

1880.
NEW ZEALAND.

TELEGRAPH DEPARTMENT,

(SIXTEENTH ANNUAL REPORT.)

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

SIR,—

Office of the Commissioner of Telegraphs, Wellington, 7th May, 1880.

I have the honor to submit to your Excellency a report on the operations of the Telegraph Department of New Zealand, for the period from the 1st July, 1879, to the 31st March, 1880.

The report embraces a statement of nine months' operations only, owing to the termination of the financial year being changed to the 31st March, a date three months earlier than heretofore.

I have, &c.,

JOHN HALL,

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 £80,000. For the nine months ended the 31st March it amounts to £53,914 13s. 5d.

The value of Government telegrams transmitted during the year amounts to £19,707 6s. 3d. This, with subsidies for special wire, private lines, and incidental receipts, added to the revenue as above stated, brings the total earnings of the department up to £77,827 9s. 6d.

The gross earnings of the department for the year ended 30th June, 1879, were £112,328 13s. 9d. Comparing this with the total receipts for the nine months of the present year, a falling-off of something over £15,000 is visible. This is fully accounted for by the commercial depression which has been so strongly felt throughout the colony for some time past. It is, however, satisfactory to note that the revenue is again on the increase. It is well known that the telegraph is almost immediately affected by the improvement or falling-off of trade generally, and it will not therefore be a matter for surprise that the revenue from this source has not come up to the estimate.

The total number of messages of all codes transmitted during the nine months of the year was 1,008,409, being a proportional decrease, in comparison with the previous year, of 188,432.

It will be seen on reference to the debtor and creditor statement that the expenditure exceeds the receipts and value of work done by £5,582 5s. 9d. This is a more unsatisfactory statement than has had to be made for many years, but is fully accounted for by the falling-off in the revenue. As a temporary failure of revenue would not justify the closing of any of the existing offices, the expenditure in maintenance and salaries has of necessity remained the same. It will also be remembered that during the last session a decided opinion was expressed in the House that officers should be frequently removed from one part of the colony to another, and this has been done at a very large cost to the department. I have no doubt, however, that the changes made will have a very beneficial result.

Comparing the number of telegrams transmitted during the nine months with the letters posted during the same period, it will be seen that 14·27 telegrams were sent for every 100 letters. The proportion last year was 19·64.

The number of money-order telegrams sent during the nine months was 11,291, representing a value of £46,425 5s., showing a slight proportional decrease in comparison with the preceding year, both in messages and value. The commission collected by the Post Office on these transactions amounts to £1,338 3s. 9d., and, after deducting the fees due to this department for telegrams, amounting to £564 11s., leaves to the credit of the Post Office £773 12s. 9d., which is equal to 1·66 per cent. on the amount transmitted. It will be seen on reference to Table I. that Wellington again stands first as having issued the largest number of orders; then Auckland, Dunedin, and Christchurch in the order mentioned.

Some few months ago, a letter appeared in the *London Times*, describing the facilities afforded by the New Zealand Telegraph Department for the transmission of money, and suggesting that a similar system should be adopted by the English Telegraph Offices. There is no reason why it should

not be adopted wherever a telegraph system exists, nor is there any reason why the same facilities should not be afforded between foreign countries, or between colony and colony. There is no doubt that great advantage would be taken of such a system, while it would prove highly remunerative to the various telegraphic administrations.

During the year a thorough inspection of all first and second class stations throughout the colony, as well as the majority of others of less importance, has been made from the Head Office, with the view of reducing expenditure wherever possible. It is satisfactory to state that, with one or two exceptions, no station was found overmanned, although the staff was equal to the work required of it.

Amalgamation of telegraphic and postal duties has been effected at some of the more important stations, such as Hokitika, Westport, Reefton, &c., and it is intended to further extend the system to other stations where the circumstances of both departments will admit. There are now only 19 stations throughout the colony out of a total of 214 where the duties are not so amalgamated.

The railway-telegraph system connected with the Middle Island Railways, which was a department formed independent of the Public Telegraph Department, has now been taken over by this department, and a considerable saving will thus be effected, while the facilities afforded to the Railway Department for the safe and rapid transaction of its business will not in any way be impaired. The system is under the immediate control of the Inspectors stationed at Dunedin and Christchurch respectively, who have been fully instructed as to the duties required of them.

Since the date of the last report, the overtime, as promised by the Commissioner in Parliament, has been abolished, while, as a rule, no officer is called upon to do more than eight hours' duty per day. The introduction of the system was strenuously opposed by a considerable number of officers, some going so far as to refuse duty. The Commissioner, feeling that he was not requiring more than was right from the officers, insisted upon the system being carried out, taking severe measures with some four or five of those officers who were known to have taken an active part in the attempt to enforce their views by the infliction of serious inconvenience on the public. The remainder were fined, and allowed to return to duty. Experience has proved that the Government were quite justified in making this demand upon the officers' services, as it is found that on many days they are not required to do the eight hours, but frequently get off with less; the understanding is that no overtime shall be allowed to any officer until he shall have performed eight hours' duty.

The "Urgent" and "Delayed" codes continue to increase in public favour. The former is taken great advantage of during business hours by the commercial branch of the community, while the latter is made a circulating medium for advices by travellers and trade representatives to their constituents, and for other matters where a night's delay is of no importance.

Since the 1st of April the word rate on all international telegrams has been introduced into New Zealand and on the Australian cable. This was done to assimilate our system of charging to that of other countries, as decided on at the last London International Conference. This alteration does not apply to telegrams within New Zealand, nor between New Zealand and the Australian Colonies.

During the year, 79 miles of line, carrying 83 miles of wire, have been erected, and 803 miles of wire run on existing lines; making the total mileage in circuit on 31st March of line 3,638, and of wire 9,333.

The number of stations open to the public on the 31st March last was 214. Of these, 22 were opened during the year, 11 being in the North Island and 11 in the South Island. During the same period two stations have been closed.

The mileage of line maintained during the year was 3,543, at an average cost for maintenance of £4 3s. 4d. per mile; 95 miles of new line not being included in maintenance table. (See foot-note, Table E.)

The nominal strength of the department on the 31st March, 1880, was 843, against 801 on the date of the last report. This increase is owing to the additional stations which have been opened during the year, and to the enrolment of cadets, who are being trained for future service in the department. The cost of several of the new stations is guaranteed by the parties interested in them.

The duplex system continues to work with increasing success, and is now in use on the following circuits:—No. 1 cable, 42 miles; No. 4 cable, 42 miles; Wellington to Napier, 221 miles; Napier to Auckland, 319 miles; Wellington to Auckland, 540 miles (Napier can be made terminal on this wire, and duplexed north and south); Blenheim to Christchurch, 206 miles; Blenheim to Dunedin, 461 miles; Christchurch to Dunedin, 255 miles; and Dunedin to Invercargill, 134 miles.

To afford greater facilities for the increasing work of the department, and to further insure the continuance of communication in the event of faults occurring in the Cook Strait cables, a new cable, containing one conductor, has been laid from Wanganui to Wakapuaka, the New Zealand terminal station of the Australian cable. This route was very carefully surveyed before being adopted, and the bottom throughout was found to be of the most favourable description for a cable to rest upon. The route is, of course, considerably longer than that over which the Cook Strait cables are laid, but it is considered that the favourable nature of the bottom, and the freedom from tidal influences, will amply compensate for the additional expense incurred.

Tenders were invited for the manufacture and laying of the cable, and the Telegraph Maintenance and Construction Company were the successful tenderers. On the 14th October the tender was accepted, the price being £24,300, and on the 7th February following the cable steamer "Kangaroo" arrived in Wellington with the cable on board. On the 9th February the steamer left Wellington, landing the shore end at Wakapuaka the following morning. On the afternoon of the 11th the Wanganui shore end was successfully landed, and the paying out of main cable commenced. The final splice with the Wakapuaka shore end was completed at 3 p.m. on the 12th. The total length of cable laid is 108.69 knots. The tests after laying were highly satisfactory.

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

The following works, which were in course of construction at the date of the last report, have now been completed:—

FOURTH WIRE, NAPIER TO AUCKLAND.

These works, giving in all a total of 540 miles, have been completed since date of last report, and have been the means of giving another direct wire from Wellington to Auckland, and have proved of great service in relieving the other wires. Advantage was taken whilst running it to make a thorough overhaul; several important repairs were made, and the line generally put into an effective state.

NORTHERN WAIROA LINE, INCLUDING SECOND WIRE, AUCKLAND TO WAIPU.

The general direction of this line, as given in last report, has been followed. The length of new line from Waipu to Dargaville is 62 miles, carrying 66 miles of wire, which, added to the second wire, Auckland to Waipu, 115 miles, gives a total of 181 miles. Guaranteed stations have been opened at Pahi and Dargaville, and tenders have been let for building a station at Te Kopuru. Negotiations are also pending for opening a station at Aratapu.

PALMERSTON NORTH TO WOODVILLE.

This line, 17 miles in length, has been completed. It starts from Palmerston North, and follows the coach road for $9\frac{1}{2}$ miles to the commencement of the Manawatu Gorge road, which it follows for $\frac{1}{4}$ miles, and thence to Woodville. At some future time this wire will connect with Kopua, distant $35\frac{1}{2}$ miles, and will afford an alternative route to Napier, in the event of accident to the Wellington and Masterton line.

LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

FOURTH WIRE, WELLINGTON TO WANGANUI.

This wire, 140 miles in length, was found necessary owing to the increasing work and number of stations, and, with the third wire, Wanganui to Hawera, will give greater facilities for expediting work. It will also connect with the new cable lately run from Wanganui to Wakapuaka, and be the means of carrying part of the South Island work, now sent *via* Blenheim.

FOXTON TO PALMERSTON NORTH (RECONSTRUCTION.)

