

## The Moreton Bay Postal System.

NOTES ON THE POST OFFICE, BRISBANE, 1824-1859.

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[Read at a meeting of the Society on April 16th, 1915.]

One of the most familiar objects of daily life is a letter in an envelope, bearing a postage stamp, such as is delivered by the postman two or three times a day.

In 1824, when Brisbane was founded, there were no envelopes and no stamps. Letters were folded with a blank sheet outside, and sealed with sealing wax. There were no postmen. Letters had to be called for at the Post Office where the charges were collected before delivery. That was the state of affairs, not in Brisbane only, but throughout the Empire where George IV. was King, and the Post Office was regulated by an Act passed in 1710.

This Act,\* which repealed all the previous legislation concerning the Post Office, gave to the Post-Master-General the monopoly of the conveyance of letters. It provided for the re-organisation of the chief letter-offices of Edinburgh, Dublin and New York, and established new post offices in the West Indies and elsewhere in the Empire.

When, 78 years later, the settlement at Port Jackson was founded, no arrangements seem to have been thought necessary for postal matters, and it was not until 21 years afterwards that there was any control of the conveyance and delivery of mails in Australia. Even then the arrangements made were not very efficient, and they had no statutory sanction. By a general order,† dated 25th April, 1809, issued by Lieut.-Governor Paterson, Mr. Isaac Nichols,‡ assistant to the Naval Officer at Sydney, was entrusted with the duties of Postmaster.

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\* 9 Anne, Cap. 11. (Cap. 10 in Ruffhead's edition).

† See Order in Historical Records of N.S.W., vol. VII., p. 102, and a subsequent order of 23rd June, 1810, at p. 389. This last order is set out in appendix "A" to Major Christie's report on the Post Office, which will be found in N.S.W. Votes and Proceedings, 1857, vol. 2, p. 511.

Hist. Rec. N.S.W., vol. vii., p. 102. For Isaac Nichol's early history, see Historical Records of Australia: Series I, vol. ii., p. 279, and following pages, and vol. iii., p. 366.

The Order states that complaints had been made of frauds committed by individuals repairing on board ship on arrival at Port Jackson, and impersonating others, and so getting possession of letters and parcels to the great injury of those for whom they were intended.

Mr. Nichols appears to have given security for the due performance of his duties. The office was at his house, and he was authorized to make the following charges for his trouble:—

For every letter	.. .. .	1/-
For every parcel—		
Not exceeding 20lbs.	.. .. .	2/6
Exceeding 20lbs.	.. .. .	5/-

The Order also provided for the publication in the "Gazette" of persons to whom letters and parcels were directed; a practice which continued for many years. A further Order was issued the following year, fixing the office at Mr. Nichols' house in High Street, now Lower George Street, and reducing the charges to the following scale:—

For every letter, English or Foreign	.. .. .	8d.
For every letter, Colonial	.. .. .	4d.
For every parcel:—		
Not exceeding 20lbs...	.. .. .	1/6
Exceeding 20lbs.	.. .. .	3/-
Soldiers' letters	.. .. .	1d.

It is interesting to compare this arrangement with the first recorded arrangement in America for the same purpose.

The Records of the General Court of Massachusetts of the year 1639 contains the following entry:—

"It is ordered that notice be given that Richard Fairbanks his house in Boston is the place appointed for all letters, which are to be brought from beyond seas or are to be sent thither to be left with him, and he is to take care that they are to be delivered or sent according to the directions, and he is allowed for every letter a penny, and must answer all miscarriages through his own neglect in this kind.\*"

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\* Encycl. Britannica: Art. Post Office.

Mr. Isaac Nichols died in April, 1819, and Mr. George Panton was appointed in his place. Mr. Panton was a wharfinger, and he carried out his duties in a small apartment on the King's wharf. He was actually the first Postmaster over Brisbane. He died in 1829, and was succeeded by Mr. James Raymond, in whose twenty-two years of service the postal system of Moreton Bay developed upon lines which, in the main, have survived until to-day.

