

1875.

NEW ZEALAND.

TELEGRAPH DEPARTMENT.

(ELEVENTH ANNUAL REPORT.)

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

Office of the Commissioner of Telegraphs, Wellington,
20th July, 1875.

MY LORD,—

I have the honor to submit to your Lordship a report as to the operations of the Telegraph Department of New Zealand, during the year ended the 30th June, 1875, being the Eleventh Annual Report of the Department.

I have, &c.,

WILLIAM H. REYNOLDS,
Acting Commissioner of Telegraphs.

His Excellency the Most Hon. the Marquis of Normanby,
K.C.M.G., Governor of New Zealand.

REPORT.

THE revenue for the year 1874–75 was estimated at £55,000, but it has exceeded that amount by over £800.

During the year, 917,128 telegrams of all codes were transmitted, being an increase of 164,299, or more than 17 per cent. over the previous year. Taking into account the value of General Government telegrams transmitted (£13,679 10s. 9d.), the total earnings of the department for the year amount to £69,536 12s. 3d., which, after deducting the cost of the Signals Department, maintenance of lines, &c., leaves a balance of £9,460 13s. 4d. as interest upon the capital expended.

The number of telegrams transmitted during the year (917,128), compared with the number of interprovincial letters posted during the year, shows that 22·59 telegrams were sent for every 100 letters posted. The proportion is not quite so great as last year, but the fact that there is nearly one million increase in the number of letters posted as compared with the number of letters for the previous year, should not be overlooked.

It will be seen that in one instance the proportion reaches 29·76, and in the cases of Southland and Wellington 28·41 and 27·34 respectively.

The number of Money Order telegrams sent during the year was 9,650, representing a value of £46,489 19s. 10d., or an increase of 1,649 messages, and of £8,437 5s. 1d., as compared with the previous year. The commission collected by the Post Office was £1,257 5s.; and after deducting £482 10s., due to the Telegraph Department as fees on the telegrams, there remained to the credit of the Post Office, as commission on exchange, £774 15s., or more than £1½ per cent. on the amount transmitted. Dunedin, Wellington, and Christchurch, and their respective sub-offices, issued the largest number of orders; and Dunedin, Auckland, Wellington, and Christchurch paid the largest number.

To enable masters of vessels to ascertain the state of the weather prevailing at any port to which they might be bound, or at any intermediate port, the system of sixpenny telegrams, including reply, was introduced. The facilities thus afforded, when generally known, will doubtless be taken great advantage of by maritime men.

A like facility for obtaining news at a reduced rate was also granted to all Chambers of Commerce throughout the colony who might be desirous of acquiring for public information the arrivals and departures of shipping at the various ports. The consideration in this case asked for by the department was, that telegrams containing shipping intelligence, the same being positively for public and not private information, be paid for at the rate of 3d. per telegram for

each vessel. This concession has not as yet been taken great advantage of, but will doubtless, with the general progress of the colony, be adopted to a considerable extent.

An alteration in the method of reporting arrivals and departures of steamships, by obtaining the information from the agents instead of from officers of the Customs Department, was made; but neglect and carelessness on the part of agents to furnish the information to the various Telegraph Offices caused such general dissatisfaction that certain officers of the Customs have been detailed to again perform the duty, for which extra services they will receive consideration from this department.

During the past year 456 miles of new lines, carrying a single wire, have been erected, and 988 miles of wire have been added to the original lines, making a total addition of 1,444 miles of wire.

There are now opened to the public throughout the colony 127 stations, 21 of which have been opened during the past year, 6 being in the South Island, and 15 in the North Island.

The length of line maintained during the past year was 2,955 miles, the average cost for maintenance being £4 16s. 4d. per mile.

At the close of the year, 2,986 miles of line, carrying 6,626 miles of wire, were in circuit, showing an increased mileage upon the previous year, in line 456, and wire 1,444.

The nominal strength of the department, including Linemen and Inspectors, on the 30th June, 1875, was 509 against 388 of the previous year.

The duplex system of telegraphy, mentioned in the last Annual Report, has been in successful operation on the No. 3 wire in the Cook Strait Cable since the 18th of June, 1874, and the advantage of speedy communication consequent thereupon has been very obvious. Instruments are now ready, and the system will be immediately introduced on the No. 3 wire north to Napier, and on the No. 3 wire between Blenheim and Christchurch. With the additional wires erected and mentioned in another part of this Report, between Napier and Wellington, it is anticipated that this will greatly facilitate the transmission of the increasing work now offering.

It is proposed to introduce shortly the Automatic system on some of the longer circuits, instruments for this purpose having just arrived from England. In the transmission of long press messages, which may possibly require to be sent in various directions, the saving of labour cannot be over-estimated.

The following lines, which were in course of construction at the date of the last Report, have been completed:—

AUCKLAND TO BAY OF ISLANDS AND HOKIANGA.

The erection of this line was commenced on the 1st June of last year, and completed to Hokianga on the 11th March, 1875. Stations upon this line have been opened at the following places, viz. Hokianga, Kawakawa, Russell, Whangarei, Waipu, and Warkworth, and it is further intended to open stations upon the same line at Helensville, Riverhead, and Ohaewae. An opinion as to the magnitude of this work may be formed when the fact is taken into consideration that the line is upwards of 220 miles in length, 58 miles of which run through dense bush, and the greater portion of it passing over Native lands. In the work of erection and bush clearing, advantage was taken of the Native labour available, and it is worthy of mention that numerous small contracts were taken by Natives; who again further engaged under them the labour of other Natives. The general route of this line was fully described in the Annual Report of last year. The total cost, particulars of which will be found in Table I., amounts to £18,258 18s. 2d., showing cost per mile £82 15s. 4d., including the bush clearing of the 58 miles above mentioned.

NASEBY TO CLYDE.

The erection of this line, including a loop line to St. Bathans, was commenced on the 9th June, 1874. An office at St. Bathans was opened on the 24th October last, and one at Ophir on the 1st November. The cost of this line, which is 56 miles in length, will be found in Table I.

POVERTY BAY LINE.

The extension of this line to Gisborne was completed and a station opened at that place on the 4th May. The length of this line from Napier is 107 miles. Owing to the innumerable difficulties encountered in the delivery of the poles and wire, great delay has ensued, and consequently greater expense incurred in the erection. It should be mentioned that the necessity for the telegraph system being extended to Gisborne has beyond doubt proved itself, from the general use made of the wires since the line has been open to the public. Particulars as to the cost of this line are shown in Table I.

SOUTHBRIDGE LINE.

On the 7th July, 1874, a branch line from Christchurch to connect Southbridge was commenced, and completed on the 9th September of the same year. An office at Southbridge was opened on the 25th February, 1875. The length of this section is 30 miles. The cost shown under various headings will be found in Table I.

THIRD WIRE, MASTERTON TO WAIPUKURAU.

The stretching of this wire was commenced on the 7th April, 1874, and completed on the 13th July of the same year. The cost of this work is shown in Table I.

LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

CARGILL'S LINE FROM ROXBURGH.

