

1878.

NEW ZEALAND.

TELEGRAPH DEPARTMENT.

(FOURTEENTH ANNUAL REPORT.)

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

MY LORD,—

I have the honor to submit to your Lordship a report as to the operations of the Telegraph Department of New Zealand during the year ended the 30th June, 1878, being the Fourteenth Annual Report of the department.

I have, &c.,

J. T. FISHER,
Commissioner of Telegraphs.

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

REPORT.

THE revenue for the year was estimated at £70,000, but it has exceeded that amount by £3,284 1s. 10d. The total earnings of the department for the year 1877-78, exclusive of General Government telegrams, amount to £73,284 1s. 10d., being an increase over the previous year of £8,723 6s. 3d. The total cash revenue of the department from all sources, as shown in the debtor and creditor statement, amounts to £74,683 14s. 1d.

The number of telegrams of all codes transmitted during the year was 1,260,324, showing an increase over the previous year of 135,892, and over the year 1875-76 of 209,238 messages. Including the value of General Government messages, the gross earnings of the department for the year amount to £93,704 2s. 8d., and exceed the expenditure by £6,104 16s. 3d. The cost of maintenance of stations for the year amounts to £69,340 1s. 8d., and maintenance of lines to £18,259 4s. 9d. The former item shows an increased expenditure over the previous year of £5,986 10s. 10d., and the latter of £327 16s. 9d. The large increase in the cost of maintenance of stations is attributable to the large number of stations opened during the past year, the majority of which were established to facilitate the business of the Railway Department. A large portion of this expenditure will be recovered from the Railway Department, an adjustment being arrived at upon a basis mutually agreed upon by the departments interested. The total amount expended to date upon lines and cables, as shown in Table H, is £394,414 12s. 2d. The profit on the year's transactions may therefore be said to represent interest on the capital expended at the rate of 1½ per cent. This credit balance will of course be considerably enlarged when the adjustment with the Railway Department is made, and therefore the rate of interest will in consequence be augmented.

The number of telegrams transmitted during the year, as compared with the letters posted during the same period, shows that 20·71 telegrams were sent for every 100 letters. The comparative number for the previous year was 20·29; there is therefore a slight increase over the previous year.

The number of money-order telegrams sent during the year was 12,800, representing a value of £54,922 10s. 5d., being an increase in messages of 464, and decrease in value of £399 12s. 1d., as compared with the previous year. The commission collected by the Post Office on these transactions amounts to £1,555 4s. 8d., from which has to be deducted £640 due to the Telegraph Department as fees on telegrams, leaving £915 4s. 8d. to the credit of the Post Office, which is equal to 1·658 per cent. upon the total amount transmitted. It will be seen, on reference to Table I, that the largest number of orders were issued in Wellington, Dunedin coming next, and Christchurch next, the value of the transactions ranking in the same order.

During the year, 175 miles of line, carrying 272 miles of wire, have been erected, and 340 miles of wire erected on existing lines. On the 30th June, 1878, 3,434 miles of line, carrying 8,035 miles of wire, were in circuit, showing an increased mileage upon the previous year of line 175 miles, and wire 612 miles.

The number of stations open to the public on the 30th June was 182, 28 of which were opened during the past year, 8 being in the North Island and 20 in the South Island.

The extent of line maintained during the year was 3,318 miles, the average cost per mile for maintenance being £5 10s. (116 miles of line not included in maintenance table: see footnote, Table E).

Since the date of the last report the whole of the lines previously under the control of the Provincial Government of Canterbury, and used for railway purposes, have been taken into the charge of this department. The railway work is, however, performed as before, and in all cases takes precedence upon the wires set apart for its use. In the majority of cases the railway operators are officers of the Railway Department, but, to bring them also within the control of this department, a small additional salary is granted them.

Wherever a railway telegraph station is or has been opened, and where an ordinary telegraph station has not been established, the office is thrown open for the convenience of the public. At railway stations where a telegraph office proper is within a convenient distance, a receiving office is established, where messages are accepted and forwarded to the telegraph office for transmission. These stations prove a source of great convenience to the travelling public. Since the inauguration of this system, the following railway telegraph stations have been established—viz., Burnham, Coalgate, Cust, Dunedin Railway Station, Elbow, Horndon Junction, Manuka Creek, Oreti, Orari, Rangitata North, Rolleston, Sheffield, Southbridge Junction, Springston, Waipahi, Winslow, Washdyke, Waitahuna, Waimate Junction, in the South Island; and Farndon, Inglewood, Kopua, and Waitara, in the North Island. The cost of erection of lines and establishment of stations is in the first instance borne by the Telegraph Department, and that and subsequent expenditure divided between Telegraph and Railway Departments upon a basis agreed upon by the two respective departments. To instruct the officers of the Railway Department in telegraphy and the proper mode of rendering telegraph accounts and performing the duties connected with a telegraph station generally, travelling instructors were appointed, and the desired end attained at a comparatively small cost.

To provide sufficient staff for the working of new stations, and to supplement existing staffs to keep pace with the ever-increasing work of the department, it is found necessary to instruct cadets all the year round, which is done at the Head Office, two classes of six in each being constantly under tuition. At the end of three months, or less, they are sufficiently advanced to draft to stations. By these means the department is enabled to introduce from fifty to sixty young operators every year, which fully meets the requirements of the service, providing for officering new stations, strengthening existing staffs, and supplying the places of officers leaving the department. This system of training cadets affords respectable employment for lads leaving school, and is eagerly sought after by the colonial youth, who, as a rule, prove themselves apt operators. The salary upon entry awarded them being liberal, the department is enabled to obtain a superior class of boys from all parts of the colony.

