

1898.

NEW ZEALAND.

POST AND TELEGRAPH DEPARTMENT

(REPORT OF THE) FOR THE YEAR 1897.

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

MY LORD,—

General Post Office, Wellington, 2nd July, 1898.

I have the honour to submit to your Excellency the Report on the Post and Telegraph Department for the year 1897, with the usual statement of revenue and expenditure to the 31st March last.

I have the honour to be

Your Lordship's most obedient servant,

R. J. SEDDON,

Postmaster-General and Electric Telegraph Commissioner.

His Excellency the Governor of New Zealand.

REPORT.

As has been the case for several years past, the report discloses a very satisfactory expansion in the business of the department in all branches. The volume of postal business has been somewhat abnormal, the increase in the number of letters and other articles handled having been no less than 5,734,356, or 9·93 per cent., over last year; 176,064 more telegrams were forwarded; and the work overtaken for other branches of the public service was considerably greater than it was the previous year—necessitating many additions to the staff.

The following statement shows the revenue and expenditure for the financial year ended the 31st March, 1898:—

REVENUE.

—	Postal.		Telegraph.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Stamps used for postage (estimated)	235,000	0 0	..	..	235,000	0 0
Money-order and postal-note commission	16,863	0 8	..	..	16,863	0 8
Money-order commission received from foreign offices	550	2 5	..	..	550	2 5
Private box and bag fees	5,486	15 0	..	..	5,486	15 0
Miscellaneous receipts	14,263	1 8	3,261	2 1	17,524	3 9
Paid telegrams .. .. .	..	..	96,537	6 9	96,537	6 9
Telephone exchanges .. .. .	..	..	36,422	6 8	36,422	6 8
	272,162	19 9	136,220	15 6	408,383	15 3
Balance of expenditure over revenue (Telegraph) .. .. .	..	..	30,827	0 8	..	..
	£272,162	19 9	£167,047	16 2	£408,383	15 3

EXPENDITURE.

Salaries	85,262	11 5	127,763	9 3	213,026	0 8
Conveyance of mails by sea	38,355	14 5	..	..	38,355	14 5
Conveyance of inland mails	35,307	9 8	..	..	35,307	9 8
Conveyance of mails by railway	15,945	7 6	..	..	15,945	7 6
Money-order commission credited to foreign offices	1,535	13 0	..	..	1,535	13 0
Maintenance of telegraph-lines .. .. .	..	..	17,181	15 6	17,181	15 6
Miscellaneous	20,948	10 11	20,253	8 8	41,201	19 7
Telegraph cable subsidies .. .. .	..	..	1,849	2 9	1,849	2 9
	197,355	6 11	167,047	16 2	364,403	3 1
Balance of revenue over expenditure (Postal)	74,807	12 10	..	..	..	..
" " " (combined department) .. .. .	..	..	..	..	43,980	12 2
	£272,162	19 9	£167,047	16 2	£408,383	15 3

The combined revenue increased by £16,266 14s. 3d., or 4·15 per cent. There was an increase in all items excepting miscellaneous postal receipts and paid telegrams, which decreased, the fall in the latter being due to the reduction of the telegraph rates.

The expenditure increased by £10,703 8s. 8d., or 3·03 per cent.

The balance of revenue over expenditure was £43,980 12s. 2d., as compared with £38,417 6s. 7d. the previous year.

The estimated value of official (franked) correspondence sent by post was £72,521, and the value of Government telegrams £24,504 9s. 8d., a total of £97,025 9s. 8d. for services for which no payment was received—equal to 23.75 per cent. of the cash receipts.

Taking into account the value of the official correspondence and Government telegrams, there is a credit balance on the year's transactions of £141,006 1s. 10d.

30,260,204 letters were posted, an increase of 2,385,851.

The number of forwarded telegrams of all codes was 2,696,233, an increase of 176,064.

78 post-offices were established (including 9 reopened). The number of post-offices open at the close of the year was 1,524. It may be interesting to note that the last published international statistics placed New Zealand before all other countries in the world as regards the proportion of population to each post-office, the figures being 1 post-office for every 520 inhabitants in 1895, Canada being second with 1 to 538, New South Wales and Victoria third and fourth with 1 to 645 and 1 to 751, the United States sixth with 1 to 884, and Great Britain fifteenth with 1 to 1,922.

293,659 money-orders, for £970,830 14s. 11d., were issued, and 215,240 orders, representing £837,208 14s. 8d., paid.

409,866 postal notes, of the value of £134,378 9s. 6d., were sold.

The sum of £3,187,219 2s. 4d. was deposited in the Post-Office Savings-banks, and £2,891,169 5s. 8d. withdrawn.

The total amount to the credit of depositors on the 31st December last was £4,744,924 18s. 1d., as compared with £4,311,634 13s. 5d. at the close of the previous year.

750 inland-mail services (excluding services by railway) were in operation during the year.

At the close of the year there were 6,484 miles of telegraph-line and 18,024 miles of wire.

The net expenditure on telegraph construction was £29,384 2s. 11d.

There were 5,787 telephone-exchange connections on the 31st March last. The subscriptions received amounted to £36,422 6s. 8d.

The following table and return give the number of offices and officers of all classes on the 31st December last:—

Postal Districts.	Permanent Offices.										Non-permanent Country Offices.				Telephone Bureaux.		Telephone Exchanges.				P.O. Clerks, Tel. Counter Clerks, Tel. Ex Clerks and Cadettes, Cadets in P.O. Cadettes not principally engaged in Tel. Operating Tel. Despatch Clerks, Tel. Distributors.				Tel. Operators, Clerks principally engaged in Operating Cadets principally engaged in Tel. Operating (with or without delivery of Telegrams).				Postmasters and Officers in Charge on Permanent Staff.		Letter-carriers.		Post-office Messengers (including those performing other Duties).		Telegraph Message Boys.		Linemen (not already shown).
	Post-offices.		Telegraph-offices.		Combined Post- and Telegraph-offices.		Combined Railway.		Post-offices (no Telephone in same Town).	Post and Telephone (combined).	Post and Telephone (separate).	Telephone-offices (no Post-office in same Town).	Receiving Offices only.	Telephone Exchanges.	Shown in other Columns.	Not already shown.	P.O. Clerks, Tel. Counter Clerks, Tel. Ex Clerks and Cadettes, Cadets in P.O. Cadettes not principally engaged in Tel. Operating Tel. Despatch Clerks, Tel. Distributors.		Tel. Operators, Clerks principally engaged in Operating Cadets principally engaged in Tel. Operating (with or without delivery of Telegrams).		Postmasters and Officers in Charge on Permanent Staff.		Letter-carriers.		Post-office Messengers (including those performing other Duties).		Telegraph Message Boys.										
	Separate Telegraph in same Town.	No Telegraph in same Town.	Separate Post-office in same Town.	No Post-office in same Town.	Combined Post- and Telegraph-offices.	Post and Public Telegraph.	Post and Public Telephone.	And Post.									And Public Telegraph.	And Public Telephone.	Town.	Country.	Town.	Country.	Town.	Country.	Town.	Country.	Town.	Country.	Town.	Country.	Town.	Country.	Town.	Country.			
Auckland ..	1	..	1	..	23	11	7	..	..	178	109	2	9	6	1	26	2	90	18	39	..	44	24	7	4	24	25	13							
Blenheim ..	..	..	..	..	4	..	..	..	..	29	9	..	6	..	1	12	..	7	..	5	1	3	2	1	..	3	1	2	
Christchurch..	1	..	1	..	10	28	1	3	3	98	32	2	3	7	2	11	..	69	5	57	10	13	20	11	3	20	13	11									
Dunedin ..	1	..	1	..	17	14	2	..	2	70	69	3	12	2	5	51	4	65	2	40	6	19	20	7	3	24	12	6									
Gisborne ..	..	..	..	..	1	..	..	..	..	11	14	..	..	..	1	10	..	9	..	1	..	1	2	..	..	4	..	1
Greymouth ..	..	..	..	..	4	..	..	..	..	30	6	..	1	..	1	2	..	8	1	11	4	4	3	2	..	4	4	2	
Hokitika ..	..	..	..	..	3	..	1	..	..	20	13	..	2	..	..	..	..	2	..	3	3	1	1	1	1	2	..	1
Invercargill ..	..	..	..	..	7	10	3	..	..	81	30	10	6	..	7	27	1	21	2	7	6	7	5	4	3	8	6	4			
Napier ..	1	..	1	..	9	3	2	..	1	32	24	..	1	..	2	3	..	23	1	30	10	11	4	4	1	7	5	4									
Nelson ..	..	..	1	..	4	3	..	..	..	18	21	1	2	..	1	..	..	8	1	8	..	6	3	..	1	5	3	1		
New Plymouth ..	..	..	..	..	4	1	..	..	..	22	10	2	..	..	1	7	..	10	2	4	1	4	3	1	..	4	5	1
Oamaru ..	..	..	..	..	1	4	3	1	..	14	9	1	..	..	1	10	..	7	..	5	..	1	2	..	1	5	..	1			
Thames ..	..	..	..	..	9	..	..	..	..	26	13	..	..	1	1	7	..	9	4	9	6	9	4	3	1	6	8	3
Timaru ..	..	..	..	..	4	11	..	..	..	35	4	..	..	..	1	..	..	8	..	7	2	4	3	3	1	4	3	1
Wanganui ..	..	..	..	..	8	7	..	..	..	45	16	..	1	..	1	3	..	14	1	22	10	15	3	2	3	6	7	3		
Wellington ..	1	..	1	..	11	5	4	1	1	63	60	1	6	9	3	41	3	92	7	64	26	13	19	13	4	44	20	11									
Westport ..	..	..	..	..	3	..	2	..	..	13	14	..	1	..	..	..	..	5	..	3	..	3	1	..	..	3	2	1
Totals ..	5	..	5	1	122	97	25	5	8	5	785	453	22	50	25	29	210	10	447	44	315	82	160	119	59	26	173	114	66								

COMPARATIVE RETURN of Officers of the Post and Telegraph Department for the Years 1896 and 1897.

	1896.	1897.		1896.	1897.
Postmaster-General ..	1	1	Chief Postmasters ..	16	16
Secretary ..	1	1	Postmasters and Officers in Charge on Permanent Staff ..	162	160
Superintendent of Electric Lines ..	1	1	Clerks (including Telephone Exchange Cadettes and Cadets in Post-offices) ..	862	888
Assistant Secretary and Inspector ..	1	1	Operators (including Cadets in Telegraph-offices) ..	..	..
Assistant Inspectors of Post-offices ..	3	3	Country Postmasters and Telephonists ..	1,277	1,335
Controller of Money-orders and Savings-banks and Accountant ..	1	1	Letter-carriers ..	168	178
Telegraph Inspectors ..	3	3	Messengers (Post Office) ..	24	26
Telegraph Sub-Inspector ..	1	1	Linemen ..	58	66
Electrician ..	1	1	Telegraph Message Boys ..	273	287
Mechanicians and Cadets ..	5	8	Nightwatchmen ..	2	2
Clerks in General Post Office—			Postmasters and Telegraphists or Telephonists who are Railway officers ..	138	140
Secretary's Office ..	12	12			
Inspector's and Dead-letter Branch ..	6	6	Totals ..	3,060	3,186
Money-order and Savings-bank Branch ..	27	27			
Sorters in Clearing-room ..	13	16			
Storekeeper and Assistants ..	4	6			

Owing to the epidemic of influenza which prevailed last summer, the health of the staff does not show such a satisfactory average as for the previous two years. The Christchurch staffs have, however, to be again congratulated upon the high average health of the officers employed in that city. The usual information is given below :—

				Numbers comprised.	Average Absence per Sick Officer.	Average Sick Absence per each Officer employed.
					Days.	Days.
Men	...	...	...	964	9·72	4·09
Women	...	...	...	134	15·09	11·82

There were six deaths during the year.

The third meeting of the Appeal Board under "The Post and Telegraph Department Act, 1894," was held in June of last year. As so large a number of the appeals made in former years was against the length of service allowed, and as cases which had long been considered as closed were being reopened without sufficient cause, it was, at the suggestion of the Board, decided to establish a standard Departmental List so as to confine appeals to grievances caused by promotions and other changes made within a year prior to the date of the appeal. With this object in view officers were advised that the list for 1896-97 was to be accepted as a standard list, and, failing appeals against it, that the list for 1897-98 would be regarded as final. This resulted in an unusually large number of appeals, many of which, as will be seen by the Board's findings, were made without any real grounds of complaint. Up to the present time officers have been given much latitude in appealing, and the time of the Board has been occupied to a large extent by matters such as errors in the printed list (of which the department would be only too willing to learn and correct), and applications for the inclusion for seniority of telegraph-messenger and other suchlike service, which officers have over and over again been informed cannot legally be allowed. Moreover, many of the appeals were really first applications for promotion, increase of salary, &c., the appellants apparently overlooking the fact that appeals must necessarily be made against some decision of the Minister. In all 81 appeals were received and considered. Of these, 32, which included 11 in respect to adjustment of service and numerical position in class, were favourably reported upon by the Board, and 49 unfavourably or already met by action taken or decided to be taken by the department. 7 cases were held over by the Minister, and 3 could not be carried into effect.

The fourth annual meeting of the Board commenced on the 30th May last, and the number of appeals considered was 13.

During 1897 1,001 visits of inspection were made to post-offices. The number of miles travelled by Inspectors was 20,056.

Much time is at present lost by letter-carriers, particularly in suburban districts, by the failure of residents to provide letter-boxes at their gates or house-doors. Were the adoption of some form of letter-box more general, the department would eventually be able to extend the delivery facilities. In many cases the time now wasted by the letter-carrier in waiting at doors and in traversing long garden-paths would almost enable two deliveries to be made instead of one. An effort has again been made to induce householders to recognise the advantages of their providing letter-boxes. Inquiries are in progress as to the most suitable form of letter-box for general use, and when a selection is made it will be possible to supply a standard pattern to applicants at a reasonable cost.

An Intercolonial Postal and Telegraph Conference met at Hobart on the 28th March last, Western Australia and New Zealand not being represented.

Many questions of importance were considered, the principal of which were the proposed reduction of the over-sea postage-rates on letters by the United Kingdom from 2½d. to 2d. per ½ oz., and by Canada from 5 cents (2½d.) per ½ oz. to 3 cents (1½d.) per ounce to all parts of the British Empire; and the proposed Pacific cable.

In regard to the over-sea postage the Conference resolved,—

"That . . . it would be inadvisable to make any further reduction of the over-sea postage rate until the way is clear for a reduction in the present large subsidies paid for the carriage of such mails, and the present inland and intercolonial rates.

"That the various Agents-General delegates to the Postal Conference in London be instructed to oppose the proposal to reduce the rate of postage to all parts of the British Empire from 2½d. per ½ oz. to 2d., and also the Canadian proposal to reduce her outgoing rate from 5 cents per ½ oz. to 3 cents per ounce, for the following reasons :—

"(1.) The present rate is not an unreasonably high one, having in view the large cost to the colonies involved in the maintenance of the present means of postal communication with the various portions of the Empire.

"(2.) Because of the anomaly which would be created by carrying letters fourteen thousand miles for the same rate as now charged for delivery within the limits of the town where posted.

"Regarding the proposal of Canada to reduce her outgoing postage, this Conference is strongly of opinion that no reduction should take place which would be a departure from the present uniform rate, for the following reason, *inter alia* : At present a charge of 2d. per ½ oz. is made in Australia for the carriage of letters to however small a distance, while the Canadian proposal would involve the carrying of her letters over the same routes at a greatly reduced cost. This would, in the opinion of the Conference, lead to confusion and dissatisfaction."

The papers which have been laid before Parliament show the position of the Pacific cable scheme, which, owing to the apparent determination of the Imperial Government to favour a cable by way of South Africa, is scarcely in such a hopeful position as could be desired. But in the discussion on the question at the late Hobart Conference views were strongly expressed in favour of the Pacific cable as against the proposed line to Western Australia by way of the Cape of Good Hope; and it was resolved, "That this Conference reaffirms the opinion that, in the interests of Australasia, the Pacific cable project should be consummated as speedily as practicable, and that the Governments of the various Australasian Colonies be requested to represent to the Imperial and Dominion Governments the foregoing opinion, together with the proposal of the Premiers as agreed to at their recent Conference held in Melbourne: viz., 'That if Great Britain and Canada would each contribute one-third of the cost the colonies would be prepared to contribute the remaining third.'"

Government is fully in accord with the resolution, and action has already been taken to forward it, besides otherwise keeping the question before the notice of the countries specially interested in the project.

Among other matters the Conference recommended the ratification of the treaty entered into at Washington by the Hon. John Gavan Duffy, the colonies' representative, and passed a resolution of appreciation of Mr. Duffy's services.

A large number of departmental matters was also dealt with and reported upon, as will be seen by the printed report of the Conference proceedings.

The new postage-stamps, which were in course of manufacture for some time previous, were brought into use on the 5th April last. As the initial supply (printed in London by Messrs. Waterlow and Sons (Limited) was restricted, the entire withdrawal of the old issue will not take place until the special machinery, which has been ordered, is received by the Government Printer, and the printing of the stamps in the colony is in full operation.

Beyond some adverse criticism of the colours selected in London for several of the values, there has been little else but praise for the new issue, which, in respect to design and printing, will take a very high rank among the postage-stamps of the world.

An error was unfortunately made in engraving the plate for the twopence-halfpenny stamp, "Wakatipu" being misspelt "Wakitipu"; but this has since been corrected. The keen demand by collectors for the "error" somewhat embarrassed the department in the sale of these labels for their legitimate purpose, necessitating a minimum quantity only being sold to any one applicant. Through a misunderstanding in London the design intended for the fourpenny stamp was adopted for the penny stamp, involving a costly process of double printing for the denomination more largely used than any of the others. Instructions have already been given to rectify this as early as possible. Another matter of considerable importance is that future issues are to be printed on watermarked paper. The colours of several of the stamps will be changed to brighter tints so soon as the printing is done in the colony. In the meantime the transposition of the designs for the penny and fourpenny labels will carry with it changes in colour as follow: One penny from brown and blue to lilac, fourpence from rose-lake to brown and blue, and ninepence from lilac to rose-lake.

The following is a detailed description of the new stamps:—

One Halfpenny (Lilac-brown).—View of Mount Cook, in oval frame on shaded background, surmounted by curved inscription in white letters, "Postage and Revenue," and at top by label with ornamental border containing "New Zealand" in coloured letters on white ground. Central design is flanked by sprays of ranunculus and celmisia, below which on each side are small oval labels surrounded by scrolls, and bearing figures of value on white ground, the value in words being in straight label at foot.

One Penny (Light-brown, with Blue Centre).—View of Lake Taupo, with Ruapehu in background, and cabbage-palm in left foreground, surrounded by semicircular labels containing "New Zealand" in white letters on colour above, and "Postage and Revenue" in coloured letters below. Value in words in straight label at foot, broken at each lower corner by square containing figure of value. Ornamented spandrels.

Twopence (Wine-red or Claret).—View of Pembroke Peak, Milford Sound, surrounded by oval band with inscription in white, "New Zealand Postage and Revenue." Figure of value at base of design, with ornaments on each side. Value in words at foot, in straight label, full width of stamp. Sides and top of stamp are enclosed by dotted border of Greek design, and ornamented spandrels.

Twopence-halfpenny (Antwerp Blue).—Oblong (horizontal). View of Mount Earnslaw and head of Lake Wakatipu, with *Phormium tenax*, toitoi, and cabbage-palms in foreground. Inscription, "New Zealand" in white, "Postage and Revenue" in colour, at top of stamp. Value in figures only, enclosed in scroll ornament springing from lower right-hand corner, and bearing name of locality (misspelt "Wakitipu"). Name "Mt. Earnslaw" in left-hand lower corner.

Threepence (Light-brown).—Central design, a pair of huias on branch, surrounded by a circular border, inscribed "New Zealand Postage and Revenue" in white letters on colour, and broken at lower corners by Egyptian ornamentation. Value in words at bottom, divided in centre by shield of solid colour, with figure "3" in white. Upper spandrels are filled in with similar labels, bearing figures of value placed obliquely.

Fourpence (Rose-lake).—View of White Terrace, Rotomahana, in oval dotted border, flanked by sprays of tataramoa, and broken at base on each side by bands containing inscription, "Postage," "Revenue." Name of colony at top of stamp, and value in words at foot, in straight labels.

Fivepence (Brown-lake).—Oblong (vertical). View of Otira Gorge, with snow-peak in background. Name in lower right-hand corner; also small circular view of Mount Ruapehu superimposed upon left foreground. Inscription, "New Zealand Postage and Revenue" at top of stamp, and value in words at base, in straight label.

Sixpence (Sap-green).—Representation of kiwi *regardant*, surmounted by semicircular band of solid colour, bearing words "New Zealand" in white letters, and supported by oblique labels, "Postage," "Revenue," on left and right respectively. Value in words only at base of stamp, in straight label. The corners of the design, which has a distinctive appearance resembling a horse-shoe, are filled in with ornamental scroll-work on shaded ground.

Eightpence (Steel-blue).—Large outline figure "8," supported by fern-trees and cabbage-palms on shaded background. Within the upper portion of the figure is an Imperial crown, and in the lower portion a view with Native war-canoe over the word "pence" at base of figure. The lower corners of stamp contain circles with figures of value in white, the upper corners being bevelled, and filled with scallop ornaments. The words "New Zealand Postage and Revenue" are inscribed upon the curves of the large figure which forms the central device.

Ninepence (Lilac).—Oblong (horizontal). View of Pink Terrace, Rotomahana, with tree-fern and nikau-palm at sides. The legend "Postage and Revenue" at base of picture. Value in white figures in coloured circles at each corner. "New Zealand" in arched inscription above, and value in words below, in straight label; both white letters on colour.

One Shilling (Orange-red).—Representation of pair of kakas on branch, in colour on white background within fancy frame, having arched label "Postage" above, with "and Revenue" below. Name of colony at top of stamp, and value in words at bottom, in straight labels. Value in figures in circles at lower corners, above the bottom label.

Two Shillings (Blue-green).—Oblong (horizontal). View of Milford Sound in fancy frame, with title below in label, and clump of cabbage-palms on left-hand side above scrolled circle enclosing value in figures. The words "New Zealand Postage and Revenue" in white letters at top of stamp.

Five Shillings (Vermilion).—Oblong (vertical). View of Mount Cook, with name in white label below. Inscription, "New Zealand Postage and Revenue" above, and value in words at foot, white letters on coloured ground.

All the stamps are printed on white-wove unwatermarked paper, and perforate 14 to 15. The rectangular stamps measure about 18 mm. by 22 mm., and the oblong stamps 33 mm. by 20 mm., or, say, $\frac{1}{4}\frac{2}{6}$ in. by $\frac{1}{4}\frac{5}{6}$ in., and $1\frac{5}{16}$ in. by $\frac{1}{4}\frac{3}{8}$ in.

During the year it was decided to issue a pictorial post-card to enable residents and visitors to send souvenirs of New Zealand to their friends in places beyond the colony. The cards were stamped 1d. and 1½d., and were sold at a fraction over the face-value to cover the cost of production.

The scenic representations on the cards comprise views of Mounts Cook and Egmont, the Otira Gorge, and the Waikite Geyser, which were executed in chromo-lithography by Messrs. Waterlow and Sons (Limited), of London.

Owing to the majority of the cards arriving late for the Christmas season the sales have not been up to anticipations.

On revising the Franking List for the year 1898 it was considered advisable to indicate the franking officers by name as well as by title; and it will probably be a matter of surprise to learn that no less than 1,656 persons in New Zealand are authorised to frank letters or telegrams. There is no question that sooner or later some system should be adopted by which the department should receive payment for such work now undertaken gratuitously for other branches of the public service, particularly in respect of telegrams. The mere fact of each department being required to make provision for this service would, if the experience of other countries can be relied upon, result in economy, and a much diminished use of the telegraph-wires for official communications, without detriment to the public service. At present there is no obligation on any department to curtail its telegrams, or to abstain from using the wires when a letter by post would serve equally well.

Notwithstanding the heavy penalties to which persons attempting to use previously cancelled stamps in prepayment of postage are liable, there is reason to suppose that the irregularity is on the increase. In many cases there is no intention to defraud the revenue, while in others the excuse is that the used stamp was mistaken for an unused one. The department has no wish to be unduly harsh, but the fact that previously cancelled stamps cannot well be used without being regummed implies, at the least, great carelessness; and if the law continues to be broken it will be necessary to institute a prosecution in every case brought under notice.

The experiment of indicating in dated stamps the hour of posting of letters, &c., by representing the time of day in plain figures instead of arbitrary letters or index figures has been tried at Christchurch, and found to give great satisfaction to the public. The system will be extended to all the principal offices as the present dated stamps require to be replaced.

The automatic date-stamping machine in use in the post-offices of the United States having proved a practical success, the manufacturers have been approached by the department with the object of obtaining one or more of the machines on trial.

In last year's report brief reference was made to the proceedings of the Universal Postal Union Congress held at Washington. The complete documents, which have since come to hand, show that all the countries comprising the Universal Postal Union, except San Domingo, were represented. The following main alterations in the Vienna Convention come into force on the 1st January, 1899:—

Maritime transit rates are fixed as follows:—

(a.) 5 francs per kilogramme of letters and post-cards, and 50 centimes per kilogramme of other articles for exchanges between countries of Europe, between Europe and African and Asiatic ports on the Mediterranean, between Europe and the Black Sea, between Europe and North America, and between all these territories themselves; also between other countries where the distance traversed does not exceed one thousand five hundred nautical miles.

(b.) 15 francs per kilogramme for letters and post-cards, and 1 franc per kilogramme for other articles, for all distances not comprised in the preceding paragraph. The rule, that when con-

veyance is effected by services of more than one country, each administration participates in the 15 franc and 1 franc rates in the proportion of mileages of transit furnished to total sea-distance traversed, remains unaltered.

(c.) Sea transit under three hundred miles remains at the same rates as territorial transit.

Territorial transit rates which, under the Vienna and former Conventions, were fixed at 2 francs per kilogramme of letters and post-cards, and 25 centimes per kilogramme of other articles, are reduced by 5 per cent. during 1899 and 1900, 10 per cent. during 1901 and 1902, and 15 per cent. during 1903 and onwards. It is also stipulated that countries whose total receipts and expenditure in connection with territorial transit do not exceed 5,000 francs per annum will be exempt from payments on account of territorial transit.

Provision is also made for the reduction of those special maritime transit rates which now are 15 francs per kilogramme of letters and post-cards to 14 francs during 1899 and 1900, 12 francs during 1901 and 1902, and 10 francs during 1903 and onwards.

The counting of correspondence in May, 1896, on which the transit charges for 1895, 1896, and 1897 were computed, is to form the basis for all territorial and maritime transit payments till 1904 or later.

The ultimate effect of this decision will be a reduction in the transit rates generally. To New Zealand it will mean a saving in American overland and Atlantic sea transit of correspondence from this colony to the United Kingdom. Other alterations will also affect this colony favourably. The rates payable by European countries for the conveyance of their mail-matter from the Australian Colonies to New Zealand will, however, be more than doubled under the Washington conditions.

The effect of the reduction in the telegraph rates from 1s. to 6d. was referred to at such length in the report for last year that there is little to be added now. The anticipated disturbance in the revenue, and the largely increased expenditure then foreshadowed, have been realised; but the somewhat unexpected increase in the traffic in the quarter ended the 31st March last brought up the receipts for the year to £96,537 in place of the estimated £95,000, which is, however, £916 less than the revenue from paid telegrams for last year.

The average value of each paid telegram, which might fairly have been assumed to have reached a normal level last year, suffered a further fall from 9·29d. to 8·47d. As the average value for the first month of the sixpenny tariff—June, 1896—was 10·96d., it will be seen that condensation is now being generally practised by the users of the telegraph.

The following table will show the fluctuations of the business in paid telegrams for each quarter of the last two years:—

TABLE showing the NUMBER of TELEGRAMS forwarded, and the Revenue derived therefrom, during the Four Quarters of the Financial Years 1896-97 and 1897-98 respectively.

Quarter.	Number of Telegrams forwarded.		Increase per Cent.	Revenue.			Increase per Cent.	Decrease per Cent.			
	Year ended 31st March, 1897.	Year ended 31st March, 1898.		1896-97.		1897-98.					
				£	s.	d.	£	s.	d.		
June quarter ...	495,661	581,187	17·25	23,978	2	4	23,189	13	1	...	3·29
September quarter ...	549,838	553,898	0·74	23,693	17	11	21,732	13	5	...	8·28
December quarter ...	610,751	643,801	5·41	25,075	10	0	25,182	7	6	0·43	...
March quarter ...	628,751	690,529	9·83	24,705	8	4	26,432	12	9	6·99	...
	2,285,001	2,469,415	8·07	97,452	18	7	96,537	6	9	...	0·94

From the 1st April last the change introduced on the 1st November, 1891, of keeping no office copies of received telegrams was abandoned in favour of taking telegrams in duplicate at the receiving instrument, and retaining the top copy as the office record. The absence of office copies of telegrams had latterly rendered it a matter of some difficulty to make such a complete audit of the telegraph revenue as was desirable, while there was reason to conclude that the absence of a check of the text of the forwarded against that of the received telegrams induced more errors and more indifferent handwriting on the part of telegraphists than would otherwise be the case. Under the system of keeping office copies, accounting checks are simplified—it being necessary to merely pair an original forwarded telegram with the copy of the received message, and to check the value affixed in stamps. Errors and careless work can now be more promptly brought home to the officers in fault, and an increase in the efficiency and accuracy of the work of the telegraph operating staff should result.

It has been decided, as a matter of experiment, to introduce at the principal telegraph-offices a combined telegram form and envelope so soon as the necessary machinery for cutting the forms is obtained from London. The combined form is so devised that the writing of the name and the address of the addressee by the receiving operator renders further addressing unnecessary. Freedom from error in address and economy in handling appear to be assured.

Owing to the difference of 1 hour 39 minutes between New South Wales (zone) time and New Zealand time, the opening of the Sydney Telegraph Office at 8 a.m. for the transmission of cablegrams to New Zealand had the effect of preventing messages then on hand from reaching

their destination until some time after the commencement of business hours, when the New Zealand wires were fully occupied. In order to obviate the inconvenience arising from this, and to enable cablegrams received at Sydney after the closing of the Wakapuaka-La Perouse cable at night to reach their destination as early in the morning as possible, it was arranged that, from the 28th December last, the Sydney Office should open at 7 a.m.

The number and value of cable messages forwarded from New Zealand during 1897 are shown in the following statement:—

Destination.	Ordinary.		Press.	
	No. of Messages.	Value.	No. of Messages.	Value.
		£ s. d.		£ s. d.
International	9,725	36,051 10 3	28	276 10 0
New South Wales	21,849	4,618 1 6	1,176	620 3 0
Queensland	1,047	339 4 2	...	...
South Australia	1,204	361 12 2	...	...
Tasmania	2,059	722 1 1	1	0 7 1
Victoria	13,704	3,501 15 2	87	47 13 7
Western Australia	1,729	614 12 3	2	0 11 0
Total for 1897	51,317	46,208 16 7	1,294	945 4 8
Total for 1896	47,236	51,681 19 1	1,069	531 4 9

The following is a statement of traffic over the New Zealand-Sydney cable for the year from the 1st May, 1897, to the 30th April, 1898, and amounts payable by guaranteeing colonies:—

Amount guaranteed to Cable Company	£ 20,000
Actual receipts during the above period	16,646

Showing a loss to the Cable Company of £3,354

Apportioned as follows:—

New Zealand, one-third	£ 1,118
Contributing colonies, including New Zealand, two-thirds	2,236

£3,354

And the contributing colonies' proportions, on the basis of population:—

Colony.	Population (Census, 1891).	Amount. £ s. d.
Victoria	1,140,405	684 18 0
New South Wales	1,132,234	679 19 10
New Zealand	620,030	372 7 7
Queensland*	393,718	188 6 1
South Australia	320,431	192 8 11
Tasmania	146,667	88 1 8
Western Australia	49,782	29 17 11
Totals	<u>3,803,267</u>	<u>£2,236 0 0</u>

The agreement under which this payment is guaranteed the Eastern Extension Telegraph Company expires in April, 1900.

The colony's outward international and intercolonial cable business, not including Press, for the years 1896 and 1897 was as follows:—

International,—	Messages. Number.	Value. £ s. d.
1896	9,814	42,148 15 1
1897	9,725	36,051 10 3
Decrease	89	6,097 4 10
	or 0·91 per cent.	or 14·47 per cent.
Intercolonial,—	Messages. Number.	Value. £ s. d.
1896	37,422	9,536 10 8
1897	41,592	10,157 6 4
Increase	4,170	620 15 8
	or 11·14 per cent.	or 6·5 per cent.

A total increase in 1897 of 4,081 messages, and a decrease in value of £5,476 9s. 2d.

* Queensland entered as from 8th July, 1897.

The forwarded and received cable Press business for the past seven years has been:—

Year.	Forwarded.			Received.		
	Number of		Value.	Number of		Value.
	Messages.	Words.		Messages.	Words.	
1891	837	45,285	£ s. d. 932 15 8	2,828	198,935	£ s. d. 2,739 6 0
1892	791	44,263	898 3 9	2,884	197,477	2,796 9 4
1893	796	57,390	504 9 9	2,883	202,170	1,540 17 10
1894	994	103,366	899 4 9	3,033	203,326	1,179 13 7
1895	1,168	68,682	433 13 0	3,926	314,136	1,782 13 5
1896	1,069	92,946	531 4 9	2,946	285,369	1,576 1 3
1897	1,294	128,839	945 4 8	3,665	323,617	1,752 7 5

NOTE.—The intercolonial cable Press rate was reduced from 3d. to 1d. per word on the 1st April, 1893.

POST OFFICE.