The greater part of this line, 28 miles in length, has been reconstructed, decayed poles removed, and the line thoroughly overhauled and put into good working order.

NELSON TO BLENHEIM (RECONSTRUCTION.)

This line, which at date of last return was completed between Blenheim and Havelock, has now been finished between Havelock and Nelson. The bush along the whole line, where dangerous to the wires, has been felled, and new poles have been erected where required.

BLENHEIM TO CHRISTCHURCH (RECONSTRUCTION.)

Whilst running the fourth wire on this section of 206 miles, an additional expenditure has been incurred since last report, and the line is now thoroughly completed and put into good working order.

REEFTON TO AHAURA (RECONSTRUCTION.)

Since date of last report an extra expenditure has been made to complete the works necessary to put this line into an efficient state. Sawn heart-of-totara poles have been put in the place of the decayed saplings formerly in use, and all overhanging trees removed.

ROLLESTON TO DARFIELD JUNCTION (DIVERSION.)

Sixteen miles of this line, between Rolleston and Darfield, have been diverted, and erected along the railway line, which will greatly facilitate repairs, and the poles will prove of service in carrying the wires requisite for the railway work.

DUNEDIN TO MOSGIEL.

An extra wire, 11 miles, has been run between Dunedin and Outram *via* Mosgiel, and joined to the Outram line. This has relieved No. 4 wire, by taking Caversham, Abbotsford, Mosgiel, Mosgiel Railway, and Outram work.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

MANAIA, EAST COAST (DEVIATION.)

This line, which was originally run near the coast, over a very rough country, owing to the opposition of the Natives to an inland route, has of late caused considerable trouble in maintenance. As there was no road available for the lineman to travel, and the Natives having withdrawn their objections, this work was commenced, and is now on the eve of completion, and will follow the line of road recently formed to Manaia.

OPUNAKE TO STONEY RIVER.

The gap of 28 miles between the telegraph stations at Opunake and Stoney River, which has existed since 1873, is now being filled, and in a few weeks' time we shall have telegraphic communication with New Plymouth by the Coast Road as well as by the line at the back of Mount Egmont.

THIRD WIRE, WANGANUI TO HAWERA.

Whilst running this wire it was found requisite to make considerable alterations on the line a short distance north of Wanganui, which had been standing many years, and some of the poles were showing signs of decay. The road had also been formed, since the erection of the line, in many places at a great distance from the wires, thus rendering maintenance very difficult. Poles have been now erected along or near the road, and the whole line generally reconstructed. 160 miles new wire and 650 poles were required for this work.

HAWERA TO NEW PLYMOUTH (RECONSTRUCTION).

About 13 miles of this line will have to be re-erected on the Mountain Road, and about three miles of bush felled; after these works have been completed faults on this section ought to be greatly reduced.

MOTUEKA TO COLLINGWOOD.

The first section, 33 miles in length—viz., from Motueka to Lower Takaka—was commenced in February last. This line will follow the new bridle-track over the Pikikirunga Range into the Takaka Valley, and thence down the east road to Lower Takaka. Tenders have been accepted for the delivery of the poles, and for clearing 10 miles of bush. From Lower Takaka it is proposed to extend the line by the inland track to Collingwood.

MAINTENANCE AND REPAIRS.

RIVERTON TO BALCLUTHA.

This section, which includes the Bluff, Kingston, Waikaia, Wyndham, Palmerston, and Clyde lines, has worked well, and has not required any special repairs during the year.

BALCLUTHA TO WAITAKI.

Two miles of this line, between North-East Valley and junction of Port Chalmers Road, have been shifted from private property to the main district road. About six miles, from Dunedin to Port Chalmers junction, the poles have been fitted with long arms, each capable of carrying four wires. This was found necessary to give height for running extra wires. The whole of the line has been partially overhauled, and in places strengthened; other improvements and repairs are still required, and are now in progress.

OTAGO HEADS LINE AND PORTOBELLO LINE.

These lines have received a thorough overhaul; new wires have been run at the long spans, and the lines generally put into good working order.

TOKOMAIRIRO TO QUEENSTOWN.

This section, which, previous to last report, had suffered considerable damage from floods and landslips, and had been repaired, has worked well, and required no special repairs since.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

A portion of this line between Rolleston and Darfield was diverted, and from the latter place to Bealey a few alterations have been made, and the line has worked well. From Bealey to Arahura Junction, fully 20 miles of new poles will have to be erected, and the line diverted, early next summer. The rivers on this section are very troublesome, and for some miles the lines can never be really considered safe.

CANTERBURY LINES.

The portion between Christchurch and Waitaki is now receiving a thorough overhaul; all spans will be shortened to 4 chains, angles strengthened, and the line in several places diverted. A sixth wire, for railway work, has been erected between Timaru and Waitaki, and loops run into Winchester and Makikihi railway-stations. The line between Christchurch and Lyttelton is in excellent condition; it has been diverted through the town, thus lightening the south lines and improving the working of private lines. Between Christchurch and Akaroa and Southbridge, the lines have been examined and strengthened; a slight deviation was made at the Southbridge end; and they are now in good order. Upon the Christchurch and Cheviot section, the repairs, which were very extensive, were completed in the early part of the year, and the whole line has worked excellently ever since.

CHEVIOT TO NELSON.

This portion, which on date of last report was undergoing very considerable repairs and reconstruction, has now been put into good working order, and is not likely for some time to cause much trouble in maintenance.

NELSON TO HOKITIKA AND ROSS, INCLUDING BLENHEIM TO TOPHOUSE LINE.

The whole of this section is in good order, and no repairs outside the limits of ordinary maintenance have been required during the past year. On the West Coast, where the line passes through bush, the undergrowth has been cut down and a few slight repairs made.

WELLINGTON TO NEW PLYMOUTH.

This line, having undergone considerable renovation whilst running the fourth wire, Wellington to Wanganui, and the third wire, Wanganui to Hawera, is now in thorough working order. Some further works are still required to be done between Hawera and Inglewood, which, when complete, will render this line free from faults.

WELLINGTON TO NAPIER, AND NAPIER TO GRAHAMSTOWN.

This line, during the running of the fourth wire, had in places between Masterton and Wainui received considerable attention, and had undergone large repairs; but during the heavy floods at the beginning of March a good deal of damage was done to the line, and a portion of it, between Taueru and Tenui, will have to be reconstructed as soon as the weather is sufficiently favourable. The Castle-point line will also require attention. Between Napier and Grahamstown, many of the old poles are showing signs of decay, and will have to be renewed. It is intended, as soon as Native opposition is removed, to erect a line from Katikati to Hamilton *via* Ohinemuri. This will give another wire to Auckland over a tolerably easy and open country, and obviate the exceedingly broken and wooded country between Grahamstown and Katikati.

NAPIER TO GISBORNE.

On this line three miles have been diverted to the Waipaoa Bridge to facilitate repairs. Permanent 30-foot and 35-foot poles have been erected in the Town of Napier; bad joints have been removed. A portion of the line has been removed off the road in the course of formation near Wairoa, and the line generally overhauled and put into an efficient state.

AUCKLAND LINES.

AUCKLAND TO WAIKATO AND GRAHAMSTOWN.

These sections have received attention. During the year a few decayed poles have been removed, and several alterations made at the different offices along the line on account of the extra wires that have been run; but the lines generally have required nothing beyond the usual repairs necessary for ordinary maintenance.

AUCKLAND TO KAWAKAWA AND MONGONUI.

This line, which includes the branches to Russell and Hokianga, has given little trouble during the year. A few poles were burnt owing to bush fires, and the kauri poles between Auckland and Riverhead when rotten have been replaced with heart-of-totara. In a few years totara poles will have to be erected in lieu of the kauri, which experience has proved are not durable for many years in the ground.

COOK STRAIT CABLES.

No. 1 Cable.—The fault referred to in last report as having appeared on No. 3 wire in the month of April, further developed itself, and in the following June the wire became entirely interrupted. On the 5th October the No. 1 wire in the same cable became interrupted. The cable steamer "Agnes" was ordered down from Sydney to effect the necessary repairs, and on the 20th October started out to commence the work. On the 12th November communication was again restored on all three wires. During these repairs 18 miles of cable were picked up, overhauled, and relaid, and the old cable is now in almost as good electrical condition as a new cable. During these repairs, the old manufacturers' fault in the No. 2 wire was cut out, and that conductor is now equal to either of the others.

No. 2 Cable.—This cable continues to work in a highly satisfactory manner, and its electrical condition, as will be seen on reference to the record of tests shown in Table G, maintains its usual standard.

No. 3 Cable.—This cable was laid on the 11th of February last, and its official tests, after laying, afforded every satisfaction, giving 2,117 megohms per knot, which, reduced to a temperature of 75° Fahr., equals 703 megohms per knot, or four times the standard insulation per knot specified in the contract. The tests for March give 2,532 megohms per knot as compared with 2,117 obtained during the official tests. This apparent increase in insulation is due to the percha in the cable becoming denser, through pressure and lower temperature of the water.

Charts showing the route over which the cable has been laid have been made in duplicate, one of which has been lodged for safe custody with the Chief Surveyor, Wellington. The other is in the charge of the department.

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, 1878-79, 1879-80.
"	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.

C. LEMON,

Superintendent New Zealand Telegraphs.

TABLE A

CASH REVENUE derived from Private and Press Messages ; Value of General Government Messages ; Number of Messages transmitted by each Station ; and the Working Expenses of each Station, for the Nine Months ended 31st March, 1880.