The nominal strength of the department on the 30th June, 1878, was 716, against 612 on the same date in the previous year.

On the 1st July, 1877, an "urgent" code was introduced by Order in Council, giving precedence to telegrams upon which the "urgent" or double transmission fee is paid. All such telegrams are forwarded before ordinary telegrams, but in their order of receipt as regards other messages of the same code. The number of "urgent" messages sent during the year was 13,455, the value of which amounts to £2,099 16s. 8d. One-half of this may be looked upon as extra revenue, obtained by the introduction of the system. It might be but fair to give the system credit for the whole of the revenue derived by it, as the question arises whether the messages would have been sent at all if the transmitters were not inclined to the belief that they would receive more than the ordinary expedition in forwarding to their destination. Every care is exercised that "urgent" messages receive the quickest despatch; and to business people and traders generally the system presents great advantages, and is duly appreciated. In thus speaking of the "urgent" code, it must not be concluded that the department loses sight of the necessity for quick transmission of "ordinary" messages. Every officer in the service is carefully cautioned of this, and any unnecessary delay on a telegram on the part of any officer is met by fine or reprimand.

In the last report the destruction by fire of the Blenheim transmitting station was noted. A new office, built of concrete, has since been erected, and is now in the occupation of the department.

The work passing through the Australian cable and foreign lines appears to be steadily increasing.

The duplex system continues to work without the slightest difficulty, and proves of immense advantage to the department.

Appended to the report are plans showing the various telegraphic circuits, as also maps showing the geographical position of the various telegraph stations throughout the colony.

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

KAWAKAWA TO MONGONUI.

This line, which is 53 miles in length, was completed in September last, and stations established at Whangaroa and Mongonui. A general description of the route adopted was given in the last report. The total cost of line, under various headings, is shown in Table H.

LINES AND WORKS PROJECTED AND FINISHED DURING THE YEAR.

BLENHEIM TO TOPHOUSE VIA WAIRAU VALLEY.

The insecure condition of the existing line between Blenheim and Nelson, as well as the increased work on the West Coast, necessitated the addition of a third wire. It was therefore deemed advisable to erect a new line carrying two wires to the Tophouse from Blenheim, adopting a route through the Wairau Valley. The adoption of this route avoided the clearing of a large extent of bush, which would have been necessary had the line been carried upon the old route, and avoided, moreover, the strengthening which would have been required to render it capable of carrying a third wire. The section is 60 miles in length, 57 miles of which run through open country, the remaining 3 miles passing through bush, which has been felled $1\frac{1}{2}$ chains on either side of the line to insure its safety from falling timber. The cost of this section is shown in Table H.

THIRD WIRE, NELSON TO GREYMOUTH.

The erection of this wire was commenced in September, 1877, and completed in March, 1878. The addition of this wire affords to Hokitika, Greymouth, and Reefton direct communication with the Blenheim transmitting station on the south side, and places Nelson and the Wakapuaka cable station in direct communication with Blenheim on the north side, thus relieving Nelson of the transmission of a large amount of work from the West Coast for the North. The cost of this work will be found in Table H.

CHRISTCHURCH TO WAITAKI RECONSTRUCTION.

This section has been carefully examined, and all necessary repairs effected. Every pole has been tested, and all unsound ones removed and new ones substituted. The cost is shown in Table H.

CHRISTCHURCH TO GREYMOUTH RECONSTRUCTION.

This section has received attention during the past year. Between Bealey and Taipo, a distance of 10 miles, the line has been entirely repoled, and the general route at various points altered to render it safer and more durable. Other alterations, shown under the heading of "Maintenance," have been effected. The cost of repairs, alterations, &c., is shown in Table H.

WINTON TO LOWTHER.

This line, which is 37 miles in length, was completed in November last. The extension of railway communication rendered the work necessary, and the wire is used almost solely for railway purposes. Stations on this line were established at Oreti, Elbow, and Lowther, the two former being also public offices. The latter was for some time kept open for the convenience of the public, but, as the business performed by it was of so trifling a nature, it was deemed desirable to close it and use it simply as a "flying station," the instrument being worked by the railway guard. This line will be eventually extended to Kingston, at the south end of Lake Wakatipu. The cost of erection is shown in Table H.

WELLINGTON PILOT STATION.

It was deemed advisable to remove the telegraph station from the Signal Station to the Pilot Station; two additional miles of line had therefore to be erected. An additional wire from the pilot's house to the Look-out Station was at the same time erected, and communication by telephone established.

THIRD WIRE, WELLINGTON TO WANGANUI.

The increasing work on the West Coast line, North Island, rendered this work necessary. A direct wire for the New Plymouth work is now available when necessary, and the pressure upon the wires between Wellington and Wanganui is relieved by placing some of the intermediate stations upon another wire. Cost of erection of this wire is shown in Table H.

WELLINGTON TO WAINUI RECONSTRUCTION.

This portion of the Wellington to Napier section has been reconstructed, new poles having been inserted almost throughout, angles strengthened, and all necessary repairs effected. The cost is shown in Table H.

WAIPUKURAU TO KOPUA.

This line, which is 19 miles in length, was completed in January last, and a station opened at Kopua the following month. The line was erected for the purposes of the Railway Department, and the telegraphist at Kopua also acts as stationmaster. A guaranteed station upon this section at Takapau will shortly be opened. The cost of line is shown in Table H.