The erection of this line, the cost of which was refunded to the department by Messrs. Cargill and Anderson, was completed on the 3rd July. The wire, for the greater portion of the distance, is carried on poles already in use. The cost of erection, &c., is shown in Table I.

GERALDINE LINE.

A branch line from Temuka to connect Geraldine was commenced on the 30th January, and completed on the 23rd of the following month. An office was opened at Geraldine on the 6th April. The length of this line, as also cost, &c., will be found in Table I.

FOURTH AND FIFTH WIRES, CHRISTCHURCH TO BLUFF.

The erection of these wires, which are now completed from Christchurch to Dunedin on the one side, and from the Bluff to Clinton on the other, was commenced simultaneously at either end. The increasing work of the Southern stations called for immediate attention in the shape of additional facilities for speedy communication, and the completion of these wires, it is estimated, will meet every demand for the present. The cost of erection up to the points above named will be found in Table I.

FOXTON TO PALMERSTON.

This line, which is 25 miles in length, has, with the exception of a gap of three miles, been completed, and an office fitted up for some time past. Owing to a slight difficulty as to the ownership of the land where the gap mentioned is situated, communication has been delayed, but it is hoped that in the course of a few weeks this difficulty will be overcome, and communication established.

FOURTH WIRE, WELLINGTON TO MASTERTON, AND WAIPUKURAU TO NAPIER.

The erection of this wire, which was commenced simultaneously from either end, is now completed. The work of intermediate stations between Wellington and Napier is performed on this wire, leaving three through wires for the work of the more important stations North—Napier, Grahamstown, Auckland, &c. The cost of this work is shown in Table I.

TOKATEA LINE.

A branch line from Coromandel, four miles in extent, has been erected to Tokatea, and a station opened at that place on the 22nd March last.

THAMES ALTERATIONS AND PUKOROKORO LINE.

It was found necessary to make considerable alterations in the route of this line. In places an entirely new line has been erected. A lineman's station has been established and opened at Pukorokoro.

The cost of these alterations is shown in Table I.

SECOND WIRE, WANGANUI TO HAWERA.

The increased population on the west coast of the North Island, and consequently the increased work offered to the department, called for this additional facility. A station has been opened at Wairoa, the work of which office, as also that of Patea and Hawera, will be performed on this wire, leaving a through wire, when necessary, for the transmission of New Plymouth telegrams.

SECOND WIRE, WELLINGTON TO WANGANUI.

The erection of this wire, which was reported as being completed to Bull's in the last Annual Report, has now been further carried to Foxton on the Wanganui side, and extended to Otaki on the Wellington side. Owing to slight Native difficulties encountered, some delay has ensued, but it is now anticipated that there will be no further difficulty experienced in connecting between Otaki and Foxton. Every precaution has been taken for the proper maintenance of this line at that part where it was necessary to re-erect it inland from Waikanae, a good horse track having been cut, and all the creeks on line of route substantially bridged.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

NELSON TO LYELL.

The erection of this line, carrying two wires, and branching off from Richmond, is now being carried out. From Nelson as far as Richmond the wires will be stretched upon the poles carrying the Motueka wire.

The line will follow the Main South Road crossing the Waimea River at the bridge, and passing through Spring Grove and Wakefield to Fox Hill (22 miles from Nelson); a mile of this section, near Wakefield, passes through bush, the remaining portion following along the line of road, and contiguous to the railway now being constructed, which has its terminus at Fox Hill. From Fox Hill the line will be carried through the Waiti Valley, crossing to the upper part of the Motueka River; thence through the Big Bush to within three miles of Top House (at the junction of the east and west roads); thence westward to Round Hill, and passing on through comparatively clear and level land to Devil's Grip and the Hope Junction. This section of the line from Fox Hill, which is 86 miles in length, passes through 14 miles of bush. Another route, *via* the junction of the Motueka and Motupiko Valleys, Clarke Saddle, and thence to Hope Junction, was also explored, but as the bush, 26 miles in extent, offered greater difficulties, the one above mentioned has been adopted. Attention had also to be given to the fact, that should a direct line to Blenheim at any future time be required, the route adopted would effect a considerable saving, as the poles from the junction of the east and west roads to Top House could be utilized. From the Hope Junction the line will follow the north bank of the Buller River to the Lyell, crossing the Hope, Owen, and Matairi Streams.

The total length of the section is 118 miles, 59 of which is through bush.

KAIKOURA RECONSTRUCTION.

The faulty insulation of a portion of this line, caused by its proximity to the sea, called for immediate attention. A new line, about 25 miles in extent, commencing from a point about four miles north of Kekerangu to five miles south of the Clarence, will be completed shortly, the same running inland, and thereby removing a section of similar length from the sea coast.

From that point to two miles north of the Hapuka River, a distance of about ten miles, owing to the precipitous nature of the country, the line cannot be shifted; but, in order to secure a better insulation for the wires, each wire will be given a separate arm and erected on the alternate side of the pole, and where the spans cross small bays, as a further protection each wire will be carried on a separate pole. From the Hapuka to the Kahautara River the line has been shifted back. That portion of the line over Riley's Hill has also been considerably strengthened. The various alterations mentioned, so far as they have already been completed, have given sufficient evidence that the measures taken for the better insulation of the wires have been effectual.

SECOND WIRE, GREYMOUTH TO LYELL.

The erection of this wire to connect with those now being run from Nelson to Lyell is being carried on. This will afford greater facilities for communication between stations in the North Island and those on the West Coast of the Middle Island, besides giving another route for telegrams from the South in the event of interruption on the line between Christchurch and Hokitika *via* Bealey.

FOURTH AND FIFTH WIRES, GREYMOUTH TO HOKITIKA.

These wires are intended to connect with the overland route from Nelson *via* the Lyell, and will consequently reduce, in a great measure, the work on the line from Christchurch *via* Bealey.

SECOND WIRE, TOKOMAIRO TO LAWRENCE.

The erection of this wire is now in progress; when completed it will relieve the other wire of the pressure of work put upon it by the increasing work of the stations on that section. It will doubtless before long become necessary to continue the wire from Tokomairiro to Dunedin.

WAIPUKURAU TO PORANGAHAU.

The continuation of the fourth wire from Waipukurau to Porangahau was completed on the 14th June. A lineman's station at the latter place will be opened when the erection of the office is completed.

MAINTENANCE AND REPAIRS.

BLUFF TO BALCLUTHA.

This section, during the erection of the fourth and fifth wires from the Bluff, has in many places been considerably strengthened. Sixty 25-foot and one hundred and seventy 20-foot poles have been inserted, and all angles, where possible, removed. The wires at road crossings, &c., have also been raised to prevent interruptions by traffic. Particulars as to cost of maintenance of this and other sections are given in Table G.

BALCLUTHA TO WAITAKI.

Upon this section, the line from Palmerston to Naseby has received a thorough overhaul. Extra poles have been inserted, and about two tons of wire erected to replace a like quantity of inferior wire.

TOKOMAIRO TO QUEENSTOWN.

