

EIGHTH

ANNUAL REPORT

ON THE

WORKING AND PROGRESS

OF THE

NEW ZEALAND TELEGRAPH DEPARTMENT.

---

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

---

WELLINGTON.

—  
1872.



**EIGHTH ANNUAL REPORT**  
**OF THE**  
**TELEGRAPH DEPARTMENT, NEW ZEALAND.**

---

Office of the Commissioner of Telegraphs,  
Wellington, 24th July, 1872.

SIR,— I have the honor to submit to Your Excellency a report as to the operations of the Telegraph Department of New Zealand during the year ended 30th June, 1872, being the Eighth Annual Report of the Department.

I have, &c.,

JULIUS VOGEL,  
Commissioner of Telegraphs.

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

REPORT.

THE progress made during the past year in the extension of the Telegraph has been greater than in any former year; the larger increase to the business of the Department through the introduction of the 1s. tariff becoming more apparent every day, and having already rendered it necessary in some places to increase the number of wires. The great increase in business may also be attributed in a measure to the opening of the line to Auckland, and also to the general revival of trade throughout the Colony. With the exception of New Plymouth, every town of any size is now included in the Telegraph System.

EXTENSION OF LINES.

The lines which were in course of construction at the date of the last report have been completed. They are as follow :—

TAURANGA TO KATI KATI.

This line was completed on the 30th January, and telegraphic communication was established with Wellington on the same day. The length of the line is thirty miles, and it runs round the harbour from the town of Tauranga to Kati Kati. Up to the time when the extension was commenced, there had been no survey for a through road from Tauranga to Kati Kati. Travelling along the proposed line was therefore extremely difficult, as may be judged from the fact that there are thirteen tidal creeks, several patches of mudflats, and many narrow deep swamps within the thirty miles. By careful examination of the ground, a good and straight line has been secured. Care has also been taken to provide for the future rapid repair of the line in case of casualties; and, except the Wainui River, there is nothing on the route to prevent, under ordinary circumstances, the quick completion of repairs. The single difficulty, it is to be hoped, will shortly be overcome, for it is understood that the road works now in progress between Tauranga and Kati Kati include a bridge across the Wainui.

As a protection against fire, fern ground in which it was necessary to place poles has been trenched, and rye grass and clover seed, mixed, have been sown round each pole, to a radius of 10 feet

PATEA TO NEW PLYMOUTH.

This line still remains incomplete, there being twenty-five miles north of Opunake unfinished. During the year, the line has been extended twenty-two and a-half miles—from New Plymouth to a point two and a-half miles south of Stoney River, between which places communication was established on the 13th April; generally the line follows the road.

In order to render communication between Stoney River and Opunake as complete as possible, a telegraph mail service has been established, which leaves each place at noon daily, Sundays excepted, and arrives about 4 p.m. It is to be hoped that during the present year the Native opposition will be so far overcome as to permit of the line being finished.

AKAROA LINE.

This line was completed on the 20th January, and communication was established on the same day. The length of the line is about fifty miles, and it runs, for the most part, along the coach-road between Akaroa and Christchurch. The line has been made as permanent as possible; where it passes through bush, additional clearings have been made, and only totara timber has been used for poles.

Office accommodation at Akaroa was provided by adding three rooms to the buildings used as Resident Magistrate's Court and Post Office. The cost of the line has been £2,409 16s. 7d. Details will be found in Table A.

#### LINES PROJECTED AND FINISHED DURING THE YEAR.

##### THIRD WIRE, DUNEDIN TO OAMARU.

Owing to the great increase of business between Oamaru and Dunedin, and at intermediate stations, it was deemed prudent to run a third wire between the two places; and the work was completed about the middle of April. It is intended, when necessary, to continue this wire to Christchurch. The length already in place is ninety-seven miles, including a branch wire to Kakanui. Details as to the cost of material and erection (including the insertion of new poles where necessary) are given in Table A.

##### KAKANUI LINE.

This branch runs from the main trunk line, about four miles south of Oamaru, and connects the township of Kakanui with the telegraph system. The length of the line is three and a half miles. The station was opened under a guarantee given by the New Zealand Meat Preserving Company.

##### NELSON TO MOTUEKA.

This line of twenty-two miles was erected at the request of the Provincial Government of Nelson, under guarantee. Starting from Nelson, the line skirts the main road to Motueka as far as the foot of the Moutere Hills. Across those hills the line is not at any point out of sight from the road; and from Moutere to Motueka it again runs along the roadside. The bush clearings did not exceed a mile. The construction was commenced early in March last, and was completed on the 9th May; communication being established on the 27th May. Pending the completion of the office at Motueka, premises have been rented. Since the line was started, the Nelson Government have made a further request for a station to be opened at Richmond, about half way between Nelson and Motueka, and steps have been taken to comply with the request. It is intended to combine the duties of Postmaster and Telegraphist at Motueka and at Richmond; and by one of the officers the duties of Line-man will also be performed. The construction was superintended by Mr. Walter Blake. The cost, &c., is stated in Table A.