Name of Station.	Total Cash Revenue derived from Private and Press Messages.			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.
Head Office ...	...	...	...	...	...	...	...	...	...	...	...	...	2,930	11	8	306	13	9	3,237	5	5
Abbotsford ...	15	6	3	0	12	0	15	18	2	259	10	269	18	15	0	3	15	7	22	10	7
Addington ...	1	5	6	...	...	...	1	5	6	23	...	23	2	10	0	3	15	7	6	5	7
Ahaura ...	78	9	3	32	12	9	111	2	0	1,293	342	1,635	111	13	4	29	19	2	141	12	6
Akaroa ...	143	5	9	32	0	3	175	6	0	2,227	468	2,695	159	8	4	43	17	11	203	6	3
Alexandra, Waipa ...	75	4	0	217	18	6	293	2	6	1,182	944	2,126	125	6	8	36	8	8	161	15	4
Alexandra ...	72	9	0	7	11	5	80	0	5	1,194	95	1,289	75	0	0	18	10	2	93	10	2
Amberley ...	134	7	5	29	12	4	163	19	9	2,230	311	2,541	92	16	8	19	12	6	112	9	2
Arrow ...	145	0	7	36	12	9	181	13	4	2,250	323	2,573	141	13	4	19	8	4	161	1	8
Ashburton ...	541	6	9	57	7	9	598	14	6	7,373	759	8,132	338	3	4	186	9	5	524	12	9
Auckland ...	4,885	9	8	1,309	1	9	6,194	11	5	69,272	11,942	81,214	3,036	10	0	435	12	11	3,472	2	11
Balclutha ...	145	7	3	35	17	9	181	5	0	2,437	415	2,852	154	15	0	41	0	4	195	15	4
Bealey ...	27	6	8	31	13	0	58	19	8	442	518	960	168	15	0	14	4	2	182	19	2
Blenheim ...	526	1	0	170	16	7	696	17	7	7,143	2,000	9,143	3,321	13	5	785	8	2	4,107	1	7
Blueskin ...	22	15	10	3	18	2	26	14	0	410	30	440	30	0	0	6	3	0	36	3	0
Bluff ...	256	10	5	118	7	4	374	17	9	4,489	1,847	6,336	399	1	8	38	19	7	438	1	3
Bull's ...	237	15	0	15	7	10	253	2	10	3,682	211	3,893	125	12	4	15	10	0	141	2	4
Burnham ...	7	0	11	0	11	11	7	12	10	114	7	121	2	10	0	4	10	7	7	0	7
Cambridge ...	339	17	7	100	3	2	440	0	9	5,023	970	5,993	206	11	1	80	14	5	287	5	6
Carterton ...	108	19	11	25	1	7	134	1	6	1,884	307	2,191	130	8	4	21	12	0	152	0	4
Castlepoint ...	66	4	1	35	12	7	101	16	8	1,018	608	1,626	105	8	4	6	16	2	112	4	6
Caversham ...	20	11	8	3	2	2	23	13	10	379	47	426	17	10	0	3	15	7	21	5	7
Charleston ...	77	13	3	20	6	1	97	19	4	1,307	214	1,521	108	13	4	38	12	11	147	6	3
Chertsey ...	24	19	0	0	5	2	25	4	2	442	4	446	0	16	8	3	15	7	4	12	3
Cheviot ...	124	9	9	2	14	4	127	4	1	870	43	913	75	0	0	17	12	2	92	12	2
Christchurch ...	4,620	2	7	1,332	10	1	5,952	12	8	60,709	10,509	71,218	3,817	10	0	1,074	7	6	4,891	17	6
Christchurch Rail- way Station ...	...	...	...	...	...	...	...	...	...	...	...	...	2	10	0	...	...	...	2	10	0
Clinton* ...	75	12	4	51	12	3	127	4	7	1,248	445	1,693	158	5	0	16	16	8	175	1	8
Clyde* ...	104	12	3	45	8	8	150	0	11	1,534	453	1,987	75	0	0	10	8	6	85	8	6
Coalgate ...	36	15	2	11	6	6	48	1	8	583	79	662	2	10	0	3	15	7	6	5	7
Coromandel ...	119	19	5	33	13	7	153	13	0	2,189	441	2,630	149	3	2	47	10	6	196	13	8
Cromwell ...	173	19	7	20	16	11	194	16	6	2,490	254	2,744	138	13	4	12	17	6	151	10	10
Cust ...	26	14	8	0	9	7	27	4	3	399	7	406	...	...	...	3	15	7	3	15	7
Darfield ...	12	0	3	1	18	8	13	18	11	200	10	210	2	1	8	3	15	7	5	17	3
Dargaville ...	44	16	7	4	15	4	49	11	11	633	34	667	11	13	4	40	10	0	52	3	4
Driving Creek ...	11	13	2	...	...	...	11	13	2	205	...	205	78	10	0	18	6	1	96	16	1
Drury ...	24	3	2	5	15	10	29	19	0	419	49	468	103	6	8	8	14	8	112	1	4
Dunedin ...	5,546	2	8	1,181	11	2	6,727	13	10	79,731	9,974	88,805	3,634	18	1	857	18	9	4,492	16	10
Dunedin North† ...	166	9	7	11	14	6	178	4	1	2,835	139	2,974	129	16	8	7	17	2	137	13	10
Dunedin Railway Station ...	14	6	7	6	5	9	20	12	4	256	53	309	6	5	0	3	15	7	10	0	7
Dunsandel ...	35	9	9	0	18	8	36	8	5	597	12	609	95	16	8	16	2	1	111	18	9
Duntroon ...	65	14	1	10	18	6	76	12	7	1,084	111	1,195	112	18	4	81	2	10	194	1	2
Duvauchelle's Bay ...	13	12	7	0	9	4	14	1	11	224	7	231	44	11	8	15	14	1	60	5	9
Edendale ...	35	18	8	3	1	0	38	19	8	593	32	625	12	10	0	6	10	7	19	0	7
Elbow ...	90	16	5	...	...	...	90	16	5	1,551	...	1,551	...	...	...	3	15	7	3	15	7
Farnon ...	37	7	2	5	8	6	42	15	8	648	39	687	16	5	0	5	14	1	21	19	1
Featherston ...	144	17	5	35	1	9	179	19	2	2,564	407	2,971	169	10	0	40	11	7	210	1	7
Foilding ...	218	4	1	23	4	10	241	8	11	3,604	335	3,939	147	0	0	23	7	0	170	7	0
Foxhill* ...	24	1	7	3	5	11	27	7	6	422	27	449	110	10	0	6	10	11	117	0	11
Foxton ...	310	16	10	99	3	1	409	19	11	4,852	1,186	6,038	228	13	1	24	13	6	253	6	7
Geraldine* ...	82	6	3	9	12	6	91	18	9	1,399	119	1,518	91	8	4	6	2	2	97	10	6
Gisborne ...	889	0	1	295	11	3	1,184	11	4	11,060	2,752	13,812	374	18	6	163	11	1	538	9	7
Goodwood ...	4	1	0	5	2	10	9	3	10	66	46	112	...	...	...	9	14	7	9	14	7
Gore ...	162	5	3	36	9	10	198	15	1	2,678	434	3,112	133	6	8	35	16	8	169	3	4
Government Buildings† ...	80	11	2	142	6	0	222	17	2	964	1,182	2,146	295	13	4	14	4	2	309	17	6
Grahamstown ...	898	18	4	349	17	0	1,248	16	2	12,627	1,826	14,453	1,171	3	4	282	2	6	1,453	5	10
Greymouth ...	939	12	4	358	12	6	1,298	4	10	14,304	3,115	17,419	971	16	8	283	12	6	1,255	9	2
Greytown North ...	179	6	0	15	19	7	195	5	7	2,560	239	2,799	162	18	2	76	7	6	239	5	8
Greytown South ...	5	16	3	0	13	2	6	9	5	102	12	114	...	...	...	...	...	...	...	...	...
Halcombe ...	63	12	1	24	10	9	88	2	10	1,104	393	1,497	52	10	0	43	13	10	96	3	10
Hamilton ...	405	15	8	49	15	0	455	10	8	5,326	546	5,872	202	13	4	50	18	9	253	12	1
Hampden ...	24	2	6	17	0	10	41	3	4	410	191	601	104	3	4	25	13	2	129	16	6
Hastings, Hawke's Bay ...	139	17	9	24	9	1	164	6	10	2,066	164	2,230	96	13	4	59	19	8	156	13	0
Hastings* ...	6	8	10	0	1	1	6	9	11	99	1	100	112	10	0	4	19	7	117	9	7
Havelock ...	113	3	11	17	0	3	130	4	2	1,996	194	2,190	81	10	0	10	5				

