

1873.

NEW ZEALAND.

TELEGRAPH DEPARTMENT.

(NINTH ANNUAL REPORT.)

Presented to both Houses of the General Assembly by command of His Excellency.

SIR,—

Office of the Commissioner of Telegraphs,
Wellington, 24th July, 1873.

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, 1873, being the Ninth Annual Report of the Department.

I have, &c.,
JULIUS VOGEL,
Commissioner of Telegraphs.

His Excellency the Right Hon. Sir James Fergusson, Bart.,
Governor of New Zealand.

REPORT.

THE progress of this Department during 1872–73 has been most marked. The estimated revenue was £33,000, being an increase of more than £5,000 over the receipts during 1871–72. But the anticipated increase has been more than doubled; it having reached £11,543 17s. 10d., after deducting £487 2s. 2d. refunded to the Press, or £6,543 17s. 10d. in excess of the estimate.

As a consequence of this unexpectedly large increase, there was occasional delay in the transmission of telegrams, which naturally caused dissatisfaction, and led to frequent complaints in newspapers. It must, however, be noticed, that the arrangements made by two competing Press Associations for supplying intelligence to newspapers, were amongst the chief producers of public dissatisfaction. On the arrival of a steamer from Australia, the Associations endeavoured to excel each other in supplying to their customers English and Australian news; consequently, there was a substantial repetition of a very long message to each of the principal stations: and it was precisely when the Department was temporarily overweighted by those long repetitions, that the commercial public sent in most messages and was most sensitive if the delivery of any of them was at all delayed. Again, for reasons inseparable from the Telegraph system in New Zealand, long Press telegrams transmitted from the Bluff have a greater tendency to monopolize the wires than have equal messages transmitted from Hokitika or from Auckland; and it was at the Bluff that the longest messages were received for transmission during the period of constant pressure and of complaint.

The wire accommodation was extended as promptly as possible, when it was seen that there was a great and continuing increase in the business of the Department; and the special pressure before mentioned has ceased, because one of the Press Associations has ceased to exist. A Submarine Cable between Australia and this Colony would probably prevent all practical inconvenience in connection with Press messages. Now, each steamer from Australia brings the English, Continental, and American news that has accumulated in Melbourne or Sydney during six or eight days; but with a cable there would probably be a transmission of the news day by day.

The great extension of the Telegraph system is gratifying, not alone because commercial success has been secured in connection with a Department the success of which is one of the surest evidences of the general prosperity of the Colony, but because the Department (after the necessary training has been given) affords skilled employment to a large number of young men and lads, the supply of operators being almost wholly obtained from the Cadets, classes of whom are constantly being trained.

The following statement of facts, proving the greatly increased usefulness of the Telegraph, is taken from the appended Tables, in which details as to each will be found:—

During the year, there were transmitted 568,960 telegrams of all codes, being 157,193 more than the previous year, or an increase of over 38 per cent.

The number of Money Order Telegrams sent was 5,791, representing £28,106 16s. 8d., being an increase of 2,755 messages, and of more than £14,000 as compared with 1871-72. The amount of commission collected by the Post Office was £770 1s. 4d.; and, deducting therefrom £289 11s. as fees for the telegrams sent, there was left to the Post Office £480 10s. 4d., or rather more than £1 14s. per cent. on the total sum transmitted. Wellington, Christchurch, and Dunedin, and their sub-offices, issued the largest number of orders; while Auckland, Wellington, and Dunedin paid the largest number.

The length of line maintained was 2,314 miles, at a cost of £9,479 5s. 4d., or an average of £4 1s. 11d. per mile. Thirteen new offices were opened; and 20 Cadets were trained in the Learners' Gallery, and drafted to different stations.

The total earnings for the year were £51,864 6s. 4d.; so that, deducting the cost of the Signals Department and maintenance of lines, and charging the receipts with 6 per cent. on the capital expended (£224,580 11s. 11d.), there remained to the credit of the Department, on the year's business, about £870.

In some of the Provinces, 25 telegrams have been transmitted for every 100 letters posted, and for the whole of New Zealand 19 telegrams have been despatched for every 100 letters posted. Last year, the average for the Colony was 17·02 of telegrams per 100 letters. The total number of telegrams transmitted was 568,950, or an average of rather more than 2 per head of the population of the Colony—a proportion which is not equalled in any other colony or country.

At the close of the year, there were 2,356 miles of line, carrying 4,574 miles of wire. Large additions to this mileage are being made, and still larger additions are contemplated.

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:—

WAIAU LINE.

This line was completed early in July, and two stations have been opened, one at the Hurunui, and the other at the Waiau Township, the terminus of the line. The line is a branch one, leaving the Main North Line on the north bank of the Waipara, and immediately crossing the Weka Creek at its confluence with the Waipara. The Weka, Hurunui, and Waiau have all been piled, so as to guard against mishaps from floods. The total cost and length of this line (as well as of the others completed during the year) will be found in Table H. All the poles are of heart of totara, and, where practicable, 20 to the mile have been used.

THE REEFTON LINE

Was completed in August, and two stations have been opened, one at Ahaura, and one at Reefton. From the great extent of bush country through which the line passes, the insulation is at times rather faulty. This will of course improve year by year, as the line gets opened up by the gradual removal of the bush. Where possible, totara poles have been used, but birch poles from the adjacent bush predominate. During the latter part of the year, considerable interruption was caused by the careless manner in which timber was felled by the contractors for the road alongside the line. The line is fifty miles long, forty miles being through bush.

COROMANDEL LINE.

This line was finished in July, and an office was opened at Coromandel shortly afterwards. To facilitate inspection and maintenance, a bridle-track has been made between Tapu and Carver's Creek. It is intended shortly to open a lineman's station at Hastings, about midway between Grahamstown and Coromandel, which will tend to the still more rapid repair of accidents, besides being a source of revenue to the Department; whilst the expenditure for maintenance will not be increased, as the lineman now stationed at Coromandel will be removed and stationed elsewhere.

INVERCARGILL TO WINTON.

This line was opened for business on the 19th March. The station at Winton is in charge of an officer who performs the duties of lineman as well as those of operator. The length of wire is nineteen miles, suspended for the first five miles from Invercargill on the poles carrying the Riverton wire; for the remainder of the distance, the wire is carried along the line of railway between Winton and Invercargill. The line is to be extended to the Elbow, along the proposed railway; and ultimately, no doubt, Queenstown will be connected with Invercargill by this route.

LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

THIRD WIRE, OAMARU TO CHRISTCHURCH.

This work was commenced in January, and completed during the first week in May. In addition, over 1,000 poles of heart of totara have been inserted. Between the Rakaia and Rangitata (forty miles), the number of poles per mile has been increased from 16 to 20, and the line has been entirely re-poled throughout that distance. There are now three wires from White's Bay to Dunedin.

SECOND WIRE, CHRISTCHURCH TO HOKITIKA.

The erection of this wire was commenced in February, and completed the second week in May. The line throughout has received a complete overhaul, new poles of totara being inserted where required, and at points where the line has suffered at times from snow, the poles have been strengthened. Much trouble has been taken to secure the line from lightning and from disturbances due to other electrical causes, which have hitherto given more or less trouble.

ROSS LINE.

This line follows the main road from Hokitika to the Kanieri Township, crossing the Hokitika River at the Kanieri Ferry, in one span. Between the ferry and the top of the Woodstock Terrace

the line deviates from the road and runs by the river bank, so as to avoid the heavy bush on the flats. From the top of the Woodstock Terrace it follows the main road to Ross Township. Its total length is twenty miles. The line runs through bush the whole distance. Tenders for the clearing of the bush were accepted on the 9th November, and the erection of the poles and wires was completed on the 3rd February. The poles used are of timber known in the district as "silver pine," which is said to be very durable. Totara was not obtainable, or it would have been preferred. Judging from a specimen of "silver pine" now in Wellington, it much resembles the white pine of the Sound, except that there is scarcely any sap timber, the "heart" extending to within an inch of the bark, and that it is somewhat darker.

THE RANGIORA LINE,

A small branch from the main trunk line, commencing at Kaiapoi and terminating at Rangiora, runs mainly along the railway between Kaiapoi and Rangiora. Communication will shortly be established. An office is being erected at Rangiora, but pending its completion a temporary office will be opened in the present Post Office.

THIRD WIRE, WELLINGTON TO MASTERTON.