##### SECOND WIRE BETWEEN NAPIER AND TAURANGA.

When it became certain that the line between Kati Kati and Grahamstown could be carried through without Native opposition, it was determined—in order to provide for the great increase of work likely to result from Auckland being brought into communication with the rest of the Colony—to add a second wire between Napier and Tauranga. The work between Tauranga and Taupo (110 miles) was commenced near the close of December, and was finished on the 13th February. The section between Taupo and Napier (ninety miles), was not completed until the end of May, partly owing to the line having to be shifted in many places to the road as now completed, which entailed extra clearing of bush to secure the wires from falling timber. The bush at many points was unusually heavy and dense, and the work generally was retarded by wet weather, as well as by the roughness of country through which it was necessary in places to go.

##### KATI KATI TO GRAHAMSTOWN.

This line was commenced on the 1st January, and communication between Auckland and Wellington, *via* Grahamstown, was established on the 12th April. The length of the line between Kati Kati and Grahamstown is forty-three miles. From Kati Kati the wires are carried along the coast, well back from the sea. After crossing the range at Waihi, it runs parallel with the coast through Mataora and Parakiwai to the main dividing range. This is crossed so that the line strikes the valley of the Thames at the Hikutaia River. Thence to Omahu, flats and low hills only are crossed; and from Omahu the wires run near the Gold Fields line, until meeting the posts of the Auckland and Thames line, they are carried on them to the office at Grahamstown.

The total length of bush clearing on this line is over seven miles and a half. Great care has been taken to make the line as strong as possible. The posts are of kauri and totara, the latter being used wherever practicable. Precautions against fire have been adopted as on the Tauranga and Kati Kati line.

To facilitate the work of repair and inspection, side cuttings have been made over steep hills; across some of the creeks, bridges have been thrown; and swamps have been rendered passable for horsemen. The bush clearings are two chains wide, and trees that might, by falling, interrupt the working of the line, have been removed from each side of the cuttings.

The carrying out of this most important line was intrusted to Mr. W. H. Floyd, Electrician to the Department, whose constant and zealous attention to the work no doubt contributed greatly towards its completion eighteen days within the contract time.

#### LINES IN COURSE OF CONSTRUCTION.

##### WAIAU LINE.

This will be a branch from the main trunk line between Leithfield and Cheviot. It will start from Leithfield on the present poles, to the north bank of the Waipara; thence by new poles, along the Great North Road, through a fine, flat, and gently rolling country, to Waiau.

The estimated distance from the Waipara to Waiau is about thirty-seven miles, or from Leithfield forty-three miles. Contracts have been entered into for the cartage of the poles and other material, and the erection is being carried on under the supervision of Mr. Blake. It is expected the line will be completed about the middle of July. Two stations are being erected, one at Hurunui, the other at Waiau. At each, the duties of the Postal and Telegraph Departments will be combined.

## REEFTON LINE.

This line will start from Greymouth; follow the eastern bank of the Grey River; cross the Abaura, at which place a Post and Telegraph Station will be opened; and thence to Reefton. The Grey will again be crossed about three miles eastward of the junction of the Mauhuariti. The estimated length of the line is fifty miles, nearly forty miles being through bush.

The construction, &c., is being carried on under the supervision of Mr. Bird; and it is expected that the line will be completed about August. The station at Reefton will be combined with the Post Office.

## COROMANDEL LINE.

When the erection of this line was first contemplated, two routes were said to be available for the carrying of the wires between Grahamstown and Coromandel—one by the ranges, following the present bridle-track, and the other by the sea beach, or in close proximity to it.

On inspection, so far as the actual examination of the country was possible, it was found that the route by the ranges would not only be most difficult, but very expensive. It was therefore determined to examine the beach route, which was found to be the better, not only on account of its being more accessible, but also as being seven miles shorter. The line, as projected, follows the coast, but cuts across any projections where it can be done with advantage.

The line will probably be completed early in July: its estimated length is twenty-eight miles. A site for a Telegraph Station at Kapanga, the terminus of the line, has been kindly placed at the disposal of the Department by Mr. N. Glover, of that place; and a building on the allotment, has been purchased from Mr. Glover, and is being altered to render it convenient as a Post and Telegraph Office.

The examination of the routes in this case was intrusted to Mr. Alfred Sheath, District Inspector, under whose supervision the works are being carried on.

## INVERCARGILL TO WINTON.

The wire for this line will be carried on the poles used for the Riverton line, to a point about five miles from Invercargill, where the railway line to Winton crosses; and it will then run alongside the railway to Winton. A tender for the supply and delivery of all-heart of totara poles has been accepted, and it is expected the line will be opened about October. The estimated length of wire is nineteen miles, the new poles extending over fourteen miles.

## MAINTENANCE AND REPAIRS.

## BLUFF TO BALCLUTHA.

The line from Bluff to Invercargill has not given trouble during the past year. An inspection made during December showed that it would be necessary to re-pole the line between Invercargill and Balclutha. Tenders, to be delivered not later than January, were at once called for; and it was found that between Invercargill and Mataura the cheapest plan would be to supply the poles from Wellington, those needed from Balclutha to Mataura being supplied by contract from Balclutha. The re-poleing has been completed from Invercargill to Otaria; and it is expected that the remainder of the distance will shortly be completed. Only heart of totara poles are being used, and where possible the route of the line will be altered so as to increase its stability.

## BALCLUTHA TO WAITAKI.

Between Balclutha and Tokomairi, a few repairs have been made during the year. A severe storm on the 23rd December, did some slight damage to the wires on the ranges near Balclutha.

