

1879.
NEW ZEALAND.

TELEGRAPH DEPARTMENT.

(FIFTEENTH ANNUAL REPORT.)

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

SIR,— Office of the Commissioner of Telegraphs, Wellington, 18th July, 1879.
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 the 30th June, 1879, being the fifteenth annual report of the department.

I have, &c.,

J. T. FISHER,

Commissioner of Telegraphs.

His Excellency Sir Hercules Robinson, K.C.M.G.,
Governor of New Zealand.

REPORT.

THE revenue for the year was estimated at £76,000, but it has exceeded that amount by £5,435 14s. 4d.

Omitting the value of Government telegrams, which amounts to £26,926 13s. 7d., the gross earnings of the department, including subsidics for special wires, incidental receipts, and sundry recoveries show the total receipts for the year to have been £85,402 0s. 2d., the particulars of which are given in the debtor and creditor statement. Adding to this the value of Government messages, the total value of business performed by the department amounts to £112,328 13s. 9d.

The total number of messages of all codes transmitted during the year was 1,448,943, being an increase over the previous year of 188,619, or nearly 14 per cent. The working expenses for the year amount to £96,801 8s. 3d., which, after taking credit for the Government messages, leaves a credit to the department of £15,527 5s. 6d., or 373 per cent. on the capital invested. The item for cost of maintenance of stations shows an increased expenditure of rather more than £10,000 over the previous year. This is to be accounted for by the constantly-increasing work of the department and the opening of new stations. The comparative table (Table D), showing the progress of the department during the past thirteen years, will illustrate at a glance the rapid strides made by the system in this colony. From this table also will be seen that, although the expenditure increases year by year, it is proportionate in the extreme when looked at side by side with the revenue and the business performed.

Comparing the number of telegrams transmitted during the year with the letters posted during the same period, it will be seen that 19 6½ telegrams were sent for every 100 letters. The proportion last year was 20·71; it will thus be seen that there is this year a slight decrease.

The number of money-order telegrams sent during the year was 14,607, representing a value of £61,693 9s.; being an increase over the previous year in messages 1,807, and value £6,770 18s. 7d. The commission collected by the Post Office on these transactions amounts to £1,753 9s. 4d. From this amount has to be deducted the sum of £730 7s. as fees on telegrams, which leaves £1,023 2s. 4d. to the credit of the Post Office, which is equal to 1·666 per cent. upon the total amount transmitted. It will be seen on reference to Table I. that again Wellington stands first as having issued the largest number of orders, Christchurch, Auckland, and Dunedin coming next in the order mentioned as regards the number issued, although the money value of the orders issued by Dunedin exceeds that of Auckland by £750 3s. It is satisfactory to note that this convenient method of transmitting money rapidly at a small cost is steadily increasing in public favour.

During the year 109 miles of line carrying 113 miles of wire have been erected, and 296 miles of wire erected on existing lines, making the total mileage in circuit on 30th June of line 3,543, and wire 8,444.

The number of stations open to the public on the 30th June was 195. Of these 16 were opened during the past year, 11 being in the North Island and 5 in the South Island.

The mileage of line maintained during the year was 3,434 miles, at an average cost for maintenance of £5 0s. 9d. per mile (109 miles of line not included in maintenance table: See foot-note Table E).

The railway lines in the South Island referred to in the last report as having been taken over by this department have again been transferred to the control of the Railway authorities, who are organizing a railway telegraph system specially for train-signalling purposes, entirely distinct from the

general telegraphic system of the colony. Where practicable, however, railway telegraph stations are thrown open to the public, when such a course is not likely to act detrimentally to the object for which the station was established—viz., for train signalling. In the North Island the railway telegraph system is worked by this department on its main lines, branch lines being erected where necessary, at the expense of the Railway Department. Up to the present time the arrangement appears to have proved satisfactory, and there is no doubt that for many years to come a system of railway telegraphs can be worked in conjunction with the main colonial system, with a degree of efficiency to meet all the requirements of railway communication in the North Island.

The demands for additional assistance at chief stations became so pressing that during the past year a large number of cadets in excess of the ordinary number trained annually have been admitted; and to provide sufficient accommodation for teaching them a room has been rented and fitted up with twenty-four instruments, which, with the old training gallery, enables the department to teach thirty cadets at one time. This will place the department in a position to meet the rapidly-increasing work, and also to satisfactorily arrange the hours in such a manner that the item for over-time will be very considerably decreased, while officers will not be called upon to do more than eight hours' duty daily, notwithstanding the late hour to which chief stations are now open for Press purposes.

The nominal strength of the department on the 30th June, 1879, was 801, against 716 in the previous year.

The "Urgent Code" referred to in the last year's report continues to increase in public favour, and is very largely taken advantage of by the mercantile portion of the community. The number of urgent messages transmitted during the past year was 30,106, giving a value of £4,623 7s. 10d., being an increase over the past year of 16,651 messages, and value £2,523 11s. 2d.

Since the date of the last report, a "Delayed" code has been introduced, and is greatly appreciated by the public. The fee for these telegrams is one-half the ordinary fee, in addition to which a postage-fee of one penny is charged. These telegrams are accepted at any time throughout the day, and are forwarded to their destination and posted the same evening after the close of business, so that they may be delivered by the first postal-delivery the following morning. The system was introduced on the 1st of July, 1878, and since that date 56,721 delayed telegrams have been transmitted, yielding a revenue to the department of £2,846 9s. 2d.

The duplex system continues to work with the greatest success, and is now in use upon the following circuits—viz.: No. 1 Cable, 42 miles; No. 4 Cable, 42 miles; Wellington to Napier, 221 miles; Blenheim to Christchurch, 206 miles; Blenheim to Dunedin, 461 miles; Christchurch to Dunedin, 255 miles; and Dunedin to Invercargill, 134 miles. These circuits in reality represent 1,461 miles of a phantom wire, and illustrate conclusively the advantage the introduction of the system has proved to the colony, and is equal to an absolute saving of over £20,000.

It is a matter for congratulation that New Zealand is the first colony on this side of the Line which has introduced, and worked with success, this improved system of telegraphy; and it is only fair to Dr. Lemon, the general manager of the department, to again express the indebtedness of the colony to him for his persevering and untiring efforts in introducing to his department every new or improved system likely to prove advantageous to the colony. In the annual report of 1874, reference was made to the introduction of the duplex system upon a plan perfected by the general manager; and Sir Julius Vogel, the then Telegraph Commissioner, referred in flattering terms to the event. Since then, the system has worked with the utmost success, and has been extended to all main circuits where the increasing work has called for additional wire accommodation.

Experiments upon the quadruplex system have been tried with every degree of success, and as soon as the necessary instruments, now ordered from England, arrive, it will be put into practical use.

On the 1st of January, 1879, an agreement was entered into by the Government with the Press Association and Press Agency, for the leasing of two special wires from Auckland to Invercargill and the Bluff, taking in all the intermediate towns of importance. Each of the firms named pay a fixed annual sum, in consideration for which they have the sole use of their respective wire from 8 p.m. till 1 a.m. for five days in the week; from 7 p.m. till 10 p.m. on Saturdays; and from 6 p.m. till 7 p.m. on Sundays. Between the hours named, all matter presented for transmission at any of the "special wire stations" is duly forwarded, or rather, as much as time will admit, the department working the wires to the very best advantage. In the case of interruptions to lines, the department reserves the right to suspend the special wires, in which case all Press matter has to be forwarded at Press rates. During such suspension, the department undertakes to allow to the contracting parties a rebate at per hour, based upon the amount charged for the whole of the section. The system has received the most careful attention at the hands of the department, and every endeavour has been used to make it successful.

During the past year the Agent-General has succeeded in having New Zealand embraced in the Universal Telegraph Convention; and from its importance it was ranked in the fourth class. This will prove advantageous to the colony, as it will enable this Government to have a voice in any proposed alterations of importance, either in the tariff or otherwise, besides placing the department in immediate possession of any improvements either scientific or departmental.

The intercolonial and foreign work is still increasing, but it is feared that a considerable time will elapse before a reduction in the tariff on the New Zealand and Australian cable can be made, on account of the number of messages transmitted not having reached that number entitling the colony interested to claim the reduction in terms of the agreement.

The usual maps and plans of telegraphic circuits are appended to this report.

The following work, which was in course of construction at the date of the last report, has now been completed:—

FIFTH WIRE, WELLINGTON TO MASTERTON, AND FOURTH WIRE, MASTERTON TO TE NUI.

These wires, which relieve the remaining wires of a great deal of their former pressure, have since the date of the last report been completed. The cost of the same is shown in Table H.

LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

PORT ALBERT LINE.

This line, which is 24 miles in length, was completed in May last. A guaranteed station will be opened at Port Albert at an early date. The line starts from Warkworth, and the wire runs on the main North line for 16 miles, then branching off to Port Albert for a distance of eight miles, which latter distance is a complete new line. The cost of this line is shown in Table H.

TAURANGA TO KATIKATI RECONSTRUCTION.

This section has during the past year received a thorough overhaul. The scrub from under the line has been removed, and all poles cleared around. The weak parts of the line have been strengthened, and, where necessary, wholly renewed, as well as several angles being cut out. The section is now in first-class condition.

CATLIN'S RIVER AND THE NUGGETS.