The stretching of this wire was commenced on the 1st of March and completed about the middle of April. Considerable alterations had to be made at the Wellington end of the line before the third wire could be erected—in fact, the first nine miles may be said to have been entirely reconstructed, owing chiefly to the line of telegraph being directly on the surveyed route of the line of railway. The line has received new poles where required, and has been carefully overhauled throughout.

THIRD WIRE, NAPIER TO WAIPUKURAU.

The erection of this wire was commenced on the 19th April and completed on the 20th May. Any defective poles were replaced, and the line was strengthened where necessary. By the addition of this wire and that from Wellington to Masterton, there are now two direct wires to Napier from Wellington; all the minor stations, except Castle Point, having been placed in circuit on the new wire.

THIRD WIRE, GRAHAMSTOWN TO MERCER; AND FOURTH WIRE, MERCER TO AUCKLAND.

The great increase of business between Grahamstown and Auckland led, in August last, to a determination to run a third wire between those towns. The first section, between Grahamstown and Mercer, was completed on the 3rd October, and the other portion on the 21st of January. Should the general business continue to increase, as it has done during the past few months, between Auckland and the South, a fourth wire between Auckland and Grahamstown will be necessary, if the local business during periods of excitement in the Share Market is to be provided for.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

FOURTH WIRE, PALMERSTON TO DUNEDIN.

The great increase of business at Naseby rendered necessary an additional wire between Dunedin and Palmerston, so as to afford Naseby direct communication with Dunedin. The work is now in hand, and will be completed shortly, as the arms carrying the present third wire between Dunedin and Palmerston will be used.

POVERTY BAY LINE.

This line will, for the first five miles out of Napier, be run on the poles carrying the wires to Auckland, and will leave that line at Petane. From Petane, it will follow the track to Wairoa. Thence to Poverty Bay, it will be taken along the beach line to the Mahia, but far enough inland to prevent the wire being affected by salt. From the Mahia, the wire will be carried along the sandhills for about four miles; then through fourteen miles of rough bush; and subsequently over about twenty-three miles of comparatively level ground to its termination at Gisborne. Contracts for the erection of offices at Wairoa and Gisborne have been let, and the cutting and delivery of the poles is being proceeded with as rapidly as possible. More than half the poles for the distance between Napier and Wairoa are now at Napier or Wairoa; and the remainder for that section of the line will be ready for shipment about the beginning of August. The estimated length of the line is 110 miles.

THIRD WIRE, GRAHAMSTOWN TO NAPIER.

The erection of this wire is well advanced towards completion; the portion remaining unfinished being that between Rotorua and Taupo. When completed, it is intended to place upon it all the stations intermediate between Napier and Grahamstown, by which arrangement Wellington will have one direct wire to Grahamstown and one to Auckland, the former being so arranged that another through wire to Auckland will be available, should it be required for Press purposes at night time. This arrangement will no doubt be found very useful at times of great pressure.

MANUKAU LINE.

This line is nearly completed. When it was determined upon, three alternate routes were considered practicable:—The first, from Onehunga by the sandbanks, which would have necessitated the use of a cable for a part of the distance; the second, from Onehunga, following round the North Shore and terminating on the North Head, which would have necessitated a signal staff on the North and South Heads, in addition to the Telegraph Station; the third, from Drury, passing through various settlements to the South Head. After careful inquiry, it was determined to adopt the third route. The line now being constructed follows the general course of existing roads and survey lines from Drury through Waiuku to the Flagstaff at the South Head. From Drury through Waiuku, and for ten miles beyond it, the line is carried alongside an open road. Thence to the Flagstaff, the country is broken and has much bush on it; but a moderately level line is obtained along the ridges. The bush is generally light and scrubby, so that a wide clearing is not necessary. The length of the line from Drury will be about 45 miles. It will be principally used for reporting shipping arrivals and departures; and although it cannot be looked upon as an immediate revenue-yielder, the advantages to

the public, and especially to Auckland, will more than compensate indirectly for any difference between receipts and working expenses. But, no doubt, a station will before long be opened at Waiuku; and should it ever be deemed desirable to connect Waikato Heads with the Telegraph system, it could be done by the erection of a few miles of poles and wire from Waiuku, the nearest point on the line to the North Waikato Head.

AUCKLAND TO BAY OF ISLANDS.

This line follows the course of the Great North Road from Auckland to Brigham's Creek, and thence runs direct to the Riverhead terminus of the Kaipara Railway. From Riverhead, the line will follow the Kaipara Railway to Helensville. The poles have been erected from Auckland to Riverhead, and those for the distance between Riverhead and Helensville are lying at Riverhead ready for use as soon as the railway is sufficiently advanced to enable the Department to make use of it for conveying them. This is all that has been done towards establishing telegraphic communication with the Bay of Islands. Other requirements, considered to be more pressing, have had to be attended to; but it is intended to resume this work shortly.

MAINTENANCE AND REPAIRS.

BLUFF TO BALCLUTHA.

The reconstruction of this section with heart of totara poles was completed early in October.

BALCLUTHA TO WAITAKI.

Between Oamaru and the Waitaki River, 140 new poles of heart of totara have been used in reconstruction. Concurrently with that work, the third wire, elsewhere referred to, was erected. The old wires across the Waitaki have been replaced as they evidenced deterioration. The reconstruction was commenced on January 1st, and was completed on February 18th.

TOKOMAIBIRO TO QUEENSTOWN.

The renewal of about eighteen miles of line between Queenstown and the Kawarau River is contemplated; and a contract has been made with a timber merchant at Queenstown for 300 heart of totara poles. It is intended to erect them during the summer.

WAITAKI TO CHRISTCHURCH.

During the running of the third wire on this section, the line received a careful overhaul. It is possible that it will soon be found necessary to erect a fourth wire, and to continue it to Dunedin.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

This section has given little or no trouble beyond such casualties as might be expected from the mountainous nature of part of the country. During the running of the second wire between Christchurch and Hokitika, the line was carefully inspected, and new poles were inserted as required.

GREYMOUTH TO WESTPORT, INCLUDING THE REEFTON LINE.

This section is now in thorough repair. The reconstruction, stated in the last report to be completed as far as Charleston, was finished to Westport in November. For more than forty miles, totara poles have been substituted for those of birch; and where it was not practicable to renew with totara, new birch poles, cut from the neighbouring bush, were used. The lineman formerly stationed at Charleston has been removed to Brighton, which has been converted into a lineman's station. By this arrangement, £100 a-year has been saved, efficiency not being in any way sacrificed. The interruptions caused by the road contractors between Greymouth and Reefton have already been mentioned.

CHRISTCHURCH TO BLENHEIM.

From the Waipara River to Gore's Bay, this line has been carefully examined and repaired. The length from Kaikoura to Blenheim is now being overhauled, and made thoroughly efficient. A new crossing-place for the wires at the Hapuka has also been made, thus freeing the line from future interruptions by floods at this point.

BLENHEIM TO NELSON.

Between Havelock and Nelson (25 miles), this line has been reconstructed. The work was commenced on November 16th, and was completed on January 24th. 357 poles were used, 215 of them being heart of totara, and the others of black birch or matai, it being impossible, owing to the hilly and inaccessible nature of the country, to use totara poles the whole distance. The reconstructed line commences about five miles south of Nelson, and terminates about ten miles north of Havelock. With the exception of the black birch and matai poles just mentioned, all the poles between Blenheim and Nelson are of totara. The line between Picton and Blenheim has been altered in many places during the last few months, so as to keep clear of the railway now being constructed.

WELLINGTON TO OPUNAKE AND NEW PLYMOUTH.

This section has been carefully overhauled between Opunake and Wanganui, and between Wellington and Otaki. At the Otaki crossing, the piles have been strengthened and supported by cradling to protect them from floating logs during heavy floods. At the Waikanae crossing, the iron poles have been carefully examined, and a new wire substituted for the old one. It is to be hoped that before long the opposition of Natives to carrying the line inland between the foot of the Paikakariki and the Manawatu may be overcome. This section suffers greatly in insulation during the prevalence of westerly winds. From the steadily-increasing business between Wanganui and Wellington, it will soon be necessary to erect a second wire between those points; but from the cause mentioned, it would be worse than useless to put it on the present line along the coast. During the year, another attempt was made to connect Opunake with Stoney River; but it was found that the Native opposition remained as vigorous as ever. New Plymouth is consequently not connected with

the Telegraph system; and it is the only chief town of a Province so unfortunately circumstanced. This isolation is the more to be regretted, because, incomplete as the present arrangement between Opunake and Stoney River is, the people of New Plymouth avail themselves largely of the telegraph, so that, undoubtedly, when telegraph communication is completed, the revenue will be much increased.