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

Name of Station.	Total Cash Revenue derived from Private and Press Messages.			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.
Hutt	52	13	7	4	8	1	57	1	8	900	71	971	126	13	4	4	0	7	130	13	11
Inglewood	58	17	2	10	12	2	69	9	4	1,013	145	1,158	35	13	4	8	14	9	44	8	1
Invercargill	1,342	1	9	374	10	6	1,716	12	3	18,979	3,500	22,479	998	10	7	286	4	0	1,284	14	7
Kaipoi	131	12	9	89	3	11	220	16	8	2,170	637	2,807	175	16	8	10	4	9	186	1	5
Kaikoura	126	4	10	72	16	2	199	1	0	2,065	92	3,027	85	8	4	15	16	5	101	4	9
Kaitangata	36	17	10	33	12	10	70	10	8	641	554	1,195	103	15	0	28	16	5	132	11	5
Kaitoke	10	3	1	...	...	...	10	3	1	188	...	188	...	...	...	7	14	2	7	14	2
Kakanui	50	11	4	0	17	3	51	8	7	820	14	834	85	8	4	23	2	8	108	11	0
Katikati	7	14	9	0	4	8	7	19	5	129	3	132	104	3	4	54	16	11	159	0	3
Kawakawa	173	11	3	32	2	1	205	13	4	2,404	352	2,756	156	6	8	19	17	9	176	4	5
Kekerangu*	18	3	1	19	4	8	37	7	9	290	279	569	107	18	4	6	18	8	114	17	0
Kihikihi	34	12	8	86	19	0	121	11	8	551	378	929	88	6	8	10	13	7	99	0	3
Kingston	34	17	1	14	7	9	49	4	10	615	155	770	20	16	8	42	0	0	62	16	8
Kopua	67	15	8	57	19	9	125	15	5	1,147	453	1,600	115	8	4	7	9	11	122	18	3
Kumara	209	3	5	45	17	0	255	0	5	3,211	468	3,679	218	6	8	86	4	5	304	11	1
Lawrence	213	17	1	60	3	5	274	0	6	3,479	589	4,068	128	6	8	24	9	11	152	16	7
Leeston	35	19	4	2	16	5	38	15	9	598	20	618	...	...	...	...	...	...	...	...	...
Leithfield	17	3	6	2	7	7	19	11	1	274	34	308	92	18	4	16	2	4	109	0	8
Longford*	39	0	11	1	19	9	41	0	8	570	19	589	93	6	8	22	18	7	116	5	3
Lyell	98	2	10	23	11	6	121	14	4	1,568	314	1,882	133	15	0	46	13	0	180	8	0
Lyttelton	682	13	8	381	9	1	1,064	2	9	11,238	5,025	16,263	467	4	5	78	14	11	545	19	4
Lyttelton Railway Station	...	...	...	...	...	...	...	...	...	...	...	...	1	5	0	...	...	...	1	5	0
Maketu	60	5	8	50	4	1	110	9	9	869	313	1,182	90	0	0	29	10	2	119	10	2
Makikihi	1	4	9	...	...	...	1	4	9	22	...	22	...	...	...	...	...	...	...	...	...
Malvern*	20	3	9	7	13	10	27	17	7	341	104	445	104	3	4	3	19	1	108	2	5
Manuka Creek	4	15	0	0	7	6	5	2	6	88	6	94	2	10	0	3	15	7	6	5	7
Manukau Heads*	28	4	6	46	0	9	74	5	3	447	861	1,308	111	13	4	14	3	1	125	16	5
Manutahi	40	19	1	5	3	9	46	2	10	694	64	758	74	3	4	4	2	2	78	5	6
Marton	242	1	6	47	12	7	289	14	1	3,601	437	4,038	130	8	4	37	1	9	167	10	1
Masterton	376	6	6	46	2	6	422	9	0	5,332	580	5,912	219	19	10	130	2	0	350	1	10
Mataura*	54	0	1	23	9	2	77	9	3	932	243	1,175	157	0	8	30	4	4	187	4	4
Mercer	45	3	11	10	14	8	55	18	7	775	88	863	176	1	8	7	15	8	183	17	4
Miranda*	11	14	8	13	8	9	25	3	5	164	59	223	108	15	0	10	2	3	118	17	3
Mohaka*	44	10	10	7	11	0	52	1	10	696	96	792	107	10	0	41	6	11	148	16	11
Mongonui	44	19	0	30	0	6	74	19	6	694	366	1,060	99	11	8	48	15	2	148	6	10
Mosgiel	48	8	6	17	14	6	66	3	0	863	210	1,073	130	15	0	6	7	7	137	2	7
Motueka	82	11	5	8	8	3	90	19	8	1,500	102	1,602	126	11	8	8	3	2	134	14	10
Napier	1,409	9	1	427	10	11	1,837	0	0	19,171	3,622	22,793	2,143	15	8	883	16	0	3,027	11	8
Naseby	138	12	1	60	1	9	198	13	10	1,929	660	2,589	107	18	4	28	5	6	136	3	10
Nelson	1,449	11	11	534	4	3	1,983	16	2	21,626	6,112	27,738	1,183	12	6	213	1	6	1,396	14	0
Newmarket	58	9	2	13	18	1	72	7	3	1,007	134	1,141	64	10	0	4	10	7	69	0	7
New Plymouth	897	1	1	581	12	8	1,478	13	9	11,844	4,645	16,489	605	6	9	129	5	2	734	11	11
Newton	34	16	7	4	1	7	38	18	2	583	38	621	107	7	11	79	3	10	186	11	9
Ngarawahia	103	7	5	30	0	8	133	8	1	1,689	196	1,885	138	13	4	18	15	6	157	8	10
Normanby	81	8	1	58	7	4	139	15	5	1,374	314	1,688	49	16	0	36	11	11	86	7	10
Oakura†	29	16	10	31	1	8	60	18	6	518	276	794	37	10	0	21	0	8	58	10	8
Oamaru	1,177	8	7	165	13	1	1,343	1	8	16,566	2,193	18,759	833	9	7	346	3	3	1,179	12	10
Ohaeawai	75	5	6	17	8	0	92	13	6	1,113	140	1,253	111	13	4	45	8	2	157	1	6
Ohaupe	45	17	10	7	7	7	53	5	5	789	64	853	83	6	8	22	8	2	105	14	10
Ohinemutu*	174	3	8	120	17	7	295	1	3	2,427	778	3,205	120	0	0	36	0	0	156	0	0
Okato	20	18	10	38	3	4	59	2	2	349	278	627	...	...	...	...	...	...	...	...	...
Onelunga	136	9	7	103	7	9	239	17	4	2,391	1,605	3,996	215	0	0	20	6	10	235	6	10
Ophir*	64	0	5	5	0	5	69	0	10	1,016	78	1,094	104	11	8	7	2	2	111	13	10
Opotiki*	135	15	7	105	2	5	240	18	0	2,093	959	3,052	127	16	8	15	7	11	143	4	7
Opunake*	60	2	4	108	1	10	168	4	2	990	813	1,803	104	11	8	21	3	7	125	15	3
Orari	15	14	8	0	16	4	16	11	0	277	14	291	2	10	0	3	15	7	6	5	7
Oreti	30	3	4	2	7	10	32	11	2	513	30	543	5	0	0	3	15	7	8	15	7
Otago Heads	23	3	7	45	1	9	68	5	4	373	780	1,153	36	13	4	3	19	1	40	12	5
Otahuhu	30	0	3	1	19	1	31	19	4	523	31	554	105	0	0	59	6	11	164	6	11
Otaki*	110	11	1	52	17	9	163	8	10	1,493	510	1,973	93	6	8	22	8	1	115	14	9
Outram	54	0	5	8	18	6	62	18	11	962	108	1,070	102	5	0	19	12	7	121	17	7
Owaki	20	14	3	1	7	7	22	1	10	365	11	376	65	0	0	31	5	1	96	5	1
Oxford	54	8	4	14	5	11	68	14	2	903	186	1,089	138	13	4	16	0	2	154	13	6
Pahi	19	12	4	1	18	7	21	10	11	297	17	314	43	6	8	32	14	3	76	0	11
Palmerston South	238	0	4	55	12	4	293	12	8	3,770	579	4,349	201	5	0	23	11	0	224	16	0
Palmerston North	320	7	3	57	15	8	378	2	11	5,197	696	5,893	216	11	8	21	0	11	237	12	7
Patea	332	9	5	150	8	5	482	17	10	5,104	1,275	6,379	201	11	8	33	4	3	234	15	11
Penrose	4	13	7	0	7	9	5	1	4	72	3	75	...	...	...	...	...	...	...	...	...
Piiton	220	15	9	94	1	5	314	17	2	3,631	1,347	4,978	142	16	8	15	6	0	158	2	8
Pipitea	10	14	10	15	18	8	26	13	6	204	180	384	70	16	8	3	15	7	74	12	3
Pokeno	13	11	11	3	10	11	17	2	10	238	24	262	9	11	1	7	10	7	17	1	8
Porangahau	51	8	1	12	2	1	63	10	2	804	94	898	107	18	4	5	19	1	113	17	5
Port Albert	22	14	3	5	4	2	27	18	5	362	44	406	61	13	4	46	1	4	107	14	8
Port Chalmers	311	11	5	249	7	0	560	18	5	6,435	3,665	10,100	345	6	8	43	4	3	388	10	11
Pukekohe	28	17	11	1	18	5	30	16	4	530	25	555	6	5	0	12	3	10	18	8	10
Queenstown	252	13	8	90	18	2	343	11	10	3,687	97	4,054	174	10	0	14	16	6	189	6	6

TABLE B.

NUMBER of Interprovincial Letters forwarded during the Nine Months ended 31st December, 1879; Number of Telegrams despatched in each Provincial District during the Nine Months ended 31st March, 1880; and proportion of Telegrams to every 100 Letters; together with a similar Return for the previous Year.

District.	1879-80.			1878-79.		
	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 ...	1,434,015	255,970	17.84	1,289,165	367,342	28.40
Marlborough ...	122,028	21,541	17.65	181,338	25,761	14.20
Nelson ...	222,423	71,117	31.97	302,158	100,404	33.22
Canterbury ...	1,531,032	150,184	9.8	1,581,976	220,439	13.93
Westland ...	250,530	36,820	14.69	336,266	67,277	20.00
Otago ...	1,388,214	180,120	12.97	1,699,140	264,680	15.57
Southland ...	348,456	35,954	10.31	354,462	64,106	18.08
Hawke's Bay ...	336,924	42,534	12.62	406,854	64,830	15.93
Taranaki ...	99,399	28,050	28.21	123,919	28,927	23.34
Auckland ...	1,332,489	186,119	13.96	1,099,508	245,177	22.29

1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.	1871-72.	1870-71.	1869-70.
7,065,510	7,374,786	6,078,384	5,540,920	4,731,873	4,059,517	3,209,837	2,828,372	2,418,021	2,626,947	2,374,060
1,008,409	1,448,943	1,260,324	1,124,432	1,051,086	917,218	752,899	568,960	411,677	312,874	185,423
14.27	19.64	20.71	20.29	22.21	22.59	23.45	19.76	17.02	11.91	7.81
Total number of Letters	...	...	...	...	...	...	...	...	...	...
Total number of Telegrams	...	...	...	...	...	...	...	...	...	...
Proportion of Telegrams to every 100 Letters	...	...	...	...	...	...	...	...	...	...