Between Tokomairi and Dunedin, one hundred and thirty-five new poles have been inserted in place of decayed ones which, when the line was reconstructed, were allowed to remain as good for another year's service.

Dunedin to Waitaki: When the third wire was being run to Oamaru, one hundred and ten new poles were inserted in place of the old round ones first used, which, from their decayed state, and the additional weight of wire they would have to carry, it was not advisable to allow to remain.

Between Oamaru and Waitaki there are fourteen miles of old poles, which were shortened early in 1869; and which it will be advisable, during next summer, to provide for replacing, as, if allowed to remain during another year, they would probably cause serious interruption.

## PALMERSTON TO NASEBY.

This line, which was finished in June, sustained considerable damage during August, the wires being broken in several places through the weight of snow that accumulated on them. Otherwise, only ordinary repairs have been required.

## TOKOMAIRI TO QUEENSTOWN.

About one hundred new poles have been erected between Tokomairi and Waitahuna, replacing the poles first erected by the Provincial Government of Otago. There still remain about thirty-six miles of the original poles, many of which will have to be replaced within the next eighteen months. This line has suffered very little from casualties.

## WAITAKI TO CHRISTCHURCH.

The casualties on this length have been nearly all confined to the neighbourhood of large rivers, across which the wires are carried. The old poles between the Rakaiia and the Rangitata—already lowered once—will probably have to be replaced during the summer.

## REPORT ON THE WORKING OF

## CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

This line has been reconstructed during the year. Between the Bealey and the Selwyn, new poles cut from heart of totara have replaced the old ones, which had once been lowered since the line was purchased from the Provincial Government of Canterbury. Eleven sets of tube poles have been fixed at the crossing of the Waimakariri, where great expense and trouble were formerly caused by floods. Between the Bealey and Hokitika, fifteen miles of new totara poles have been erected. From Hokitika to Greymouth the line has been repoled nearly throughout, and two additional wires are being put up on the same poles. The three wires were necessary to provide for the increased work that will result from the completion of the line between Greymouth and Reefton. It is anticipated that this line will require very little beyond ordinary expenditure during the year. The section suffers severely at times from snow storms, owing to the high country through which it passes on the west of the Bealey. During June, interruptions from that cause were frequent.

## GREYMOUTH TO WESTPORT.

This section is being thoroughly repaired. Where new poles are required, they are procured from the bush through which the line passes; but in some places near Brighton, where it was possible to convey built poles, made of heart of totara, it was deemed advisable to use them. The repairs have been completed as far as Charleston.

## CHRISTCHURCH TO BLENHEIM.

Only a little trouble, except from ordinary casualties, has been caused during the year, but the Hapuka, north of Kaikoura, through a very heavy flood, caused some damage to the line. It is intended shortly to remove the line so as to reach a crossing-place some half-mile further up stream, as on the south bank, where the wire now crosses, the river has encroached sufficiently to imperil the safety of the line should another heavy flood occur.

## BLENHEIM TO NELSON.

Between Blenheim and a point four miles north of Havelock, only slight repairs have been needed; but from that point to Nelson, the poles will require to be renewed this summer. Totara poles will be used wherever possible.

## WANGANUI LINE.

This section, which embraces all the line north of Patea to Opunake, remains in first-class condition. During the summer, steps have been taken to protect from fire the poles from Bull's to Opunake. Between Bull's and Wanganui, the line runs alongside the road, which is in many places fenced with gorse hedges. From the neglected state of those hedges the gorse is in many places gradually overgrowing the road. At one point, during the summer, a fire originating in one of those hedges destroyed four or five poles, and interrupted communication for a short time. To prevent a similar occurrence, the gorse surrounding poles has been cleared away; but it is not fair that the Department should have to incur such an expense, as it might have been saved by attention on the part of the proprietors on whose lands the hedges are.

## WELLINGTON TO NAPIER.

This section has not caused trouble, except on a few occasions. Should the business of the Department continue to increase at the present rate, it will be necessary, during the next season, to run a third wire between Wellington and Masterton, and between Napier and Waipukurau. By this plan, there will be two through wires to Napier without any intermediate station on them, with the exception of Castle Point. The increased accommodation will prevent overcrowding, which would certainly result with only the present wires.

## NAPIER TO TAURANGA.

Except that severe damage was done near Maketu by lightning during the autumn, nothing worthy of note has occurred in this section. The running of a second wire on the present poles has already been referred to.

## AUCKLAND LINES.

The third wire which, at the date of the last report, was being erected between Auckland and Mercer, has been completed, and it has proved a great relief to the pressure occurring during the great excitement which at times prevails on the Thames Gold Fields. It is anticipated that a fourth wire as far as Mercer will shortly be required, as well as a third wire from Mercer to Grahamstown, should the Coromandel Gold Fields, with which Grahamstown will shortly be in communication, continue to give indications of increasing richness.

The Waikato lines continue in good repair, except that between Cambridge and Alexandra, which, being merely a branch, it was deemed advisable not to repair permanently when the Auckland lines were being reconstructed. The question of renewing this branch must however be considered, as it will soon be impossible satisfactorily to maintain communication, owing to the rottenness of the poles. The branch is of little value as a revenue-yielder; but Alexandra is a place of importance as regards Native matters, and if that consideration renders an efficient line desirable, the branch must be wholly reconstructed.