The number of articles posted in the colony, and received from places outside the colony, during 1897, as compared with the number in 1896, was as under:—

	1897.	1896.	Increase.
Letters—			
Posted in the colony	30,260,204	27,874,353	
Received from places outside the colony	2,012,719	1,913,410	
	32,272,923	29,787,763	2,485,160
Letter-cards posted in the colony	757,172	654,290	102,882
Post-cards—			
Posted in the colony	1,325,272	1,226,550	
Received from places outside the colony	16,549	5,285	
	1,341,821	1,231,835	109,986
Books and pattern-packets—			
Posted in the colony	12,351,443	10,048,597	
Received from places outside the colony	2,276,389	2,598,674	
	14,627,832	12,647,271	1,980,561
Newspapers—			
Posted in the colony	10,177,089	9,521,525	
Received from places outside the colony	4,084,256	3,694,996	
	14,261,345	13,216,521	1,044,824
Parcels—			
Posted in the colony	173,856	166,702	
Received from places outside the colony	23,698	19,909	
	197,554	186,611	10,943

The letters increased 8·34, books and pattern-packets 15·66, newspapers 7·91, parcels 5·86, letter-cards 15·72, post-cards 8·93 per cent.

The increase in 1896 was: Letters, 2·89; books, &c., 16·60; newspapers, 4·27; parcels, 5·91; letter-cards, 2·71; and post-cards, 2·51 per cent.

The average number of letters posted per head of population was estimated to be 41·93, or 42·98 including letter-cards. The averages in 1896 were 39·43 and 40·36 respectively.

The Post Office receipts for the financial year amounted to £272,162 19s. 9d.—an increase of £9,680 14s. 3d., or 3·69 per cent.

The expenditure was £197,355 6s. 11d., as against £196,242 19s. 8d. for the previous year—an increase of £1,112 7s. 3d., or 0·56 per cent.

There was therefore a balance of revenue over expenditure of £74,807 12s. 10d.

The estimated value of official (free) correspondence was £72,521. The gross earnings of the Post Office for the year were £344,683 19s. 9d., and the credit balance £147,328 12s. 10d.

Customs duties amounting to £9,567 12s. 11d. were collected on articles received through the post from places beyond the colony, and £1,309 18s. 6d. on account of ordinary Customs work.

The sum of £1,724 10s. was collected from the sale of game-licenses.

Premiums amounting to £28,059 19s. 7d. were collected from policyholders on behalf of the Government Life Insurance Department.

£331 7s. 9d. was collected for the Government Printer on the sale of Government publications.

Income-tax amounting to £62,633 0s. 11d., and land-tax for £191,975 16s. 11d., were received at post-offices.

Fees under the Live-stock Acts amounting to £17,891 4s. 7d. were collected.

The sum of £3,508 11s. was received for machinery-fees.

The receipts from the sale of miners' licenses amounted to £1,380 6s.

£9,815 was lodged at post-offices for investment in New Zealand Consols.

Receipts on behalf of the Public Trust Office amounted to £302,358 6s. 7d. and payments to £301,872 10s. 4d., as compared with £205,731 11s. 8d. and £202,664 7s. the previous year.

Railway receipts amounting to £15,338 8s. 11d. were also accounted for through the Post Office Account.

The fees collected in respect of the registration of births, deaths, and marriages amounted to £2,053 6s. 6d.

The Advances to Settlers Office receipts amounted to £439,590 13s. 4d., and payments to £452,810 2s. 5d.

Fees, &c., were also collected on account of the Audit Office, Hospitals and Charitable Aid, County Councils, Harbourmasters, Alcoholic Liquors Act, Licensing Act, auctioneers' licenses, fishing licenses, industrial schools, Lunacy Department, Miners' Guides, public baths, property-tax, Factories Act, gum-licenses, Education Department, and the Treasury; and an election deposit of £10 was made through the Post Office.

The payments made by the Post Office on behalf of the Treasury were £471,861 8s. 9d.

The gross receipts dealt with during the year were—Departmental, £9,007,021 10s. 8d.; on account of other departments, £1,505,390 0s. 4d.: total, £10,512,411 11s., as compared with £7,644,390 8s. 8d. for the previous year.

The payments were—Departmental, £8,885,376 5s. 10d.; on behalf of other departments—to individuals, £1,226,544 1s. 6d.; to Government accounts, £346,966 1s. 1d.: a total of £10,458,886 8s. 5d., as against £7,529,187 1s. 9d. dealt with the former year.

The gross receipts and payments were therefore £20,971,297 19s. 6d., as compared with £15,173,577 10s. 5d. for 1896.

Deliveries by letter-carriers were established at: Christchurch—Belfast; New Brighton (by subsidised carrier), to include whole of borough and suburbs as far as Christchurch City delivery; Westport—Denniston, twice daily (by subsidised carrier); Harben and Waimangaroa, daily (by subsidised carrier).

Letter-carriers' deliveries were extended at: Auckland—Chief Post-office and suburbs, so as now to include Kingsland, Morningside, Mount Albert, Point Chevalier, and Mount Roskill districts; Whangarei—to include south-west portion of town lying between Waiarohia and Wharoharo Streams; Christchurch—Christchurch Suburbs, to include Bromley district; Lyttelton—to take in whole borough; Greymouth—Chief Post-office, to include the hospital on the south and Shakespeare Road on the east; Napier—Waipawa, to extreme northern boundary of town; Nelson—Chief Post-office, to beyond the bridge, Nile Street East; Thames—Chief Post-office, to take in Moanataiari Creek Road, Waitotahi Creek and Waiokaraka Creek Road, Irishtown, Hill Street, Hape Creek, and Parawai; Wellington—Masterton, to include Kuripuni.

The Thames—Kuranui—Tararua delivery was abolished.

Deliveries were increased in frequency at: Christchurch—Christchurch Suburbs, to twice daily in Waltham and Sydenham districts; Greymouth—in upper part of town from once to twice daily.

The designations of offices were changed as follows: Auckland—Mangawhara to Hinuera; Blenheim—Hocquard's to Te Puru, North-west Bay to Tira-ora; Greymouth—Blackball Mine to Blackball, Upper Blackball to Minerva; Napier—Moss Side to Tarewa; New Plymouth—Palmer Road to Mahoe; Oamaru—Waitaki South to Waitaki; Timaru—Waitaki to Glenavy; Wellington—Makakahi to Konini; Westport—Harben to Waimangaroa Junction.

Names were corrected as follows: Auckland—Harapipi to Harapepe, Mangare to Mangere, Mangare Bridge to Mangere Bridge, Papatoitoe to Papatoetoe, Porooterao to Porootarao, Wairangi to Waerenga, Wangaparaoa to Whangaparaoa, Wangaruru to Whangaruru; Napier—Kuripapanga to Kuripapango; Oamaru—Hakateramea to Hakataramea, Kokoamu to Kokoamo; Thames—Kaiawa to Kaiaua; Wellington—Uruwai to Utuwai.

Fourteen newspapers were registered for transmission by post, and nineteen ceased publication.

Fourteen receiving-boxes were established at: Auckland—Cambridge, 1; Whangarei, 1. Christchurch—City, 1; Belfast, 1; Bromley, 1. Dunedin—City, 2. Napier—Town, 2. Nelson—Town, 1. Oamaru—Town, 1 (reopened). Thames—Waihi, 1; Waitekauri, 1. Wellington—South Karori, 1.

Five receiving-boxes were closed: Auckland—Cambridge, 1. Dunedin—Kaitangata, 1. Thames—Waihi, 1; Waitekauri, 1. Wellington—City, 1.

Seventy-eight post-offices were established (of these nine were reopened offices) and twenty closed:—

Opened.

Ahiaruhe, Wellington	Mahau, Blenheim	Pukeroa, Wanganui
Allendale, Christchurch	Mangatu, Auckland	Pukewhau, Thames
Aparima, Invercargill	Maratoto, Thames	Punihu Stream, Wanganui
Ataahua, Christchurch	Maryville, New Plymouth	Putaruru, Auckland
Auroa, Wanganui	Matau, New Plymouth	Rewa, Wellington
Awatoto, Napier	Mawhitiwhiti, Wanganui	Rockville, New Plymouth
Blind River, Blenheim	Merino Downs, Dunedin	Rona, Wellington
Courtenay Place, Wellington	Nireaha, Wellington	Rukumoa, Wanganui
Cricklewood, Timaru	North-west Bay, Blenheim	Tallaburn, Dunedin
Cryer's Landing, Thames	Nydia Bay, Blenheim	Tallaburn (reopened), Dunedin
Elaine Bay, Blenheim	Ohui, Auckland	Te Oneroa, Invercargill
Elsthorpe, Napier	Omarama, Oamaru	Te Whaiti, Auckland
Greenvale, Invercargill	Oneroa, Auckland	Te Wharaki, Thames
Henley West, Dunedin	Opitonui, Auckland	Three Springs, Timaru
Highbank, Christchurch	Orari Bridge, Timaru	Tokarahi, Oamaru
Hikua, Auckland	Oropi, Thames	Totaratahi, Oamaru
Hinemoa, Wellington	Otoroa, Auckland	Upper Blackball, Greymouth
Hocquard's, Blenheim	Overdale, Christchurch	Utuwai, Wellington
Hopai, Blenheim	Paemako, Auckland	Waianakarua, Oamaru
Hukanui, Wellington	Pahiatua (railway), Wellington	Waihakeke, Wellington
Inaha, Wanganui	Parkville, Wellington	Waimaru, Blenheim
Island Cliff, Oamaru	Peep-o'-Day, Wellington	Waipatukahu, Thames
Kaiparoro, Wellington	Piripiri, Wellington	Wallaceville, Wellington
Kairanga, Wellington	Ponga, Auckland	Whangaparapara, Auckland
Komata, Thames	Puhipuhi, Auckland	Whetukura, Napier
Koru, New Plymouth	Pukepito, Dunedin	Wylie's Crossing, Dunedin

Closed.

Blackball, Greymouth
Bromley, Christchurch
Bushside, Christchurch
Cryer's Landing, Thames
Lower Awatere, Blenheim
North Taieri, Dunedin
Okiwi Bay, New Plymouth

Omarama, Oamaru
Omoho, Auckland
Owharoa, Thames
Pukekararo, Auckland
Puysegur Point, Invercargill
Ruakaka, Auckland
Scarborough, Wellington

South Malvern, Christchurch
Tallaburn, Dunedin
Tapuae, Wellington
Waikakaho, Blenheim
Watershed Road, Wanganui
Whangaparapara, Auckland

The total number of post-offices open at the close of the year was 1,524.

PARCEL-POST.

The following table shows the total number and the weight of inland, intercolonial, United Kingdom, and foreign parcels dealt with during the years 1894, 1895, 1896, and 1897:—

Postal Districts.	1894.		1895.		1896.		1897.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
		lb. oz.		lb. oz.		lb. oz.		lb. oz.
Auckland	34,480	98,202 8	35,631	107,729 14½	37,317	117,815 8½	42,287	134,523 4
Thames	2,103	5,702 8	2,235	6,134 10	2,808	8,052 4	3,366	9,945 8
New Plymouth	2,567	6,705 10	2,543	6,780 8	2,857	7,306 11	2,753	8,001 1
Gisborne	1,362	4,140 11½	1,136	3,581 8½	1,480	4,447 8	1,979	5,862 12
Napier	8,778	26,362 15	8,865	25,672 1	9,189	27,025 10	8,932	26,526 12
Wanganui	5,543	15,795 9	5,722	18,139 5	6,230	19,609 8	6,852	21,508 12
Wellington	43,035	143,652 3	43,591	158,124 1	44,324	193,053 6	45,195	166,995 8
Nelson	5,697	17,815 7	5,771	17,860 6	5,529	17,698 6	5,534	18,168 3
Westport	1,696	4,332 6	1,707	4,332 13	1,952	4,138 6	1,941	4,977 3
Greymouth	2,627	7,278 2	2,553	6,319 13	2,653	7,075 15	2,773	7,777 10
Hokitika	1,722	5,598 5	1,816	5,904 8	1,611	5,691 3	1,621	5,583 6
Blenheim	2,260	6,162 8	2,133	5,767 13½	1,902	4,854 1	1,851	5,441 5
Christchurch	26,523	87,776 10	27,053	96,386 9	29,033	108,748 15	32,298	125,764 3
Timaru	2,120	5,542 15½	1,908	5,060 9	2,129	5,259 14½	1,808	4,554 12
Oamaru	1,010	2,618 4	988	2,563 8	1,048	3,337 11	1,056	3,436 13
Dunedin	28,316	90,554 9	28,132	99,186 10	31,427	106,561 1	32,504	112,672 12
Invercargill	4,425	12,074 5	4,422	12,598 15	4,622	13,657 13	4,804	14,314 9
Totals	174,264	540,315 8	176,206	582,193 8½	186,611	654,333 13	197,554	676,054 5

The following table gives the number and weight of parcels exchanged with the United Kingdom, and foreign countries *via* London, and the Australian Colonies and the South Sea Islands, during the years 1896 and 1897:—

Country.	Received.				Despatched.			
	1896.		1897.		1896.		1897.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
		lb. oz.		lb. oz.		lb. oz.		lb. oz.
United Kingdom and foreign offices (<i>via</i> London)	13,730	46,750 0	15,742	53,002 4	3,446	8,223 0	4,197	9,510 8
Victoria	2,579	7,491 0	3,174	10,105 12	1,457	2,580 0	1,526	2,869 1
New South Wales	2,853	8,014 6	3,521	9,875 6	1,568	3,537 11½	1,681	3,838 4
South Australia	206	759 13	239	791 12	149	414 15	179	414 4
Queensland	187	489 6	374	858 12	225	583 12½	256	540 14
Tasmania	113	351 2	243	446 0	280	589 1	224	723 0
Western Australia	122	363 6	185	454 6	198	580 5	270	676 12
Samoa	5	22 6	4	33 0	84	213 10	117	299 14
Rarotonga	10	43 12	11	22 7	54	185 9	48	163 8
Hawaiian Islands	38	57 5	54	97 3	28	87 3	39	96 7
Ceylon	44	79 8	150	343 5	33	64 13	126	289 6
Straits Settlements	22	51 2½	1	4 14	..	..	..	..
Uruguay .. .. .	..	..	..	..	..	..	7	4 4
Totals	19,909	64,473 2½	23,698	76,035 1	7,522	17,060 0	8,670	19,426 2

The declared value of parcels received from places outside the colony in 1897 was £41,820. The Customs duty collected amounted to £9,567 12s. 11d. In 1896 the value was £36,438 0s. 1d., and the Customs duty collected £7,693 11s. 2d.

The declared value of parcels despatched to places beyond the colony was £8,153, as against £7,703 9s. 10d. in 1896.

On the 1st January, 1897, the postage on parcels to and from the United Kingdom was reduced from 1s. 6d. for the first two pounds and 9d. for each additional pound, to 1s. for the first pound and 6d. for each additional pound. The effect of the reduction may be seen from the following figures:—

Number of Parcels.

	Despatched to United Kingdom.	Received from United Kingdom.
1897	4,197	15,742
1896	3,446	13,730
Actual increase	751	2,012
Increase per cent.	21.79	14.65

Parcels are now exchanged with Canada direct; and a reduction in the rates is under consideration.

A parcel-post convention has been concluded between France and the Australian Colonies, under which New Zealand will be able to exchange parcels with French possessions.

An exchange of parcels with Fiji was established on the 1st ultimo. On the same date exchanges, *via* Sydney, with the New Hebrides, Banks Group, and Santa Cruz Islands were inaugurated.

Parcel exchanges, *via* London, have been extended to Peru and the Republic of Honduras.

The postage on parcels to the following countries has been reduced: Persia, Camerouns, British East Africa, and Zanzibar.

A convention for the direct exchange of parcels with South African countries will shortly be signed.

OFFICIAL CORRESPONDENCE.

The estimated volume and value of official and other free correspondence posted during the year is given in the statement below:—

District.	Letters.	Packets.	Registered Articles.	Newspapers.	Value of Official Corre- spondence.
					£
Auckland	361,146	92,511	5,724	117,550	9,530
Thames	47,414	3,043	1,537	21,975	1,240
New Plymouth	102,019	10,000	1,397	31,422	2,692
Gisborne	26,776	2,840	960	10,992	712
Napier	119,897	12,144	2,532	30,882	3,168
Wanganui	168,148	9,852	3,495	76,900	4,435
Wellington	907,335	133,075	20,488	159,358	23,944
Nelson	76,887	4,326	4,276	30,284	2,032
Westport	25,100	116	400	10,920	660
Greymouth	56,667	2,223	1,896	34,871	1,486
Hokitika	19,053	1,909	720	9,724	501
Blenheim	52,004	2,200	550	18,000	1,372
Christchurch	276,188	8,448	14,988	102,648	7,286
Timaru	61,235	2,340	756	23,452	1,610
Oamaru	37,999	..	1,055	6,906	1,003
Dunedin	288,348	38,340	8,025	88,396	7,603
Invercargill	122,772	9,732	3,555	63,336	3,247
Totals	2,748,988	333,099	72,354	837,616	72,521

DEAD LETTERS.

The following comparative table shows the number of unclaimed letters, letter-cards, and post-cards dealt with during the under-mentioned years:—

Manner of Disposal.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1892.	1894.	1896.	1897.
Opened and returned to the writers ..	68,942	66,592	66,729	62,847	55,118	62,654	60,540	63,483	61,745	63,112	66,886
Returned unopened to other countries ..	9,134	8,115	8,359	7,287	6,892	6,220	7,779	7,751	8,941	7,546	7,648
Reissued	107	185	251	96	88	92	141	128	130	148	132
Destroyed	3,986	2,872	6,600	5,974	5,246	4,340	2,660	2,092	4,725	4,069	3,245
Returned unopened by Chief Postmasters ..	17,593	19,187	21,144	20,185	19,963	21,164	21,931	19,909	22,042	26,414	34,260
Totals	99,762	96,951	103,083	96,389	87,307	94,470	93,051	93,363	97,583	101,289	112,171

The proportion of dead or unclaimed letters, letter-cards, and post-cards to the total number dealt with in the colony was 0.33 per cent.

31,325 book-packets and circulars were returned to foreign countries, 52,173 were returned to senders through the Dead-letter Office, 15 were reissued, and 43,032 were returned by Chief Postmasters—a total of 126,535 book-packets and circulars, as compared with 119,103 in 1896.

436 letters were wrongly addressed. 29 letters were discovered to have been posted with previously used stamps.

The under-mentioned articles of value were found in letters opened in the Dead-letter Office, and returned to the senders where practicable:—

	£	s.	d.
230 Post Office orders	604	12	6
39 bank drafts	2,837	4	1
149 cheques	942	8	5
15 dividend warrants	15	5	0
5 promissory notes	151	5	9
Postal notes	61	10	8
Stamps	26	12	10
Bank-notes	158	0	0
Gold	15	0	0
Silver and copper	1	17	0
Representing a total of	£4,813	16	3

In addition, 1 lady's gold watch, 1 lady's silver watch, 2 gentlemen's silver watches, 3 nickel-plated watches, 1 lady's gold chain, 1 gold-mounted petrified-wood brooch, 3 gold brooches, 5 silver brooches, 4 mother-of-pearl brooches, 6 gold rings, 1 silver ring, 2 gold scarf-pins, 1 pair silver sleeve-links, 2 greenstone pendants, 1 silver-mounted Queensland-nut matchbox, 1 silver matchbox, 1 silver thimble, 1 gold-mounted greenstone paper-knife, 1 butter-knife, 2 gold springs, 1 bunch of keys, 1 set of artificial teeth, 1 Union Bank cheque-book, 1 tobacco-pouch, 1 carved pipe and greenstone ornament, 1 stereo. block, 7 sticks tobacco, 1 water-colour painting, 2 hand-painted shells, 1 purse containing 2s. 6d., 1 pocketbook containing four one-penny stamps, 5 tracing-wheels, 6 flax bags, 1 woollen tea-cosy, 3 sheets of postage-stamps, 2 pawn-tickets, 46 Tattersall tickets, 8 share-certificates, 1 transfer-certificate, 1 certificate of title, 1 deposit receipt, 2 umbrellas, 3 parasols, 13 silk handkerchiefs, 2 pairs slippers, 2 savings-bank books, 1 pair of gloves, 6 aprons, 1 pair spectacles, 1 lady's belt, 2 pillow-slips, 1 afternoon-tea cloth, 1 black-felt hat, 8 neckties, 3 shirts, 13 collars, 12 pairs socks, 1 pair gaiters, 2 pairs slippers, 1 pair lady's shoes, 3 pairs ladies' knickers, 1 pair corsets, 1 child's bonnet.

1,514 unclaimed registered letters were dealt with.

2,113 newspapers and 1,084 books and other articles without addresses were received, many of which were subsequently applied for and delivered.

727 unclaimed newspapers were returned to the publishers.

374 letters and 107 letter-cards were posted without addresses.

36 letters and 4 books with libellous addresses were intercepted.

The number of inland, intercolonial, and international unclaimed articles received and disposed of during the years 1896 and 1897 was as under:—

	1896.					1897.				
	Letters.	Letter-cards.	Post-cards.	Packets.	Newspapers.	Letters.	Letter-cards.	Post-cards.	Packets.	Newspapers.
<i>Inland.</i>										
Returned, delivered, &c., through Dead-letter Office	51,117	1,086	2,118	47,478	770	54,306	1,155	2,311	50,958	727
Returned by Chief Postmasters direct	22,724	..	3,690	26,986	..	30,577	..	3,683	43,032	..
Destroyed in accordance with law	3,265	81	148	978	42,264	2,629	56	112	688	33,616
<i>Intercolonial.</i>										
Originally addressed to other colonies:—										
Returned to writers	4,509	..	12	461	..	4,719	..	26	656	..
Destroyed in accordance with law	290	..	1	9	..	228	..	2	48	..
Returned to other colonies as unclaimed	3,335	..	9	18,848	..	3,180	..	32	15,794	..
<i>International.</i>										
Originally addressed to other countries:—										
Returned to writers	4,406	..	12	516	..	4,475	..	26	564	..
Destroyed in accordance with law	283	..	1	11	..	217	..	1	42	..
Returned to other countries as unclaimed	4,190	..	12	24,814	..	4,392	..	44	15,531	..
Totals	94,119	1,167	6,003	120,101	43,034	104,723	1,211	6,237	127,313	34,343

746 inquiries for letters and 640 for other articles, alleged to have been posted and not delivered, were made during 1897. In 393 of the inquiries for letters and 326 for other articles—over one-half the total number—the investigations by the department resulted in the missing articles being traced. These may be summarised as follows:—

Number of "Traced" Cases.

Letters.	Other Articles.	Found to have been
53	44	Missent, misdelivered, or otherwise delayed in delivery through fault of Post Office.
46	37	Delayed in delivery through fault of addressees.
45	38	Posted later than advised, or unavoidably delayed in transit.
75	62	Defectively or wrongly addressed.
58	48	Mislaid or lost after delivery.
26	22	Returned through Dead-letter Office as unclaimed, &c.
90	75	Delivered. Reason for inquiry not given, but probably in most cases omission by addressees to acknowledge receipt.
393	326	

REGISTERED LETTERS.

The number of registered articles dealt with in 1897, compared with the numbers in 1890, 1895, and 1896, is shown below:—

Postal Districts.	1890.			1895.			1896.			1897.		
	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.	From Places beyond the Colony.	Registered in the Colony.	Totals.
Auckland ..	7,119	34,398	41,517	11,042	47,350	58,392	7,396	56,550	63,946	12,517	62,903	75,420
Thames ..	130	4,781	4,911	226	7,955	8,181	1,536	12,052	13,588	206	18,038	18,244
New Plymouth ..	341	3,372	3,713	505	8,576	9,081	1,323	10,503	11,826	830	14,246	15,076
Gisborne ..	118	2,120	2,238	223	3,812	4,040	422	3,316	3,738	231	4,850	5,081
Napier ..	999	10,911	11,910	1,195	16,917	18,112	2,944	23,051	25,995	1,379	19,545	20,924
Wanganui ..	211	6,060	6,271	397	16,300	16,697	1,970	15,495	17,465	1,484	17,801	19,285
Wellington ..	6,129	30,369	36,498	10,055	50,900	60,955	7,780	60,497	68,277	11,594	54,235	65,829
Nelson ..	322	3,430	3,752	1,239	6,956	8,195	916	7,356	8,272	610	10,279	10,889
Westport ..	112	3,254	3,366	194	4,409	4,603	768	6,136	6,904	196	5,472	5,668
Greymouth ..	102	8,879	8,981	365	4,989	5,354	1,024	7,883	8,907	425	6,496	6,921
Hokitika ..	95	2,579	2,674	206	3,624	3,830	512	3,779	4,291	74	3,444	3,518
Blenheim ..	92	3,193	3,285	120	4,447	4,567	576	4,368	4,944	66	4,318	4,384
Christchurch ..	3,659	20,404	24,063	4,465	28,302	32,767	5,760	45,069	50,829	4,687	53,212	57,899
Timaru ..	312	3,551	3,863	1,510	4,514	6,024	640	5,253	5,893	232	5,478	5,710
Oamaru ..	278	2,505	2,783	1,252	2,569	3,821	426	3,433	3,859	109	4,197	4,306
Dunedin ..	4,615	19,696	24,311	5,520	28,188	33,708	4,255	33,238	37,543	7,392	37,322	44,714
Invercargill ..	1,740	9,819	11,559	2,579	14,507	17,086	2,176	17,218	19,394	3,220	17,866	21,086
Totals ..	26,374	169,321	195,695	41,098	254,315	295,413	40,424	315,247	355,671	45,252	339,702	384,954

INLAND MAIL-SERVICES.

Inland mail-communication throughout the colony has been well maintained, the only stoppage of consequence being the result of the lamentable floods in the Hawke's Bay District of the 16th April, 1897. The Town of Napier was for a time cut off from the surrounding districts, owing to the washing-away of roads and bridges in all directions. Efforts were at once made to restore the mail-services, and by the 19th through communication with Wellington was effected by means of coaches, railway-trolleys, &c.

Mail-sorting cars of a new and improved pattern have been placed on the express trains between Christchurch and Invercargill. The new cars, which are much larger than the old ones, have materially facilitated the work of the travelling post-offices, and lessened the arduous duties of the sorting-clerks on the trains.

On the opening of the through train-service between Wellington and Napier by way of the Wairarapa on the 13th December last a travelling post-office was established between Wellington and Pahiatua on the Government line, and the mail-van from Napier, which previously ran to Palmerston North, was diverted at Woodville to meet that from Wellington at Pahiatua, where the express trains to which the vans are attached cross. This travelling post-office on the through line has proved of great advantage to the service in accelerating the delivery of correspondence, and reducing the number of small mails formerly made up at country offices on the line of route. The travelling post-office on the Wellington-Wanganui-New Plymouth line has, of course, not been interfered with.

The number of contracts for inland mails in operation in 1897 was 750, as compared with 723 in 1896.

The length of inland postal routes by road (counted one way only) was 9,112 miles, and the total number of miles travelled 2,049,001, at an average cost of 3'35d. per mile. In 1896 the respective mileages were 8,683½ and 1,893,428, and the average cost 3'44d. per mile.

Ordinary trains with mails travelled 2,641,053 miles, as against 2,512,881 in 1896.

The sum payable to the Railway Department for the conveyance of mails by ordinary trains was at the rate of £30,126 13s. per annum. The payment for 1896-97 was at the rate of £29,928 10s.

The following mail-services were established during the year:—

Auckland—

As required: Cabbage Bay Post-office—Steamers.

Daily: Northcote Post-office—Wharf (giving Northcote second daily mail).

Thrice weekly: Riverhead Post-office—Wharf; Pukekohe—Patumahoe—Mauku.

Twice weekly: Whangarei—Whareora—Kiripaka (twice weekly)—Ngunguru (once weekly).

Weekly: Clevedon—Maraetai; Kaihu—Mangatu; Galatea—Te Whaiti; Kaeo—Otoroa; Mangawai—Hakaru—Kaiwaka (giving two last-mentioned places second weekly mail); Okupu—Whangaparapara; Putaruru—Lichfield (taking place discontinued railway service); Tairua—Hikuai; Tairua—Ohui; Te Kuiti—Paemako; Tauhoa—Port Albert (giving Port Albert twice-weekly mail); Whakapara—Puhipuhi.

Blenheim—

As required: Havelock Post-office and Wharf; Picton Post-office and Wharf.

Thrice weekly: Blenheim—Havelock.

Twice weekly: Kaikoura Road—Blind River.

Weekly: Blenheim—Lower Awatere—Awatere—Molesworth (giving Awatere twice-weekly service); Blenheim—Robin Hood Bay—Ocean Bay—Port Underwood.

Christchurch—

As required: Little Akaloa Post-office and Wharf.

Twice daily: Annat Post-office and Railway-station; Blandford Post-office and Railway-station.

Daily: Hawarden Post-office and Railway-station.

Thrice weekly: Ataahua—Kaituna Railway-station; Methven—Highbank; South-bridge—Little Rakaia (renewal).

Dunedin—

As required: Milton Post-office and Railway-station; Port Chalmers Post-office—Wharves—Railway-station.

Daily: Wylie's Crossing Post-office and North Taieri Railway-station.

Thrice weekly: Forsyth Post-office and Railway-siding; Henley Railway-station—Henley West; Hunt's Road Railway-station and Katea.

Weekly: Kelso—Merino Downs; Tallaburn—Beaumont (re-established).

Gisborne—

Weekly: Gisborne—Moss Side—Morere.

Greymouth—

Weekly: Blackball Mine—Upper Blackball.

Invercargill—

Thrice weekly: Gorge Road Post-office and Railway-station.

Twice weekly: Waikaka—Greenvale; Wairio—Aparima.

Weekly: Papatotara—Te Tua.

Monthly: Bluff—Te Oneroa—Cromarty (renewal).

Napier—

As required: Waipawa Post-office and Railway-station.

Twice weekly: Mangatoro Valley—Mangatoro Station (twice weekly while Dannevirke—Weber coach runs so, otherwise once weekly); Ormondville—Whetukura; Patangata—Mangakuri; Waipawa—Tamumu.

Weekly: Dannevirke—Waipatiki—Weber—Ti-tree Point; Wimbledon—Herbertville.

Nelson—

Twice weekly: Collingwood—Rockville.

Weekly: Collingwood—Pakawau.

New Plymouth—

Thrice weekly: Oakura—Koru.

Weekly: Purangi—Matau.

As opportunity offers: Waitara—Maryville.

Oamaru—

Daily: Waianakarua Post-office and Railway-station.

Twice weekly: Oamaru—Island Cliff Post-office and Railway-station; Tokarahi Post-office and Railway-station.

Thames—

As required: Paeroa Post-office and steamers at Junction; Te Aroha Post-office and Railway-station.

Daily: Paeroa—Karangahake (giving Karangahake twice-daily service).

Twice weekly: Hikutaia—Maratoto; Paeroa—Komata; Tapu—Waipatukahu; Tauranga—Oropi—Rotorua.

Weekly: Golden Cross—Te Whariki (giving Te Whariki a twice-weekly mail); Golden Cross—Te Whariki (taking place of service from Waitekauri); Hikutaia—Pukewhau; Waitekauri—Te Whariki.

As opportunity offers: Thames—Turua—Cryer's Landing.

Timaru—

As required: Waimate Post-office and Railway-station.

Daily: Timaru—Glen-iti.

Weekly: Lake Pukaki—Hermitage (so as to make twice-weekly service for tourist season from the 1st November to 30th April).

Wanganui—

Daily: Otakeho—Auroa; Wanganui—Castlecliff.

Twice weekly: Marton—Porewa School—Symonds's Corner to McCrea's—Tikorangi Hill (letter-delivery and clearance service); Punihu Stream—Opunake.

Weekly: Eltham—Rukumoana; Holden's (Huntermville—Turakina River Road)—Puke-roa; Normanby—Mawhitiwhiti.

Wellington—

As required: Pahiatua—Pahiatua Railway-station.

Daily: Hukanui Post-office and Railway-station; Pahiatua—Konini—Hamua—Newman—Newman Railway-station; Palmerston North—Kairanga (R.O.); clearing receivers at Kuripuni (Masterton).

Thrice weekly: Hutt—Rona; Fowler's—Rangiwahia.

Twice weekly: Eketahuna—Parkville (not P.O.)—Nireaha; Mangamahoe—Ihuruaa Valley—Wairere; Parkvale—Ahiaruhe; Upper Hutt—Wallaceville; Waituna West—Pakihikura—Tapuae.

Weekly: Apiti—Utuwai; Kaitawa—Hinemoa.

Westport—

As required: Karamea Post-office and Wharf.

Twice daily: Letter-delivery at Denniston, by subsidised carrier.

Daily: Letter-delivery at Harben and Waimangaroa, by subsidised carrier.

The frequency of the following services was increased :—

Auckland—

Daily to twice daily : Northcote Post-office and Wharf; Waihou Post-office and Railway-station.

Thrice weekly to daily : Devonport-Takapuna.

Twice to thrice weekly : Helensville-Pouto-Aratapu-Mangawhare-Dargaville and other intermediate offices; Marsden Point-Ruakaka-Waipu (temporarily, 1st January to 31st March).

Once to twice weekly : Whangarei-Ngunguru.

Blenheim—

Fortnightly to weekly : Blenheim-Port Underwood.

Christchurch—

Twice to thrice daily : Christchurch-Sumner, one way only (inwards from Sumner).

Daily to twice daily : Christchurch-Aylesbury-Kirwee-Darfield-Waddington-Sheffield-Annat-Springfield (by train); Christchurch-Hornby (by train); Christchurch-Papanui-Styx-Belfast; Waddington Post-office and Railway-station.

Thrice to four times weekly : Waipara-Domett-Motunau-Cheviot.

Twice to thrice weekly (May to September inclusive, and daily service to begin a month earlier—namely, 1st October instead of 1st November); Culverden-Upper Waiau Ferry-Hanmer Plains.