WELLINGTON TO NAPIER.

The section between Waipukurau and Masterton has been carefully examined and repaired. During the erection of the third wire from Napier to Waipukurau and from Masterton to Wellington, the line between those points also was thoroughly repaired. This section is now in first-class condition.

AUCKLAND LINES.

During the running of the third wire between Grahamstown and Auckland, that section was carefully repaired. Between Cambridge and Alexandra, the line is about to be reconstructed, a new course for it being decided upon; and when this work is completed, the old line will be dismantled. Three new stations have been opened on this section since January, viz. Te Awamutu, Drury, and Otahuhu. The remaining sections call for no special comment.

The results of the insulation tests of the Cook Strait Cable are stated in Table G. The three wires remain in as good condition as at the date of the last Report, and, through the increased business on the land lines, are all in full operation. It is possible that, before long, should the business continue to increase, another cable will be required.

The usual Tables are appended; as are also a Map of New Zealand, showing the general route of the Telegraph Lines, and three Plans, showing the number of Instruments and Circuits, and the manner in which they are worked.

SCHEDULE OF TABLES.

TABLE A.	—Cash Revenue and Expenditure, Signals Department.
„	B.—Number of Telegrams sent for every 100 Letters.
„	C.—Number of Telegraph Money Orders issued and paid.
„	D.—Comparative Quarterly Return, Years ending June 1872-73.
„	E.—Annual Comparative Progress of the Department.
„	F.—Cost of Maintenance of Lines.
„	G.—Insulation Tests, Cook Strait Cable.
„	H.—Total Cost of Lines.
„	I.—Value of Government Telegrams.
„	K.—Debtor and Creditor Statement.

TABLES REFERRED TO IN THE FOREGOING REPORT.

Table A.

CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES; Value of GENERAL GOVERNMENT TELEGRAMS; Number of MESSAGES transmitted by each Station, and the Working Expenses of each Station, for the Year ended 30th JUNE, 1873.

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.			Contingen- cies.	Total Cost of Maintenance of each Station.									
	£	s.	d.						£	s.	d.		£	s.	d.	£	s.	d.				
Head Office																						
Ahaura	226	5	6	16	13	6	242	19	0	2,998		141	3,139	66	13	4	162	18	5	2,280	6	8
Akaroa	152	12	0	30	19	0	183	11	0	2,172		410	2,582	87	10	0	47	5	0	113	18	4
Alexandra, Otago	95	9	6	4	3	6	99	13	0	1,317		60	1,377	125	0	0	16	15	5	141	15	5
Alexandra, Auckland	89	5	6	254	10	6	343	16	0	1,238		796	2,034	121	10	0	12	14	5	134	4	5
Arrow	148	4	0	12	18	0	161	2	0	1,948		169	2,117	100	0	0	32	3	5	132	3	5
Ashburton*	95	11	6	3	15	6	99	7	0	1,234		27	1,261				62	19	5	62	19	5
Auckland	4,142	14	9	864	3	6	5,006	18	3	49,818		5,286	55,104	1,163	13	2	343	15	7	1,507	8	9
Balclutha	183	2	0	19	6	0	202	8	0	2,525		148	2,673	184	13	4	48	1	2	232	14	6
Bealey	27	16	0	0	16	6	28	12	6	364		8	372	200	0	0	19	16	11	219	16	11
Blenheim	368	6	3	95	12	6	463	18	9	5,271		1,088	6,359	215	0	0	28	11	10	243	11	10
Bluff	881	13	0	113	4	0	994	17	0	6,097		1,546	7,643	294	3	4	19	18	5	314	1	9
Brighton*	41	1	0	0	6	0	41	7	0	594		3	597	66	13	4	73	8	11	140	2	3
Bull's	136	14	6	8	16	0	145	10	6	1,952		90	2,042	145	0	0	19	19	11	164	19	11
Cambridge	164	2	6	298	9	0	462	11	6	1,868		891	2,759	114	3	2	3	18	11	118	2	1
Castlepoint*	38	12	0	1	11	0	40	3	0	494		10	504				16	1	2	16	1	2
Charleston	269	11	6	24	9	6	294	1	0	3,797		375	4,172	167	10	0	71	10	6	239	0	6
Cheviot	99	17	0	0	12	6	100	9	6	845		4	849	95	16	8	33	15	11	129	12	7
Christchurch	2,608	7	3	511	13	0	3,120	0	9	31,562		3,439	35,001	1,557	18	7	320	1	4	1,877	19	11
Clyde	196	10	3	14	18	0	211	8	3	2,628		214	2,842	75	0	0	15	7	2	90	7	2
Coromandel	396	18	0	18	5	0	415	3	0	5,709		215	5,924	181	4	2	42	14	6	223	18	8
Cromwell	247	9	6	12	7	6	259	17	0	3,265		145	3,410	149	12	6	19	14	11	169	7	5
Drury	7	10	6	2	18	0	10	8	6	94		9	103	22	10	0	29	14	11	52	4	11
Dunedin	4,890	11	0	649	4	6	5,539	15	6	59,611		4,747	64,358	1,520	16	3	118	2	11	1,638	19	2
Dunsandel	37	8	0	0	18	0	38	6	0	524		9	533	115	0	0	16	16	4	131	16	4
Featherston	49	19	0	24	15	6	74	14	6	771		231	1,002	100	0	0	5	7	5	105	7	5
Foxton	169	8	0	198	15	6	368	3	6	2,194		907	3,101	178	0	0	15	6	7	193	6	7
Grahamstown	1,632	13	0	106	11	6	1,739	4	6	22,962		771	23,733	987	18	4	171	13	2	1,159	11	6
Greymouth	1,192	12	0	197	2	6	1,389	14	6	14,648		2,189	16,837	437	3	2	103	9	11	540	13	1
Greytown	135	11	6	14	1	0	149	12	6	2,020		161	2,181	152	13	4	24	4	11	176	18	3
Hamilton	128	17	0	99	2	0	227	19	0	1,719		808	2,527	141	0	0	42	18	11	183	18	11
Hampden	64	4	6	3	8	0	67	12	6	912		42	954	84	6	8	19	1	5	103	8	1
Havelock	184	0	0	12	14	6	196	14	6	2,801		218	3,019	135	6	8	17	8	11	152	15	7
Hawera*	79	3	6	27	13	0	106	16	6	1,132		146	1,278				58	4	11	58	4	11
Hokitika	1,616	17	6	248	16	0	1,865	13	6	15,667		2,314	17,981	548	2	9	127	11	10	675	14	7
Hurunui	70	0	0	0	9	0	70	9	0	938		2	940	75	0	0	37	9	11	112	9	11
Hutt	66	8	6	3	12	0	70	6	0	979		40	1,019	100	0	0	8	9	11	108	9	11
Invercargill	833	18	0	129	9	6	963	7	6	10,317		1,101	11,418	309	3	0	45	3	6	354	6	6
Kaipoi	180	13	0	13	1	6	193	14	6	2,470		139	2,609	114	9	2	25	12	5	140	1	7
Kaikoura	79	2	6	8	5	6	87	8	0	1,031		98	1,129	97	0	0	21	10	10	118	10	10
Kakanui	198	7	0	1	9	0	199	16	0	2,189		23	2,212	98	6	8	2	17	5	101	4	1
Kati Kati	22	1	6	1	15	0	23	16	6	281		9	290	109	6	8	78	7	1	187	13	9
Kekeurangi*	33	15	6	0	1	0	33	16	6	454		1	455				4	0	5	4	0	5
Lawrence	251	12	6	32	9	6	284	2	0	3,439		322	3,761	115	0	0	14	9	5	129	9	5
Leithfield	73	19	6	1	15	0	75	14	6	1,018		26	1,044	100	0	0	9	11	11	109	11	11
Longbush	161	12	3	2	12	6	164	4	9	2,127		45	2,172	182	6	6	10	11	9	192	18	3
Lyttelton	678	11	0	240	10	6	919	1	6	10,151		3,435	13,586	358	16	11	30	3	7	389	0	6
Maketu	50	1	6	86	11	6	136	13	0	616		460	1,076	90	0	0	20	9	2	110	9	2
Marton	100	14	0	23	19	6	124	13	6	1,530		189	1,719	139	11	8	10	0	8	149	12	4
Masterton	118	1	6	19	11	0	137	12	6	1,675		202	1,877	110	0	0	6	2	11	116	2	11
Mataura*	86	6	0	7	17	0	94	3	0	1,152		74	1,226				9	12	11	9	12	11
Mercer	74	3	6	41	16	0	115	19	6	1,051		213	1,264	113	6	8	18	17	5	132	4	1
Motueka	96	12	6	6	3	0	102	15	6	1,494		85	1,579	95	16	8	21	9	9	117	6	5
Napier	901	3	9	659	1	0	1,560	4	9	10,863		3,576	14,439	507	10	6	161	2	3	668	12	9
Naseby	204	12	0	18	2	0	222	14	0	2,736		197	2,933	138	6	8	23	4	11	161	11	7
Nelson	1,466	6	3	257	14	6	1,724	0	9	18,896		3,163	22,059	629	16	8	56	14	2	686	10	10
Newcastle	123	16	0	92	13	0	216	9	0	1,716		505	2,221	121	3	4	59	19	5	181	2	9
New Plymouth†	261	15	0	108	10	6	370	5	6	3,499		680	4,179	179	3	4	92	19	5	272	2	9
Oamaru	960	5	6	70	4	0	1,030	9	6	12,275		845	13,120	230	18	4	55	12	8	286	11	0
Onehunga	97	16	0	46	1	6	143	17	6	1,434		654	2,088	140	0	0	10	13	10	150	13	10
Opunake	34	15	6	34	6	6	69	2	0	469		163	632	99	3	4	76	9	8	175	13	0
Otahuhu	16	1	0	2	3	0	18	4	0	200		17	217	18	6	8	69	13	11	88	0	7
Otaki*	62	13	0	24	13	0	87	6	0	818		124	942				40	15	5	40	15	5
Palmerston	178	3	6	27	12																	