The cost of maintenance of the several sections is stated in Table B; and the yearly records of the tests for insulation of the Cook Strait Cable are given in Table C. Each of the three wires in the cable remain in as good condition as ever.

## MISCELLANEOUS.

During the year, 3,036 money order telegrams, representing £13,936 0s. 5d., have been transmitted; the joint revenue to the Postal and Telegraph Departments being £504 16s. 6d. Of this amount, £151 16s. was collected by the Post Office for the Telegraph Department, the balance, £353 0s. 6d, being for commission. This shows a profit of over two and a half per cent. to the Post Office on the year's transactions. It will be seen from Table G, that Wellington, Christchurch, and Dunedin, including their respective sub-offices, issued and paid the largest number of orders. Not one mistake has occurred in the transmission of these telegrams, a fact which evidences the care and attention bestowed on this branch of the service.

Forty-two complaints have been made in writing during the year. Of these, sixteen proved not to involve fault on the part of the Department, some of the errors complained of being caused by indistinct writing. In the twenty-seven other cases, the officers in fault were fined or severely reprimanded.

The number of telegrams of all codes transmitted during the year was 411,797, which exceeds those of the previous year by 98,893, or an increase of nearly 32 per cent.

After making all deductions for salaries, maintenance of line, &c., there remains to the credit of the Department for the year, £6,614 10s. 2d. (Table K.)

Although the length of line maintained during the year has been in excess of that during the previous year, the cost of maintenance has been reduced by £2,485 4s. 1d.

Eighteen cadets have been trained in the learners' gallery, and have during the year been drafted off to various stations. Nine new offices have been opened.

The usual statistics, in addition to those referred to, are appended hereto.

---

 SCHEDULE OF TABLES.

Table A.—Total Cost of Lines.

- „ B.—Cost of Maintenance of Lines.
  - „ C.—Insulation Tests, Cook Strait Cable.
  - „ D.—Cash Revenue and Expenditure, Signals Department.
  - „ E.—Comparative Quarterly Return, Years ending June, 1871 and 1872.
  - „ F.—Number of Telegrams sent for every 100 Letters.
  - „ G.—Number of Telegraph Money Orders issued and paid.
  - „ H.—Annual Comparative Progress of the Department.
  - „ I.—Value of Government Telegrams.
  - „ K.—Debtor and Creditor Statement.
-

TABLES REFERRED TO IN THE FOREGOING REPORT.

Table A.

TOTAL COST of the LINES of TELEGRAPH throughout NEW ZEALAND, and of the COOK STRAIT CABLE.