NEW PLYMOUTH TO WAITARA AND INGLEWOOD.

This line was completed in February last, and stations at Waitara and Inglewood opened in the same month. The wire, which was erected for railway purposes, runs upon the main telegraph line south, with the exception of a loop of four miles into Waitara. The cost of erection is shown in Table H.

LINES AND WORKS IN COURSE OF CONSTRUCTION.

FIFTH WIRE, WELLINGTON TO MASTERTON; AND FOURTH WIRE, MASTERTON TO TENUI.

The increasing work on the northern lines called for this additional wire accommodation, the erection of which is now being rapidly pushed forward. The fifth wire, terminating at Masterton, will be used for the more important of the intermediate stations. The fourth wire, extending from Masterton and terminating at Tenui, will be joined up to the Castlepoint wire, and will also do the work of the remaining stations between Wellington and Castlepoint. The loop of Nos. 1 and 2 wires from the Tenui junction into Castlepoint will be dismantled, and the wires joined through at the junction.

MAINTENANCE AND REPAIRS.

RIVERTON TO BALCLUTHA.

All lines on this section have, during the past year, been carefully overhauled, and all necessary repairs effected. The section between Clinton and Invercargill received considerable damage in May last owing to a severe snowstorm. The necessary permanent repairs are now being carried out. The cost of maintenance of this and other sections will be found in Table E.

BALCLUTHA TO WAITAKI.

The lines comprising this section are in efficient working order, and in a good state of repair. New poles have been erected through the Town of Port Chalmers, and any necessary repairs have received attention.

TOKOMAIRIRO TO QUEENSTOWN.

This section is in good repair and efficient working order, having during the past year undergone a thorough overhaul.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

Within the past few months this section has received extensive repairs, being for ten miles almost reconstructed. The route between Bealey and Taipo, in addition to being repoled, has at different points been slightly altered to render it safer. Two bad river crossings—viz., the Cass and Otira—have been altered so as to carry the wires across in one span. The encroachment of the Bealey and Otira Rivers rendered necessary a considerable amount of bush clearing. Some of the tube poles in the Waimakariri have been broken by floating timber in heavy floods. These are now being replaced by stronger ones. The whole of the section is now as safe as it is possible to make it.

CANTERBURY LINES.

Between Christchurch and Heathcote Valley the line has been entirely reconstructed; the old round iron poles have been taken out, as they were found not to be of sufficient strength to carry the three extra wires to be placed upon them. Square poles of totara have been erected in their stead. The line over the hill has been examined and strengthened.

The line between Christchurch and Akaroa has been overhauled, and put in good repair, as also that between Waitaki and Christchurch, which is referred to under heading of "Construction."

Upon the section between Christchurch and Cheviot a thorough overhaul to Saltwater Creek has been effected. From that point to Hurunui the line is in good order; but between Hurunui and Cheviot some minor repairs are required, which will receive attention in a short time.

About two miles of the Waiau line have been shifted out of the way of traffic, having originally been erected in the middle of the road reserve. At the river crossing, tube poles have been inserted, which renders the line at that point safer in the time of heavy floods.

CHEVIOT TO NELSON.

Between Cheviot and the Wairau River many of the old arms and black-pine poles having shown signs of decay, it has been decided to thoroughly overhaul and reconstruct this portion of the section. At some of the more exposed points the line will be removed inland; and, to further improve the insulation, the white Prussian insulators will supply the place of the Varley insulators now in use.

The remaining portions of the above section are in an efficient state of repair.

NELSON TO GREYMOUTH AND HOKITIKA, INCLUDING ROSS LINE.

In running the third wire from Nelson to Greymouth, advantage was taken of the opportunity for overhauling and strengthening the section throughout. A considerable extent of timber standing in dangerous proximity to the line was removed. On the Hokitika to Ross section a number of the sapling poles used in construction are showing signs of decay. They will shortly be replaced by new ones of larger dimensions.

WELLINGTON TO NEW PLYMOUTH.

During the running of the third wire between Wellington and Wanganui this line received a thorough overhaul, all poles showing the least sign of weakness or decay being removed and replaced by poles sawn from the heart of totara. The remaining portion of the section is in good working order, and has maintained its state of efficiency during the year, with the exception of one or two minor interruptions in the bush behind Mount Egmont.

Owing to a severe thunderstorm at the end of the year, the line between Turakina and Wanganui met with considerable damage. In the same storm the leading-in wires of the Wanganui office were fused by lightning, and considerable damage done to the instruments and internal fittings. Hasty arrangements were at once made for renewing communication, and instruments were immediately despatched from Wellington. Necessary repairs were effected and communication restored within thirty-six hours from the time of the accident.

WELLINGTON TO NAPIER.

Between Wellington and Masterton this line has during the past year received a thorough overhaul, and a working party is now engaged overhauling that portion between Masterton and Wainui. Between Waipukurau and Napier the line has been carefully examined by a working party on foot, and all defective arms, poles, insulators, &c., replaced by good ones. A fifth wire is now being erected from Wellington to Masterton, and a fourth wire will shortly be erected from Masterton to Tenui. The section throughout is now in good repair.

NAPIER TO GRAHAMSTOWN.