Table A—continued.

CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES, &c.—continued.

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.			Contingen- cies.			Total Cost of Maintenance of each Station.		
	£	s.	d.	£	s.	d.	£	s.	d.				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Brought forward	30,594	5	9	6,497	2	6	37,091	8	3	381,755	52,232	433,987	17,633	9	1	3,578	0	4	21,211	9	5
Tarawera*	55	15	6	43	3	0	98	18	6	779	279	1,058	...	...	...	12	18	11	12	18	11
Taupo	95	19	6	141	13	6	237	13	0	1,188	750	1,938	160	0	0	22	14	3	182	14	3
Tauranga	247	12	0	320	7	6	567	19	6	3,495	2,005	5,500	140	0	0	19	15	4	159	15	4
Te Awamutu	8	8	6	25	12	6	34	1	0	120	106	226	...	...	...	...	...	...	...	...	...
Temuka	143	6	6	8	16	6	152	3	0	2,024	109	2,133	136	0	0	15	6	11	151	6	11
Timaru	804	13	0	91	15	0	896	8	0	10,211	1,201	11,412	189	6	11	54	11	5	243	18	4
Tokomairiro	250	0	0	21	12	0	271	12	0	3,645	218	3,863	104	3	4	11	2	11	115	6	3
Waiau	93	8	6	4	12	6	98	1	0	1,161	63	1,224	99	7	11	54	4	6	153	12	5
Waikouaiti	100	3	0	8	7	0	108	10	0	1,410	94	1,504	100	0	0	7	11	11	107	11	11
Waimate	73	18	6	6	3	0	80	1	6	1,090	72	1,162	100	0	0	35	0	5	135	0	5
Waipawa	81	2	6	13	18	6	95	1	0	1,143	87	1,230	110	0	0	16	6	5	126	6	5
Waipukurau	115	2	0	26	13	0	141	15	0	1,274	140	1,414	100	16	8	26	13	3	127	9	11
Wanganui	874	2	9	318	16	0	1,192	18	9	11,756	2,120	13,876	320	0	0	45	3	0	365	3	0
Washdyke	71	3	0	...	...	...	71	3	0	527	...	527	22	10	0	44	3	11	66	13	11
Wellington	4,732	7	0	1,107	12	0	5,839	19	0	48,396	7,713	56,109	1,801	6	11	464	12	9	2,265	19	8
Govt. Buildings	603	5	9	2,370	10	6	2,973	16	3	5,977	15,023	21,000	140	0	0	28	19	11	168	19	11
Westport	695	16	0	97	1	0	792	17	0	8,988	1,233	10,221	208	13	4	41	2	8	249	16	0
Winton*	21	18	0	1	6	0	23	4	0	306	8	314	...	...	...	25	3	2	25	3	2
White's Bay	18	11	0	...	...	...	18	11	0	262	...	262	877	19	10	293	12	10	1,171	12	8
Total	39,680	18	9	11,105	2	0	50,786	0	9	485,507	83,453	568,960	22,243	14	0	4,797	4	10	27,040	18	10

* Operator also Lineman.

Table B.

NUMBER of INTERPROVINCIAL LETTERS forwarded during the Year ended 31st DECEMBER, 1872; Number of TELEGRAMS despatched in each PROVINCE during the Year ended 30th JUNE, 1873; and Proportion of TELEGRAMS to every 100 LETTERS; together with a similar Return for the previous Year.

PROVINCE.	1872-73.			1871-72.		
	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	418,842	105,372	25.15	318,497	70,604	22.16
Marlborough	62,813	15,851	25.23	52,802	12,258	23.21
Nelson	202,150	52,376	25.90	161,309	29,921	18.54
Canterbury	421,092	73,071	17.35	375,467	52,616	14.01
Westland	194,722	35,137	18.04	182,915	26,558	14.51
Otago	755,430	126,368	16.72	644,536	114,512	15.85
Southland	95,795	21,935	22.89	77,866	16,638	20.10
Hawke's Bay	101,741	21,497	21.12	82,740	5,097	14.66
Taranaki	48,748	8,721	17.88	34,755	83,563	17.15
Auckland	577,039	108,632	18.80	487,134	...	...

	1872-73.	1871-72.	1870-71.	1869-70.	1868-69.	1867-68.
Total Number of Letters	2,878,372	2,418,021	2,626,947	2,374,060	2,749,488	1,938,578
Total Number of Telegrams	568,960	411,767	312,874	185,423	146,167	106,104
Proportion of Telegrams to every 100 Letters	19.76	17.02	11.91	7.81	6.12	5.47

Table C.

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, 1873.

POSTAL DISTRICTS.	ISSUED.			PAID.	
	No.	Commission.	Amount.	No.	Amount.
Auckland	454	60 4 10	2,183 10 3	797	3,897 16 10
Thames	94	11 15 0	408 10 4	139	787 8 9
New Plymouth	136	20 4 8	787 2 4	73	376 12 5
Napier	276	38 16 2	1,456 12 1	126	676 12 9
Wellington	858	112 6 4	4,063 1 11	893	4,235 1 11
Blenheim	363	46 19 0	1,683 10 1	100	466 7 4
Nelson	210	28 7 10	1,033 10 7	613	2,770 2 4
Westport	559	73 10 8	2,686 9 5	273	1,599 19 6
Greymouth	501	66 6 8	2,416 0 10	309	1,570 15 9
Hokitika	296	40 11 0	1,507 1 7	326	1,508 1 6
Christchurch	642	87 4 6	3,241 5 3	718	3,380 19 11
Dunedin	1,283	169 16 8	6,177 5 0	1,319	6,351 4 4
Invercargill	119	13 18 0	462 17 0	109	547 17 1
TOTALS	5,791	770 1 4	28,106 16 8	5,794	28,119 0 5

Table D.
ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each QUARTER of the Years ended 30th JUNE, 1872 and 1873, respectively,
and the REVENUE derived from each Class.
1871-72.

	SEPTEMBER QUARTER, 1871.		DECEMBER QUARTER, 1871.		MARCH QUARTER, 1872.		JUNE QUARTER, 1872.		TOTALS.	
	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Amount.
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	1,085 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

	SEPTEMBER QUARTER, 1872.		DECEMBER QUARTER, 1872.		MARCH QUARTER, 1873.		JUNE QUARTER, 1873.		TOTALS.	
	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Revenue derived.	No. of Telegrams.	Amount.
Ordinary Telegrams	105,926	£ 7,954 3 6	107,938	£ 8,178 9 0	111,443	£ 8,580 0 0	118,721	£ 9,195 16 9	444,028	£ 38,908 9 3
Press Telegrams	7,543	1,309 15 0	8,146	1,323 13 6	7,601	1,019 3 6	9,033	948 19 6	32,323	4,601 11 6
Provincial Government Telegrams	2,218	311 7 0	2,144	270 5 0	2,259	280 13 6	2,555	308 12 6	9,156	1,170 18 0
Totals	115,687	9,575 5 6	118,228	9,772 7 6	121,303	9,879 17 0	130,289	10,453 8 9	485,507	39,680 18 9

1872-73.