SECTION OF LINE.	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.
Riverton to Invercargill ...	24	...	...	...	547	2	10	96	10	11	262	12	7	906	6	4	37	15	3
Bluff to Invercargill ...	19	...	...	...	...	...	...	...	...	...	812	15	6	812	15	6	42	15	6a
Invercargill to Maitara ...	32	...	...	...	1,199	0	0	739	1	4	469	11	0	2,407	12	4	75	4	9
Maitara to Waitaki ...	189	...	...	...	8,353	18	0	3,034	7	9	1,720	13	3	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	63	0	7b
Hurunui to Nelson ...	241	1,229	3	3	5,213	14	0	3,953	3	4	3,661	6	0	14,057	6	7	58	6	0c
White's Bay Line ...	7	...	...	...	...	...	...	...	...	...	503	12	6	503	12	6	71	18	11d
Port Chalmers Line ...	8	...	...	...	...	...	...	...	...	...	800	0	0	800	0	0	100	0	0e
Christchurch to Greymouth ...	176	...	...	...	...	...	...	...	...	...	3,808	0	0	3,808	0	0	21	12	9f
Greymouth to Westport ...	67	1,951	7	6	1,070	16	5	960	15	4	3,019	17	9	7,002	17	0	104	10	5
Blenheim to Woodend, reconstruction, including White's Bay Line (194 miles) ...	...	100	0	0	5,136	12	5	2,022	15	4	3,484	12	0	10,743	19	9	55	7	7
Palmerston to Naseby ...	54	...	...	...	754	14	10	247	2	2	435	19	9	1,437	16	9	26	12	6
Tokomairiro to Queenstown ...	140	...	...	...	...	...	...	...	...	...	4,432	1	4	4,432	1	4	31	13	2g
Tokomairiro to Queenstown, reconstruction, 140 miles ...	...	...	...	...	...	...	...	...	...	...	2,247	3	10	2,247	3	10	16	1	0
Third Wire from Dunedin to Oamaru (including loop line to Kakanui, 4 miles), 94 miles ...	4	...	...	...	264	12	0	830	16	11	426	15	9	1,522	4	8	16	3	10
Christchurch to Hokitika, reconstruction, 146 miles ...	...	...	...	...	1,881	16	5	446	13	5	873	12	11	3,202	2	9	21	18	8
Christchurch to Akaroa ...	50	65	10	0	805	2	6	721	5	8	817	18	5	2,409	16	7	48	3	11
Nelson to Motueka ...	32	10	10	0	872	13	2	375	5	8	321	11	2	1,580	0	0	49	7	6h
Totals, South Island ...	1,261	3,356	10	9	32,654	11	3	16,855	11	4	31,859	2	9	84,725	16	1	67	3	9i
Lyell's Bay to Wellington ...	4	...	...	...	123	5	0	104	6	0	57	15	0	285	6	0	71	6	0
Wellington to Patea ...	180	67	18	6	4,647	12	7	2,315	9	5	3,062	11	9	10,093	12	3	56	1	6k
Wellington to Masterton ...	60	264	4	6	...	...	...	839	4	4	2,357	6	3	3,460	15	1	57	18	4l
Masterton to Castle Point ...	36	22	15	1	...	...	...	388	18	6	1,267	9	1	1,679	2	8	46	19	6m
Castle Point to Porangahau ...	53	176	9	4	2,362	10	0	722	18	6	1,105	16	10	4,367	14	8	82	8	2
Porangahau to Napier ...	68	74	0	0	2,459	15	6	918	9	8	1,252	10	2	4,704	15	4	69	3	9
Napier to Tauranga ...	200	153	18	6	9,404	12	6	5,763	13	7	5,767	18	5	21,090	3	0	105	9	0
Auckland to Cambridge, via old line to Alexandra, including branch line to Hamilton ...	152	...	...	...	...	...	...	...	...	...	3,256	0	0	3,256	0	0	21	8	5n
Auckland to Newcastle, reconstruction, 70 miles, including new line from Hamilton to Cambridge, 12 miles ...	12	...	...	...	1,393	14	6	841	15	9	1,453	3	8	3,688	13	11	44	19	8
Mercer to Thames, including four towers for spanning Thames and Piko Rivers ...	36	...	...	...	2,158	8	10	1,386	13	10	1,492	7	5	5,037	10	1	139	18	7
Second Wire from Napier to Tauranga, 200 miles ...	...	793	19	9	31	17	0	2,607	9	1	880	11	1	4,313	16	11	21	11	4o
Tauranga to Kati Kati ...	30	...	...	...	1,041	3	0	530	5	9	1,266	0	10	2,837	9	7	94	11	8
Kati Kati to Grahamstown ...	43	1,584	1	3	2,521	19	5	1,461	8	6	1,482	15	3	7,050	4	5	163	19	2
Third Wire from Auckland to Mercer, 40 miles ...	...	...	...	...	...	...	...	234	0	9	383	18	5	617	19	2	15	9	0
Totals, North Island ...	874	3,137	6	11	26,144	18	4	18,114	13	8	25,086	4	2	72,483	3	1	82	18	8o
Totals, South Island ...	1,261	3,356	10	9	32,654	11	3	16,855	11	4	31,859	2	9	84,725	16	1	67	3	9i
Totals, North and South Islands ...	2,135	6,493	17	8	58,799	9	7	34,970	5	0	56,945	6	11	157,208	19	2	73	12	8p
Cook Strait Cable, including freight from London and expense of laying ...	...	...	...	...	...	...	...	...	...	...	...	...	...	29,864	0	0	...	...	...
Total expenditure (exclusive of lines in progress) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	187,072	19	2	...	...	...

Total number of miles of Line, 2,135. Total number of miles of Wire, 3,823. There are fifty miles of line (from Patea to Opunake) included in Maintenance Table which are not shown in this table, the New Plymouth line not being completely finished yet.

a Purchased from Southland Government. b Includes £450, purchase of Lyttelton line. c Approximate cost. d Approximate cost of poles, &c. e Purchased from private firm. f Purchased from Canterbury Government. g Purchased from Otago Government; total cost includes £2,047 18s. 10d. for new material. h 6 per cent. interest guaranteed on this line. i Average cost per mile, South Island. j Includes cost of exploration of three routes: one by Waipukurau and Wanganui; one by Masterton and Wanganui; and one by Wellington and Wanganui (present route). k Supply of poles included in cost of erection. l Of this amount £2,276 was paid to the Imperial Government for purchase of the line; the balance, £980, is the cost of extension from Ngaruawahia to Hamilton, and from Alexandra to Kihikihi. m Includes alteration of line and bush clearing; nearly all material packed on horseback. n Average cost per mile, North Island. o Total average cost per mile.







