under the control of the Postmaster General of England, it is not advisable that the management should now be assumed by the Local Authorities; and, further, that in the present financial condition of the island it could ill afford the additional burden of a loss on the Department;' and it was recommended that the Postmaster General be requested to continue the control of the Post Office.

This determination was based on a statement prepared by the Accountant General of the General Post Office, London, showing that the revenue of the Jamaica Post Office for the year ended 30th June, 1858, was £9,595 17s 6d, while the expenditure amounted to £9,898 19s. 1d, leaving a deficit of £303 1s 7d. From this it would appear that the Department was not at the time self-supporting.

The result of the reference back to the Secretary of State was that the Governor was informed that it was not optional on the part of the Colonial Government to take over the administration of the Local Post Office, and if the necessary arrangements therefore were not complete at the latest by the 1st of June, 1860, the action of the Imperial Government in carrying on the colonial posts would finally cease. Sir Charles Darling thereupon summoned a special session of the Legislature to whom he communicated the decision referred to. The Legislative Council at once expressed its readiness to give its best consideration to the proposed Act to enable the Local Government to assume the conduct of the Department, but the passage of the bill was delayed in the House of Assembly in consequence of a certain

portion of the Governor's speech at the opening of the session having been considered a breach of the privileges of the House. On the 3rd of April, 1860, the Assembly, however, passed the Bill, which also passed through all its stages in the Legislative Council on the following day, but as the Assembly had so amended the Bill as to constitute the Governor one of the Commissioners to conduct the Post Office, the Executive Committee being the Commissioners named in the draft, Sir Charles Darling expressed his inability 'to concur in an arrangement which converted Her Majesty's Representative into a Commissioner for the immediate management of a Department of his Government', and prolonged the Chambers to the 5th of April. On that day the matter was again forcibly brought under the notice of the Assembly, and on the 13th of April the Bill was finally passed and assented to by the Governor, in the form suggested by the Executive. Sir Charles Darling, in proroguing the Legislature, stated 'that the country would no doubt be glad to learn that it was at length determined that internal communication by post should not be suspended'.

The date fixed for the transfer of the Post Office was, as already shown, the 1st of June, 1860, at latest; but on the representation of the Governor, the time was extended, and it was not until the 1st of August, 1860, that the control of the Post was assumed by the Colony.

Up to the date of transfer the office of Deputy Postmaster General was held by Mr. O'Connor Morris at a salary of £1,000 per annum, but on the reduction of the salary, under the new arrangement, to £600 per annum, Mr. Morris resigned, and Mr. Alexander J. Brymer, who was the chief Clerk, was appointed Postmaster of Jamaica, which office he continued to hold until he resigned, and was succeeded by Mr. William Kemble. Mr. Kemble continued in office until the 1st of May, 1870, on which date he retired on a pension, Mr. Frederic Sullivan, Chief Clerk, being appointed to the office.

The following is a brief resume of the improvements which have been made in the Jamaica Post Office since its management was assumed by the Colony.

In November 1863, the money order system between the United Kingdom and the Colonies was extended to Jamaica.

In 1868 a comprehensive law, based as far as was possible on the lines of the English Statute, was passed for the management of the Post Office, and a tri-weekly inland mail service was substituted for the old biweekly system which had been in existence for twenty-one years.

On the 1st of January, 1872, simultaneously with the introduction of the prepaid system, a general house delivery of correspondence by letter-carriers, within certain limits of the city, was introduced in Kingston.

On the 1st of April, 1877, Jamaica was admitted to the General Postal Union, under which the packet postage from Jamaica to all countries in that Union was reduced to a uniform rate of 6d per single letter of half-an-ounce, if prepaid, if not prepaid, 9d; post-cards 3d each; newspapers 1d each, if not exceeding four ounces; other printed papers and patterns 2d per 2 ounces.

The entrance of the Colony into the Postal Union, under the Postal Union Treaty, signed at Berne on the 9th of October, 1874, was made conditional on the payment of one-half of the additional loss entailed on the Imperial Exchequer by the reduced rates of packet postage; and an annual sum of over £3,000 was provided on the Colonial Estimates to cover such payment. Simultaneously with the new contract with the Royal Mail Company for the conveyance of mails, which took effect on the 1st of July, 1885, it has been arranged that Jamaica shall bear a proportion of the entire loss, the result being an annual payment of £4,163, £3,000 of which is charged against the Post Office.