The year of the establishment of the Moreton Bay penal settlement was the year in which the constitution of the Colony of New South Wales was brought into being.

The Governor and his council were entrusted with legislative functions, and on 22nd November, 1825, an Act\* was passed to regulate the postage of letters in New South Wales. The monopoly created by the Act of Queen Anne's reign in 1710 was present to the framers of this Act, and they were careful to refer to the older Act and to state as was the fact, that no post office had yet been established in New South Wales. Until the Postmaster-General should erect and settle a post office in N.S.W. the Act made it lawful for the Governor to set up a post office in Sydney, and in as many other places as he might think necessary; to set up rates of postage, inland as well as overseas; and to appoint a Postmaster in Sydney, and Deputy Postmasters in any other part of the colony.

Mr. Raymond† was the first Postmaster appointed under the Act of 1825, and under him the service was organised. Shortly after the passing of this measure, a Proclamation dated 16th December, 1825, was issued by the Lieutenant-Governor, Colonel William Stewart, 3rd Buffs, in which regulations were laid down for carrying out the Act, but it was not until 1828 that these were put into operation.‡

Country postmasters were then appointed, and contracts let for the conveyance of inland mails, which had hitherto been forwarded by the mounted police.

\* 6 George IV., No. 23. See the Public General Statutes of N.S.W., 1824-1837, Sydney, Govt, Printer, 1861. This Act is set out in App. B to Major Christie's Report, Votes and Proceedings N.S.W., 1857, vol. 2, p. 511.

† Mr. Raymond's daughter, Margaret, married Mr. E. Denny Day 46th Regiment, afterwards P.M. at Maitland. Mr. E. Denny Day General Manager of the Royal Bank, Brisbane, is a son of this marriage.

‡ Major Christie's Report.

There is an old Record Book in the Sydney office, commencing in 1828\* which seems to fix the date when the organization began.

That it was not very expensive is shown by the fact that four years later, in 1832, only £1,381 was voted for Postal services.

In 1834 Moreton Bay received its first Post Office,† and the contract system finally superseded the conveyance of mails by the police.

In 1835‡ the Legislature dealt with the rates of postage. The maximum weight allowed for a single letter was increased from quarter oz. to half oz., and it has remained so ever since.

The following rates were fixed according to weight and distance:—

#### TOWN.

For delivery at G.P.O. . . . .	1d.
For delivery by letter carrier up to 4oz. . . . .	2d.

These rates only applied in Sydney, where, in 1831, letter carriers and pillar boxes had been started.

#### INLAND.

For every $\frac{1}{2}$ oz. up to 15 miles . . . . .	4d.
20 " . . . . .	5d.
30 " . . . . .	6d.
50 " . . . . .	7d.
80 " . . . . .	8d.
120 " . . . . .	9d.
170 " . . . . .	10d.
230 " . . . . .	11d.
300 " . . . . .	12d.
For every additional 100 " . . . . .	2d.

#### SHIP LETTERS.

The weight for these, fixed by the Proclamation of 16th December, 1825, at quarter oz., was raised to half oz., all payments to be made in advance.

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\* See Dalgarno, Development of N.S.W. Postal Inland Service, Australian Historical Society: Proceedings, vol. 2, p. 151.

† ib. p. 155.

‡ 5 Wm. IV. No. 24, Statutes of N.S.W.

The Act of 1835 fixed the charges as follows:—

Single letter .. .. .	3d.
Double letter .. .. .	4d.
Treble letter .. .. .	5d.
Quadruple and over .. .. .	6d.

in addition to the inland charges.

The next few years brought about very great changes, not only at Moreton Bay, but in the Post Office as well.

The reforms associated with the name of Sir Rowland Hill revolutionized the Post Office, which had long since outgrown the Act of Queen Anne. The Penny Post, envelopes, adhesive stamps, prepaid letters, quick communication, regular deliveries, and an organized and efficient postal service took the place of the old order of things at home, and in due course New South Wales followed the example set.