Greymouth—

Twice to thrice weekly : Blackball Mine-Blackball-Ngahere.

Once to twice weekly : Greymouth-Barrytown.

Hokitika—

Once to twice weekly : Hokitika-Kanieri Forks.

Napier—

Twice weekly to daily (by train) : Napier-Matamau.

Once to twice weekly : Dannevirke-Waipatiki-Weber-Ongaonga-Wakarara; Taupo-Tokaanu (for month of December, so as to make increase from once to twice weekly, for tourist season, begin 1st December instead of 1st January).

Oamaru—

Thrice weekly to daily : Alma Post-office and Railway-station.

Thames—

Daily to twice daily : Paeroa-Karangahake.

Twice weekly to daily : Paeroa-Komata.

Once to twice weekly : Golden Cross-Te Whariki.

Timaru—

Daily to twice daily : Waimate-Studholme Junction (train).

Once to twice weekly : Lake Pukaki-Hermitage (second service intermittent, depending on traffic); Lake Pukaki-Hermitage (month of December, so as to make increase from once to twice weekly, for tourist season, begin 1st November instead of 1st December).

Wanganui—

Daily to twice daily : Ohingaiti-Mangaweka; Te Roti Post-office and Railway-station.

Twice to thrice weekly : Ohingaiti-Utiku-Otaihape-Moawhango.

Wellington—

Daily to twice daily : Ohau Post-office and Railway-station.

Daily to twice daily on Tuesdays and Fridays, and on any other day for San Francisco mail, once daily on other days as formerly : Pahiatua-Woodville Railway-station.

From daily one way to daily both ways : Pahiatua-Woodville Railway-station.

Once to twice weekly : Makuri-Rakaunui-Pongaroa.

Westport—

Daily to twice daily : Westport-Harben.

The following services were extended :—

Auckland—

Mangawai-Te Arai, weekly to North Albertland (giving last-named place weekly mail).

Dunedin—

Balclutha-Hillend to Pukepito, twice weekly.

Napier—

Wairoa-Nuhaka to Morere (giving through service to Gisborne weekly).

Wanganui—

Eltham-Mangatoki-Kaponga to Awatuna, daily.

Wellington—

Ashurst-Komako to Piripiri, twice weekly; Mangamahoe-Hastwell's to Kaiparoro, thrice weekly.

The frequency of the following services was diminished :—

Blenheim—

Twice weekly to weekly : Tuamarina-Waikakaho.

Invercargill—

Daily to weekly : Winton-Brown's.

Napier—

Thrice to twice daily (inwards only): Napier—Ormondville.

Nelson—

From weekly to intermittently (about once monthly): Nelson—Okiwi Bay.

The following services were curtailed:—

Auckland—

Hikurangi—Kawakawa coach-service: Railway being extended from Hikurangi to Whakapara, weekly.

Dunedin—

Hyde—Naseby (and intermediate offices) and Hyde—Clyde (and intermediate offices): Railway extended from Hyde to Kokonga, whence coach now starts.

Wellington—

Eketahuna—Woodville coach-service (railway extended from Eketahuna to Pahiatua); Pahiatua—Woodville coach-service (railway extended from Pahiatua to Mangatainoka).

There is still, however, another coach-service twice daily between Pahiatua and Woodville, which on return delivers mail once at Pahiatua and once at Mangatainoka.

The following services were abolished:—

Auckland—

Waitapu—Whangape; Okupu—Whangaparapara.

Christchurch—

Lyttelton—Le Bon's Bay (unsubsidised sea-service); New Brighton—Burwood; Wools-ton—Bromley; South Malvern Post-office and Railway-station.

Dunedin—

Beaumont—Tallaburn; North Taieri Post-office and Railway-station; Owaka—Katea.

Napier—

Dannevirke—Mangatoro Valley.

Nelson—

Nelson—Okiwi Bay.

Thames—

Letter-delivery by subsidised carrier in Kuranui and Tararu (now performed by letter-carrier, permanent officer); Waitekauri, clearing letter-receiver (subsidised service); Waitekauri—Te Whariki.

Wellington—

Mauriceville—Ihuraua Valley—Wairere; Mangatainoka—Woodville; Waituna West—Pakihikura; Waituna West—Tapuae (place of both taken by Waituna West—Pakihikura—Tapuae service); Woodville—Pahiatua.

BUILDINGS.

The intention to make extensive additions to the Chief Post-office, Dunedin, could not be carried out during the year, owing to difficulties in securing the necessary space through certain adjuncts to the Supreme Court premises not being yet available. More suitable accommodation is urgently required, and steps should be taken as early as practicable to meet the requirements and convenience of the public and the department.

The accommodation of the Circulation Branch, Wellington, is now inadequate for the business, the growth of which in all branches during the last few years has been abnormal. Additional space both for the public and the staff is urgently needed, and proposals to secure this are under consideration.

The business at the Chief Post-office, Auckland, has also outgrown the accommodation, and other provision will shortly have to be made.

The new offices at Ashurst and Waitekauri have been completed.

The following general repairs, additions, &c., were carried out during the year: Renovating messengers' quarters, improving lighting and ventilation, Auckland; repairs, &c., Akaroa; improving strong-room and ventilation, Christchurch; alterations, Denniston; laying on gas and water, Dannevirke; removing post-office building, Feilding; repairs, &c., to Chief Postmaster's residence, Greymouth; gas-fittings, repairs, &c., to quarters, Hawera; repairs and renovations, Postmaster's residence, Havelock; additions to building and office-fittings, Inglewood; renovations, &c., Invercargill; additional rooms to Postmaster's quarters, Manaia; new fittings, Marton; additions, repairs, gas-fittings, &c., Onehunga; repairs to Postmaster's quarters, Ophir; renovations and repairs, Porangahau; general repairs, Raglan; fittings, &c., General Post Office building, Wellington; engine-shed, Telephone Exchange, Wellington; converting Courthouse building into post-office and lineman's residence, Waiiau.

Additional accommodation is required at Wakapuaka to meet the requirements of the growing traffic.

OCEAN MAIL-SERVICES.

The renewal of the San Francisco mail-service, and the establishing of a service between New Zealand and Vancouver, alternating fortnightly with that *via* San Francisco, received the sanction of Parliament last session. The service by way of San Francisco was renewed for the twelve months to the 31st March, 1899, with the important alteration that the time occupied in the voyage between San Francisco and Auckland should not exceed nineteen days, in the place of twenty days as under the old contract. The basis of payment was also changed—printed matter as well as letters being paid for—and a minimum annual payment of £7,500 fixed. A clause was added to the resolutions

by the House of Representatives providing that not less than the current rate of wages ruling in New South Wales for steamboat seamen should be paid by the contractors. The full text of the resolutions passed on the 13th December, 1897, is as follows:—

San Francisco Mail-service.

Resolved,—1. That this House authorises the Government to extend the San Francisco mail-service for twelve months from the 31st March, 1898.

2. That the basis of payment for the conveyance of mails from New Zealand to San Francisco shall be at the rate of 10s. 5d. per pound for letters, 1s. per pound for books, packets, &c., and 6d. per pound for newspapers, with a guaranteed minimum payment of £7,500.

3. That the port of call in the colony shall be Auckland.

4. That the time between San Francisco and Auckland shall not exceed nineteen days.

5. That no bonus shall be paid for early arrival, and penalties at the rate of £4 an hour to be enforced only when late delivery exceeds forty-eight hours.

6. That at least one New-Zealand-owned steamer shall be employed in the service.

7. That the steamers to be employed shall be of not less than 3,000 gross registered tonnage.

8. That all payments or contributions from Great Britain and other countries shall be receivable by the contractors.

9. That the passenger rates and rates for freight shall be mutually agreed upon, and be fixed and embodied in the contract.

10. That the provisions of the existing agreement, where not at variance with these conditions, shall apply to any new contract made under this authority.

11. That a clause be embodied in the contract providing that not less than the current rate of wages ruling in New South Wales for steamboat seamen shall be paid by the contractor.

The terms under which the Vancouver service was established are, with the exception of the longer time allowed for the voyage, practically identical with those of the San Francisco renewal. The following are the resolutions agreed to by the House of Representatives:—

Vancouver Mail-service.

Resolved,—1. That this House also empowers the Government to establish a four-weekly mail-service between New Zealand and Vancouver, British Columbia, by way of Fiji and Honolulu, from the 1st December, 1897, to the 31st March, 1899.

2. Payment for the conveyance of mails from New Zealand to Vancouver to be at the rate of 10s. 5d. per pound for letters, 1s. per pound for books, packets, &c., and 6d. per pound for newspapers, with a guaranteed minimum payment at the rate of £7,500 per annum.

3. That the port of call in New Zealand shall be Wellington.

4. The steamers to be employed to be of not less than 3,300 gross registered tonnage; and the time between Wellington and Vancouver not to exceed twenty-one and one-half days.

5. No bonus to be paid for early arrival. A penalty at the rate of £4 an hour to be enforced when the late delivery of the mails exceeds forty-eight hours.

6. All payments or contributions from other countries to be receivable by the contractors.

7. The passenger accommodation to be of the best description, and suitable for the voyage through tropical latitudes.

8. The contractors to convey all mails tendered at Wellington and Vancouver by or on behalf of the Postmaster-General, and to provide sufficient and secure accommodation for the same.

9. The contractors also to provide suitable accommodation and lighting for the purpose of sorting mails on board the contract vessels. First-class accommodation, as required, to be provided for a mail-agent and assistant without charge.

10. The rates for passengers and cargo to be mutually agreed upon and embodied in the contract, the terms of which, where not inapplicable, to be similar to those set out in the provisional agreement entered into between the Hon. J. G. Ward and Mr. James Huddart, at London, on the 19th April, 1895 (*vide* F.—9, 1895).

11. That a clause be embodied in the contract providing that not less than the current rate of wages ruling in New South Wales for steamboat seamen shall be paid by the contractor.

The short length of time for which the two new contracts were to be entered into is mainly the result of a disinclination on the part of Government to extend the San Francisco service for a longer term until it could be ascertained whether the United States would continue the subsidy now being paid the contractors. Moreover, in view of the desire that both services should terminate together, and of the expiry of the New South Wales contract with the Canadian-Australian Royal Mail Steamship Company in May, 1899, it was considered inadvisable to enter into contracts for a period extending beyond the 31st March next.

The first voyage of the accelerated San Francisco service commenced on the 20th April last from San Francisco, and the 16th April from Auckland; and the first subsidised voyage of the Vancouver steamers commenced on the 11th December, 1897, from Wellington, and the 14th December from Vancouver. The time-table under which the steamers of both lines run is arranged so that there will, as nearly as possible, be a fortnightly despatch from New Zealand and London. Mails leave Wellington every alternate Thursday, and are due in London every alternate Wednesday, occupying, from Wellington, thirty-four days. The mails for New Zealand leave London *via* San Francisco on the Saturday following the arrival of the Vancouver mail, and those *via* Vancouver on the Saturday following the arrival of the mail *via* San Francisco. Owing to the headquarters of the Canadian-Australian Royal Mail Steamship Company's line of steamers being in Sydney, the absence of the required docking and repairing facilities at Vancouver, and the necessity for providing for connection at New York with the swiftest vessels running to Great Britain,

difficulty was experienced in arranging time-tables which would give the maximum of satisfaction to the department, and at the same time allow a reasonable stay in Sydney for the Vancouver steamers for overhaul; but the time-tables finally adopted appear to fairly meet requirements, although it will be necessary to revise the running when the time comes for renewing the services.

For the first few voyages of the Vancouver steamers, owing to financial troubles and the subsequent liquidation proceedings, the Canadian-Australian Royal Mail Steamship Company was unable to despatch its steamers from Sydney on time-table date, but, these difficulties having now been overcome, regular running is resumed, and will no doubt be maintained. The time of delivery of the mails in London *via* Vancouver has, as a rule, exceeded the time allowed, but this irregular running may be regarded as inseparable from a new service, particularly one which met at the outset with the adverse circumstances already mentioned.

Until the establishing of the proposed fast steam service between Canada and the United Kingdom the mails are conveyed across the Continent of America by the Canadian Pacific Railway Company between Vancouver and Portal, a station on the borders of Canada and the State of North Dakota, thence by the St. Paul and Sault Ste. Marie line to Chicago, whence they are despatched by the best route to New York to connect with the Atlantic steamer. The transport of the mails across the territories of Canada and the United States costs the department only 17·28d. per pound for letters and 2·16d. per pound for other articles, as against 25·92d. per pound for letters and 8·64d. per pound for other articles for the conveyance of mails *via* San Francisco across the United States only, a gain of about three-fourths in favour of the Canadian route, which gain will be increased when the fast Atlantic steamers are running, and the mails *via* Vancouver cease to pass through United States territory. It would appear from a recent Press telegram that the contract between the Canadian Government and Messrs. Petersen, Tate, and Co., which originally provided for the commencement of a fortnightly service in May, 1900, and a weekly service in May, 1901, has been modified to provide for a weekly mail from the former date.

The following statement of distances between New Zealand and America by different routes, and length of voyage at different rates of speed, may be of interest for future reference:—

DISTANCE, and Time, from Wellington and Auckland to Vancouver, by way of Intermediate Ports, and allowing for Stoppages *en route*.

Wellington, Fiji, Honolulu, Vancouver.

		Miles.			Days.	Hours.
Wellington to Suva	...	1,470	Through time, at 14 knots	...	20	17
Suva to Honolulu	...	2,780	" 15 "	...	19	10
Honolulu to Vancouver	...	2,410	" 16 "	...	18	6
		<u>6,660</u>	" 17 "	...	17	5
			Stoppages allowed for, 22 hours, as follows:			
			Fiji, 10 hours; Honolulu, 12 hours.			

Auckland, Fiji, Honolulu, Vancouver.

		Miles.			Days.	Hours.
Auckland to Suva	...	1,100	Through time, at 14 knots	...	19	15
Suva to Honolulu	...	2,780	" 15 "	...	18	9
Honolulu to Vancouver	...	2,410	" 16 "	...	17	7
		<u>6,290</u>	" 17 "	...	16	8
			Stoppages allowed for, 22 hours, as follows:			
			Fiji, 10 hours; Honolulu, 12 hours.			

Auckland, Honolulu, Vancouver.

		Miles.			Days.	Hours.
Auckland to Honolulu...	...	3,800	Through time, at 14 knots	...	19	0
Honolulu to Vancouver	...	2,410	" 15 "	...	17	18
		<u>6,210</u>	" 16 "	...	16	16
			" 17 "	...	15	17
			Stoppage allowed for, 12 hours, at Honolulu.			

Wellington, Honolulu, Vancouver.

		Miles.			Days.	Hours.
Wellington to Honolulu	...	4,100	Through time, at 14 knots	...	19	21
Honolulu to Vancouver	...	2,410	" 15 "	...	18	14
		<u>6,510</u>	" 16 "	...	17	11
			" 17 "	...	16	11
			Stoppage allowed for, 12 hours, at Honolulu.			

DISTANCE and Time from Wellington and Auckland to San Francisco, by way of Intermediate Ports, and allowing for Stoppages *en route*.

Wellington, Apia, Honolulu, San Francisco.

		Miles.			Days.	Hours.
Wellington to Apia	...	1,871	Through time, at 14 knots	...	19	4
Apia to Honolulu	...	2,262	" 15 "	...	17	22
Honolulu to San Francisco	...	2,080	" 16 "	...	16	20
		<u>6,213</u>	" 17 "	...	15	21
			Stoppages allowed for, 16 hours, as follows:			
			Apia, 4 hours; Honolulu, 12 hours,			

Auckland, Apia, Honolulu, San Francisco.

	Miles.	Through time, at 14 knots	Days.	Hours.
Auckland to Apia	1,583	... 18	18	7
Apia to Honolulu	2,262	" 15	17	3
Honolulu to San Francisco	2,080	" 16	16	2
		" 17	15	5
	<u>5,925</u>	Stoppages allowed for, 16 hours, as follows: Apia, 4 hours; Honolulu, 12 hours.		

DISTANCES FROM SYDNEY.

<i>Sydney, Fiji, Honolulu, Vancouver.</i>			<i>Sydney, Apia, Honolulu, San Francisco.</i>		
	Miles.			Miles.	
Sydney to Suva	1,743	Sydney to Apia	2,450		
Suva to Honolulu	2,780	Apia to Honolulu	2,262		
Honolulu to Vancouver	2,410	Honolulu to San Francisco	2,080		
Total	<u>6,933</u>	Total	<u>6,792</u>		
Sydney to Vancouver <i>via</i> Wellington, Fiji, and Honolulu	7,860	Sydney to San Francisco <i>via</i> Auckland, Apia, and Honolulu	7,185		

RECEIPTS and PAYMENTS on Account of the San Francisco, Peninsular and Oriental, and Orient Mail-services for the Year 1897.

San Francisco Service.

DR.	£	s.	d.	£	s.	d.	£	s.	d.
Payments by weight—									
On mails from New Zealand	8,563	17	1						
On mails from the United Kingdom	5,538	19	7						
On mails from the Australian Colonies, Fiji, &c.	5,568	16	10						
				19,671	13	6			
Interprovincial service, mail agents, &c.				4,009	19	2			
Transit charges { San Francisco to New York				4,193	1	8			
{ New York to Queenstown				1,822	10	8			
							29,697	5	0
CR.									
Postages collected in the colony				11,060	12	5			
Postages from London... ..				5,538	19	7			
Contributions from non-contracting colonies				5,568	16	10			
Penalty imposed for late arrival of s.s. "Zealandia"				424	0	0			
							22,592	8	10
Net cost to the colony							<u>£7,104</u>	<u>16</u>	<u>2</u>

505,610 letters, 4,157 post-cards, 557,165 books, and 1,186,896 newspapers were received from, and 525,125 letters, 4,316 post-cards, 95,292 books, and 431,210 newspapers despatched to, the United Kingdom *via* San Francisco. The letters received from the United Kingdom by this route show an increase of 5·12, the post-cards 212·79, the books 13·88, and the newspapers 13·87 per cent. The letters despatched to that country show an increase of 1·38, post-cards 201·61, books 6·94, and newspapers 6·94 per cent., as compared with the numbers forwarded in 1896.

Peninsular and Oriental and Orient Lines (Federal Mail-service).

DR.	£	s.	d.	£	s.	d.
Payments to P. and O. and Orient lines	3,538	16	8			
Transit charges across Australia	305	19	9			
Transit charges across European Continent	546	2	6			
Gratuities (to and from Australia)	1,775	0	2			
				6,165	19	1
CR.						
Postages collected in the colony	3,097	11	3			
Postages from London and foreign offices	1,014	12	3			
				4,112	3	6
Net cost to the colony				<u>£2,053</u>	<u>15</u>	<u>7</u>

The number of letters, post-cards, books, and newspapers conveyed from and to the United Kingdom by the Peninsular and Oriental and Orient packets were: Received—463,139 letters, 3,808 post-cards, 294,749 books, and 1,187,424 newspapers; despatched—141,299 letters, 1,161 post-cards, 26,610 books, and 107,781 newspapers.

The average time in which mails were delivered by the San Francisco service was: From Auckland to London, 32·54 days, this average being the same as in 1896; and from London to Auckland 32·62 days, as compared with 34·31 days in the previous year. The shortest delivery was made in 31 days.

The maximum, minimum, and average number of days within which the mails were delivered at and from London and Auckland, Wellington, Dunedin, and Bluff during 1897 by the San Francisco contract service, and by the Peninsular and Oriental and Orient lines, was :—

	San Francisco Service.			P. and O. Line.			Orient Line.		
	Max.	Min.	Average.	Max.	Min.	Average.	Max.	Min.	Average.
London to Auckland	34	32	32.62	47	37	40.46	53	38	42.41
Auckland to London	36	31	32.54	47	39	41.07	42	37	40.04
London to Wellington	36	33	34.23	48	38	41.27	55	39	41.56
Wellington to London	38	33	34.54	45	38	42.86	45	37	42.27
London to Dunedin	38	34	35.69	48	39	42.44	54	39	41.90
Dunedin to London	39	34	35.54	46	39	41.71	46	39	41.37
London to Bluff	39	35	36.44	47	38	41.69	53	38	41.15
Bluff to London	40	35	36.29	45	38	40.96	45	38	40.62

The several subsidised mail sea-services, the subsidy payments for the year 1897, the dates when established, and the date on which each terminates are shown as follows :—

Service.	Annual Subsidy or Payment.	Duration of Service.		Number of Voyages per Annum.	Mileage for Complete Voyage.	Cost per Mile.		
		When established.	When terminated or terminable.					
Auckland and San Francisco ..	£ 7,622	s. 19	d. 4	April, 1871	Mar., 1899	13	11,850	0 11.88
Wellington and Vancouver ..	7,500	0	0*	Dec., 1897	Mar., 1899	13	13,320	0 10.40
Auckland and Fiji	1,690	0	0	June, 1880	..	13	2,334	1 1.37
Auckland and South Pacific Islands	1,200	0	0	June, 1885	..	12	6,992	0 3.43
Auckland and Devonport ..	60	0	0	Aug., 1863	Dec., 1899	939	6	0 2.56
Auckland and Great Barrier ..	250	0	0	Oct., 1891	Dec., 1899	52	120	0 9.62
Dargaville and Tangihua ..	75	0	0	Nov., 1893	Dec., 1899	52	46	0 7.53
Helensville and Matakoho ..	500	0	0	Jan., 1881	Dec., 1899	52	118	0 5.04
Helensville and Dargaville ..					104	170		
Horeke, Kohukohu, Rawene, Waitapu, and Opononi	148	10	0	Jan., 1889	Dec., 1899	52	48	1 2.28
Russell and Opuia	90	0	0	Jan., 1889	Dec., 1899	104	16	1 0.98
Whangaroa and Totara North ..	25	0	0	Jan., 1891	Dec., 1899	52	2	4 9.69
Wellington, Ketu Bay, Maud Island, Maori Bay, Homewood, and Havelock	180	0	0	Dec., 1891	Dec., 1899	26	183	0 9.08
Nelson, Motueka, Totaranui, Takaka, and Collingwood ..	125	0	0	..	Dec., 1899	52	130	0 4.44
Westport and Karamea	200	0	0	June, 1886	Dec., 1899	26	102	1 1.20
Westport and Little Wanganui ..				Jan., 1895	Dec., 1899	12	82	
Hokitika, Okarito, Bruce Bay, Paringa, Haast River, Okuru, Waitoto, and Jackson's Bay ..	600	0	0	Jan., 1886	Dec., 1899	6	364	5 2.50
Lyttelton and Chatham Islands ..	300	0	0	..	March, 1899	6	1,050	0 11.43
Bluff and Half-moon Bay ..	300	0	0	July, 1886	Dec., 1899	52	48	2 4.85
Bluff, Te Oneroa, and Cromarty ..	360	0	0	April, 1893	March, 1899	12	208	2 10.62
Interprovincial service in connection with San Francisco line ..	3,000	0	0	Nov., 1886	Nov., 1897	13	..	..

* Minimum subsidy for year, £7,500; contract service less than one month in existence on 31st December, 1897.

MONEY-ORDERS.

Eighteen money-order offices were opened during the year—namely, Cabbage Bay, Courtenay Place, Glentunnel, Hornby, Hukanui, Kaihu, Kaiwaka, Lovell's Flat, Mangaonoho, Mangatainoka, Nightcaps, Okupu, Otaihape, Paraparaumu, Te Mata, Thorpe, Waikino, Waituna West. One office—Mauku—was closed.

The number of offices open at the end of the year was 396, as against 379 twelve months previously.

293,659 orders were issued for £970,830 14s. 11d., as compared with 269,566 for £902,159 15s. 7d. in 1896—an increase of 24,093 in number, and £68,670 19s. 4d.

215,240 orders, amounting to £837,208 14s. 8d., were paid, as against 203,084 for £794,309 0s. 6d. during 1896—an increase of 12,156 orders, and £42,899 14s. 2d.

The number of telegraph money-orders issued was 33,601, for £113,584 17s. 8d., as compared with 30,860, for £113,617 16s. 10d. in 1896—an increase of 2,741 orders, but a decrease in amount of £32 19s. 2d.

99,792 orders, for £208,238 4s. 8d., were issued on the United Kingdom, Australian Colonies, and other places beyond New Zealand.

21,492 orders, for £75,343 12s. 2d., were issued at places beyond New Zealand for payment in the colony.

The commission received for money-orders amounted to £13,835 15s. 4d., as compared with £12,671 6s. 7d. received in 1896.

A direct exchange of money-orders with Fiji was arranged as from 1st March last.

POSTAL NOTES.

The sale of postal notes was extended to the following offices:—Burnett's Face, Courtenay Place, Gladstone, Glentunnel, Hukanui, Lovell's Flat, Mangaonoho, Okupu, Otaihape, Paraparaumu, Rakaunui, Tauhoa, Te Mata, Tokatea, and Te Whariki.

The offices at Cape Foulwind, Mauku, and Purekireki were closed.

The number of offices at which postal notes were sold at the end of the year was 452, as compared with 440 at the end of 1896.

409,866 notes, of the value of £137,113 15s. 2d., were sold, as against 376,796, of the value of £129,011 18s., during the previous year.

The postal notes paid numbered 407,610, of the value of £134,045 7s. 0d., as compared with 375,208, for £128,655 18s. 6d.—an increase for the year of 32,402 in number and £5,389 8s. 6d. in value.

The postal-note commission amounted to £2,735 5s. 8d.

SAVINGS-BANKS.

This branch maintained during the year the steady advance which has characterized it, with but few and slight exceptions, since its inception.

The facilities for making use of the bank were further extended by the opening of eighteen additional offices—the total number at the end of the year being 388.

The accounts opened numbered 36,394, and 24,821 were closed, giving a net increase of 11,573 depositors, and raising the proportion of accounts per head of population from one in 4·83 to one in 4·58, or, say, one account to every four and a half souls in the colony, unmistakably indicating how widely the advantages of the Post-Office Savings-Bank are appreciated. That there are 159,331 depositors in a population of 729,056 is to be regarded as satisfactory.

The deposits numbered 267,615, representing £3,187,219 2s. 4d.—an average of £11 18s. 2d. per transaction. The withdrawals amounted to £2,891,169 5s. 8d., which, being divided by 179,555, the number of operations, gives an average of £16 2s. per withdrawal. The increase both in transactions and amount is considerable, as a reference to Table No. 5 will show.

The net amount added to the depositors' savings was therefore £296,049 16s. 8d., and £137,240 8s., the interest earned, or a total of £433,290 4s. 8d. added to depositors' accounts during the year. The sum at the call of depositors increased from £4,311,634 13s. 5d. at the close of the previous year to £4,744,924 18s. 1d. on the 31st December last, representing a sum equal to £6 10s. 2d. per head of the entire population, and £29 15s. 7d. per depositor. Last year the figures were £6 0s. 9d. and £29 3s. 7d., and in 1891 £4 5s. and £29 16s.

As illustrating the earning-power of small savings, it may be pointed out that the sum of £1,777,747 0s. 6d. has been credited to depositors as interest since the Post-Office Savings-Banks were established in 1867.

That the depositors are mainly persons by whom the facilities for accumulating small savings are widely appreciated is shown by Table No. 9, from which it will be seen that out of the 159,331 accounts, 143,898 had balances under £100 to credit.

The cost of working the savings-banks amounted to only 4·29d. per transaction, or £8,000 for the year.

Profits amounting to £15,000 were paid to revenue; and the balance to credit of Profit and Loss Account stood at £95,773 5s. 3d. on the 31st December, 1897.

On the 1st November last the rate of interest allowed depositors was further reduced from 3½ to 3 per cent. on sums not exceeding £200, and from 3 to 2½ per cent. on amounts exceeding £200 but not exceeding £500. The immediate effect of the reduction was that the withdrawals for November exceeded the deposits by £13,292, but in December the deposits exceeded the withdrawals by £2,157, and in January by £6,644, since when the transactions have been normal.

The following table shows the average daily transactions:—

Average number of deposits per day, 1896	792
" " 1897	874
Increase, per cent.	10·35
Average number of withdrawals per day, 1896	546
" " 1897	587
Increase, per cent.	7·51
Average daily amount deposited, 1896	£9,415 10s. 8d.
" " 1897	£10,415 15s. 0d.
Average daily amount withdrawn, 1896	£8,469 2s. 11d.
" " 1897	£9,448 5s. 4d.

Cost of management per cent. on total amount to credit of depositors, ·17, or 3s. 5d. per £100.

TELEGRAPHS.

The total value of the telegraph and telephone business for the year ended the 31st March last, including Government telegrams and miscellaneous telegraph receipts, was £160,725 5s. 2d., as compared with £152,752 18s.—an increase of £7,972 7s. 2d., or 5·22 per cent.

The following is a comparison of the business in paid telegrams during the last five years:—

	Number.		Value.	
1893-94 ...	1,839,094	...	£88,371	
1894-95 ...	1,802,182	Decrease, 2·01 per cent. ...	85,388	Decrease, 3·38 per cent.
1895-96 ...	1,899,632	Increase, 5·41 per cent. ...	92,289	Increase, 8·08 per cent.
1896-97 ...	2,285,001	Increase, 20·29 per cent. ...	97,453	Increase, 5·60 per cent.
1897-98 ...	2,469,415	Increase, 8·07 per cent. ...	96,537	Decrease, 0·94 per cent.

Delayed telegrams were abolished and the ordinary telegram rate reduced from 1s. to 6d. on 1st June, 1896. The business for the twelve months ended 31st May, 1898, exceeded that of the

last twelve months at the old rates (June, 1895, to May, 1896) by 604,721 paid telegrams, an increase of 31·7 per cent.

The number of telegrams of all codes forwarded last financial year was 2,696,233—an increase of 176,064 or 6·99 per cent., over 1896–97.

The proportion of telegrams per head of population was 3·72, as compared with 3·55 the previous year.

The number of ordinary telegrams forwarded was 2,023,421, of the value of £72,848 8s. 2d., compared with £76,413 16s. 2d. from 1,884,528 ordinary and delayed telegrams in 1896–97, a decrease of £3,565 8s. in value, but an increase of 138,893 in number.

The urgent telegrams numbered 106,597, of the value of £8,970 5s. 1d.—an increase of 9,354 messages, but a decrease of £63 19s. 2d. in value.

220,754 Press telegrams, of the value of £9,207 18s. 3d., were forwarded in 1897–98, as compared with 198,406, valued at £9,521 9s., forwarded in 1896–97—an increase of 22,348, or 11·26 per cent., in number, but a decrease of 3·29 per cent. in value.

The value of each Press telegram averaged 10·01d., as against 11·52d. in 1896–97.

The bureau messages numbered 118,643, of the value of £2,909 3s. 2d., as compared with 104,824, of the value of £2,483 9s. 1d.—an increase of 13,819 in number, and £425 14s. 1d. in amount.

The average value of each bureau message was 5·88d., as against 5·69d. in 1896–97.

The number of Government telegrams forwarded was 226,818, valued at £24,504 9s. 8d., as compared with 235,168, of the value of £23,118 2s. 6d.—a decrease of 8,350 in number, but an increase of £1,386 7s. 2d. in amount.

33,601 money-orders, for £113,584 17s. 8d., were transmitted by telegraph, as against 30,860, for £113,617 16s. 10d., in 1896–97—an increase of 2,741 telegrams, or 8·88 per cent.

The number of forwarded telegrams to every hundred letters posted in New Zealand for delivery within the colony was 8·91, as against 9·6 in 1896–97.

The telegraph cash receipts for the financial year, including telephone-exchange subscriptions, private-wire rents, &c., amounted to £136,220 15s. 6d., compared with £129,634 15s. 6d. in 1896–97—an increase of £6,586, or 5·08 per cent.

The expenditure, excluding cable subsidy, was £165,198 13s. 5d., as compared with £153,484 6s. 8d. the previous year—an increase of £11,714 6s. 9d., or 7·63 per cent. Additional staff was required to meet the increased volume of business caused by the introduction of sixpenny telegrams; the cost of maintenance of new wires had to be provided for; while country telephonists, who are paid by fees, drew a considerably larger sum than during 1896–97.

There were 6,484 miles of line and 18,024 miles of wire at the close of the year—an increase of 199 and 1,553 miles respectively.

The net expenditure out of loan for telegraph extension was £29,384 2s. 11d., as compared with £36,791 8s. 11d. in 1896–97.

The number of private wires and subsidised lines was 157, compared with 133 in 1896–97. The amount received for rent, maintenance, &c., was £1,364 5s. 5d., as against £875 1s. 11d. in 1896–97.

The total number of telegraph- and telephone-offices open at the close of the year was 824. Of these, 235 were telegraph- and 589 telephone-offices.

Forty-seven telephone-offices were opened and four closed. The following telephone-offices were opened:—

Aicken's.	Island Cliff.	Ohoka.	Tarata.
Athol.	Kiwiata.	Omanaia.	Tinakori Road.
Blackball.	Kokonga.	Omata.	Tokarahi.
Brookdale.	Lyndhurst.	Pahiatua Railway.	Totara North.
Clarence.	Lynton Downs.	Parnassus.	Turiroa.
Courtenay Place.	Mangere.	Peep-o'-Day.	Waikanae.
Dumbarton.	Mangere Bridge.	Pemberton.	Waikomiti.
Day's Bay.	Mendip Hills.	Putaruru.	Waipara.
Frankton Junction.	Mosgiel (bureau only).	Rangiwahia.	Waipu Junction.
Hawkeswood.	Motonau.	Reefton Railway.	Waipatiki.
Hukanui.	Nevis.	Rona.	Weber.
Hedgehope.	Oaonui.	Sumner Bureau No. 2.	

A telegraph-office was opened at Frankton Junction.

The offices at Cass, Hokonui, Island Bay, and Tawataia were closed.