TABLE C.

ORDINARY and PRESS TELEGRAMS despatched during each Quarter of the Year ended 30th June, 1879; and for the Three Quarters ended 31st March, 1880.
1878—1879.

	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	...	...	...	...	...	...	...	...	...	...
Press Telegrams	...	...	...	...	...	...	...	...	...	...
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

1879—1880.

	September Quarter.		December Quarter.		March 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.
Ordinary Telegrams	...	...	...	...	...	...	...	...
Press Telegrams	...	...	...	...	...	...	...	...
Totals	268,866	17,706 8 4	272,145	17,811 4 1	283,723	18,397 1 0	824,734	53,914 13 5

TABLE D.

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, 1875, 1876, 1877, 1878, and the Nine Months ended 31st March, 1880.

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 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, 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	11,652	3	7	6,672	0	3	18,324	3	10	9,489	17	10	5,456	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	156,157	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	12,232	6	0	29,470	7	4	16,417	7	4	14,120	4	10	39,537	12	2	8	9	11	From 1st November, 1870, 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	11,043	3	9	39,164	13	9	23,593	9	9	8,858	19	7	32,452	9	4	4	2	3	From 1st November, 1870, address and signature given in free.
"	‡2,356	4,574	93	485,507	83,453	568,960	39,680	18	9	11,195	2	0	59,786	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, 1870, 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, 1870, address and signature given in free.
"	**3,259	7,423	155	952,283	172,159	1,124,432	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, 1870, 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	
31st March, 1880	§§3,638	9,333	214	824,734	183,675	1,008,409	58,120	3	3	19,707	6	3	77,827	9	6	68,651	10	10	14,758	4	5	83,499	15	3	4	3	4	

* From this mileage 78 miles to be deducted before computing the cost per mile for maintenance.
 † From this mileage 82 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.
 §§ From this mileage 95 miles to be deducted before computing the cost per mile for maintenance.

TABLE E.
 COST OF MAINTENANCE OF TELEGRAPH LINES FOR THE NINE MONTHS ENDED 31st MARCH, 1880.

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, Switzer's, Catlin's River, Wyndham, and Lowther to Kingston Lines	296	250 0 0	130 9 1	23 15 4	72 0 2	476 4 7	1 12 2
Tokomairiro to Queenstown	142	322 18 4	95 17 6	...	56 3 3	474 19 1	3 6 10
Balclutha to Waitaki, including Naseby, Ophir, St. Bathans, Kaihangata, Outram, Otago Heads, Dunroon, and Portobello Lines	319	440 8 4	246 19 5	202 18 7	431 0 4	1,321 6 8	4 2 10
Waitaki to Christchurch, including Akaroa, Geraldine, Southbridge, and Lyttelton Lines	261	502 18 4	229 13 2	308 15 5	364 18 11	1,406 5 10	5 7 9
Christchurch to Greymouth, including Ross Line	196	414 6 1	304 5 10	99 3 10	146 9 6	964 5 3	4 18 4
Greymouth to Lyell, including Westport Line	177	301 13 4	161 15 6	49 3 6	15 3 1	527 15 5	2 19 7
Lyell to Nelson, including Tophouse to Elenheim and Motueka Lines	210	117 18 4	243 4 6	49 19 5	15 7 11	426 10 2	2 0 7
Nelson to Blenheim, including Wakapuaka and White's Bay Lines	92	319 3 4	323 2 3	63 14 4	89 16 10	795 16 9	8 13 0
Blenheim to Christchurch, including Waiau (37 miles), Rangiora (8 miles), and Oxford Lines	253	567 18 4	254 18 6	138 14 6	99 11 9	1,061 3 1	4 3 10
Wellington to New Plymouth, including Foxton to Feilding (37 miles) and Opunake Lines	338	527 17 8	380 4 9	189 0 1	328 19 6	1,426 2 0	4 4 4
Wellington to Napier, including Castlepoint, Kopua, and Hastings Lines	240	531 13 4	568 1 9	548 9 3	318 14 9	1,966 19 1	8 3 10
Napier to Tauranga, including Gisborne and Opotiki Lines	363	512 10 0	332 12 4	186 1 2	32 12 5	1,063 15 11	2 18 7
Tauranga to Grahamstown	73	341 13 4	210 6 3	36 15 4	13 1 4	601 16 3	8 4 10
Auckland to Coromandel and Alexandra, including Manukau Heads and Onehunga Lines	270	462 10 0	389 13 5	198 1 4	101 19 0	1,152 3 9	4 5 4
Auckland to Kawakawa, including Waiwera, Russell, Hokianga and Fort Albert Lines	260	431 13 4	348 9 0	74 16 9	47 19 0	902 18 1	3 9 5
Kawakawa to Mongonui	53	150 0 0	40 2 6	...	...	190 2 6	3 11 9
Totals	3,543	6,195 2 1	4,259 15 9	2,169 8 10	2,133 17 9	14,758 4 5	*4 3 4

* Total average cost of maintenance per mile.

NOTE.—Wairoa Line (62 miles), Palmerston to Woodville Line (17 miles), and Rolleston to Darfield Junction (16 miles), not included in this table.

TABLE F.
INSULATION TESTS OF THE COOK STRAIT CABLE FOR THE YEARS ENDED 30th JUNE, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879 RESPECTIVELY, AND TO 31st MARCH, 1880, 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.		
	Wires	Wires	Wires	Wires	Wires	Wires		Wires	Wires	Wires	Wires	Wires	Wires		Wires	Wires	Wires	Wires	Wires	Wires	Wires
1867—																					
Sept. 1	473	554	812	649	1,173	1,115	1874—	551	398.0	1,115	407	736	524	1878—	402	231	423				
Sept. 30	634	634	871	687	1,146	1,227	May 24	607	96.1	1,227	June 26	333	416	May 24	410	470	414				
Oct. 14	547	620	622	826	1,476	1,305	June 27	682	75	1,305	July 24	398	493	June 24	435	265	530				
Nov. 1	598	667	893	818	1,735	1,564	July 24	671	530	1,564	Aug. 24	354	400	July 24	435	265	416				
Nov. 14	574	643	763	818	1,735	1,564	Aug. 29	772	69	1,483	Sept. 25	380	475	Aug. 24	434	329	442				
Dec. 2	668	709	843	818	1,735	1,564	Sept. 24	643	69	1,483	Oct. 24	575	843	Sept. 24	435	342	448				
1868—							Oct. 26	849	28	1,928	Nov. 24	620	786	Oct. 24	434	374	451				
June 7*	930	1,094	1,108	709	1,331	1,059	Nov. 24	849	18	1,882	Dec. 23	370	460	Nov. 23	434	374	451				
Sept. 11	630	946	1,121	867	1,561	1,312	Dec. 23	650	84	1,060	1875—			Dec. 24	417	233	460				
Sept. 17	697	1,000	1,121	867	1,561	1,312	1875—							1879—							
1869—							Jan. 23	883	94	1,695	Jan. 24	313	360	Jan. 24	432	554	503				
March 27	467	729	1,312	642	1,307	1,079	Feb. 23	764	44	1,274	Feb. 24	347	418	Jan. 24	436	229	454				
April 19	483	748	1,166	578	1,271	1,073	March 23	719	30.4	1,277	March 24	584	717	Feb. 24	407	313	479				
May 11	502	815	1,003	611	1,420	1,166	April 23	636	37.6	1,439	April 24	379	545	March 24	407	601	076				
May 17	531	903	1,288	585	1,272	1,003	May 22	712	41.7	1,274	May 24	363	386	April 24	407	601	076				
May 22	522	931	1,288	585	1,272	1,003	June 24	562	41.9	1,064	June 23	396	412	May 24	290	321	305				
July 27	649	1,104	1,444	611	1,559	1,288	July 24	749	120.	1,453	July 24	453	501	June 24	293	421	039				
Aug. 24	607	1,200	1,444	611	1,559	1,288	Aug. 24	679	165.	1,281	Aug. 24	435	288	July 25	268	1,392	Bad.				
Sept. 27	754	1,275	1,444	611	1,559	1,288	Sept. 24	812	161.	1,781	Sept. 24	460	338	Aug. 23	233	444	Bad.				
Oct. 1	852	1,481	1,444	611	1,559	1,288	Oct. 23	692	187.	1,264	Oct. 24	404	452	Sept. 24	168	839	Bad.				
Nov. 8	582	1,253	1,444	611	1,559	1,288	Nov. 24	622	205.	1,591	Nov. 24	436	423	Oct. 1	...	...	...	
Dec. 3	638	1,159	1,444	611	1,559	1,288	Dec. 1	...	...	...	Dec. 24	408	403	Nov. 24	192	341	393				
1870—							1876—							1880—							
Jan. 22	576	865	1,079	584	1,438	1,079	Jan. 30	291	649	584	Jan. 24	578	774	1880—							
Feb. 22	417	707	1,073	592	1,438	1,073	Feb. 24	407	2,886	680	Feb. 23	365	442	Jan. 24	170	275	325				
March 18	442	967	938	551	1,217	938	March 24	445	623	715	March 23	411	502	Feb. 24	170	264	318				
March 20	344	619	979	559	1,106	979	April 24	355	154	436	April 24	377	273	March 24	185	290	309				

* 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; ALSO, FOR THE NINE MONTHS ENDED 31st MARCH, 1880, SHOWING THE RESISTANCE PER KNOT AFTER TWO MINUTES' ELECTRIFICATION IN MEGOHMS (BRITISH ASSOCIATION UNITS OF RESISTANCE). LENGTH OF CABLE LAID, 44,315 KNOTS.