In Moreton Bay the old penal settlement came to an end in 1839, though it was not until later that this district was thrown open to free settlement. Meanwhile, the settlement of the Darling Downs had taken place, as told by our President in a paper read before the Queensland Branch of the Royal Geographical Society, in 1902.

In 1842 the Moreton Bay District was organized as a free settlement, with a Police Magistrate and a Clerk of Petty Sessions. The last-mentioned official, Mr. William Whyte, was also Postmaster. On his death, in 1844, he was succeeded by Mr. George M. Slade, both as Clerk of Petty Sessions and Postmaster.

The duties of Postmaster were probably not very onerous, and, as there were no inland mails and ships did not arrive very often, things were taken very easily.

But the squatters were pushing on from the Darling Downs, and settlements were multiplying, so that in 1845, we find in the list of mail lines for which tenders were called by Mr. Raymond, one line in the Moreton Bay district. This is described in the "Gazette"\* notice as:—"To and from Brisbane and Alford's Inn, Darling Downs;" and the mails were to be carried once a fortnight.

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\* N.S.W. "Gazette," Sydney, Friday, Sept. 5th, 1845.

Alford's Inn was situated where Drayton now stands, a locality which afterwards became known as "The Springs." Mr. John Watts,\* who first saw it early in 1848, says: "At this place there was one public house, kept by Mr. Stephen Meehan; one store, kept by Mr. William Handcock. A second public house was being erected by William Horton, and was very shortly opened for business. One blacksmith's shop, kept by Mr. Flannigan; and one or two more huts.

"Soon after this Mr. Thomas Alford put up a new store, and a post office was established. The Alford family were very nice people. They did not remain very long in Drayton, and Mr. and Mrs. Lord put up a store, and had the Post Office for many years."

The contractor for the carriage of the mails from Brisbane to Alford's Inn for the year 1846 was a certain Isaac Titterton, who also successfully tendered for the carriage of the mails between Sydney and Campbell Town, an important place in those days when the MacDonalds, P. F., J. G., and A. C., were lads, just escaped from Hammond's school, and James Tyson had already gone off to the Murrumbidgee. Isaac Titterton was a councillor for Macquarie Ward in Sydney in 1845 and 1846. He undertook to run a four-horse coach daily from Sydney to Campbelltown for £150, and to carry the mail from Brisbane to Darling Downs once a fortnight on horseback for the sum of £110; but it is believed that he did not carry out the latter part of his contract and other arrangements had to be made.

Ipswich became a post town in 1846, and was the only town on the road to Darling Downs for several years.

The road to Drayton was about as bad as a road could be. Travellers leaving Brisbane for the Darling Downs could cross the Brisbane River either by the Kangaroo Point Ferry, or the Ferry to South Brisbane. The track ran through Eight mile Plains, past Woogaroo, where Dr. Simpson, the Crown Lands Commissioner, lived, to Limestone, now Ipswich. Mr. Cliffe Mackie told me some time ago that the track was not very distinct, but he knew it

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\* Reminiscences, p. 21 of Manuscript in the possession of the Society.

† See minutes of evidence taken before Select Committee on Main Roads of Colony. Votes and Proceedings, Qd. Session II., 1863, p. 549. For an account of the road in 1854, see Nehemiah Bartley, Opals and Agates, p. 114.

well as a lad, and on one occasion piloted a party of exiles to the Limestone. Captain P. D. Vigors, superintendent for roads in Moreton Bay at a later period cleared the road between Brisbane and Ipswich. But in place of stumping and clearing the trees off in the old orthodox fashion, he put men on with cross-cut saws to shave the trees down to the level of the earth, with the result that these wooden tables were as slippery, when wet, as a wooden pavement. As the rain washed the surrounding earth away, the stumps projected and would have been a positive danger had not beneficent nature stepped in. The stumps sprouted and a straight part of the road was known for long afterwards as "Vigors Avenue." Captain Vigors's initials "P.D." lent themselves to uncomplimentary references to their owner.\*