The offices at Cullensville and Wellington Railway were converted from Morse to telephone, and the office at Ohingaiti from telephone to Morse.

The increase of business rendered necessary the erection of extra wire-accommodation over all main routes. Copper wire has been generally used with very marked advantage under conditions which would render working with an iron wire impossible. This is particularly the case on the Wellington–Dunedin circuit, which has a No. 8 copper wire between Blenheim and Dunedin.

In certain conditions of the weather, when Christchurch is unable to work with Dunedin on an iron wire, communication between Wellington and Dunedin is not affected. Similar results have been experienced on the Wellington–Christchurch, Wellington–Auckland, Wellington–Wanganui, and other circuits.

Where it has been necessary to reconstruct and alter the route of sections of line, copper wire of 150 lb. and 200 lb. to the mile has been used with considerable improvement in the working-capacity of the wires affected. The most important of these changes so far completed are between Kaikoura and Waiau, and Paikakariki and Palmerston North.

An important alteration in the route of the main northern wires will be absolutely necessary between Masterton and Waipukurau. The line at present runs by way of Tenui and Herbertville

on the East Coast, through country where there is no road, and it is so old that it will require reconstructing. Instead of renewing and strengthening the line it will be better and cheaper to erect three new wires on existing poles between Masterton and Waipukurau *via* Woodville, dismantling a similar number on the line between Waipukurau and Masterton *via* Porangahau, Herbertville, and Tenui. When this work is completed all the northern circuits as far as Napier will be greatly improved. The old lines will be maintained to carry one wire to serve the intermediate stations on the East Coast.

It is proposed to use on the section between Masterton and Waipukurau *via* Woodville three copper wires, each of 200 lb. to the mile, and of a resistance of 4.5 ohms per mile.

On railway circuits, as well as some of the department's, where a number of stations is on the same wire, there has been a great improvement effected by the introduction of continuous-current working and the lowering of the resistance of the relays. There has also been a great saving in cost of maintenance of batteries, which are now placed at but few stations, and in some offices only fifty cells are used where there were formerly five hundred. Amongst the circuits so dealt with are: Railway and public wires—Palmerston North to Wanganui, Wanganui to New Plymouth; railway wires—Wellington to Woodville; and public wire—Wellington to Masterton; public and railway wires—Auckland to Drury and Frankton Junction, Christchurch to Timaru, Dunedin to Oamaru and Dunedin to Invercargill.

TELEPHONE EXCHANGES.

A new multiple switchboard, with provision for 1,500 subscribers, and an ultimate capacity for 4,800, has been fitted up in the Wellington Exchange.

A like equipment for Auckland is now in the colony, and will be fitted up during the year.

Similar switchboards are to be provided for Dunedin and Christchurch at an early date.

Notwithstanding that the use of a telephone-exchange connection is restricted to the business of a subscriber or that of his family, employes, or guests, it is found that the use of instruments, particularly on long suburban lines, by persons not coming under one or other of these definitions is on the increase. As this affects the revenue derived from bureaux the department will probably have to interfere, as in the case of some of the other colonies—especially Victoria—where it has been found necessary to frame strict regulations to meet similar abuses.

There were, on the 31st March last, 18 central exchanges and 11 sub-exchanges, a total of 29.

The following is a comparative return of the telephone-exchange connections for the years 1896-97 and 1897-98:—

Exchange.	No. of Subscribers or Connections:	
	Mar. 31, 1897.	Mar. 31, 1898.
Ashburton	96	96
Auckland	1,065	1,039
Blenheim	64	65
Christchurch	916	848
Dunedin	928	907
Balclutha	18	13
Kaitangata ... ..	...	6
Milton	17	19
Port Chalmers	17	17
Gisborne	60	97
Greymouth	72	81
Invercargill	227	211
Bluff	22	23
Gore	49	48
Mataura	10	10
Riversdale	15	11
Winton	9	9
Woodlands	8	7
Masterton	53	69
Napier	289	291
Hastings	22	27
Nelson	60	57
New Plymouth	123	150
Oamaru	96	103
Palmerston North	86	91
Thames	85	83
Timaru	74	73
Wanganui	138	173
Wellington	1,127	1,163
Hutt	1	...
Totals	<u>5,747</u>	<u>5,787</u>

The connections may be classified as follows: Paying, 5,478; free, 113; bureaux, 196: total, 5,787.

The raising of the rates to business subscribers in the six principal exchanges from £5 to £7 resulted in a number of subscribers retiring. The net increase of subscribers for the year, however, was forty.

The telephone-exchange receipts amounted to £36,422 6s. 8d., an increase of £7,173 7s. 3d. as compared with the subscriptions received the previous year.

The working-expenses and 5 per cent. interest on capital cost for the year amounted to £35,008 11s. 5d.

The total capital cost of the telephone-exchange system to the 31st March, 1898, was £142,218 11s. 8d.

Forty-six bureaux were opened during the year.

The Hutt sub-exchange was closed.

The following are the particulars of telegraph and telephone wires, &c., in the colony on 31st March, 1898.

	Telegraph.	Telephone.
Miles of line on 1st April, 1897	6,284 $\frac{3}{4}$	395
Miles of line on 31st March, 1898	6,484	413
Miles of wire on 1st April, 1897	16,470 $\frac{3}{4}$	5,325
Miles of wire on 31st March, 1898	18,024	5,648
Increase during year—		
Miles of poles	199 $\frac{1}{4}$	18
Miles of wire	1,553 $\frac{1}{4}$	323
Submarine cable on 1st April, 1897	209.6 knots.	6 knots.
Submarine cable on 31st March, 1898	242.0 knots.	8 knots.

The following works have been carried out in the several telegraph districts during the year:—

AUCKLAND.

Construction.

Under this head the new lines completed are,—

	Miles of Poles.	Miles of Wire.
Onehunga to Mangere	4	4
Totara North to Kaeo	10	10
Omanaia loop	0 $\frac{1}{2}$	1
Waipu Junction	...	1
Auckland to Whangarei	14	104
For Railway Department—		
Cambridge Railway Station	0 $\frac{1}{2}$	0 $\frac{1}{2}$
Auckland to Frankton Junction	6	87
For Public Works Department—		
Otorohanga to Poro-o-tarao	32	32

Making a total of 67 $\frac{1}{2}$ miles of poles and 240 $\frac{1}{2}$ miles of wire.

Comprised under the lines in progress are the following: Auckland to New Plymouth, section Auckland to Mangaotaki, Whangapoua to Opitonui.

The line authorised from Putaruru to Rotorua has been surveyed, but its construction is in abeyance owing to rails for poles being unprocurable at present.

Maintenance.

During the year 342 miles of line have been overhauled and repaired.

On the main line Auckland to Cambridge some desirable renewals and deviations are compulsorily deferred until a supply of iron rails is available.

The following deviations have been made during the year, equivalent lengths of poles and wire having been dismantled:—

	Miles of Poles.	Miles of Wire.
Lichfield (old office)	0 $\frac{3}{4}$	0 $\frac{3}{4}$
Kaeo deviation	2	2
Pokeno deviation	2	12
Waiwera to Warkworth	12	12
Total	16 $\frac{3}{4}$	26 $\frac{3}{4}$

Offices.

During the year ten telephone offices were opened.

Morse instruments, on the constant-current system, have been fitted on the following sections: Auckland Railway to Frankton Junction (terminal at Auckland and Hamilton offices), 9 sets; Rawene to Kohukohu, 2 sets.

The new office at Waitekauri has been fitted with Morse instruments. The offices at Waihi and Kuaotunu, reported in progress at the end of last year, have been completed and supplied with the necessary fittings.

Auckland Exchange.

The total number of subscribers on the 31st March, 1898, was (excluding bureaux) 1,006, as against 1,033 on the corresponding date of the previous year, showing a decrease of twenty-seven subscribers. This falling-off is due primarily to the present depressed state of the mining industry, and to some extent, probably, to the increased rates which came into force in April last year. The subscribers who are now joining the Exchange are, however, likely to remain, which could not be expected of many who joined during the late period, when mining speculation was at its climax.

Thames Exchange.

There is little progress to report. About four miles of new wire have been erected. The total number of subscribers is seventy-three.

This Exchange and its lines have been overhauled.

WELLINGTON.

Construction.

The following additions to wires were completed during the year:—

	Miles of Poles.	Miles of Wire.
Napier to Wanganui ... ..	...	161
Dannevirke to Ti-tree Point	29	29
Eketahuna to Hukanui ... ..	...	7
Fowler's to Rangiwahia	16	16
Wanganui to New Plymouth ... ..	...	115
Toko to Strathmore	14	14
Inglewood to Tarata	12	12
Hutt to Rona	2	6
Wellington to Oterangi Bay ... ..	...	14
For Railway Department—		
Hastings to Kaikora North ... ..	...	24
Palmerston North to Wanganui Railway ... ..	...	55
Palmerston North to Ashurst Railway ... ..	...	9
Woodville to Ashurst Railway ... ..	...	9
Hawera to Manutahi Railway	10	10
Wellington to Woodville Railway	18	105
Total	101	586

The reconstruction and diversion of the Paikakariki-Marton Junction section resulted, after dismantling a portion of the old line, in decreasing the miles of poles by 14, and increasing the miles of wire by 122, making a total increase of 87 miles of poles and 708 miles of wire.

This removal of the main line from the beach has been followed by improved working.

Maintenance.

The section Upper Hutt-Masterton has been overhauled and strengthened.

Considerable damage was done to the lines in the Napier District during the Easter floods of 1897, but the repairs were effected with despatch.

The bush fires in the beginning of this year caused some damage to the lines between Masterton and Dannevirke and destroyed the Tawataia office.

Offices.

Eighteen telephone offices were opened during the year.

Alterations were made to the following offices:—

Wellington Railway	Morse to telephone.
Ohingaiti	Telephone to Morse.

The telephone offices at Island Bay, Plimmerton, and Tawataia were closed.

Cables.

Between the 23rd and the 31st March last a new cable of 32·4 knots was laid from Oterangi Bay to White's Bay, and a fault in the Lyell Bay cable was cut out and 2·3 knots of sound cable inserted.

This is the first cable-work undertaken by the Government cable-steamer "Tutanekai," which proved herself to be suitable in every way.

Telephone-exchanges.

No new exchanges were opened in this district during the year, but the sub-exchange at Hutt was closed.

The bridging multiple switchboard was fitted in Wellington and opened for public work early in November, and has given the satisfaction that was expected of it.

There are now 1,163 subscribers to the Wellington Exchange.

There were 143 miles of wire and 12 miles of poles added to the exchanges in Wellington District during the year.

NELSON.

Construction.

The following new wires have been erected:—

No. 8 copper completed between Blenheim and Kaikoura	90 miles.
A fourth wire from Wakapuaka to Belgrove	37 "
Reefton to Reefton Railway-station	1½ "
Havelock to Cullensville	10 "
Ngahere to Blackball	3¼ "

Total length of wire erected 141½ miles.

A quarter of a mile of poles was also constructed.

A line of $2\frac{3}{4}$ miles is in course of erection between Reefton and Crushington, and one of 10 miles between Collingwood and Bainham.

Maintenance.

A thorough overhaul of the main south line—Blenheim to Kaikoura—was carried out by the party running the new copper wire. The line is now in first-class order.

The section Takaka—Farewell Spit has been attended to, and a considerable length of wire renewed on the Spit.

No. 11½ copper has been substituted for No. 8 iron wire in Greymouth, and for a distance of a mile north and south of the town. The same has been done at Brunner-ton. This latter work was rendered necessary owing to the corrosion of the iron wire by the action of sulphur-fumes from coal-smoke. About 20 miles of copper wire were used.

Offices.

During the year three telephone-offices were opened.

The office at Cullensville has been altered from Morse to telephone.

Telephone-exchanges.

The three exchanges in the Nelson District are in a satisfactory condition. The number of subscribers has increased at Greymouth, but remains stationary at Nelson and Blenheim.

General.

The condition of the lines is satisfactory, and, with the exception of the renewal of about 150 poles on the Hokitika—Ross line, there will be no very considerable outlay required on any section for some time.

CHRISTCHURCH.

Construction.

Under this head the following work has been completed:—

	Miles of Poles.	Miles of Wire.	
Geraldine loop	4½	9, No. 11 copper.	
Christchurch—Kaikoura ... ..	...	125, " 8 "	
Christchurch—Waitaki ... ..	...	147, " 8 "	

The net result—after dismantling what was not required—of diverting the main line from the Waipara—Cheviot—Kaikoura route to the Waipara—Waiau—Kaikoura route has been to increase the line by 34.5 miles, and the wire by 191 miles.

Maintenance.

During the year the line between Waiau and Kaikoura, 50 miles, has been entirely rebuilt—old railway-metals being used as poles; and between Amberley and Waipara, 7 miles, thoroughly overhauled. The section between Amberley and Kaiapoi, 18 miles, has been strengthened, and the line in many places diverted, bringing it alongside the road, and all spans fixed at 4 chains, instead of 4 to 6 chains, as previously.

The section between Papanui and Kaiapoi, 9 miles, has been re-poled and the spans shortened to 80 yards.

When reconstructing and overhauling the above sections, copper wire for the main circuits has been erected as follows: Between Waiau and Kaikoura, 200 miles of No. 12½ (Waiau to Waipara was finished last year), Waipara to Christchurch, 37 miles, 111 miles of No. 12½, making a total of 311 miles of No. 12½ copper used to replace No. 8 iron wire.

There are several light branch sections to be overhauled during the coming year—viz., Addington—Kaiapoi, Rangiora—Amberley, Kaiapoi—Oxford, Christchurch—Akaroa, Christchurch—Southbridge, Christchurch—Lyttelton, and Darfield—White Cliffs. All the above must be strengthened, decayed poles re-buttet, and arms, many of which are of stringy bark, renewed.

The old north line between Waipara and Kaikoura has been partially dismantled. One wire has been left standing for Cheviot—Christchurch and Cheviot—Hawkeswood circuits. The portion north of Hawkeswood was sold as it stood.

Offices.

Eleven telephone-offices were opened, and one closed

Morse sets on the closed-circuit system have been fitted on the following sections:—

Christchurch to Ashburton	11 sets.
Ashburton to Timaru	11 "
Timaru to Waitaki	6 "
Christchurch to Waiau	12 "
Christchurch to Oxford	6 "
Christchurch to Southbridge	8 "
Total	54 sets.

A Morse set on the open-circuit system has been fitted at Amberley to work on the Christchurch—Cheviot circuit.

Christchurch Exchange.

The total number of subscribers on the 31st March last was 848, including bureaux, as against 916 on the 31st of March, 1897, showing a decrease of 68.

Ashburton Exchange.

There has been no change in the number of subscribers (96).

Timaru Exchange.

One subscriber retired during the year, the number now connected being 73. This Exchange requires a thorough overhaul during the coming year. A great deal of the wire is very much oxidised and is becoming unsafe.

DUNEDIN.

Construction.

The various extension-works completed during the year have been as follows:—

	Poles.	Wire.
Hyde to Kokonga ... ..	...	9½ miles.
Ngapara to Tokarahi	8 miles	8 "
Hokonui to Hedgehope	3 "	3 "
Bannockburn to Nevis	18¼ "	18¼ "
Kokonga to Waipiata	6 "	6 "
Clyde to Cromwell (second wire) ... ..	...	13 "
Kaitangata trunk line ... ..	...	7 "
Dunedin to Waitaki (copper wire) ... ..	...	84 "
Total : 35½ miles of new line, and 92¾ of wire, 56 miles of wire having been dismantled.		

Maintenance.

All lines have worked well during the year.

About 400 miles have been overhauled by the ordinary repairing parties.

There are 1,488 miles of poles and 3,276 miles of wire, 143 sets of Morse instruments, and 225 telephones used for telegraphic purposes in the district.

Offices.

Eight telephone-offices have been opened and two closed.

Telephone-exchanges.

The mileage of poles and wire for all exchanges in the district is 92 and 1,100 respectively.

There are 1,494 telephones in use in connection with exchange-work.

A branch exchange has been opened at Kaitangata.

The total number of subscribers in the district is 1,319, or a decrease of 31 as compared with those at the corresponding period of last year.

The usual telegraph charts accompany the report.

MEMORANDUM

The following information was obtained from the files of the Department of the Interior, Bureau of Land Management, regarding the proposed project.

The project is located in the State of California, County of [redacted], and is situated on the [redacted] Section, Township of [redacted], Range of [redacted].

The project consists of approximately [redacted] acres of land, which is currently being used for [redacted] purposes. The project is proposed to be developed for [redacted] purposes.

The project is situated on land that is owned by the State of California, and is subject to the provisions of the State Land Act.

The project is proposed to be developed for [redacted] purposes, and is expected to result in the creation of [redacted] jobs. The project is also expected to generate [redacted] in annual revenue for the State of California.

All interested parties are invited to submit comments on the proposed project to the Bureau of Land Management, Department of the Interior, at the following address: [redacted].

Comments should be submitted in writing, and should be received by the Bureau of Land Management no later than [redacted].

The Bureau of Land Management will consider all comments received, and will make every effort to address the concerns of all interested parties.

Very truly yours,
[redacted]

Table No. 1.

POST OFFICE MONEY ORDERS ISSUED AND PAID.

TABLE showing the Number and Amount of Money Orders issued and of Money Orders payable in New Zealand, Year by Year, since the Year 1880.

Year.	Commission received.		ISSUED IN THE COLONY.						Total.										
			Where payable.																
			In the Colony.		United Kingdom and Foreign Offices.		Australia and other British Possessions.												
			No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
1880	7,943	15	4	97,275	320,260	19	11	27,587	104,149	5	10	10,786	40,994	15	4	135,648	465,405	1	1
1881	7,582	8	5	99,523	321,635	3	3	25,376	90,229	5	3	10,657	40,317	19	2	135,556	452,182	7	8
1882	8,267	9	8	108,916	360,196	4	9	25,898	91,530	17	9	13,348	47,641	7	5	148,162	499,368	9	11
1883	9,022	10	6	132,232	402,558	12	11	26,211	91,634	4	7	14,113	46,939	17	11	172,556	541,132	15	5
1884	9,525	3	8	144,227	430,446	18	10	28,712	96,901	14	0	13,113	45,317	12	4	186,052	572,666	5	2
1885	9,553	0	7	146,406	439,870	3	9	28,722	95,920	9	10	13,494	45,604	15	2	188,622	581,395	8	9
1886	8,541	7	10	113,598	412,276	3	0	27,389	87,904	9	10	14,693	47,574	9	11	155,680	547,755	2	9
1887	8,532	10	5	119,091	426,194	13	9	26,057	84,264	12	9	14,431	45,285	6	11	159,579	555,744	13	5
1888	8,377	6	4	122,042	432,056	6	2	26,636	81,488	10	3	13,709	42,451	4	4	162,387	555,996	0	9
1889	8,696	13	5	127,323	458,469	7	7	26,206	79,167	0	4	18,547	51,909	6	10	172,076	589,545	14	9
1890	8,823	10	0	130,641	472,967	4	7	25,053	74,566	13	9	20,733	54,543	3	7	176,427	602,077	1	11
1891	9,649	14	9	138,555	504,834	16	9	26,590	77,481	2	9	30,094	69,674	0	0	195,239	651,989	19	6
1892	9,452	0	0	140,672	540,763	15	0	27,451	78,848	1	7	31,315	75,235	7	10	199,438	694,847	4	5
1893	10,248	14	5	146,133	576,358	17	2	29,616	86,544	19	11	35,208	88,025	8	9	210,957	750,929	5	10
1894	10,600	19	7	155,534	608,042	2	11	28,513	79,348	10	2	38,631	89,392	11	10	222,678	776,783	4	11
1895	11,433	13	8	162,600	635,062	17	11	28,882	78,465	0	4	52,015	99,076	16	8	243,497	812,604	14	11
1896	12,671	6	7	181,505	717,217	19	1	29,238	82,498	15	6	58,823	102,443	1	0	269,566	902,159	15	7
1897	13,835	15	4	193,867	762,592	10	3	31,770	93,649	1	3	68,002	114,589	3	5	293,659	970,830	14	11

DRAWN ON THE COLONY.

Year.	Where issued.						Total.									
	In the Colony.		United Kingdom and Foreign Offices.		Australia and other British Possessions.											
	No.	Amount.	No.	Amount.	No.	Amount.			No.	Amount.						
		£	s.	d.	£	s.			d.	£	s.	d.	£	s.	d.	
1880	97,275	320,260	19	11	3,466	14,811	14	8	3,913	15,829	0	3	104,654	350,901	14	10
1881	99,523	321,635	3	3	3,466	14,078	17	3	4,649	18,863	4	2	107,638	354,577	4	8
1882	108,916	360,196	4	9	3,421	13,416	1	9	5,076	21,090	4	10	117,413	394,702	11	4
1883	132,232	402,558	12	11	3,725	15,553	3	11	5,697	23,299	12	11	141,654	441,411	9	9
1884	144,227	430,446	18	10	4,535	17,679	0	6	6,755	27,429	18	6	155,517	475,555	17	10
1885	146,406	439,870	3	9	5,204	20,091	17	4	7,725	30,724	6	4	159,335	490,686	7	5
1886	113,598	412,276	3	0	5,824	22,650	1	10	9,545	36,513	3	11	129,242	471,185	7	0
1887	119,091	426,194	13	9	6,334	23,423	16	2	8,963	33,254	2	3	133,910	482,437	17	4
1888	122,042	432,056	6	2	7,336	26,262	14	5	15,365	56,141	4	1	144,450	513,728	8	2
1889	127,323	458,469	7	7	7,469	26,887	17	9	15,859	56,402	1	4	150,651	541,759	6	8
1890	130,641	472,967	4	7	7,775	27,975	15	5	13,331	47,890	2	6	151,747	548,833	2	6
1891	138,555	504,834	16	9	7,910	28,518	14	0	13,604	48,700	9	6	160,069	582,054	0	3
1892	140,672	540,763	15	0	8,152	29,349	14	7	11,291	41,064	6	6	160,115	611,177	16	1
1893	146,133	576,358	17	2	8,746	32,616	17	2	10,679	40,929	2	5	165,558	649,904	16	9
1894	155,534	608,042	2	11	9,293	33,786	17	6	10,690	38,571	3	1	175,517	680,400	3	6
1895	162,600	635,062	17	11	9,938	35,155	7	9	11,520	39,862	18	10	184,058	710,081	4	6
1896	181,505	717,217	19	1	10,254	35,553	7	1	11,507	40,836	4	7	203,266	793,607	10	9
1897	193,867	762,592	10	3	10,085	35,238	10	3	11,407	40,105	1	11	215,359	837,936	2	5

Table No. 2.

TABLE showing the Money Orders issued in New Zealand on Offices beyond the Colony, and Money Orders issued at Offices beyond the Colony on New Zealand, during the Years 1896 and 1897.

ISSUED IN NEW ZEALAND.

Where payable.	1896.		1897.	
	Number.	Amount.	Number.	Amount.
United Kingdom and Foreign Offices ..	26,566	£ 75,891 13 9	28,244	£ 84,593 11 3
United States of America	2,672	6,607 1 9	3,043	7,529 3 6
Canada	203	666 0 2	224	943 19 0
Cape Colony	76	324 15 1	100	361 1 1
Ceylon	36	169 5 2	53	358 1 0
Germany .. .. .	..	..	481	1,523 6 6
Hawaii .. .. .	..	..	2	3 0 0
Hongkong	222	1,317 16 7	244	1,326 16 6
India	253	1,438 5 9	252	1,222 16 8
New South Wales	10,576	28,621 15 5	11,173	30,137 14 5
Queensland	654	1,835 15 3	750	2,567 13 9
South Australia	625	1,634 4 4	767	1,918 15 6
Straits Settlements	10	22 12 10	13	49 0 9
Tasmania	35,675	38,192 10 0	43,158	44,483 15 4
Victoria	10,212	26,920 12 11	10,898	29,326 9 10
Western Australia	281	1,299 7 6	390	1,892 19 7
Totals	88,061	184,941 16 6	99,792	208,238 4 8

DRAWN ON NEW ZEALAND.

Where issued.	1896.		1897.	
	Number.	Amount.	Number.	Amount.
United Kingdom and Foreign Offices ..	9,325	£ 32,189 1 9	9,198	£ 31,431 18 2
United States of America	929	3,364 5 4	772	3,025 18 11
Canada	140	668 5 11	143	638 16 11
Cape Colony	248	1,338 8 4	292	1,441 3 6
Ceylon	25	82 7 7	14	38 3 9
Germany .. .. .	..	..	109	769 5 4
Hawaii .. .. .	..	..	6	11 7 10
Hongkong	15	58 12 2	15	39 12 11
India	109	404 0 10	127	487 1 7
New South Wales	4,196	12,534 1 9	4,038	12,024 0 8
Queensland	783	3,070 1 1	652	2,813 14 11
South Australia	495	1,462 14 2	532	1,755 1 6
Straits Settlements	9	32 6 10	9	27 10 6
Tasmania	948	3,092 19 1	983	3,655 17 8
Victoria	2,925	9,120 5 1	2,895	8,808 3 2
Western Australia	1,614	8,972 1 9	1,707	8,375 14 10
Totals	21,761	76,389 11 8	21,492	75,343 12 2

Table No. 3.

TABLE showing the Number and Value of Postal Notes sold from the 1st January, 1886—the date upon which they were first issued—to the 31st March, 1898.

Year.	Number of Postal Notes sold.												Total.	
	At 1s.	At 1s. 6d.	At 2s. 6d.	At 5s.	At 7s. 6d.	At 10s.	At 12s. 6d.	At 15s.	At 17s. 6d.	At £1.	At £5.*	Number.	Value.	
Quarter ended 31st March, 1886	3,019	2,046	1,012	2,039	969	2,379	695	992	525	2,866	..	16,542	£ 6,997 5 6	
1886-87	16,605	12,283	6,647	11,566	5,729	13,103	4,090	5,187	2,375	14,961	..	92,546	37,659 7 0	
1887-88	22,467	17,167	9,162	15,553	7,671	17,487	5,278	6,940	2,952	17,578	..	122,255	47,729 5 0	
1888-89	27,428	21,900	11,912	19,741	9,477	21,149	6,618	8,243	3,633	19,778	..	149,879	56,841 18 0	
1889-90	32,754	25,387	14,478	23,550	10,894	24,011	7,809	9,386	4,158	22,596	..	175,023	65,484 2 0	
1890-91	35,915	28,559	16,092	25,204	12,229	25,906	7,969	10,172	4,366	23,503	..	189,915	69,721 18 6	
1891-92	42,416	33,722	19,388	29,550	14,019	30,132	9,058	11,611	4,953	25,839	..	220,683	79,325 16 6	
1892-93	48,612	38,849	22,038	33,012	16,072	32,747	9,904	12,330	5,369	28,969	..	247,902	87,856 18 0	
1893-94	56,761	44,706	25,461	37,771	18,096	37,687	11,016	13,800	6,156	33,935	..	285,389	101,002 7 6	
1894-95	62,306	49,846	28,975	43,829	20,423	43,167	11,864	15,567	6,790	36,601	..	319,368	112,307 10 0	
1895-96	68,454	56,185	32,801	49,204	22,802	47,787	13,601	17,191	7,020	33,390	1,192	349,627	123,368 6 6	
1896-97	74,554	62,056	35,322	54,219	24,871	51,963	14,365	18,102	7,406	32,868	1,090	376,796	129,011 18 0	
1897-98	81,956	69,981	38,617	60,843	26,968	55,748	15,463	19,477	7,904	32,179	728	409,866	134,378 9 6	
	573,239	462,687	261,900	406,081	190,220	403,266	117,730	148,998	63,607	325,063	3,010	2,955,791	1,051,685 2 0	

* First issued on 17th June, 1895.

Table No. 4.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in New Zealand during the Year 1897.

Office.	Money Orders.						Savings Banks.													
	Issued.			Paid.			New Accounts opened.	Deposits.			Accounts closed.	Withdrawals.								
	No.	Commission.	Amount.	No.	Amount.	No.		Amount.	No.	Amount.										
AUCKLAND ..	21,129	£ 1,207	s. 4	0	73,669	13	36,731	129,414	0	3	2,608	16,820	325,482	9	4	2,749	19,958	342,530	18	8
Aratapu ..	893	36	6	9	2,486	4	143	457	10	0	93	771	3,932	0	0	28	111	1,095	3	4
Avondale ..	38	1	11	3	72	4	125	409	13	2	9	60	328	6	0	..	7	50	19	0
Bombay ..	135	4	2	3	372	3	106	602	7	7	17	142	1,017	7	0	4	40	521	14	11
Cabbage Bay* ..	118	3	15	6	419	11	15	38	8	4	5	11	84	0	0	..	5	45	9	9
Cambridge ..	753	28	6	9	2,177	11	563	2,086	12	9	87	543	8,623	15	3	42	262	5,123	5	4
Clevedon ..	212	6	14	3	423	13	104	490	6	8	10	109	554	19	7	4	23	106	2	5
Coromandel ..	4,104	204	4	0	12,240	17	867	3,413	16	9	356	2,268	17,522	1	5	95	730	7,714	16	10
Dargaville ..	1,209	118	7	3	6,016	18	234	971	0	3	94	596	6,078	15	6	52	179	3,009	5	2
Devonport ..	435	16	14	3	862	15	498	1,533	6	11	95	655	3,453	8	5	20	191	1,308	10	9
Drury ..	181	5	16	0	450	15	114	658	11	3	13	65	843	1	0	1	24	259	15	11
Hamilton ..	964	38	2	6	2,742	18	791	3,377	14	6	113	810	8,357	9	7	40	335	4,366	14	0
Helensville ..	452	15	18	6	1,337	6	224	833	2	1	46	272	1,647	12	8	13	98	784	7	4
Hikurangi ..	368	15	1	6	1,360	18	166	858	8	5	32	197	2,115	14	11	8	61	1,627	16	3
Huntly ..	629	25	1	0	1,817	1	251	894	6	6	38	253	2,456	5	8	11	101	1,385	1	0
Kaeo ..	281	15	8	0	880	10	77	371	5	4	27	181	1,145	4	0	8	71	759	6	7
Kaihu† ..	496	22	12	9	1,681	0	36	181	18	5	41	207	1,199	16	0	3	48	310	4	1
Kaikohē ..	193	16	18	6	758	13	37	152	19	9	23	146	956	5	0	18	54	429	0	0
Kaitiaki ..	372	16	9	6	1,252	1	70	412	10	5	11	111	1,012	1	0	4	42	675	2	8
Kaiwaka† ..	64	2	3	9	154	6	7	33	17	0	11	44	419	13	0	..	8	213	0	0
Kamo ..	264	9	3	9	688	19	117	544	19	9	20	197	1,368	8	0	10	103	1,212	10	11
Kaukapakapa ..	82	3	7	9	234	3	56	243	3	2	19	131	919	13	0	3	37	498	18	4
Kawakawa ..	531	23	1	0	1,618	9	289	1,086	2	0	46	332	2,643	3	0	14	95	1,785	6	11
Kihikihi ..	168	6	4	6	411	13	85	401	5	6	22	189	1,195	15	8	13	68	1,004	1	4
Kohukohu ..	217	13	15	6	927	17	63	294	3	0	17	106	745	0	0	4	29	335	16	6
Kuaotunu ..	1,050	45	4	6	3,573	14	210	1,189	16	3	65	380	3,290	13	9	25	166	1,857	8	1
Mangapai ..	282	8	18	9	1,121	2	67	248	18	10	8	55	761	10	0	7	30	611	18	7
Mangawai ..	532	65	0	6	2,915	0	65	363	11	11	49	271	3,303	3	11	6	33	558	1	10
Mangonui ..	1,160	148	18	3	6,519	18	129	486	13	11	42	158	3,246	19	0	9	74	1,237	2	1
Mangawhare ..	281	11	13	3	842	6	55	222	19	7	19	121	691	8	0	8	26	363	2	7
Matakana ..	129	3	5	6	365	3	50	174	1	11	8	70	971	18	0	6	23	237	11	0
Matakohē ..	162	5	8	6	432	13	32	230	16	11	18	53	541	15	0	4	20	193	14	2
Matamata ..	121	4	13	9	360	2	36	276	5	4	20	107	766	13	0	2	26	205	15	4
Mauku† ..	21	0	12	9	44	5	10	25	7	2	1	22	135	1	0	1	4	21	11	9
Maungaturoto ..	113	4	3	6	388	15	91	266	10	5	13	84	830	1	0	1	16	362	7	5
Mercury ..	243	7	16	6	672	16	114	538	4	5	14	100	788	4	0	..	27	458	6	7
Mititai ..	178	4	19	9	446	19	28	125	16	11	7	41	514	17	0	5	20	309	10	3
Morrinsville ..	159	6	2	6	447	15	135	457	14	6	20	147	1,018	1	11	2	35	923	5	6
Mount Eden ..	41	1	12	6	77	13	127	396	8	5	3	34	137	19	2	3	10	46	3	0
Newmarket ..	492	18	8	0	1,228	19	336	1,058	16	8	16	208	828	2	0	8	36	259	16	5
Newton ..	1,041	46	14	0	2,247	9	1,280	4,430	11	5	123	1,094	6,504	4	9	26	128	1,836	9	1
Ngaruawahia ..	379	13	11	6	1,081	2	332	1,148	15	4	27	303	849	13	3	14	106	1,111	7	4
Ohacawai ..	317	19	4	9	958	2	78	500	15	7	14	119	1,935	8	0	11	41	567	6	11
Ohaupo ..	164	5	16	3	490	7	88	387	4	0	19	97	1,097	2	1	5	26	397	12	8
Okaihau ..	109	4	12	0	224	12	49	321	18	0	9	38	518	8	0	..	18	450	10	1
Okupu§ ..	70	2	11	6	302	10	7	55	18	8	8	27	356	9	10	..	3	46	0	0
Omāpere ..	294	33	2	3	2,179	9	52	188	12	3	15	105	270	9	0	8	32	282	14	1
Onehunga ..	681	32	12	0	1,688	5	857	3,143	7	2	37	274	2,598	5	7	21	118	1,912	2	0
Otahuhu ..	226	9	18	9	504	10	402	1,465	13	7	43	294	1,629	0	8	20	95	865	7	8
Otorohanga ..	451	25	17	3	1,954	5	146	646	3	8	38	209	2,126	10	0	17	90	1,000	18	11
Pahi ..	154	6	9	6	416	0	70	322	0	3	12	85	733	19	0	4	31	276	4	1
Papakura ..	197	6	10	3	490	8	179	836	3	3	18	108	1,687	13	3	6	41	485	3	2
Paparoa ..	200	8	0	0	658	8	48	144	4	7	12	68	626	1	0	7	34	563	16	0
Parnell ..	326	14	6	9	774	3	568	1,852	5	6	84	764	1,441	10	7	21	83	352	8	1
Parua Bay ..	151	5	14	0	478	2	55	324	7	6	9	40	1,101	17	0	4	19	727	6	11
Pirongia ..	176	5	19	9	654	2	93	340	16	10	6	52	312	10	0	5	48	359	14	11
Pokeno ..	103	6	2	6	398	16	44	227	8	2	6	73	777	18	0	3	37	431	10	7
Ponsonby ..	326	12	0	6	635	4	835	3,132	5	2	20	291	621	1	6	9	50	398	7	5
Poroti ..	281	41	4	6	1,708	8	14	167	7	6	19	67	1,306	2	0	3	10	181	2	6
Port Albert ..	184	6	15	9	490	6	72	338	4	9	19	110	1,025	4	3	7	49	511	9	9
Pukekohe ..	385	13	10	6	1,117	6	236	1,073	10	3	31	257	3,666	12	0	17	100	1,029	18	11
Raglan ..	203	7	19	3	627	4	141	568	3	6	18	97	872	8	0	7	50	1,241	11	6
Rangiriri ..	125	3	16	9	280	1	54	140	10	6	2	33	209	3	0	..	15	51	9	0
Rāwene ..	213	9	4	0	664	15	208	824	17	11	11	85	704	5	0	5	46	482	3	1
Rotorua ..	1,603	75	7	3	6,805	3	499	3,064	1	7	101	383	4,448	16	10	53	252	2,330	5	6
Russell ..	317	11	1	4	961	3	204	1,049	1	8	18	104	813	11	0	4	25	715	9	10
Tairua ..	660	50	10	0	3,012	9	174	2,110	13	3	80	350	3,590	10	2	15	68	530	8	9

Table No. 4—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in New Zealand during the Year 1897—continued.