On the Gold Fields line to Queenstown, about 270 heart of black pine poles have been erected, renewing a section of 18 miles between Lawrence and Roxburgh.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

This section has been considerably strengthened, and numerous deviations in the line effected, to insure safety from breakages caused by floods and the peculiar formation of the country through which the line passes. The wires through the Otira Gorge, where the line was swept away in February 1874, have been carried in the most secure and substantial manner over the tops of spurs and precipices, not averaging less than 200 feet above their old position. Considerable bush-clearing through the Teremakau and Otira Valleys has been done, and the whole of the line in that vicinity shifted to a secure position. The encroachment of the Arahura and Kawhaka Creeks will necessitate the immediate abandonment of about 12 miles of line, which distance will be substituted by a loop line of five miles in length to the new line between Greymouth and Hokitika. Poles and wire from former diversions will be utilized in this work; and when the reconstruction of the line between Greymouth and Hokitika is completed, it is hoped that this section will maintain a state of good working order.

WELLINGTON TO NAPIER.

This line has again been examined, and strengthened where necessary. Advantage was taken of the running of the fourth wire from Wellington to Masterton, and from Napier to Waipukurau, to make such alterations and additions as were deemed necessary. No accident worthy of mention has occurred during the past year. Since the date of the last Report, a line-man's station has been opened at Wainui, and stations on the same line at Upper Hutt and Carterton.

AUCKLAND LINES.

With the exception of necessary alterations made between the Thames and Piako Rivers, these lines call for no special comment. From the turret at the Thames, a new section has been erected, to connect at the junction with the south line, and that portion of the line for which this was substituted has been dismantled. About three miles of line between Taupiri and Rangiriri have been removed, as the poles were found to interfere with the railway traffic. Owing to the removal into new offices, certain alterations have been effected in the city of Auckland. A slight deviation in the line at Te Awamutu has been made, consequent upon the survey of a new township at that place. The section near Cambridge has been thoroughly strengthened, and at Drury and other railway crossings the wires have been raised. Owing to the extension of the railway works, numerous alterations of minor importance have been effected where found to interfere with traffic, or in the way of works in course of construction.

The thorough strength of the lines throughout the colony have been fairly tested within the last few weeks by the storms which have visited New Zealand; and it is worthy of mention that, with the exception of a breakage caused by snow between Christchurch and Hokitika, communication has not suffered.

COOK STRAIT CABLE.

As will be seen from the insulation tests in Table H, this portion of the telegraph system in New Zealand still maintains its good working order. It has become a matter for consideration whether an alternate cable should not be laid, so as to avoid total suspension of telegraphic communication in the event of a breakage occurring to the present one—a contingency which although remote is nevertheless possible. It must be obvious that should such a contingency arise, and no alternative cable to fall back upon be at hand, very great loss and inconvenience to the public would ensue. The following memorandum by Mr. C. Lemon, the General Manager of the department, upon this subject, points out the necessity for some action being taken in the direction indicated:—

“The present Cook Strait Cable has now being submerged close upon eight years, and at the date of the last test for insulation (24th March, 1875) gave as good results as when first laid. This state of insulation may continue, so far as comparing previous tests taken monthly during the last six years is a guide, but the cable is liable to interruption from either of the two following causes—First, from a ship on a lee shore, off Cape Terawiti, or in that vicinity, endeavouring to save herself by letting go her anchors and possibly fouling the cable with the same. Second, by an earthquake causing a fissure in the bed of the ocean in a line at right angles to the lay of the cable, and thus causing it to part.

“Both these accidents have happened to cables; and although the chances of the Cook Strait cable receiving injury from either of the above sources is very remote, still they are accidents within the bounds of possibility.

“It is for the Commissioner to consider, in the event of interruption from either of the above sources, whether it would not be prudent to have a second cable laid (containing either one or three wires), as soon as it could be obtained from England, so that telegraphic communication, pending the repair, would not be entirely suspended, which it doubtless would were an accident to happen to the present cable without an alternate one to fall back upon. I estimate the cost of a one-wire cable laid at £10,000.

“From a conversation I have had with Captain Fairchild, I was led by him to understand that there are other approaches, on either side of Cook Strait, equally as good for cable-landing purposes as the present.

“The present cable, owing to the introduction of duplex telegraphy, is capable of performing all the work which may be required of it for some time to come; but in the event of an interruption and pending repairs, and without a second cable to fall back upon, the pecuniary loss to the department would be great, whilst the public would be much inconvenienced by the total suspension of telegraphic communication with the other island.

“It is possible that, in the event of an interruption, the picking up of the two ends of the cable, and its repair, might occupy the best part of a month, should the weather prove unpropitious.

“The picking-up gear and steam-engine are always kept in readiness for such a contingency, and are under the charge of Mr. Nancarrow.—C. LEMON, General Manager.”

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.—Value of Government Telegrams.
 ” E.—Comparative Quarterly Return, years ending June 1874 and 1875.
 ” F.—Annual Comparative Progress of the Department.
 ” G.—Cost of Maintenance of Lines.
 ” H.—Insulation Tests, Cook Strait Cable.
 ” I.—Total Cost of Lines.
 ” 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, 1875.

