

FIFTH  
ANNUAL REPORT

ON THE

WORKING AND PROGRESS

OF THE

NEW ZEALAND TELEGRAPH DEPARTMENT.

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PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF  
HIS EXCELLENCY.

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WELLINGTON.

—  
1869.



FIFTH ANNUAL REPORT  
ON THE  
TELEGRAPH DEPARTMENT, NEW ZEALAND.

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General Post Office,  
Wellington, 1st July, 1869.

SIR,— I have the honor to submit for the information of your Excellency the Fifth Annual Report on the Telegraph Service of the Colony, for the year ended 30th June, 1869.

I have the honor to be,

Sir,

Your Excellency's most obedient Servant,  
JULIUS VOGEL,  
Telegraph Commissioner.

His Excellency Sir George Ferguson Bowen, K.M.G.,  
Governor of New Zealand.

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New Zealand Telegraph,  
Wellington, 1st July 1869.

SIR,— I have the honor to submit the following Report on the progress and condition of the Telegraph Department during the financial year ending 30th June, 1869.

EXTENSION OF LINES.

During the past year the lines that were in course of construction at the close of the financial year 1867-8 have been completed. They are as follows:—

*Greymouth and Westport.*

This line was erected at the instance of the Provincial Government of Nelson, which has guaranteed six per cent. on the total cost of construction, as well as any deficiency which may hereafter exist between the receipts of the line and the actual cost of working and maintaining it. On its completion, stations were opened at Brighton, Charleston, and Westport. The line consists of a single wire, and is a continuation of the Hokitika and Greymouth line. Its total length is sixty-seven miles, and it has been constructed at a cost of £7,002 17s., being at the rate of £104 10s. 8d. per mile. Full particulars of this expenditure will be found in Appendix F.

It has been the most expensive line yet constructed, owing to the large amount of bush-clearing that had to be effected; the high rate of wages (12s. per diem); the almost incessant wet weather during the progress of the works; and the numerous other difficulties which had to be overcome during the course of construction. These difficulties were not unforeseen, and the estimated cost of the line by the Provincial Government of Nelson (£7,000) has only been exceeded by the sum of £2 17s. Since the line has been opened, it has added largely to the revenue of the Department. Appendix H. will show the extent to which it has been made use of by the public at Brighton, Charleston, and Westport, and also the position in which this Department stands to the Provincial Government of Nelson in pursuance of the guarantee above mentioned. As a general description of the line, and the difficulties which its construction presented, may not be uninteresting, I add an extract from the report of Mr. Aitken, to whom the superintendence of this difficult work was intrusted:—

“The cost of erection is very large, but the sinking throughout was much worse than I ever anticipated. A large proportion of the holes were in rock or cement, and the weather during the progress of the work was, for three-fourths of the time, of the worst description for such work. The whole of the poles are down at least five feet, and the large sized and angled ones are down from six to ten feet. On portions of the line, from fifteen to twenty-four miles from Greymouth, the poles are set up in very bad swamps, in which holes could not be sunk, and which could not be avoided except by erecting the line much too close to the sea to be safe. The surface of the swamps was not so bad, but when broken, poles dropped down by their own weight from five to seven feet, at that depth reaching a solid bottom. All the poles in those swamps have been rendered thoroughly stable by driving pointed stakes from seven to ten feet in length into the solid bottom closely around the pole, and making good the surface with shingle carried for that purpose.

“The poles are full-sized, and of good sound timber—white pine and birch, and other woods, the durability of which was doubtful, having been carefully excluded.

“The clearing, done by contract, cost £20 14s. 11d. per mile, and was from ten to thirty-three feet wide, and I found it necessary to make a further expenditure of £8 7s. 7d. per mile to give the line that degree of safety and stability which I considered indispensable. All trees of a doubtful character have been taken down, and the clearing through the heavy timber, as the line now stands, varies from three-fourths of a chain to two and a half chains in width, according to the nature of the timber through which the line passes. The contract prices for clearing and supplying the poles would have paid the contractors had the weather been good, but the weather they have had to do the work

in was such that they lost considerably by it. The contractors for No. 2 section had to pay for a large proportion of the clearing £38 to £44 per mile, for which they only received £30 per mile.

“The large price of the work in connection with wiring the line is attributable to the roughness of the country, the bad weather, and the great price of packing and other work having to be done by horses; but the work is well and faithfully done, and will compare favourably with any other work of the kind.

“The length of time occupied in constructing the line was owing partly to the rough nature of the country through which large portions of the line passed, but principally to the fearfully bad weather experienced while the work was going on. The men were kept at work during a great portion of the time—wet from morning till night—and several times I thought I would be under the necessity of stopping the work altogether, and waiting for a change in the weather, the men were suffering so much, and so very little work was being done. During the intervals of good weather, the bush was still wet and the ground so thoroughly saturated, and in many places covered with water, that even then the work was carried on under considerable difficulties. Under those circumstances, less work was done in the time than otherwise would have been, and the cost of the whole work was considerably increased, especially in the items of erection and wiring.

“While I have endeavoured to keep the expenditure as low as possible, I have not left anything undone (within reasonable limits) that would tend to secure and increase the stability and permanence of the line, and I feel satisfied that the experience of the future will show that any extra expenditure made by me for that purpose has not been incurred uselessly.”

#### *Blenheim and Woodend.*

In my last report I mentioned that this important line was then in course of reconstruction, owing to the poles originally placed on the line being of so inferior a description of timber as to require their renewal throughout its entire length. The work has been carried out by Mr. Walter Blake, and was completed in December last. It has been well performed, and the interruptions to the working of the telegraph, caused by removing the wires from the old to the new poles, have been as few as could reasonably have been expected, when the rotten state of the whole line is borne in mind.

The length of the reconstructed line is 194 miles, and it has been completed (including the shifting of the two original wires from the old to the new poles, and the addition of a third wire) at an aggregate cost, including all material and labour (*see* Appendix F.), of £10,743 19s. 9d., being at the rate of £55 7s. 7d. per mile. The portion of the old line south of the Hurunui cost originally £63 0s. 7d. per mile, and that to the north of the Hurunui, £56 6s. per mile; the new line has cost, therefore, less than these two portions by £8 and £3 per mile respectively. Nothing but heart of totara has been used for poles, and from the care that has been taken in selecting the timber, I do not anticipate any trouble from its decay for at least ten or fifteen years, if not longer. The wire shifted from the old poles may in a few years require renewing in some places where it runs along the sea-beach, but this can be done, when required, at a small expense, and without interruption to the working of the line. This large expenditure (£10,743 19s. 9d.) might, to a certain extent, have been avoided had totara poles been used when the line was first constructed. Where timber has to be supplied from a distance, in my opinion nothing should be used for telegraph poles but totara, which, according to my own experience and that of old settlers, is better adapted for this purpose than any other New Zealand timber. There are, I believe, one or two kinds of wood of quite as lasting a nature as totara, but from their stunted growth or great weight they are practically not available. In Appendix F. the cost of the reconstructed line is given in detail, and Appendix G. shows, including this outlay and that made on the Westport line, that the total permanent cost of the lines of electric telegraph throughout the Middle Island amounts, up to the present time, to £65,288 3s. 10d.

#### LINES IN COURSE OF CONSTRUCTION.

##### *Wellington to Wanganui.*

The estimated length of this line is 120 miles, and it will consist of a single wire throughout. The general route chosen for its construction after leaving the Hutt line, with the exception of such diversions as the permanent safety of the line may require, is from Kaiwarra-warra to Johnsonville, and from thence alongside the coach road to Wanganui, *via* Tutaenui and Turakina.

The progress of this line has been retarded, to some extent by the unwillingness of certain Natives to allow it to pass over their land. This obstruction will, I hope, be shortly removed, and I expect within three months afterwards to have telegraphic communication established with Wanganui. Contracts have been let for the supply and delivery of poles for over eighty miles (more than half the whole distance), and tenders are about to be received for that portion of the line lying between Waikanae and the Rangitikei River.

##### *Taupo Line.*

The progress of this line has been delayed by the Native troubles of the past twelve months; it has, however, been carried nearly forty miles to the north of Napier, and an office has already been opened at Titiokura, about thirty miles from Napier.

The general route followed by the line after leaving the Western Spit, Napier, is up the Petone Valley to Mohaka Church, and from thence to Titiokura. From Titiokura it is intended to carry the line to Tauranga, *via* Turanga—Kumu, Runanga, Opepe, Tapuaeharura, Oruanui, Orakekorako, Rotoiti, and Maketu. As the line in some places will pass through patches of bush, it is intended, where practicable, to fix the insulators to the standing timber, and to clear the undergrowth from its immediate vicinity. Totara, for poles, is pretty plentiful in places on the line above described, with the exception of that portion near Tauranga, for which either totara poles will have to be brought by sea, or puriri will have to be used. The route for the line beyond Tauranga has not yet been explored, but I am given to understand that no serious physical obstacles exist in the way of the further extension

of the telegraph wires to Auckland *via* the Thames. The objections of some of the Maori tribes will, however, have to be removed.

If the political difficulties in the way of the rapid construction of this line be soon overcome, we shall be able to reach Auckland, by way of Tauranga and the Thames, by June, 1870. If, however, the line could be carried from Oruanui along the old mail track to Cambridge (the most southern station on the Auckland and Waikato line), there would be nothing to prevent telegraphic communication being open between Wellington and Auckland by January, 1870. The whole of the wire and insulators required have been in the Colony for some time.