Office.	Money Orders.					Savings Banks.					
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.
AUCKLAND—cont'd.		£ s. d.	£ s. d.		£ s. d.		£ s. d.			£ s. d.	
Warkworth ..	403	13 3 0	1,258 3 11	178	920 3 1	29	211	2,435 15 10	9	94	1,747 11 5
Wellsford ..	73	2 17 0	175 17 1	43	179 13 3	6	50	215 13 0	2	15	233 7 6
Whangarei ..	1,672	67 18 9	5,603 14 9	594	2,345 9 6	142	977	13,295 11 11	50	350	6,647 9 6
Whitianga ..	1,438	57 6 0	4,621 12 6	180	960 16 10	76	462	4,282 14 3	39	138	2,863 10 10
BLENHEIM ..	2,304	107 1 3	7,424 0 3	1,627	5,381 18 5	360	2,641	33,907 0 5	537	2,448	47,125 16 7
Cullensville ..	130	4 8 0	312 3 8	37	179 18 9	7	32	154 9 0	8	24	249 4 2
Havelock ..	691	25 2 9	2,236 6 11	445	1,123 18 9	44	303	2,343 3 3	18	119	1,343 11 11
Kaikoura* ..	223	9 5 3	745 19 0	21	174 14 8	8	79	787 4 0	8	42	1,418 6 3
Kekerangu ..	195	7 0 3	479 12 9	7	33 1 1	2	43	140 12 0	2	5	221 8 6
Picton ..	926	32 0 6	2,616 18 11	428	1,609 6 1	64	433	5,773 8 2	20	190	2,233 10 9
Renwicktown ..	113	3 14 3	285 1 8	40	142 8 9	17	126	446 19 0	7	25	156 4 4
Spring Creek ..	232	10 9 0	722 11 11	56	226 1 6	17	79	408 7 0	1	16	137 14 9
CHRISTCHURCH ..	16,583	832 14 3	56,029 15 5	21,835	87,959 18 9	3,985	38,102	484,862 6 2	3,036	31,224	498,826 0 6
Akaroa ..	449	20 9 0	1,401 15 8	234	641 13 4	53	315	3,621 13 8	28	124	3,371 9 3
Amberley ..	266	9 14 3	750 5 4	199	720 10 11	26	248	2,591 0 10	10	106	1,410 2 4
Ashburton ..	2,755	105 10 3	10,899 10 7	921	3,747 11 10	262	2,062	23,943 18 2	143	998	19,240 17 3
Bealey ..	67	2 8 9	171 14 5	14	93 14 6	6	39	627 0 0	..	4	318 0 0
Belfast ..	124	3 8 6	182 3 4	32	134 4 5	10	59	335 4 0	1	18	73 15 0
Chertsey ..	115	3 6 0	244 2 6	32	229 14 2	5	49	634 12 0	8	27	176 0 7
Cheviot ..	614	17 14 6	6,080 11 3	225	1,305 3 7	45	324	4,608 2 6	7	111	1,681 7 0
Coalgate ..	102	3 12 0	249 1 7	41	104 9 1	8	81	921 15 0	..	18	100 9 0
Culverden ..	219	8 4 3	973 13 9	62	347 10 4	18	110	1,399 1 2	4	38	917 13 4
Darfield ..	116	4 13 9	333 13 6	26	68 10 11	6	72	1,336 2 0	4	22	527 4 2
Dunsandel ..	92	3 14 0	315 19 7	41	175 18 1	6	71	964 5 4	2	24	281 10 1
Duvauchelle ..	176	7 1 9	574 14 2	102	308 17 7	10	61	798 5 0	10	50	517 12 8
Ellesmere ..	37	1 7 2	116 9 8	19	62 15 1	4	19	313 14 5	..	3	77 0 0
Glentunnel† ..	40	1 11 9	95 19 8	15	43 8 6	4	31	147 1 0	2	9	127 1 4
Greendale ..	30	0 19 0	62 16 11	14	228 10 10	10	30	604 7 0	..	8	46 7 0
Hanmer Plains ..	140	5 3 6	436 4 5	24	110 0 2	11	93	678 13 11	1	18	171 10 10
Hinds ..	110	2 17 9	317 11 11	37	214 10 7	9	44	381 16 6	5	13	91 12 5
Hornby† ..	67	4 4 3	226 13 11	20	91 17 8	10	47	222 3 2	3	31	599 10 4
Hororata ..	140	6 3 0	519 15 0	44	310 11 5	6	57	552 3 0	1	17	7,124 10 4
Kaipoi ..	479	20 17 0	1,351 7 5	372	1,371 2 9	118	946	9,058 13 4	62	375	1,407 9 9
Kaikoura* ..	1,013	41 14 3	3,956 11 0	142	735 3 2	223	409	9,850 14 6	17	84	388 14 10
Kirwee ..	103	4 14 0	366 6 3	47	186 1 4	11	64	903 18 0	2	41	3,089 1 10
Leeston ..	378	12 16 3	1,424 16 7	296	1,001 17 5	51	363	4,107 18 2	23	117	230 3 6
Lincoln ..	132	5 16 3	170 6 0	134	535 9 4	13	156	914 10 0	2	22	211 7 10
Linwood ..	73	3 7 9	384 6 8	169	546 15 11	9	176	402 1 6	4	19	727 5 6
Little River ..	436	19 3 0	1,762 3 11	110	858 16 8	29	198	2,560 4 4	5	59	10,843 6 5
Lyttelton ..	2,143	104 19 6	6,480 1 7	874	2,939 6 4	255	2,239	18,357 7 1	99	764	751 17 6
Methven ..	253	8 6 9	818 15 6	55	452 14 11	22	165	1,507 5 1	9	54	250 4 5
Mount Somers ..	151	6 2 6	413 9 11	56	215 13 11	15	93	622 3 3	5	18	185 17 7
New Brighton ..	68	3 5 9	158 9 9	48	202 8 5	31	308	877 7 0	..	63	2,597 13 10
Oxford ..	569	18 9 0	1,865 11 6	215	939 8 0	49	286	3,051 7 3	23	170	170 0 5
Papanui ..	73	2 13 0	129 5 5	94	379 9 9	13	116	296 10 0	3	34	153 7 1
Pigeon Bay ..	75	3 10 3	200 12 10	26	112 14 5	10	48	430 6 0	1	14	2,660 0 0
Rakaia ..	534	16 0 9	2,630 14 5	123	882 2 6	44	264	3,234 4 5	16	130	14,240 17 0
Rangiora ..	999	40 1 9	3,118 19 0	583	1,993 4 9	183	1,337	19,797 11 6	73	546	132 18 9
Rollleston ..	35	1 2 3	81 4 2	21	88 17 6	4	31	267 12 0	1	8	265 8 5
St. Albans ..	34	1 12 1	80 18 2	73	259 4 8	4	12	15 0 0	..	..	706 18 6
Sefton ..	58	2 2 9	260 19 8	48	229 7 4	10	48	330 3 0	2	24	462 7 11
Sheffield ..	199	6 9 6	570 16 6	70	282 11 5	10	116	2,036 17 4	9	63	104 10 6
Southbridge ..	232	9 10 3	683 18 6	240	1,182 15 10	38	322	3,568 16 9	22	126	1,808 4 9
Springfield ..	322	11 17 3	962 13 11	140	1,460 10 11	16	103	901 17 0	6	49	665 11 11
Springston ..	77	3 1 3	183 0 9	27	130 14 3	15	74	413 16 9	1	14	36 9 5
Sydenham ..	717	31 11 3	2,092 15 2	619	1,888 17 2	184	1,750	7,323 17 2	40	225	1,287 8 11
Tinwald ..	75	3 3 3	245 18 3	28	86 18 3	12	92	913 2 6	12	69	881 2 4
Upper Riccarton ..	58	1 17 6	104 11 11	23	167 17 0	8	29	279 11 0	1	5	372 11 0
Waiau ..	287	12 6 3	816 17 8	69	437 7 9	20	180	3,016 2 9	13	54	748 12 2
Waikari ..	311	11 5 9	1,483 12 0	92	765 3 10	22	152	1,889 2 0	8	60	349,272 11 2
Whitecliffs ..	132	4 6 6	371 10 4	37	126 13 10	10	67	200 18 0	..	25	987 11 6
Woolston ..	109	3 16 3	213 14 7	72	209 2 6	13	121	801 16 11	5	41	91 15 6
DUNEDIN ..	13,127	629 12 3	40,473 12 10	25,690	101,460 18 10	2,804	26,149	349,565 8 11	2,495	22,330	4,511 13 10
Alexandra South ..	987	38 14 3	3,602 16 5	142	551 9 9	46	273	1,629 0 4	19	88	95 14 11
Allanton ..	76	2 12 0	254 10 8	29	88 13 6	9	33	388 3 6	1	13	1,302 18 8
Balclutha ..	928	32 6 6	2,366 10 6	424	1,766 11 11	96	574	7,793 1 8	29	205	1,032 1 3
Caversham ..	174	7 0 3	522 16 2	351	1,186 19 7	54	754	1,704 6 0	9	30	777 18 8
Clinton ..	613	21 6 6	2,059 11 8	123	444 9 1	28	218	1,920 8 0	18	74	1,060 13 10
Clyde ..	395	16 3 6	1,447 19 6	133	448 18 6	14	99	1,040 2 6	9	51	82 17 0
Cromwell ..	740	27 19 0	2,264 18 11	220	881 15 2	30	157	2,517 18 4	14	61	156 18 0
Dunback ..	119	2 13 6	514 8 0	31	197 14 11	6	18	205 19 10	3	12	1,675 15 6
Dunedin North ..	1,419	66 18 0	3,265 6 9	611	2,143 13 4	388	4,210	21,756 8 6	148	883	527 6 6
Green Island ..	138	6 6 9	359 10 2	164	544 1 8	35	197	843 11 7	7	52	7,288 15 9
Hamilton South ..	211	6 16 0	935 3 2	8	47 7 9	3	25	301 13 0	2	7	148 5 8
Heriot ..	234	7 4 9	547 14 9	46	163 7 0	8	37	594 2 0	2	9	130 5 6
Hyde ..	519	18 14 6	1,738 10 1	90	285 8 0	10	60	351 7 6	2	19	..
Kaitangata ..	735	25 10 9	2,122 19 11	297	1,135 11 9	55	450	2,976 12 7	29	115	..
Kelso ..	301	11 4 3	1,013 6 7	46	197 4 10	11	50	486 18 4	4	25	..
Lawrence ..	871	32 7 3	2,693 19 6	514	2,131 11 4	87	597	7,340 19 3	45	236	..
Lovell's Flat§ ..	6	0 4 0	19 13 0	..	..	1	1	12 0 0	..	..	..
Macrae's Flat ..	368	14 1 6	1,422 12 0	40	161 8 3	6	20	163 14 0	2	23	..
Middlemarch ..	448	13 5 3	1,422 11 3	55	267 1 1	11	38	421 13 8	8	21	..

* Transferred to Christchurch District 1st April, 1898.

† Opened 1st May, 1897.

‡ Opened 24th Feb., 1897.

§ Opened 8th Nov., 1897.

Table No. 4—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in New Zealand during the Year 1897—continued.

Office.	Money Orders.					Savings Banks.					
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.
DUNEDIN—cont'd.		£ s. d.	£ s. d.	£ s. d.			£ s. d.		£ s. d.		£ s. d.
Miller's Flat ..	275	8 11 3	907 2 3	22	86 15 6	9	47	658 1 5	4	31	517 6 9
Milton ..	802	30 6 6	2,177 2 4	515	1,818 1 1	79	534	5,241 11 7	26	238	4,132 1 6
Mosgiel ..	361	15 1 6	915 15 9	285	1,065 8 0	32	300	2,178 9 1	12	81	1,525 10 8
Naseby ..	1,108	32 15 3	5,384 0 1	302	1,246 13 2	45	255	2,119 18 6	21	77	1,490 19 5
Nenthorn ..	46	1 6 6	112 6 8	11	93 8 4	3	16	21 0 0	..	2	6 0 0
Ophir ..	654	21 19 0	2,089 14 8	56	248 13 0	11	35	947 17 0	4	13	137 9 1
Outram ..	249	9 0 6	731 14 0	92	392 6 5	14	100	587 9 0	8	40	367 4 0
Owaka ..	699	18 8 6	2,160 0 8	181	800 19 1	25	140	1,439 5 1	7	91	1,280 15 11
Palmerston ..	735	24 11 3	2,319 1 8	372	1,631 2 11	54	394	3,772 9 9	23	146	3,342 0 8
Patearoa ..	279	8 12 0	851 14 9	16	43 0 0	..	..	..	..	..	..
Pembroke ..	195	8 16 3	677 16 9	34	184 1 10	13	77	307 15 2	2	14	240 11 11
Port Chalmers	1,359	58 13 0	3,426 18 8	866	3,063 4 0	190	1,801	9,327 19 11	87	451	4,699 7 3
Puerua ..	105	3 0 0	250 0 11	37	121 16 0	13	62	331 5 0	..	5	44 17 6
Roxburgh ..	698	23 6 3	2,684 19 11	156	589 10 1	34	280	2,037 16 3	23	114	1,846 6 9
St. Bathans ..	484	17 13 10	1,586 15 9	44	155 2 1	11	58	413 7 8	2	29	228 4 3
Seacliff ..	197	6 7 0	623 8 5	87	324 8 8	8	123	743 13 7	2	24	321 5 7
South Dunedin	421	18 5 0	833 3 7	454	1,598 6 7	108	877	3,386 14 0	38	178	1,554 4 3
Stirling ..	240	7 16 0	614 14 0	63	212 3 10	12	80	746 17 9	8	33	505 4 11
Tapanui ..	664	20 8 9	2,074 9 11	176	658 15 3	22	258	2,720 13 3	13	63	1,960 11 9
Waihola ..	143	4 11 9	387 16 0	35	170 18 10	18	74	756 12 0	9	22	377 10 8
Waikaia ..	558	22 9 6	2,105 18 11	51	197 7 6	32	217	986 17 10	15	48	871 7 6
Waikoiko ..	46	1 5 6	111 4 10	16	56 19 0	..	..	..	..	..	..
Waikouaiti ..	355	11 5 6	1,122 19 2	240	721 9 0	12	123	1,305 13 11	9	74	1,320 4 4
Waipori ..	153	4 19 9	422 2 9	26	115 10 10	..	..	..	..	..	..
Waitahuna ..	237	7 11 6	764 18 5	75	345 0 8	17	81	1,223 14 0	5	28	436 19 7
Waitati ..	83	2 16 0	269 1 11	98	371 12 3	14	50	587 5 10	20	42	329 1 1
GISBORNE	2,802	157 19 3	9,062 13 10	1,118	4,327 8 10	543	3,326	33,536 5 2	428	2,486	31,411 13 3
Tolaga Bay ..	165	9 3 0	494 9 0	43	105 9 0	20	54	533 10 10	4	20	150 15 2
Waipiro Bay ..	222	15 11 6	848 8 3	46	263 11 4	35	152	1,748 7 1	14	40	445 10 8
GREYMOUTH	2,707	136 5 3	8,137 11 2	2,227	7,704 1 3	331	2,045	30,896 10 0	307	1,883	33,092 18 9
Ahaura ..	327	14 7 0	1,606 7 10	71	254 16 5	19	61	690 18 7	4	25	214 5 10
Blackball Mine	269	8 16 6	746 8 0	22	65 18 4	16	95	549 0 7	8	43	442 16 0
Brunnerton ..	682	31 1 3	2,047 17 0	286	1,024 15 6	75	538	4,698 9 7	13	173	1,606 10 0
Jackson's ..	823	31 14 0	3,247 19 2	29	142 8 1	36	81	695 1 10	5	19	171 1 8
Nelson Creek ..	207	6 2 9	577 12 0	10	56 4 0	..	21	232 3 0	1	7	69 16 4
Ngahere ..	116	4 15 0	268 11 6	17	64 2 0	6	29	160 15 0	2	5	30 4 2
Reefton ..	2,233	119 15 3	7,061 10 4	630	2,439 0 7	153	769	9,304 14 3	56	259	4,295 7 9
Stillwater ..	166	7 1 3	451 12 2	42	164 1 2	6	46	400 14 0	3	45	434 15 4
Totara Flat ..	160	5 14 6	323 1 3	62	223 11 5	3	25	229 8 0	..	4	42 15 0
HOKITIKA	1,484	68 18 9	4,136 0 8	984	3,664 11 1	133	767	14,641 9 3	115	775	15,135 0 5
Goldsborough ..	125	5 7 3	276 8 1	23	134 13 2	7	28	722 3 0	1	12	209 10 8
Kumara ..	962	39 15 3	2,369 18 7	492	1,871 2 2	60	399	4,697 17 6	34	210	3,241 8 8
Rimu ..	117	3 10 6	161 14 5	25	75 3 4	10	111	725 3 0	3	73	378 7 5
Ross ..	433	15 19 9	1,092 4 3	236	1,031 4 11	30	152	1,382 8 7	19	84	1,130 14 8
Stafford ..	272	8 8 3	640 7 4	38	126 8 1	15	77	628 7 0	6	27	145 9 2
INVERCARGILL	4,013	181 7 3	11,774 9 2	4,442	15,182 12 8	677	4,663	66,566 5 8	628	3,828	70,072 17 11
Arrowtown ..	622	25 18 3	1,909 9 3	141	702 13 5	26	149	1,335 3 2	11	40	461 3 4
Balfour ..	52	2 0 6	137 5 7	22	80 1 3	14	61	1,206 5 0	5	28	408 13 6
Bluff ..	926	36 7 9	2,336 1 10	326	1,251 0 11	64	408	3,456 15 10	21	140	1,387 11 8
Dipton ..	149	4 15 0	453 11 3	42	139 18 5	10	62	478 15 9	6	25	199 14 7
Edendale ..	152	5 4 3	398 17 8	49	240 18 7	18	43	852 0 8	3	18	283 0 5
Fairfax ..	57	1 15 0	100 13 5	30	89 0 9	2	26	188 1 0	2	12	91 9 11
Fortrose ..	308	8 9 9	857 6 1	53	170 10 9	13	58	682 6 0	3	13	194 12 3
Gore ..	1,736	67 9 9	5,360 12 2	668	2,198 12 7	157	971	11,873 18 5	79	402	7,359 10 9
Half-moon Bay	98	3 1 6	344 4 6	49	400 19 1	5	28	226 6 0	..	7	46 0 0
Kingston ..	158	4 17 9	394 11 11	5	32 7 0	3	21	143 0 0	..	1	0 15 0
Lumsden ..	383	15 14 9	1,119 19 9	114	460 9 10	26	119	799 4 2	15	39	537 19 1
Mataura ..	704	23 9 9	1,849 6 10	143	455 13 2	34	287	2,260 18 3	14	131	2,301 4 0
Nightcaps* ..	10	0 7 6	45 6 6	1	2 0 0	9	18	17 11 0	..	1	25 0 0
Orepuki ..	493	17 1 0	1,571 0 0	41	171 2 1	22	200	2,523 4 0	14	61	1,206 11 5
Otautau ..	303	11 16 0	874 16 5	65	233 7 3	10	82	953 2 2	9	42	1,289 11 2
Pukerau ..	115	3 15 6	364 18 11	33	115 0 4	13	87	480 7 0	5	30	975 6 6
Queenstown ..	769	30 17 3	2,471 14 5	202	955 18 5	52	335	3,313 4 5	21	76	1,122 16 6
Riversdale ..	405	14 15 9	1,125 10 2	65	300 7 3	18	124	427 6 0	6	36	466 10 8
Riverton ..	609	22 18 9	1,891 8 10	394	1,293 14 9	59	478	3,989 12 6	33	172	2,590 18 8
Thornbury ..	124	4 9 6	344 1 10	29	129 5 4	13	57	371 13 1	5	17	215 1 8
Waikaka ..	225	6 18 6	616 1 5	9	66 19 6	3	16	51 0 0	2	7	72 13 0
Waipahi ..	146	4 10 9	414 13 2	51	108 13 10	4	29	163 19 0	3	13	335 10 4
Wairio ..	144	5 16 3	482 10 2	30	94 6 10	8	39	450 17 0	6	17	220 10 11
Winton ..	574	21 14 6	1,514 11 9	183	808 13 8	52	221	2,716 7 7	16	104	2,185 8 2
Woodlands ..	146	5 7 3	415 18 3	80	244 16 7	3	31	359 0 8	1	31	241 14 11
Wyndham ..	415	14 18 9	1,287 13 2	130	415 6 4	44	284	2,475 6 7	19	85	1,883 4 2
NAPIER	5,641	290 12 0	17,774 19 2	4,727	18,783 0 7	847	6,000	74,029 8 5	889	5,390	80,050 0 8
Dannevirke ..	1,811	72 2 0	5,210 8 4	671	2,606 17 8	170	757	9,008 8 3	62	380	6,707 17 8
Hastings ..	2,089	104 0 6	6,096 8 6	1,220	4,356 18 9	300	1,794	16,191 5 6	110	771	9,101 7 7
Herbertville ..	187	11 8 6	657 8 2	40	142 14 0	17	90	532 5 6	6	19	173 18 10
Kaikora North	300	12 5 9	873 6 0	108	361 10 8	16	108	1,163 8 0	4	47	779 15 11
Kumeroa ..	163	5 6 6	545 0 10	12	35 13 3	5	18	99 0 1	2	15	26 3 5
Makaretu ..	178	6 9 0	439 14 1	18	72 4 5	7	40	225 2 0	3	24	123 2 10
Makotuku ..	214	6 19 6	554 18 6	91	298 15 4	6	63	783 19 0	5	29	470 16 1
Mohaka ..	134	6 0 9	378 3 0	38	210 9 9	10	62	408 18 4	2	13	148 6 3
Norsewood ..	541	21 5 3	2,479 9 4	75	243 3 4	15	96	1,063 14 9	15	75	604 16 2
Ongaonga ..	208	7 1 0	518 6 10	36	134 13 8	8	110	330 17 0	3	15	102 11 1
Ormondville ..	370	10 11 6	1,112 16 6	112	562 13 0	16	83	692 14 1	6	43	749 14 10

* Opened 24th October, 1897.

Table No. 4—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in New Zealand during the Year 1897—continued.

Office.	Money Orders.					Savings Banks.					
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.
NAPIER—continued.		£ s. d.	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Porangahau ..	419	27 18 3	1,368 11 8	59	286 10 4	15	44 678 3 0	5	31 961 0 11		
Spit ..	769	37 2 3	1,932 10 9	263	940 0 2	53	545 1,925 7 8	5	64 479 0 10		
Takapau ..	491	18 18 3	1,462 12 10	81	298 12 11	14	91 924 10 3	2	43 398 13 8		
Taradale ..	160	6 17 6	445 6 8	79	307 18 10	12	40 110 19 0	4	24 145 4 10		
Te Aute ..	180	8 8 9	531 15 1	71	283 10 2	5	39 367 7 11	1	26 284 7 3		
Tikokino ..	173	6 17 0	537 19 4	18	66 14 6	7	36 211 1 0	..	21 148 8 11		
Waipawa ..	1,218	48 7 6	3,238 13 11	754	2,101 6 11	104	625 7,590 9 4	55	259 4,528 11 11		
Waipukurau ..	807	33 6 3	2,119 5 7	273	854 0 8	54	351 4,101 7 9	24	132 2,230 4 4		
Wairoa ..	647	35 0 6	2,284 3 10	328	1,178 18 10	49	297 2,631 3 7	27	140 1,528 5 6		
Weber ..	125	4 0 6	383 9 0	15	62 16 10	..	.. ..	..	.. ..
NELSON..	3,495	160 10 3	10,902 0 1	4,713	17,002 10 0	468	3,715 69,245 10 10	425	3,152 71,366 3 6		
Belgrove ..	145	5 5 0	405 15 7	51	170 14 1	15	144 922 0 0	3	23 203 2 6		
Brightwater ..	117	4 17 9	318 0 4	68	291 1 8	7	97 722 11 0	1	28 307 2 10		
Collingwood ..	978	39 18 0	4,019 17 4	92	634 19 1	56	275 4,262 0 3	12	93 1,861 7 11		
Motueka ..	673	22 9 0	2,058 2 1	257	876 14 1	58	459 4,068 13 2	20	179 3,267 14 0		
Motupiko ..	64	2 14 6	258 2 10	20	113 0 10	5	45 351 6 3	..	3 59 0 0		
Ngatimote ..	72	2 11 0	158 11 9	26	119 13 9	12	61 494 18 0	1	20 128 4 1		
Richmond ..	194	10 0 6	668 17 7	161	705 2 11	23	230 2,282 9 0	9	63 1,281 1 2		
Takaka ..	460	18 7 6	1,508 11 10	155	702 0 3	45	226 3,447 7 11	15	107 2,032 18 1		
The Port ..	242	13 7 0	777 10 8	89	324 13 4	21	165 678 13 0	2	15 135 5 1		
Thorpe* ..	..	..	..	..	..	..	..	..	..
Upper Moutere ..	89	4 0 0	240 3 7	17	54 5 10	5	34 82 7 0	..	16 183 14 0		
Wakefield ..	239	9 13 9	690 2 5	124	505 9 5	33	199 2,270 0 4	5	55 1,847 11 10		
NEW PLYMOUTH..	3,585	157 18 3	10,272 13 5	3,625	15,501 12 2	510	3,231 50,634 1 6	509	2,814 53,383 3 10		
Inglewood ..	1,122	39 9 3	3,308 15 10	309	1,275 19 10	122	805 9,473 17 4	57	309 5,307 9 6		
Midhurst ..	412	13 15 3	1,237 6 11	113	604 18 11	19	134 841 13 3	10	77 586 14 3		
Opunake ..	740	31 16 3	2,131 1 8	191	849 2 5	43	218 1,799 18 4	16	104 2,261 12 0		
Pungarehu ..	372	18 4 3	1,136 5 2	130	835 13 0	22	86 822 4 2	4	48 422 10 9		
Stratford ..	1,984	74 2 3	6,405 17 8	620	2,262 13 2	169	820 9,700 13 0	64	378 5,783 18 7		
Waitara ..	822	40 17 9	2,785 2 5	275	981 19 2	77	502 5,125 3 0	29	151 3,803 5 10		
OAMARU	3,425	130 15 6	16,775 16 11	2,227	10,288 7 0	473	3,506 45,429 5 3	435	2,495 46,697 11 6		
Duntroon ..	338	8 16 3	1,886 16 0	60	475 14 10	25	113 1,356 15 5	4	47 838 16 2		
Hampden ..	437	14 8 6	1,495 15 10	435	1,816 0 4	8	59 519 19 0	4	30 277 11 4		
Herbert ..	234	7 18 0	762 8 1	53	303 12 2	11	77 653 19 0	5	48 461 11 5		
Kakanui ..	61	2 1 0	162 18 3	29	142 3 11	3	6 38 6 9	1	8 22 1 11		
Kurov ..	390	12 13 3	1,788 16 11	140	633 8 4	28	126 621 6 0	12	34 626 13 3		
Maheno ..	130	4 15 0	419 1 3	37	209 11 3	16	89 424 11 0	3	25 368 16 11		
Ngapara ..	174	5 18 9	475 11 6	47	381 6 10	12	77 787 6 0	5	16 94 2 2		
Shag Point ..	209	6 12 3	414 9 3	82	304 4 0	19	166 338 9 3	11	37 277 3 1		
THAMES	4,996	240 10 9	15,985 8 6	2,471	10,610 19 11	783	5,303 60,894 6 10	792	4,842 69,352 8 6		
Karangahake ..	2,395	106 7 6	7,740 11 6	311	1,575 17 10	271	1,178 10,168 8 11	75	428 5,220 5 4		
Katikati ..	168	6 18 9	439 9 8	99	426 2 0	19	129 442 10 0	2	52 191 13 7		
Maketu ..	131	5 15 0	435 3 6	43	164 4 2	7	20 199 18 2	6	22 198 19 8		
Miranda ..	64	2 5 6	145 2 5	8	29 9 0	3	8 18 13 6	1	5 23 3 8		
Opotiki ..	682	24 16 0	2,226 14 6	269	1,423 19 0	59	272 4,207 1 4	47	143 3,373 17 2		
Paeroa ..	2,572	119 9 3	8,621 7 7	914	3,770 4 0	231	887 9,574 15 4	99	415 6,037 16 3		
Tauranga ..	746	28 19 3	1,886 12 3	661	2,159 16 11	68	486 6,189 16 0	45	246 5,457 5 5		
Te Aroha ..	1,634	62 3 9	5,785 18 8	567	2,742 18 0	86	556 4,319 4 0	48	285 3,491 1 7		
Te Puke ..	326	14 15 3	1,044 12 8	156	723 4 7	32	98 1,112 11 3	8	37 734 5 1		
Waihi ..	3,420	165 12 6	12,784 5 8	422	1,741 6 9	367	1,703 15,000 0 1	147	618 8,082 0 1		
Waikino† ..	450	19 12 6	1,724 2 2	38	181 11 5	62	218 2,034 1 1	12	58 538 17 5		
Waiorongomai ..	190	7 14 9	640 6 7	35	175 2 5	15	69 347 10 2	3	24 209 19 7		
Waitekauri ..	2,618	140 4 0	10,213 3 1	215	1,007 15 4	345	1,563 14,164 15 5	104	348 4,380 9 11		
Whakatane ..	393	17 6 0	1,748 16 9	133	766 9 11	19	67 625 12 5	10	41 835 4 7		
TIMARU	3,755	161 9 6	12,988 0 5	1,939	7,049 7 5	614	4,413 69,934 9 9	575	3,569 64,016 19 3		
Albury ..	124	3 13 0	817 17 9	36	365 13 8	8	31 230 12 10	..	24 257 18 0		
Fairlie ..	288	11 2 0	1,081 13 6	96	543 3 7	39	114 1,622 11 7	18	49 717 5 2		
Geraldine ..	917	31 19 9	3,612 15 10	304	1,073 11 10	100	502 10,002 9 7	61	249 7,337 16 8		
Glenavy ..	155	3 19 3	390 3 1	42	215 1 6	4	23 230 8 0	4	12 480 10 9		
Makikihi ..	127	4 10 3	326 13 2	19	52 19 3	8	41 615 14 1	3	18 369 4 11		
Orari ..	116	3 2 9	255 1 0	48	233 18 7	2	17 631 14 5	4	15 56 1 8		
Pleasant Point..	272	9 6 6	747 0 6	57	225 6 9	13	65 420 17 2	1	31 216 8 6		
St. Andrew ..	193	7 19 0	730 13 9	94	592 1 9	16	88 837 10 6	..	25 194 15 0		
Temuka ..	1,027	31 5 3	5,852 5 7	310	1,474 7 0	98	575 8,098 1 1	16	220 3,093 5 2		
Waimate ..	1,122	41 2 6	4,343 2 6	460	1,915 6 2	131	760 10,656 2 11	64	323 7,881 6 10		
Winchester ..	30	1 4 3	84 0 7	27	133 10 0	2	40 539 1 3	..	18 426 8 4		
WANGANUI	5,410	249 11 9	19,769 17 8	4,073	14,201 4 9	877	5,764 83,815 11 11	953	5,207 90,547 1 4		
Alton ..	68	2 6 3	184 10 2	9	46 12 4	10	31 196 11 0	1	19 151 13 8		
Bull's ..	573	26 14 6	1,569 8 10	198	959 8 4	36	279 2,153 12 0	26	102 1,920 7 3		
Eltahm ..	737	28 2 9	2,632 16 1	216	975 17 7	61	348 4,149 8 3	27	177 3,161 0 8		
Fordell ..	240	9 18 0	1,057 16 6	60	234 6 7	20	109 1,032 19 8	3	28 362 0 2		
Hawera ..	1,868	89 10 3	6,043 19 11	1,175	3,961 0 5	243	1,348 15,666 1 8	124	559 12,509 2 5		
Hunterville ..	1,318	42 6 6	4,961 10 5	291	1,179 11 1	105	314 3,689 4 5	32	145 2,401 2 3		
Hurleyville ..	42	1 11 6	209 7 9	4	33 14 6	7	21 90 19 0	3	8 69 15 5		
Kaimanuka ..	47	2 0 6	212 19 1	3	11 13 6	2	11 173 11 2	..	11 82 7 0		
Kaponga ..	224	7 3 0	795 15 8	63	330 11 4	21	119 660 14 2	9	35 805 3 0		
Manaia ..	651	29 2 3	2,517 6 4	236	1,007 4 3	93	430 6,245 12 1	34	167 5,432 6 4		
Mangamahu ..	142	3 1 6	731 1 8	9	9 9 5	..	..	..	..
Mangaonohot ..	24	1 0 3	83 13 7	4	17 19 0	1	6 122 10 0	..	3 48 0 0		
Mangaweka ..	790	34 10 0	2,128 8 5	154	976 0 6	38	181 1,453 14 10	22	106 1,313 15 1		
Manutahi ..	52	1 10 6	118 11 1	43	98 19 2	11	46 892 11 3	2	26 302 10 2		
Marton ..	1,421	64 0 0	5,242 16 7	825	2,861 17 9	137	822 8,108 14 4	56	356 7,224 12 9		
Normanby ..	216	8 12 6	729 5 8	128	603 5 3	29	192 1,765 3 8	8	70 776 18 6		
Ohingaiti ..	772	34 3 3	2,820 13 10	111	383 13 4	66	346 2,040 5 7	14	85 1,206 17 11		

* Opened 16th December, 1897. † Opened 24th March, 1897. ‡ Opened 24th September, 1897.