Name of Station.	Total Cash Revenue derived from Private, Press, and Provincial Government Messages.		Value of General Government Messages.		Total Value of Messages of all Codes.		Total Number of Private, Press, and Provincial Government Messages.		Total Number of General Government Messages.		Total Number of Messages of all Codes.		Amount paid for Salaries.		Contingencies.		Total Cost of Maintenance of each Station.					
	£	s. d.	£	s. d.	£	s. d.					£	s. d.	£	s. d.	£	s. d.	£	s. d.				
Head Office	...	...	...	...	...	...	...	...	...	...	...	...	2,948	8	8	877	11	7	3,826	0	3
Ahaura	239	7	11	42	14	6	282	2	5	3,546	268	3,814	204	3	4	15	16	10	220	0	2	
Akaroa	263	0	1	21	17	11	284	18	0	3,877	311	4,188	113	6	8	35	12	2	148	18	10	
Alexandra, Otago	86	2	4	8	4	5	94	6	9	1,361	114	1,475	151	13	4	29	6	10	181	0	2	
Alexandra, Auckland	110	0	5	154	16	0	264	16	5	2,017	808	2,825	153	0	0	50	5	4	203	5	4	
Arrow	145	10	6	11	1	10	156	12	4	2,241	167	2,408	157	10	0	44	6	4	201	16	4	
Ashburton*	259	15	0	53	13	2	313	8	2	4,045	605	4,650	194	13	1	41	1	11	235	15	0	
Auckland	5,136	14	1	1,078	6	7	6,215	0	8	64,122	8,443	72,565	2,158	2	9	645	9	7	2,303	12	4	
Balclutha	358	9	5	29	2	3	387	11	8	5,548	379	5,927	195	9	4	69	13	7	265	2	11	
Bealey	35	0	10	20	11	11	55	12	9	540	330	870	220	0	0	68	15	4	288	15	4	
Blenheim	636	11	10	77	19	1	714	10	11	7,954	1,102	9,056	2,327	13	11	698	10	8	3,026	4	7	
Bluff	538	17	7	146	12	1	685	9	8	9,190	1,983	11,173	381	16	8	98	3	0	479	19	8	
Brighton*	32	2	0	0	9	7	32	11	7	517	3	520	85	3	4	85	4	2	170	7	6	
Bull's	226	18	7	15	18	2	242	16	9	3,574	158	3,732	110	10	0	32	0	10	142	10	10	
Cambridge	211	1	0	91	6	3	302	7	3	3,115	744	3,859	173	19	11	20	1	10	194	1	9	
Castle Point*	60	1	8	12	14	10	72	16	6	833	155	988	97	10	0	49	15	5	147	5	5	
Charleston	210	2	5	14	1	0	224	3	5	3,281	223	3,504	206	18	4	117	19	8	324	18	0	
Cheviot	78	16	1	0	4	3	79	0	4	755	3	758	83	16	8	48	10	6	132	7	2	
Christchurch	4,624	6	7	737	13	2	5,361	19	9	54,897	6,462	61,359	3,122	6	5	1,040	9	3	4,162	15	8	
Clinton*	117	16	5	6	7	5	124	3	10	1,794	77	1,871	215	5	7	49	2	4	264	7	11	
Clyde	196	6	8	12	9	6	208	16	2	2,998	179	3,177	125	0	0	38	16	10	163	16	10	
Coromandel	315	17	11	39	10	9	355	8	8	6,076	598	6,674	178	6	8	73	17	3	252	3	11	
Cromwell	315	16	4	18	0	0	333	16	4	4,697	307	5,004	217	5	7	56	3	1	273	8	8	
Dartmouth	2	13	2	0	1	0	2	14	2	43	1	44
Drury	33	2	1	5	19	10	39	1	11	536	46	582	84	10	0	42	12	9	127	2	9	
Dunedin	7,519	8	2	632	4	2	8,151	12	4	93,773	6,592	100,365	2,979	4	2	506	14	10	3,485	19	0	
Dunedin North...	201	15	11	12	9	7	214	5	6	3,353	168	3,521	205	6	8	68	12	1	273	18	9	
Dunsandel	44	11	3	1	17	0	46	8	3	775	23	798	85	6	8	13	9	10	98	16	6	
Featherston	90	0	9	25	15	2	115	15	11	1,482	309	1,791	116	6	8	20	3	4	136	10	0	
Foxton	233	10	0	106	4	11	339	14	11	3,468	1,018	4,486	212	3	4	39	10	7	251	13	11	
Geraldine	21	5	11	2	10	4	23	16	3	337	26	363	10	16	8	44	10	10	55	7	6	
Grahamstown	1,349	10	9	239	7	1	1,638	17	10	18,544	1,947	20,491	1,091	5	9	249	15	7	1,341	1	4	
Greymouth	1,563	14	11	219	0	11	1,782	15	10	20,126	2,448	22,574	915	6	8	478	0	6	1,393	7	2	
Breytown	267	12	11	23	7	3	291	0	2	3,854	296	4,150	304	19	11	30	5	10	335	5	9	
Gisborne	114	19	11	55	11	4	170	11	3	1,460	454	1,914	15	6	8	64	14	5	80	11	1	
Hamilton	325	5	7	96	3	10	421	9	5	4,666	1,075	5,741	162	13	4	70	7	9	233	1	1	
Hampden	123	5	11	21	7	3	144	13	2	1,916	248	2,164	155	0	11	37	8	10	192	9	9	
Hastings, Auckland*	17	7	2	37	11	9	54	18	11	285	225	510	98	6	8	18	15	10	117	2	6	
Hastings, Hawke's Bay	36	12	6	0	17	10	37	10	4	586	7	593	45	16	8	28	8	10	74	5	6	
Havelock	229	1	6	16	8	11	245	10	5	3,762	288	4,050	181	13	4	28	0	4	209	13	8	
Hawera	122	11	6	37	18	10	160	10	4	1,984	275	2,259	83	16	8	24	8	4	108	5	0	
Herbert	23	5	2	3	6	1	26	11	3	384	49	433	33	6	8	50	6	10	83	13	6	
Hokianga*	35	2	11	15	7	7	50	10	6	427	167	594	...	...	...	26	16	2	26	16	2
Hokitika	1,581	8	6	438	4	5	2,019	12	11	20,937	3,821	24,758	801	10	0	390	2	0	1,191	12	0	
Hurunui	79	8	2	1	1	0	80	9	2	1,244	11	1,255	83	6	8	9	14	10	93	1	6	
Hutt	86	11	2	8	11	4	95	2	6	1,523	104	1,627	129	3	4	55	6	4	184	9	8	
Invercargill	1,459	11	0	199	16	2	1,659	7	2	19,646	2,135	21,781	687	3	4	193	16	0	880	19	4	
Kaipoi	181	17	11	21	18	9	203	16	8	2,954	258	3,212	151	17	3	59	13	4	211	10	7	
Kaikoura	107	12	0	18	17	7	126	9	7	1,526	304	1,830	138	1	8	35	8	1	173	9	9	
Kakanui	126	19	8	1	1	1	128	0	9	1,782	21	1,803	117	10	0	12	15	4	130	5	4	
Kati Kati	25	5	11	14	6	4	39	12	3	368	90	458	94	0	0	73	4	4	167	4	4	
Kawa Kawa	43	14	9	4	8	4	48	3	1	634	27	661	27	10	0	62	4	8	89	14	8	
Kekerangu*	23	18	3	1	3	0	25	1	3	345	22	367	99	3	4	10	0	4	109	3	8	
Lawrence	336	11	9	17	14	5	354	6	2	4,978	239	5,217	152	0	0	66	17	6	218	17	6	
Leithfield	85	2	8	6	3	0	91	5	8	1,386	59	1,445	186	1	7	45	4	3	231	5	10	
Longbush	73	5	0	1	4	6	74	9	6	1,149	15	1,164	118	6	8	13	10	1	131	16	9	
Lyell	366	9	0	5	15	10	372	4	10	4,855	65	4,920	169	3	4	161	11	7	330	14	11	
Lyttelton	984	10	5	292	9	3	1,276	19	8	16,062	4,394	20,456	542	10	0	82	4	6	624	14	6	
Maketu	68	1	2	237	13	11	305	15	1	1,126	1,281	2,407	118	6	8	43	14	7	162	1	3	
Malvern*	32	8	3	0	14	0	33	2	3	482	6	488	108	15	0	20	8	6	129	3	6	

* Operator, also Lineman.