This line, which is 24 miles in length, was completed in June last. The line starts from Kaitangata and passes through the island of Inch Clutha to Port Molyneux. From Port Molyneux to the Nuggets it follows the coast line. The line to Catlin's River branches off at a point about three miles from Port Molyneux towards the Nuggets on the coast, following a road up the Korora Creek, and through the Ahuriri Flat on to the main road leading to Catlin's River from Balclutha. This line presented no engineering difficulties, and the route adopted is comparatively free from bush. The cost of erection of the line is shown in Table H.

DUNTRON LINE.

This line, which is 22 miles in length, was completed and a station opened at Duntrou in February last. The wire runs on the main line from Oamaru to the Awamoko Junction, and from thence to Marewhenna follows the railway line. The department has received a guarantee of 6 per cent. upon the cost of this line. For cost of erection, see Table H.

HOKITIKA TO ROSS RECONSTRUCTION.

New poles have been erected throughout the whole of this section, and the line otherwise strengthened where necessary.

FOURTH WIRE, BLENHEIM TO CHRISTCHURCH.

The increasing work upon the Southern circuits rendered the erection of this wire necessary. It was commenced early in November, and completed by the end of December. During the running of this wire the whole section was overhauled and strengthened throughout. The cost of erection of wire and repairing and strengthening line will be found in Table H.

REEFTON TO AHAURA RECONSTRUCTION.

The decayed state of the sapling poles on this section rendered necessary the renewal of the line. While this was being done a large extent of bush was cut down, so as to afford better protection to the line. Eight miles of line have been removed from places inaccessible by horse, and erected on higher ground alongside of new road, which will facilitate repairs in case of accident. For cost, &c., see Table H.

NELSON TO BLENHEIM RECONSTRUCTION. (Completed from Blenheim to Havelock.)

This section is now undergoing a complete overhaul, and is finished as far as Havelock. A large number of poles, chiefly matai in a far advanced state of decay, are being replaced by new poles sawn from the heart of totara; and, so as to render the line more secure from falling trees, a considerable extent of timber will be felled. Attention has also been given to such places where it is desirable to shorten and strengthen the line. The cost for the portion of this work completed is shown in Table H.

WYNDHAM LINE.

This line, which is a loop from the Edendale Station, is four miles in length. It was completed in May last, and an office at Wyndham is now in course of erection. The cost is shown in Table H.

QUARANTINE ISLAND AND PORTOBELLO LINE.

This line starts from Port Chalmers and passes through Quarantine Island, and thence across to Portobello. It is used as a telephone wire at present and as a means of communication between the island and the mainland.

LOWTHER TO KINGSTON.

This line, which is 31 miles in length, follows the railway line for the whole distance. A station has been opened at Kingston. It is intended at some future date to extend this line to Queenstown over the mountains, which will provide an alternate route *via* Invercargill in the event of accident to the gold fields line. The cost of line is shown in Table H.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

NORTHERN WAIROA LINE, INCLUDING SECOND WIRE AUCKLAND TO WAIPU.

This line starts from Waipu and follows the made road for six miles, thence branching off to Mangaturoto. From Mangaturoto to Pahi the line will follow what is to be the main trunk road to Paparoa. From Paparoa to the Wairoa River the line passes across the Matakoho Creek, and through the settlement of the same name. It then passes through a heavy bush for about six miles,

and then over open country for about five miles to a point near Tokatoka. From Tokatoka the line will cross the river by cable, and thence through Kopuru and Aratapu to Dargaville, the terminus. The total length of the section from Waipu is 61 miles. Guaranteed stations will be established at Pahi, Papanui, Kopuru, and Dargaville.

FOURTH WIRE NAPIER TO AUCKLAND.

The daily increasing want of additional wire accommodation between Wellington and Auckland rendered the immediate erection of this wire necessary. It was commenced in April last, and is expected to be completed by the end of the present month. While running this wire opportunity has been taken to strengthen the line at various places. This will give, with the sixth wire from Wellington to Masterton and fifth wire from Masterton to Te Nui, a new through wire from Wellington to Auckland.

WAINUI TO PORANGAHAU RECONSTRUCTION.

Upon inspection of this section it was found that it required almost total reconstruction, 75 single poles and about 20 double angles having to be removed. The work is now being proceeded with, and will be completed at an early date.

PALMERSTON NORTH TO WOODVILLE.

This line, which is 17 miles in length, is now approaching completion. It starts from Palmerston North, following the coach road for nine and a half miles to the commencement of the Manawatu Gorge Road, which it follows for four miles, and thence into Woodville. At some future time this wire will connect with Kopua, distant thirty-five and a half miles, and will afford an alternate route to Napier in the event of accident to the Wellington and Masterton line. Great difficulty was experienced in sinking post-holes in the Gorge owing to the hardness of the rock, every hole having to be blasted with blasting powder.

MAINTENANCE AND REPAIRS.

RIVERTON TO BALCLUTHA.

On the section between Invercargill and Riverton, some damage was done owing to the heavy floods in the beginning of October, a few of the poles having been washed out. Owing to extension of railway works, a portion of the line had to be removed. The floods of October, also, did considerable damage to the line passing through Balclutha, the portion destroyed being rebuilt. This section is now in good order. The cost for maintenance of this and other sections is shown in Table E.

BALCLUTHA TO WAITAKI.

There have been no repairs or alterations of any consequence required upon this section during the past year.

TOKOMAIRIRO TO QUEENSTOWN.

This section experienced considerable damage from the large floods in October. At the Beaumont crossing of the Clutha the wires were carried away. They were re-erected as soon as possible, and raised higher than before. Between Clyde and Alexandra, where the river is cutting away the ground, the line has been shifted out of danger. Between Clyde and Queenstown, a great many landslips displaced a number of poles. These have been reset, and the whole of the section is now in good order.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

The unusually heavy floods this season did great damage to the line up the Bealey, Oтира, and Teremakau Rivers. Through this part of the country some portions of the line can never be permanently erected, owing to the shifting nature of these and other rivers, and it is impossible to avoid them. Considerable alterations will require to be effected upon this section during the next summer.

CANTERBURY LINES.

On the Christchurch and Waitaki section the line at the Rangitata River has been diverted nearly two miles up the river and placed upon the railway bridges, thus making it safe in times of heavy flood.

Between Timaru and Washdyke about three miles of line has been entirely removed and erected on the main road.

Upon the Christchurch and Cheviot section the line through Christchurch has been entirely renewed. Between Papanui and Kaiapoi several new poles have been inserted, and the line diverted and strengthened at various points. The whole of the section is now receiving a thorough overhaul. The following public buildings have been placed in telegraphic communication with the Christchurch station and the fire brigade stations—viz., Police depôt, hospital, gaol, immigration barracks, government buildings, and the railway station.

CHEVIOT TO NELSON.

Between Blenheim and Cheviot the line has been strengthened throughout and sundry repairs effected, and a marked improvement in the insulation of the wires has resulted. From Blenheim to Nelson the line has been reconstructed as far as Havelock, and will be completed to Nelson during the forthcoming summer.

NELSON TO GREYMOUTH AND HOKITIKA, INCLUDING ROSS LINE.

On the Hokitika and Ross section new poles have been erected, as also upon the Ahaura to Reefton section. The whole of these lines are now in thorough repair.

WELLINGTON TO NEW PLYMOUTH.

This section has required no repairs of any moment during the past year. On the Mountain Road line the bush has been cleared for a chain upon either side of the wires, as well as all scrub removed from under the wires. Clearings around each pole have also been made, and the section is now in good condition.

WELLINGTON TO NAPIER, AND NAPIER TO GRAHAMSTOWN.

Advantage is being taken, during the running of the fourth wire, to give these sections a complete overhaul and to effect any strengthening repairs which may be deemed necessary. Between Wainui and Porangahau the line is now undergoing reconstruction, and between Tauranga and Katikati extensive repairs and alterations have recently been carried out.

AUCKLAND LINES.

At various places sundry alterations of the line have been effected to meet the requirements of the railway extension. A railway wire from Rangiriri to Ngaruawahia has been erected, and the main line between those places strengthened as the work proceeded. The Kaipara line adjacent to the line of railway has been straightened and strengthened, as also the line near Mercer, which required some attention necessitated by floods. Between Mercer and the Miranda a bridge has been restored, and near Riverhead several swamps have been fascined, and a few bridges put up. At the crossing of the Wainuku the wires have been raised. On the North line, between Auckland and Riverhead, several decayed poles have been removed and new ones substituted. Between Kibikihi and Te Awamutu, owing to the growth of trees and formation of roads, most of the line has had to be removed from its former position. Along the Thames and Piako line the ditches have been cleared out and the undergrowth removed. The towers at the Piako River have also been repaired. All the lines in this district are now in good order.

AUCKLAND TO KAWAKAWA AND MONGONUI.

Since the date of the last report these sections have been kept under careful supervision. No repairs of any consequence have been rendered necessary, and the sections are at the present time in first-class condition.

COOK STRAIT CABLES.

No. 1 Cable.—With the exception of a fault which exhibited itself in No. 3 wire in April last, the cable has continued to work uninterruptedly and with satisfaction. The fault mentioned has not in any way reduced the capacity of the cable for absolute work, but it has to be carefully nursed else the result would doubtless be serious.* From a series of tests taken, the fault is placed at the joint made where the cable was broken in December, 1875. The particulars of the tests given in Table F. will show the deterioration of this wire. The remaining wires continue up to their usual standard.

No. 2 Cable.—This cable continues to work in a satisfactory manner, and the tests, as shown in Table G, prove it to be in as good electrical condition as when first laid. It is still worked upon the duplex system.