Table No. 4—continued.

TABLE showing the Number and Amount of Transactions at the several Money Order and Savings Bank Offices in New Zealand during the Year 1897—continued.

Office.	Money Orders.						Savings Banks.					
	Issued.			Paid.			New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.	No.		Amount.	No.		Amount.	
WANGANUI—cont'd.		£ s. d.	£ s. d.		£ s. d.			£ s. d.			£ s. d.	
Otaihape* ..	105	3 10 0	302 9 4	9	75 2 0	27	73	511 11 11	8	30	292 9 5	
Patea ..	804	33 8 3	2,168 0 10	376	1,351 3 7	75	526	5,579 11 10	45	173	2,849 18 1	
Raetihi ..	349	8 9 0	1,292 18 4	56	648 7 9	22	72	1,270 1 10	..	32	528 15 0	
Turakina ..	208	8 3 6	745 5 7	51	202 9 0	12	81	715 10 4	6	27	645 10 10	
Waitotara ..	214	9 2 9	713 0 5	76	341 18 5	35	159	1,346 14 9	7	57	372 4 4	
Waverley ..	716	27 0 0	2,694 8 11	157	590 7 3	61	503	4,949 3 0	15	137	2,581 17 6	
WELLINGTON ..	19,928	1,531 3 0	63,940 7 8	29,637	121,610 0 7	4,266	34,945	435,544 2 1	3,876	30,422	458,223 0 11	
Adelaide Road ..	228	8 13 9	421 14 5	32	154 0 3	67	727	2,402 0 7	10	109	829 13 0	
Alfredton ..	150	4 16 0	552 0 6	29	225 15 9	6	38	682 10 0	2	26	413 0 8	
Apiti ..	263	5 15 0	964 8 9	40	195 11 5	10	43	678 7 1	7	22	372 4 8	
Ashurst ..	421	13 5 6	1,214 7 10	190	704 7 1	40	250	1,133 9 11	26	147	1,862 17 4	
Carterton ..	950	43 2 6	2,858 19 7	445	1,674 0 3	113	768	7,079 5 11	63	285	5,199 8 11	
Castlepoint ..	51	2 1 0	165 7 0	6	22 3 6	1	2	47 10 0	..	..	..
Chatham Islands ..	123	4 12 0	496 9 0	26	231 2 0	5	12	229 16 9	1	4	88 14 1	
Courtenay Place† ..	136	5 12 6	344 3 0	2	4 17 6	24	151	299 5 6	..	16	74 5 0	
Eketahuna ..	900	28 18 6	2,953 9 6	232	958 2 10	62	394	3,600 9 6	29	222	3,459 17 10	
Featherston ..	931	41 10 9	2,369 10 0	236	874 8 3	51	329	4,901 6 10	14	135	3,772 17 10	
Feilding ..	1,993	85 0 9	6,852 2 11	1,232	3,960 15 2	196	1,136	13,123 16 8	101	514	13,127 8 10	
Fowler's ..	379	12 8 3	1,360 6 1	85	347 1 8	31	115	1,878 11 0	12	57	1,392 5 9	
Froxton ..	621	24 11 3	1,498 6 0	381	1,305 18 10	75	569	3,985 3 7	32	193	3,995 1 4	
Greytown North ..	778	37 3 3	2,316 11 8	340	1,230 11 6	70	521	5,866 6 0	50	269	3,804 11 0	
Hulcombe ..	374	12 13 9	1,131 14 11	93	341 4 9	35	191	1,611 17 7	11	71	1,035 2 3	
Hukanui‡ ..	112	3 5 0	362 5 7	4	16 2 3	12	48	71 1 6	..	5	29 3 0	
Hutt ..	416	18 11 6	1,178 17 11	183	805 15 6	86	654	6,238 16 7	39	192	2,593 4 2	
Johnsonville ..	124	4 0 6	271 2 6	48	195 0 0	42	507	1,804 4 0	12	137	1,490 9 4	
Kaitoke ..	173	5 5 6	654 9 6	25	66 19 9	5	121	1,072 14 0	..	26	407 17 0	
Kaiwarawara ..	70	2 12 3	132 7 4	25	146 7 0	15	246	394 10 0	1	25	95 5 0	
Levin ..	823	28 13 0	1,992 6 5	272	1,031 19 4	68	388	2,479 0 6	12	125	1,217 6 6	
Makuri ..	382	7 17 3	1,127 7 4	49	262 1 1	17	56	640 18 0	3	24	537 18 8	
Mangatainokas§ ..	54	1 4 3	120 10 10	3	11 12 3	3	7	138 13 9	..	7	29 19 2	
Manukau ..	140	7 13 0	460 12 2	57	202 13 10	16	63	941 9 8	5	26	442 8 7	
Martinborough ..	652	31 9 3	1,595 8 0	84	269 1 4	41	188	2,419 9 5	18	83	1,193 19 1	
Masterton ..	2,716	118 10 9	11,528 18 3	1,521	5,270 0 3	302	1,803	21,236 7 11	125	874	13,273 9 2	
Mauriceville ..	254	8 4 0	958 8 6	43	162 11 0	16	99	985 16 0	4	56	407 12 11	
Ngahauranga ..	159	5 18 6	341 11 2	15	63 17 0	25	204	640 18 3	3	33	304 16 10	
Otaki ..	892	41 7 9	2,784 15 9	353	1,116 3 10	57	339	3,372 13 2	31	198	2,098 14 1	
Pahiatua ..	2,265	74 18 0	11,302 16 6	639	2,533 14 10	146	775	6,628 19 7	56	354	6,266 3 7	
Palmerston North ..	3,827	165 7 6	11,642 1 5	3,189	10,955 10 7	501	3,195	34,390 1 0	216	1,466	22,061 12 8	
Paraparaumu|| ..	41	1 8 6	92 6 10	11	43 18 6	10	30	204 18 0	..	11	157 0 0	
Petone ..	736	30 2 0	1,719 16 3	359	1,016 14 0	94	1,312	7,875 17 6	35	353	6,930 17 10	
Pohangina ..	100	2 16 3	319 11 10	37	141 19 10	..	..	..	1	2	30 11 8
Porirua ..	122	6 10 3	360 13 6	19	65 4 1	6	48	174 8 6	..	14	109 10 1	
Rangiwahia ..	219	4 17 6	1,040 16 2	40	225 1 2	..	..	..	..	..	..
Rongotea ..	274	12 11 3	972 3 4	29	113 5 3	22	88	649 11 4	7	46	662 18 7	
Sanson ..	168	6 0 0	488 19 7	70	210 10 3	31	156	1,360 17 2	7	41	809 13 1	
Shannon ..	271	9 3 0	790 10 0	99	476 4 3	10	120	959 6 0	3	25	470 17 6	
Taueru ..	119	6 2 0	311 12 7	17	54 7 10	9	52	207 0 0	1	18	124 18 11	
Te Aro ..	2,175	90 8 3	4,962 17 10	131	475 5 8	392	4,535	15,473 9 0	37	295	1,606 15 0	
Te Nui ..	408	13 17 6	1,042 4 0	67	279 0 5	28	160	1,331 19 0	14	62	674 3 6	
Upper Hutt ..	230	9 2 3	682 18 2	90	431 12 3	27	194	1,818 10 11	5	61	672 7 9	
Waituna West¶ ..	50	1 13 6	130 12 6	5	26 19 4	..	..	..	..	..	..
Wellington South ..	264	11 5 0	721 10 5	89	355 15 8	48	585	2,173 3 2	16	118	522 17 11	
Whakataki ..	87	3 3 9	239 7 9	11	70 8 0	4	16	56 4 0	..	5	59 18 4	
Woodville ..	1,405	47 8 0	5,987 5 0	583	2,016 10 1	106	581	8,017 12 8	60	273	5,676 9 10	
WESTPORT ..	2,837	139 14 3	8,393 17 4	1,364	4,713 3 2	352	1,877	30,667 10 3	241	1,498	22,770 1 6	
CAPE FOULWIND ..	85	3 7 6	216 12 2	26	81 9 0	4	39	242 0 0	..	3	22 5 6	
Capleston ..	74	3 3 3	220 7 3	19	89 0 2	..	4	54 0 0	1	6	166 19 5	
Charleston ..	386	15 15 0	1,206 2 0	73	282 6 11	19	189	1,684 13 10	6	64	911 2 5	
Denniston ..	1,228	57 2 9	3,523 3 1	115	460 5 2	48	513	3,373 2 3	13	161	1,592 14 11	
Granity Creek ..	365	15 16 0	976 0 1	29	110 15 11	33	157	673 9 11	1	23	124 4 6	
Longford ..	113	4 9 5	404 8 5	5	17 13 7	2	7	221 17 2	..	7	128 0 0	
Lyell ..	690	25 8 3	2,226 14 6	135	509 5 8	23	117	890 1 7	13	40	664 6 6	
Mokihinui ..	80	2 15 3	324 2 0	50	233 15 8	2	31	256 0 6	1	5	44 9 0	
Murchison ..	348	15 1 0	1,408 9 1	34	153 9 4	10	65	427 13 0	2	23	556 18 9	
Seddonville ..	239	9 14 6	748 14 3	40	187 5 6	19	95	1,000 6 3	2	31	376 14 10	
Waimangaroa ..	281	10 7 9	892 4 4	34	131 16 4	11	66	242 5 0	1	11	69 5 2	

SUMMARY.

POSTAL DISTRICT OF—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland ..	56,205	2,979 14 10	190,744 14 8	52,368	195,255 3 2	5,464	36,203 491,174 12 7
Blenheim ..	4,814	199 1 3	14,822 15 1	2,481	8,871 8 0	519	3,736 43,961 2 10
Christchurch ..	32,367	1,460 17 6	113,366 16 2	28,836	117,628 3 7	5,936	52,179 626,573 19 5
Dunedin ..	33,555	1,370 18 7	104,653 14 7	33,324	130,417 0 2	4,478	39,942 443,855 17 1
Gisborne ..	3,189	182 13 9	10,405 11 1	1,207	4,696 9 8	598	3,532 35,818 3 1
Greymouth ..	7,690	365 12 9	24,468 10 5	3,396	12,138 18 9	645	3,710 47,857 14 10
Hokitika ..	3,393	142 9 9	8,676 13 4	1,798	6,903 3 7	255	1,534 22,797 8 4
Invercargill ..	13,836	545 18 6	40,546 14 5	7,397	26,344 10 7	1,359	8,897 108,361 10 11
Napier ..	16,825	780 19 3	50,945 7 11	9,089	34,189 4 7	1,730	11,289 123,119 11 4
Nelson ..	6,768	293 14 3	22,005 16 1	5,773	21,500 5 3	748	5,650 88,827 16 9
New Plymouth ..	9,037	376 3 3	27,337 3 1	5,263	22,311 18 8	962	5,796 78,397 10 7
Oamaru ..	5,398	193 18 6	24,181 14 0	3,110	14,554 8 8	595	4,219 50,169 18 5
Thames ..	20,785	962 10 9	71,421 15 6	6,342	27,499 1 3	2,367	12,557 129,298 14 6
Timaru ..	8,126	310 14 0	31,229 7 8	3,432	13,874 7 6	1,035	6,669 103,819 13 2
Wanganui ..	16,991	724 18 9	59,726 2 8	8,327	31,101 17 1	1,989	11,781 146,629 19 2
Wellington ..	47,954	2,642 14 9	155,757 3 9	11,173	162,952 7 9	7,191	56,761 606,822 9 7
Westport ..	6,726	302 14 11	20,540 14 6	1,924	6,970 6 5	523	3,160 39,732 19 9
Totals ..	293,659	13,835 15 4	4,970,830 14 11	215,240	837,208 14 8	36,394	267,615 3,187,219 2 4

* Opened 1st May, 1897. † Opened 1st Aug., 1897. ‡ Opened 24th Apr., 1897. § Opened 24th Oct., 1897. || Opened 1st Aug., 1897. ¶ Opened 16th July, 1897.

Table No. 5.

POST-OFFICE SAVINGS-BANKS.—GENERAL STATEMENT.

TABLE showing the Business of the Post-Office Savings-Banks in New Zealand Year by Year, from the Date they were established, in February, 1867, to the 31st December, 1897.

Postal Districts.	Number of Office Savings-Banks Open at the Close of the Year.	Number of Deposits received during the Year.	Total Amount of Deposits received during the Year.	Average Amount of each Deposit received during the Year.	Number of Withdrawals during the Year.	Total Amount of Withdrawals during the Year.	Average Amount of each Withdrawal during the Year.	Excess of Deposits over Withdrawals during the Year.	Excess of Withdrawals over Deposits during the Year.	Cost of Management during the Year.	Average Cost of each Transaction, Deposit or Withdrawal.	Interest for the Year.	Number of Accounts Closed during the Year.	Number of Accounts remaining Open at Close of the Year.	Total Amount standing to the Credit of all open Accounts, inclusive of Interest to the Close of the Year.	Average Amount standing to the Credit of each open Account at Close of the Year.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	£ s. d.			£ s. d.	£ s. d.
Auckland	85	36,203	491,174	12 7	422,406	1 6	68,768	11 1	20,924	9 6	5,464	3,697	21,108	734,651	34 16 1	
Blenheim	8	3,736	43,961	2 10	52,885	17 3	43,869	11 0	26,412	14 10	519	601	3,038	73,538	24 4 1	
Christchurch	49	52,179	626,573	19 5	582,704	8 5	38,993	15 0	21,285	7 4	4,478	3,184	22,818	905,800	28 10 6	
Dunedin	43	39,942	443,855	17 1	404,862	1 12	3,810	4 0	1,283	15 2	598	446	2,818	724,866	31 15 4	
Gisborne	3	3,532	35,818	3 10	32,007	19 10	7,457	4 0	2,754	11 10	645	399	2,830	46,421	23 18 1	
Greytown	10	3,710	47,857	14 10	40,400	10 16	4,550	8 0	2,227	14 10	255	178	1,409	95,835	33 17 3	
Hokitika	6	1,534	22,797	8 14	26,240	11 17	2,556	17 4	5,783	15 5	1,359	937	6,386	74,294	52 14 7	
Invercargill	27	8,897	108,361	10 12	96,175	10 6	12,186	0 5	5,836	19 1	1,730	1,230	7,461	195,243	30 11 6	
Napier	21	11,289	123,119	11 4	109,742	9 0	13,377	1 10	5,836	19 1	1,730	1,230	7,461	203,292	27 4 11	
Nelson	13	5,650	88,827	16 9	82,073	5 22	6,154	11 9	2,687	13 2	962	689	3,874	158,031	33 12 2	
New Plymouth	7	5,796	78,397	10 7	71,548	14 9	6,848	15 0	2,808	17 10	595	480	2,600	94,292	4 24 6	
Oamaru	9	4,219	59,169	18 5	49,664	7 9	505	10 8	4,914	16 11	2,307	1,399	5,987	91,196	1 33 18	
Thames	15	12,517	129,298	14 6	120,127	10 14	21,171	6 8	4,914	16 11	2,307	1,399	5,987	173,200	8 28 18	
Timaru	12	6,669	103,819	13 2	85,447	19 6	18,771	13 8	4,593	13 4	1,035	746	4,619	165,700	3 35 17	
Wanganui	23	11,781	146,629	19 2	130,885	9 1	10,944	10 1	5,617	1 4	1,989	1,395	7,830	195,007	6 24 18	
Wellington	45	56,771	606,822	9 7	568,669	9 2	38,153	0 5	21,214	11 4	7,191	4,945	29,002	743,910	11 5 25	
Westport	12	3,160	39,732	19 9	27,427	2 6	12,305	17 3	1,951	6 3	523	283	1,875	69,538	19 3 37	
Totals for Colony in 1897	388	267,615	3,187,219	2 4	2,891,169	5 8	266,049	16 8	8,924	14 5	36,394	24,821	159,331	4,474,924	18 1 29	
"	1896	242,283	2,881,152	16 3	2,591,358	10 4	289,593	16 11	7,000	0 4	32,982	22,907	147,758	4,311,634	13 5 20	
"	1895	357	217,393	2,794,506	16 0	2,309,333	6 4	425,173	9 5	7,000	0 4	32,982	22,907	147,758	3,895,543	0 3 28
"	1894	348	204,545	2,252,862	6 11	1,521,136	2,268,624	8 4	15,762	1 5	30,261	22,001	137,683	3,340,879	11 4 25	
"	1893	327	202,276	2,386,089	10 7	1,396,739	2,122,321	16 8	...	...	29,755	19,599	122,684	3,241,998	7 10 26
"	1892	318	186,945	1,878,270	6 4	1,020,228	1,821,348	18 1	...	...	26,232	18,171	112,528	2,803,670	12 10 25
"	1891	311	176,971	1,842,987	15 2	1,116,603	1,693,515	9 3	...	...	25,131	17,872	104,467	2,695,547	11 6 25
"	1890	296	162,938	1,658,543	3 5	1,068,668	1,450,437	9 5	...	...	23,179	17,256	97,208	2,441,876	8 7 25
"	1889	294	152,920	1,515,281	1 3	999,185	1,457,681	5 0	...	...	21,778	15,521	90,745	2,191,451	14 1 24
"	1888	290	145,355	1,544,747	7 11	966,204	1,382,471	1 10	...	...	20,368	15,515	84,488	2,048,441	10 9 24
"	1887	283	136,197	1,312,151	1 5	899,662	1,182,409	7 6	...	...	20,368	15,515	79,724	1,813,084	18 8 22
"	1886	271	137,989	1,248,405	6 11	899,182	1,336,287	6 4	87,881	19 5	21,071	16,757	74,871	1,615,979	9 0 21	
"	1885	256	131,373	1,341,001	3 2	848,832	1,264,395	8 3	...	...	20,661	16,421	69,957	1,638,035	19 5 23
"	1884	243	129,279	1,227,909	1 4	808,800	1,195,931	0 11	...	...	20,386	15,907	61,936	1,409,112	0 7 22
"	1883	222	127,069	1,178,474	4 1	784,405	1,295,719	18 3	117,245	14 2	20,386	15,907	61,936	1,409,112	0 7 22	
"	1882	207	129,952	1,325,852	2 11	699,308	1,142,599	0 1	...	...	21,014	14,505	57,517	1,479,950	13 6 25
"	1881	190	125,855	1,189,012	2 7	601,137	1,022,105	1 8	...	...	25,059	12,718	51,008	1,232,787	16 0 23
"	1880	178	81,600	864,441	18 10	574,446	780,504	13 4	63,781	7 4	13,005	9,634	32,132	810,971	8 2 25	
"	1879	165	71,865	812,399	11 11	546,698	876,180	19 3	...	...	13,005	9,634	32,132	810,971	8 2 25
"	1878	147	69,908	762,084	12 0	423,746	742,033	14 3	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1877	138	69,953	681,294	12 0	399,303	667,023	7 5	32,146	14 10	11,235	8,591	28,701	767,375	17 8 26	
"	1876	124	57,295	664,134	12 6	394,866	696,281	7 4	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1875	119	56,129	657,653	4 0	369,977	729,759	17 9	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1874	103	52,627	699,249	4 3	309,778	620,155	8 9	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1873	97	39,223	580,542	5 5	212,668	425,958	3 5	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1872	92	31,681	430,877	0 15	172,254	313,176	7 11	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1871	81	24,642	312,338	18 4	147,773	201,347	16 3	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1870	70	20,480	264,328	5 7	119,934	209,599	13 2	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1869	59	17,133	240,898	5 9	92,992	180,518	4 1	...	...	11,235	8,591	28,701	767,375	17 8 26
"	1868	55	13,014	194,535	11 6	63,951	107,094	7 3	...	...	11,235	8,591	28,701	767,375	17 8 26
Totals for Colony from 1st Feb. to 31st Dec., 1867	46	6,977	96,372	7 10	26,445	18 9	69,956	9 1	...	...	2,520	364	2,156	71,197	14 1 33

Table No. 7

SECURITIES, &c., standing in the Name of the Postmaster-General on Account of the Post-Office Savings-Bank Fund on the 31st December, 1897.

Description of Securities, &c.	Nominal Value.			Value at Cost Price.			Accrued Interest on 31st December, 1897.		
	£	s.	d.	£	s.	d.	£	s.	d.
"The Aid to Public Works and Land Settlement Act 1896" Debentures, 3½ per cent.	250,000	0	0	250,000	0	0	3,643	16	7
"The Aid to Public Works and Land Settlement Act 1896" Debentures, 3 per cent.	25,000	0	0	25,000	0	0	..		
Bank of New Zealand (Hokitika Harbour Board fixed deposit)	300	0	0	300	0	0	7	18	2
"The Consolidated Loan Act 1867" Debentures, 4 per cent. ..	13,000	0	0	12,480	0	0	109	13	11
"The Consolidated Stock Act 1884" Debentures, 4½ per cent. ...	707,129	0	0	707,129	0	0	3,061	16	10
"The Consolidated Stock Act 1884" Debentures, 4 per cent. ..	91,837	0	0	91,837	0	0	332	2	4
"The Consolidated Stock Act 1884" Debentures, 3½ per cent. ...	562,200	0	0	562,200	0	0	1,779	0	2
"The Defence and other Purposes Loan Act 1870" Debentures, 4 per cent.	75,000	0	0	72,000	0	0	632	17	6
"The Defence and other Purposes Loan Act 1870" Debentures, 4½ per cent.	8,100	0	0	8,100	0	0	..		
The District Railways Purchasing Acts, 1885 and 1886, Debentures, 4 per cent.	42,000	0	0	36,076	17	8	418	17	0
The District Railways Purchasing Acts, 1885 and 1886, Scrip, 4 per cent.	34,100	0	0	34,100	0	0	340	1	3
Dunedin Garrison Hall Debentures, 5 per cent.	6,000	0	0	6,000	0	0	129	17	3
"The General Purposes Loan Act 1873" Debentures, 4 per cent.	5,200	0	0	4,342	0	0	43	17	7
"The Government Loans to Local Bodies Act 1886" Debentures, 3½ per cent.	176,000	0	0	176,000	0	0	1,906	17	5
Greymouth Harbour Board Debentures, 5 per cent.	50,000	0	0	50,000	0	0	1,250	0	0
Greymouth Harbour Board Debentures, 4½ per cent.	50,000	0	0	50,000	0	0	1,125	0	0
Hamilton Borough Debentures, 5½ per cent.	3,000	0	0	3,000	0	0	68	14	3
Hokitika Harbour Board Debentures, 5 per cent.	10,000	0	0	10,000	0	0	*868	9	10
"The Immigration and Public Works Loan Act 1870" Debentures, 4 per cent.	174,200	0	0	167,272	0	0	1,469	19	2
"The Immigration and Public Works Loan Act 1870" Debentures, 4½ per cent.	20,900	0	0	20,527	10	0	198	8	2
"The Immigration and Public Works Loan Act 1870" Debentures, 4 per cent. (Imperial guaranteed)	400,000	0	0	400,000	0	0	1,315	1	4
Inscribed Stock, 3 per cent.	284,416	0	0	284,416	0	0	1,681	7	6
The Land for Settlements Acts, 1892 and 1894, Debentures, 4 per cent.	129,100	0	0	129,100	0	0	863	0	4
"The Land for Settlements Act 1894" Debentures, 3½ per cent.	339,690	0	0	339,690	0	0	1,929	8	5
"The Land for Settlements Act 1892" Debentures, 4½ per cent.	45,276	0	0	45,276	0	0	340	9	11
"The Lands Improvement and Native Lands Acquisition Act 1894" Debentures, 4 per cent.	264,000	0	0	264,000	0	0	2,661	14	0
"The Lands Improvement and Native Lands Acquisition Act 1894" Debentures, 3½ per cent.	35,000	0	0	35,000	0	0	250	5	5
"The Native Land Purchases Act 1892" Debentures, 4½ per cent.	125,000	0	0	125,000	0	0	940	1	4
North Rakaia River Board Debentures, 5 per cent.	1,500	0	0	1,500	0	0	31	4	8
Oamaru Borough Consolidated Loan 1893 Debentures, 5 per cent.	13,800	0	0	13,800	0	0	345	0	0
Oamaru Harbour Bonds, 5½ per cent.	32,000	0	0	32,000	0	0	†1,617	15	1
Oamaru Harbour Advances 1887, 5 per cent.	30,000	0	0	30,000	0	0	628	15	4
Patea Harbour Board Debentures, 4½ per cent.	10,000	0	0	10,000	0	0	225	0	0
Thames Borough Debentures, 6 per cent.	6,500	0	0	6,500	0	0	190	3	10
Thames Harbour Board Debentures, 5 per cent.	10,000	0	0	10,000	0	0	250	0	0
"The Public Revenues Act 1893" (Treasury bills), 3½ per cent.	289,200	0	0	289,200	0	0	..		
Westport Harbour Board Debentures, 4½ per cent.	32,000	0	0	32,000	0	0	613	9	7
Westport Harbour Board Debentures, 5 per cent.	339,200	0	0	339,200	0	0	8,480	0	0
Accrued interest on Post Office Account .. ..	..			..			810	8	3
Totals	4,690,648	0	0	4,673,046	7	8	40,560	12	5

* Includes three half-yearly interest-payments of £250, and £50 balance of a fourth not yet paid. Board unable to pay.

† Includes half-yearly interest due 31st July, 1897, £880.

Table No. 8.

POST-OFFICE SAVINGS-BANKS.

Balance-sheet for the Year ended 31st December, 1897.

Dr.			Cr.		
£ s. d.			£ s. d.		
Balance to credit of depositors, 1st January, 1897	4,311,634	13 5	Withdrawals during 1897	2,891,169	5 8
Deposits during 1897	3,187,219	2 4	Balance to credit of depositors, 31st December, 1897	4,744,924	18 1
Interest credited depositors	137,240	8 0			
	<u>£7,636,094</u>	<u>3 9</u>		<u>£7,636,094</u>	<u>3 9</u>
Dr.			Cr.		
£ s. d.			£ s. d.		
Balance to credit of depositors, 31st December, 1897	4,744,924	18 1	Securities (<i>vide</i> Table No. 7)	4,673,046	7 8
	<u>£4,744,924</u>	<u>18 1</u>	Cash in Post Office Account on 31st December, 1897	71,878	10 5
				<u>£4,744,924</u>	<u>18 1</u>
Dr.			Cr.		
£ s. d.			£ s. d.		
Balance forward, 1st January, 1897 ..	73,987	17 11	Interest credited to depositors, 1897 ..	137,240	8 0
Interest received	£177,190	10 1	1896 accrued interest written off ..	33,321	10 7
Interest accrued on 31st December, 1897	40,560	12 5	Paid Public Account, for expenses of management	8,000	0 0
	<u>217,751</u>	<u>2 6</u>	Savings-bank profits carried to revenue ..	15,000	0 0
	<u>£291,739</u>	<u>0 5</u>	Interest on securities purchased from other departments	2,403	16 7
			Balance to next account	95,773	5 3
				<u>£291,739</u>	<u>0 5</u>

Table No. 9.

RETURN showing the Total Number of Post-Office Savings-Bank Accounts open on the 31st December, 1897, classified according to the Balances at Credit, compared with the Number open at the end of 1896.

Postal District.	Not exceeding £20.	Exceeding £20 and up to £50.	Exceeding £50 and up to £100.	Exceeding £100 and up to £200.	Exceeding £200 and up to £300.	Exceeding £300 and up to £400.	Exceeding £400 and up to £500.	Exceeding £500.	Total.
Auckland	14,861	2,372	1,536	1,356	601	174	109	99	21,108
Blenheim	2,436	235	145	115	63	23	11	10	3,038
Christchurch	22,980	3,207	1,933	2,622	571	219	127	101	31,760
Dunedin	16,500	2,461	1,493	1,520	531	120	111	82	22,818
Gisborne	1,481	226	105	83	25	10	8	4	1,942
Greymouth	2,013	280	205	211	73	25	11	12	2,830
Hokitika	864	168	115	139	72	22	11	18	1,409
Invercargill	4,581	741	461	378	168	29	16	12	6,386
Napier	5,585	726	511	414	133	54	23	15	7,461
Nelson	3,375	451	354	322	121	40	18	21	4,702
New Plymouth	2,948	413	237	178	64	22	6	6	3,874
Oamaru	1,818	345	203	234	55	20	9	6	2,690
Thames	4,300	780	406	312	110	30	15	34	5,987
Timaru	3,258	533	322	297	116	33	28	32	4,619
Wanganui	6,064	779	443	318	131	36	27	32	7,830
Wellington	22,840	2,642	1,521	1,206	421	160	108	104	29,002
Westport	1,297	203	145	132	59	22	7	10	1,875
Totals, 1897	117,201	16,562	10,135	9,837	3,314	1,039	645	598	159,331
Totals, 1896	108,249	15,569	9,468	9,245	3,138	948	615	526	147,758

Table No. 10.—SAN FRANCISCO MAIL-SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the San Francisco Mail-service.

FROM LONDON VIA SAN FRANCISCO.

AUCKLAND.			WELLINGTON.			DUNEDIN.			SYDNEY.			MELBOURNE.		
Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.	Date of Despatch from London.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	Date of Arrival in Dunedin.	No. of Days.	Date of Despatch from London.	Date of Arrival in Sydney.	No. of Days.	Date of Despatch from London.	Date of Arrival in Melbourne.	No. of Days.
1897. January 23	1897. February 26	34	1897. January 23	1897. February 28	36	1897. January 23	1897. March 1	37	1897. January 23	1897. March 3	39	1897. January 23	1897. March 4	40
February 20	March 25	33	February 20	March 26	34	February 20	March 28	36	February 20	March 20	37	February 20	March 28	38
March 20	April 23	34	March 20	April 25	36	March 20	April 26	37	March 20	April 27	38	March 20	April 28	39
April 17	May 20	33	April 17	May 21	34	April 17	May 19	35	April 17	May 24	36	April 17	May 25	38
May 15	June 16	32	May 15	June 18	34	May 15	June 19	35	May 15	June 20	36	May 15	June 21	37
June 12	July 14	32	June 12	July 17	35	June 12	July 18	36	June 12	July 19	37	June 12	July 20	38
July 10	August 11	32	July 10	August 12	33	July 10	August 14	35	July 10	August 15	36	July 10	August 16	37
August 7	September 8	32	August 7	September 10	34	August 7	September 11	35	August 7	September 13	37	August 7	September 14	38
September 4	October 6	32	September 4	October 7	33	September 4	October 8	34	September 4	October 11	37	September 4	October 12	38
October 2	November 3	32	October 2	November 4	33	October 2	November 6	35	October 2	November 7	36	October 2	November 9	38
October 30	December 1	32	October 30	December 2	33	October 30	November 4	35	October 30	December 6	37	October 30	December 7	38
November 27	December 29	32	November 27	December 31	34	November 27	December 4	35	November 27	December 6	37	November 27	December 7	38
December 25	1898. January 28	34	December 25	1898. January 30	36	December 25	1898. January 1	35	December 25	1898. January 3	37	December 25	1898. January 4	38
Maximum	...	34	...	...	36	...	...	38	...	...	39	...	...	40
Minimum	...	32	...	...	33	...	...	34	...	...	36	...	...	37
Average	...	32.62	...	...	34.23	...	...	35.69	...	...	37.58	...	...	38.15

TO LONDON VIA SAN FRANCISCO.