Thence the way went on through Rosewood; (John and Donald Coutts), Laidley Plains; (Henry Mort and James Laidley), Gatton; part of Tent Hill (held by Pearce), Grantham (Mocatta), and Helidon (William Turner). From thence the old road crossed the Lockyer up a steep spur into a place called Darkey Flat, at which place there was a military station; for in those days the blacks were so bad that all drays had to be escorted through the scrub by soldiers. The road up the range was very steep, and finally ran into Drayton, or as it was then called, "The Springs."

The road to Drayton was, at a later period, diverted to Toowoomba.

Mr. John Watts† says:—"I remember the day when Mr. Hodgson exerted himself to obtain from the Sydney Government a sum of money to make a road down the Range, and with the assistance of Mr. Yates,‡ then a most useful man living in Drayton, selected that gap which brought the road direct into Toowoomba in place of the old bullock track to Drayton, and thus turning the interior roads, and bringing them to a camp which was established just behind where the King's Head Hotel now stands."

From Drayton the road ran across the Downs past Cambooya, to Warwick and Armidale, where there had been a post office, and communication with Sydney since 1843.

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\* Nehemiah Bartley; Australian Pioneers and Reminiscences p. 246.

† Reminiscences, p. 56.

‡ Opals and Agates, p. 138.

In 1847 a mail line was laid on between Drayton and Armidale through Warwick, where a post office was opened in 1848, and through communication with Sydney overland was established.

The following year, 1849, saw the passing of two very important Acts, one at home, and the other in Australia.

Although the Colonial Legislature had established the Post Office, it was with some misgiving that the monopoly of the Postmaster-General had been infringed. In 1844 two Commissioners had come out to report upon postal matters. All doubts were set at rest by the passing by the Imperial Parliament of the Colonial Inland Post Office Act, 1849,\* expressly authorising Colonial Legislatures to pass Acts establishing inland posts, fixing rates of postage and appropriating the revenue arising therefrom.

The Colonial Act† consolidated and amended the then existing Acts and established a uniform rate of postage of 1d. per town and 2d. for inland letters under ½oz. With regard to ship's letters which had been dealt with by an Act passed in 1838‡ a uniform rate of 3d. for every ship's letter, in addition to any inland rate, was fixed. This was payable on receipt or despatch of the letter from the Colony and was independent of the postage chargeable in the countries whence the letter was received or to which it was addressed. Further, the Act of 1849 authorized the use of postage stamps.

This important year in post office history saw the establishment of Post Offices at Gayndah and Maryborough marking the northern trend of settlement; and at Callan- doon near Goondiwindi, to which place, in 1861, the Post Office was transferred, showing the westward course of the pioneer squatter. In 1850 the first Post Office in the Burnet was opened at Goode's Inn,\*\* afterwards Nanango.

In 1851 another great change took place. Under an Act of New South Wales†† which remained in force until after Separation, prepayment of postage on inland letters was made compulsory, as was the case with ship's letters, except those to and from the United Kingdom.

\* 12 and 13 Vict., c. 60.

† 13 Vict., No. 38. Repealed by 15 Vict., No. 12, Statutes of N.S.W.

‡ 2 Vict., No. 17, Statutes of N.S.W.

\*\* Opals and Agates, Bartley, p. 101.

†† 15 Vict., No. 12, Statutes of N.S.W.



In this year Mr. Raymond died and was succeeded by Mr. F. L. S. Merewether, who, however, became Auditor-General, and was succeeded by Major William Harvey Christie,\* 80th Regiment

On 1st May, 1852, the compulsory prepayment and postage by stamps was inaugurated. In his first report Major Christie says:—"It may be noted that the Colonists appeared so fully prepared for the change that little practical inconvenience ensued on the introduction of the new system."

In 1853 a post office was opened at Surat, but it was removed and it was not finally established till 1857.