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.	Contingencies.	Total Cost of Maintenance of each Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Manukau Heads*	20 1 11	45 3 5	65 5 4	404	796	1,200	108 15 0	11 14 10	120 9 10
Marton	185 5 7	25 2 8	210 8 3	2,910	305	3,215	128 6 8	77 18 1	206 4 9
Masterton	255 1 5	35 6 2	290 7 7	3,911	500	4,411	212 3 4	57 11 7	269 14 11
Mataura	170 12 8	6 13 5	177 6 1	2,544	96	2,640	172 0 0	61 14 10	233 14 10
Mercer	113 7 8	25 14 5	139 2 1	1,856	203	2,059	106 13 4	20 7 4	127 0 8
Mosgiel	43 18 5	0 15 0	44 13 5	725	12	737	69 3 4	40 9 0	109 12 4
Motueka	129 0 8	7 7 1	136 7 9	2,203	115	2,318	88 0 0	14 18 10	102 18 10
Napier	1,707 12 3	572 18 4	2,280 10 7	19,621	4,725	24,346	1,282 4 0	294 2 3	1,576 6 3
Naseby	268 19 10	35 16 5	304 16 3	3,678	493	4,171	115 13 4	40 12 1	156 5 5
Nelson	1,926 4 2	347 13 2	2,273 17 4	26,507	4,017	30,524	1,129 9 11	127 9 0	1,256 18 11
Newcastle	276 3 9	122 4 4	398 8 1	3,768	1,119	4,887	170 3 4	86 3 7	256 6 11
New Plymouth	612 17 9	106 5 9	719 3 6	6,797	1,068	7,865	279 15 0	150 6 7	430 1 7
Oamaru	1,555 2 5	206 18 4	1,762 0 9	19,595	2,299	21,894	564 3 0	256 17 4	821 0 4
Onehunga	162 17 9	62 9 0	225 6 9	2,780	964	3,744	171 13 4	11 19 10	183 13 2
Ophir*	54 10 9	0 2 3	54 13 0	867	2	869	72 18 4	93 13 0	166 11 4
Opotiki*	117 14 5	67 19 10	185 14 3	1,729	619	2,348	133 6 8	64 1 7	197 8 3
Opunake	33 14 10	49 9 0	83 3 10	459	382	841	108 6 8	131 17 4	240 4 0
Otahuhu	49 9 2	3 9 11	52 19 1	838	48	886	189 15 7	79 13 1	269 8 8
Otaki*	81 9 11	59 8 6	140 18 5	1,294	373	1,667	125 16 8	14 13 10	140 10 6
Palmerston	283 13 4	24 5 10	307 19 2	4,426	228	4,654	223 16 8	85 14 0	309 10 8
Patea	213 4 5	99 1 4	312 5 9	3,235	1,046	4,281	262 13 4	26 0 6	288 13 10
Picton	308 6 8	77 14 5	386 1 1	4,755	1,212	5,967	202 10 0	19 9 11	221 19 11
Port Chalmers	565 6 1	283 5 4	848 11 5	9,940	4,828	14,768	405 11 7	67 9 4	473 0 11
Pukorokoro*	4 2 1	0 9 8	4 11 9	66	5	71	62 10 0	46 18 11	109 8 11
Queenstown	424 3 0	36 12 4	460 15 4	5,516	467	5,983	209 12 0	88 13 7	298 5 7
Rakaia	100 9 0	4 17 1	105 6 1	1,614	59	1,673	67 3 4	60 11 11	127 15 3
Rangiora	98 9 5	20 9 8	118 19 1	1,665	214	1,879	139 3 4	43 3 11	182 7 3
Reefton	783 5 4	56 16 7	840 1 11	10,477	869	11,346	355 15 8	217 8 7	573 4 3
Richmond*	50 3 9	1 15 8	51 19 5	825	27	852	134 3 4	9 17 10	144 1 2
Riverton	378 19 4	24 4 6	403 3 10	5,390	336	5,726	169 6 8	46 6 10	215 13 6
Ross	110 2 0	8 0 2	118 2 2	1,807	112	1,919	181 5 9	35 16 4	217 2 1
Rotorua*	56 14 7	92 9 10	149 4 5	862	528	1,390	126 16 0	27 0 11	153 16 11
Roxburgh*	98 15 5	19 2 5	117 17 10	1,620	375	1,995	108 6 8	39 5 10	147 12 6
Russell	94 3 0	19 2 8	113 5 8	1,437	186	1,623	25 0 0	39 4 7	64 4 7
Southbridge	32 1 9	3 9 5	35 11 2	509	36	545	32 10 0	28 0 1	60 10 1
Spit	431 13 9	88 12 8	520 6 5	6,166	1,251	7,417	187 14 10	59 4 9	246 19 7
St. Bathans	95 10 4	2 18 4	98 8 8	1,414	25	1,439	87 10 0	72 5 5	159 15 5
Stoney River	10 2 1	...	10 2 1	169	...	169	...	...	...
Tapanui	139 13 4	2 13 7	142 6 11	2,157	36	2,193	97 10 0	58 12 10	156 2 10
Tarawera*	45 11 10	23 11 11	69 3 9	728	198	926	116 13 4	28 11 0	145 4 4
Taupo	108 9 3	172 9 4	280 18 7	1,611	1,141	2,752	133 15 0	45 18 10	179 13 10
Tauranga	389 4 7	322 4 4	711 8 11	5,851	2,608	8,459	302 8 4	84 1 0	386 9 4
Te Awamutu*	72 16 9	21 10 3	94 7 0	1,198	212	1,410	197 1 8	57 11 11	254 13 7
Temuka	251 18 4	25 13 0	277 11 4	3,984	317	4,301	179 16 8	101 10 9	281 7 5
Timaru	1,410 17 5	166 5 2	1,577 2 7	18,416	1,939	20,355	462 7 3	246 11 8	708 18 11
Tokatea	10 5 11	2 16 11	13 2 10	195	45	240	24 3 4	48 8 10	72 12 2
Tokomairiro	487 14 6	30 12 8	518 7 2	7,197	394	7,591	168 6 8	72 14 6	241 1 2
Upper Hutt	3 11 0	0 1 11	3 12 11	60	1	61	...	...	...
Waiau	126 19 8	5 10 6	132 10 2	1,759	73	1,832	94 3 4	13 11 10	107 15 2
Waikaia, Switzer's	112 11 11	10 18 9	123 10 8	1,702	155	1,857	108 6 8	73 14 8	182 1 4
Waikouaiti	136 12 7	10 4 5	146 17 0	2,335	143	2,478	190 0 0	19 18 10	209 18 10
Waimate	280 11 10	14 16 5	295 8 3	4,271	251	4,522	202 3 1	33 14 10	235 17 11
Wainui*	13 6 7	0 3 9	13 10 4	193	3	196	101 5 0	17 1 5	118 6 5
Waipawa	139 18 8	20 14 2	160 12 10	2,205	274	2,479	139 3 4	23 13 8	162 17 0
Waipu*	15 14 11	0 8 2	16 3 1	206	3	209	27 10 0	77 3 7	104 13 7
Waipukurau	170 10 6	38 5 8	208 16 2	2,373	411	2,784	99 3 4	31 5 4	130 8 8
Wairoa* (H. Bay)	162 8 9	64 19 4	227 8 1	2,450	538	2,988	215 7 7	30 4 4	245 11 11
Wairoa, Wellington	2 1 1	...	2 1 1	32	...	32	...	...	...
Waitaki	49 19 10	38 5 11	88 5 9	780	296	1,076	123 8 11	45 12 6	169 1 5
Wanganui	1,396 9 7	277 11 9	1,674 1 4	19,571	3,067	22,638	523 2 7	231 2 4	754 4 11
Wangarei	34 11 11	1 17 1	36 9 0	557	15	572	32 10 0	29 16 6	62 6 6
Warkworth	22 19 11	0 7 1	23 7 0	290	7	297	25 0 0	37 6 11	62 6 11
Washdyke	63 3 1	1 8 0	64 11 1	1,007	20	1,027	156 19 9	17 14 10	174 14 7
Wellington	3,999 14 5	1,635 16 4	5,635 10 9	89,466	15,492	104,958	3,976 2 1	703 5 6	4,679 7 7
Govt. Buildings	429 6 4	2,471 9 0	2,900 15 4	6,053	18,743	24,796	225 0 0	8 2 0	233 2 0
Westport	949 12 5	200 13 7	1,150 6 0	12,946	2,549	15,495	349 13 4	247 0 10	596 14 2
White's Bay*	...	...	...	...	...	...	93 15 0	8 2 10	101 17 10
Winton	154 15 5	5 8 7	160 4 0	2,529	87	2,616	108 6 8	21 16 10	130 3 6
Totals	55,301 12 3	13,679 10 9	68,981 3 0	786,237	130,891	917,128	34,814 18 6	10,999 12 10	45,814 11 4

* Operator, also Lineman.