MELBOURNE.			SYDNEY.			DUNEDIN.			WELLINGTON.			AUCKLAND.		
Date of Despatch from Melbourne.	Date of Arrival in London.	No. of Days.	Date of Despatch from Sydney.	Date of Arrival in London.	No. of Days.	Date of Despatch from Dunedin.	Date of Arrival in London.	No. of Days.	Date of Despatch from Wellington.	Date of Arrival in London.	No. of Days.	Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.
1897. January 16	1897. February 24	39	1897. January 18	1897. February 24	37	1897. January 20	1897. February 24	35	1897. January 21	1897. February 24	34	1897. January 23	1897. February 24	32
February 13	March 28	43	February 15	March 28	41	February 17	March 28	39	February 18	March 28	38	February 20	March 28	36
March 13	April 21	39	March 15	April 21	37	March 17	April 21	35	March 18	April 21	34	March 20	April 21	32
April 10	May 18	38	April 12	May 18	36	April 14	May 18	34	April 15	May 18	33	April 17	May 18	31
May 8	June 17	40	May 10	June 17	38	May 12	June 17	36	May 13	June 17	35	May 15	June 17	33
June 5	July 15	40	June 7	July 15	38	June 9	July 15	36	June 10	July 15	35	June 12	July 15	33
July 3	August 11	39	July 5	August 11	37	July 7	August 11	35	July 8	August 11	34	July 10	August 11	32
August 31	September 8	39	August 2	September 8	37	August 4	September 8	35	August 5	September 8	34	August 7	September 8	32
September 28	October 6	39	September 30	October 6	37	September 1	October 6	35	September 2	October 6	34	September 4	October 6	32
October 25	November 3	39	September 27	November 3	37	September 29	November 3	35	September 30	November 3	34	September 2	October 6	32
October 23	December 1	39	October 25	December 1	37	October 27	December 1	35	October 28	December 1	34	October 30	December 1	32
November 20	December 30	40	November 22	December 30	38	November 24	December 30	36	November 25	December 30	35	November 27	December 30	33
December 18	1898. January 27	40	December 20	1898. January 27	38	December 22	1898. January 27	36	December 23	1898. January 27	35	December 25	1898. January 27	33
Maximum	...	43	...	...	41	...	...	39	...	...	38	...	...	36
Minimum	...	38	...	...	36	...	...	34	...	...	33	...	...	31
Average	...	39.54	...	...	37.54	...	...	35.54	...	...	34.54	...	...	32.54

Table No. 11.—PENINSULAR AND ORIENTAL MAIL-SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Peninsular and Oriental Lines.

FROM LONDON VIA BRINDISI (P. AND O. PACKETS).

MELBOURNE.			SYDNEY.			BLUFF.			CHRISTCHURCH.			WELLINGTON.			AUCKLAND.		
Date of Despatch from London.	Date of Arrival in Melbourne.	No. of Days.	Date of Despatch from London.	Date of Arrival in Sydney.	No. of Days.	Date of Despatch from London.	Date of Arrival at Bluff.	No. of Days.	Date of Despatch from London.	Date of Arrival in Christchurch.	No. of Days.	Date of Despatch from London.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.
1897. Jan. 8	1897. Feb. 12	35	1897. Jan. 8	1897. Feb. 13	36	1897. Jan. 8	1897. Feb. 23	46	1897. Jan. 8	1897. Feb. 24	47	1897. Jan. 8	1897. Feb. 22	45	1897. Jan. 8	1897. Feb. 20	43
Jan. 22	Feb. 23	32	Jan. 22	Feb. 24	33	Jan. 22	March 2	39	Jan. 22	March 3	40	Jan. 22	March 2	39	Jan. 22	March 1	38
Feb. 5	March 13	36	Feb. 5	March 15	38	Feb. 5	March 23	46	Feb. 5	March 24	47	Feb. 5	March 22	45	Feb. 5	March 19	42
Feb. 19	March 27	36	Feb. 19	March 20	38	Feb. 19	April 6	46	Feb. 19	April 7	47	Feb. 19	April 8	48	Feb. 19	April 6	46
March 5	April 7	33	March 5	April 8	34	March 5	April 12	38	March 5	April 13	39	March 5	April 14	40	March 5	April 17	43
March 19	April 20	32	March 19	April 22	34	March 19	April 27	39	March 19	April 28	40	March 19	April 28	40	March 19	May 5	47
April 2	May 4	32	April 2	May 5	33	April 2	May 12	40	April 2	May 13	41	April 2	May 11	39	April 2	May 10	38
April 16	May 18	32	April 16	May 19	33	April 16	June 1	46	April 16	May 31	45	April 16	May 29	43	April 16	May 25	39
April 30	May 29	29	April 30	May 31	31	April 30	June 10	41	April 30	June 10	41	April 30	June 8	39	April 30	June 7	38
May 14	June 13	30	May 14	June 15	32	May 14	June 23	40	May 14	June 23	40	May 14	June 22	39	May 14	June 21	38
May 28	July 2	35	May 28	July 3	36	May 28	July 13	46	May 28	July 13	46	May 28	July 11	44	May 28	July 9	42
June 11	July 11	30	June 11	July 13	32	June 11	July 23	42	June 11	July 22	41	June 11	July 20	39	June 11	July 19	38
June 25	July 28	33	June 25	July 29	34	June 25	August 3	39	June 25	August 4	40	June 25	August 10	46	June 25	August 6	42
July 9	August 12	34	July 9	August 13	35	July 9	August 24	46	July 9	August 23	45	July 9	August 21	43	July 9	August 23	45
July 23	August 22	30	July 23	August 24	32	July 23	Sept. 3	42	July 23	Sept. 4	43	July 23	August 31	39	July 23	August 30	38
August 6	Sept. 9	34	August 6	Sept. 10	35	August 6	Sept. 22	47	August 6	Sept. 21	46	August 6	Sept. 18	43	August 6	Sept. 22	47
August 20	Sept. 21	32	August 20	Sept. 22	33	August 20	October 12	42	August 20	Sept. 30	41	August 20	Sept. 29	40	August 20	Sept. 27	38
Sept. 3	October 1	31	Sept. 3	October 2	29	Sept. 3	October 12	39	Sept. 3	October 13	40	Sept. 3	October 13	40	Sept. 3	October 11	38
Sept. 17	October 18	31	Sept. 17	October 19	32	Sept. 17	October 29	42	Sept. 17	October 27	40	Sept. 17	October 26	39	Sept. 17	October 25	38
October 1	Nov. 5	35	October 1	Nov. 6	36	October 1	Nov. 13	43	October 1	Nov. 12	42	October 1	Nov. 11	41	October 1	Nov. 13	43
October 15	Nov. 16	32	October 15	Nov. 17	33	October 15	Nov. 23	39	October 15	Nov. 24	40	October 15	Nov. 22	38	October 15	Nov. 22	38
October 29	Nov. 30	32	October 29	Dec. 1	33	October 29	Dec. 6	38	October 29	Dec. 7	39	October 29	Dec. 9	41	October 29	Dec. 6	38
Nov. 12	Dec. 15	33	Nov. 12	Dec. 16	34	Nov. 12	Dec. 25	43	Nov. 12	Dec. 24	42	Nov. 12	Dec. 23	41	Nov. 12	Dec. 24	42
Nov. 26	Dec. 26	30	Nov. 26	Dec. 28	32	Nov. 26	1898. Jan. 4	39	Nov. 26	1898. Jan. 5	40	Nov. 26	1898. Jan. 5	40	Nov. 26	1898. Jan. 3	38
Dec. 10	Jan. 11	32	Dec. 10	Jan. 12	33	Dec. 10	Jan. 17	38	Dec. 10	Jan. 18	39	Dec. 10	Jan. 18	39	Dec. 10	Jan. 17	38
Dec. 25	Jan. 25	31	Dec. 25	Jan. 26	32	Dec. 25	Feb. 1	38	Dec. 25	Feb. 2	39	Dec. 25	Feb. 3	40	Dec. 25	Jan. 31	37

Maximum	...	36	...	...	47	...	...	48	...	...	47	...	...	48	...	...	47
Minimum	...	28	...	...	38	...	...	38	...	...	39	...	...	38	...	...	37
Average	...	32'27	...	...	41'59	...	...	41'92	...	...	41'27	...	...	40'46	...	...	40'46

Table No. 11.—PENINSULAR AND ORIENTAL MAIL-SERVICE—continued.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Peninsular and Oriental Line—continued.

TO LONDON VIA BRINDISI (P. AND O. PACKETS).

AUCKLAND.			WELLINGTON.			BLUFF.			SYDNEY.			MELBOURNE.		
Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.	Date of Despatch from Wellington.	Date of Arrival in London.	No. of Days.	Date of Despatch from Bluff.	Date of Arrival in London.	No. of Days.	Date of Despatch from Sydney.	Date of Arrival in London.	No. of Days.	Date of Despatch from Melbourne.	Date of Arrival in London.	No. of Days.
1897. January 5	1897. February 14	40	1897. January 2	1897. February 14	43	1897. January 5	1897. February 14	40	1897. January 11	1897. February 14	34	1897. January 12	1897. February 14	33
January 18	March 1	42	January 16	March 1	44	January 19	March 1	41	January 25	March 1	35	January 26	March 1	34
February 3	March 15	40	February 13	March 28	43	February 16	March 28	40	February 22	March 15	35	February 23	March 15	34
February 15	March 28	41	February 27	April 12	44	March 2	April 12	41	March 8	April 12	35	March 9	April 12	34
March 2	April 12	41	March 13	April 25	43	March 16	April 25	40	March 22	April 25	34	March 23	April 25	33
March 15	April 25	41	March 27	May 11	45	March 30	May 11	42	April 5	May 11	36	April 6	May 11	35
March 29	May 11	43	April 10	May 25	45	April 13	May 25	42	April 19	May 25	36	April 20	May 25	35
April 13	May 25	42	April 26	June 6	41	April 27	June 6	40	May 3	June 6	34	May 4	June 6	33
April 27	June 6	40	May 8	June 19	42	May 7	June 19	43	May 17	June 19	33	May 18	June 19	32
May 10	June 19	40	May 26	July 5	41	May 25	July 5	41	May 31	July 5	35	May 31	July 5	34
May 25	July 5	41	June 8	July 18	40	June 7	July 18	41	June 14	July 18	34	June 15	July 18	33
June 7	July 18	41	June 22	August 1	40	June 25	August 1	41	June 28	August 1	34	June 29	August 1	33
June 21	August 1	41	July 8	August 18	41	July 7	August 18	41	July 14	August 18	34	July 15	August 18	33
July 7	August 18	41	July 22	September 1	40	July 25	September 1	41	July 28	September 1	34	July 29	September 1	33
July 21	September 1	41	August 8	September 14	38	July 30	September 14	39	August 12	September 14	33	August 13	September 14	32
August 7	September 14	40	August 17	October 31	45	July 17	August 31	45	August 26	October 31	36	August 27	October 31	35
August 19	October 31	43	August 31	November 15	45	July 31	August 31	45	August 31	November 15	36	September 1	November 15	35
September 2	November 15	44	September 1	December 1	44	August 1	September 1	44	September 9	December 1	33	September 10	December 1	32
September 17	December 1	40	September 11	December 15	44	August 17	September 1	40	August 23	December 15	33	August 24	December 15	32
August 30	December 15	46	September 26	January 1	40	August 17	September 1	40	September 23	January 1	36	September 24	January 1	35
September 17	January 1	40	September 30	January 15	46	August 28	October 12	45	September 6	January 15	36	September 7	January 15	35
October 13	January 15	43	October 1	January 30	44	September 14	October 23	39	September 20	January 30	33	September 21	January 30	32
September 27	January 30	42	September 28	February 13	44	September 24	November 8	45	October 4	February 13	35	September 25	February 13	34
October 12	February 13	42	October 7	February 27	44	September 24	November 8	45	October 18	February 27	34	October 19	February 27	33
October 21	February 27	40	October 23	March 13	42	October 14	December 4	40	October 20	March 13	34	October 21	March 13	33
November 4	March 13	39	November 6	March 27	43	October 26	December 19	40	November 1	March 27	33	November 2	March 27	32
November 12	March 27	41	November 20	April 10	43	November 9	December 19	40	November 15	April 10	34	November 16	April 10	33
November 23	April 10	41	November 30	April 24	44	November 23	January 3	41	November 29	April 24	35	November 30	April 24	34
December 7	April 24	39	December 4	May 15	42	November 23	January 3	41	December 13	May 15	33	December 14	May 15	32
December 20	May 15	41	December 17	June 30	44	December 8	January 15	38	December 27	June 30	34	December 28	June 30	33
December 28	June 30	47	December 31	July 13	44	December 21	January 30	40	January 10	July 13	34	January 11	July 13	33
1898. January 3	1898. February 13	41	1898. January 3	1898. February 13	41	1898. January 3	1898. February 13	41	1898. January 10	1898. February 13	34	1898. January 11	1898. February 13	33
January 15	February 15	39	January 15	February 15	42	1898. January 3	1898. February 13	41	1898. January 10	1898. February 13	34	1898. January 11	1898. February 13	33
January 30	February 30	41	January 30	February 30	44	1898. January 3	1898. February 13	41	1898. January 10	1898. February 13	34	1898. January 11	1898. February 13	33
February 13	February 13	47	February 13	February 13	44	1898. January 3	1898. February 13	41	1898. January 10	1898. February 13	34	1898. January 11	1898. February 13	33
Maximum	..	47	..	..	45	..	..	45	..	..	36	..	..	35
Minimum	..	39	..	..	38	..	..	38	..	..	33	..	..	32
Average	..	41.07	..	..	42.86	..	..	40.96	..	..	34.30	..	..	33.30

Table No. 12.—ORIENT MAIL-SERVICE.
STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Orient Line.

FROM LONDON VIA NAPLES (ORIENT PACKETS).

MELBOURNE.			SYDNEY.			BLUFF.			CHRISTCHURCH.			WELLINGTON.			AUCKLAND.		
Date of Despatch from London.	Date of Arrival in Melbourne.	No. of Days.	Date of Despatch from London.	Date of Arrival in Sydney.	No. of Days.	Date of Despatch from London.	Date of Arrival at Bluff.	No. of Days.	Date of Despatch from London.	Date of Arrival in Christchurch.	No. of Days.	Date of Despatch from London.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	Date of Arrival in Auckland.	No. of Days.
1897. Jan. 1	1897. Feb. 3	33	1897. Jan. 1	1897. Feb. 4	34	1897. Jan. 1	1897. Feb. 9	39	1897. Jan. 1	1897. Feb. 10	40	1897. Jan. 1	1897. Feb. 12	42	1897. Jan. 1	1897. Feb. 15	45
Jan. 15	Feb. 17	33	Jan. 15	Feb. 18	34	Jan. 15	Feb. 23	39	Jan. 15	Feb. 24	40	Jan. 15	Feb. 25	41	Jan. 15	Feb. 27	43
Jan. 29	March 3	33	Jan. 29	March 4	34	Jan. 29	March 8	38	Jan. 29	March 9	39	Jan. 29	March 10	40	Jan. 29	March 13	43
Feb. 12	March 27	43*	Feb. 12	March 29	44*	Feb. 12	April 6	53*	Feb. 12	April 7	54*	Feb. 12	April 8	55*	Feb. 12	April 6	53*
Feb. 26	March 30	32	Feb. 26	March 31	33	Feb. 26	April 6	39	Feb. 26	April 7	40	Feb. 26	April 8	41	Feb. 26	April 6	39
March 12	April 15	34	March 12	April 16	35	March 12	April 20	39	March 12	April 22	41	March 12	April 22	41	March 12	April 24	43
March 26	April 27	32	March 26	April 28	33	March 26	May 3	38	March 26	May 4	39	March 26	May 5	40	March 26	May 6	41
April 9	May 12	33	April 9	May 13	34	April 9	May 20	41	April 9	May 20	41	April 9	May 19	40	April 9	May 22	43
April 23	May 25	32	April 23	May 26	33	April 23	May 23	40	April 23	June 3	41	April 23	June 2	40	April 23	June 1	39
May 7	June 8	32	May 7	June 9	33	May 7	June 17	41	May 7	June 16	40	May 7	June 15	39	May 7	June 14	38
May 21	June 23	33	May 21	June 24	34	May 21	July 1	41	May 21	July 1	41	May 21	June 30	40	May 21	July 1	41
June 4	July 9	35	June 4	July 10	36	June 4	July 23	49	June 4	July 22	48	June 4	July 20	46	June 4	July 19	45
June 18	July 22	34	June 18	July 23	35	June 18	August 3	46	June 18	August 1	44	June 18	August 2	45	June 18	August 2	45
July 2	August 4	33	July 2	August 5	34	July 2	August 13	42	July 2	August 13	42	July 2	August 12	41	July 2	August 14	43
July 16	August 18	33	July 16	August 19	34	July 16	August 24	39	July 16	August 25	40	July 16	August 26	41	July 16	August 28	43
July 30	August 31	32	July 30	Sept. 1	33	July 30	Sept. 10	42	July 30	Sept. 9	41	July 30	Sept. 8	40	July 30	Sept. 6	38
August 13	Sept. 15	33	August 13	Sept. 16	34	August 13	Sept. 20	38	August 13	Sept. 21	39	August 13	Sept. 22	40	August 13	Sept. 27	45
August 27	Sept. 30	34	August 27	October 1	35	August 27	October 12	46	August 27	October 13	47	August 27	October 13	47	August 27	October 27	45
Sept. 10	October 12	32	Sept. 10	October 13	33	Sept. 10	October 22	42	Sept. 10	October 21	41	Sept. 10	October 20	40	Sept. 10	October 18	38
Sept. 24	October 26	32	Sept. 24	October 27	33	Sept. 24	Nov. 2	39	Sept. 24	Nov. 3	40	Sept. 24	Nov. 3	40	Sept. 24	Nov. 1	38
October 8	Nov. 9	32	October 8	Nov. 10	33	October 8	Nov. 16	39	October 8	Nov. 17	40	October 8	Nov. 17	40	October 8	Nov. 16	39
October 22	Nov. 24	33	October 22	Nov. 25	34	October 22	Nov. 30	39	October 22	Dec. 1	40	October 22	Dec. 2	41	October 22	Dec. 4	43
Nov. 5	Dec. 7	32	Nov. 5	Dec. 8	33	Nov. 5	Dec. 13	38	Nov. 5	Dec. 15	40	Nov. 5	Dec. 16	41	Nov. 5	Dec. 16	41
Nov. 19	Dec. 23	34	Nov. 19	Dec. 24	35	Nov. 19	Dec. 31	42	Nov. 19	Dec. 30	41	Nov. 19	Dec. 29	40	Nov. 19	Dec. 16	41
Dec. 3	Jan. 5	33	Dec. 3	Jan. 6	34	Dec. 3	Jan. 10	38	Dec. 3	Jan. 11	39	Dec. 3	Jan. 13	41	Dec. 3	Jan. 3	45
Dec. 17	Jan. 20	34	Dec. 17	Jan. 21	35	Dec. 17	Jan. 29	43	Dec. 17	Jan. 28	42	Dec. 17	Jan. 26	40	Dec. 17	Jan. 29	43
Dec. 31	Feb. 3	34	Dec. 31	Feb. 4	35	Dec. 31	Feb. 10	41	Dec. 31	Feb. 11	42	Dec. 31	Feb. 9	40	Dec. 31	Feb. 12	43
Maximum	...	43	...	...	45	...	...	54	...	...	54	...	...	55	...	...	53
Minimum	...	32	...	...	33	...	...	38	...	...	38	...	...	39	...	...	38
Average	...	33.33	...	...	34.37	...	...	41.15	...	...	41.56	...	...	42.41	...	...	42.41

* Oratava ashore in the Red Sea.

Table No. 12.—ORIENT MAIL-SERVICE—continued.
 STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the under-mentioned Places by the Packets of the Orient Line—continued.

TO LONDON VIA NAPLES (ORIENT PACKETS).

AUCKLAND.				WELLINGTON.				BLUFF.				SYDNEY.				MELBOURNE.			
Date of Despatch from Auckland.	Date of Arrival in London.	No. of Days.	Date of Despatch from Wellington.	Date of Arrival in London.	No. of Days.	Date of Despatch from Bluff.	Date of Arrival in London.	No. of Days.	Date of Despatch from Sydney.	Date of Arrival in London.	No. of Days.	Date of Despatch from Melbourne.	Date of Arrival in London.	No. of Days.					
1897. January 12	1897. February 19	38	1897. January 9	1897. February 19	41	1897. January 12	1897. February 19	38	1897. January 18	1897. February 19	32	1897. January 19	1897. February 19	31					
1897. January 26	1897. March 9	42	1897. January 23	1897. March 22	45	1897. January 26	1897. March 22	42	1897. February 1	1897. March 22	35	1897. February 2	1897. March 22	35					
1897. February 8	1897. April 3	42	1897. February 6	1897. April 3	44	1897. February 9	1897. April 3	41	1897. February 15	1897. April 3	35	1897. February 16	1897. April 3	34					
1897. February 22	1897. April 18	40	1897. February 20	1897. April 18	42	1897. February 23	1897. April 18	39	1897. March 1	1897. April 18	33	1897. March 2	1897. April 18	32					
1897. March 8	1897. May 1	41	1897. March 6	1897. May 1	43	1897. March 9	1897. May 1	40	1897. March 15	1897. May 1	34	1897. March 16	1897. May 1	33					
1897. March 25	1897. May 15	37	1897. March 20	1897. May 15	42	1897. April 6	1897. May 30	39	1897. March 29	1897. May 15	33	1897. March 30	1897. May 15	32					
1897. April 5	1897. May 30	40	1897. April 3	1897. May 30	43	1897. April 21	1897. May 30	39	1897. April 12	1897. May 30	33	1897. April 13	1897. May 30	32					
1897. April 17	1897. May 17	43	1897. April 17	1897. May 17	43	1897. April 17	1897. May 17	43	1897. April 26	1897. May 17	34	1897. April 27	1897. May 17	33					
1897. May 3	1897. June 13	41	1897. May 15	1897. June 13	43	1897. May 14	1897. June 13	40	1897. May 10	1897. June 13	34	1897. May 11	1897. June 13	33					
1897. May 20	1897. June 27	38	1897. May 15	1897. June 27	43	1897. May 14	1897. June 27	44	1897. May 24	1897. June 27	34	1897. May 25	1897. June 27	33					
1897. May 31	1897. July 12	42	1897. May 17	1897. July 12	41	1897. May 29	1897. July 12	44	1897. June 7	1897. July 12	35	1897. June 8	1897. July 12	34					
1897. June 16	1897. July 28	42	1897. June 17	1897. July 28	41	1897. June 16	1897. July 28	42	1897. June 21	1897. July 28	37	1897. June 22	1897. July 28	36					
1897. June 28	1897. August 8	41	1897. June 26	1897. August 8	43	1897. June 28	1897. August 8	41	1897. July 5	1897. August 8	34	1897. July 6	1897. August 8	33					
1897. July 14	1897. August 22	39	1897. June 26	1897. August 22	43	1897. July 28	1897. August 22	45	1897. July 19	1897. August 22	34	1897. July 20	1897. August 22	33					
1897. July 26	1897. Sept. 4	40	1897. July 29	1897. Sept. 4	37	1897. July 27	1897. Sept. 4	39	1897. August 2	1897. Sept. 4	33	1897. July 3	1897. Sept. 4	32					
1897. August 11	1897. Sept. 21	41	1897. August 7	1897. Sept. 21	45	1897. August 7	1897. Sept. 21	45	1897. August 16	1897. Sept. 21	36	1897. August 17	1897. Sept. 21	35					
1897. August 23	1897. Oct. 2	40	1897. August 20	1897. Oct. 2	43	1897. August 7	1897. Oct. 2	41	1897. August 30	1897. Oct. 2	33	1897. August 31	1897. Oct. 2	32					
1897. Sept. 8	1897. Oct. 17	39	1897. Sept. 7	1897. Oct. 17	40	1897. Sept. 6	1897. Oct. 17	41	1897. Sept. 13	1897. Oct. 17	34	1897. Sept. 14	1897. Oct. 17	33					
1897. Sept. 20	1897. Oct. 30	40	1897. Sept. 17	1897. Oct. 30	43	1897. Sept. 6	1897. Oct. 30	41	1897. Sept. 27	1897. Oct. 30	33	1897. Sept. 28	1897. Oct. 30	32					
1897. Oct. 6	1897. November 15	40	1897. Oct. 16	1897. November 15	43	1897. Oct. 6	1897. November 15	40	1897. Oct. 11	1897. November 15	35	1897. Oct. 12	1897. November 15	34					
1897. Oct. 18	1897. November 28	41	1897. Oct. 18	1897. November 28	43	1897. Oct. 18	1897. November 28	41	1897. Oct. 25	1897. November 28	34	1897. Oct. 26	1897. November 28	33					
1897. November 1	1897. December 11	38	1897. Oct. 30	1897. December 11	42	1897. November 11	1897. December 11	39	1897. November 8	1897. December 11	33	1897. November 9	1897. December 11	32					
1897. November 13	1897. December 26	41	1897. November 13	1897. December 26	43	1897. November 16	1897. December 26	40	1897. November 22	1897. December 26	34	1897. November 23	1897. December 26	33					
1897. December 1	1898. January 9	39	1897. November 27	1898. January 9	43	1897. November 30	1898. January 9	40	1897. December 6	1898. January 9	34	1897. December 7	1898. January 9	33					
1897. December 13	1898. January 22	40	1897. December 15	1898. January 22	38	1897. December 14	1898. January 22	39	1897. December 20	1898. January 22	33	1897. December 21	1898. January 22	32					
1897. December 29	1898. February 6	39	1897. December 24	1898. February 6	44	1897. December 28	1898. February 6	40	1897. January 3	1898. February 6	34	1897. January 4	1898. February 6	33					
Maximum	..	42	..	..	45	..	..	45	..	..	37	..	..	36
Minimum	..	37	..	..	38	..	..	38	..	..	32	..	..	31
Average	..	40.04	..	..	40.62	..	..	40.62	..	..	34.00	..	..	33.00

Table No. 13.
TABLE showing the Estimated Number of Letters, Letter-cards, Post-cards, Book-packets, Newspapers, and Parcels dealt with in the several Postal Districts of New Zealand during the Year ended 31st December, 1897.

Postal Districts.	Posted in the Colony.					Received from Places outside the Colony.					Total Correspondence dealt with.						
	Letters.	Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.	Letters.	Post-cards.	Books, &c.	Newspapers.	Parcels.	Letters.	Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.
Auckland	5,506,267	117,182	263,107	2,773,394	2,143,453	37,228	366,169	3,287	510,472	860,086	5,059	5,872,436	117,182	266,394	3,283,866	3,003,539	42,287
Thames	818,064	14,690	31,304	213,304	203,164	2,972	54,397	397	39,392	81,463	394	872,461	14,690	31,701	252,696	284,627	3,366
New Plymouth	905,502	27,378	59,592	277,060	281,021	2,427	60,249	740	50,968	112,765	326	965,751	27,378	60,332	328,037	393,786	2,753
Gisborne	286,546	2,548	7,176	85,449	78,221	1,748	19,085	87	15,801	31,301	231	305,631	2,548	7,263	101,250	109,522	1,979
Napier	1,697,852	42,848	72,254	685,191	452,322	7,872	112,917	900	126,140	181,437	1,060	1,810,769	42,848	73,154	811,331	633,759	8,932
Wanganui	1,476,464	63,895	119,158	872,508	491,856	6,036	98,354	1,492	162,632	161,323	816	1,574,816	63,895	120,650	1,035,140	563,179	6,852
Wellington	5,894,564	147,316	198,926	2,195,323	1,662,947	39,796	392,017	2,487	404,130	667,361	5,399	6,286,581	147,316	201,413	2,599,453	2,330,308	45,195
Nelson	566,533	13,689	22,667	163,280	182,013	4,882	37,705	275	30,092	73,036	652	604,258	13,689	22,882	193,372	255,049	5,534
Westport	209,859	1,950	3,783	37,245	105,833	1,710	13,965	45	6,858	42,538	231	223,824	1,950	3,828	44,103	148,371	1,941
Greymouth	398,068	5,590	11,128	110,904	167,154	2,443	26,467	137	20,424	67,017	330	424,475	5,590	11,265	131,418	234,171	2,773
Hokitika	203,762	4,459	4,498	21,762	81,367	1,431	13,566	55	4,048	32,555	190	217,328	4,459	4,553	25,810	113,922	1,621
Blenheim	374,725	12,649	13,884	89,635	109,915	1,634	24,937	170	16,560	44,143	217	399,662	12,649	14,054	106,195	154,058	1,851
Christchurch	4,466,995	104,364	179,998	1,638,637	1,732,536	28,436	297,955	2,250	301,815	695,453	3,862	4,764,050	104,364	182,248	1,940,452	2,427,989	32,298
Timaru	881,751	36,946	51,935	297,557	142,480	1,592	58,653	650	54,832	57,015	216	940,404	36,946	52,585	352,389	199,495	1,808
Oamaru	538,954	19,422	29,913	102,107	105,586	929	35,910	375	18,918	42,157	127	574,864	19,422	30,288	121,085	148,123	1,056
Dunedin	4,140,279	93,106	104,112	2,160,444	1,750,242	28,488	275,920	2,052	397,690	702,275	4,016	4,415,601	93,106	166,164	2,558,134	2,452,517	32,504
Invercargill	1,894,061	49,140	91,897	627,484	576,979	4,232	125,951	1,150	115,617	231,951	572	2,020,012	49,140	93,047	743,101	808,930	4,804
Totals	30,260,204	757,172	1,325,272	12,351,443*	10,177,089	173,856†	2,012,719	16,549	2,276,389	4,084,256	23,698	32,272,923	757,172	1,341,821	14,627,832	14,261,345	197,554
Previous year	27,874,353	654,290	1,226,550	10,048,597	9,521,525	166,792	1,913,410	5,285	2,598,674	3,694,996	19,909	29,787,763	654,290	1,231,835	12,647,271	13,216,521	186,611

* Of these, packets prepaid more than 3d. increased from 4,054,375 in 1896 to 5,643,339 in 1897—i.e. 39.19 per cent.
 † Small increase due to the diversion of parcels below 3 lb. in weight to packet-post.

Table No. 14.

TABLE showing the Number of Letters, Letter-cards, Post-cards, Packets, Newspapers, and Parcels posted in New Zealand, and the Number received from beyond the Colony, during the Year ended 31st December, 1897.

Service.	Articles subject to Postage.										Articles exempt from Postage.					Parcels.		
	Letters.		Letter-cards.		Post-cards.		Packets, including Printed Matter (except Newspapers), Commercial Papers, and Samples of Merchandise.		Newspapers.		Letters.	Packets.	Registered Articles.	Newspapers.	Number.	Weight.	Postage.	Declared Value.
	Ordinary.	Registered.	Single.	With Reply paid.	Ordinary.	Registered.	9	16	22,987	8,108,326	2,709,900	331,232	69,382	887,175	165,186	580,593	9,627 15 0	..
..	
Inland ..	25,618,666	159,541	757,172	1,306,152	5,058	11,670,570	22,987	8,108,326	2,709,900	331,232	69,382	887,175	165,186	580,593	9,627 15 0	..	..
Intercolonial ..	685,725	59,637	..	6,392	9	127,677	3,748	488,161	31,924	1,467	1,388	351	4,473	9,916	290 11 10	8,153 0 0	..	
International ..	904,195	19,024	..	7,645	16	183,025	2,411	747,986	7,164	400	1,584	90	4,197	9,510	424 4 10	..	..
Totals ..	27,208,586	238,202	757,172	1,320,189	5,083	11,981,272	29,146	9,339,473	2,748,983	333,099	72,354	887,616	173,856	600,019	10,342 11 8	8,153 0 0	..	
<i>Posted.</i>																		
<i>Received.</i>																		
Intercolonial ..	813,864	14,997	..	6,953	13	1,225,014	2,519	1,322,696	18,002	2,115	367	92	7,956	23,033	1,087 3 0	41,820 0 0	..	
International ..	1,138,269	23,817	..	9,555	28	1,041,219	3,142	2,761,372	3,080	2,293	410	96	15,742	53,002	2,170 7 5	..	..
Totals ..	1,952,133	38,814	..	16,508	41	2,266,233	5,661	4,084,068	21,082	4,408	777	188	23,698	76,035	3,257 10 5	41,820 0 0	..	

Table No. 15.

TABLE showing the Number of Letters, Letter-cards, Post-cards, Books, Newspapers, and Parcels delivered by the Letter-carriers from the Post Offices within the several Postal Districts during the Year ended 31st December, 1897.

Postal Districts.	Letters.	Letter-cards.	Post-cards.	Books, &c.	Newspapers.	Parcels.
Auckland	3,055,815	78,354	115,779	540,844	674,329	9,062
Thames	406,402	10,420	43,401	143,145	153,049	3,247
New Plymouth	268,090	6,874	22,107	60,841	132,933	1,950
Gisborne	102,774	2,635	2,897	10,170	27,476	1,040
Napier	556,395	14,266	25,678	157,173	121,607	8,324
Wanganui	397,139	10,183	43,542	284,093	180,741	3,387
Wellington	2,116,752	54,275	75,572	299,528	510,948	10,850
Nelson	168,043	4,308	9,588	34,034	83,049	2,422
Westport	58,303	1,494	1,817	10,040	31,351	1,226
Greymouth	148,533	3,808	6,808	39,011	56,438	2,864
Hokitika	78,883	2,022	3,911	14,683	57,337	861
Blenheim	85,517	2,192	5,936	32,152	50,953	1,314
Christchurch	575,833	40,406	80,847	497,324	379,429	4,565
Timaru	1,246,524	6,321	19,876	101,987	61,178	1,122
Oamaru	123,544	3,167	8,707	25,308	27,669	971
Dunedin	1,362,707	34,941	77,691	437,102	367,931	4,421
Invercargill	446,734	11,454	53,077	155,541	158,667	734
Totals	11,197,988	287,120	597,234	2,842,976	3,075,085	58,360
Previous year	10,537,955	247,306	553,057	2,557,172	2,833,900	64,562

Table No. 16.
COMPARATIVE TABLE showing the Progress of the Telegraph Department during the Financial Years ended 30th June, 1866, to 30th June, 1879; 31st March, 1880, to 31st March, 1882; and Calendar Years ended 31st December, 1882, to 31st December, 1893.