Between Tauranga and Katikati, for a distance of 14 miles, the line has been removed from difficult and swampy ground and erected adjacent to the main road. When the line was first constructed in 1871-72, the road had not been surveyed or laid off, and it was then deemed most desirable to carry the wires by such a course as would cross the numerous rivers at the fords then in use, in order to provide for inspection and repairs. The road now having been formed, and the majority of rivers having been bridged, the maintenance of this section will be greatly facilitated by the deviation. Between Katikati and Grahamstown several culverts have been renewed, and the track used by linemen for inspection, where it passes over swamp and through bush, has received proper attention. All the lines comprising this section are now in good and efficient repair.

AUCKLAND LINES.

Between Mercer and Pukorokoro some sixty decayed poles were removed, and replaced by new ones. Near Drury three miles of the line were altered to bring it into the new office. The alteration thus made also had the effect of strengthening the line by cutting out some severe angles. At the crossing of the Waiwera River, it was found necessary to clear some bush, and to slightly alter the line to make it more convenient for the shipping. On the Riverhead line several alterations have been made, necessitated by landslips, &c. Between Warkworth and Waiwera some minor alterations have been made. The towers at the Piako and Thames Rivers have received all necessary repairs. At Grahamstown and Parawai slight alterations have been made to meet with road deviations, and for the same reason the line passing through Parnell has been altered. Between Auckland and Riverhead a few decayed poles have been replaced. On the Manukau Heads line a dangerous swamp has received repairs. Between Helensville and Warkworth a creek has been bridged and a track cut for the linemen when on inspection.

AUCKLAND TO KAWAKAWA AND MONGONUI.

This section calls for no special remark. Between Auckland and Kawakawa some small but necessary repairs have been effected. South of Whangarei about three and a half miles of the line have been removed to alongside of the main road lately formed; and at the Wairua River about half a mile of line has been removed owing to erection of bridge. Fern and scrub have been cleared from round the poles, culverts and swamp tracks repaired, and everything which was deemed necessary to render the line lasting was done. Between Kawakawa and Mongonui the line is in good condition, being almost new.

COOK STRAIT CABLE.

No. 1 Cable.—This cable has, since the date of the last report, continued to work in an uninterrupted and satisfactory manner. It will be seen, on reference to the record of tests given in Table F, that Nos. 1 and 3 wires continue in their usual good electrical condition, while No. 2 maintains its usual low standard. No difficulty, however, is experienced in working this wire, and only from actual tests for insulation and resistance can it be judged faulty.

No. 2 Cable.—This cable continues to work in a satisfactory manner, and, from the monthly tests shown in detail in Table G, it will be seen that it is in as good electrical condition now as when first laid. It is, as well as No. 3 wire in the No. 1 Cable, worked upon the duplex system, and the results have been so far satisfactory. The No. 2 Cable is used exclusively for the southern work to or from Government Buildings.

SCHEDULE OF TABLES.

TABLE A.—Cash Revenue and Expenditure, Signals Department.
” B.—Number of Telegrams sent for every 100 Letters.
” C.—Comparative Quarterly Return, years ending June, 1877-78.
” D.—Annual Comparative Progress of the Department.
” E.—Cost of Maintenance of Lines.
” F.—Insulation Tests, No. 1 Cook Strait Cable.

TABLE G.—Insulation Tests, No. 2 Cook Strait Cable.
” H.—Total Cost of Lines.
” I.—Number of Telegraph Money Orders issued.
” K.—Value of Government Telegrams.
” L.—Debtor and Creditor Statement.

TABLE A.

CASH REVENUE derived from Private and Press Messages; Value of General Government Messages; Number of Messages transmitted by each Station; and the Working Expenses of each Station for the Year ended 30th June, 1878.