Table B.

NUMBER of Interprovincial Letters forwarded during the Year ended 31st December, 1874 ; Number of Telegrams despatched in each Province during the Year ended 30th June, 1875 ; and Proportion of Telegrams to every 100 Letters ; together with a similar Return for the previous Year.

Province.	1874-75.			1873-74.		
	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	653,900	178,792	27.34	500,541	146,406	29.24
Marlborough	124,309	21,270	17.11	92,104	18,286	19.85
Nelson	259,516	77,138	29.76	227,572	65,951	28.98
Canterbury	665,458	133,207	20.01	443,795	108,844	24.25
Westland	208,733	49,251	23.6	163,838	46,841	28.58
Otago	989,845	203,287	20.53	829,283	159,887	19.27
Southland	161,205	45,807	28.41	131,308	33,502	25.51
Hawke's Bay	174,048	40,607	23.33	145,131	30,557	21.05
Taranaki	71,108	15,415	21.67	58,889	11,768	19.98
Auckland	751,395	152,354	20.27	612,376	130,857	21.36

	1874-75.	1873-74.	1872-73.	1871-72.	1870-71.	1869-70.	1868-69.	1867-68.
Total Number of Letters ...	4,059,517	3,209,837	2,878,372	2,418,021	2,626,947	2,374,060	2,749,488	1,938,578
Total Number of Telegrams	917,128	752,399	568,960	411,767	312,874	185,423	146,167	106,104
Proportion of Telegrams to every 100 Letters ...	22.59	23.45	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, 1875.

Offices in	Issued.			id.	
	Number.	Commission.	Amount.	Number.	Amount.
Auckland	912	£ 117 s. 8	4,295 5 3	1,749	£ 8,810 17 3
Thames	170	20 0 4	691 15 10	359	1,601 7 8
New Plymouth	185	24 17 8	938 5 9	95	468 3 0
Napier	636	81 8 0	2,976 9 10	252	1,318 8 10
Wellington	1,550	209 2 0	7,896 7 7	1,225	5,920 2 1
Blenheim	463	61 19 8	2,330 10 1	256	1,247 3 5
Nelson	288	36 2 0	1,302 3 11	846	3,943 7 1
Westport	354	43 7 4	1,540 16 4	154	637 12 6
Greymouth	666	84 0 0	3,042 2 10	526	2,395 10 3
Hokitika	317	37 16 0	1,317 11 10	444	2,295 11 6
Christchurch	1,528	200 3 0	7,425 3 3	1,151	5,388 13 1
Dunedin	2,184	290 0 0	10,848 0 7	2,397	11,696 8 9
Invercargill	397	51 5 4	1,885 6 9	154	748 14 0
Totals	9,650	1,257 5 0	46,489 19 10	9,608	46,471 19 5

Table D.

CASH VALUE of Shipping Telegrams and Amounts chargeable to each Department of the General Government for Telegrams transmitted during the Year ended 30th June, 1875.

Colonial Secretary	£ 1,274 s. 10 d.
Customs	1,100 13 0
Defence and Native	3,370 5 0
Judicial	708 19 0
Postal	1,744 15 0
Public Works	3,661 16 0
Registrar-General	100 3 9
Treasury	701 4 0
Shipping	1,017 3 0
	£13,67 10 9

Table E.

ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each Quarter of the Years ended 30th June, 1874 and 1875 respectively, and the Revenue derived from each Class.

1873-74.

	September Quarter.		December Quarter.		March Quarter.		June Quarter.		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.	Revenue derived. £ s. d.
Ordinary Telegrams	120,619	9,322 5 9	140,734	9,975 14 1	160,263	10,804 14 4	163,354	11,175 9 11	584,970	41,278 4 1
Press Telegrams	11,984	1,256 4 6	12,787	915 15 3	11,122	883 8 6	13,232	1,010 12 10	49,125	4,066 1 1
Provincial Government Telegrams	2,727	356 0 6	2,509	256 13 5	2,977	277 19 9	2,759	274 0 0	10,972	1,164 13 8
Totals	135,330	10,934 10 9	156,030	11,148 2 9	174,362	11,966 2 7	179,345	12,460 2 9	645,067	46,508 18 10

1874-75.

	September Quarter.		December Quarter.		March Quarter.		June Quarter.		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.	Revenue derived. £ s. d.
Ordinary Telegrams	164,168	11,369 11 4	174,173	11,821 1 2	187,696	12,668 4 2	189,840	12,821 9 6	715,877	48,680 6 2
Press Telegrams	12,945	1,301 0 11	12,887	1,030 8 8	15,157	1,395 16 10	15,584	1,480 4 10	56,573	5,207 11 8
Provincial Government Telegrams	3,408	362 8 10	3,226	316 13 3	3,234	315 9 4	3,919	419 3 5	13,787	1,413 14 10
Totals	180,521	13,033 1 1	190,286	13,168 3 1	206,087	14,379 10 4	209,343	14,720 17 9	786,237	55,301 12 3

Table F.

COMPARATIVE TABLE showing the Progress of the Telegraph Department during the Financial Years ended 30th June, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, and 1875.

Year ended	Number of Miles of Line.	Number of Stations open.	Number of Telegrams forwarded during the 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.				£	s.	d.					£	s.	d.
30th June, 1866 ...	699	13	24,761	2,476	27,237	£ 5,561 19 2	£ 483 3 2	£ 6,045 2 4	£ 3,934 8 4	£ 2,443 2 11	£ 6,377 6 3	£ 3 9 10	Mileage tariff.		
" 1867 ...	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	"		
" 1868 ...	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	"		
" 1869 ...	1,329	45	106,070	50,097	156,167	18,520 10 4	13,430 11 3	31,951 2 1	14,266 12 7	8,547 4 9	22,813 17 4	6 8 6	"		
" 1870 ...	1,661	56	122,545	62,678	185,223	17,218 1 4	12,252 6 0	29,470 7 4	16,417 7 4	14,120 4 10	30,537 12 2	8 9 11	Mileage tariff in operation up to 1st Sept. 1869; uniform 2s. 6d.		
" 1871 ...	*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	tariff from 1st Sept. 1869 to 31st March, 1870; and 1s. tariff from 1st April, 1870.		
" 1872 ...	†2,185	81	344,524	67,243	411,767	28,121 10 0	11,043 3 9	39,164 13 9	23,593 9 9	8,858 19 7	32,452 9 4	4 2 3			
" 1873 ...	‡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			
" 1874 ...	‡2,530	105	645,067	107,832	752,899	46,508 18 10	12,618 11 6	59,127 10 4	38,801 19 4	15,021 17 11	53,823 17 3	6 3 11	From 1st November, 1873, address and signature given in free.		
" 1875 ...	¶2,986	127	786,237	130,891	917,128	55,301 12 3	13,679 10 9	68,981 3 0	45,814 11 4	14,240 19 7	60,055 10 11	4 16 4			

* From this mileage 78 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.