Under the new Postal Treaty, concluded in Paris on the 1st of June, 1878, the packet rates of postage were further reduced to what they are at present, and as given below.

With the introduction of post-cards for use to and from places abroad, on the 1st of April 1878, the Government embraced the opportunity to authorise the use of postcards within the island. Accordingly post-cards of the following denominations were issued: -- half-penny cards for town and office delivery, and penny cards for use between any of the offices in the island.

On the 16th of June 1883, the issue of reply-paid post-cards for use between places in Jamaica, as well as between certain places in the Universal Postal Union, was authorised. The following are the rates: -- for town or office delivery, 1d.; for transmission to any post office in the island, 2d; and for transmission to places in the Universal Postal Union, 3d.

On the 4th of November, 1878, a mail coach line between Kingston and Mandeville for the conveyance of mails, passengers, and parcels, was established, and continued to run regularly three times a week, to and from, between Old Harbour and Mandeville, until the 2nd of March, 1885, when it was extended to Savanna-la-Mar on the completion of the railway line to Porus.

The mail coach service which was established between Kingston and St. Ann's Bay on the 1st of November 1888, was similarly extended to Montego Bay on the 17th of August 1885, when the railway extension to Ewarton was completed.¹

Mail coaches are now also run by the mail contractors in connection with the mail services between Kingston and Manchioneal, and Montego Bay and Lucea.

During the year 1879 a set of American 'lock boxes' was placed in the Circulation Branch of the Post Office. Each box is supplied with three keys which are kept by the subscribers, so that the letters, etc., may be removed as rapidly as they are sorted. Lock boxes have also been placed at the post offices at Montego Bay and Falmouth. During the year 1886, a further supply of lock boxes was imported and erected at the General Post Office, and the subscription was reduced from two guineas to twelve shillings per annum.

On the 1st of September, 1881, an inter-colonial money order system was authorised and established.

(Deleted - Money Order data)

On the 1st of October, 1885, a Parcel Post exchange between Jamaica and the United Kingdom was established, and has since been extended to certain foreign countries, via the United Kingdom, as well as to certain British Colonies.

During the session of the Legislature of 1886, a law entitled the Post Office Law Amendment Law, 1886, was passed, and effect given thereto on the 1st of May 1886; the object of the law being 'to make special provision with regard to the collection of Customs duties payable

¹ (Ed: Although it seems illogical that an enterprise would be established in 1888 and extended in 1885, this paragraph is copied exactly as it appears in L'Union Postale. Perhaps the statement must be interpreted in such a way that isn't

Can any Jamaica historian explain it?)

BCPJ #148 Bob Topaz, who is lucky enough to own a copy of the 1882 Handbook of Jamaica, has been able to answer this query. This handbook stated in 1882 the following:

"On the 4th November 1878 a Mail Coach Line between Kingston and Mandeville...was established...A similar Coach Line has since been established between Kingston and St. Ann's Bay."

So the mail coach service between Kingston and St. Ann's Bay was not extended before it was established (!) but was really established between 1878 and 1882.

on parcels coming by Post from places beyond sea, and also to amend the Post Office Law, 1868.'

A Parcel Post exchange between Jamaica and the United States also came into operation on the 1st of October, 1887.

On the 12th of October, 1887, the Postage and Revenue Stamp Law of 1887 came into force, sanctioning the unification of postage and revenue stamps.

Until the year 1843 it was the practice to impose the postage on letters in accordance with the number of enclosures, i.e., the number of sheets of paper contained in the latter, a practice which in these advanced and enlightened times must be styled as very primitive.

Prior to the year 1847, postal communication with the country districts was confined to one post each week, but in the month of July 1847, it was increased to two posts a week, until the year 1868, when in the month of July a third post was established, and has been continued up to the present time.

The following are the alterations which have taken place from time to time in the rates of postage:

In 1860, the inland rate of postage on a letter not exceeding $\frac{1}{2}$ ounce in weight was 4d if conveyed a distance not exceeding 60 miles; 6d if conveyed over 60 miles but not exceeding 100 miles; 8d if conveyed over 100 miles.

In 1861, a 2d rate was made to include letters conveyed either a distance of not exceeding 30 miles or for delivery within a parish, and the rate of postage on a letter conveyed more than 100 miles was reduced to 6d, if it did not exceed a quarter of an ounce in weight, heavier letters remaining at the higher rate of 8d.