The fault in the No. 1 cable has received the careful attention of the Government; and, anticipating the inconvenient results which an entire collapse of the cable would entail, provision has been made in the new estimates for a new cable, to be laid either across Cook Strait adjacent to the present cable route, or along a new route from a point a few miles to the northward of the mouth of the Wanganui River to Wakapuaka. This route is considerably longer than that across Cook Strait to White's Bay; but it is considered that, by adopting this longer route, the additional expenditure would be more than covered by the insuring of the cable from breakage, the bottom being so excellent throughout. Alternate estimates will be laid before Parliament.

SCHEDULE OF TABLES.

TABLE	A.—Cash Revenue and Expenditure, Signals Department.
"	B.—Number of Telegrams sent for every 100 Letters.
"	C.—Comparative Quarterly Return, years ending June, 1877–78, 1878–79.
"	D.—Annual Comparative Progress of the Department.
"	E.—Cost of Maintenance of Lines.
"	F.—Insulation Tests, No. 1 Cook Strait Cable.
"	G.—Insulation Tests, No. 2 Cook Strait Cable.
"	H.—Total Cost of Lines.
"	I.—Number of Telegraph Money Orders issued.
"	K.—Value of Government Messages.
"	L.—Debtor and Creditor Statement.

* Since the 14th July, this wire has entirely given out.

TABLE A.

CASH REVENUE derived from Private and Press Messages; Value of Government Messages; Number of Messages transmitted by each Station; and the Working Expenses of each Station, for the Year ended 30th June, 1879.

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.	Value of Government Messages.	Total Value of Messages of all Codes.	Total Number of Private and Press Messages.	Total Number of Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Head Office ...	...	...	...	...	...	...	3,510 4 0	460 5 2	3,970 9 2
Abbotsford ...	26 18 9	1 14 6	28 13 3	452	21	473	70 0 0	3 2 6	73 2 6
Addington ...	...	...	...	...	...	...	17 10 0	...	17 10 0
Ahaura ...	130 10 1	79 18 10	210 8 11	2,068	724	2,792	207 5 0	58 19 0	266 4 0
Akaroa ...	249 5 1	40 7 7	289 12 8	3,665	461	4,126	184 3 4	43 19 9	228 3 1
Alexandra, Auckland ...	162 9 7	350 1 3	512 10 10	2,814	1,590	4,404	150 3 4	25 9 2	175 12 6
Alexandra, Otago ...	89 12 10	8 11 1	98 3 11	1,505	117	1,622	105 0 0	25 5 6	130 5 6
Amberley ...	157 4 7	36 6 9	193 11 4	2,665	513	3,178	128 13 4	15 11 6	144 4 10
Arrow ...	178 12 11	53 14 3	232 7 2	2,677	493	3,170	182 1 8	43 17 0	225 18 8
Ashburton ...	859 12 11	101 17 10	961 10 9	11,639	1,241	12,880	334 15 0	96 5 4	431 0 4
Auckland ...	6,367 8 8	1,803 2 2	8,170 10 10	91,135	14,603	105,738	3,225 10 7	504 4 2	3,729 14 9
Balclutha ...	332 6 1	97 19 8	430 5 9	5,289	538	5,827	202 17 8	64 4 1	267 1 9
Bealey ...	50 18 9	51 12 8	102 11 5	771	726	1,497	225 0 0	84 7 6	309 7 6
Blenheim ...	720 12 3	166 14 5	887 6 8	9,721	2,042	11,763	3,798 18 4	922 10 8	4,721 9 0
Blueskin ...	43 15 1	7 7 8	51 2 9	779	110	889	119 11 8	4 3 6	123 15 2
Bluff ...	409 1 10	157 11 8	626 13 6	8,121	2,192	10,313	525 11 8	99 13 0	625 4 8
Bull's ...	300 7 5	21 3 3	381 10 8	5,594	298	5,892	167 17 0	34 10 0	202 7 0
Burnham ...	12 14 1	2 4 1	14 18 2	203	17	220	10 0 0	10 18 9	20 18 9
Cambridge ...	418 9 1	174 1 5	592 10 6	6,453	1,622	8,075	173 15 0	27 18 4	201 13 4
Carterton ...	235 7 11	28 8 7	263 16 6	3,832	384	4,216	175 0 0	52 5 4	227 5 4
Castlepoint* ...	75 4 10	36 2 10	111 7 8	1,119	666	1,785	109 3 4	26 11 0	135 14 4
Caversham ...	39 14 4	2 18 8	42 13 0	711	38	749	69 11 8	4 2 6	73 14 2
Charleston ...	136 14 11	30 6 9	167 1 8	2,129	279	2,408	148 1 8	107 17 9	255 19 5
Cheviot ...	128 7 3	6 16 11	135 4 2	1,177	90	1,267	85 16 8	20 10 3	106 6 11
Chertsey ...	9 3 1	...	9 3 1	168	...	168	0 16 8	3 5 0	4 1 8
Christchurch ...	7,549 3 4	1,851 9 2	9,400 12 6	89,553	14,883	104,436	4,435 9 1	988 2 1	5,423 11 2
Christchurch Railway Station ...	...	...	...	...	...	...	47 3 4	...	47 3 4
Clinton* ...	162 5 9	87 2 4	249 8 1	2,633	846	3,479	216 11 11	47 4 2	263 16 1
Clyde* ...	166 2 3	64 6 1	230 8 4	2,248	632	2,880	103 6 8	34 8 4	137 15 0
Coalgate ...	38 8 11	2 7 11	40 16 10	641	31	672	10 0 0	4 6 6	14 6 6
Coromandel ...	214 16 4	49 14 5	264 10 9	3,712	668	4,380	200 0 0	47 9 0	247 9 0
Cromwell ...	224 6 11	32 10 0	256 16 11	3,363	337	3,700	191 8 4	44 2 7	235 10 11
Cust ...	30 14 8	0 14 6	31 9 2	501	7	508	31 3 4	6 6 0	37 9 4
Driving Creek ...	15 10 7	8 7 7	23 18 2	263	129	392	50 3 4	71 4 11	121 8 3
Drury ...	38 7 4	7 7 7	45 14 11	641	67	708	119 3 4	10 15 6	129 18 10
Dunedin ...	8,769 2 11	1,662 12 6	10,431 15 5	111,604	13,353	124,957	4,506 3 10	723 17 5	5,230 1 3
Dunedin North ...	272 1 4	15 4 1	287 5 5	4,639	215	4,854	224 10 0	90 12 1	315 2 1
Dunedin Railway ...	37 9 2	100 8 11	137 18 1	600	966	1,566	18 15 0	3 2 6	21 17 6
Dunsandel ...	59 16 4	2 19 0	62 15 4	978	45	1,023	122 18 4	15 3 8	138 2 0
Duntroon ...	43 4 2	8 4 11	51 9 1	667	98	765	30 0 0	25 8 11	55 8 11
Edendale ...	64 12 8	13 5 6	77 18 2	1,133	179	1,312	13 6 8	3 8 6	16 15 2
Elbow ...	105 0 8	10 14 7	115 15 3	1,815	122	1,937	12 17 8	3 2 6	16 0 2
Farndon ...	78 4 0	38 6 3	116 10 3	1,227	177	1,404	13 15 0	7 14 6	21 9 6
Featherston ...	324 6 9	82 18 5	407 5 2	5,486	939	6,425	147 9 4	26 8 6	173 17 10
Feilding ...	307 15 4	32 15 2	340 10 6	5,125	481	5,606	203 1 8	36 13 6	239 15 2
Foxhill* ...	33 12 4	7 1 7	40 13 11	575	51	626	130 0 0	10 19 0	140 19 0
Foxton ...	378 7 0	90 7 5	468 14 5	5,955	1,098	7,053	267 1 8	45 8 10	312 10 6
Geraldine* ...	124 0 9	13 17 3	137 18 0	1,951	146	2,097	117 13 8	17 7 6	135 1 2
Gisborne ...	1,398 0 5	327 13 10	1,725 14 3	17,482	3,349	20,831	404 11 3	156 6 1	620 17 4
Gore ...	274 19 11	103 11 5	378 11 4	4,446	938	5,384	262 18 4	63 7 9	326 6 1
Government Buildings ...	677 4 9	2,015 6 9	2,692 11 6	8,920	16,656	25,576	847 18 2	32 1 7	879 19 9
Grahamstown ...	1,329 4 2	481 5 5	1,810 9 7	15,609	2,419	18,028	1,245 8 4	167 4 8	1,412 13 0
Greymouth ...	1,611 17 1	400 8 0	2,012 5 1	22,298	3,866	26,164	1,253 10 0	351 12 5	1,605 2 5
Greytown ...	332 17 3	34 7 3	367 4 6	5,043	436	5,479	302 10 0	78 19 3	381 9 3
Halcombe ...	88 4 2	24 3 0	112 7 2	1,510	384	1,894	51 5 0	22 7 2	73 12 2
Hamilton ...	564 4 10	87 5 9	651 10 7	7,292	762	8,054	274 16 8	127 7 5	402 4 1
Hampden ...	61 0 10	24 7 4	85 8 2	1,029	287	1,316	141 13 4	31 19 9	173 13 1
Hastings, Hawke's Bay ...	137 5 10	10 10 4	147 16 2	2,109	109	2,218	84 3 4	24 13 3	108 16 7
Hastings, Thames* ...	9 0 9	0 8 6	9 9 3	148	6	154	136 13 4	10 12 0	147 5 4
Havelock ...	185 9 8	29 16 4	215 6 0	3,093	358	3,451	145 3 4	24 4 1	169 7 5
Hawera ...	423 1 6	238 11 8	661 13 2	6,731	1,672	8,403	1,72 10 0	91 16 3	264 6 3
Helensville ...	138 19 3	22 14 11	161 14 2	2,118	213	2,331	120 3 4	29 7 2	149 10 6
Herbert ...	42 11 7	10 17 7	53 9 2	752	129	881	163 6 8	24 15 3	188 1 11
Hokianga* ...	173 7 8	64 18 0	238 5 8	2,095	781	2,876	124 11 8	7 8 6	132 0 2
Hokitika ...	1,288 6 7	713 5 10	2,001 12 5	18,346	5,482	23,828	1,025 16 8	345 6 4	1,371 3 0

* Operator, also Lineman

TABLE A—continued.
CASH REVENUE derived from Private and Press Messages, &c.—continued.