*Hamilton to Cambridge—(Auckland and Waikato Line).*

Totara poles are now being erected on this line, and as soon as this work is completed it is intended to dismantle the line from Newcastle to Alexandra, *via* Whatta Whatta, and to maintain communication with Alexandria *via* Cambridge. It is not contemplated to permanently reconstruct the line between Cambridge and Alexandra, which, as a source of revenue, is entirely useless. As it is desirable, however, for political reasons, that this means of communication should still be kept open, such repairs from time to time will be effected as are found indispensable for this purpose.

MAINTENANCE AND REPAIRS OF LINES.

*Bluff to Balclutha.*

This section of the line, during the coming year, will require reconstruction in some parts. It is not, however, anticipated that, beyond placing a Lineman at Balclutha, and (during the summer months) getting an experienced Lineman, with two or three assistants, to overhaul such portions of the line as may require repair, much expense will be incurred. The poles now standing will be made use of again by being lowered, and only new ones will be used where it is absolutely necessary.

*Balclutha to Waitaki.*

This section, during the past year, has been to a certain extent repaired and overhauled, more particularly that portion between Oamaru and Dunedin. The line in some places has been straightened, and many bad angles have been cut out.

During the next summer that portion of the line lying between Oamaru and the Waitaki River will require looking to, and where the present poles are not fit to be used again, new poles of heart of totara will replace them: a stack of poles has been already placed at Oamaru for that purpose and for future repairs. The line between Dunedin and Balclutha will require closer looking to, as the poles in some parts are in a very bad condition, and having been already once lowered they will not be available again. It is intended for the future, where new poles have to be erected, not to make use of any other timber than totara, unless the line actually passes through bush, and then only under special circumstances will the timber on the spot be made use of.

*Waitaki and Christchurch.*

As very troublesome interruptions on this section have been caused at various times through heavy floods in the large rivers which the line has to cross in this section, and which could not possibly be avoided, some special measures became necessary to protect the line against this source of danger. After much consideration it was determined, as the most effective and economical plan, to drive heavy iron-bark piles to such a depth into the beds of these rivers as to render them perfectly safe from disturbance by floods, and then to fix to the upper portion of these piles the poles on which the wires are carried. This plan has been successfully carried out. Two iron-bark piles have been driven in the Rakaia and one in the Ashburton, in each case to a depth of twenty-one feet into the shingle.

Four piles of the same description have also been driven into the bed of the Waitaki River. So long as these piles remain sound, I anticipate we shall be spared from the serious interruptions, at these rivers, to telegraphic communication, which have hitherto been the cause of so much inconvenience to the public and so much expense and loss of revenue to the Department.

No great repairs on this section will be required during the next year, many of the poles being of Australian timber.

*Christchurch to Hokitika and Greymouth.*

This section, from Christchurch to within thirty miles of Hokitika, has been completely overhauled during the past year, and in some places reconstructed. The old poles have been for the most part made use of again, and on reference to Appendix B. it will be seen that, beyond the ordinary expenditure for maintenance, no very great outlay has been incurred. Owing to the Westport line being a continuation of the Hokitika and Greymouth line, it became absolutely imperative that the latter should be put in a complete state of repair, so as not to neutralize the beneficial results that were anticipated from the opening up of the new line.

*Blenheim and Nelson.*

The bush on this section has given a very great amount of trouble. It seemed in some places that, no matter how wide the clearing on each side of the line was made, the wires would still continue to be damaged by falling trees. To avoid the frequent interruptions which have arisen from the above cause, the Lineman stationed at Havelock has gone carefully over the line with a small gang of men, and has removed all trees that were likely, in falling, to damage the line. At the same time the line has been renewed in many parts—new poles taken from the surrounding bush have been substituted for old ones, many angles have been cut out, and the line has been straightened wherever it was found practicable to do so. A small part of the line between Picton and Blenheim still requires to be renewed. For this purpose, totara poles have been sent from Wellington to Blenheim, and have been landed there at the moderate cost of 21s. each. When this work is completed, I do not anticipate that this section will require any further expenditure of consequence for the next two or three years.

*Wellington to Napier.*

On this section the maintenance for the greater part of the past year has been performed by contract in four sub-sections, namely, Wellington to Masterton, Masterton to Castle Point, Tenui Junction to Porongahau, and Porongahau to Napier. The plan, however, has not given satisfactory results, and in future contracts for construction, the provision for repair and maintenance will be dispensed with. It was originally adopted under the impression that, if a contractor was bound down to keep a line in order for twelve months after he had constructed it, he would be more likely, in order to save himself from future expense, to erect it properly in the first instance. There may be some force in this argument, but it is not sufficient to outweigh the objections to the plan; and I think that, by adopting a system of careful inspection whilst lines are in course of construction, all chances of work not being faithfully executed may be avoided.

The interruptions on this section during the past year have been few and of short duration. The place where the most casualties have occurred is the Taueru. There the line passes through bush, and from the nature of the country it is not possible to wholly provide against these interruptions. The line runs along the side of a steep hill, the upper side of which is covered with bush, and is subject to land slips in wet weather; so it will be readily seen that the difficulty to be contended against is therefore a very serious one. To render the interruptions, however, as short as possible, precautions have been taken to have spare poles and wire so placed as to be immediately available for repairs.

The only other weak point on this section is at Akiteo. There the line, from its necessarily exposed position, suffers much from the strong winds which prevail at certain seasons of the year. Here precautions have also been taken to render interruptions as few as possible. The poles have been strongly stayed along exposed points, and everything has been made as secure as circumstances would permit.

As the fern in some portions of this section created considerable danger to the poles from fire during the season for burning off the runs, the precaution has been taken to have the sods removed for a radius of three feet round each pole where such a step appeared to be required. Experience has shown the benefit of this precaution, for shortly after the work was completed a heavy fire swept across the line, near the Tenui Junction; and I am told that this clearing alone saved a mile or more of the line from considerable damage.

Four Linemen are stationed on this section; namely, at Greytown, Castle Point, Waipukurau, and Napier. The Napier Lineman will do duty on the line north, as well as south, of Napier.

The crossings at the Waipukurau and Waipawa rivers gave some trouble lately, during a remarkably heavy flood. These crossings have now, however, been made perfectly secure, and no further trouble may be expected at these points.

The other sections of the New Zealand Telegraph, namely, that between Greymouth and Westport, and Blenheim and Christchurch (both in the Middle Island), call for no further comment, as they have been fully dealt with in the first part of my Report.

*Auckland and Waikato Line.*

This line, from the very bad description of timber used for the poles, has been a constant source of trouble and annoyance during the past year. The amount expended on its maintenance has been out of all proportion to the revenue derived, but the Government make large use of it. During the ensuing year the greater part of the line will be renewed, and as I trust we may in that time be able to open telegraphic communication between Auckland and Napier *via* Taupo and Tauranga, I anticipate from this extension of communication, and the improved condition of the northern section, more satisfactory financial results than it has yet furnished.

In Appendix B. will be found the cost of each section of the line.

Instructions were given by the late Telegraph Commissioner, about twelve months since, for the extension of the telegraph from Auckland to the Thames Gold Field, and steps were taken without delay to give effect to these instructions. It was found, however, that no satisfactory line could be obtained without crossing the land of some Native tribes whose relations with the Government and the European settlers rendered it necessary not to attempt such a proceeding without obtaining their consent in the first instance. To obtain such consent the services of Mr. Mackay, of the Native Department, were called into requisition, but up to the present time no satisfactory result has been obtained. This is the more to be regretted, as telegraphic communication between Auckland and the Thames Gold Field would not only be a great advantage to the inhabitants of those important localities, but would, in all probability, be a source of considerable profit to the department.

## COOK STRAIT CABLE.

The tests for insulation which are periodically made still give the same satisfactory results as last year. The No. 2 wire has improved considerably, but the No. 3 wire still gives the highest results. For purposes of comparison, I append the tests (see Appendix O.) of the year 1867-8 in parallel columns, month for month where practicable, with those of the past year.

It has not been always possible, during the past year, to take the tests at regular intervals, owing to the unsettled and boisterous state of the weather. The extreme delicacy of the instruments used for testing the cable renders it necessary that the weather during the operation should be quite calm, as any vibration of the building during the time of testing would render it impossible to take accurate readings.

## MISCELLANEOUS.

The registered number of complaints made by the Public during the past year is nine, and may be classified as follows:—

Six late delivered, three with errors in wording.

Each of these complaints was strictly investigated, and the offender punished by a severe fine or otherwise.

When it is taken into consideration that the number of telegrams transmitted during the year

amounts to 156,167, I think it may be fairly said that the number of complaints for such an amount of work is very small, and also that it evinces great care and attention on the part of the staff engaged in the transmission, receipt, and delivery of telegrams.

To meet the existing requirements of the Service, and in order to avoid the necessity of procuring operators from the adjacent Colonies, a Learners' Gallery was organized and put in operation in April, 1868. During the past year nine Cadets from this branch of the Service have been drafted into the different stations where vacancies have occurred from promotions to new stations, or where increasing work has rendered it necessary to supplement the staff.

The number of stations opened during the year is seven, viz.:—At The Spit (Napier), Waipawa, and Masterton, in the North Island; and Temuka, Brighton, Charleston, and Westport, in the Middle Island. The duties of Telegraphist and Postmaster have been combined at all these offices, with the exception of Masterton and Westport.

The arrangement made during the year 1867-68 for the reception of telegraphic messages at all Post Offices in districts where telegraphic communication did not exist, have not met with that encouragement on the part of the Public that might have been expected from such increased facilities for communication. I am led, however, to believe that this apparent indisposition on the part of the Public to avail itself of the advantages thus offered is in a measure caused by circumstances over which this Department has no control, one of which, I surmise, is that the instructions issued from this office have not been fairly carried out, and by that means a want of publicity has of course been the natural result.