	8	2	6	0	16	0	0	97	11	108	43	6	8	34	19	2	2	78	5	10
Kati Kati...	26	19	0	0	26	19	0	304	...	304	115	0	0	35	0	1	35	0	1	
Kekeranga*	193	7	3	9	206	5	9	2,690	125	2,815	...	0	0	22	9	3	137	9	3	
Lawrence...	63	0	9	9	66	7	0	827	32	859	147	4	10	80	12	2	177	17	0	
Leithfield...	102	6	9	9	103	11	9	1,389	25	1,414	358	0	0	34	2	3	392	2	3	
Longbush...	526	6	0	0	734	2	0	7,630	2,773	10,403	1,177	107	10	30	4	8	137	14	8	
Lytelton...	39	6	0	0	220	17	0	575	602	1,177	135	0	0	17	10	5	152	10	5	
Maketu ...	85	12	9	9	181	11	0	1,264	486	1,750	110	0	0	7	3	2	117	3	2	
Marton ...	73	4	3	3	106	13	3	1,041	196	1,237	...	0	0	30	2	11	30	2	11	
Masterton*	79	16	6	6	87	4	6	1,032	86	1,118	100	0	0	21	14	2	121	14	2	
Mataura*	25	10	0	0	46	0	0	379	96	475	7	10	0	20	12	6	28	2	6	
Mercer ...	8	7	6	6	8	11	6	136	2	138	443	17	0	95	3	6	539	0	6	
Motueka ...	631	10	0	0	1,644	3	0	7,113	4,022	11,135	140	0	0	110	18	3	250	18	3	
Napier ...	159	2	6	6	184	2	0	2,324	205	2,529	490	10	0	44	19	8	535	9	9	
Naseby ...	1,093	13	9	9	1,395	0	6	15,711	2,487	15,711	105	0	0	26	8	8	131	8	8	
Nelson ...	63	16	0	0	109	12	6	927	356	1,283	27	6	8	31	4	11	58	11	7	
Newcastle	35	0	3	0	48	4	0	480	97	577	201	0	0	52	1	3	253	1	3	
New Plymouth	677	5	3	0	738	12	9	8,870	818	9,688	140	0	0	6	9	2	146	9	8	
Oamaru ...	46	7	6	6	66	3	6	727	298	1,025	91	13	4	44	4	2	135	17	6	
Opunake ...	157	17	9	9	243	6	3	873	391	1,264	...	0	0	40	1	2	40	1	2	
Orakei ...	43	19	0	0	74	1	0	729	140	929	180	0	0	43	11	2	173	11	2	
Palmerston	116	6	0	0	134	0	0	1,456	112	1,568	236	0	0	16	12	8	252	12	8	
Patea ...	113	6	9	9	248	12	9	2,613	983	2,613	126	0	0	9	6	1	135	6	1	
Pictou ...	186	1	3	3	232	1	6	3,372	633	3,372	277	10	0	67	19	7	345	9	7	
Port Chalmers	281	16	9	9	495	4	9	4,206	3,472	7,678	157	10	0	68	11	8	226	1	8	
Queenstown	335	9	0	0	387	8	0	4,632	573	4,632	157	0	0	20	5	2	177	5	2	
Riverton ...	164	0	3	3	177	5	9	2,205	125	2,330	176	0	0	15	5	8	191	5	8	
Rotorua ...	18	2	0	0	157	16	6	249	430	679	135	0	0	23	10	5	158	10	5	
Selwyn ...	69	7	6	6	74	10	0	931	88	1,019	115	0	0	15	0	9	130	0	9	
Spit ...	38	18	6	6	42	5	0	548	27	847	160	16	8	28	1	8	188	18	4	
Tamawera*	193	4	3	3	287	18	9	2,281	489	3,123	...	0	0	10	14	2	10	14	2	
Taupo ...	54	5	6	6	177	12	0	1,254	1,111	1,950	160	0	0	49	14	10	209	14	10	
Tauranga...	72	8	0	0	378	16	0	839	2,071	3,837	190	13	4	19	19	2	210	12	6	
Temuka ...	188	9	9	9	650	0	9	1,766	1,333	3,887	124	5	0	47	2	6	171	7	6	
Timaru ...	102	15	0	0	115	6	6	1,490	948	2,923	175	0	0	43	5	9	220	5	9	
Tokomairiro	559	18	3	3	654	15	3	7,332	210	8,280	125	0	0	13	9	8	138	9	8	
Waikanae ...	194	9	6	6	214	4	6	2,778	75	1,313	88	6	8	6	12	8	94	19	4	
Waikouaiti	88	2	6	6	95	14	6	1,238	48	827	100	0	0	8	0	2	108	0	2	
Waimate ...	55	18	3	3	60	9	9	779	168	1,129	110	0	0	12	19	2	122	19	2	
Waipawa ...	72	0	3	3	103	3	3	961	158	1,246	92	10	0	11	10	2	104	0	2	
Waipukurau	98	19	9	9	136	14	3	1,088	188	1,459	354	9	0	128	8	4	482	17	0	
Wanganui ...	691	11	6	6	1,129	17	0	8,989	2,450	11,439	1,452	10	10	219	5	4	1,671	16	2	
Wellington	2,812	18	9	9	3,741	2	0	29,086	5,669	34,765	140	0	0	56	0	8	196	0	8	
Government Buildings	361	1	3	3	2,869	16	3	3,358	10,736	14,091	198	19	3	84	12	9	283	12	0	
Westport...	569	6	9	9	698	18	0	7,378	1,202	8,580	688	11	8	231	6	10	919	18	6	
White's Bay	9	1	6	6	9	2	6	108	1	109	...	0	0	4,233	18	8	23,593	9	9	
Total ...	28,121	10	0	0	39,164	13	9	344,524	67,243	411,767	19,359	11	1	4,233	18	8	23,593	9	9	

Includes rent of ground, £30.  
Includes alterations to office, £50.

\* Operator also Lineman.

Table E.

ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each QUARTER of the Years ended 30th JUNE, 1871 and 1872, respectively, and the REVENUE derived from each Class.

1870-71.