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.			Value of Government Messages.			Total Value of Messages of all Codes.			Total Number of Private and Press Messages.			Total Number of Government Messages.			Total Number of Messages of all Codes.			Amount Paid for Salaries.			Contingencies.			Total Cost of Maintenance of Station.		
	£	s.	d.	£	s.	d.	£	s.	d.				£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Hornby ...	15	7	7	1	16	0	17	3	7	251	18	269	27	10	0	3	17	6	31	7	6
Horndon Junction ...	12	0	6	1	6	7	13	7	1	194	15	209	24	11	8	8	16	0	33	7	8	...	...	...	...	...
Huntly ...	1	7	9	0	4	6	1	12	3	21	2	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hurunui ...	77	12	7	12	4	10	89	17	5	1,211	99	1,310	117	3	0	13	8	3	130	11	3	...	...	...	...	...
Hutt ...	83	16	6	4	13	0	88	9	6	1,418	68	1,486	157	1	8	8	13	6	165	15	2	...	...	...	...	...
Heathcote ...	...	...	...	...	...	...	...	...	...	...	...	...	10	8	4	...	...	...	10	8	4	...	...	...	...	...
Inglewood ...	82	3	10	19	13	7	101	17	5	1,370	259	1,629	36	0	0	11	3	5	47	3	5	...	...	...	...	...
Invercargill ...	2,077	12	2	691	10	1	2,769	2	3	27,814	6,449	34,263	1,076	4	7	307	6	8	1,383	11	3	...	...	...	...	...
Kaipoi ...	229	13	0	57	5	6	286	18	6	3,798	546	4,344	242	16	8	11	10	6	254	7	2	...	...	...	...	...
Kaipoi Railway Station ...	...	...	...	...	...	...	...	...	...	...	...	...	15	0	0	...	...	...	15	0	0	...	...	...	...	...
Kaikoura ...	173	12	9	65	11	4	239	4	1	2,735	930	3,665	128	0	0	20	13	0	148	13	0	...	...	...	...	...
Kaitangata ...	83	10	9	18	1	5	101	12	2	1,409	228	1,637	127	1	8	9	14	0	136	15	8	...	...	...	...	...
Kakanui ...	97	1	11	3	5	11	100	7	10	1,501	45	1,546	90	16	8	9	13	0	100	9	8	...	...	...	...	...
Katikati ...	24	14	4	1	19	9	26	14	1	374	16	390	136	13	4	6	7	12	0	204	5	4
Kawakawa ...	173	16	8	37	6	0	211	2	8	2,563	420	2,983	159	3	4	25	2	0	184	5	4	...	...	...	...	...
Kekerangu* ...	27	0	0	22	11	8	49	11	8	436	339	775	134	3	4	7	18	0	142	1	4	...	...	...	...	...
Kingston ...	0	16	5	0	14	11	1	11	4	16	10	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kopua ...	122	15	6	43	7	2	166	2	8	2,061	418	2,479	144	11	8	14	0	6	158	12	2	...	...	...	...	...
Kumara ...	364	14	5	88	8	2	453	2	7	5,288	941	6,229	319	5	1	118	12	7	437	17	8	...	...	...	...	...
Kihikibi ...	17	17	2	70	15	3	88	12	5	296	238	534	25	0	0	28	17	9	53	17	9	...	...	...	...	...
Lawrence ...	342	19	6	107	14	10	450	14	4	5,423	1,038	6,461	189	15	0	97	14	3	287	9	3	...	...	...	...	...
Leithfield ...	35	17	5	3	2	0	38	19	5	599	39	638	114	3	4	23	0	1	137	3	5	...	...	...	...	...
Longbush ...	70	11	9	3	6	7	73	18	4	1,143	44	1,187	193	6	8	9	4	9	112	11	5	...	...	...	...	...
Longford* ...	55	5	9	5	18	0	61	3	9	717	38	755	114	11	8	31	18	3	146	9	11	...	...	...	...	...
Lyll ...	144	17	0	29	6	0	174	3	0	2,204	418	2,622	165	14	0	65	3	2	230	17	2	...	...	...	...	...
Lyttelton ...	1,044	16	3	395	5	11	1,440	2	2	17,231	5,639	22,870	545	12	4	101	14	0	647	6	4	...	...	...	...	...
Lyttelton Signal Box ...	...	...	...	...	...	...	...	...	...	...	...	...	15	0	0	...	...	...	15	0	0	...	...	...	...	...
Maketu ...	98	9	6	181	1	4	279	10	10	1,510	928	2,438	189	0	0	58	3	3	247	3	3	...	...	...	...	...
Malvern* ...	36	0	9	22	18	4	58	19	1	572	266	838	129	11	8	29	14	6	157	6	2	...	...	...	...	...
Manuka Creek ...	5	11	8	...	...	...	5	11	8	107	...	107	10	0	0	3	2	6	13	2	6	...	...	...	...	...
Manukau Heads* ...	38	8	9	55	4	1	93	12	10	653	1,029	1,682	140	0	0	14	1	6	154	1	6	...	...	...	...	...
Manutahi ...	64	4	3	6	16	1	71	0	4	1,072	80	1,152	119	11	8	11	16	9	131	8	5	...	...	...	...	...
Marton ...	373	13	6	58	1	0	431	14	6	5,359	612	5,971	193	6	8	85	3	9	278	10	5	...	...	...	...	...
Masterton ...	652	9	11	55	0	7	707	10	6	9,459	662	10,121	270	5	0	86	15	5	357	0	5	...	...	...	...	...
Mataura* ...	89	17	7	27	2	11	117	0	6	1,591	341	1,932	233	16	8	42	1	7	275	18	3	...	...	...	...	...
Mercer ...	75	5	5	36	0	5	111	5	10	1,251	309	1,560	163	11	8	17	2	0	180	13	8	...	...	...	...	...
Mohaka* ...	62	6	7	2	3	11	64	10	6	985	28	1,013	119	11	8	11	5	6	130	17	2	...	...	...	...	...
Mongonui ...	66	2	2	29	17	1	95	19	3	1,057	373	1,430	117	1	8	38	2	1	155	3	9	...	...	...	...	...
Mosgiel ...	64	8	0	30	8	8	94	16	8	1,135	405	1,540	160	3	4	8	18	6	169	1	10	...	...	...	...	...
Motueka ...	123	7	8	14	12	5	138	0	1	2,191	195	2,386	158	11	4	13	3	0	171	14	4	...	...	...	...	...
Napier ...	2,472	9	8	496	2	6	2,968	12	2	29,812	4,422	34,234	2,111	5	8	716	3	1	2,827	8	9	...	...	...	...	...
Naseby ...	205	10	4	63	0	1	268	10	5	2,990	721	3,711	124	11	8	3	2	6	127	14	2	...	...	...	...	...
Nelson ...	2,050	4	4	652	9	8	2,702	14	0	30,112	6,931	37,043	1,533	13	11	209	11	3	1,743	5	2	...	...	...	...	...
Newcastle ...	156	10	3	94	4	3	250	14	6	2,252	571	2,823	190	3	4	23	2	0	213	5	4	...	...	...	...	...
Newmarket ...	82	17	9	22	5	2	105	2	11	1,320	157	1,477	76	2	8	3	2	6	79	5	2	...	...	...	...	...
New Plymouth ...	1,265	14	8	771	12	1	2,037	6	9	16,116	5,496	21,612	771	18	4	148	1	4	919	19	8	...	...	...	...	...
Oakura ...	...	...	...	11	12	8	12	0	7	6	54	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oamaru ...	2,261	16	4	613	5	1	2,875	1	5	29,393	6,525	35,828	957	5	0	238	4	8	1,195	9	8	...	...	...	...	...
Ohaeawai ...	85	6	11	5	19	4	91	6	3	1,342	52	1,394	139	3	4	5	12	9	144	16	1	...	...	...	...	...
Okato ...	5	2	0	19	6	9	24	8	9	84	82	166	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Onehunga ...	192	4	7	82	16	8	275	1	3	3,283	1,339	4,622	251	8	4	13	11	8	265	0	0	...	...	...	...	...
Ophir* ...	86	12	0	6	19	5	93	11	5	1,420	102	1,522	135	0	0	11	14	6	146	14	6	...	...	...	...	...
Opotiki* ...	178	4	9	120	0	6	298	5	3	2,871	1,120	3,991	179	0	0	22	6	0	201	6	0	...	...	...	...	...
Opunake* ...	62	18	7	90	3	5	153	2	0	1,004	839	1,843	134	3	4	17	14	6	151	17	10	...	...	...	...	...
Orari ...	31	11	7	0	5	8	31	17	3	550	3	553	10	0	0	5	7	6	15	7	6	...	...	...	...	...
Oreti ...	52	4	3	7	18	7	60	2	10	824	98	922	10	0	0	3	2	6	13	2	6	...	...	...	...	...
Otago Heads ...	29	3	3	73	2																						

TABLE A—continued.
CASH REVENUE derived from Private and Press Messages, &c.—continued.