The total number of messages received from this source during the year is fifty-one; and the revenue derived from the same is £10 12s. 6d.

In order to give the experiment a fair trial, I intend, with your permission, during the current year to have notices placed in the public room of each Telegraph Office, to the effect that "Collect" messages, under certain conditions, will be received at the various Telegraph Offices by post, and forwarded to their destination by telegraph.

Before leaving this subject, I may mention that most of the telegrams that have been received have come from Wanganui and Akaroa.

By the assistance of the Inspector of Post Offices I am again enabled to furnish you in Appendix I., with a comparative statement of the number of telegrams and of the number of letters despatched within each Province for the last year.

I have also placed the former year's results in the same table, in order that one year may be more readily compared with the other.

It will be seen, on reference to the table, that Marlborough still makes the largest use of the telegraph in proportion to the letters despatched, and that Nelson and Hawke's Bay very nearly reach the same proportion. This is the more surprising as the facilities for postal communication between the two last-mentioned places and other parts of the Colony is about treble that of Marlborough. The only reason that I can assign for it is, that the mercantile portion of the community begins to find that, owing to the efficient arrangements, and certainty of constant and uninterrupted communication by means of the telegraph, the advantages gained compensate it fully for any pecuniary outlay involved by its use.

It will be seen on reference to the table (Appendix A.) that the value of the shipping telegrams transmitted during the year amounts to the large sum of £6,478 11s. 5d. There can be no doubt that a certain section of the community benefits to a very great extent by the posting of these telegrams; but I am still of opinion that the Department loses thousands of pounds yearly by the transaction, while the Public generally reap no commensurate advantage. The means for furnishing these telegrams to the various offices throughout the Colony is very faulty, the Department being dependent for its information on officers over whom it has not the slightest control. Nearly all the complaints of neglect on the part of this Department in publishing the reports of the arrivals and departures of steamers, have been traced to causes outside this Department. I think, if the sending of these telegrams is to be continued, the arrangements for the supply of the information to the various offices should be such as to place the power of dealing with the neglect of an officer more in our hands. Of course this procedure would entail a considerable increase in the expenditure of the Department, and this will be a weighty consideration before adopting any other plan than the present.

#### FINANCIAL.

The tables furnished last year of the total number of telegrams of each code and their respective values,—also the table, introduced then for the first time, showing the total value of business, the total cash receipts, and the cost of maintenance of each station,—will again be found in Appendices G., K., L., M., and N.

The number of telegrams of all codes transmitted during the past year amounts to 156,167, which, after deducting the telegrams transmitted on the Auckland line (4,502), shows an increase of 53,180 on the number (98,485) transmitted during the financial year 1867-68. This large increase is in a measure due to the opening of the Greymouth and Westport line, and to the general inclination of the Public to avail itself of the increased facilities for telegraphic communication.

The total cash revenue of the line from Bluff to Napier for the year amounts to £18,178 10s. 1d.; and the total value of business done, including guarantees, &c., during the same period amounts to £31,277 5s. 4d.; which, after deducting the cost of maintenance of stations (£13,065 6s. 6d.), and maintenance of the lines (£7,022 0s. 10d.), leaves the large balance of £11,189 18s. to the credit of this portion of the line.

The returns of the Auckland line, treated in the same way, show an excess of expenditure over receipts of £2,052 13s. 3d.; but after deducting this deficiency from the amount (£11,189 18s.) carried to the credit of the line from Bluff to Napier, there still remains the large balance of £9,137 4s. 9d. to the general credit of the Department. The total cash receipts of both lines is £18,520 10s. 4d.; and the total value of business done, including guarantees, is £31,951 2s. 1d.

## REPORT ON THE TELEGRAPH DEPARTMENT.

The expenditure of the past year has been largely increased through having had partially to reconstruct the several sections referred to in Appendix B. I consider that at least £2,000 of the £7,022 Os. 10d., the cost of the maintenance of the line from Bluff to Napier, has been expended in this way. The enormous cost of the maintenance of the Auckland line has been caused by its thoroughly bad condition; and until such time as the line is renewed, the same results may be looked for. This large item of expenditure in the maintenance of the lines of the Colony is in a great measure caused by the use of inferior timber for poles, a most fatal mistake,—and one which will always involve a large expenditure so long as anything but totara is used,—where timber has to be taken any distance.

I think, on the whole, that the Department shows a steady and satisfactory increase, more especially when the generally depressed state of trade throughout the Colony during the past year is taken into consideration. I have every reason to believe that the day is not far distant when the revenue of the Colony will be considerably augmented by the receipts of this Department. There is no doubt that the use it has been to the Government during the past year has been the means of saving thousands of pounds to the Colony.

The Hon. the Telegraph Commissioner,  
Wellington.

I have, &c.,  
C. LEMON,  
General Manager.

## Appendix O.

COMPARATIVE TABLE of INSULATION TESTS of the COOK STRAIT CABLE for the Years ending 1867-8 and 1868-9, showing the resistance per knot, after two minutes' electrification, in millions of Ohms (British Association units of resistance).

Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.
September 1, 1867...	473	71	554	September 11, 1868...	630	22·5	946
„ 30, „ ...	634	102	634	„ 17, „ ...	697	63·5	1,000
October 14, „ ...	547	179	620				
November 1, „ ...	598	32·6	667	March 27, 1869...	467	26·	729
„ 14, „ ...	574	10·6	643	April 19, „ ...	483	30·	743
December 2, „ ...	608	10·5	709	May 11, „ ...	562	31·	950
				„ 17, „ ...	531	14·	963
*June 7, 1868...	930	5·5	1,094	June 22, „ ...	522	15·	931

\* NOTE.—This test was taken with zinc to earth—all the others with copper to earth.



Appendix A.  
RETURN showing the CASH VALUE of SHIPPING TELEGRAMS and the AMOUNTS actually CHARGEABLE to each DEPARTMENT of the GENERAL GOVERNMENT for TELEGRAMS transmitted during the Financial Year ending 30th June, 1869.

	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTALS.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial Secretary	88 7 11	31 12 7	48 10 3	26 5 8	75 5 5	92 15 7	85 19 4	67 10 8	114 19 7	286 8 6	263 19 11	265 0 3	1,446 15 8
Crown Lands	15 13 11	12 17 0	22 4 2	4 0 4	1 18 4	2 15 5	2 18 3	7 4 9	7 17 9	12 12 6	15 5 5	11 18 1	117 5 11
Customs	35 17 7	16 8 3	24 17 7	25 13 10	12 14 6	22 4 0	18 4 3	13 13 10	16 16 9	16 4 10	17 7 8	15 16 3	253 19 3
Defence	101 13 2	62 14 8	85 14 7	124 6 3	259 12 1	261 5 0	165 0 10	88 14 5	184 15 9	236 19 5	165 11 0	161 5 0	1,897 12 5
Judicial	39 11 4	30 19 3	49 5 9	46 18 5	71 17 7	41 1 6	47 17 9	53 16 4	47 17 7	67 4 9	80 2 3	47 8 9	624 1 3
Marine	21 3 9	11 11 0	8 18 11	20 9 2	27 5 2	17 7 8	22 6 0	10 8 4	11 8 1	10 5 10	11 3 6	10 14 4	183 1 9
Native	23 7 11	45 5 5	16 12 1	35 1 5	36 14 6	10 9 3	18 7 0	19 3 8	33 6 11	14 12 2	68 17 11	36 18 10	358 17 1
Postal	51 17 4	35 1 7	53 5 3	58 13 11	56 13 0	103 5 11	82 15 3	68 17 11	64 16 3	72 10 11	52 13 3	43 6 5	743 17 0
Public Works	4 10 7	9 0 10	...	...	...	...	...	...	...	...	...	...	13 11 5
Registrar	5 4 4	5 8 5	3 13 8	3 13 8	2 11 9	1 4 9	16 4 9	10 0 7	8 8 2	12 19 5	5 14 4	2 6 11	77 10 1
Telegraph	2 0 8	1 3 9	4 16 2	4 13 2	6 7 6	4 1 7	5 7 5	1 12 8	1 17 4	0 6 2	...	0 8 3	32 14 8
Treasury	143 9 6	94 19 2	83 16 11	147 3 6	166 13 9	110 19 9	104 10 10	67 11 0	57 18 9	71 10 4	54 16 8	117 3 8	1,220 13 10
Shipping Reports	333 14 9	338 7 6	379 10 3	529 7 3	554 12 6	589 11 6	548 17 11	601 0 8	723 12 7	626 3 8	619 11 0	634 1 10	6,478 11 5
	866 12 9	695 9 5	781 4 11	1026 6 7	1272 6 1	1257 2 2	1118 9 7	1009 14 10	1273 15 5	1427 18 6	1355 2 11	1346 8 7	13,480 11 9

Appendix B.  
RETURN showing the COST OF MAINTENANCE of TELEGRAPH LINES for the Financial Year ending 30th June, 1869.