	SEPTEMBER QUARTER, 1870.		DECEMBER QUARTER, 1870.		MARCH QUARTER, 1871.		JUNE QUARTER, 1871.		TOTALS.	
	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Amount. £ s. d.
Ordinary Telegrams	48,173	3,886 13 3	51,629	4,096 8 0	60,652	4,857 9 3	70,914	5,591 15 6	231,368	18,432 6 0
Press Telegrams	2,474	559 16 0	3,349	759 2 6	5,141	803 4 0	3,767	623 17 0	14,731	2,745 19 6
Provincial Government Telegrams	1,929	280 15 6	1,778	261 12 9	1,824	246 6 0	1,952	252 16 0	7,483	1,041 10 3
Totals	52,576	4,727 4 9	56,756	5,117 3 3	67,617	5,906 19 3	76,633	6,468 8 6	253,582	22,219 15 9

1871-72.

	SEPTEMBER QUARTER, 1871.		DECEMBER QUARTER, 1871.		MARCH QUARTER, 1872.		JUNE QUARTER, 1872.		TOTALS.	
	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Amount. £ s. d.
Ordinary Telegrams	75,662	5,724 6 6	76,058	5,842 10 0	79,581	6,041 18 6	89,821	6,909 2 9	321,122	24,517 17 9
Press Telegrams	3,734	692 12 0	3,746	710 18 0	3,046	436 17 0	5,247	727 19 0	15,773	2,568 6 0
Provincial Government Telegrams	1,971	270 11 6	1,885	267 7 6	2,128	278 7 9	1,645	218 19 6	7,629	1,035 6 3
Totals	81,367	6,687 10 0	81,689	6,820 15 6	84,755	6,757 3 3	96,713	7,856 1 3	344,524	28,121 10 0

Table F.

NUMBER of INTERPROVINCIAL LETTERS forwarded during the Year ended 31st DECEMBER, 1871; Number of TELEGRAMS despatched in each PROVINCE during the Year ended 30th JUNE, 1872; and proportion of TELEGRAMS to every 100 LETTERS; together with a similar Return for the previous Year.

PROVINCE.	1871-72.			1870-71.		
	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 ... ..	318,497	70,604	22.16	336,375	51,360	15.26
Marlborough ... ..	52,802	12,258	23.21	92,124	10,682	11.59
Nelson ... ..	161,309	29,921	18.54	185,179	29,111	15.72
Canterbury ... ..	375,467	52,616	14.01	410,938	41,486	10.09
Westland ... ..	182,915	26,558	14.51	225,157	25,188	11.18
Otago ... ..	644,536	114,512	15.85	578,299	79,117	13.68
Southland ... ..	77,866			74,536	13,203	17.71
Hawke's Bay ... ..	82,740	16,638	20.10	76,553	14,025	18.32
Taranaki ... ..	34,755	5,097	14.66	28,320	2,490	8.79
Auckland ... ..	487,134	83,563	17.15	619,466	46,212	7.45

	1871-72.	1870-71.	1869-70.	1868-69.	1867-68.
Total Number of Letters ... ..	2,418,021	2,626,947	2,374,060	2,749,488	1,938,578
Total Number of Telegrams ... ..	411,767	312,874	185,423	146,167	106,104
Proportion of Telegrams to every 100 Letters	17.02	11.91	7.81	6.12	5.47

Table G.

RETURN of the Number and Amount of TELEGRAPH MONEY ORDERS ISSUED and PAID at the Post Offices in the several Postal Districts in the Colony of NEW ZEALAND during the Year ended 30th JUNE, 1872.

POSTAL DISTRICTS.	ISSUED.			PAID.		
	No.	Commission.	Amount.	No.	Amount.	
		£ s. d.	£ s. d.		£ s. d.	
Auckland ... ..	165	26 9 6	708 9 3	228	1,030 0 0	
Thames ... ..	61	12 2 6	206 8 3	21	99 2 2	
New Plymouth ... ..	86	17 6 6	508 13 6	29	186 0 4	
Napier ... ..	158	28 12 0	800 7 4	53	276 16 9	
Wellington ... ..	432	74 10 6	2,086 4 0	585	2,763 15 5	
Blenheim ... ..	192	29 2 6	873 12 8	78	311 8 2	
Nelson ... ..	70	14 8 0	437 0 1	234	1,048 0 4	
Charleston ... ..	123	23 4 0	661 4 10	15	85 7 6	
Westport ... ..	111	16 19 6	466 14 0	42	155 3 6	
Greymouth ... ..	188	27 9 6	719 2 0	73	321 19 0	
Hokitika ... ..	108	18 7 0	524 5 5	200	702 4 0	
Christchurch ... ..	339	55 2 0	1,521 0 0	459	2,111 16 10	
Dunedin ... ..	895	143 8 6	3,917 3 9	883	4,103 11 4	
Invercargill ... ..	108	17 14 6	510 15 4	120	664 3 7	
TOTALS ... ..	3,086	504 16 6	13,936 0 5	3,020	13,859 8 11	

Table H.

COMPARATIVE TABLE showing the Progress of the TELEGRAPH DEPARTMENT during the Financial Years ended 30th JUNE, 1866, 1867, 1868, 1869, 1870, 1871, and 1872.