In 1854 a post office was opened at Myall Creek, now called Dalby.

In 1856 Condamine and Taroom, and in 1857 Gladstone became postal towns. The last post offices opened before Separation were at Rockhampton and Toowoomba in 1858.

There were then 15 postal towns in Queensland in 1859, when Separation from N.S.W. took place.

The Postmasters were private individuals—store-keepers and licensed victuallers for the most part. If a squatter took office he left its duties to a subordinate. But if the Postmaster of old days did not give universal satisfaction, he did good work, and his memory should be preserved.

The following is a very incomplete list† of Postmasters in office at Separation:—

Name.	Place.	Appointed.
Brisbane	Mrs. Barney	26 Nov., 1855
Condamine	Henry Foster	1 Aug., 1856
Dalby	F. W. Roche	
Drayton	G. H. Loveday	1 Dec., 1858
Gayndah	John Connolly	1 March, 1857
Gladstone	R. Hetherington	1 Jan., 1856
Ipswich	R. Gill‡	1 Oct., 1854
Maryborough	J. H. Robertson	1 April, 1859
Taroom	M. Zerbe	1 Oct., 1859.

\* For Biographical note, see Henniker Heaton, Part 1, p. 38.

† See Statistics of Queensland, Votes and Proceedings, Queensland, 1864, at p. 812.

‡ Ante p. 25.

The establishment of the country post offices did not bring with it any marked improvement in efficiency.

Gladstone's postal arrangements, for instance, seem to have been very unsatisfactory.

In May, 1857, Sir Maurice (then Colonel) O'Connell, wrote to the authorities in Sydney, that it took nearly three months to communicate with Sydney, and that improved postal communication was a crying necessity. He had called for tenders for the conveyance of mails from Gladstone to Gayndah, the nearest town with an organized postal service, to Sydney, but only one application had been sent in, and that was from a person who required to be supplied with twelve horses entirely on credit. Sir Maurice offered to undertake the conveyance of the mails on condition that he was not to be considered a public character, and that he was not to be held liable for any breakdown. This was accepted, and Sir Maurice was able to report on 14th September, 1857, that he had completed arrangements for a weekly mail between Gayndah and Gladstone.\*

We have so far been dealing with inland mails. But the overseas English mails are not less important.

The increase in trade and commerce between Great Britain and Australia, due to the expansion of the pastoral industry, directed public attention to the slow methods of communication then existing. In the 40's, the mails took about five months, or 150 days for the voyage from the Thames to Port Jackson.

In March, 1846, a public meeting was held in Sydney to consider the question of steam communication with England, with the result that a committee of the Legislature adopted a suggestion for a steam postal service by way of Singapore. In 1849 a contract was entered into between the Government and the Indian and Australian Steam Packet Coy., for the conveyance of mails by way of Singapore and Torres Straits.† This did not prove satisfactory and in 1852 the N.S.W. Government offered a bonus varying from £6,000 to £20,000 for the establishment of a monthly line of steamers to England.

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\* J. F. Hogan. The Gladstone Colony, p. 145.

† Henniker Heaton, Part II., p. 215-6.

In the same year, the Home Government entered into a contract with the Royal Mail Steam Navigation Coy. for the conveyance of mails from Southampton to Sydney every alternate month, for a subsidy of £26,000.

The route was laid down as Southampton, St. Vincent, The Cape, King George's Sound, Adelaide, Melbourne, Sydney. The vessels were to maintain a speed of  $8\frac{1}{2}$  knots an hour, but they failed to do so, and after four vessels had arrived, the service was discontinued.

The quickest passage made by the Royal Mail Coy.'s vessels were that of the "Sydney," 97 days, while the "Adelaide" took 132 days to come out.

On August 3rd, 1852, the P. and O. steamer "Chusan" arrived in Sydney with the first English mails brought to Australia by the overland route, and a contract was entered into as from 1st January, 1853, between the Government and the P. and O. Coy. for a branch mail service every alternate month between Singapore and Sydney, via Batavia and the West Coast, calling at King George's Sound, Adelaide, and Melbourne. Under this arrangement Australia was linked up with the monthly mail service between London, India, and China.