Table E.
COMPARATIVE TABLE showing the Progress of the TELEGRAPH DEPARTMENT during the Financial Years ended 30th JUNE, 1866, 1867, 1868, 1869, 1870, 1871, 1872, and 1873.

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 of Lines per Mile.	Tariff in operation.
			Private, Press, and Provincial Government.	General Government.	Total.								
30th June, 1866	699	13	24,761	2,476	27,237	£ s. d. 5,561 19 2	£ s. d. 483 3 2	£ s. d. 6,045 2 4	£ s. d. 3,984 3 4	£ s. d. 2,443 2 11	£ s. d. 6,377 6 3	£ s. d. 3 9 10	Mileage tariff.
"	757	21	55,621	15,331	70,952	9,070 10 1	3,770 4 8	12,840 14 9	8,017 14 7	2,541 4 11	10,558 19 6	3 7 1	"
"	1,110	31	72,241	26,244	98,485	11,652 3 7	6,672 0 3	18,324 3 10	9,489 17 10	5,406 7 3	14,896 5 1	4 17 4	"
"	1,329	45	106,070	50,097	156,167	18,520 10 4	13,430 11 9	31,951 2 1	14,266 12 7	8,547 4 9	22,813 17 4	6 8 6	Mileage tariff in operation up to 1st Sept., 1869; uniform 2s. 6d.
"	1,661	56	122,545	62,878	185,423	17,218 1 4	12,252 6 0	29,470 7 4	16,417 7 4	14,120 4 10	30,587 12 2	8 9 11	Mileage tariff from 1st Sept., 1869, to 31st March, 1870; and present 1s. tariff from 1st April, 1870.
"	*1,976	72	253,582	59,292	312,874	22,419 8 8	9,876 17 6	32,296 6 2	21,254 4 3	11,344 3 8	32,598 7 11	5 19 6	
"	†2,185	81	344,524	67,243	411,767	28,121 10 0	11,043 3 9	39,164 13 9	28,593 9 9	8,858 19 7	32,462 9 4	4 2 3	
"	†2,356	93	485,507	83,453	568,960	39,680 18 9	11,105 2 0	50,786 0 9	27,040 18 10	9,479 5 4	36,520 4 2	4 1 11	

* 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.

‡ From this mileage 42 miles to be deducted before computing the cost per mile for maintenance.

Table F.
COST OF MAINTENANCE OF TELEGRAPH LINES for the Financial Year ended 30th JUNE, 1873.

SECTION.	Number of Miles.	Salaries of Linemen and Inspectors.		Travelling Expenses of Linemen and Inspectors.		Extra Labour.		Cost of Material used for Repairs.		Total Cost of Maintenance.		Cost per Mile.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Riverton to Balclutha ...	138	523	16 10	48	0 0	3	7 0	...	6 0	575	3 10	4	3 4
Tokomairiro to Queenstown ...	140	461	13 4	185	10 9	2	7 6	25	6 0	624	17 7	4	9 3
Balclutha to Waitaki, including Naseby Line...	210	181	14 8	110	19 7	86	0 4	...	...	378	14 7	1	16 0
Waitaki to Christchurch, including Akaroa Line	198	573	6 8	170	17 3	18	11 10	3	6 6	766	2 8	3	17 4
Christchurch to Greymouth ...	176	437	10 0	238	4 6	65	13 4	12	2 3	753	10 1	4	5 7
Greymouth to Westport, including Reefion Line	117	390	0 0	282	9 3	15	9 0	15	12 0	703	10 3	6	0 3
Christchurch to Blenheim, including Waiau Line, 37 miles	245	679	3 11	248	11 11	127	9 10	14	10 2	1,069	15 10	4	7 4
Blenheim to Nelson, including White's Bay Line	92	329	3 4	141	11 6	40	15 6	3	13 0	515	3 4	5	11 11
Nelson to Motueka ...	32	75	0 0	14	10 6	19	18 0	...	...	109	8 6	3	8 4
Wellington to Opunake and New Plymouth ...	242	487	15 10	267	7 7	157	18 5	42	6 1	955	7 11	3	18 11
Wellington to Napier ...	221	489	3 4	207	13 5	109	0 1	23	9 2	829	6 0	3	15 0
Napier to Tauranga ...	200	278	6 0	176	18 1	44	19 0	0	9 2	500	15 4	2	10 1
Tauranga to Grahamstown...	73	174	3 4	117	12 1	52	10 9	21	7 1	365	13 3	5	0 2
Auckland to Coromandel and Alexandra ...	230	860	19 4	380	4 0	78	18 4	11	14 11	1,331	16 7	5	15 9
	2,314	5,941	16 7	2,540	10 5	822	18 11	173	19 5	9,479	5 4	4	1 11*

NOTE.—Winton Line, 14 miles; Ross Line, 20 miles; Rangiora Line, 8 miles—not included in this Table. * Total average cost per mile.

Table G.

INSULATION TESTS of the COOK STRAIT CABLE for the Years ended 30th JUNE, 1868, 1869, 1870, 1871, 1872, and 1873, respectively, showing the Resistance per Knot after Two Minutes' Electrification in Millions of Ohms (British Association Units of Resistance).

DATE.	1867—			1868—			1869—			1870—			1871—			1872—			1873—		
	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.
September 1 ...	473	71	554	562	31	950	1870—	430	8 6	812	1871—	489	2 08	955	1872—	687	49 6	1,146	687	49 6	1,146
September 30 ...	634	109	634	531	14	963	April 26 ...	356	-446	871	May 23 ...	717	1 28	1,288	June 22 ...	826	65 6	1,476	826	65 6	1,476
October 14 ...	547	172	620	522	15	981	May 31 ...	455	2 3	622	June 24 ...	717	1 28	1,288	July 23 ...	818	88 5	1,735	818	88 5	1,735
November 1 ...	598	32 6	667	649	9	1,104	June 26 ...	517	393	893	July 7 ...	751	1 36	1,444	August 19 ...	709	173	1,331	709	173	1,331
November 14 ...	574	10 6	643	667	7	1,200	July 16 ...	473	1 7	763	August 25 ...	517	1 31	1,123	September 1 ...	763	208	1,566	763	208	1,566
December 2 ...	608	10 5	709	754	13	1,275	August 16 ...	508	6 7	1,108	September 25 ...	641	2 65	1,481	October 22 ...	867	220	1,561	867	220	1,561
				582	5	1,253	September 17 ...	471	5 5	1,069	October 1 ...	570	9 98	1,079	November 20 ...						
1868—				638	2 5	1,159	October 20 ...	505	10 2	1,149	November 23 ...				December 30 ...						
June 7 * ...	930	5 5	1,094	582	5	1,253	November 21 ...	480	7 7	1,121	December 28 ...										
September 11 ...	630	22 5	946	638	2 5	1,159	December 21 ...	480	7 7	1,121											
September 17 ...	697	63 5	1,000	638	2 5	1,159															
1869—				526	2	865	1871—	574	6 7	1,312	1872—	579	8 29	981	1873—	642	10 3	1,307	642	10 3	1,307
March 27 ...	467	26	729	417	3	707	January 21 ...	565	2 0	1,173	January 27 ...	596	9 5	1,073	January 24 ...	578	18 1	1,271	578	18 1	1,271
April 19 ...	483	30	748	442	3 4	967	February 21 ...	497	2 39	1,166	February 27 ...	676	18 5	938	February 24 ...	611	24 8	1,420	611	24 8	1,420
				344	3 0 6	619	March 23 ...	508	1 85	1,003	March 31 ...	553	39 1	979	March 25 ...	585	21 0	1,272	585	21 0	1,272
							April 24 ...				April 25 ...	649	44 4	1,173	April 23 ...	505	29 7	1,281	505	29 7	1,281
											May 28 ...				May 23 ...	611	50 0	1,203	611	50 0	1,203

* This test was taken with zinc to earth; † No test taken.