‡ From this mileage 106 miles to be deducted before computing the cost per mile for maintenance.

¶ From this mileage 31 miles to be deducted before computing the cost per mile for maintenance.

Table G.
COST OF MAINTENANCE OF TELEGRAPH LINES for the Financial Year ended 30th June, 1875.

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.
Birerton to Balclutha, including Winton and Switzer's Lines	200	320	16	8	121	11	3	0	15	0	15	15	0	458	17	11	2	5	10
Tokomairiro to Queenstown	140	390	4	2	217	16	5	60	3	6	70	6	10	738	10	11	5	5	6
Balclutha to Waitaki, including Naseby and St. Bathans	266	499	7	5	212	12	9	187	15	11	60	0	8	959	16	9	3	12	2
Waitaki to Christchurch, including Akaroa, Geraldine, and Lyttelton Lines	210	500	5	0	199	7	6	97	10	1	67	19	8	865	2	3	4	2	4
Christchurch to Greymouth, including Ross Line from Hokitika	196	439	8	0	450	5	11	166	3	6	183	16	4	1,239	13	9	6	3	5
Greymouth to Westport, including Reefton and Lyell Lines	149	354	0	8	354	13	10	163	0	8	15	10	0	917	5	2	6	3	9
Christchurch to Blenheim, including Rangiora Line (8 miles), Southbridge Line (30 miles), and Waiau Line (37 miles)	283	731	5	0	502	19	0	204	4	10	81	15	0	1,520	3	10	5	7	5
Blenheim to Nelson, including White's Bay Line	92	215	16	8	99	6	9	208	2	10	6	3	6	529	9	9	5	15	1
Nelson to Motueka	32	25	0	0	15	15	0	0	0	0	0	8	0	41	3	0	1	5	8
Wellington to Opunake and New Plymouth	242	578	16	10	498	8	7	411	0	4	37	3	7	1,525	9	4	6	6	0
Wellington to Napier	221	377	8	0	256	6	11	142	0	2	64	17	8	840	12	9	3	16	0
Napier to Tauranga, including Gisborne and Opotiki Lines	361	463	3	2	464	18	9	162	8	9	114	1	6	1,204	12	2	3	6	8
Tauranga to Grahamstown	73	446	8	1	276	10	7	138	1	6	60	10	5	921	10	7	12	12	5
Tauranga to Coromandel and Alexandra, including Manukau Line, Tokatea Line, and Bay of Islands Line	490	941	13	4	758	5	4	661	1	0	117	11	9	2,478	11	5	5	1	1
	2,955	6,313	13	0	4,428	18	7	2,602	8	1	895	19	11	14,240	19	7	*4	16	4

NOTE.—Foxton to Palmerston Line (25 miles), Cargill's Line from Roxburg (2 miles), and Wellington Signal Station Line (4 miles), not included in this table. * Total average cost of maintenance per mile.

Table H.

INSULATION TESTS of the COOK STRAIT CABLE for the Years ended 30th June, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 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—			1874—			1875—		
	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.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.			
September 1	473	71	554	582	5	1,253	565	2	865	1871—	February 21	565	2	1,173	1872—	August 19	818	885	1,735	1874—	January 24	592	314	1,438			
September 30	634	102	634	698	2	1,159	497	3	707	October 8	March 23	497	2	1,166	September 21	September 19	709	173	1,331	February 24	551	280	1,217				
October 14	547	179	620	688	2	1,159	508	3	707	December 3	April 24	508	2	1,003	October 22	September 21	763	208	1,556	March 25	559	371	1,106				
November 1	598	32	667	688	2	1,159	489	3	707	1870—	May 23	489	2	955	November 20	November 20	867	220	1,561	April 24	579	356	1,303				
November 14	574	106	643	526	2	865	717	2	1,288	January 22	June 24	717	2	1,288	December 30	December 30	642	220	1,561	May 23	551	388	1,115				
December 2	608	105	709	417	3	707	417	3	707	February 22	July 1	417	3	707	1873—	July 27	607	220	1,561	June 27	551	388	1,115				
1868—				442	3	707	442	3	707	March 18	August 25	442	3	707	1873—	July 24	682	220	1,561	July 24	607	396	1,227				
June 7*	980	5	1,094	344	3	619	344	3	619	March 20	September 25	344	3	619	1873—	January 24	642	103	1,307	August 29	771	580	1,564				
September 11	630	22	946	430	3	619	430	3	619	April 26	October 1	430	3	619	February 24	February 24	578	181	1,271	September 24	643	69	1,488				
September 17	697	63	1,000	456	4	812	456	4	812	May 31	November 23	456	4	812	March 25	March 25	611	248	1,430	October 26	944	28	1,928				
1869—				355	2	622	355	2	622	1872—	December 28	570	2	998	April 23	April 23	585	210	1,272	November 24	849	18	1,882				
March 27	467	26	720	517	3	619	517	3	619	June 16	January 27	517	3	619	May 23	May 23	505	297	1,231	December 23	650	84	1,060				
April 19	483	30	748	473	1	763	473	1	763	August 16	February 27	473	1	763	June 23	June 23	611	50	1,203	1875—	January 23	883	94	1,695			
May 11	562	31	950	508	8	1,108	508	8	1,108	September 17	February 27	508	8	1,073	July 24	July 24	628	61	1,159	January 23	764	44	1,274				
May 17	531	14	963	471	5	1,069	471	5	1,069	October 20	March 31	471	5	938	August 23	August 23	717	68	1,564	February 23	719	30	1,277				
June 22	522	15	931	505	10	1,149	505	10	1,149	November 21	April 25	505	10	979	September 23	September 23	609	57	1,193	March 24	636	37	1,139				
July 27	649	9	1,104	480	7	1,121	480	7	1,121	December 21	May 28	480	7	1,173	October 21	October 21	569	182	1,214	April 23	636	37	1,139				
August 24	667	7	1,200	574	6	1,312	574	6	1,312	1871—	June 22	687	49	1,146	November 22	November 22	695	347	1,429	May 22	712	41	1,274				
September 27	754	13	1,275	574	6	1,312	574	6	1,312	January 21	July 23	826	65	1,476	December 24	December 24	554	389	1,312	June 24	562	41	1,064				

* This test was taken with zinc to earth; all the others with copper to earth. † No test taken.