Date.	Copper Resistance per Knot in Ohms.		Inductive Capacity per Knot in Microfarads.	Dielectric Resistance per Knot.		Date.	Copper Resistance per Knot in Ohms.		Inductive Capacity per Knot in Microfarads.	Dielectric Resistance per Knot.	
	Wires	Wires		Fifty Cells.	Fifty Cells.		Wires	Wires		Fifty Cells.	Fifty Cells.
March 12, 1877*	11,5085	2,870	3385	2,396	1,897	April 24, 1879	...	...	...	2,168	1,613
March 24	...	2,141	...	2,323	1,727	May 24	...	...	...	1,707	1,350
April 24	...	2,857	3351	2,052	1,777	June 24	...	...	...	1,810	1,724
May 24	...	2,347	...	1,992	1,777	July 25	...	...	...	2,227	1,678
June 23	...	2,674	...	1,876	1,715	August 23	...	...	...	1,818	1,723
July 23	...	2,833	...	2,404	1,450	September 24	...	...	...	1,818	1,146
August 24	...	2,538	...	1,708	1,518	October	...	...	...	...	...
September 24	...	2,834	...	2,008	1,546	November 24	...	...	...	1,502	...
October 24	...	2,813	...	2,008	1,456	December 24	...	...	...	1,548	...
November 24	...	2,358	...	1,879	1,455	January 24, 1880	...	...	...	1,030	...
December 24	...	2,251	...	1,879	1,436	February 24	...	...	...	1,431	...
January 24, 1878	...	2,126	...	1,251	1,217	March 24	...	...	...	1,558	...
February 23	...	1,887	...	1,697	1,372		...	...	...	...	...

* First test taken immediately after laying. † No test taken.

TABLE H.

TOTAL COST of the LINES of TELEGRAPH throughout New Zealand, and of the Cook Strait Cable.

Section of Line.	Length of Section in Miles.	Cost of Clearing Bush.			Total Cost of Poles, 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 Mataka ...	32	...	...	...	1,199	0	0	739	1	4	469	11	0	2,407	12	4	75	4	9
Mataka to Waitaki ...	189	...	...	...	8,353	18	0	3,034	7	9	1,720	13	3	13,108	19	0	69	7	0
Waitaki to Hurunui ...	218	...	...	...	6,554	8	8	3,427	13	6	3,760	19	0	13,743	1	2	63	0	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	31	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 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) ...	...	...	130 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 Kaiapoi 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 ...	...	...	1,323 0 0	90 1 10	603 5 8	2,016 7 6	84 0 4
Nelson to Blenheim, reconstruction, 80 miles (completed Blenheim to Havelock, 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
Dunedin to Mosgiel, New Wire, 11 miles ...	...	...	...	14 11 8	38 11 0	53 2 8	4 16 7
Rolleston to Darfield, Junction Diversion ...	16	...	374 10 0	132 9 7	336 17 10	843 17 5	52 14 10
Blenheim to Christchurch, reconstruction (additional expenditure, 206 miles) ...	...	...	166 16 0	173 14 10	258 9 2	599 0 0	2 18 2
Reefton to Ahaura, reconstruction (additional expenditure, 24 miles) ...	...	...	...	17 19 3	170 12 5	188 1 8	7 16 8
Lowther to Kingston Line (additional expenditure, 31 miles) ...	...	...	537 10 0	...	244 18 4	782 8 4	25 4 9
Catlin's River Line (additional expenditure, 24 miles) ...	...	...	369 10 0	40 17 6	204 12 2	614 19 8	25 12 6
Nelson to Blenheim, reconstruction, now completed from Havelock to Nelson, 40 miles ...	...	...	178 6 0	17 9 4	553 8 6	749 3 10	18 14 7
Total, South Island ...	1,962	19,769 11 11	66,941 2 0	51,078 7 5	62,712 8 8	200,501 10 0	102 3 10
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	10,993 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	4,704 15 4	69 3 9

TABLE H—continued.
TOTAL COST of 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.
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
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 ...	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
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
Waiwera 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

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

TABLE H—continued.
TOTAL COST OF 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.
Wellington to Wainui, re-construction, 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... New Plymouth to Inglewood, including line to Waita	19	...	...	627	5 11	143	1 5	247	18 7	1,018	5 11	53	11 10
Tauranga to Kati construction, 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 Tinui, 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
Wairoa Line and Second Wire Auckland to Waipu, 119 miles ...	62	923	0	8	1	1,410	18 9	2,470	17 11	7,243	14 9	40	0 5
Wellington to Auckland Extra Wires, 540 miles	...	...	...	9	...	5,500	5 6	2,822	11 8	8,818	13 11	16	6 7
Palmerston to Woodville Line ...	17	...	...	7	...	414	8 2	757	10 11	1,932	17 7	113	14 0
Fourth Wire Wellington to Wanganui, 140 miles ...	...	...	...	295	...	4	8 3	745	13 4	2,415	2 1	17	5 0
Foxton to Palmerston, re-construction, 28 miles ...	...	...	...	...	...	18	4	204	9 6	223	7 10	7	19 6
Total, North Island ...	1,676	11,174	5 4	54,741	5 3	5,444	9 9	66,993	6 7	189,353	6 11	*112	19 7
Total, South Island ...	1,962	19,769	11 11	66,941	2 0	51,078	7 5	62,712	8 8	200,501	10 0	*102	3 10
	3,638	39,943	17 3	121,682	7 3	107,522	17 2	129,705	15 3	389,854	16 11	...	...
Mount Egmont Road ...	...	...	...	...	...	...	...	...	...	1,006	11 6	...	...
Repairs to No. 1 Cook's Strait Cable ...	...	...	...	...	...	...	...	...	...	2,126	17 9	...	...
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 ...	...	...	...	...	...	...	...	...	...	443,239	13 8	...	...

* Average cost per mile.

Total number of miles of line, 3,638; total number of miles of wire, 9,333.

TABLE I.

RETURN of the NUMBER and AMOUNT of TELEGRAPH MONEY ORDERS ISSUED within the several POSTAL DISTRICTS during the NINE MONTHS ended 31st MARCH, 1880.

District.	Number.	Commission.		Amount.	
		£	s. d.	£	s. d.
Auckland	1,798	217	8 8	7,652	15 1
Blenheim	407	47	1 8	1,604	4 7
Christchurch	1,180	144	6 8	5,120	12 9
Dunedin	1,347	160	9 8	5,588	9 5
Greymouth... ..	514	59	11 0	2,031	1 3
Hokitika	330	38	2 8	1,298	14 10
Invercargill	496	55	7 4	1,834	10 4
Napier	856	108	19 8	3,971	0 5
Nelson	252	29	16 4	1,033	13 0
New Plymouth	308	38	5 4	1,372	2 7
Oamaru	227	27	5 4	955	7 4
Thames	150	16	19 8	569	8 1
Timaru	373	43	8 0	1,485	17 7
Wanganui	968	110	19 4	3,754	3 9
Wellington... ..	1,836	212	10 8	7,244	14 1
Westport	249	27	11 8	908	9 11
Total	11,291	1,338	3 8	46,425	5 0

TABLE K.

CASH VALUE of SHIPPING TELEGRAMS, and AMOUNT chargeable to each DEPARTMENT of the GENERAL GOVERNMENT for TELEGRAMS transmitted during the NINE MONTHS ended 31st MARCH, 1880.

Department.	Value.	
	£	s. d.
Colonial Secretary	2,080	13 0
Customs	278	3 9
Defence	3,469	13 3
Judicial	2,162	1 0
Postal	2,426	1 3
Registrar-General	73	9 0
Treasury	1,736	4 9
Public Works	5,429	8 6
Shipping Reports	1,145	9 9
Weather Reports	906	2 0
Total	19,707	6 3

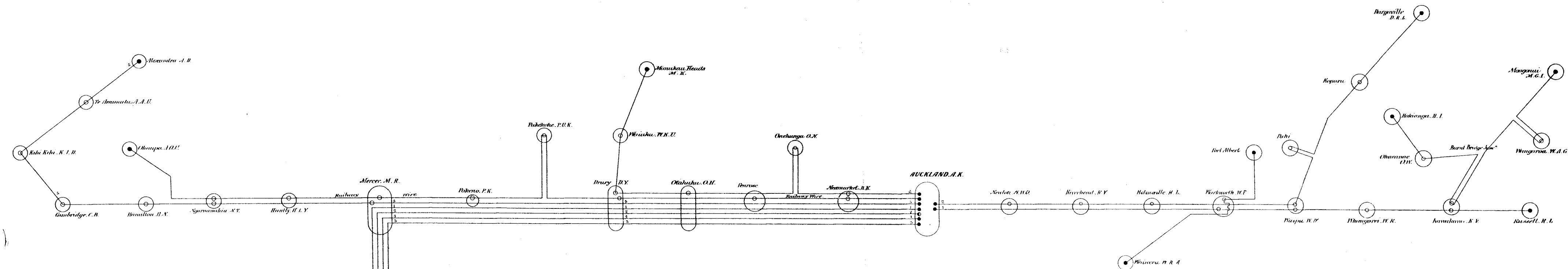
TABLE L.

DEBTOR AND CREDITOR STATEMENT.