The provisions of the book post were also extended so as to include samples of merchandise, etc., the charge being 1d. per ounce; the book post rate, previously 1d per ounce, being at the same time reduced to $\frac{1}{2}$ d per ounce.

In 1862, the rate of postage on a letter conveyed a distance not exceeding 60 miles was reduced to 3d, 4d being made the charge for all further distances.

In 1865, the 4d rate was abolished, leaving 3d as the maximum charge for a letter not exceeding the single rate of half an ounce.

In 1863, the rate of postage on letters transmitted by contract steamers to and from the United Kingdom was increased by the Imperial Post Office from 6d per ounce to 1 shilling, the postage on letters conveyed by private ships being at the same time reduced from 6d to 3d.

In 1868, a charge for inland conveyance of certain packet correspondence received for delivery in, or posted at, Kingston, which had previously enjoyed an exceptional exemption from any charge beyond a sea rate, was authorised under the Post Office Law, 18 of 1868.

From 1860 to 1866 the Post Office revenue was augmented by the postage, as well as by the gratuities, paid by the United States Government on correspondence conveyed between Jamaica and the United States by steamers under contract with the Jamaica Government.

Between the year 1866 and the 5th of February 1871, when the Government entered into a contract on the latter date with the Pacific Mail Steamship Company, whose steamers were plying between New York and Colon and calling at Kingston, for the conveyance of mails between Jamaica and New York, there was not any direct mail service with the United States. On the termination of the contract with the Pacific Steamship Company, it was secured by the Atlas Company. The contract with the Atlas Company was, however, determined in the month of November 1884.

On the 1st of January, 1872, the island rates of postage were reduced as follows:

Letters from 3d per half ounce, paid or unpaid, to 2d per half ounce, if prepaid, double the prepaid rate of postage being charged on all letters or papers posted unpaid or insufficiently prepaid. This reduction, together with the system of charging double the prepaid rate on

unpaid or insufficiently prepaid correspondence, introduced into the Colony for the first time, has tended more than anything else to place the revenue of the Post Office on a more satisfactory footing, for by far the great majority of letters are now prepaid, and as a consequence the loss to the revenue on unclaimed unpaid correspondence has been materially lessened.

On the 29th of April, 1884, by order of the Governor in Privy Council, the rate of postage on letters between Kingston, Up Park Camp, Gordon Town, Cold Spring, Halfway Tree, Spanish Town, Old Harbour and Port Royal was reduced to 1d per half ounce if prepaid, if unpaid, double the prepaid rate; and on the 1st of February 1866 a similar reduction was made, by order of His Honour the Major-General Administering the Government in Privy Council, in respect of letters addressed to Linstead, Ewarton, May Pen, Four Paths, and Porus, which places have been brought into daily communication with Kingston as a result of the railway extension to Porus, and to Ewarton.

On the 1st of February, 1887, the postage on book packets was reduced to ½d for each 2 ounces in weight, not exceeding a limit of 3 pounds, and on parcels to 1d for each 2 ounces in weight, not exceeding a limit of 8 ounces.

On the transfer of the Department in 1860, there were only 49 district post-offices in existence; at the present time there are 94.

Until the month of October 1858, the district postmasters were remunerated at the rate of 15 per cent on the collections of their respective offices. In the month of November 1858, the British Post Office changed the practice, and fixed the salaries at an annual payment based on the average percentage for the three months preceding the month in which the change was effected. They are now paid in accordance with a scale based on the revenue collections of their offices, several of them being placed in high classes on account of night work.

The Circulation Branch of the General Post Office, Kingston, is maintained on the first floor of the old Court House in Harbour Street, the upper floor of which is now used as a Town Hall. Since the fire of the 11th of December 1882, the Control Branch and the Money Order Office, Mail Coach, and Parcel Post Booking Offices are all maintained at the premises known as 'Blundell Hall' in East Street.

The ordinary office hours of the Circulation Branch are from 8 a.m. until 4 p.m.; but the office is open earlier and later, should the arrival or departure of packet or important ship mails render it necessary.

The Money Order Office is kept open from 10 a.m. until 2 p.m. each working day.

Under the new contract with the Royal Mail Steam Packet Company, which came into operation on the 1st of July, 1885, the steamers are timed to arrive at Jamaica from Southampton, via Barbados and Jacmel, on every alternate Monday at 8 a.m., and to leave Jamaica, via Barbados and Jacmel, for Southampton on every alternate Wednesday at 4 p.m., i.e., the homeward bound steamer leaves Jamaica two days and eight hours after the arrival of the outward bound if she arrives on Monday, the contract time; but she generally comes in on Sundays. The return packet expresses leave the terminal post offices for Kingston on each alternate Tuesday, and are due in Kingston on the morning of Wednesday, the day of the departure of the steamer. The outward bound steamer leaves Southampton on each alternate Thursday at 6 p.m., while the homeward steamer is due at Plymouth on each alternate Saturday at 10 p.m.