SECTION.	Number of Miles.	Salaries of Linemen.	Travelling Expenses.	Extra Labor.	Cost of Material used for Repairs.	Total Cost of Maintenance.	Cost per Mile.	REMARKS.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bluff to Balclutha	114	175 0 0	220 6 5	35 15 6	41 8 6	472 10 5	4 2 10 <sup>3</sup> / <sub>4</sub>	
Balclutha to Waitaki	152	175 0 0	238 4 2	172 9 9	322 8 3	908 2 2	5 19 5 <sup>3</sup> / <sub>4</sub>	Line renewed in some parts.
Waitaki to Christchurch	148	310 8 4	324 1 9	134 13 7	197 19 3	967 2 11	6 10 8 <sup>1</sup> / <sub>4</sub>	
Christchurch to Greymouth	176	387 10 0	398 3 3	243 3 0	310 15 7	1339 11 10	7 12 2	Includes cost of reconstruction to within 30 miles of Hokitika.
Greymouth to Westport	67	112 10 0	161 6 8	...	32 4 3	306 0 11	4 11 4 <sup>1</sup> / <sub>4</sub>	
Christchurch to Blenheim	208	425 0 0	317 2 7	74 11 6	77 13 9	894 7 10	4 6 0	
Blenheim to Nelson, including Bay Line	92	321 3 4	227 14 8	543 12 9	316 13 0	1409 3 9	15 6 4	Includes cost of reconstruction to within 3 miles of Nelson.
Wellington to Napier	221	187 9 10	227 5 9	129 16 11	180 8 6	725 1 0	3 5 7 <sup>1</sup> / <sub>4</sub>	
Auckland Lines	1178 152	2094 1 6 738 9 11	2114 5 3 530 15 8	1334 3 0 40 19 8	1479 11 1 214 18 8	7022 0 10 1525 3 11	5 19 2 <sup>1</sup> / <sub>4</sub> 10 0 8	Cost per mile from Bluff to Napier.
	1330	2832 11 5	2645 0 11	1375 2 8	1694 9 9	8547 4 9	6 8 6 <sup>1</sup> / <sub>4</sub>	Total cost per mile.

REPORT ON THE WORKING OF

Appendix C.

RETURN for the FINANCIAL YEAR ended 30th JUNE, 1869, of the CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES, and of the Value of GENERAL GOVERNMENT MESSAGES; the Number of MESSAGES transmitted by each Station, and the WORKING EXPENSES of each Station.

NAME OF STATION.	Total Cash Revenue derived from Private, Press, and Provincial Government Messages.			Value of General Government Messages.			Total Value of Messages of all codes.			Total Number of Private, Press, and Provincial Government Messages.			Total Number of General Government Messages.			Total Number of Messages of all Codes.			Amount paid for Salaries.			Contingencies.			Total Cost of Maintenance of each Station.			REMARKS.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Head Office	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Including Cadets' Salaries and Expenditure for Poles on hand, £911 5s 3d.
Balclutha	135	0	10	17	15	1	152	15	11	1,321	66	1,387	2,062	19	2	1,221	17	0	3,284	16	2	125	11	8	19	9	9	...
Realey	21	8	9	1	2	8	22	11	5	175	3	178	200	0	0	18	3	6	218	3	6	218	3	6	18	3	6	...
Blenheim	267	8	10	38	14	3	306	3	1	2,420	256	2,676	208	5	6	25	4	6	233	10	0	233	10	0	25	4	6	...
Bluff	547	19	9	384	8	1	932	7	10	1,520	2,180	3,700	216	9	11	31	19	6	248	9	5	248	9	5	31	19	6	...
Brighton	160	11	5	11	11	1	172	2	6	1,611	25	1,636	163	6	2	87	18	0	251	4	2	251	4	2	87	18	0	...
Castle Point	85	10	7	11	6	11	46	17	6	259	36	295	135	0	0	20	7	6	155	7	6	155	7	6	20	7	6	Guaranteed.
Charleston	421	6	11	158	8	10	579	15	9	3,128	586	3,714	121	5	0	32	11	6	153	16	6	153	16	6	32	11	6	Guaranteed.
Cheviot	159	2	7	...	...	...	159	2	7	744	...	744	114	11	8	31	17	7	146	9	3	146	9	3	31	17	7	Guaranteed.
Christchurch	1,749	15	2	355	9	8	2,105	4	10	10,338	1,010	11,348	1,245	18	3	319	2	7	1,565	0	10	1,565	0	10	319	2	7	Including Rent of Office £210
Dunedin	2,825	0	8	401	0	3	3,226	0	11	17,839	1,045	18,884	97	19	7	79	6	10	1,025	8	5	1,025	8	5	79	6	10	Guaranteed.
Featherston	34	1	7	34	0	1	68	1	8	382	204	586	280	18	3	25	17	9	123	17	4	123	17	4	25	17	9	...
Greytown	867	16	7	217	0	9	1,084	17	4	5,293	1,086	6,379	280	18	3	56	17	10	287	16	1	287	16	1	56	17	10	...
Havelock	82	1	4	15	5	5	97	6	9	870	94	964	120	0	0	27	0	7	147	0	7	147	0	7	27	0	7	...
Hokitika	81	8	8	11	6	9	92	15	5	780	52	832	90	11	10	34	6	0	124	17	10	124	17	10	34	6	0	...
Invercargill	1,919	5	5	1,282	16	10	3,202	2	3	7,364	3,906	11,270	358	2	7	13	4	6	371	7	1	371	7	1	13	4	6	...
Kaipoi	382	7	1	93	17	11	476	5	0	2,557	241	2,798	172	18	4	35	19	0	208	17	4	208	17	4	35	19	0	...
Kaikoura	130	15	7	4	4	8	135	0	3	1,429	23	1,451	90	5	4	8	10	9	98	16	1	98	16	1	8	10	9	...
Lyttelton	87	7	6	8	1	0	95	8	6	673	28	701	122	18	4	18	11	0	141	9	4	141	9	4	18	11	0	...
Masterton	403	3	0	488	6	0	891	9	0	4,697	4,512	9,209	357	2	5	16	12	7	373	15	0	373	15	0	16	12	7	...
Napier	24	2	0	19	4	10	43	6	10	266	69	335	50	0	0	36	10	3	86	10	3	86	10	3	36	10	3	...
Nelson	588	2	8	1,886	0	7	2,474	3	3	2,413	3,530	5,943	259	9	9	88	11	2	348	0	11	348	0	11	88	11	2	...
Oamaru	983	1	1	868	14	0	1,851	15	1	4,778	4,611	9,389	392	13	9	16	10	3	409	4	0	409	4	0	16	10	3	...
Pictou	482	3	11	19	0	0	501	3	11	4,150	86	4,236	187	7	10	23	10	0	210	17	10	210	17	10	23	10	0	...
Port Chalmers	137	8	0	238	1	4	375	9	4	1,365	1,212	2,577	95	3	4	17	11	3	112	14	7	112	14	7	17	11	3	...
Selwyn	199	11	4	1,244	18	3	1,444	9	7	2,703	6,886	9,589	226	10	9	31	11	6	258	2	3	258	2	3	31	11	6	...
	16	16	7	11	4	9	28	1	4	161	29	190	100	0	0	15	7	0	115	7	0	115	7	0	15	7	0	Guaranteed.

THE TELEGRAPH DEPARTMENT.

Appendix C.—(Continued.)

RETURN for the FINANCIAL YEAR ended 30th JUNE, 1866, of the CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES, and of the Value of GENERAL GOVERNMENT MESSAGES; the Number of MESSAGES transmitted by each Station, and the WORKING EXPENSES of each Station.

NAME OF STATION.	Total Cash Revenue derived from Private, Press, and Provincial Government Messages.		Value of General Government Messages.		Total Value of Messages of all codes.		Total Number of Private, Press, and Provincial Government Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount paid for Salaries.		Contingencies.		Total Cost of Maintenance of each Station.		REMARKS.
	£	s. d.	£	s. d.	£	s. d.				£	s. d.	£	s. d.	£	s. d.	
Spit (Napier) .. .. .	83	1 10	267	17 6	350	19 4	434	1,281	1,715	41	13 4	29	3 3	70	16 7	Subsidy, £100 per annum. Guaranteed.
Timuka .. .. .	30	5 8	1 7 2	31	12 10	324	4	4	328	41	13 4	35	5 10	76	19 2	
Tinarau .. .. .	413	4 3	33	3 0	446	7 3	3,051	156	3,207	108	0 11	32	19 2	141	0 1	
Tokomairiro .. .. .	377	5 3	66	4 11	443	10 2	3,364	289	4,153	186	16 6	32	17 9	219	14 3	Subsidy £75 per annum.
Waikowaiti .. .. .	93	16 8	4	11 0	98	7 8	848	26	874	86	0 0	7	2 0	93	2 0	
Waipawa .. .. .	3	13 4	0	5 6	3	18 10	34	2	36	9	3 4	44	6 1	53	9 5	Guaranteed.
Waipukurau .. .. .	110	18 3	80	16 3	191	14 6	748	219	967	100	0 0	26	18 0	126	18 0	Guaranteed.
Wellington .. .. .	2,514	1 11	1,925	11 0	4,439	12 11	9,753	7,946	17,699	639	10 10	84	2 9	733	13 7	
Government Buildings .. .. .	272	13 4	2,038	5 1	2,310	18 5	763	3,793	4,556	161	5 0	18	15 4	180	0 4	
Westport .. .. .	682	13 11	858	13 10	1,541	7 9	3,868	3,241	7,109	162	1 8	31	1 0	193	2 8	Guaranteed.
White's Bay .. .. .	3	9 7	...	...	3	9 7	33	...	33	308	16 8	51	2 10	359	19 6	
	17,328	1 10	13,098	15 3	30,426	17 1	102,933	48,732	151,665	10,317	2 10	2,748	3 8	13,065	6 6	
Alexandra .. .. .	25	18 1	28	6 9	54	4 10	191	97	288	83	11 8	15	18 6	99	10 2	
Auckland .. .. .	110	8 7	102	1 10	212	10 5	1,014	412	1,426	200	10 1	241	0 11	441	11 0	
Cambridge .. .. .	28	4 9	17	9 2	45	13 11	204	60	264	107	6 8	20	8 0	127	14 8	
Hamilton .. .. .	42	9 5	79	9 5	121	18 10	489	381	820	83	11 8	39	5 8	122	17 4	
Kihikihi .. .. .	3	6 5	4	11 6	7	17 11	29	24	53	39	2 9	25	1 0	64	3 9	Office closed.
Mercer .. .. .	23	0 0	26	17 6	49	17 6	240	90	330	88	1 4	36	18 6	124	19 10	
Newcastle .. .. .	73	17 11	64	6 6	138	4 5	797	183	980	117	10 0	25	14 10	143	4 10	
Onehunga .. .. .	14	15 1	8	13 10	23	8 11	223	118	341	59	9 0	17	15 6	77	4 6	Subsidy £20 per annum.
	322	0 3	331	16 6	653	16 9	3,137	1,365	4,502	779	3 2	422	2 11	1,201	6 1	
	17,328	1 10	13,098	15 3	30,426	17 1	102,933	48,732	151,665	10,317	2 10	2,748	3 8	13,065	6 6	
	17,650	2 1	13,430	11 9	31,080	13 10	106,070	50,097	156,167	11,096	6 0	3,170	6 7	14,266	12 7	

REPORT OF THE WORKING OF

Appendix D.