Table H.
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 Mataka	32	...	...	...	1,199	0	0	739	1	4	469	11	0	2,407	12	4	75	4	9
Mataka 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
Tokomairi to Queenstown	140	...	...	...	...	...	...	...	...	...	4,432	1	4	4,432	1	4	31	13	2g
Tokomairi 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
Greymouth to Reefton	50	2,649	0	0	1,440	14	0	1,101	6	7	1,795	9	11	6,986	10	6	139	14	7
Leithfield to Waiau	37	...	...	...	801	12	4	688	2	5	847	4	6	2,336	19	3	63	3	2
Invercargill to Winton	14	...	...	...	295	2	0	156	4	11	209	1	0	660	7	11	47	3	5
Hokitika to Ross	20	401	3	0	172	12	6	208	11	6	200	12	6	982	19	6	49	2	11
Kaiapoi to Rangiora	8	...	...	...	207	0	0	48	2	8	37	17	6	293	0	2	36	12	6
Greymouth to Westport, reconstruction, 67 miles ... ..	...	...	...	...	675	14	3	69	16	9	1,216	9	1	1,962	0	1	29	5	8
Havelock to Nelson, reconstruction, 25 miles ... ..	...	...	...	...	379	18	6	17	15	0	144	5	2	541	18	8	21	13	6
Invercargill to Balclutha, reconstruction, 70 miles ... ..	...	...	...	...	1,221	3	9	113	15	5	706	12	3	2,041	11	5	29	3	3
Third Wire, Oamaru to Christchurch, 161 miles ... ..	...	...	...	...	936	2	10	1,935	7	2	1,077	10	8	3,949	0	8	24	10	6
Second Wire, Christchurch to Hokitika, 146 miles ... ..	...	...	...	...	290	6	0	1,286	7	0	518	13	6	2,095	6	6	14	7	0
Second and third Wires, Hokitika to Greymouth, 60 miles ...	...	...	...	...	...	...	...	499	7	0	216	2	5	715	9	5	11	18	5
Totals, South Island	1,390	6,406	13	9	39,074	17	5	22,980	7	9	38,829	1	3	107,291	0	2	77	3	9
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	6
Wellington to Masterton	60	264	4	6	...	...	...	839	4	4	2,357	6	3	3,460	15	1	57	18	4
Masterton to Castle Point	36	22	15	1	...	...	...	388	18	6	1,267	9	1	1,679	2	8	46	19	6
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	5
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 Piako 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	4
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
Third Wire from Auckland to Grahamstown, 76 miles ... ..	...	...	...	...	173	1	6	816	9	7	1,136	6	11	2,125	18	0	27	19	5
Third Wire from Wellington to Masterton, and 60 miles from Napier to Waipukurau, 42 miles ... ..	...	...	...	...	146	17	6	188	17	2	1,020	11	10	1,356	6	6	13	5	10
Grahamstown to Coromandel	30	1,108	13	6	605	6	3	414	6	9	2,076	12	0	4,204	18	6	140	3	3
Carried forward	904	4,246	0	5	27,070	3	7	19,534	7	2	29,319	14	11	80,170	6	1	...	...	...

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.

Table H—continued.
TOTAL COST of the LINES of TELEGRAPH, &c.—continued.

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.
Brought forward	904	4,246 0 5	27,070 3 7	19,534 7 2	29,319 14 11	80,170 6 1	...
Patea to New Plymouth, 90 miles, less 28 miles not yet erected	62	...	4,026 17 10	1,144 11 3	2,002 5 9	7,173 14 10	115 14 1*
Onehunga to Junction, reconstruction, 5 miles ... ..	...	...	40 5 0	4 6 0	36 19 10	81 10 10	16 6 2
Totals, North Island	966	4,246 0 5	31,137 6 5	20,683 4 5	31,359 0 6	87,425 11 9	90 10 0
Totals, South Island	1,390	6,406 13 9	39,074 17 5	22,980 7 9	38,829 1 3	107,291 0 2	77 3 9
	2,856	10,652 14 2	70,212 3 10	43,663 12 2	70,188 1 9	194,716 11 11	
Cook Strait Cable, including freight from London and expense of laying ... ..	...	...	...	...	...	29,864 0 0	
Total expenditure (exclusive of lines in progress) ... ..	...	...	...	...	...	224,580 11 11	

Total number of miles of Line, 2,356. Total number of miles of Wire, 4,574.

* This cost per mile includes poles and material for portion of line (28 miles) yet to be erected.

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, 1873.

DEPARTMENT.	September Quarter, 1872.	December Quarter, 1872.	March Quarter, 1873.	June Quarter, 1873.	Totals.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial Secretary	250 0 0	396 16 0	449 2 6	437 9 0	1,533 7 6
Crown Lands	17 7 6	19 2 0	22 2 6	16 16 0	75 8 0
Customs	65 8 0	68 19 6	75 10 0	53 9 0	263 6 6
Defence	247 3 0	238 19 0	358 14 0	393 10 0	1,238 6 0
Judicial	149 8 6	194 7 6	177 14 0	168 12 0	690 2 0
Marine	12 1 0	8 2 6	3 0 6	3 5 0	26 9 0
Native	316 11 6	453 7 0	402 8 6	812 6 0	1,984 13 0
Postal	317 11 0	287 17 6	317 15 6	346 16 0	1,270 0 0
Public Works	436 12 0	461 13 6	671 2 0	792 1 0	2,361 8 6
Registrar-General	2 11 0	6 9 0	21 17 0	19 14 6	50 11 6
Registrar of Lands	13 7 6	11 15 0	11 18 0	15 8 6	52 9 0
Treasury	97 9 6	120 6 6	159 5 6	191 2 6	568 4 0
Shipping Reports	207 6 6	257 0 6	255 5 0	271 5 0	990 17 0
	2,132 17 0	2,524 15 6	2,925 15 0	3,521 14 6	11,105 2 0

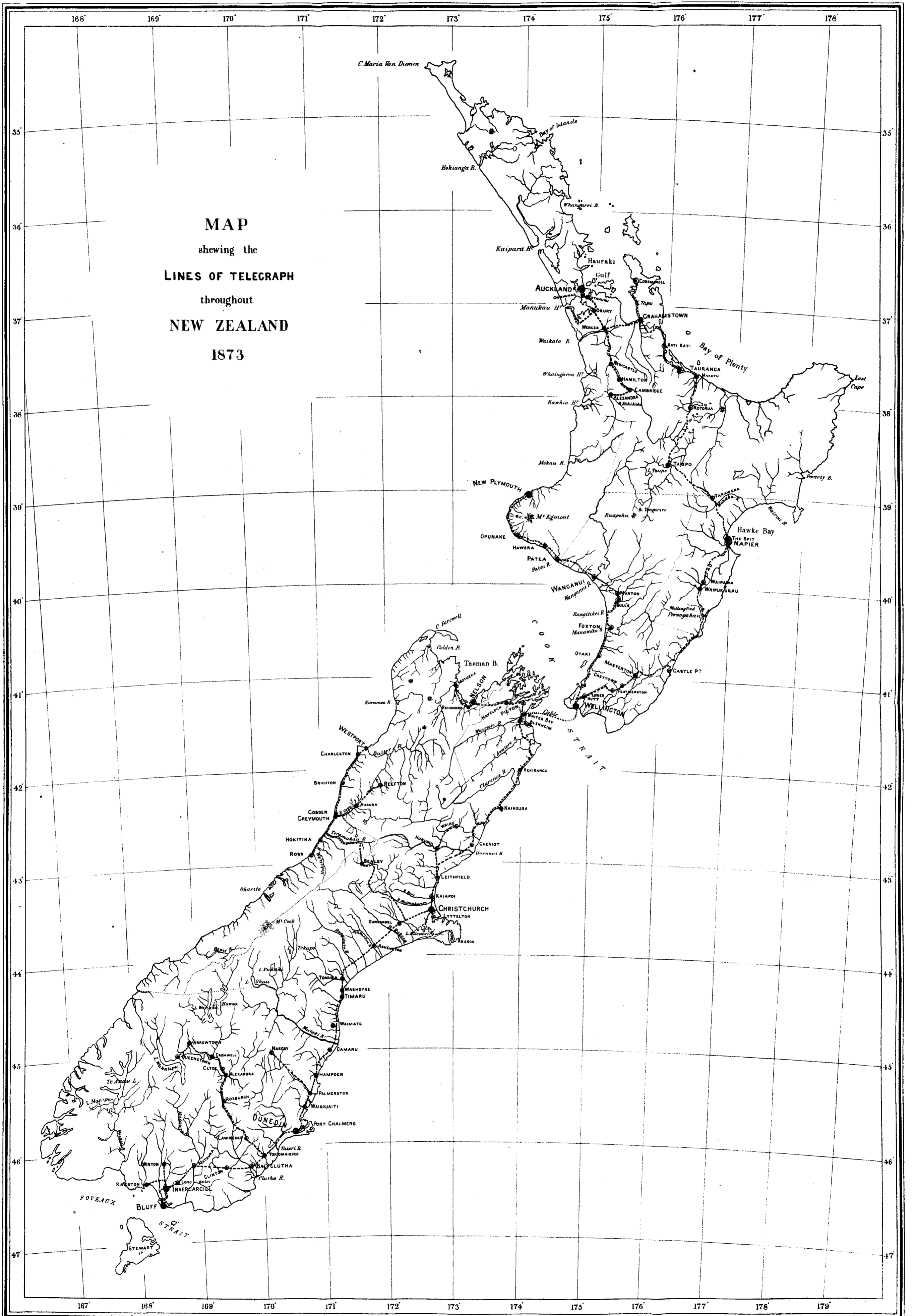
Table K.