The mails for Great Britain by the Royal Mail Steam Packet Company's steamers are made up at the General Post Office, Kingston, at the following hours when the arrival of the steamer admits of her leaving at the contract time:

Registered letters and parcels, noon; newspapers, 1 p.m.; ordinary letters, 1:30 p.m. Late letters may be posted at the General Post Office, on payment of a fee of 3d, up to 2:30 p.m.

From that time until the steamer leaves the wharf a Post Office clerk is stationed on board the steamer to receive late letters. The late fee of 6d in each case must be prepaid by means of stamps.

There is not at present any contract mail service between Kingston and New York, the contract with the Atlas Company having, as already stated, been determined in the month of November 1884; but mails for the United States, and the United Kingdom via the United States, are closed and despatched by every opportunity. The most frequent and regular opportunities are by the steamers of the Atlas Company and by those of Messrs. J. E. Kerr & Co. The mails by the latter are closed in Kingston and sent overland to meet the steamer at the outport from which she may leave. Mails are also made up at such outports when the post-offices are approved 'Exchange Offices' with the United States, for transmission by Messrs. J. E. Kerr & Co's steamers which leave, as a rule, every Wednesday.

The island of Jamaica is divided into fourteen parishes, viz., Kingston, with the General Post Office; St. Catherine, with 6 post-offices; St. Ann, with 11 post-offices; Trelawney, with 7; St. James, with 4; Westmoreland, with 7; St. Elizabeth, with 9; Hanover, with 6; Manchester, with 10; Clarendon, with 7; St. Thomas, with 7; Portland, with 5; St. Mary, with 7; and St. Andrew, with 8 post-offices.

A certain number of public officers, such as, for instance, the Governor, his Private Secretary, the Colonial Secretary, the Assistant Colonial Secretary, the Protector of Immigrants, the Attorney General, the Auditor General, the Chief Justice, the Collector General, &c., are entitled to send and receive their correspondence free of postage.

The delivery of correspondence by letter-carriers takes place three times daily from the General Post Office at hours varying according to whether the days are post days or non-post days. There are four pillar letter boxes in Kingston, which are cleared three times on ordinary days, and four times on the days of the fortnightly packet mails.

The following are the prepaid inland rates of postage: - Letters: 2d per $\frac{1}{2}$ ounce to places not within the 'Penny Limit'. Letters for town or office delivery, or exchanged between Kingston, Up Park Camp, Halfway, Tree, Gordon Town, Cold Spring, Port Royal, Spanish Town, Linstead, Ewarton, Old Harbour, May Pen, Four Paths, and Porus, must be prepaid at the rate of 1d per $\frac{1}{2}$ ounce.

Book packets: For each two ounces in weight, up to a limit of three pounds, $\frac{1}{2}$ d A book packet must not exceed 2 feet in length, or 1 foot in width or depth. The following may be transmitted by book post: Old letters which have apparently passed through the Post before and have served their original purpose. Copies of letters which do not bear a present date, and which it is manifest are not serving the purpose of original letters. Letters which are manifestly intended for publication in a newspaper or otherwise. The letters must not be closed in any manner, and must be so put as to admit of easy examination of their contents; otherwise they will be liable to the letter rate of postage.

Circulars, i.e., letters which, according to internal evidence, are being sent in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

Parcels: For each 2 ounces in weight, up to a limit of 8 ounces, 1d. A parcel may not exceed 2 feet in length, or 1 foot in width or depth, except it be tendered for transmission by mail coach, and it must be fully prepaid.

Single post-cards for town or office delivery, 1d, and for any distance inland, 1d; local reply-post-cards 1d, and for transmission to any post-office in the island, 2d. Newspapers: $\frac{1}{2}$ d each. They may also be forwarded at the book rate of postage. The registration fee is 4d. Any letter, book packet or parcel, for delivery within the island, may be registered on prepayment of the registration fee and postage.

Jamaica Handbook 1888-9

(Deleted - Money Order data.)