YEAR ENDED.	Number of Miles of Line.	Number of Stations Open.	Number of Telegrams forwarded during Year.		Revenue derived from Private, Press, and Provincial Government Messages, and Incidental Receipts.	Value of General Government Messages.	Total Value of Business done during the Year.	Cost of Maintenance of Stations.	Cost of Maintenance of Lines.	Total Expenditure.	Cost of Maintenance per Mile.	Tariff in Operation.
			Private, Press, and Provincial Government.	General Government.								
30th June, 1866	699	13	24,761	2,476	27,237	£ s. d. 5,561 19 2	£ s. d. 6,045 2 4	£ s. d. 3,934 3 4	£ s. d. 2,443 2 11	£ s. d. 6,377 6 3	£ s. d. 3 3 10	Mileage tariff.
" 1867	757	21	55,621	15,331	70,952	£ s. d. 9,070 10 1	£ s. d. 12,840 14 9	£ s. d. 8,017 14 7	£ s. d. 2,541 4 11	£ s. d. 10,558 19 6	£ s. d. 3 7 1	"
" 1868	1,110	31	72,241	26,244	98,485	£ s. d. 11,652 3 7	£ s. d. 18,324 3 10	£ s. d. 9,489 17 10	£ s. d. 5,406 7 3	£ s. d. 14,896 5 1	£ s. d. 4 17 4	"
" 1869	1,329	45	106,070	50,097	156,157	£ s. d. 18,520 10 4	£ s. d. 31,951 2 1	£ s. d. 14,266 12 7	£ s. d. 8,547 4 9	£ s. d. 22,813 17 4	£ s. d. 6 8 6	Mileage tariff in operation up to 1st Sept., 1869, uniform 2s. 6d. tariff from 1st Sept., 1869, to 31st March, 1870; and present 1s. tariff from 1st April, 1870.
" 1870	1,661	56	122,545	62,878	185,423	£ s. d. 17,218 1 4	£ s. d. 29,470 7 4	£ s. d. 16,417 7 4	£ s. d. 14,120 4 10	£ s. d. 30,537 12 2	£ s. d. 8 9 11	
" 1871	*1,976	72	253,582	59,292	312,874	£ s. d. 22,419 8 8	£ s. d. 32,296 6 2	£ s. d. 21,254 4 3	£ s. d. 11,344 3 8	£ s. d. 32,598 7 11	£ s. d. 5 19 6	
" 1872	†2,185	81	344,524	67,243	411,767	£ s. d. 28,121 10 0	£ s. d. 39,164 13 9	£ s. d. 23,593 9 9	£ s. d. 8,858 19 7	£ s. d. 32,452 9 4	£ s. d. 4 2 3	

\* From this mileage 78 miles to be deducted before computing the cost per mile for maintenance.

† From this mileage 32 miles to be deducted before computing the cost per mile for maintenance.

Table I.  
CASH VALUE of SHIPPING TELEGRAMS and Amounts Chargeable to each Department of the General Government, for Telegrams transmitted during the Year ended 30th June, 1872.

DEPARTMENT.	September Quarter, 1871.	December Quarter, 1871.	March Quarter, 1872.	June Quarter, 1872.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial Secretary ...	284 2 0	344 14 3	520 9 6	393 4 6	1,542 10 3
Crown Lands ...	11 7 6	12 10 0	11 15 0	17 5 0	52 17 6
Customs ...	49 10 0	49 4 6	52 15 0	58 2 0	209 11 6
Defence ...	540 9 0	590 15 6	659 13 3	445 13 0	2,236 10 9
Judicial ...	169 8 3	173 3 9	198 9 6	189 12 0	730 13 6
Marine ...	10 1 0	6 4 0	8 2 0	3 17 6	28 4 6
Native ...	376 4 3	360 4 3	338 4 3	306 13 0	1,381 5 9
Postal ...	220 4 0	224 11 6	225 8 6	279 19 0	950 3 0
Public Works ...	352 13 6	418 8 0	903 7 3	644 5 6	2,318 14 3
Registrar-General ...	40 18 0	15 8 0	18 9 0	10 13 0	85 8 0
Registrar of Land ...	13 4 0	16 7 0	25 16 6	18 1 0	73 8 6
Treasury ...	140 19 6	165 18 6	139 7 9	144 4 0	590 9 9
Shipping Reports ...	191 3 6	216 0 0	223 3 0	213 0 0	843 6 6
Totals ...	2,400 4 6	2,593 9 3	3,325 0 6	2,724 9 6	11,043 3 9

Table K.  
DEBTOR and CREDITOR STATEMENT.

DR.	£ s. d.	£ s. d.	CR.	£ s. d.	£ s. d.
To total cost of maintenance of Stations ...	23,593 9 9		By Cash Receipts as under, viz.:		
To total cost of maintenance of Lines ...	8,858 19 7		Ordinary, Press, and Provincial Government Telegrams* ...	28,121 10 0	
To refunds to Press, 25 per cent. on value of Interprovincial Telegrams ...	312 9 0		Incidental Receipts, not included in Tables, viz.:		
Total Disbursements ...		32,764 18 4	Profit on San Francisco Telegrams ...	18 5 4	
			Excess on Ordinary Telegrams ...	25 16 2	
			Deficit between Receipts and Expenditure paid by Guarantors of Longbush Station for Year ending December, 1871 ...	18 17 3	
			Amount collected by Post Office for Telegraph Department on Money Order Telegrams ...	151 16 0	
To balance to the credit of the Department ...		6,614 10 2	Total Cash Receipts ...	28,336 4 9	
		£39,379 8 6	Value of General Government Telegrams ...	11,043 3 9	
					£39,379 8 6

\* Of this amount, £228 4s. 9d. was collected in Stamps.