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.	Value of Government Messages.	Total Value of Messages of all Codes.	Total Number of Private and Press Messages.	Total Number of Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Rangiora Railway Station	...	...	...	...	...	...	18 13 4	...	18 13 4
Rangitata North	16 9 4	3 7 8	19 17 0	249	34	283	10 0 0	3 4 6	13 4 6
Reefton	787 18 3	158 4 3	946 2 6	11,087	1,652	12,739	638 6 8	336 5 10	974 12 6
Richmond	68 11 11	17 0 4	85 12 3	1,224	179	1,403	125 11 8	15 15 6	141 7 2
Riverhead	15 17 7	7 3 3	23 0 10	273	87	360	131 16 8	27 11 4	159 8 0
Riverton	305 17 4	36 8 6	342 5 10	4,729	498	5,227	198 0 0	49 11 10	247 11 10
Rollleston	23 18 11	0 13 8	24 12 7	380	9	398	22 18 4	3 6 0	26 4 4
Ross	126 10 11	19 17 7	146 8 6	2,033	230	2,263	200 16 8	56 15 9	257 12 5
Rotorua*	227 17 4	137 13 7	365 10 11	3,285	789	4,074	160 0 0	30 18 8	190 18 8
Roxburgh*	100 0 8	33 19 10	134 0 6	1,674	471	2,145	151 5 0	12 2 6	163 7 6
Russell	185 16 0	121 13 9	307 9 9	3,445	1,598	5,043	159 3 4	7 3 0	166 6 4
Sanson	110 13 3	7 11 6	118 4 9	1,733	90	1,823	149 3 4	23 4 6	172 7 10
Selwyn Railway Station	...	...	...	...	...	...	2 18 4	...	2 18 4
Sheffield	47 3 11	4 12 0	51 15 11	796	47	843	13 10 0	6 12 1	20 2 1
Southbridge	127 4 11	11 17 0	139 1 11	2,155	140	2,295	134 11 8	10 7 6	144 19 2
Spit	462 0 6	109 14 10	571 15 4	7,382	1,790	9,172	295 10 0	47 2 9	342 12 9
Springston	18 6 7	1 2 5	19 9 0	306	11	317	10 0 0	5 4 3	15 4 3
St. Bathans	78 1 9	5 18 4	84 0 1	1,260	100	1,360	96 13 4	23 6 0	119 19 4
Stirling	45 8 5	8 0 3	53 8 8	782	80	862	25 0 0	3 2 6	28 2 6
Takapau	24 14 3	2 5 6	26 19 9	370	23	393	50 16 8	13 17 3	64 13 11
Tapanui	191 5 6	19 2 2	210 7 8	3,172	243	3,415	137 13 4	28 10 6	166 3 10
Tarawera*	29 12 11	21 9 5	51 2 4	466	171	637	140 0 0	11 14 6	151 14 6
Taupo*	86 19 1	119 19 1	206 18 2	1,379	916	2,295	139 11 8	3 2 6	142 14 2
Tauranga	909 0 9	613 13 4	1,522 14 1	12,493	4,050	16,543	322 0 4	107 12 4	429 12 8
Te Awamutu*	123 9 3	46 0 4	169 9 7	1,865	439	2,304	199 11 8	12 11 0	212 2 8
Temuka	246 13 4	34 18 2	281 11 6	3,951	401	4,352	292 3 4	26 3 9	318 7 1
Temuka Railway Station	...	...	...	...	...	...	24 10 0	...	24 10 0
Tenui*	98 6 5	7 4 11	105 11 4	1,521	94	1,615	135 0 0	17 16 0	152 16 0
Timaru	2,230 7 1	370 8 1	2,600 15 2	29,392	4,418	33,810	958 13 1	294 7 5	1,253 0 6
Timaru Railway Station	...	...	...	...	...	...	5 0 0	...	5 0 0
Tokomairiro	274 6 2	21 4 5	295 10 7	4,360	279	4,639	169 3 4	37 1 4	206 4 8
Tokatea†	12 5 10	10 0 8	22 6 6	202	149	351	66 5 0	54 6 2	120 11 2
Tophouse*	15 2 7	26 6 4	41 8 11	242	375	617	129 11 8	5 16 6	135 8 2
Turakina	82 3 2	17 15 9	99 18 11	1,403	179	1,582	110 3 4	35 5 2	145 8 6
Upper Hutt	74 11 2	13 15 4	88 6 6	1,261	157	1,418	119 5 7	13 10 3	132 15 10
Waiau	87 18 5	25 15 10	113 14 3	1,319	240	1,559	136 6 11	13 9 0	149 15 11
Waihi	0 2 2	17 7 7	17 9 9	1	188	189	20 16 8	19 8 0	40 4 8
Waihola	43 7 8	4 14 2	48 1 10	722	42	764	69 11 8	3 7 6	72 19 2
Waikanae	73 18 11	13 10 4	87 9 3	1,249	170	1,419	119 3 4	17 11 0	136 14 4
Waikouaiti	117 11 8	79 2 1	196 13 9	2,029	1,157	3,186	121 13 4	48 18 6	170 11 10
Waimate	432 7 11	60 4 3	492 12 2	6,417	652	7,069	280 11 8	62 12 0	343 3 8
Waimate Junction	21 17 0	89 17 6	111 14 6	388	1,237	1,625	24 10 0	4 17 6	29 7 6
Wainui*	38 7 4	0 15 3	39 2 7	554	8	562	144 11 8	20 17 6	165 9 2
Waipahi	48 17 5	12 1 6	60 18 11	848	122	970	10 0 0	3 2 6	13 2 6
Waipawa	291 11 0	23 16 4	315 7 10	4,624	316	4,940	162 5 0	37 6 10	199 11 10
Waipu	43 12 0	3 10 8	47 2 8	783	46	829	129 3 4	21 14 6	150 17 10
Waipukurau	216 14 6	21 19 2	238 13 8	3,120	186	3,306	115 8 4	29 3 6	144 11 10
Wairoa	239 11 9	31 16 2	271 7 11	3,420	385	3,805	142 10 0	18 5 0	160 15 0
Waitahuna	38 18 0	1 10 11	40 8 11	705	16	721	73 15 0	4 0 6	77 15 6
Waitaki	21 11 3	26 14 2	48 5 5	372	371	743	69 11 8	6 12 6	76 4 2
Waitara	168 10 6	69 13 3	238 3 9	2,713	713	3,426	148 17 11	41 2 5	190 0 4
Waitotara	133 11 2	35 14 7	169 5 9	2,070	304	2,374	155 16 8	89 4 2	245 0 10
Waiuku	68 7 8	7 3 11	75 11 7	1,093	73	1,166	129 11 4	33 8 6	162 19 10
Waiwera	126 8 10	36 19 8	163 8 6	1,988	159	2,147	105 16 8	25 4 0	131 0 8
Wakapuaka	1,265 13 2	0 10 7	1,266 3 9	20,569	4	20,573	382 1 8	271 4 1	653 5 9
Wakefield	2 19 9	0 8 10	3 8 7	58	4	62	...	...	...
Wanganui	2,685 10 10	652 5 5	3,337 16 3	36,755	6,324	43,079	1,062 19 3	203 11 5	1,266 10 8
Warkworth	83 9 9	9 12 1	93 1 10	1,285	95	1,380	119 3 4	19 4 6	138 7 10
Washdyke	28 4 9	0 11 5	28 16 2	481	8	489	10 6 6	3 2 6	13 9 0
Waverley	171 18 6	43 12 3	215 10 9	2,843	298	3,141	141 5 0	56 17 3	198 2 3
Wellington	7,952 18 0	4,562 11 5	12,515 9 5	170,317	38,485	208,802	5,801 7 10	1,242 7 4	7,043 15 2
Wellington Signal Station	...	...	...	...	...	...	40 0 0	...	40 0 0
Westport	856 5 8	472 12 0	1,328 17 8	10,999	4,054	15,053	393 16 8	134 19 2	528 15 10
Whangarei	174 2 1	62 12 5	236 14 6	2,655	701	3,356	133 6 8	66 8 4	199 15 0
Whangaroa	78 19 11	16 17 4	95 17 3	1,242	284	1,526	120 0 0	10 2 6	130 2 6
White's Bay*	...	...	...	...	...	...	38 13 8	50 4 0	88 17 8
Winslow	31 12 8	0 6 3	31 18 11	501	3	504	7 10 0	14 15 0	22 5 0
Winton*	98 11 9	20 6 2	118 17 11	1,703	268	1,971	147 10 0	31 6 0	178 16 0
New Stations	...	...	...	...	...	...	1,163 14 1	653 8 10	1,817 2 11
Total	81,435 14 4	26,949 2 2	108,384 16 6	1,201,982	246,061	1,448,043	65,026 8 6	14,475 11 11	79,502 0 5

* Operator, also Lineman. † Station now closed. ‡ Salaries and instruction of Cadets.