Year ended	Number of Miles of Line.	Number of Miles of Wire.	Number of Offices	Number of Telegrams forwarded during the Year.		Telegraph Revenue from all Sources.	Value of Government Messages.	Total Value of Business done during the Year.	Cost of Maintenance of Stations.	Cost of Maintenance of Lines, excluding Australian Cable Subsidy.	Total Expenditure.	Cost of Maintenance of Lines per Mile.	Tariff in Operation.
				Private and Press.	Government.								
30th June, 1866	699	1,390	13	24,761	2,746	27,407	£ s. d. 483 3 2	£ s. d. 6,045 2 4	£ s. d. 3,934 3 4	£ s. d. 2,443 2 11	£ s. d. 6,377 6 3	£ s. d. 3 9 10	
" 1867	757	1,498	21	55,621	15,331	70,952	£ s. d. 3,770 4 8	£ s. d. 12,840 14 9	£ s. d. 8,017 14 7	£ s. d. 2,541 4 11	£ s. d. 10,558 19 6	£ s. d. 3 7 1	Mileage tariff.
" 1868	1,110	2,223	31	72,241	26,244	98,485	£ s. d. 6,672 0 3	£ s. d. 18,324 3 10	£ s. d. 9,489 17 10	£ s. d. 5,406 7 3	£ s. d. 14,896 5 1	£ s. d. 4 17 4	
" 1869	1,329	2,495	45	106,070	50,097	156,167	£ s. d. 13,430 11 9	£ s. d. 31,951 2 1	£ s. d. 14,266 12 7	£ s. d. 8,547 4 9	£ s. d. 22,813 17 4	£ s. d. 6 8 6	
" 1870	1,661	2,897	56	122,545	62,878	185,423	£ s. d. 12,252 6 0	£ s. d. 29,470 7 4	£ s. d. 16,417 7 4	£ s. d. 14,120 4 10	£ s. d. 30,537 12 2	£ s. d. 8 9 11	
" 1871	1,976	3,247	72	253,582	59,292	312,874	£ s. d. 9,876 17 6	£ s. d. 32,296 6 2	£ s. d. 21,254 4 3	£ s. d. 11,344 3 8	£ s. d. 32,598 7 11	£ s. d. 5 19 6	
" 1872	2,185	3,823	81	344,524	67,243	411,767	£ s. d. 11,043 3 9	£ s. d. 39,164 13 9	£ s. d. 23,593 9 9	£ s. d. 8,858 19 7	£ s. d. 32,452 9 4	£ s. d. 4 2 3	
" 1873	2,356	4,574	93	485,507	83,453	568,960	£ s. d. 11,105 2 0	£ s. d. 50,786 0 9	£ s. d. 27,040 18 10	£ s. d. 9,479 5 4	£ s. d. 36,520 4 2	£ s. d. 4 1 11	
" 1874	2,530	5,782	105	645,067	107,832	752,899	£ s. d. 12,618 11 6	£ s. d. 59,127 10 4	£ s. d. 38,801 19 4	£ s. d. 15,021 17 11	£ s. d. 53,823 17 3	£ s. d. 6 3 11	
" 1875	2,986	6,626	127	786,237	130,891	917,128	£ s. d. 13,679 10 9	£ s. d. 68,981 3 0	£ s. d. 45,814 11 4	£ s. d. 14,240 19 7	£ s. d. 60,055 10 11	£ s. d. 4 16 4	
" 1876	3,154	7,247	142	890,382	160,704	1,051,086	£ s. d. 16,154 6 0	£ s. d. 78,869 16 4	£ s. d. 61,696 14 5	£ s. d. 21,074 8 8	£ s. d. 82,771 3 1	£ s. d. 5 18 10	
" 1877	3,259	7,423	155	952,283	172,159	1,124,442	£ s. d. 17,024 8 9	£ s. d. 82,669 4 0	£ s. d. 63,353 10 10	£ s. d. 17,931 8 0	£ s. d. 81,284 18 10	£ s. d. 5 12 11	
" 1878	3,434	8,035	182	1,065,481	194,843	1,260,324	£ s. d. 19,148 12 4	£ s. d. 92,432 14 2	£ s. d. 69,340 1 8	£ s. d. 18,259 4 9	£ s. d. 87,599 6 5	£ s. d. 5 10 0	
" 1879	3,512	8,117	195	1,201,982	246,961	1,448,943	£ s. d. 26,949 2 2	£ s. d. 112,351 2 4	£ s. d. 79,502 0 5	£ s. d. 17,299 7 10	£ s. d. 96,801 8 3	£ s. d. 5 0 9	
31st March, 1880	3,638	9,333	214	824,734	183,675	1,008,409	£ s. d. 19,707 6 3	£ s. d. 77,827 9 6	£ s. d. 68,651 10 10	£ s. d. 14,758 4 5	£ s. d. 83,409 15 3	£ s. d. 4 3 4	
" 1881	3,758	9,587	227	1,058,342	246,370	1,304,712	£ s. d. 27,021 3 8	£ s. d. 100,023 5 8	£ s. d. 78,224 1 8	£ s. d. 23,154 8 3	£ s. d. 101,378 9 11	£ s. d. 6 6 7	
" 1882	3,824	9,653	234	1,215,849	222,923	1,438,772	£ s. d. 22,737 16 4	£ s. d. 101,566 16 0	£ s. d. 69,165 5 0	£ s. d. 18,292 13 4	£ s. d. 87,457 18 4	£ s. d. 4 17 4	From 1st November, 1873, address and signature given in free.

Mileage tariff in operation up to 1st Sept., 1869; unit—Sum as. ed. tariff from 1st Sept., 1869, to 31st March, 1879; and as. tariff from 1st April, 1879.

Table No. 16—continued.

COMPARATIVE TABLE showing the Progress of the Telegraph Department during the Financial Years ended 30th June, 1866, to 30th June, 1879; 31st March, 1880, to 31st March, 1882; and Calendar Years ended 31st December, 1882, to 31st December, 1893—continued.

Year ended	Number of Miles of Line.	Number of Miles of Wire.	Number of Offices	Number of Telegrams forwarded during the Year.		Telegraph Revenue from all Sources.	Value of Government Messages.		Total Value of Business done during the Year.	Cost of Maintenance of Stations.	Cost of Maintenance of Lines, excluding Australian Cable Subsidy.	Total Expenditure.	Cost of Maintenance of Lines per Mile.	Tariff in Operation.
				Private, and Press.	Government.		£	s. d.						
31st Dec., 1882	3,974	9,848	264	1,361,817	208,372	1,570,189	£ 1,570,189	11 11	111,242	3 1	96,005	15 4	From 1st November, 1873, address and signature given in free.	
" 1883	4,074	10,037	302	1,379,483	219,917	1,599,400	£ 1,599,400	11 11	111,242	3 1	92,264	11 0		
" 1884	4,264	10,474	330	1,433,458	240,847	1,674,305	£ 1,674,305	11 11	111,242	3 1	90,978	2 4		
" 1885	4,463	10,931	375	1,533,456	240,867	1,774,323	£ 1,774,323	11 11	111,242	3 1	97,982	0 6		
" 1886	4,546	11,178	412	1,583,717	252,549	1,836,266	£ 1,836,266	11 11	111,242	3 1	98,875	8 9		
" 1887	4,646	11,375	437	1,589,771	245,623	1,835,394	£ 1,835,394	11 11	111,242	3 1	97,901	12 9		
" 1888	4,790	11,617	473	1,548,233	217,630	1,765,863	£ 1,765,863	11 11	111,242	3 1	95,463	14 5		
" 1889	4,874	11,827	489	1,589,157	213,830	1,802,987	£ 1,802,987	11 11	111,242	3 1	101,433	11 0		
" 1890	5,148	12,812	520	1,734,381	226,780	1,961,161	£ 1,961,161	11 11	111,242	3 1	104,391	3 10		
" 1891	5,349	13,235	573	1,746,115	222,149	1,968,264	£ 1,968,264	11 11	111,242	3 1	114,644	15 9		
" 1892	5,479	13,459	615	1,686,064	218,079	1,904,143	£ 1,904,143	11 11	111,242	3 1	117,053	4 2		
" 1893	5,513	13,515	640	1,825,646	244,045	2,069,691	£ 2,069,691	11 11	111,242	3 1	121,251	3 0	From 1st Jan., 1886, delayed telegrams posted to addressees immediately after their receipt at offices of destination.	

For the Financial Years ended 31st March, 1895, to the 31st March, 1898.

Year ended	Number of Miles of Line.	Number of Miles of Wire.	Number of Offices	Number of Telegrams forwarded during the Year.		Revenue.		Value of Government Messages.	Total Value of Business done during the Year.	Total Expenditure (excluding Cable Subsidy).	Remarks.
				Private, and Press.	Government.	Telegraph.	Telephone.					£	s. d.
31st March, 1895	5,961½	14,881½	705	1,802,182	231,618	2,033,800	£ 2,033,800	10 11	136,062	11 2	Cable subsidy, £ 6,492 11 8
" 1896	6,245½	15,764½	743	1,899,632	224,579	2,124,211	£ 2,124,211	10 11	148,955	18 8½	" 4,774 5 5
" 1897	6,284½	16,476½	780	2,285,001	235,168	2,520,169	£ 2,520,169	10 11	152,752	18 0	" 3,972 8 1
" 1898	6,484	18,024	824	2,469,415	226,818	2,696,233	£ 2,696,233	10 11	160,725	5 2½	" 1,849 2 9

NOTE.—Tariff, 1890: 1s. for ten words, and free address and signature up to ten words; delayed telegrams, 6d. 1892: For twelve words, and free address and signature, ordinary telegrams, 1s.; delayed, 6d. Later in 1892 the number of words in text and signature made eighteen. 1896: First twelve words, 6d.; each additional word, 1d.; address and signature paid for.

Table No. 17.

TABLE showing the Cash Revenue derived from Private and Press Messages, the Value of Government Messages, and the Number of Messages transmitted in the several Postal Districts of New Zealand for the Twelve Months ended 31st March, 1898.

Postal Districts.	Revenue derived from Private and Press Messages.		Value of Government Messages.		Total Value of all Codes.		Number of Private and Press Messages.	Number of Govt. Messages.	Total Number of Messages of all Codes.
	£	s. d.	£	s. d.	£	s. d.			
Auckland	17,335	12 0½	2,767	9 3	20,103	1 3½	441,589	34,173	475,762
Blenheim	1,457	17 11½	295	6 0	1,753	3 11½	35,518	4,289	39,807
Christchurch	11,284	6 8½	1,496	5 4	12,780	12 0½	255,973	19,038	275,011
Dunedin	12,179	18 8½	1,447	15 1	13,627	13 9½	309,456	16,422	325,878
Gisborne	2,140	17 6½	304	14 0	2,445	11 6½	45,816	3,675	49,491
Greymouth	2,555	13 9½	490	15 8	3,046	9 5½	56,575	5,689	62,264
Hokitika	1,204	13 8½	243	2 7	1,447	16 3½	25,809	2,488	28,297
Invercargill	5,096	6 10	653	14 10	5,750	1 8	141,332	7,996	149,328
Napier	5,705	16 7½	757	6 4	6,463	2 11½	133,606	9,147	142,753
Nelson	1,918	10 5½	490	10 0	2,409	0 5½	131,394	7,806	139,200
New Plymouth	2,600	10 0½	618	1 1	3,218	11 1½	63,877	6,856	70,733
Oamaru	1,509	3 2½	159	2 7	1,668	5 9½	32,952	1,997	34,949
Thames	4,305	0 2	563	12 7	4,868	12 9	109,511	8,502	118,013
Timaru	2,192	9 4	244	1 9	2,436	11 1	51,280	3,217	54,497
Wanganui	4,859	15 10½	578	11 10	5,438	7 8½	124,413	7,562	131,975
Wellington	15,701	16 7½	12,956	12 5	28,658	9 0½	466,820	81,926	548,746
Westport	1,887	5 1	437	8 4	2,324	13 5	43,494	6,035	49,529
General Post Office receipts	93,935	14 8½	24,504	9 8	118,440	4 4½	2,469,415	226,818	2,696,233
Totals, 1897-98	96,537	6 9½	24,504	9 8	118,440	4 4½	2,469,415	226,818	2,696,233
Totals, 1896-97	97,452	18 7	23,118	2 6	120,571	1 1	2,285,001	235,168	2,520,169

Table No. 18.

RETURN of Paid Telegrams of all Codes forwarded during the Twelve Months ended 31st March, 1898, and the Revenue received.

Class of Telegrams.	June Quarter, 1897.		September Quarter, 1897.		December Quarter, 1897.		March Quarter, 1898.		Totals.	
	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.
Ordinary ..	476,649	£ 28,242 1 5	455,835	£ 28,226 17 9½	526,911	£ 29,518 5 11	564,026	£ 31,374 0 3	2,023,421	£ 117,361 5 4½
Urgent ..	26,557	2,249 11 3	20,039	1,754 6 6½	25,842	2,133 9 8½	34,159	2,832 17 7	106,597	8,970 5 1
Press ..	49,675	1,939 9 2	50,742	2,207 16 4½	60,749	2,774 12 11½	59,588	2,285 19 9½	220,754	9,207 18 3½
Bureau ..	28,306	678 8 7	27,282	661 7 10	30,299	739 6 0	32,756	830 0 9	118,643	2,909 3 2
Gross totals	581,187	33,109 10 5	553,898	32,850 8 6½	643,801	35,165 14 7	690,529	37,322 18 4½	2,469,415	138,448 11 11
Less other lines and credits	..	10,856 2 0	..	11,644 0 2	..	10,533 19 9	..	11,478 15 3½	..	44,512 17 2½
G.P.O. receipts	581,187	22,253 8 5	553,898	21,206 8 4½	643,801	24,631 14 10	690,529	25,844 3 1	2,469,415	93,935 14 8½
Net totals, 1897-98	..	936 4 8	..	526 5 1	..	550 12 8	..	588 9 8	..	2,601 12 1
Net totals, 1896-97	495,661	23,978 2 4	549,838	23,693 17 11	610,751	25,075 10 0	628,751	24,705 8 4	2,285,001	97,452 18 7

Table No. 19.

RETURN of the Number and Value of Telegraph Money-orders issued within the several Postal Districts during the Year ended 31st December, 1897.

Districts.	Number.	Telegraph Commission.	Value of Orders.
Auckland	6,596	£ 329 16 0	£ 25,729 14 4
Blenheim	695	34 15 0	2,132 5 8
Christchurch	2,364	118 4 0	8,537 10 8
Dunedin	2,290	114 10 0	7,553 8 0
Gisborne	796	39 16 0	2,860 11 1
Greymouth	1,434	71 14 0	5,050 16 1
Hokitika	419	20 19 0	1,295 11 8
Invercargill	1,112	55 12 0	3,371 17 3
Napier	2,245	112 5 0	8,197 7 3
Nelson	690	34 10 0	2,258 15 7
New Plymouth	1,253	62 13 0	3,670 14 4
Oamaru	265	13 5 0	667 8 5
Thames	3,671	183 11 0	12,056 16 11
Timaru	528	26 8 0	1,401 12 2
Wanganui	2,308	115 8 0	6,654 14 0
Wellington	5,818	290 18 0	18,945 4 6
Westport	1,117	55 17 0	3,200 9 9
Totals, 1897	33,601	1,680 1 0	113,584 17 8
Totals, 1896	30,860	1,543 0 0	113,617 16 10

Table No. 20.

TELEPHONE EXCHANGES.

RETURN showing the Capital Cost, Working-expenses, and Revenue of the Telephone Exchanges, Year by Year, from the Date of their Establishment.

Year.	Number of Connections.	Capital Cost for Instruments, Wire, Poles, Labour, Freight, Superintendence, &c.		Revenue.			Working-expenses.					Balance of Revenue over Working-expenses.	Annual Rate per Cent. yielded on Capital Cost.												
		Average Cost of each Connection.	Total for all Connections.	£	s.	d.	Salaries and Allowances of Clerks, &c.	Materials and Linemen.	*Wear-and-tear, &c., Ten per Cent.	Rent, Fuel, Light, Paper, Printing, Binding, &c.	Total.														
											£			s.	d.	£	s.	d.							
Total for the year ended 31st March,—																									
1882	116	21 16 6	2,531 14 0	613	5	2	285	0	0	275	0	0	283	0	0	150	0	0	963	0	0	207	16	0	8.17
1883	379	21 16 6	8,271 13 6	5,014	9	2	595	0	0	595	0	0	827	0	0	300	0	0	2,317	0	0	4,492	8	8	54.31
1884	715	21 16 6	15,604 17 6	7,746	16	7	695	0	0	770	0	0	1,560	0	0	350	0	0	3,875	0	0	3,653	7	4	23.41
1885	1,075	21 18 6	23,461 17 6	10,008	3	6	1,770	0	0	1,590	0	0	2,346	0	0	475	0	0	6,181	0	0	3,827	3	6	16.31
1886	1,710	20 8 6	37,319 12 1	12,294	1	2	2,849	1	3	1,704	0	0	3,731	19	2	700	0	0	8,985	0	5	5,011	19	7	13.42
1887	2,038	19 19 5	40,686 3 1	15,477	16	2	2,873	0	0	1,580	10	0	4,068	12	2	320	0	0	8,942	2	2	6,635	14	0	16.30
1888	2,153	22 19 0	49,407 5 0	16,881	8	6	3,119	10	0	2,252	0	0	4,940	14	6	380	0	0	10,642	4	6	6,239	4	1	12.63
1889	2,249	23 18 10	53,849 11 6	17,613	4	0	3,315	10	0	2,249	7	0	5,344	9	2	335	0	0	11,244	6	2	6,368	17	10	11.82
1890	2,402	24 4 1	58,229 3 0	18,581	11	7	3,790	0	0	2,206	10	0	5,823	0	1	375	0	0	12,194	10	1	6,387	1	6	11.00
1891	2,587	24 17 1	64,294 4 4	19,961	4	2	4,192	0	0	2,249	18	5	6,429	8	5	394	3	9	13,265	10	7	6,695	13	7	10.43
1892	3,060	24 16 11	76,579 1 8	18,571	7	8	4,630	0	0	2,345	2	9	7,658	7	11	393	1	6	15,026	12	2	3,544	15	6	4.63
1893	3,690	24 16 11	91,687 11 1	19,155	11	5	7,405	0	0	2,695	19	10	9,168	15	1	464	6	2	19,734	1	1	-578	9	8	Loss.
1894	4,244	24 12 1	104,425 3 0	21,771	4	4	7,720	0	0	3,313	1	1	10,442	10	4	741	18	9	22,217	10	2	-446	5	10	Loss.
1895	4,616	25 6 3	116,845 10 4	21,552	12	10	9,285	0	0	4,253	11	4	11,684	11	0	817	19	5	26,041	1	9	-3,420	1	9	Loss.
1896	5,143	24 6 6	125,108 4 1	25,933	12	9	9,686	0	10	5,303	11	9	12,510	16	5	1,952	8	3	29,452	17	3	-3,519	4	6	Loss.
1897	5,747	23 7 4	134,299 11 4	29,248	19	5	12,306	9	7	7,398	0	10	13,429	19	1	1,856	13	2	34,991	2	8	-5,742	3	3	Loss.
1898	5,787	24 11 6	142,218 11 8	36,422	6	8	14,181	18	0	11,834	2	11	7,110	18	7	1,881	11	11	35,008	11	5	1,413	15	3	0.99

* This column includes 5 per cent. for wear-and-tear, and 5 per cent. for debenture capital, except in 1897-98, in which year only 5 per cent. for debenture capital is included.

Table No. 21.

RETURN of the COST of MAINTENANCE of TELEGRAPH LINES for the Year ended 31st March, 1898.

District.	No. of Miles.	Travelling-expenses of Inspectors and Linemen.	Extra Labour.	Cost of Material purchased.	Value of Material issued from Stores.	Salaries of Inspectors and Linemen.	Total Cost of Maintenance.	Average Cost per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Auckland ..	1,671½	850 8 4	1,386 17 4	288 5 5	650 8 4	2,403 15 0	5,579 14 5	..
Wellington ..	1,609½	1,327 16 4	2,424 10 11	437 8 3	3,825 0 6	2,917 0 0	10,931 16 0	..
Nelson ..	858	716 5 5	1,194 12 6	112 0 10	649 8 9	1,516 5 0	4,188 12 6	..
Canterbury ..	857	893 6 1	2,544 6 0	670 2 5	1,085 6 6	1,512 1 8	6,705 2 8	..
Otago ..	1,488	756 4 6	627 1 11	293 3 9	495 7 10	1,513 11 8	3,685 9 8	..
Cables ..	..	20 7 5	69 10 0	47 16 6	..	..	137 13 11	..
Stores ..	..	85 17 6	74 15 3	223 3 11	..	..	388 16 8	..
Totals ..	6,484	4,650 5 7	8,321 13 11	2,077 1 1	6,705 11 11	9,862 13 4	31,617 5 10	4 17 6

Table No. 22.

STATEMENT showing the EXPENDITURE on, and the COST of, TELEGRAPH CONSTRUCTION during the Financial Year ended 31st March, 1898.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Telephone exchanges,—			
Ashburton ..	4 2 6	22 7 2	26 9 8
Auckland ..	510 1 5	457 1 9	967 3 2
Blenheim ..	0 9 0	24 4 0	24 13 0
Christchurch ..	92 9 4	116 6 11	208 16 3
Dunedin ..	188 4 6	743 14 5	931 18 11
Gisborne ..	32 13 9	175 10 10	208 4 7
Greymouth ..	3 0 0	50 0 6	53 0 6
Hastings ..	6 2 3	61 11 4	67 13 7
Invercargill ..	4 16 5	7 15 8	12 12 1
Masterton ..	27 14 4	177 12 10	205 7 2
Napier ..	22 0 0	118 1 2	140 1 2
Nelson ..	1 10 0	..	1 10 0
New Plymouth ..	30 8 4	151 12 3	182 0 7
Oamaru ..	11 15 5	30 7 4	42 2 9
Palmerston North ..	5 15 6	34 2 8	39 18 2
Thames ..	9 7 2	..	9 7 2
Timaru ..	3 14 0	5 3 6	8 17 6
Wanganui ..	69 13 9	238 3 11	307 17 8
Wellington ..	522 9 1	3,958 17 4	4,481 6 5
Total exchanges ..	1,546 6 9	6,372 13 7	7,919 0 4
New copper wires,—			
Napier-Wanganui ..	516 1 10	587 8 3	1,103 10 1
Wanganui-New Plymouth ..	107 9 7	105 12 0	213 1 7
Blenheim-Kaikoura ..	395 6 10	130 4 9	525 11 7
Kaikoura-Waitaki ..	223 7 6	3,135 15 0	3,359 2 6
Waitaki-Dunedin ..	199 14 4	1,185 1 0	1,384 15 4
Waipapakauri ..	..	2 10 11	2 10 11
Kaeo-Totara North ..	159 18 9	61 18 0	221 16 9
Omanaia ..	16 10 6	20 17 4	37 7 10
Hikurangi-Hukerenui ..	52 9 1	..	52 9 1
Auckland-Whangarei ..	930 9 6	989 11 4	1,920 0 10
Mangapai-Maungakaramea ..	25 11 5	..	25 11 5
Onehunga-Mangere ..	44 12 5	63 16 2	108 8 7
Auckland-Henderson ..	9 7 4	22 1 3	31 8 7
Henderson-Waikomiti ..	2 3 8	14 11 4	16 15 0
Auckland-Waihi ..	4 19 9	..	4 19 9
Auckland-Mokau ..	4 10 0	157 6 4	161 16 4
Auckland-Manukau Heads ..	2 10 0	16 4 0	18 14 0
Pokeno-Mercer ..	18 10 1	..	18 10 1
Paeroa-Waikino ..	1 5 0	..	1 5 0
New Plymouth-Awakino ..	28 13 9	..	28 13 9
Oaonui ..	3 0 0	..	3 0 0
Inglewood-Tarata ..	88 18 5	98 17 9	187 16 2

Table No. 22—continued.

STATEMENT showing the EXPENDITURE on, and the COST of, TELEGRAPH CONSTRUCTION during the Financial Year ended 31st March, 1898—continued.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Toko—Strathmore	20 15 5	110 9 6	131 4 11
Hawera—Manutahi	63 2 4	...	63 2 4
Ormond—Waimata	0 9 4	...	0 9 4
Ormond—Te Karaka	8 8 0	69 2 10	77 10 10
Wairoa—Turoa	0 8 6	4 14 9	5 3 3
Dannevirke—Weber	241 12 2	136 3 2	377 15 4
Eketahuna—Hukanui	28 13 10	79 16 4	108 10 2
Martinborough—Pahana	1 1 9	...	1 1 9
Kiwitea	1 6 6	6 1 10	7 8 4
Cunningham's ... ..	...	10 9 11	10 9 11
Foxton—Carnarvon	10 2 9	...	10 2 9
Mangaweka—Pemberton—Rangiwahia	204 15 2	214 13 1	419 8 3
Pahiatua—Ngaturi—Makuri	0 19 3	...	0 19 3
Palmerston North—Koputurua	44 14 0	...	44 14 0
Levin—Horowhenua	6 10 0	...	6 10 0
Paikakariki—Marton	151 12 0	...	151 12 0
Paraparaumu—Waikanae	15 14 0	12 3 0	27 17 0
Hutt—Day's Bay—Rona Bay	31 1 9	76 6 0	107 7 9
Havelock—Cullensville	33 6 6	...	33 6 6
Belgrove—Wakapuaka	72 13 10	240 1 11	312 15 9
Reefton—Crushington	0 15 0	...	0 15 0
Reefton Post-office and Railway-station ... ..	...	10 19 5	10 19 5
Ngahere—Blackball	18 4 8	20 8 4	38 13 0
Hende's Ferry—Okarito	31 4 6	...	31 4 6
Clarence ... ..	...	8 12 11	8 12 11
Linton Downs	0 6 6	...	0 6 6
Lyndhurst	8 10 9	10 4 10	18 15 7
Geraldine ... ..	...	66 2 4	66 2 4
Ngapara—Tokarahi	147 6 3	30 12 3	177 18 6
Hyde—Kokonga	58 1 2	9 1 1	67 2 3
Dumbarton	0 7 6	2 11 6	2 19 0
Kakapuaka—Warepa ... ..	...	26 14 8	26 14 8
Clyde—Cromwell	42 1 3	52 14 7	94 15 10
Bannockburn—Nevis	784 11 3	74 18 7	859 9 10
Skipper's—Bullendale	82 8 5	...	82 8 5
Athol ... ..	...	0 18 0	0 18 0
Hokonui—Hedgehope	54 9 6	39 4 0	93 13 6
Wairio—Wrey's Bush ... ..	...	21 9 10	21 9 10
Gore—Clinton	57 17 10	8 18 6	66 16 4
Cable No. 3, Oterangi—White's Bay	6,605 8 2 133 12 6	14,308 2 2 ...	20,913 10 4 133 12 6
Purchase of material, &c.	6,739 0 8 22,645 2 3	14,308 2 2	21,047 2 10
Total expenditure to 31st March, 1897	29,384 2 11 771,351 1 10		
Total expenditure out of Public Works Fund to 31st March, 1898	£800,735 4 9	Total cost of lines during 1897–98	£21,047 2 10

MIDDLE ISLAND
NEW ZEALAND
 Map shewing
Telegraph and Telephone Lines

31ST MARCH 1898

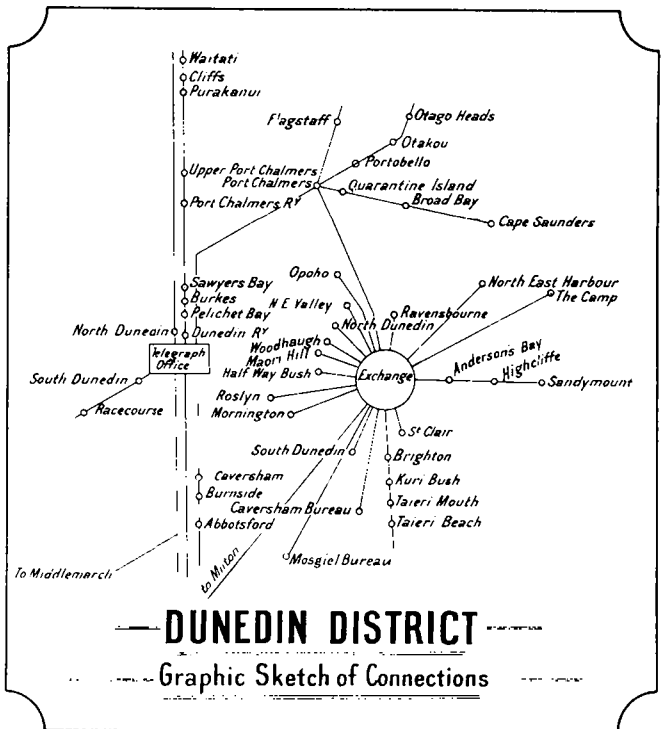
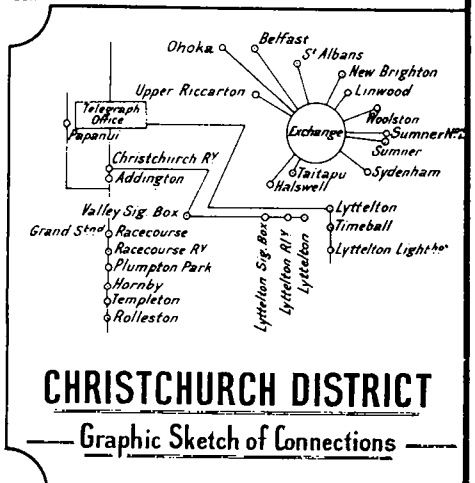
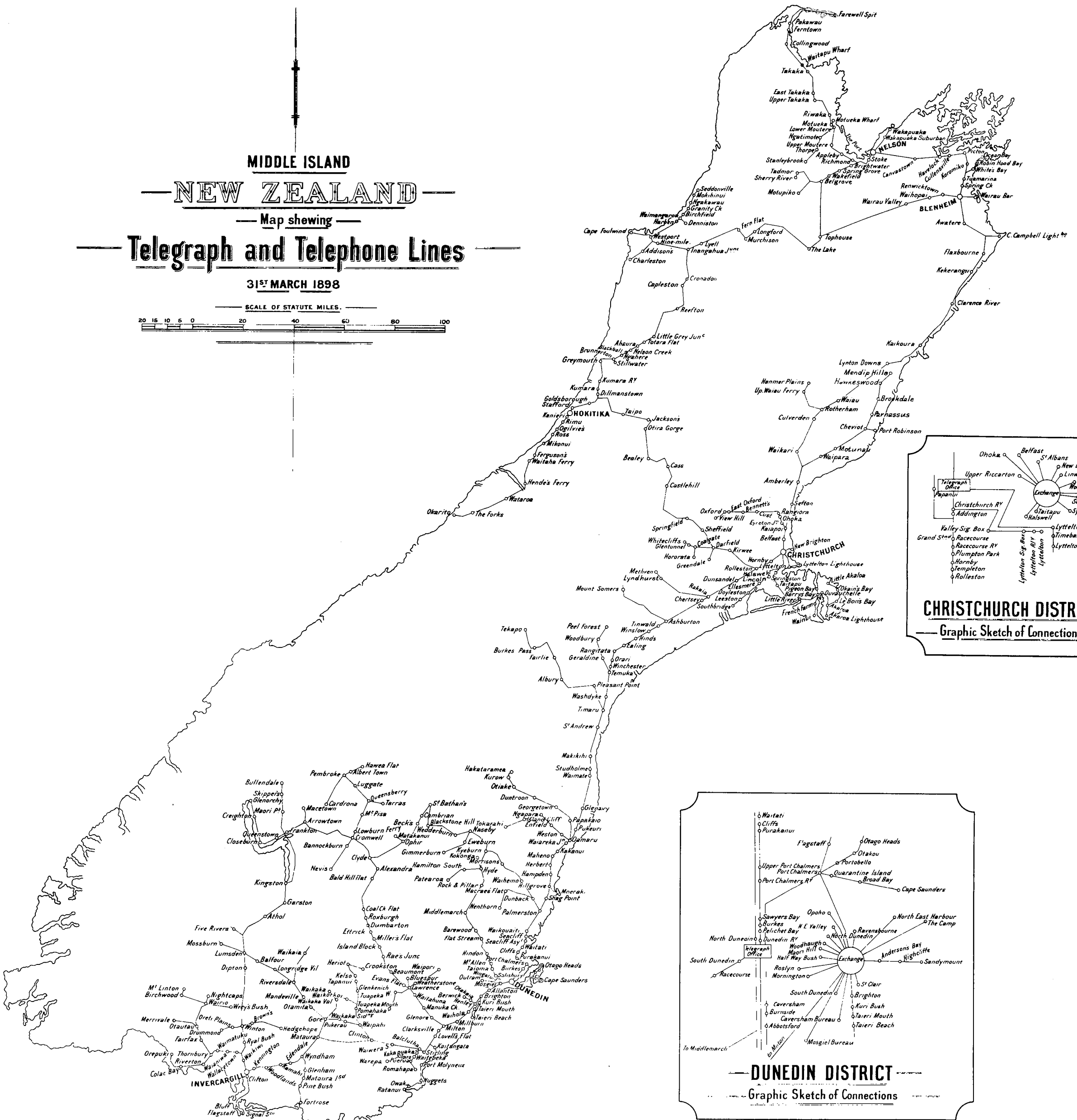
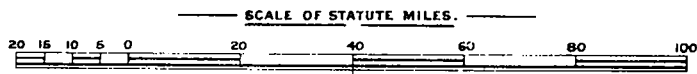


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