Table I.

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, including Delivery.		Cost of Wire, Arms, Insulators, &c., including Carriage.		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 Matura ...	32	...	...	1,199	0 0	739	1 4	469	11 0	2,407	12 4	75	4 9
Matura 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 (19½ 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
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
Invercargill to Balclutha, reconstruction, 70 miles ...	...	...	...	1,221	3 9	113	15 5	706	12 3	2,041	11 5	29	3 3
Havelock to Nelson, reconstruction, 25 miles ...	...	...	...	379	18 6	17	15 0	144	5 2	541	18 8	21	13 6
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
Fourth Wire, Palmerston to Dunedin, 33 miles ...	...	...	...	15	0 0	335	11 3	212	13 10	563	5 1	17	1 4
Reefton to Lyell ...	32	3,863	3 6	898	5 6	799	15 9	503	11 0	6,064	15 9	189	10 5
Tapanui and Switzer's Line, from Clinton ...	48	...	...	615	13 4	669	9 5	393	13 4	1,678	16 1	34	19 6
Fourth Wire, Blenheim to Christchurch (completed from Christchurch to Leithfield), 29 miles ...	...	...	...	...	...	286	9 7	131	17 6	418	7 1	14	8 6
Naseby to Clyde Line ...	56	...	...	2,351	10 3	3,311	11 6	632	19 9	6,296	1 6	112	8 7
Southbridge Line ...	30	...	...	649	9 2	353	8 0	217	6 10	1,220	4 0	40	14 8
Cargill's Line from Roxburgh ...	2	...	...	16	4 0	157	1 0	24	0 10	197	5 10	98	12 11
Geraldine Line from Temuka ...	12	...	...	30	11 9	324	1 10	33	17 3	388	10 10	32	7 6
Fourth and Fifth Wires, Christchurch to Bluff (completed from Christchurch to Dunedin and from Bluff to Clinton), 307 miles ...	...	...	...	1,041	7 8	6,339	19 6	1,768	14 10	9,150	2 0	29	16 1
Railway Wires,—	...	...	...	...	...	...	...	...	...	...	...	...	...
Dunedin to Tokomairiro, 33 miles ...	...	...	...	104	12 2	522	2 9	231	9 10	858	4 9	26	0 1
Hampden to Waitaki, 35 miles ...	...	...	...	66	0 0	190	12 4	135	11 10	392	4 2	11	4 1
Totals, South Island ...	1,570	10,269	17 3	44,863	11 3	36,270	10 8	43,114	18 1	134,518	17 3	85	13 7
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 Alexandra ...	152	...	...	...	...	...	...	3,256	0 0	3,256	0 0	21	8 5
Carried forward ...	...	...	...	...	...	...	...	...	...	...	...	...	...

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 I.—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, including Delivery.	Cost of Wire, Arms, Insulators, &c., including Carriage.	Cost of Erection.	Total Cost of Section.	Cost per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward ...							
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, 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
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
Third Wire, Napier to Grahamstown, 270 miles ...	...	...	37 18 8	3,680 10 4	1,844 11 4	5,563 0 4	20 12 0
Manukau Heads Line ...	36	...	833 17 8	340 5 8	1,057 15 7	2,231 18 11	61 19 11
Cambridge to Alexandra, reconstruction, 50 miles ...	...	...	844 7 6	349 5 8	643 4 7	1,836 17 9	36 14 9
Maketu to Opotika ...	54	...	1,959 8 3	1,238 9 10	1,301 4 6	4,499 2 7	83 6 4
Wellington Signal Station Line and Lunatic Asylum ...	4	...	62 6 0	90 9 8	34 18 6	187 14 2	46 18 6
Second Wire, Wellington to Wanganui, completed from Wanganui to Bull's, 26 miles ...	...	...	54 0 0	385 4 3	202 16 6	642 0 9	24 13 10
Poverty Bay Line ...	107	23 15 0	3,524 10 0	5,610 4 0	4,519 6 3	13,677 15 3	127 16 7
Kaipara and Bay of Islands Line ...	220	5,323 6 8	4,993 15 0	2,685 16 0	5,256 0 6	18,258 18 2	82 15 4
Masterton to Waipukurau, Third Wire, 115 miles ...	...	...	96 5 6	1,542 9 0	555 6 5	2,194 0 11	19 1 6
Foxton to Palmerston ...	25	...	653 12 3	283 13 0	241 10 2	1,178 15 5	47 3 0
Fourth Wire, Wellington to Masterton and Waipukurau to Napier, 102 miles ...	...	...	138 7 6	932 5 2	677 2 5	1,747 15 1	17 2 8
Tokotea Line ...	4	...	83 1 10	27 12 5	91 5 8	201 19 11	50 9 11
Thames Alteration, including Pukorokoro Line, 9 miles ...	...	49 9 0	...	420 8 4	811 8 3	1,281 5 7	142 7 3
Second Wire, Wanganui to Hawera, 58 miles ...	...	...	19 7 0	693 16 0	211 16 0	924 19 0	15 18 11
Second Wire, Wellington to Wanganui, completed from Wellington to Otaki and Bull's to Foxton, 82 miles	...	...	551 0 3	2,875 4 4	1,937 6 5	5,363 11 0	65 8 2
Railway Wires,— Auckland to Penrose, 8 miles ...	...	...	...	33 13 11	43 19 6	77 13 5	9 14 2
Totals, North Island ...	1,416	9,642 11 1	44,989 3 10	41,872 12 0	50,788 13 1	147,293 0 0	†104 0 4
Totals, South Island ...	1,570	10,269 17 3	44,863 11 3	36,270 10 8	43,114 18 1	134,518 17 3	†85 13 7
	2,986	19,912 8 4	89,852 15 1	78,143 2 8	93,903 11 2	281,811 17 3	
Cook Strait Cable, including freight from London and expense of laying	...	...	...	...	...	29,364 0 0	
Total expenditure, exclusive of lines in progress ...	...	...	...	...	...	311,675 17 3	

Total number of miles of Line, 2,986. Total number of miles of Wire, 6,626.

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

Table K.
DEBTOR AND CREDITOR STATEMENT.

Dr.							Cr.		
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Total Cost of Maintenance of Stations ...	45,814	11 4			By Cash Receipts, as under:—				
„ Total Cost of Maintenance of Lines ...	14,240	19 7			Ordinary Press and Provincial Government Telegrams*	55,801	12 3		
„ Commission on Java Cable Telegrams ...	20	8 0			„ Incidental Receipts not included in Tables:—				
Total Disbursements			60,075	18 11	Excess on Ordinary Telegrams ...	57	1 3		
					Collections for Copies of Telegrams ...	13	16 0		
					Amount collected by the Postal Department for Money Order Telegrams	482	10 0		
					Amount received for Registering Cyphers ...	2	2 0		
„ Balance to Credit of the Department ...			9,460	13 4	„ Value of General Government Telegrams ...			55,857	1 6
			£69,536	12 3				13,679	10 9
								£69,536	12 3

* Of this amount £744 8s. 11d. was collected in postage stamps.

By Authority: GEORGE DODD, Government Printer, Wellington.—1875.