DEBTOR AND CREDITOR STATEMENT for LINES from BLUFF to NAPIER.

DR.		£	s.	d.	£	s.	d.	CR.		£	s.	d.	£	s.	d.
To Total Cost of Maintenance of Stations ...	...	13,065	6	6				By Cash Receipts as under,—							
To Total Cost of Maintenance of Lines ...	...	7,022	0	10				Ordinary, Press, and Provincial Telegrams ...	17,328	1	10				
					20,087	7	4	Subscriptions from the Press	407	16	8				
								Other Receipts (Tariff Sales, &c. ...)	84	16	3				
								Subsidy from Otago for Tokomairiro Station, for half year ended 31st December, 1868 ...	37	10	0				
								Amounts due as under,—							
								Subsidy from Otago Province for Tokomairiro Station, for half year ending 30th June, 1869 ...	37	10	0				
								Subsidy for Spit Station, Napier, for five months, ending 30th June, 1869, at £100 per annum ...	41	13	4				
								Guarantee for Featherston Station for the year ending 30th June, 1869, £123 17s. 4d., less value of business done, £68 1s. 8d.	55	15	8				
								Guarantee for Selwyn Station for the year ending 30th June, 1869, £115 7s. less value of business done £28 1s. 4d. ...	87	5	8				
								Guarantee for Temuka Station for six months ending 30th June, 1869, £76 19s. 2d., less Cash Receipts for same period, £30 5s. 8d.	46	13	6				
								Guarantee for Waipawa Station for month ending 30th June, 1869, £53 9s. 5d., less Cash Receipts £3 13s. 4d. ...	49	16	1				
								Guarantee for Waipukurau Station for 13 months ending 30th June, 1869, £137 5s. 6d., less Cash Receipts, £135 14s. 5d.	1	11	1				
Balance (Credit of Bluff and Napier Line ...)	...				20,087	7	4	Total Cash Revenue ...					18,178	10	1
					11,189	18	0	General Govt. Telegrams ...					13,098	15	3
					£31,277	5	4						£31,277	5	4

Appendix E.

DEBTOR AND CREDITOR STATEMENT—AUCKLAND LINES.

DR.		£	s.	d.	£	s.	d.	CR.		£	s.	d.	£	s.	d.
To Total cost of Maintenance of Stations ...	...	1,201	6	1				By Cash Receipts as under,—							
To Total cost of Maintenance of Lines ...	...	1,525	3	11				Ordinary, Press, and Provincial Telegrams ...	322	0	3				
					2,726	10	0	Subsidy from Auckland Province for Onehunga Station for 9 months ending 31st March, 1869 ...	15	0	0				
								Amounts due as under,—							
								Subsidy from Auckland Province for Onehunga Station for 3 months ending 30th June, 1869 ...	5	0	0				
								Total Cash Revenue ...					342	0	3
								General Government Telegrams ...					331	16	6
								Balance (debit to Auckland line) ...					673	16	9
													2,052	13	3
					£2,726	10	0						£2,726	10	0

GENERAL BALANCE.

To Balance to Debit of Auckland line ...	...	2,052	13	3	By Balance to Credit of line from Bluff to Napier ...	...	11,189	18	0		
To Balance to credit of Department ...	...	9,137	4	9							
		£11,189	18	0					£11,189	18	0

Appendix F.

RETURN showing RECONSTRUCTED and ADDITIONAL TELEGRAPH LINES erected during the Financial Year ending 30th June, 1869, and the COST of the same.

LOCALITY.	Number of Miles of Line erected.	Cost of Survey.			Cost of Poles.			Cost of Clearing Bush.			Value of Wire, Arms, Insulators, &c.			Amount Paid for Erection.			Cost of Inspection and Supervision.			Total Cost of Line.			Cost per Mile.		
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Woodend to Blenheim, including White's Bay Line (reconstructed) ...	194	390	19	8	5,136	12	5	100	0	0	2,022	15	4	2,540	17	3	552	15	1	10,743	19	9	55	7	7 <sup>a</sup>
Greymouth to Westport ...	67	407	11	8	1,070	16	5	1,951	7	6	960	15	4	1,903	16	9	708	9	4	7,002	17	0	104	10	5 <sup>b</sup>
	261	798	11	4	6,207	8	10	2,051	7	6	2,983	10	8	4,444	14	0	1,261	4	5	17,746	16	9	—		

<sup>a</sup> Includes cost of Repairs 14 miles north of Kaiapoi.  
<sup>b</sup> Includes cost of fitting-up Offices at Charleston, Brighton, and Westport.

Appendix G.

RETURN showing the TOTAL COST of the LINES OF TELEGRAPH throughout New Zealand belonging to the General Government, and the COOK'S STRAIT CABLE.

LOCALITY.	Length of Section in Miles.	Cost of Clearing Bush.			Total Cost of Poles for Section including Delivery.			Cost of Wire, Arms, Insulators, &c. including Cartage.			Cost of Erection.			Total Cost of Section.			Cost per Mile.					
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Bluff to Invercargill ...	19	...	...	...	...	...	...	...	...	...	...	...	812	15	6	812	15	6	42	15	6 <sup>a</sup>	
Invercargill to Matakura ...	32	...	...	1,199	0	0	739	1	4	469	11	0	2,407	12	4	2,407	12	4	75	4	9	
Matakura to Waitaki ...	189	...	...	8,353	18	0	3,034	7	9	1,720	13	3	13,108	19	0	13,108	19	0	69	7	0	
Waitaki to Hurunui ...	218	...	...	6,554	8	8	3,427	13	6	3,760	19	0	13,743	1	2	13,743	1	2	63	0	7 <sup>b</sup>	
Hurunui to Nelson ...	241	1,229	3	3	5,213	14	0	3,953	3	4	3,661	6	0	14,057	6	7	14,057	6	7	58	6	0 <sup>c</sup>
White's Bay Line ...	7	...	...	...	...	...	...	...	...	...	...	...	503	12	6	503	12	6	71	18	11 <sup>d</sup>	
Port Chalmers Line ...	8	...	...	...	...	...	...	...	...	...	...	...	800	0	0	800	0	0	100	0	0 <sup>e</sup>	
West Coast Line ...	176	...	...	...	...	...	...	...	...	...	...	...	2,108	0	0	2,108	0	0	11	19	7 <sup>f</sup>	
Greymouth to Westport ...	67	1,951	7	6	1,070	16	5	960	15	4	3,019	17	9	7,002	17	0	7,002	17	0	104	10	5 <sup>g</sup>
Blenheim to Woodend, reconstruction, including White's Bay Line (194 miles) ...	...	100	0	0	5,136	12	5	2,022	15	4	348,4	12	0	10,743	19	9	10,743	19	9	55	7	7
Total Middle Island ...	957	3,280	10	9	27,528	9	6	14,137	16	7	20,341	7	0	65,288	3	10	65,288	3	10	68	4	5 <sup>h</sup>
Lyall's Bay to Wellington ...	4	...	...	123	5	0	104	6	0	57	15	0	285	6	0	285	6	0	71	6	0	
Wellington to Masterton ...	59 <sup>3</sup> / <sub>4</sub>	264	4	6	...	...	839	4	4	2,357	6	3	3,460	15	1	3,460	15	1	57	18	4 <sup>i</sup>	
Masterton to Castle Point ...	35 <sup>3</sup> / <sub>4</sub>	22	15	1	...	...	388	18	6	1,267	9	1	1,679	2	8	1,679	2	8	46	19	6 <sup>i</sup>	
Castle Point to Porangahau ...	53	176	9	4	2,362	10	0	722	18	6	1,105	16	10	4,367	14	8	4,367	14	8	82	8	2 <sup>k</sup>
Porangahau to Napier ...	68	74	0	0	2,459	15	6	918	9	8	1,252	10	2	4,704	15	4	4,704	15	4	69	3	9 <sup>k</sup>
Auckland Line, including Branch Line to Hamilton ...	152	...	...	...	...	...	...	...	...	...	...	...	3,256	0	0	3,256	0	0	21	8	5 <sup>l</sup>	
Total Northern Island ...	372 <sup>1</sup> / <sub>2</sub>	537	8	11	4,945	10	6	2,973	17	0	9,296	17	4	17,753	13	9	17,753	13	9	47	12	1 <sup>m</sup>
Total Middle Island ...	957	3,280	10	9	27,528	9	6	14,137	16	7	20,341	7	0	65,288	3	10	65,288	3	10	68	4	5 <sup>h</sup>
	1,329 <sup>3</sup> / <sub>2</sub>	3,817	19	8	32,474	0	0	17,111	13	7	29,638	4	4	83,041	17	7	83,041	17	7	62	8	9 <sup>n</sup>
Cook's Strait Cable, including Freight from London and expense of Laying ...	...	...	...	...	...	...	...	...	...	...	...	...	29,864	0	0	29,864	0	0	...	...	...	
Total Expenditure (exclusive of North Napier and Wanganui Lines in progress) ...	...	...	...	...	...	...	...	...	...	...	...	...	112,905	17	7	112,905	17	7	...	...	...	