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.	Value of General Government Messages.	Total Value of Messages of all Codes.	Total Number of Private and Press Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Head Office ...	...	...	...	...	...	...	3,225 18 5	683 9 11	3,909 8 4
Abbotsford ...	27 7 6	0 16 2	28 3 8	472	14	486	59 11 8	3 0 0	62 11 8
Ahaura ...	204 6 11	72 1 7	276 8 6	3,133	743	3,876	239 3 4	8 19 6	248 2 10
Akaron ...	284 7 9	28 10 9	312 18 6	3,941	384	4,325	167 10 0	53 5 0	220 15 0
Alexandra, Auckland ...	126 19 4	198 9 2	325 8 6	2,176	911	3,087	145 4 2	98 10 0	243 14 2
Alexandra, Otago ...	94 10 5	7 9 5	101 19 10	1,540	110	1,650	123 6 8	27 7 9	150 14 5
Amberley ...	123 17 2	6 11 5	130 8 7	2,049	98	2,147	153 18 4	74 4 10	228 3 2
Arrow ...	183 9 3	49 3 1	232 12 4	2,592	460	3,052	185 0 0	36 11 0	221 11 0
Ashburton ...	509 19 5	37 5 5	607 4 10	8,326	494	8,820	249 4 6	84 2 10	333 7 4
Auckland ...	6,020 0 11	1,407 19 0	7,427 19 11	78,066	12,254	90,320	2,680 1 8	253 19 9	2,934 1 5
Balclutha ...	409 2 3	50 9 6	459 11 9	6,720	655	7,375	309 5 3	107 4 7	416 9 10
Bealey ...	42 0 7	44 13 2	86 13 9	677	700	1,377	225 0 0	46 13 0	271 13 0
Blenheim ...	640 17 9	147 0 3	787 18 0	8,468	1,919	10,387	3,312 14 11	685 5 4	3,998 0 3
Blueskin ...	58 10 9	11 14 7	70 5 4	987	153	1,140	114 11 8	13 4 6	127 16 2
Bluff ...	383 17 1	156 15 2	540 12 3	6,422	1,996	8,418	488 16 8	42 0 2	530 16 10
Brighton† ...	0 4 7	0 17 0	1 12 7	4	7	11	...	...	...
Bull's ...	345 7 6	22 0 5	367 7 11	5,378	318	5,696	165 11 8	22 5 9	187 17 5
Burnham ...	9 10 3	1 15 10	11 6 1	160	30	190	...	44 14 11	44 14 11
Cambridge ...	357 3 2	84 7 0	441 10 2	5,257	958	6,215	194 11 8	74 19 10	269 11 6
Carterton ...	131 14 7	18 3 9	149 18 4	2,292	193	2,485	123 15 0	72 8 1	196 3 1
Castlepoint* ...	50 19 9	28 0 8	79 0 5	813	403	1,216	134 11 8	52 16 6	187 8 2
Caversham ...	34 16 9	3 2 1	37 18 10	622	30	652	64 11 8	13 12 6	78 4 2
Charleston ...	120 3 4	13 6 5	133 9 9	1,997	196	2,193	182 17 3	77 18 2	260 15 5
Cheviot ...	117 4 5	4 5 7	121 10 0	1,115	63	1,178	131 0 10	63 18 2	194 19 0
Christchurch ...	6,548 17 10	1,205 2 9	7,754 0 7	75,466	10,668	86,134	4,033 16 3	596 15 0	4,630 11 3
Clinton* ...	144 17 0	30 2 6	174 19 6	2,270	364	2,634	237 13 4	30 18 9	268 12 1
Clyde* ...	159 9 1	62 3 8	221 12 9	2,142	667	2,809	132 10 0	14 9 4	146 19 4
Coalgate ...	29 9 2	5 6 3	34 15 5	491	38	529	2 10 0	9 18 5	12 8 5
Coromandel ...	285 19 9	65 15 9	351 15 6	4,991	730	5,721	198 6 8	50 5 3	248 11 11
Cromwell ...	237 2 0	13 7 9	250 9 9	3,346	203	3,549	181 0 0	9 13 6	190 13 6
Cust ...	17 10 9	0 12 11	18 3 8	309	6	315	4 13 4	9 15 9	14 9 1
Drury ...	37 9 11	5 11 11	43 1 10	623	64	687	109 3 4	37 11 0	146 14 4
Dunedin ...	8,004 16 11	1,038 14 1	9,043 11 0	101,107	9,446	110,553	4,371 1 1	581 9 8	4,952 10 9
Dunedin North ...	268 2 0	16 8 6	284 10 6	4,479	170	4,649	256 3 4	35 2 6	291 5 10
Dunedin, Railway ...	27 18 7	213 19 4	241 17 11	460	2,009	2,469	12 18 4	...	12 18 4
Dunsandel ...	45 16 0	0 15 11	46 11 11	798	10	808	118 15 0	14 15 7	133 10 7
Edendale ...	54 13 2	6 19 6	61 12 8	925	99	1,024	...	4 5 0	4 5 0
Elbow ...	48 18 1	3 2 0	52 0 1	840	42	882	...	14 6 10	14 6 10
Farndon ...	46 9 2	18 3 0	64 12 2	758	74	832	2 10 0	8 0 6	10 10 6
Featherston ...	192 17 9	48 17 10	241 15 7	3,210	544	3,754	135 2 10	13 11 0	148 13 10
Feilding ...	177 10 7	24 13 10	202 4 5	2,935	296	3,231	185 11 8	19 17 8	205 9 4
Foxhill* ...	27 12 5	3 19 9	31 12 2	440	39	479	130 0 0	5 2 6	135 2 6
Foxton ...	312 11 9	89 12 11	402 4 8	5,020	1,091	6,111	257 10 0	17 2 6	274 12 6
Geraldine* ...	93 5 10	5 13 5	98 19 3	1,456	83	1,539	140 0 0	6 19 0	146 19 0
Gisborne ...	1,039 0 10	288 18 4	1,327 19 2	13,568	3,092	16,660	420 0 0	85 10 8	505 10 8
Gore ...	176 7 7	11 6 1	187 13 8	2,878	162	3,040	127 18 0	48 10 0	176 8 0
Government Buildings ...	781 17 10	3,514 17 1	4,296 14 11	12,565	28,794	41,359	736 0 4	29 14 5	765 14 9
Grahamstown ...	1,376 7 11	215 18 3	1,592 6 2	17,629	1,681	19,310	1,185 19 5	155 7 7	1,341 7 0
Greymouth ...	1,954 13 9	350 1 0	2,304 14 9	26,112	3,617	29,729	1,266 9 2	278 19 8	1,545 8 10
Greytown ...	329 14 0	34 13 0	364 7 0	4,852	406	5,258	391 1 8	11 11 0	402 12 8
Hamilton ...	551 11 6	77 8 2	628 19 8	6,967	816	7,783	184 6 8	43 0 8	227 7 4
Hampden ...	82 12 5	16 15 0	99 7 5	1,299	187	1,486	134 11 8	64 15 9	199 7 5
Hastings, Hawke's Bay ...	121 18 5	5 12 9	127 11 2	1,914	63	1,977	84 11 8	13 5 0	97 16 8
Hastings,* Thames ...	9 14 6	1 5 2	10 19 8	166	9	175	140 0 0	10 10 0	150 10 0
Havelock ...	232 17 0	23 0 7	255 17 7	3,799	299	4,098	155 0 0	24 3 3	179 3 3
Hawera ...	315 7 1	72 16 5	388 3 6	4,806	789	5,595	192 4 2	57 0 2	249 4 4
Helensville ...	116 3 9	28 16 11	145 0 8	1,854	294	2,148	125 0 0	20 4 9	145 4 9
Herbert ...	39 4 3	5 0 0	44 4 3	669	61	730	119 11 8	16 15 0	136 6 8
Hokianga* ...	106 15 7	57 3 4	223 18 11	1,894	711	2,605	119 11 8	14 6 0	133 17 8
Hokitika ...	1,625 0 7	622 13 3	2,247 13 3	21,951	5,165	27,116	1,062 6 10	329 12 0	1,391 18 10
Horndon Junction ...	9 3 0	0 4 0	9 7 7	154	3	157	9 11 8	11 10 0	21 1 8
Hurunui ...	80 5 11	7 6 7	87 12 6	1,248	78	1,326	115 8 4	20 1 9	135 10 1
Hutt ...	75 17 4	4 5 11	80 3 3	1,245	65	1,310	144 11 8	10 13 6	155 5 2
Inglewood ...	24 18 11	2 0 9	26 19 8	402	23	425	18 0 0	14 5 3	32 5 3
Invercargill ...	1,542 2 11	465 3 9	2,007 6 8	19,929	4,550	24,479	821 13 4	184 17 2	1,006 10 6
Kaipoi ...	202 15 1	28 17 3	231 12 4	3,274	354	3,628	221 10 0	38 19 0	260 9 0
Kaikoura ...	154 16 11	55 12 3	210 9 2	2,214	805	3,019	125 0 0	16 1 4	141 1 4
Kaitangata ...	56 19 9	2 10 7	59 10 4	980	40	1,020	130 0 0	20 19 0	150 19 0