DR.	£		£		CR.	£		£	
	s.	d.	s.	d.		s.	d.	s.	d.
To Total cost of maintenance of stations	68,651	10 10			By Cash receipts as under:—				
Total cost of maintenance of lines	14,758	4 5			Ordinary and Press telegrams*			53,914	13 5
			83,409	15 3	Incidental receipts not included in tables:—				
					Excess on ordinary telegrams	78	4 5		
					Collections for copies and search of telegrams	17	10 6		
					Amount collected by Postal Department for money-order telegrams	564	11 0		
					Proceeds of sales of condemned line, horses, sundry material, &c.	537	3 4		
					Amount recovered for erection of private lines	224	6 4		
					Special wire subsidies for Press purposes	2,574	6 7	1,421	15 7
					Recoveries on account of mid-night cable service	86	11 9		
					Amount received on account of guaranteed stations			2,660	18 4
					Value of General Government telegrams			122	15 11
								58,120	3 3
					Balance			19,707	6 3
								77,827	9 6
								5,582	5 9
								£83,409	15 3

* Of this amount, £866 10s. 7d. was collected in postage stamps.

By Authority: GEORGE DIDSBUXY, Government Printer, Wellington.



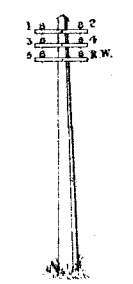
NORTH ISLAND

REFERENCE

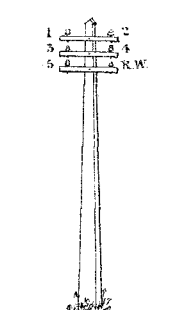
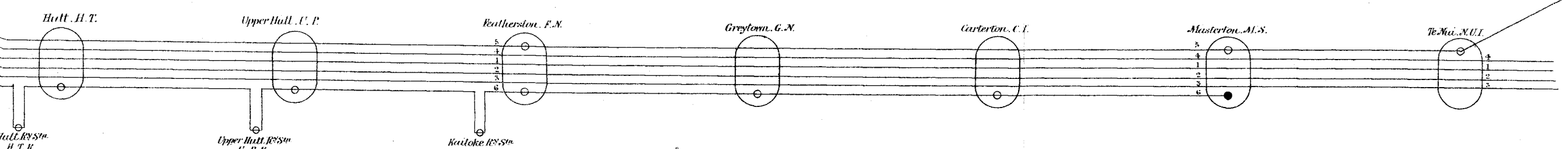
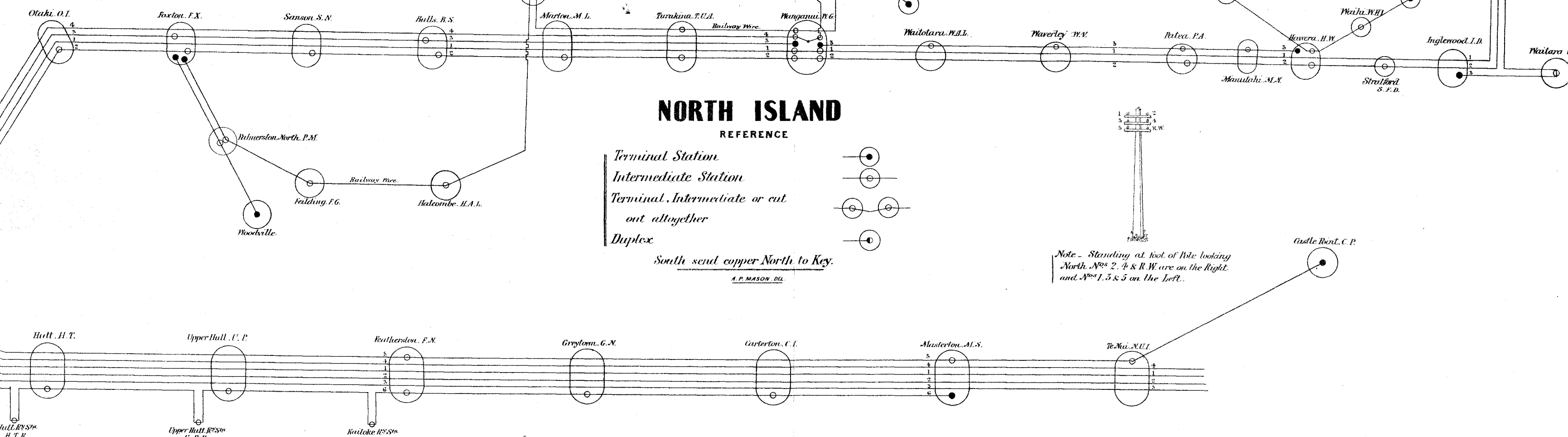
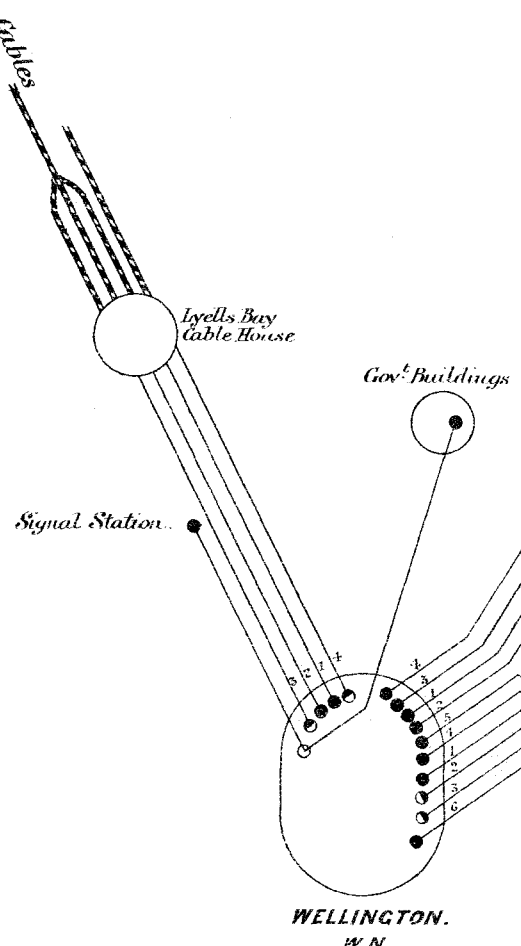
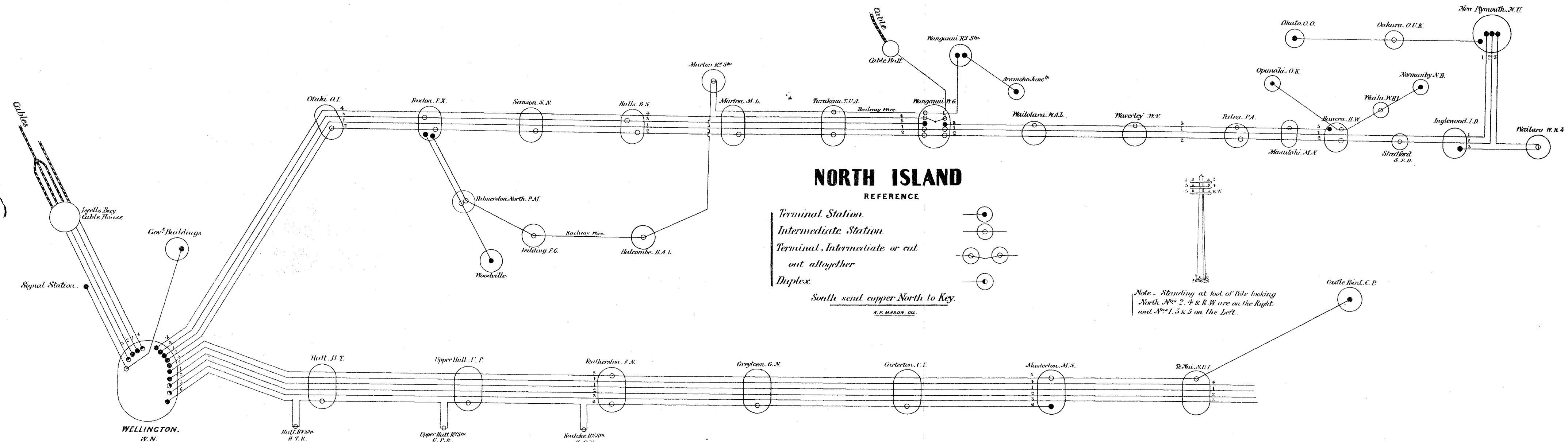
- Terminal Station
- Intermediate Station
- Terminal, Intermediate, or cut out altogether
- Duplex

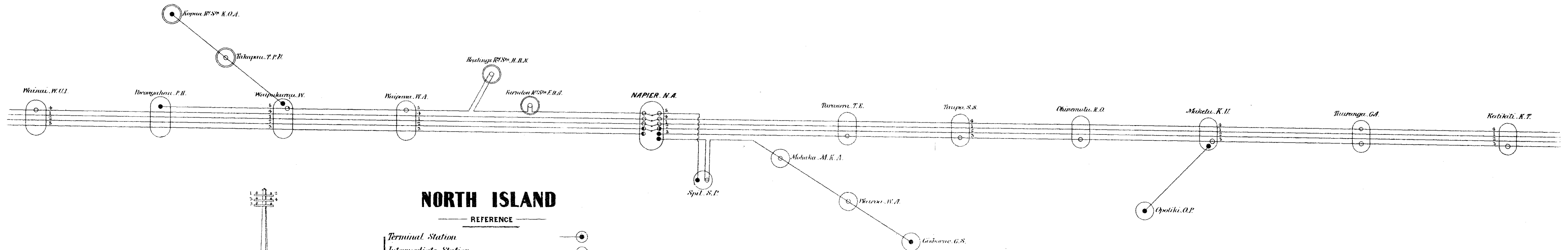
South send copper North to Key

A. P. MASON DEL.



Note - Standing at foot of pole looking North. Nos 2, 4 & 6 are on the Right and Nos 1, 3, 5 & 7 on the Left.