Unfortunately, the Crimean War broke out in 1854, and in 1855 the P. and O. steamers were withdrawn for service in connection with the war, and for a time the P. and O. ceased to carry the Australian mails.

On 22nd November, 1855, an Act was passed (19 Vict., No. 29), enabling the Government of N.S.W. to re-establish a regular and expeditious postal communication by steam with Great Britain.

Arrangements were then made with the European and Australian Royal Mail Coy. These came into operation on 1st January, 1857. In return for a subsidy of £185,000 per annum, the Coy. agreed to carry a mail once a month between Southampton and Sydney. The cost of the service was borne equally by the United Kingdom and the Colonies interested, the Colonial share being contributed by the Colonies in proportion to the number of letters despatched by each, to be ascertained every two years. The rates of postage were determined in each country, and each country retained the money received through the post office.

In New South Wales the legislature by the Act 18 Vict., No. 17 (30th September, 1854), fixed the rate of postage for ship letters at 6d.

On 2nd November, 1858, an Act (22 Vict., No. 15) was passed to establish postal communication with Great Britain, via Panama.

The European and Australian Royal Mail Coy. were unable to perform their contract in a satisfactory manner, and were forced into liquidation in the following year. After a temporary arrangement with the West Indian Royal Mail Coy. had been made, which lasted till February, 1859, the P. and O. Co. again took up the mail contract, this time receiving a subsidy of £180,000 for a monthly service, via Galle, Mauritius, and King George's Sound. This turned out satisfactory, and for the last two generations the P. and O. Coy. has carried our fathers, ourselves, and our letters with the minimum of accidents and delays.

There was no provision in any of the overseas mail contracts for delivery of letters at Brisbane, and for this purpose the ordinary steamers running between Sydney and Brisbane were employed. The departure of these steamers from Brisbane was very irregular, and much inconvenience was experienced. This continued until after 1859, when a contract was made providing for the regular despatch of A.S.N. steamers in connection with the mail steamer in Sydney.

Previous to, and long after Separation, the accommodation provided for the Post Office was extremely limited. The office of the Postmaster was sufficient for all needs for many years. The first three Postmasters, Messrs. Whyte, Slade, and Browne held other offices. Captain Barney appears to have been the first official employed solely as Postmaster, and the Post Office in his time, and for long afterwards, was a small one-storied dwelling house, standing on the site formerly occupied by the Colonial Mutual Insurance Coy. next to the present Town Hall, in Queen Street. The greater part of the building was used as private quarters. Two small rooms were all the space available for Post Office work.\*

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\* For a photograph of this Post Office, see the Jubilee History of Queensland, Brisbane. H. J. Diddams, 1909. The original is in the possession of Mr. J. M. Davidson.

It was not until 1852 that a letter carrier was appointed, and a town delivery made in Brisbane; Ipswich had to wait until 1858 for the first letter carrier. A letter receiver was in use at Little Ipswich before Separation, but it was not till after Separation that the iron pillar post boxes were put up at South Brisbane, Kangaroo Point, and Fortitude Valley.

It is greatly to be regretted that nearly all the old records of the General Post Office at Brisbane have disappeared. Of those that survive, one of the most interesting is the Register of Officers of the Post Office of Queensland, preserved by the care of Mr. F. Currey, the present senior-clerk of the General Post Office. He has kindly allowed me to see this, but it begins in 1860, and is outside the scope of this paper.

A good deal of historical information is to be found in the first report of the Postmaster-General (T. L. Murray Prior), on the postal service of Queensland, printed in Votes and Proceedings Qd., session II. 1863, at page 507. This has been freely used for these notes.

I have mentioned the early Postmasters. Mr. Whyte's successor, Mr. George Miller Slade, who was formerly Paymaster of the 60th Rifles, died at the age of 63, in April, 1848.