* Operator; also Lineman. † Station now closed.

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

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.	Value of General Government Messages.	Total Value of Messages of all Codes.	Total Number of Private and Press Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Kakanui	119 8 4	1 10 3	120 18 7	1,851	25	1,876	103 18 4	14 10 2	118 8 6
Katikati	17 2 4	2 11 7	19 13 11	247	32	279	104 11 8	78 17 6	183 9 2
Kawakawa	145 4 9	34 11 4	179 16 1	2,061	429	2,490	105 15 2	45 1 0	150 16 2
Kekerangu*	22 3 0	23 3 7	45 6 7	363	351	714	125 0 0	28 8 4	153 8 4
Kopua	29 2 0	21 2 9	50 4 9	522	172	694	49 11 8	20 19 6	70 11 2
Kumara	599 10 7	98 16 7	698 7 2	8,965	1,106	10,071	346 0 10	161 19 7	508 0 5
Lawrence	321 14 11	66 18 8	388 13 7	5,489	789	6,278	229 6 8	66 10 10	295 17 6
Leithfield	35 16 1	4 17 3	40 13 4	582	59	641	104 11 8	32 13 3	137 4 11
Longbush	75 14 7	0 19 10	76 14 5	1,200	15	1,215	102 10 0	21 12 4	124 2 4
Longford*	0 7 5	...	0 7 5	6	...	6	...	20 10 0	20 10 0
Lowther†	17 6 7	3 9 0	20 15 7	275	40	315	...	18 15 9	18 15 9
Lyell	138 14 7	33 13 1	172 7 8	2,070	486	2,556	124 11 8	61 1 11	185 13 7
Lytelton	1,003 8 1	312 6 11	1,315 15 0	16,689	4,959	21,648	565 13 4	83 7 1	649 0 5
Maketu	89 5 7	163 12 4	252 17 11	1,339	874	2,213	159 11 8	23 3 0	182 14 8
Malvern*	23 5 7	8 5 5	31 11 0	373	105	478	138 17 8	29 12 11	168 10 7
Manukau Heads*	37 2 7	51 8 11	88 11 6	629	943	1,572	163 6 8	48 17 6	212 4 2
Manutahi	52 9 9	5 4 1	57 13 10	835	79	914	129 11 8	65 2 0	194 13 8
Marton	326 6 10	45 5 6	371 12 4	4,596	441	5,037	170 16 8	109 9 4	280 6 0
Masterton	577 11 5	58 5 0	635 16 5	8,092	746	8,838	160 13 4	45 19 8	206 13 0
Mataura*	80 3 2	14 12 6	94 15 8	1,393	183	1,576	235 16 8	15 7 5	251 4 1
Mercer	73 16 4	16 14 6	90 10 10	1,230	147	1,377	136 5 0	27 13 2	163 18 2
Mohaka*	53 2 1	1 5 10	54 7 11	829	16	845	59 11 8	29 9 0	89 0 8
Mongonui	51 14 8	17 12 3	69 6 11	788	260	1,048	87 10 0	37 8 10	124 18 10
Mosgiel	61 18 3	4 10 11	66 9 2	1,062	56	1,118	150 3 4	6 10 0	156 13 4
Motueka	119 13 4	10 10 8	130 4 0	2,072	148	2,220	169 6 8	34 15 3	204 1 11
Manuka Creek	5 15 8	...	5 15 8	97	...	97	...	4 1 0	4 1 0
Napier	2,509 7 4	435 9 5	2,944 16 9	27,248	4,047	31,295	1,828 8 7	258 0 9	2,086 9 4
Naseby	218 12 9	60 8 3	279 1 0	3,023	744	3,767	109 11 8	29 13 0	139 4 8
Nelson	1,992 1 4	475 8 4	2,467 9 8	27,381	5,568	32,949	1,552 19 3	228 5 0	1,781 4 3
Newcastle	167 15 3	48 2 3	215 17 6	2,651	381	3,032	186 15 4	23 8 9	210 4 1
Newmarket	88 12 0	12 11 9	101 3 9	1,446	122	1,568	75 0 0	15 10 0	90 10 0
New Plymouth	995 11 8	310 3 5	1,305 15 1	11,835	3,365	15,200	606 16 8	66 2 8	672 19 4
Oamaru	2,195 13 8	428 1 5	2,623 15 1	26,793	5,049	31,842	647 11 8	119 19 11	767 11 7
Ohaeawai	59 16 6	7 4 0	67 0 6	961	54	1,015	144 3 4	33 17 6	178 0 10
Onehunga	214 1 6	80 7 2	294 8 8	3,335	1,175	4,510	184 11 8	6 2 6	190 14 2
Ophir*	75 10 2	12 4 8	87 14 10	1,215	155	1,370	134 11 8	9 5 0	143 16 8