Total number of miles of Line, 1,329<sup>3</sup>/<sub>2</sub>; total number of miles of Wire, 2,495.

<sup>a</sup> Purchased from Southland Government. <sup>b</sup> Includes £450, purchase of Lyttelton Line. <sup>c</sup> Approximate cost. <sup>d</sup> Approximate cost of poles, &c. <sup>e</sup> Purchased from private firm. <sup>f</sup> Only cost of Line to summit of Arthur's Pass; from there to Hokitika not charged for. <sup>g</sup> Six per cent, and difference between receipts and cost of maintenance guaranteed by Nelson Government. <sup>h</sup> Average cost per mile, Middle Island. <sup>i</sup> Supply of poles, and supervision included in cost of erection. <sup>k</sup> Survey, and supervision included in cost of erection. <sup>l</sup> Of this amount, £2,276 was paid to the Imperial Government as purchase of the Line. The balance £980, is the cost of extension from Ngaruawahia to Hamilton, and from Alexandra to Kihikihi. <sup>m</sup> Average cost per mile, Northern Island. <sup>n</sup> Total average cost per mile.

## REPORT ON THE TELEGRAPH DEPARTMENT.

## Appendix H.

STATEMENT showing the RECEIPTS AND EXPENDITURE of the GREYMOUTH AND WESTPORT LINE, from its opening on the 1st September, 1868, to the 30th June, 1869; and also the position in which the Provincial Government of Nelson stands in regard to its guarantee for the payment of the Working Expenses of the Line, and Interest at the rate of 6 per cent per annum on an outlay of £7000.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.	£	s.	d.
<b>BRIGHTON STATION,—</b>							<b>BRIGHTON STATION,—</b>						
Salaries ... ..	163	6	2				Cash Receipts for Ordinary Telegrams ... ..	150	19	11			
Contingencies, including office fittings ... ..	80	16	0				Cash Receipts for Press Telegrams ... ..	0	6	6			
				244	2	2	Cash Receipts for Provincial Government Telegrams ...	9	5	0			
<b>CHARLESTON STATION,—</b>							Cash Receipts for Excess on Telegrams ... ..	1	3	9			
Salaries ... ..	121	5	0								161	15	2
Contingencies ... ..	25	9	6	146	14	6	<b>CHARLESTON STATION,—</b>						
							Cash Receipts for Ordinary Telegrams ... ..	401	19	9			
<b>WESTPORT STATION,—</b>							Cash Receipts for Press Telegrams ... ..	1	0	0			
Salaries ... ..	162	1	8				Cash Receipts for Provincial Government Telegrams ...	18	8	2			
Contingencies ... ..	23	19	0	186	0	8	Cash Receipts for Excess on Telegrams ... ..	3	6	0			
							Press Subscriptions to Mail Summary ... ..	23	13	4			
<b>MAINTENANCE OF LINE,—</b>											448	7	3
Salaries ... ..	112	10	0				<b>WESTPORT STATION,—</b>						
Travelling Expenses ...	161	6	8				Cash Receipts for Ordinary Telegrams ... ..	604	15	2			
Material ... ..	32	4	3	306	0	11	Cash Receipts for Press Telegrams ... ..	5	12	6			
							Cash Receipts for Provincial Government Telegrams ...	72	6	3			
Interest on £7000 for 10 months at 6 per cent per annum ...				350	0	0	Cash Receipts for Excess on Telegrams ... ..	2	5	0			
							Press Subscriptions to Mail Summary ... ..	32	0	0			
				1,232	18	3					716	18	11
Balance, excess of Receipts over Expenditure ... ..				94	3	1							
											£1,327	1	4
											£1,327	1	4

## Appendix I.

STATEMENT showing the number of INTERPROVINCIAL LETTERS DESPATCHED during the Postal Year ending 31st December, 1868; the Number of TELEGRAMS forwarded from each PROVINCE for the Year ending 30th June, 1869; and the proportion the TELEGRAMS bear to every hundred LETTERS; together with a similar Return for previous Year, by way of comparison.

PROVINCE.	1868-9.			1867-8.		
	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.
Wellington ... ..	328,180	24,412	7.43	289,058	12,313	4.41
Marlborough ... ..	45,523	6,819	14.97	47,215	6,206	13.14
Nelson ... ..	203,537	22,592	11.09	143,374	6,962	4.85
Canterbury ... ..	539,610	25,911	4.8	801,774	42,101	5.25
Westland ... ..	251,108	17,649	7.02			
Otago ... ..	595,062	39,123	6.57	575,948	32,668	5.66
Southland ... ..	84,235	6,498	7.71	81,209	5,854	7.20
Hawke's Bay ... ..	62,539	8,661	13.84	...	...	...
Auckland ... ..	439,694	4,502	1.02	...	...	...

Total number of Letters ... ..	1868-9.	1867-8.
... ..	2,549,488	1,938,578
... .. Telegrams ... ..	156,167	106,104
Proportion of Telegrams to every 100 Letters ...	6.12	5.47

REPORT ON THE WORKING OF THE TELEGRAPH DEPARTMENT

Appendix K.

RETURN of ORDINARY TELEGRAMS for the Financial Year ending 30th JUNE, 1869.

	JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		TOTALS.				
	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	No. of Telegrams.	Amount.	
Balclutha ...	102	£ s. d. 11 5 3	83	£ s. d. 9 15 4	79	£ s. d. 7 13 2	113	£ s. d. 11 5 7	86	£ s. d. 8 17 0	92	£ s. d. 9 1 11	137	£ s. d. 13 0 10	130	£ s. d. 12 11 2	103	£ s. d. 9 7 11	127	£ s. d. 12 8 4	114	£ s. d. 11 4 10	111	£ s. d. 10 18 10	1,277	£ s. d. 127 10 2			
Bealey ...	13	£ s. d. 1 9 0	16	£ s. d. 1 15 6	20	£ s. d. 2 7 3	15	£ s. d. 1 18 2	11	£ s. d. 1 2 0	17	£ s. d. 2 0 2	16	£ s. d. 2 10 2	12	£ s. d. 1 7 6	14	£ s. d. 1 12 8	13	£ s. d. 1 11 4	11	£ s. d. 1 3 8	14	£ s. d. 1 6 0	172	£ s. d. 20 3 5			
Blenheim ...	145	£ s. d. 15 15 1	200	£ s. d. 21 18 3	162	£ s. d. 19 14 3	187	£ s. d. 22 1 11	196	£ s. d. 19 18 8	221	£ s. d. 23 18 6	227	£ s. d. 23 3 1	188	£ s. d. 22 1 3	254	£ s. d. 27 5 6	160	£ s. d. 15 14 0	217	£ s. d. 22 12 9	192	£ s. d. 22 2 10	2,349	£ s. d. 256 6 1			
Bluff ...	91	£ s. d. 11 1 10	88	£ s. d. 10 10 3	109	£ s. d. 12 17 2	120	£ s. d. 13 11 6	87	£ s. d. 11 17 7	108	£ s. d. 13 15 1	89	£ s. d. 14 1 0	130	£ s. d. 14 7 1	134	£ s. d. 13 16 0	126	£ s. d. 15 0 4	87	£ s. d. 8 11 5	98	£ s. d. 13 13 6	1,267	£ s. d. 153 2 9			
Brighton ...	...	...	61	£ s. d. 7 2 8	288	£ s. d. 31 11 8	186	£ s. d. 20 2 6	151	£ s. d. 15 7 1	175	£ s. d. 17 3 8	152	£ s. d. 13 15 3	100	£ s. d. 10 1 10	123	£ s. d. 11 4 0	111	£ s. d. 9 2 9	106	£ s. d. 9 1 8	87	£ s. d. 6 6 10	1,540	£ s. d. 150 19 11			
Castle Point ...	18	£ s. d. 2 8 10	37	£ s. d. 4 15 9	19	£ s. d. 2 15 10	11	£ s. d. 1 2 3	19	£ s. d. 2 13 10	34	£ s. d. 4 3 3	25	£ s. d. 3 15 11	18	£ s. d. 1 17 10	15	£ s. d. 2 0 11	21	£ s. d. 2 13 5	27	£ s. d. 3 18 11	22	£ s. d. 2 17 0	256	£ s. d. 35 3 9			
Charleston ...	...	...	114	£ s. d. 21 4 4	339	£ s. d. 51 0 9	277	£ s. d. 36 16 4	278	£ s. d. 39 17 4	322	£ s. d. 39 1 3	306	£ s. d. 38 9 2	289	£ s. d. 35 8 7	276	£ s. d. 36 6 2	251	£ s. d. 35 4 4	281	£ s. d. 37 5 6	258	£ s. d. 31 5 0	2,991	£ s. d. 401 18 9			
Cheviot ...	28	£ s. d. 5 1 7	44	£ s. d. 7 15 4	51	£ s. d. 9 15 2	61	£ s. d. 13 5 7	42	£ s. d. 8 19 7	52	£ s. d. 13 9 8	106	£ s. d. 25 17 6	105	£ s. d. 25 15 0	87	£ s. d. 17 15 7	50	£ s. d. 9 9 5	48	£ s. d. 9 0 6	70	£ s. d. 12 17 8	744	£ s. d. 159 2 7			
Christchurch ...	940	£ s. d. 149 1 10	788	£ s. d. 128 16 8	784	£ s. d. 126 2 7	756	£ s. d. 119 6 5	684	£ s. d. 115 0 4	708	£ s. d. 112 15 4	922	£ s. d. 148 19 2	871	£ s. d. 152 11 2	959	£ s. d. 150 17 11	863	£ s. d. 138 19 1	811	£ s. d. 123 2 2	825	£ s. d. 125 14 5	9,911	£ s. d. 1,591 7 1			
Dunedin ...	1,194	£ s. d. 187 3 10	1,344	£ s. d. 207 12 2	1,461	£ s. d. 226 5 7	1,446	£ s. d. 206 7 11	1,247	£ s. d. 189 6 9	1,341	£ s. d. 186 10 3	1,507	£ s. d. 238 1 4	1,387	£ s. d. 196 6 3	1,496	£ s. d. 213 17 3	1,563	£ s. d. 232 15 4	1,503	£ s. d. 210 5 7	1,268	£ s. d. 201 0 9	16,757	£ s. d. 2,495 13 0			
Featherston ...	23	£ s. d. 2 5 2	31	£ s. d. 3 19 7	21	£ s. d. 1 18 11	23	£ s. d. 1 9 3	20	£ s. d. 1 17 4	25	£ s. d. 2 3 6	29	£ s. d. 2 14 2	24	£ s. d. 2 3 2	40	£ s. d. 2 16 5	45	£ s. d. 4 0 2	45	£ s. d. 3 8 11	36	£ s. d. 2 2 8	362	£ s. d. 30 19 3			
Greymouth ...	237	£ s. d. 40 14 1	324	£ s. d. 59 7 6	474	£ s. d. 71 10 4	335	£ s. d. 56 9 11	459	£ s. d. 72 2 9	495	£ s. d. 73 4 10	496	£ s. d. 74 16 1	374	£ s. d. 54 19 5	458	£ s. d. 65 19 9	369	£ s. d. 58 10 11	350	£ s. d. 53 16 11	549	£ s. d. 101 9 3	4,920	£ s. d. 783 1 9			
Greytown ...	34	£ s. d. 3 1 10	39	£ s. d. 3 17 9	55	£ s. d. 4 16 0	44	£ s. d. 4 1 9	50	£ s. d. 5 16 11	62	£ s. d. 5 13 9	62	£ s. d. 5 10 8	97	£ s. d. 9 18 3	104	£ s. d. 10 5 11	75	£ s. d. 6 10 9	69	£ s. d. 6 4 4	69	£ s. d. 5 19 3	760	£ s. d. 71 17 2			
Havelock ...	52	£ s. d. 4 18 1	44	£ s. d. 4 1 7	75	£ s. d. 8 1 11	49	£ s. d. 4 12 7	34	£ s. d. 3 10 5	92	£ s. d. 9 16 9	54	£ s. d. 4 16 6	72	£ s. d. 7 7 0	95	£ s. d. 9 13 2	50	£ s. d. 5 10 8	70	£ s. d. 8 15 4	68	£ s. d. 6 4 0	755	£ s. d. 77 8 0			
Hokitika ...	392	£ s. d. 96 3 1	539	£ s. d. 131 15 5	682	£ s. d. 146 12 0	545	£ s. d. 111 4 8	600	£ s. d. 120 13 8	558	£ s. d. 105 0 2	690	£ s. d. 149 16 0	561	£ s. d. 121 16 0	521	£ s. d. 99 1 5	561	£ s. d. 135 17 2	427	£ s. d. 83 2 3	523	£ s. d. 106 8 9	6,599	£ s. d. 1,407 10 7			
Invercargill ...	219	£ s. d. 34 19 9	199	£ s. d. 30 2 3	235	£ s. d. 34 19 4	220	£ s. d. 35 3 7	195	£ s. d. 30 9 7	220	£ s. d. 31 4 1	190	£ s. d. 32 18 3	269	£ s. d. 40 2 1	183	£ s. d. 26 12 4	254	£ s. d. 37 5 3	168	£ s. d. 22 9 2	182	£ s. d. 23 13 9	2,534	£ s. d. 379 19 5			
Kaipoi ...	164	£ s. d. 14 18 7	178	£ s. d. 16 11 3	136	£ s. d. 11 1 5	103	£ s. d. 8 12 2	81	£ s. d. 7 15 9	82	£ s. d. 7 8 3	82	£ s. d. 7 19 6	63	£ s. d. 5 7 9	106	£ s. d. 9 2 7	148	£ s. d. 14 7 4	133	£ s. d. 12 12 1	132	£ s. d. 13 5 11	1,408	£ s. d. 129 2 7			
Kaikoura ...	45	£ s. d. 4 19 10	49	£ s. d. 6 11 3	40	£ s. d. 5 4 7	45	£ s. d. 5 17 6	53	£ s. d. 5 17 9	66	£ s. d. 9 7 1	87	£ s. d. 10 13 7	59	£ s. d. 6 9 3	65	£ s. d. 7 15 5	46	£ s. d. 9 2 4	57	£ s. d. 8 3 2	58	£ s. d. 6 13 3	670	£ s. d. 86 15 0			
Lyttelton ...	451	£ s. d. 37 13 7	333	£ s. d. 29 19 1	346	£ s. d. 31 11 8	315	£ s. d. 32 5 4	256	£ s. d. 21 0 1	334	£ s. d. 31 0 8	373	£ s. d. 36 9 1	359	£ s. d. 36 4 3	369	£ s. d. 34 3 4	373	£ s. d. 32 1 2	395	£ s. d. 35 19 10	346	£ s. d. 30 4 9	4,250	£ s. d. 388 12 10			
Masterton ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Napier ...	166	£ s. d. 30 3 5	171	£ s. d. 32 17 7	164	£ s. d. 37 1 10	137	£ s. d. 26 16 0	153	£ s. d. 33 5 6	134	£ s. d. 25 15 11	143	£ s. d. 28 4 7	134	£ s. d. 25 6 1	190	£ s. d. 40 18 11	177	£ s. d. 34 12 1	122	£ s. d. 21 10 9	182	£ s. d. 32 11 9	1,873	£ s. d. 369 4 5			
Nelson ...	296	£ s. d. 49 1 6	367	£ s. d. 65 6 4	406	£ s. d. 85 7 8	349	£ s. d. 73 16 1	332	£ s. d. 69 17 1	384	£ s. d. 67 14 3	394	£ s. d. 71 8 10	340	£ s. d. 64 8 3	506	£ s. d. 92 1 10	373	£ s. d. 74 10 2	383	£ s. d. 75 17 4	366	£ s. d. 64 8 1	4,496	£ s. d. 853 17 5			
Oamaru ...	351	£ s. d. 45 12 4	370	£ s. d. 52 10 5	341	£ s. d. 38 16 0	347	£ s. d. 33 5 7	261	£ s. d. 30 11 3	316	£ s. d. 32 19 0	360	£ s. d. 40 19 4	323	£ s. d. 34 6 8	428	£ s. d. 45 6 9	347	£ s. d. 39 5 4	367	£ s. d. 41 18 7	296	£ s. d. 33 10 4	4,107	£ s. d. 474 2 5			
Pictou ...	152	£ s. d. 15 15 6	136	£ s. d. 13 6 5	116	£ s. d. 12 7 2	91	£ s. d. 8 4 11	74	£ s. d. 6 14 0	76	£ s. d. 7 9 9	82	£ s. d. 7 18 2	113	£ s. d. 11 17 0	122	£ s. d. 11 10 7	119	£ s. d. 13 3 5	134	£ s. d. 12 17 4	129	£ s. d. 13 6 7	1,344	£ s. d. 134 10 10			
Port Chalmers ...	161	£ s. d. 12 2 6	177	£ s. d. 14 12 8	190	£ s. d. 13 9 11	212	£ s. d. 14 19 3	199	£ s. d. 12 18 9	198	£ s. d. 13 13 3	216	£ s. d. 15 16 5	259	£ s. d. 18 15 10	217	£ s. d. 16 17 11	182	£ s. d. 12 6 2	236	£ s. d. 16 19 6	170	£ s. d. 12 16 9	2,417	£ s. d. 175 8 11			
Selwyn ...	9	£ s. d. 1 1 8	9	£ s. d. 1 2 11	5	£ s. d. 0 9 5	12	£ s. d. 1 3 5	5	£ s. d. 0 13 10	11	£ s. d. 1 4 11	6	£ s. d. 0 16 2	11	£ s. d. 1 5 0	16	£ s. d. 1 18 1	24	£ s. d. 2 2 4	32	£ s. d. 2 17 3	21	£ s. d. 2 1 7	161	£ s. d. 16 16 7			
Spit (Napier) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tennika ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Timaru ...	247	£ s. d. 32 8 11	223	£ s. d. 29 16 5	214	£ s. d. 29 17 11	210	£ s. d. 30 5 4	179	£ s. d. 24 2 3	258	£ s. d. 38 6 8	265	£ s. d. 36 10 0	234	£ s. d. 36 6 2	360	£ s. d. 48 0 10	261	£ s. d. 35 11 0	267	£ s. d. 35 15 9	239	£ s. d. 27 14 9	3,007	£ s. d. 404 15 3			
Tokomairiro ...	296	£ s. d. 28 2 10	287	£ s. d. 28 2 4	252	£ s. d. 24 3 10	289	£ s. d. 28 0 9	285	£ s. d. 24 9 6	313	£ s. d. 28 9 3	298	£ s. d. 27 3 0	365	£ s. d. 34 8 9	305	£ s. d. 28 10 3	344	£ s. d. 32 18 5	296	£ s. d. 27 16 2	250	£ s. d. 23 14 3	3,580	£ s. d. 335 19 4			
Waikouaiti ...	67	£ s. d. 9 1 9	75	£ s. d. 9 3 7	67	£ s. d. 8 5 4	61	£ s. d. 6 19 1	54	£ s. d. 5 16 10	88	£ s. d. 9 6 2	61	£ s. d. 5 14 4	50	£ s. d. 4 11 1	86	£ s. d. 9 13 2	92	£ s. d. 8 11 3	79	£ s. d. 7 15 9	39	£ s. d. 3 11 9	819	£ s. d. 88 10 1			
Waipawa ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Waipukurau ...	90	£ s. d. 10 18 6	81	£ s. d. 11 15 8	64	£ s. d. 11 16 7	49	£ s. d. 6 6 1	37	£ s. d. 4 11 1	38	£ s. d. 6 10 4	63	£ s. d. 9 3 5	61	£ s. d. 8 1 8	103	£ s. d. 16 11 7	71	£ s. d. 8 11 9	24	£ s. d. 3 10 7	41	£ s. d. 4 3 2	722	£ s. d. 102 0 5			
Wellington ...	564	£ s. d. 101 7 10	749	£ s. d. 149 13 9	572	£ s. d. 102 4 1	587	£ s. d. 103 18 0	559	£ s. d. 102 15 11	618	£ s. d. 107 14 1																	