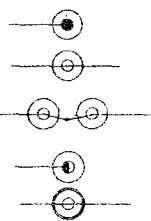




NORTH ISLAND

REFERENCE

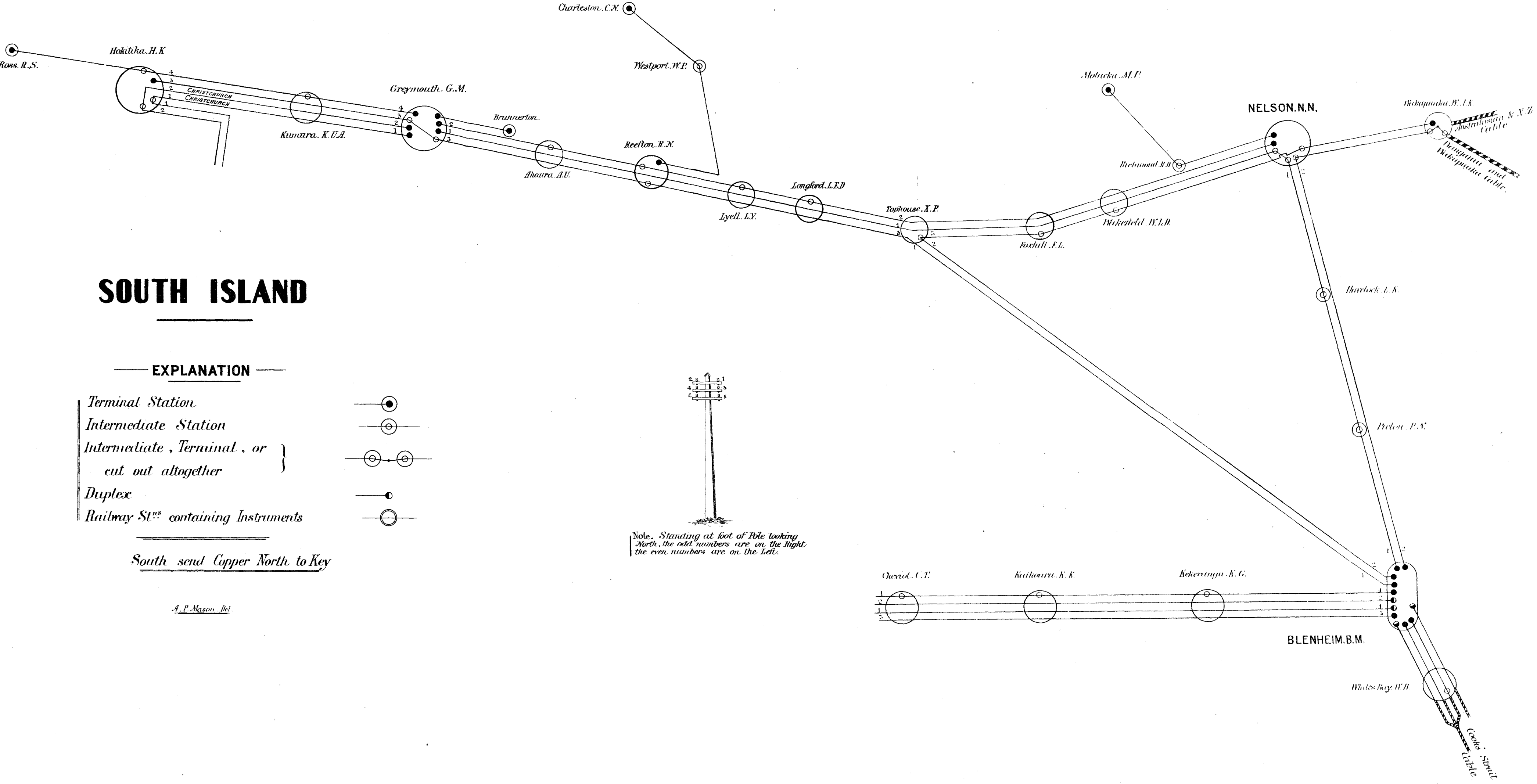
- Terminal Station
- Intermediate Station
- Terminal Intermediate, or cut out altogether
- Duplex
- Rail & Sp. contain Instrum^{ts}



Note. Standing at foot of Pole looking North, the even Nos are on the Right, the odd Nos are on the Left.

South sent Copper North to Key.

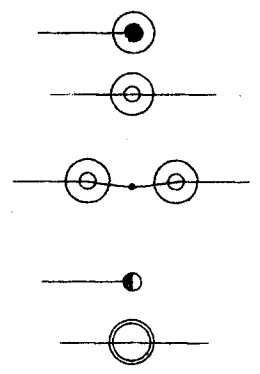
A. F. MARSDEN, DEL.



SOUTH ISLAND

EXPLANATION

- Terminal Station
- Intermediate Station
- Intermediate, Terminal, or
cut out altogether
- Duplex
- Railway St^{ns} containing Instruments








Note. Standing at foot of Pole looking North, the odd numbers are on the Right, the even numbers are on the Left.

South send Copper North to Key

A. P. Mason Del.

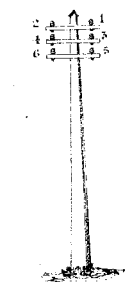
SOUTH ISLAND

REFERENCE.

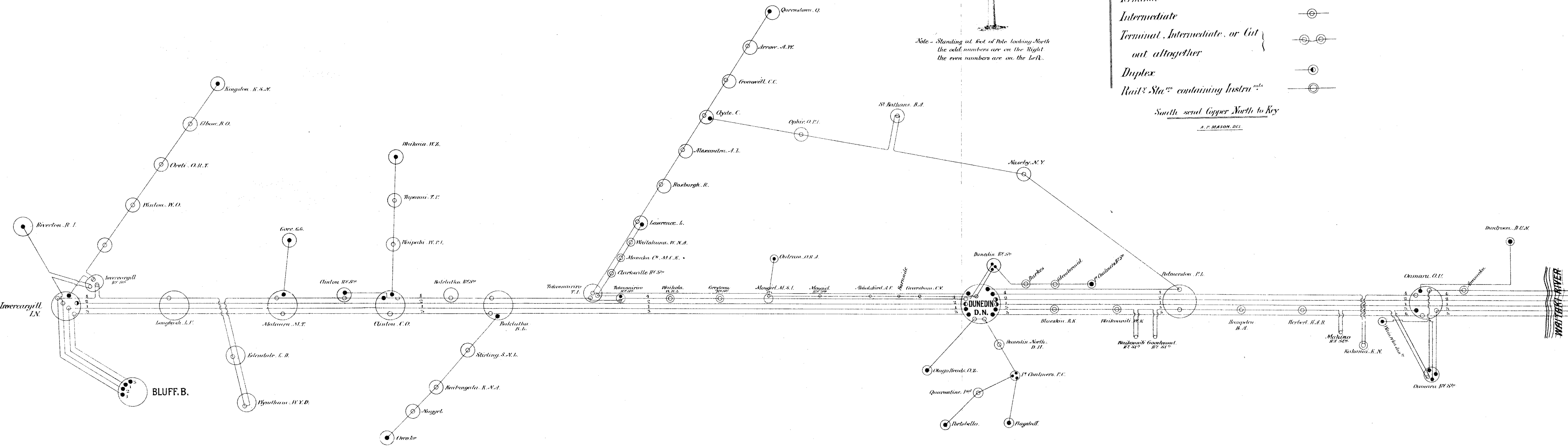
- Terminal 
- Intermediate 
- Terminal, Intermediate, or Cut out altogether 
- Duplex 
- Rail & Sta^{ns} containing Instru^{ms} 

South send Copper North to Key

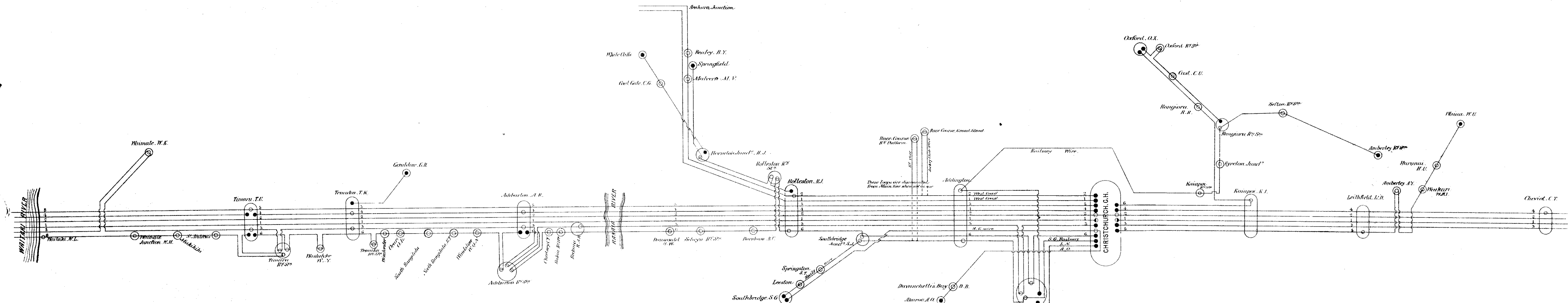
A. P. MASON, DEL.



Note - Standing at foot of Pole looking North the odd numbers are on the Right the even numbers are on the Left.



WAIKAITI RIVER



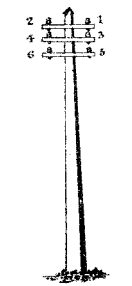
SOUTH ISLAND

REFERENCE

- Terminal Station
- Intermediate Station
- Intermediate, Terminal, or out out altogether
- Duplex
- Railway Station containing Instruments

South send Copper North to Key

A. P. MASON, D.E.I.



Note. Standing at foot of Pole looking North, the odd numbers are on the right, the even numbers are on the left.