Opotiki*	163 9 5	92 16 7	256 6 0	2,509	1,010	3,519	169 11 8	13 14 3	183 5 11
Opunake*	46 0 1	40 6 3	86 6 4	722	490	1,212	127 10 0	49 0 0	176 10 0
Orari	27 15 0	1 7 11	29 2 11	468	21	489	8 6 8	8 1 2	16 7 10
Oreti	41 15 8	2 1 9	43 17 5	633	26	659	...	25 4 0	25 4 0
Otago Heads	29 8 3	37 2 7	66 10 10	507	602	1,109	34 8 1	42 16 6	77 4 7
Otahuhu	42 3 9	1 17 10	44 1 7	738	26	764	189 11 8	63 0 6	252 12 2
Otaki*	85 0 8	30 2 4	115 3 0	1,301	244	1,545	129 11 8	138 1 0	267 12 8
Outram	85 10 1	5 18 5	91 8 6	1,477	100	1,577	156 13 4	23 0 6	179 13 10
Oxford	71 10 10	3 5 8	74 16 6	1,167	46	1,213	199 0 5	39 12 3	238 12 8
Palmerston	360 15 3	64 13 7	425 8 10	5,426	568	5,994	275 8 4	98 14 3	374 2 7
Palmerston North	360 0 3	43 8 10	403 9 1	5,042	583	5,625	274 3 4	29 15 5	303 18 9
Patea	386 6 3	76 3 9	462 10 0	5,260	770	6,030	258 13 5	70 15 1	329 8 6
Pieton	283 0 9	76 14 6	359 15 3	4,449	1,161	5,610	177 19 8	9 6 1	187 5 9
Porangahau	85 15 0	4 19 0	90 14 0	1,304	59	1,363	129 11 8	14 16 11	144 8 7
Port Chalmers	430 6 7	363 2 8	793 9 3	8,616	6,364	14,980	487 10 7	54 13 4	542 3 11
Pukorokoro*	9 15 8	0 7 1	10 2 9	154	4	158	141 5 0	25 17 6	167 2 6
Queenstown	421 11 11	74 12 5	496 4 4	5,175	793	5,968	173 3 2	57 10 3	230 13 5
Rakaia	151 13 2	5 10 0	157 3 2	2,393	60	2,453	147 10 0	26 1 6	173 11 6
Rangiora	172 9 7	6 17 3	179 6 10	2,886	98	2,984	159 11 8	14 3 0	173 14 8
Rangitata North	9 6 10	0 7 3	9 14 1	146	4	150	8 6 8	12 13 2	20 19 10
Reefton	1,033 6 9	151 16 2	1,185 2 11	14,449	1,833	16,282	564 0 7	211 3 8	775 4 3
Richmond	49 2 6	6 11 3	55 13 9	852	76	928	152 15 0	7 4 0	159 19 0
Riverhead	21 2 10	3 19 6	25 2 4	376	44	420	119 3 4	42 8 9	161 12 1
Riverton	251 5 7	36 3 7	287 9 2	3,735	504	4,239	191 0 0	41 4 11	232 4 11
Rolleston	13 3 10	0 7 4	13 11 2	216	7	223	8 6 8	3 0 0	11 6 8
Ross	132 16 1	25 15 6	158 11 7	2,089	269	2,358	226 5 0	123 3 6	349 8 6
Rotorua*	184 4 1	100 7 5	284 11 6	2,673	660	3,333	159 11 8	10 0 0	169 11 8
Roxburgh*	99 15 1	31 11 1	131 6 2	1,656	496	2,152	227 10 0	13 2 6	240 12 6
Russell	149 1 2	84 9 1	233 10 3	2,718	1,272	3,990	149 11 8	10 14 0	160 5 8
Sanson	95 8 10	7 2 0	102 10 10	1,546	80	1,626	139 11 8	20 3 0	159 14 8
Sheffield	38 4 5	2 9 5	40 13 10	615	25	640	18 6 8	6 12 0	24 18 8
Southbridge	125 7 5	8 6 9	133 14 2	2,082	84	2,166	132 16 8	31 18 8	164 15 4
Southbridge Junction	10 8 4	0 4 5	10 12 9	169	4	173	19 13 4	30 0 0	49 13 4
Spit	515 16 9	114 13 11	630 10 8	7,873	1,833	9,706	315 12 9	29 16 0	345 8 9
Springston	10 17 3	0 2 0	10 19 3	171	2	173	2 10 0	13 13 8	16 3 8
St. Bathans	67 17 3	3 16 6	71 13 9	1,038	61	1,099	80 0 0	11 7 6	91 7 6
Stirling	37 8 5	7 15 1	45 3 6	655	119	774	25 0 0	16 13 0	41 13 0
Tapanui	180 15 11	16 13 8	197 9 7	2,913	216	3,129	154 13 4	53 6 0	207 19 4
Tarawera*	24 5 0	13 19 2	38 4 2	388	152	540	140 0 0	11 13 3	151 13 3
Taupo*	112 1 0	114 2 4	226 3 4	1,750	1,156	2,906	134 11 8	22 3 6	156 15 2
Tauranga	574 0 4	301 10 3	875 10 7	7,931	2,857	10,788	340 0 9	34 6 5	374 7 2