TABLE B.

NUMBER of Interprovincial Letters forwarded during the Year ended 31st December, 1878; Number of Telegrams despatched in each Provincial District during the Year ended 30th June, 1879; and proportion of Telegrams to every 100 Letters; together with a similar Return for the previous Year.

	1878-79.			1877-78.			Proportion of Telegrams sent for every 100 Letters.
	Numbers 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	...	...	...	1,068,204	305,896	28'63	28'63
Marlborough	...	...	...	155,993	23,828	15'27	15'27
Nelson	...	...	...	248,802	74,526	29'95	29'95
Canterbury	...	...	...	1,357,049	183,229	13'5	13'5
Westland	...	...	...	316,257	88,118	27'89	27'89
Otago	...	...	...	1,275,874	237,832	18'64	18'64
Southland	...	...	...	234,768	46,192	19'67	19'67
Hawke's Bay	...	...	...	298,009	75,765	25'42	25'42
Taranaki	...	...	...	114,228	30,599	26'79	26'79
Auckland	...	...	...	1,009,200	194,339	19'25	19'25
1878-79.							
	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.	1871-72.
	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.
Total number of Letters	...	7,374,786	...	6,078,384	5,540,920	4,731,873	3,209,837
Total number of Telegrams	...	1,448,943	...	1,460,324	1,124,433	917,218	752,899
Proportion of Telegrams to every 100 Letters	...	19'64	...	20'71	20'29	22'59	23'45
	1870-71.	1869-70.	1868-69.	1867-68.	1866-67.	1865-66.	1864-65.
	1870-71.	1869-70.	1868-69.	1867-68.	1866-67.	1865-66.	1864-65.
Total number of Letters	2,626,947	2,374,060	2,749,488	2,626,947	2,374,060	2,749,488	2,626,947
Total number of Telegrams	312,874	185,423	146,167	312,874	185,423	146,167	312,874
Proportion of Telegrams to every 100 Letters	11'91	7'81	6'12	11'91	7'81	6'12	11'91

TABLE C.
ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each Quarter of the Year ended 30th June, 1878; ORDINARY and PRESS TELEGRAMS despatched during each Quarter of the Year ended 30th June, 1879; and the REVENUE derived from each Class.

1877-78.

	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 ...	222,588	14,964 2 8	235,974	15,834 13 9	258,138	17,288 14 2	254,715	17,355 17 11	971,415	65,343 8 6
Press Telegrams ...	23,292	2,347 7 4	22,810	2,108 0 7	23,106	1,701 8 1	24,858	1,783 17 4	94,066	7,940 13 4
Totals ...	245,880	17,311 10 0	258,784	17,942 14 4	281,244	18,990 2 3	279,573	19,039 15 3	1,065,481	73,284 1 10

1878-79.

	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 ...	253,963	16,983 6 10	277,580	18,331 2 10	299,993	19,927 14 3	263,881	17,350 17 0	1,094,517	72,593 0 11
Press Telegrams ...	27,216	2,571 9 6	29,977	2,574 2 5	28,196	2,102 8 4	22,976	1,594 13 2	107,465	8,842 13 5
Totals ...	281,179	19,554 16 4	306,657	20,905 5 3	327,289	22,030 2 7	286,857	18,945 10 2	1,201,982	81,435 14 4

TABLE D.

COMPARATIVE TABLE showing the Progress of the TELEGRAPH DEPARTMENT during the Financial Years ended 30th June, 1866, 1867, 1868, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, and 1878.

Year ended.	Number of Miles of Line.	Number of Miles of Wire.	Number of Stations open.	Number of Telegrams forwarded during the Year.			Revenue derived from Private and Press 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, and Provincial Government.	General Government.	Total.				£	s.	d.	£	s.	d.				£	s.	d.							
30th June, 1866	699	1,390	13	24,761	2,476	27,237	5,561	19	2	483	3	2	6,045	2	4	3,934	3	4	2,443	2	11	6,377	6	3	3	9	10	Mileage tariff.
"	757	1,498	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	2,223	31	72,241	26,244	98,485	11,052	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	Mileage tariff in operation up to 1st Sept., 1869; uniform 2s. 6d. tariff from 1st Sept., 1869, to 31st March, 1870; and 1s. tariff from 1st April, 1870.
"	1,329	2,495	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	
"	1,661	2,897	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	30,537	12	2	8	9	11	From 1st November, 1873, address and signature given in free.
"	*1,976	3,247	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	3,823	81	344,524	67,243	411,767	28,121	10	0	11,943	3	9	39,164	13	9	23,593	9	9	8,858	19	7	32,452	9	4	4	2	3	From 1st November, 1873, address and signature given in free.
"	‡2,356	4,574	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	
"	§2,530	5,782	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.
"	||2,986	6,626	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	
"	¶3,154	7,247	142	890,382	160,704	1,051,086	62,715	10	4	16,154	6	0	78,869	16	4	61,696	14	5	21,074	8	8	82,771	3	1	5	18	10	From 1st November, 1873, address and signature given in free.
"	**3,259	7,423	155	952,283	172,159	1,124,442	65,644	15	3	17,024	8	9	82,669	4	0	63,353	10	10	17,931	8	0	81,284	18	10	5	12	11	
"	††3,434	8,035	182	1,065,481	194,843	1,260,324	73,284	1	10	19,148	12	4	92,432	14	2	69,340	1	8	18,259	4	9	87,599	6	5	5	10	0	From 1st November, 1873, address and signature given in free.
"	‡‡3,512	8,117	195	1,201,982	246,961	1,448,943	85,402	0	2	26,949	2	2	112,351	2	4	79,502	0	5	17,299	7	10	96,801	8	3	5	0	9	

* 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.
 § From this mileage 106 miles to be deducted before computing the cost per mile for maintenance.
 || From this mileage 81 miles to be deducted before computing the cost per mile for maintenance.

¶ From this mileage 174 miles to be deducted before computing the cost per mile for maintenance.
 ** From this mileage 85 miles to be deducted before computing the cost per mile for maintenance.
 †† From this mileage 116 miles to be deducted before computing the cost per mile for maintenance.
 ††† From this mileage 109 miles to be deducted before computing the cost per mile for maintenance.

TABLE E.
COST OF MAINTENANCE OF TELEGRAPH LINES FOR THE FINANCIAL YEAR ENDED 30TH JUNE, 1879.

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, including Winton to Lowther and Switzer's Lines	237	346 13 4	214 18 2	76 1 4	56 5 0	693 17 10	2 18 6
Tokomairi to Queenstown	142	366 13 4	154 0 4	18 18 4	22 2 11	561 14 11	3 19 1
Balclutha to Waiaki, including Naseby, Ophir, St. Bathans, Kaitangata, Outram, and Otage Heads Lines	293	613 6 8	163 18 9	177 3 1	184 5 7	1,138 14 1	3 17 9
Waiaki to Christchurch, including Akaroa, Geraldine, Southbridge, and Lyttelton Lines	261	766 13 4	274 7 7	192 1 0	199 4 9	1,372 6 8	5 5 1
Christchurch to Greymouth, including Ross Line	196	478 15 0	524 0 10	144 1 8	38 9 1	1,185 6 7	6 0 11
Greymouth to Lyell, including Westport Line	177	336 5 0	341 10 3	53 0 4	31 13 2	762 8 9	4 6 1
Lyell to Nelson, including Tophouse to Blenheim and Motuoka Lines	210	136 5 0	288 8 9	84 7 6	32 11 0	541 12 3	2 11 7
Nelson to Blenheim, including Whakapuaka and White's Bay Lines	92	362 10 0	361 4 2	337 18 2	36 0 0	1,097 12 4	11 18 7
Blenheim to Christchurch, including Waiau (37 miles), Rangiora (8 miles), and Oxford Lines	253	805 16 0	437 10 8	61 19 6	184 5 6	1,489 11 8	5 17 9
Wellington to New Plymouth, including Foxton to Feilding (37 miles), and Opunake Lines	338	627 10 10	530 6 7	268 2 6	150 1 1	1,576 1 0	4 13 3
Wellington to Napier, including Castlepoint, Kopua, and Hastings Lines	240	637 18 4	517 11 5	298 19 2	182 1 10	1,636 10 9	6 16 4
Napier to Tauranga, including Gisborne and Opoitiki Lines	363	787 7 7	464 2 6	179 14 8	105 12 4	1,536 17 1	4 4 8
Tauranga to Grahamstown	73	379 11 8	104 12 11	64 15 1	51 12 1	600 11 9	8 4 6
Auckland to Coromandel and Alexandra, including Manukau Heads and Onehunga Lines	270	623 14 4	631 10 9	312 10 7	60 6 11	1,628 2 7	6 0 7
Auckland to Kawakawa, including Waiwera, Russell, and Hokianga Lines	236	635 8 4	217 0 2	100 16 6	40 8 1	1,013 13 1	4 5 10
Kawakawa to Mougonui	53	245 3 3	186 16 9	28 19 0	3 7 6	464 6 6	8 15 2
Totals	3,434	8,109 12 0	5,412 0 7	2,399 8 5	1,378 6 10	17,299 7 10	* 5 0 9

* Total average of cost of maintenance per mile.

NOTE.—Port Albert Line (24 miles), Catlin's River Line (24 miles), Dunstroon Line (22 miles), Wyndham Line (4 miles), Portobello Line (4 miles), and Lowther to Kingston Line (31 miles), not included in this table.