The international exchange of postal parcels with the majority of foreign countries and colonies is likewise effected through the medium of the British Post Office. There is, however, a direct exchange of parcels with the British Colonies in the West Indies, and the United States of America.

In connection with the above particulars, we give below a few items concerning the results of the postal service of the Colony, which we have extracted from the Report of the Post Office Department of Jamaica for the financial year ending on the 30th of September 1887.

The cash receipts during the year amounted to £20,750 12s 2½d (as against £20,255 8s 1½d in 1885/86), viz., £16,133 4s 11¾d. postages (£15,681 4s. 8½d in 1885/86), £374 18s 10d commissions on money orders (£313 18s 4d in 1885/86), £4,085 5s 3d telegraphs (£4,054 16s 9d in 1885/86), and miscellaneous £184 3s 2d (£205 8s 4d in 1885/86).

The postage on international correspondence amounted to £4,890 17s 10½d (£4,623 17s 6d in 1885/86), and that on domestic correspondence to £11,242 7s 1¼d (£11,057 7s 2½d in 1885/86).

The miscellaneous receipts consisted of the following items: - £53 14s fines, £48 11s 6d rent of private letter boxes, £17 1s 3d conveyance of private letter bags, and £64 16s 5d commissions on mail coach transactions.

It appears from a comparative statement of the number of letters and post-cards exchanged by the several post-offices of Jamaica during the last three years, that this exchange was as follows:

	Number of letters and post-cards	
	Despatched	Received
1884/85	709,346	614,248
1885/86	717,173	642,063
1886/87	717,641	66a,821

It is estimated that 494,280 articles of the Letter Post were exchanged in 1886/87 between the district post-offices in the Island, not including correspondence to and from Kingston.

The number of letters and post-cards sent to, and received from, the United States of America during the year, amounted to 88,191. The number of mails exchanged by other countries, via Jamaica, was 508, being 2,737 less than the number exchanged during the preceding year, the decrease being due to the United States having ceased to use Jamaica as an intermediary for the despatch of mails to the United States of Colombia and the South Pacific, the direct mail service between New York and Colon having been resumed.

The steamers of the Atlas Steamship Company also afforded opportunities, besides those of the Royal Mail Steam Packet Company, for the frequent exchange of mails with the United States of Colombia, and other places in Central America.

A monthly mail service between Jamaica, Port-au-Prince, Havana, and Vera Cruz was maintained throughout the year by means of a steamer of the R. M. S. Packet Co., known as the Gulf Steamer which leaves Kingston every 28 days.

There was not any interruption of the Inland mail service such as was experienced during 1885/86, as a result of the floods during that year.

(Deleted - Money Order data)

The expenditure for the year under report reached the total sum of £15,719 7s 4½d, viz., £4,352 9s 2d for salaries at the Head Office, £2,109 4s 10d for salaries at the district offices,

£6,991 10s for inland mail conveyance, £951 3s 10d for Ocean mail conveyance, and £1,314 9s 6½d for services. There was a net decrease of £172 3s 11d in the expenditure, as compared with the preceding year, but it must be kept in mind that the figures do not include so much of the annual payment to the British Post Office for mail subsidy as has been charged against Jamaica. Thus, the amount of £6,387 charged during the year under review, includes the sum of £3,387, being the balance due to the British Post Office to the 30th of June 1885, from which date it was agreed to make a fixed annual payment of £4,163, of which £1,163 is charged against 'Miscellaneous' expenditure in the public accounts.

The total receipts accruing from the mail coach service in 1886/87 amounted to £2,301 10s 3d, viz., £1,718 7s 9d passengers' fares, and £588 2s 6d postage on parcels. In 1884/85 these receipts reached the sum of £1,537 11s 9d, and in 1885/86 they amounted to £1,732 13s. Mail coach lines are in operation between Kingston and Savanna-la-Mar, Kingston and Montego Bay, Montego Bay and Lucea, Kingston and Port Antonio, and Kingston and Annotto Bay. The increase in the receipts of these lines may be accepted as evidence of the fact that the mail coach services enjoy the growing favour of the public. The existence of the mail coaches most materially contributed to the successful working of the parcel post system with United Kingdom and the United States of America. The contractors are paid at the rate of 2d per pound for the inland conveyance of parcels intended for, or originating in, places beyond the sea.

The number of articles dealt with by the Returned Letter Branch was 30,560, of which 10,325 were prepaid. 174 articles contained valuable enclosures to the total value of £235 17s 7½d. These articles were registered, and reposted to the writers in due course.