Mr. William Anthony Browne became C.P.S. and Postmaster. Mr. Browne came from the Imperial service, having been Sheriff of North Australia under Colonel Barney.

Mr. Browne had returned to Sydney in 1847 upon the abandonment of the settlement at Port Curtis and shortly afterwards entered the New South Wales Service. He was Postmaster until 1852, when the increase of the business of the Post Office led to the separation of the duties of C.P.S. and Postmaster and the appointment of the first regular Postmaster. Mr. Browne subsequently on 4th January, 1857, became Police Magistrate at Brisbane and at Separation was appointed Sheriff of Queensland. He lived at one time in Mary Street and afterwards at Kingsholme, Teneriffe, where he died on 1th February, 1864, as the result of an accident.

He was the father of the Honourable W. Villiers Browne, M.L.C. His daughter married Lieut. D., T. Seymour, A.D.C., 12th Regiment, afterwards Commissioner of Police, and still alive and well in England.\*

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\* Mr. D. T. Seymour died early this year, 1916, in London.

His successor was Captain John E. Barney, 91st Regiment, a brother of Colonel Barney, R.E., Chief Commissioner for Crown Lands, and afterwards Surveyor-General of New South Wales. Captain Barney is often confused with his brother Colonel Barney—see for instance “45 years in Queensland,” by W. R. O. Hill.\*

John E. Barney entered the Army on 1st August 1822, as an Ensign in the 58th Regiment. In 1830 he was a Lieutenant in the 91st, and on 6th November, 1833, he married, at St. Mary's, New Ross, Ireland, Elise, daughter of Major James Rivers. In 1842 he got his Captaincy in the 91st, at which time he was stationed at St. Helena. Captain Barney came out to join his brother at Port Curtis, but when he arrived the settlement had been abandoned. He died in 1855, and was buried at Paddington, where his tombstone is still to be seen.† After his death Mrs. Barney was on 26th November, 1855, appointed Post Mistress. She was in office at Separation, and the following official letter written to her at Separation by the Postmaster at Sydney has been preserved.‡

“ G.P.O., Sydney,  
14th December, 1859.

“ My dear Madam,—

“ Our official connection so rapidly approaches its termination that I cannot allow it to close without expressing to you my sense of the very efficient manner in which you conducted the office immediately under your control and your supervision of the various post offices and mail contractors of Queensland. And I have great pleasure in being able to say that duties of so onerous and frequently of so difficult a nature could scarcely be performed more satisfactorily. During your whole tenure of office I cannot recollect one serious complaint having been made against you, and in postal matters this is saying a good deal. Your accounts were so regularly and correctly rendered, and, in fact, the whole business of your office was performed with zeal and ability, and evidently with a perfect knowledge of postal duties. With sincere wishes for your future welfare.

“Believe me, etc..  
I. K. Abbott.

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\* Page 23.

† See Mr. G. L. Board's Report regarding the operations undertaken at the Paddington cemeteries, dated 14th June, 1914.

‡ Votes and Proceedings, Qd. 1865, p. 1090.

Mrs. Barney retired with a gratuity of £2,000 in 1863 and died on 5th July, 1883. She is buried at Toowong, and her grave was in good order when visited recently.

Her only son, Whiston Rivers Barney, born 1838, was in the Post Office after Separation, and died, I believe, at Sandgate many years ago. Her only daughter, Mrs. Powell, is still living near Gympie, and I am indebted to her for the above particulars. Mrs. Powell has a portrait of her father which she has kindly offered to lend to the Society for reproduction.

In 1853 the sum of £90 was granted for clerical assistance, but it was not till after Separation that there was any further growth of the Brisbane Office or any improvement in the arrangements for the convenience of the public. The History of the Post Office after 1859 is beyond the limits which I have set for these notes. We have, happily, many still with us who have known the service since it became the Queensland service. Perhaps they will tell us the story of its evolution.