INSULATION TESTS of the COOK STRAIT CABLE for the Years ended 30th June, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, and 1879 respectively, showing the Resistance per knot after Two Minutes' Electrification in Megohms (British Association Units of Resistance).

Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.
1867—				1870—				1872—				1874—			
Sept. 1	473	71	554	March 18	442	3.4	967	Jan. 27	579	8.39	981	Jan. 30	291	.649	584
Sept. 30	634	102	634	March 20	344	3.06	619	Feb. 27	596	9.5	1,073	Feb. 24	407	2.886	680
Oct. 14	547	179	620	April 26	430	8.6	812	March 31	676	18.5	938	March 24	445	.623	715
Nov. 1	598	32.6	667	May 31	456	4.46	871	April 25	553	39.1	979	April 24	355	1.54	430
Nov. 14	574	10.6	643	June 26	355	2.3	622	May 28	649	44.4	1,173	May 11	308	.385	379
Dec. 2	608	10.5	709	July 16	517	.393	893	June 22	687	49.6	1,146	June 26	407	.736	524
1868—				Aug. 16	473	1.7	763	July 23	826	65.6	1,476	July 24	482	1.227	524
June 7*	930	5.5	1,094	Sept. 17	508	8.7	1,108	Aug. 19	818	88.5	1,735	Aug. 29	333	1.199	416
Sept. 11	630	22.5	946	Oct. 20	471	5.5	1,069	Sept. 1	...	...	...	Sept. 23	398	1.178	493
Sept. 17	697	63.5	1,000	Nov. 21	595	10.2	1,149	Oct. 22	709	173	1,331	Oct. 24	354	1.166	490
1869—				Dec. 21	480	7.7	1,121	Nov. 20	763	208	1,156	Nov. 24	380	.274	475
March 27	467	26	729	1870—				Dec. 30	867	220	1,561	Dec. 23	575	3.095	843
April 19	483	30	748	1871—				1873—				Jan. 24	620	1.151	786
May 11	562	31	950	Jan. 24	574	6.7	1,312	Jan. 23	883	94	1,695	Feb. 24	434	.329	442
May 17	531	14	903	Feb. 21	595	2.0	1,173	Feb. 24	578	18.1	1,271	Feb. 24	435	.342	448
June 22	522	15	931	March 23	497	2.39	1,166	March 25	611	24.8	1,420	March 24	313	.130	360
July 27	649	9	1,104	April 24	508	1.85	1,003	April 23	585	29.7	1,272	April 24	347	.365	418
Aug. 24	607	7	1,200	May 23	489	2.08	955	May 23	595	21.0	1,231	May 24	584	.826	717
Sept. 27	754	13	1,275	June 24	717	1.28	1,288	June 23	611	50.0	1,203	June 24	379	.313	545
Oct. 1	...	...	...	July 1	...	...	...	July 24	628	61.3	1,159	July 24	363	.222	386
Nov. 8	582	5	1,253	Aug. 25	751	1.36	1,444	Aug. 23	717	68.3	1,564	Aug. 24	396	.211	432
Dec. 3	638	2.5	1,159	Sept. 25	517	1.31	1,123	Sept. 23	609	57.2	1,193	Sept. 24	453	.258	501
1870—				Oct. 1	...	...	...	Oct. 21	569	182.1	1,214	Oct. 24	435	.280	474
Jan. 22	526	2	865	Nov. 23	...	...	...	Nov. 22	695	347.5	1,429	Nov. 24	460	.338	464
Feb. 22	417	3	707	Dec. 28	570	9.98	1,079	Dec. 24	554	389.5	1,312	Dec. 24	464	.294	452

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

TABLE G. INSULATION TESTS of SECOND COOK STRAIT CABLE for the Years ended 30th June, 1877, 1878, and 1879, showing the Resistance per knot after two Minutes' Electrification in Megohms (British Association Units of Resistance).

Date.	Dielectric Resistance per Knot.		Inductive Capacity per Knot in Microfarads.	Copper Resistance per Knot in Ohms.	Remarks.
	Five Cells.	Fifty Cells.			
March 12, 1877	...	2,870	3385	11,5085	First test taken immediately after laying.
March 24	3,341	2,141	...	...
April 24	4,000	2,857	3351	...	
May 24	...	2,347	...	...
June 23	2,689	2,674	...	...
July 24	3,134	2,833	...	...
August 24	2,613	2,538	...	...
September 24	3,964	2,834	...	...
October 24	3,014	2,813	...	...
November 24	2,545	2,358	...	...
December 24	2,085	2,251	...	...
January 24, 1878	3,227	2,126	...	...
February 23	2,096	1,887	...	...
March 23	2,306	1,897	...	...
April 24	...	1,727	2,323	...	
May 24	...	1,777	2,052	...	
June 24	...	1,777	1,992	...	
July 24	...	1,715	1,876	...	
August 24	...	1,450	2,404	...	
September 24	...	1,518	1,708	...	
October 24	...	1,546	2,008	...	
November 23	...	1,405	2,008	...	
December 24	...	1,430	1,879	...	
January 24, 1879	...	1,251	1,430	...	
February 24	...	1,216	1,251	...	
March 24	...	1,217	1,216	...	
April 24	...	1,372	1,697	...	
May 24	...	1,613	2,168	...	
June 24	...	1,350	1,707	...	
July 24	...	1,724	1,810	...	

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, 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 6
Invercargill to Maitaura ...	32	...	...	1,199	0 0	739	1 4	469	11 0	2,407	12 4	75	4 9
Maitaura 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 7
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 0
White's Bay Line ...	7	...	...	...	...	...	...	503	12 6	503	12 6	†71	18 11
Port Chalmers Line ...	8	...	...	...	...	...	...	800	0 0	800	0 0	||100	0 0
Christchurch to Greymouth ...	176	...	...	...	...	...	...	3,808	0 0	3,808	0 0	¶21	12 9
Greymouth to Westport ...	67	1,951	7 6	1,070	16 5	960	15 4	3,019	17 9	7,002	17 0	104	10 5
Blenheim to Woodend, reconstruction (including White's Bay Line), 194 miles ...	...	100	0 0	5,136	12 5	2,022	15 4	3,484	12 0	10,743	19 9	55	7 7
Palmerston to Naseby ...	54	...	...	754	14 10	247	2 2	435	19 9	1,437	16 9	26	12 6
Tokomairiro to Queenstown ...	140	...	...	...	...	...	...	4,432	1 4	4,432	1 4	g31	13 2
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 6
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
Kaipoi 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 0	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	16 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
Christchurch to Hokitika, reconstruction, 146 miles ...	...	2,610	0 6	252	11 0	462	2 0	1,294	5 3	4,618	18 9	31	12 8
Tokomairiro to Queenstown reconstruction, 140 miles ...	...	...	...	685	8 0	41	12 9	110	15 0	837	15 9	5	19 8
Greymouth to Hokitika, reconstruction, 30 miles ...	...	1,181	9 0	789	19 1	451	6 5	1,757	9 1	4,180	3 7	139	6 9
Blenheim to Christchurch, reconstruction, 206 miles ...	...	101	18 1	1,099	17 6	1,885	12 3	1,645	9 7	4,732	17 5	22	19 5
Nelson to Lyell ...	118	4,210	5 8	5,429	8 3	2,649	19 1	2,435	2 9	14,724	15 9	124	15 8
Second Wire, Greymouth to Lyell, 82 miles ...	...	...	...	405	7 6	654	1 0	619	5 4	1,678	13 10	20	9 5

* Purchased from Southland Government. † Includes £450, purchase of Lyttelton line. ‡ Approximate cost. § Approximate cost of poles, &c. || Purchased from private firm. ¶ Purchased from Canterbury Government. (g) Purchased from Otago Government; total cost includes £2,047 18s. 10d. for new material.