## REPORT ON THE WORKING OF THE TELEGRAPH DEPARTMENT.

## Appendix L.

E.—No. 5.

RETURN of PRESS TELEGRAMS for the Financial Year ending 30th JUNE, 1869.

	JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.		JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		TOTALS.		
	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams	Amount	No. of Telegrams
Balclutha	...	£ s. d.	...	£ s. d.	1	0 3 6	3	1 10 4	...	...	1	0 18 8	...	...	...	...	...	...	1	0 2 4	...	...	...	...	6	2 14 10	
Bealey	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Blenheim	1	0 2 11	3	0 7 0	2	0 5 3	...	...	...	...	...	...	...	...	5	0 16 6	3	0 6 11	3	0 5 9	10	1 16 10	4	0 10 10	31	4 12 0	
Bluff	6	4 18 0	7	4 15 4	10	6 1 2	15	15 12 7	21	40 8 8	33	72 15 3	41	57 17 0	19	27 17 1	33	59 10 2	21	60 12 5	19	29 0 1	26	14 14 10	251	394 2 7	
Brighton	...	...	...	...	1	0 3 0	1	0 1 0	...	...	...	...	...	...	...	...	...	...	...	1	0 2 6	...	...	...	...	3	0 6 6
Castle Point	1	0 1 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	0 3 4	...	...	...	...	...	...	2	0 4 8
Charleston	...	...	...	...	6	0 9 6	4	0 9 6	...	...	...	...	...	1	0 1 0	...	...	...	...	...	...	...	...	...	...	11	1 0 0
Cheviot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Christchurch	7	2 15 7	19	5 0 11	1	0 2 3	11	7 13 5	7	7 5 3	5	4 8 6	37	10 10 11	41	9 17 10	41	15 16 2	65	23 7 9	58	23 18 1	107	27 3 1	399	137 19 9	
Dunedin	37	19 4 1	34	14 17 5	18	9 6 9	20	12 10 5	23	11 8 11	13	6 3 11	9	6 0 8	12	5 3 8	44	15 18 9	65	16 14 8	28	3 11 3	46	9 13 7	349	130 14 1	
Featherston	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greymouth	...	...	...	...	10	2 17 6	5	0 12 6	1	0 1 0	5	0 11 6	1	0 2 0	...	...	15	4 12 0	8	1 13 6	3	0 11 0	9	2 14 6	57	13 15 6	
Greytown	8	1 19 1	...	...	2	0 5 3	...	...	...	...	2	0 4 8	2	0 2 4	12	1 5 8	3	0 6 5	...	...	5	0 7 7	4	0 8 2	38	4 19 2	
Havelock	...	...	1	0 2 11	...	...	...	...	...	...	...	...	...	1	0 1 9	1	0 1 9	...	...	...	...	...	...	...	...	3	0 6 5
Hokitika	1	0 9 0	8	5 2 3	13	4 15 3	16	6 0 4	12	4 7 0	5	3 4 6	17	22 12 10	13	20 18 2	21	16 14 9	25	10 6 6	28	10 7 9	46	20 10 7	205	125 8 11	
Invercargill	...	...	4	0 6 8	...	...	3	0 6 8	...	...	...	...	...	...	11	1 1 4	2	0 3 4	...	...	...	...	...	...	...	20	1 18 0
Kaipoi	6	0 12 0	5	0 7 6	3	0 4 0	1	0 1 0	1	0 1 0	1	0 1 0	...	...	...	...	1	0 2 6	1	0 2 0	2	0 2 0	...	...	21	1 13 0	
Kaikoura	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lytelton	54	1 19 0	29	0 19 10	23	0 12 6	38	1 6 0	29	0 19 0	40	1 8 0	36	1 0 6	53	1 17 10	48	1 9 6	34	1 0 0	38	1 2 0	25	0 16 0	447	14 10 2	
Masterton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Napier	13	4 5 6	8	1 12 9	...	...	1	0 3 0	47	17 11 0	45	15 15 6	28	8 18 9	5	1 2 0	52	25 9 10	49	23 5 5	52	18 9 2	45	12 3 7	345	128 16 6	
Nelson	6	1 17 9	9	1 4 10	14	8 16 2	5	1 14 5	5	3 11 0	6	1 5 5	...	...	10	5 10 1	8	3 14 2	27	14 8 9	13	5 2 6	4	1 6 8	107	48 11 9	
Oamaru	2	0 12 3	1	0 4 1	...	...	...	...	2	0 11 8	2	1 7 4	...	...	...	...	5	0 13 6	1	0 1 2	...	...	2	0 2 4	15	3 12 4	
Pictou	1	0 2 0	6	1 2 2	1	0 2 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	1 6 2
Port Chalmers	5	0 6 6	8	0 12 6	12	0 12 6	13	0 19 0	26	2 5 6	17	1 3 6	21	1 10 6	17	1 5 6	7	0 11 6	9	0 17 0	7	0 9 6	9	0 13 0	151	11 6 6	
Selwyn	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spit (Napier)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	0 12 0	4	2 2 0	2	1 4 9	1	0 15 9	4	1 13 9	14	6 8 3	
Temuka	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Timaru	4	0 8 2	3	0 12 10	...	...	14	2 17 10	9	0 19 10	1	0 3 2	...	...	3	0 9 7	...	...	...	...	4	1 14 1	6	1 3 6	44	8 9 0	
Tokomairiro	6	0 9 4	4	0 6 5	3	0 6 7	2	0 7 7	...	...	8	1 12 8	7	1 0 5	8	1 15 7	10	1 0 9	2	0 12 4	2	0 1 9	3	0 7 7	55	8 1 0	
Waikouaiti	1	0 1 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	0 7 7	...	...	...	...	...	5	0 8 9
Waipawa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Waipukurau	2	0 2 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	0 2 11
Wellington	124	74 0 0	184	94 16 0	182	122 12 7	122	65 14 2	189	160 0 9	169	95 4 6	176	82 11 3	214	104 1 11	224	145 7 9	163	55 12 4	133	42 2 6	196	83 0 3	2,076	1,125 4 0	
Government Buildings	3	0 19 3	1	0 1 10	38	32 18 6	19	8 10 8	...	...	...	...	...	...	...	...	...	...	1	0 2 9	...	...	13	3 17 7	75	46 10 7	
Westport	...	...	...	...	14	2 5 9	10	1 9 3	1	0 1 6	1	0 1 0	...	...	1	0 2 6	2	0 8 9	...	...	9	1 3 9	...	...	38	5 12 6	
White's Bay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals, Bluff to Napier	288	115 5 10	334	132 13 3	354	193 0 0	303	127 19 8	373	249 12 1	355	206 11 5	376	192 8 2	430	184 1 2	526	294 15 7	482	210 18 2	414	140 19 10	550	181 1 7	4,785	2,229 6 9	
Alexandra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	1 14 8	5	1 12 8	17	3 7 4	...	...
Auckland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cambridge	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hamilton	2	0 1 2	...	...	...	...	...	...	...	...	...	...	...	...	...	4	0 9 4	3	0 7 0	...	...	...	...	...	9	0 17 6	
Kihi Kihi	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mercer	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Newcastle	...	...	...	...	...	...	...	...	5	0 8 9	4	0 10 6	...	...	...	...	...	...	...	2	0 5 10	4	0 14 7	15	1 19 8		
Onehunga	...	...	...	...	...	...	1	0 2 6	...	...	...	...	...	...	1	0 1 6	...	...	...	1	0 12 0	...	...	3	0 16 0		
Totals, Auckland line...	2	0 1 2	...	...	...	...	1	0 2 6	5	0 8 9	4	0 10 6	...	...	1	0 1 6	4	0 9 4	4	0 19 0	14	2 0 6	9	2 7 3	44	7 0 6	
Totals, Bluff to Napier	288	115 5 10	334	132 13 3	354	193 0 0	303	127 19 8	373	249 12 1	355	206 11 5	376	192 8 2	430	184 1 2	526	294 15 7	482	210 18 2	414	140 19 10	550	181 1 7	4,785	2,229 6 9	
Grand Totals	290	115 7 0	334	132 13 3	354	193 0 0	304	128 2 2	378	250 0 10	359	207 1 11	376	192 8 2	431	184 2 8	530	295 4 11	486	211 17 2	428	143 0 4	559	183 8 10	4,829	2,236 7 3	