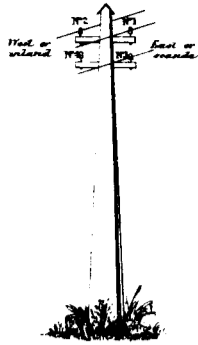
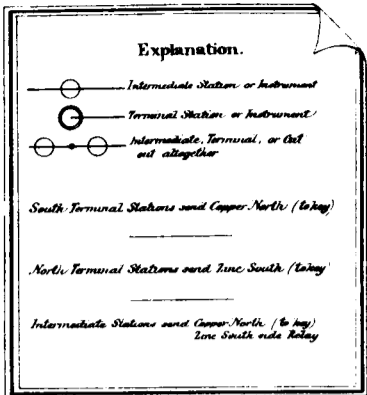
DEBTOR and CREDITOR STATEMENT.

Dr.	£ s. d.	£ s. d.	CR.	£ s. d.	£ s. d.
To total cost of maintenance of Stations	27,040 18 10		By Cash Receipts, as under, viz. :—		
To total cost of maintenance of Lines	9,479 5 4		Ordinary, Press, and Provincial Government Telegrams*	39,680 18 9	
To commission on Java Cable Telegrams	12 3 8		Incidental Receipts, not included in Tables, viz. :—		
To refunds to Press, 25 per cent. on value of Interprovincial Telegrams	487 2 2		Profit on San Francisco Telegrams	11 2 4	
			Excess on Ordinary Telegrams	49 7 11	
			Amount collected by Post Office for Telegraph Department on Money Order Telegrams	289 11 0	
Total Disbursements		37,019 10 0	Total Cash Receipts	40,031 0 0	
To Interest on Capital Account at 6 per cent. on £224,580 11s. 11d.		13,474 16 8	Value of General Government Telegrams	11,105 2 0	51,136 2 0
To balance to the credit of the Department		50,494 6 8	By amount due by Nelson Provincial Government, being guarantee on Motueka Line...	228 4 4	228 4 4
		869 19 8			
		£51,364 6 4			£51,364 6 4

* Of this amount, £354 11s. 6d. was collected in Postage Stamps.

By Authority: GEORGE DEDSBURY, Government Printer, Wellington.—1873.



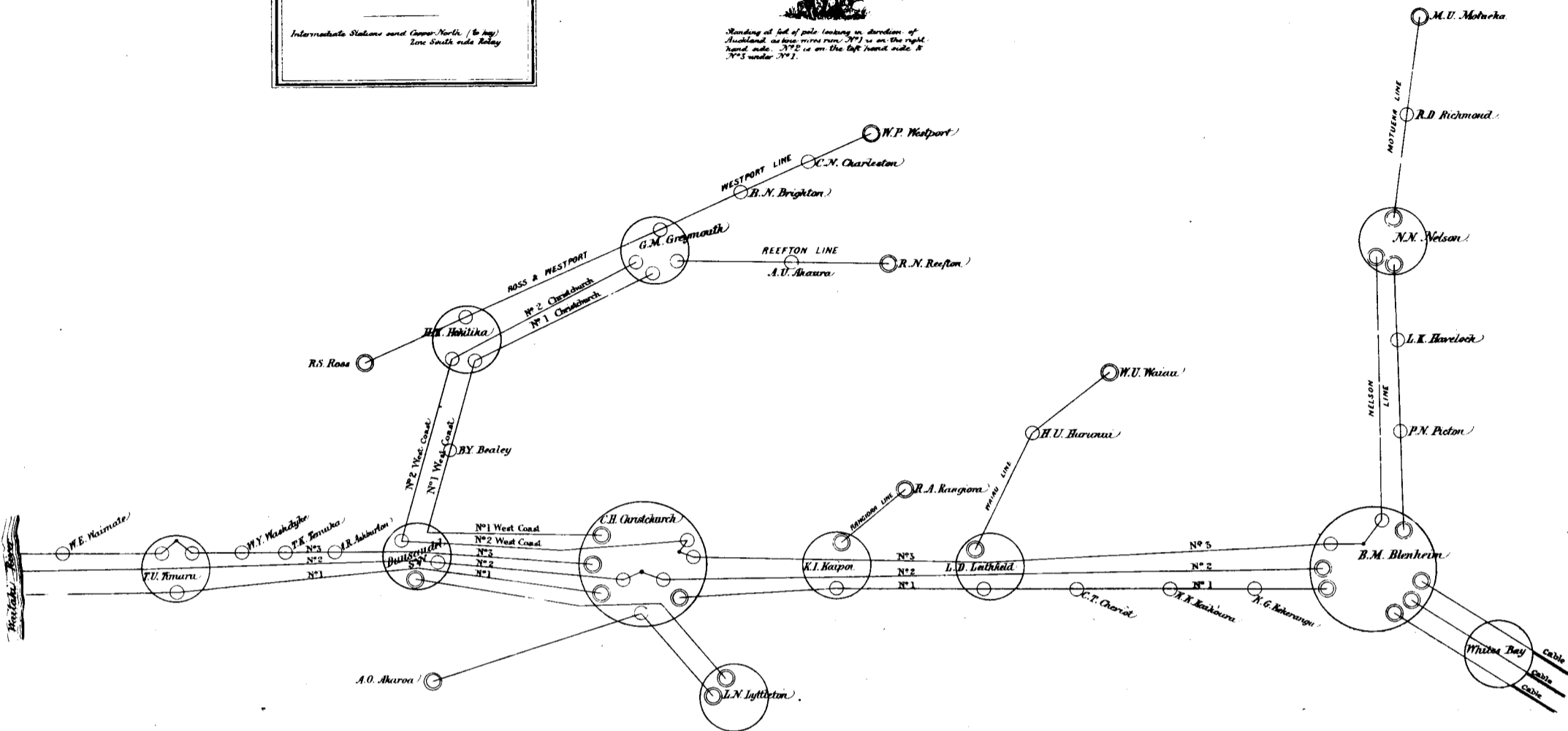


Standing at foot of pole looking in direction of Auckland, as line wires run: N1 is on the right hand side, N2 is on the left hand side & N3 under N1.

MIDDLE ISLAND

TELEGRAPH CIRCUITS

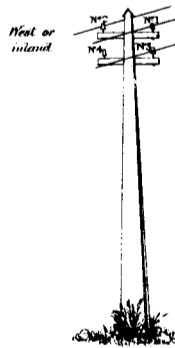
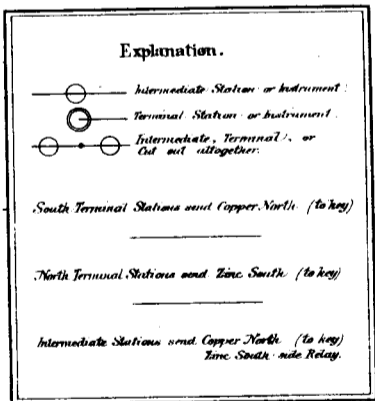
from Tamaru (Maitaki River) to Motueka also West Coast Circuits.