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, 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.
Fourth and Fifth Wires, Christchurch to Dunedin, and Third and Fourth Wires, Dunedin to Bluff, completion of (79 miles double wire) ...	...	...	150 12 0	405 11 2	539 3 7	1,095 6 9	13 17 3
Second Wire, Tokomairiro to Lawrence, 34 miles ...	...	...	20 0 0	37 8 5	137 6 1	194 14 6	5 14 6
Otago Heads Line ...	14	...	345 10 6	174 15 3	374 0 2	894 5 11	63 17 6
Kaitangata Line ...	6	...	184 16 2	73 6 10	139 19 1	398 2 1	66 7 0
Rangiora to Oxford ...	21	...	663 14 10	197 7 5	95 14 11	956 17 2	45 11 3
Outram Line ...	7	...	151 4 8	55 0 6	92 4 4	298 9 6	42 12 9
Reefton to Westport ...	28	1,189 17 0	602 7 0	502 17 7	636 1 10	2,931 3 5	104 13 8
Reefton to Westport, additional expenditure, 28 miles ...	...	6 15 0	514 19 0	194 1 8	247 4 4	963 0 0	34 7 10
Blenheim to Tophouse ...	60	199 9 5	2,115 12 6	1,219 18 10	808 8 8	4,343 9 5	72 7 9
Third Wire, Nelson to Greymouth, 200 miles ...	...	...	70 2 3	1,796 2 10	1,025 8 11	2,891 14 0	14 9 2
Christchurch to Waitaki, reconstruction, 143 miles ...	...	...	462 19 9	48 13 2	217 9 5	729 2 4	5 1 11
Christchurch to Greymouth, reconstruction, 176 miles ...	...	...	62 19 0	23 6 9	367 3 1	453 8 10	2 11 6
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
Winton to Lowther ...	37	...	348 11 6	267 14 7	341 14 9	958 0 4	25 17 10
Nuggets and Catlin's,—							
River Line ...	24	...	375 10 7	240 17 7	146 4 3	762 12 5	31 15 6
Duntroon Line ...	22	...	523 2 10	220 11 11	191 7 0	935 1 9	42 10 1
Hokitika to Ross, reconstruction, 20 miles ...	...	...	264 5 0	26 13 4	233 1 7	523 19 11	26 4 0
Blenheim to Christchurch, Fourth Wire, including reconstruction Kaipoi to Blenheim, 206 miles ...	...	...	1,832 10 0	2,175 5 2	3,270 16 4	7,278 11 6	35 6 8
Reefton to Ahaura, reconstruction, 24 miles ...	...	...	1,343 0 0	90 1 10	603 5 8	2,016 7 6	84 0 4
Nelson to Blenheim, reconstruction, 80 miles (completed Blenheim to Harelock, 40 miles) ...	...	...	1,137 1 4	175 16 3	223 15 6	1,536 13 1	38 8 4
Wyndham Line ...	4	...	80 10 0	22 3 2	24 17 3	127 10 5	31 17 7
Portobello and Quarantine Station Line ...	4	...	86 19 0	46 14 10	86 2 9	219 16 7	54 19 2
Lowther to Kingston Line ...	31	...	472 0 0	272 2 0	126 4 8	870 6 8	28 1 6
Total, South Island ...	1,946	19,769 11 11	65,314 10 0	50,681 15 3	60,904 19 3	196,670 16 5	101 1 3
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	3,002 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 Castlepoint ...	36	22 15 1	...	388 18 6	1,267 9 1	1,679 2 8	46 19 6
Castlepoint 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	4,794 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
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 Katikati ...	30	...	1,041 3 0	530 5 9	1,266 0 10	2,837 9 7	94 11 8
Katikati 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

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, 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.
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 Opotiki ...	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 Second Wire, Wellington to Wanganui, completed from Wanganui to Bull's, 26 miles ...	4	...	62 6 0	90 9 8	34 18 6	187 14 2	46 18 6
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
Tokatea 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 Line, 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
Fourth Wire, Waipukurau to Porangahau, 18 miles ...	...	...	321 17 0	216 16 3	354 7 11	893 1 2	49 12 3
Second Wire, Wellington to Wanganui, completion of, 32 miles ...	...	...	187 14 6	328 1 6	976 10 9	1,492 6 9	46 12 8
Ohinemutu Line ...	2	...	9 12 0	109 13 0	21 16 0	141 1 0	70 10 6
Rangiriri to Mercer, reconstruction, 9 miles ...	...	...	...	26 17 6	66 16 3	93 13 9	10 8 2
Hawera to New Plymouth via Mount Egmont ...	49	25 0 0	1,236 3 6	946 10 4	1,629 10 6	3,837 4 4	78 6 2
Palmerston to Feilding ...	12	...	235 6 0	93 19 0	111 3 9	440 8 9	36 14 0
Waivera Line from Warkworth ...	16	499 6 6	426 1 3	178 3 3	616 19 2	1,720 10 2	107 10 7
Wellington Pilot Station ...	2	...	30 10 0	21 4 11	53 4 0	104 18 11	52 9 5
Third Wire, Wellington to Wanganui, 140 miles ...	...	...	172 12 0	1,146 5 8	923 2 1	2,241 19 9	16 0 3
Wellington to Wainui, reconstruction, 127 miles ...	...	...	1,094 15 6	865 6 10	1,138 8 7	3,098 10 11	24 8 0
Kawakawa to Mongonui ...	53	84 7 9	962 16 6	654 2 5	1,493 9 2	3,194 15 10	60 5 7
Railway Wires,—							
Auckland to Penrose, 8 miles ...	...	...	...	33 13 11	43 19 6	77 13 5	9 14 2
Waipukurau to Kopua ...	19	...	627 5 11	143 1 5	247 18 7	1,018 5 11	53 11 10
New Plymouth to Inglewood, including loop line to Waitara ...	4	...	88 16 11	187 19 11	233 10 7	510 7 5	127 11 10
Tauranga to Katikati, reconstruction, 30 miles ...	...	...	149 9 0	53 3 0	219 5 1	421 17 1	14 1 2
Wellington to Masterton, Fifth Wire, 60 miles ...	...	...	9 0 0	456 10 11	408 19 0	874 9 11	14 11 6
Masterton to Ti Nui, Fourth Wire, 30 miles ...	...	...	...	262 1 6	573 9 5	835 10 11	27 17 0
Port Albert Line ...	24	...	209 7 6	163 1 4	134 19 4	507 8 2	21 2 10
Total North Island ...	1,597	10,251 5 4	50,750 11 5	47,725 10 9	59,992 3 3	168,719 10 9	105 12 11
Total South Island ...	1,946	19,769 11 11	65,314 10 0	50,681 15 3	60,904 19 3	196,670 16 5	101 1 3
	3,543	30,020 17 3	116,065 1 5	98,407 6 0	120,897 2 6	365,390 7 2	...

* This line from Stony River now dismantled, and new one substituted.

† Average cost per mile.

Total number of miles of line, 3,543; total number of miles of wire, 8,444.

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, 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.
Expenditure on Railway Lines South (to be recovered from Public Works Department)	1,939	9	2	...
Expenditure on Railway Lines North (to be recovered from Public Works Department)	2,377	7	5	...
No. 1 Cook Strait Cable, including freight from London and expenses of laying	29,864	0	0	...
No. 2 Cook Strait Cable, including freight from London, expenses of laying, and 8½ miles of spare cable, and demurrage of ship "Zealandia"	13,248	6	8	...
Five miles spare No. 1 Cable, including freight from London	2,822	4	3	...
Total expenditure, exclusive of lines in progress	415,641	14	8	...

TABLE I.

RETURN of the NUMBER and AMOUNT of TELEGRAPH MONEY ORDERS ISSUED within the several POSTAL DISTRICTS during the Year ended the 30th June, 1879.

District.	Number.	Commission.	Amount.
		£ s. d.	£ s. d.
Auckland ...	2,018	233 0 4	7,927 9 0
Thames ...	146	17 14 4	625 12 5
New Plymouth ...	447	56 0 8	2,021 7 0
Napier ...	1,268	158 15 0	5,721 2 5
Wellington ...	3,757	450 6 0	15,747 6 0
Blenheim ...	386	45 2 0	1,548 7 1
Nelson ...	324	40 8 0	1,452 13 4
Westport ...	361	46 8 4	1,702 19 11
Greymouth ...	723	88 14 8	3,155 2 10
Hokitika ...	517	60 1 8	2,054 15 0
Christchurch ...	2,224	265 0 0	9,228 14 10
Dunedin ...	1,989	244 1 4	8,677 12 0
Invercargill ...	447	52 17 0	1,830 7 2
Total ...	14,607	1,758 9 4	61,693 9 0

TABLE K.

CASH VALUE of SHIPPING TELEGRAMS, and Amount chargeable to each Department of the General Government for Telegrams, transmitted during the Year ended 30th June, 1879.

Colonial Secretary ...	2,260	5	0
Customs ...	605	5	0
Defence ...	4,660	10	0
Government Annuities ...	22	8	7
Judicial ...	2,628	0	0
Postal ...	2,509	10	0
Registrar-General ...	154	4	5
Treasury ...	1,802	4	0
Public Works ...	9,262	0	2
Shipping Reports ...	1,239	10	0
Weather Reports ...	1,805	5	0
Less amount received in cash from Government Annuities ...	26,949	2	2
	22	8	7
Total ...	26,926	13	7

TABLE L.
DEBTOR and CREDITOR STATEMENT.

DR.	£	s.	d.	£	s.	d.	CR.	£	s.	d.	£	s.	d.
To Total Cost of Maintenance of Stations ...	79,501	0	5				By Cash Receipts as under:—						
Total Cost of Maintenance of Lines ...	17,299	7	10				Ordinary and Press Telegrams* ...				81,435	14	4
				96,801	8	3	Incidental Receipts not included in tables:—						
							Excess on Ordinary Telegrams ...	66	12	9			
							Amount collected from Government Annuities Department for Telegrams transmitted ...	22	8	7			
							Collections for copies of Telegrams, &c. ...	16	0	6			
							Amount collected by Postal Department for Money Order Telegrams ...	730	7	0			
							Proceeds of Sales of Condemned Line, Horses, Sundry Material, Old Furniture, &c. ...	441	11	2			
							Rent of Press Wires during last Session of Parliament ...	277	1	8			1,277 0 0
							Special Wire Subsidies for Press purposes ...	2,014	13	5			
							Recoveries on account of Midnight Cable Service ...	167	10	5			2,459 5 6
							Amount received on account of Guaranteed Stations ...						230 0 4
Balance—being Receipts in excess of Expenditure ...				15,527	5	6	Value of General Government Telegrams...						85,402 0 2
													26,926 13 7
													<u>£112,328 13 9</u>
													<u>£112,328 13 9</u>

* Of this amount, £1,102 4s. 7d. was collected in postage stamps.

By Authority: GEORGE DIBSBURY, Government Printer, Wellington.—1879.

Price 1s.]