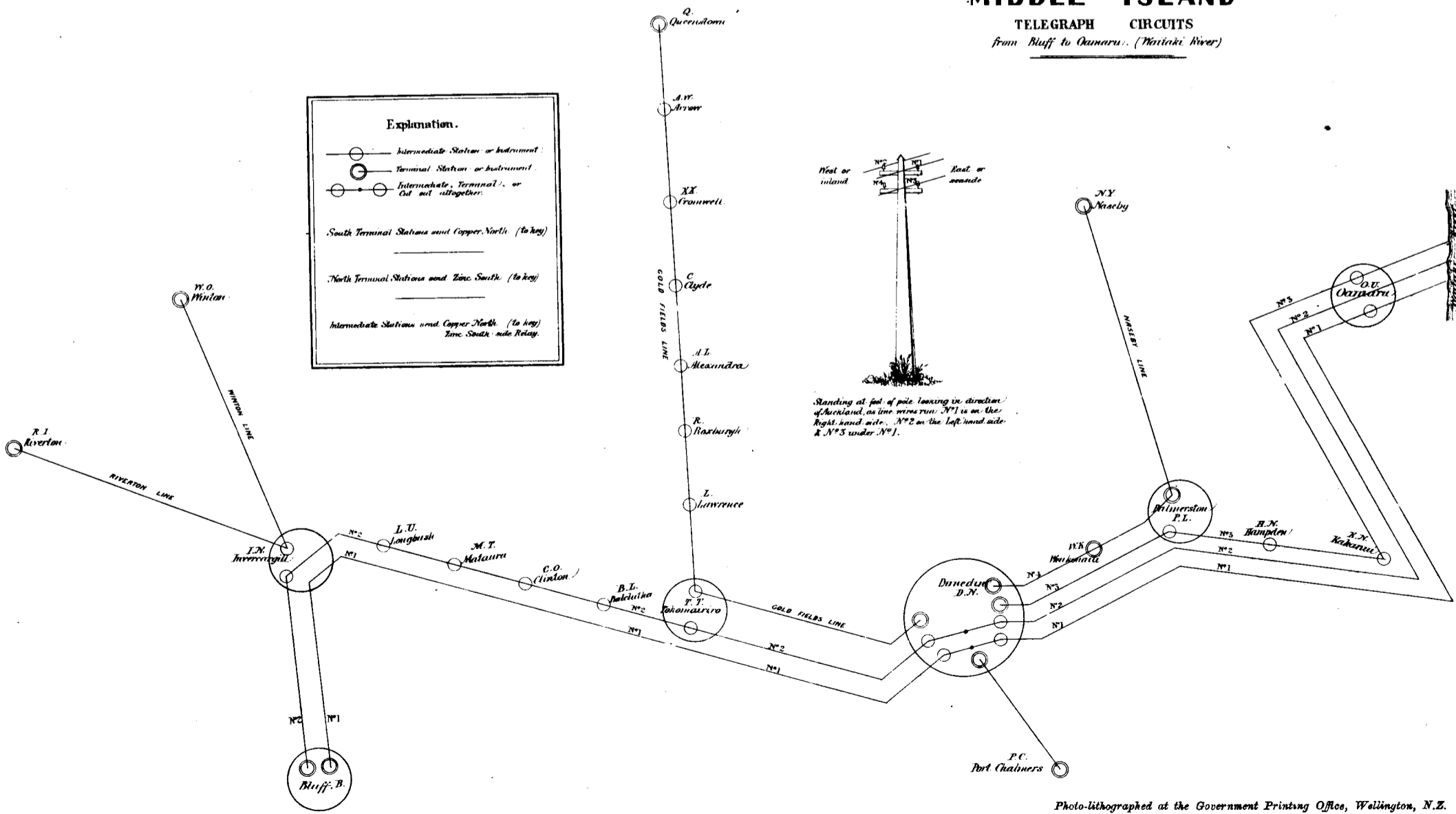
MIDDLE ISLAND

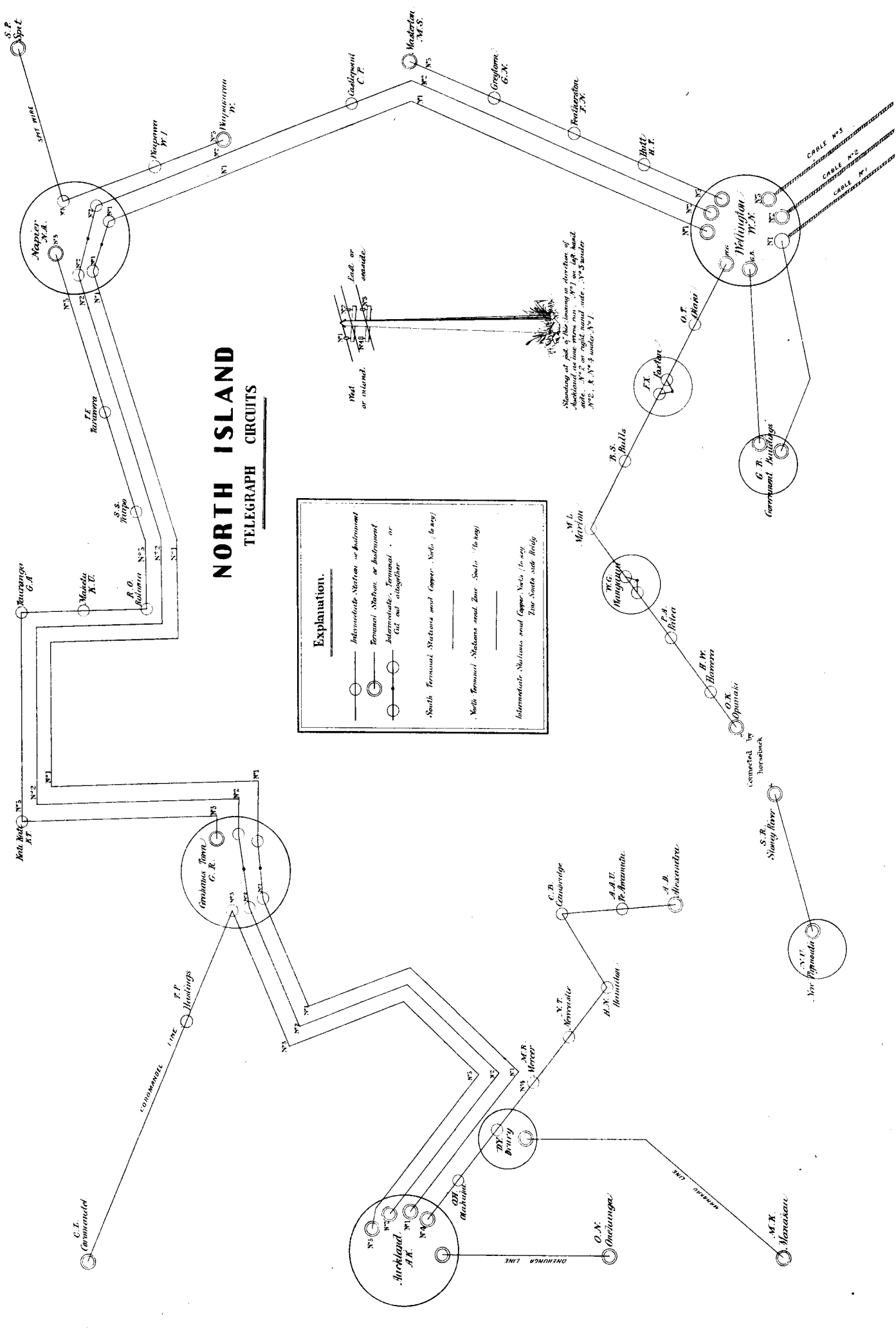
TELEGRAPH CIRCUITS

from Bluff to Oamaru (Maitaki River)



Standing at foot of pole looking in direction of Auckland, as line wires run: N1 is on the right hand side, N2 on the left hand side & N3 under N1.





NORTH ISLAND TELEGRAPH CIRCUITS

Explanation.

Intermediate Station or Instrument
 Terminal Station or Instrument
 Intermediate, Terminal, or Cut out altogether
 South Terminal Stations and Copper Wires (to key)
 North Terminal Stations and Zinc Solder (to key)
 Intermediate Stations and Copper Wires (to key)
The South side only.

Wet or inland.
 Trade or outside.

Standing at top of this tower in direction of Auckland as line runs N.W. [Symbol] on left hand side of tower and right hand side. [Symbol] on right hand side. S.W. [Symbol] on right hand side. N.E. [Symbol] on right hand side.

CABLE N°3
 CABLE N°2
 CABLE N°1