* Operator; also Lineman. † Station now closed.

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

Name of Station.	Total Cash Revenue derived from Private and Press Telegrams.	Value of General Government Messages.	Total Value of Messages of all Codes.	Total Number of Private and Press Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of Station.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.
Te Awamutu* ...	106 18 2	21 8 11	128 7 1	1,587	195	1,782	204 11 8	5 3 6	209 15 2
Temuka ...	230 5 2	23 9 9	253 14 11	3,690	288	3,978	289 1 8	54 17 11	343 19 7
Te Nui ...	11 8 6	0 7 8	11 16 2	188	4	192	...	77 17 11	77 17 11
Timaru ...	1,905 17 7	248 4 9	2,154 2 4	23,502	3,212	26,714	739 0 0	182 18 7	921 18 7
Tokatea ...	58 16 1	18 2 4	76 18 5	922	312	1,234	104 11 8	17 1 9	121 13 5
Tokomairiro ...	246 12 10	30 2 3	276 15 1	3,907	389	4,356	159 3 4	33 14 11	192 18 3
Tophouse* ...	17 5 3	25 11 11	42 17 2	257	368	625	124 11 8	18 14 2	143 5 10
Turakina ...	81 16 0	11 14 10	93 10 10	1,367	135	1,502	106 6 8	91 19 4	198 6 0
Upper Hutt ...	115 10 3	13 18 1	129 8 4	2,026	196	2,222	104 11 8	61 9 2	166 0 10
Waiatu ...	106 18 11	23 14 3	130 13 2	1,537	254	1,791	109 3 4	24 18 0	134 1 4
Waiholo ...	32 19 9	3 12 10	36 12 7	580	43	623	64 11 8	3 16 6	68 8 2
Waikaiti ...	63 8 4	9 9 3	72 17 7	1,003	128	1,131	110 0 0	139 5 7	249 5 7
Waikouaiti ...	147 11 5	26 11 4	174 2 9	2,527	321	2,848	133 1 3	26 0 0	159 1 3
Waimate ...	370 4 4	65 11 10	435 16 2	5,500	672	6,232	294 17 8	66 16 9	361 14 5
Waimate Junction ...	18 11 11	25 1 10	43 13 9	314	274	588	9 11 8	27 18 0	37 9 8
Wainui* ...	38 4 3	1 0 0	39 4 3	529	13	542	140 0 0	10 5 0	150 5 0
Waipahi ...	27 3 2	3 3 1	30 6 3	449	26	475	...	35 6 0	35 6 0
Waipawa ...	275 16 7	22 12 2	298 8 9	4,441	306	4,747	165 11 8	26 3 3	191 14 11
Waipu* ...	39 5 6	3 12 10	42 18 4	641	40	681	119 11 8	12 15 0	132 6 8
Waipukurau ...	203 14 0	18 3 0	221 17 0	3,028	234	3,262	124 3 4	70 19 2	195 2 6
Wairoa ...	234 8 5	38 14 8	273 3 1	3,392	450	3,842	160 0 0	16 6 0	176 6 0
Waitahuna ...	36 15 5	1 0 9	37 16 2	637	13	650	49 11 8	11 9 5	61 1 1
Waitaki ...	28 5 11	22 12 4	50 18 3	464	286	750	64 11 8	4 2 0	68 13 8
Waitotara ...	97 0 2	10 7 7	107 7 9	1,563	100	1,663	98 6 8	73 8 0	171 14 8
Waitara ...	55 1 1	70 4 10	125 5 11	86	367	1,223	34 11 8	21 12 8	56 4 4
Waiuku ...	63 6 5	6 8 8	69 15 1	964	79	1,043	117 10 0	41 3 3	158 13 3
Waiwera ...	91 8 4	12 9 6	103 17 10	1,483	95	1,578	91 3 4	24 1 2	115 4 6
Wakapuaka ...	980 13 8	1 7 7	982 1 3	13,272	18	13,290	382 9 8	206 14 6	589 4 2
Wanganui ...	2,013 6 9	309 15 7	2,323 2 4	27,448	3,656	31,104	822 13 5	99 15 1	922 8 6
Warkworth ...	66 4 3	7 1 6	73 5 9	1,024	75	1,099	106 5 0	27 8 6	133 13 6
Washdyke ...	25 17 7	0 7 6	26 5 1	437	4	441	10 10 0	8 6 10	18 16 10
Waverley ...	142 19 4	12 17 7	155 16 11	2,393	159	2,552	100 10 0	51 15 11	152 5 11
Wellington ...	6,496 9 6	1,697 8 6	8,193 18 0	154,985	17,985	172,970	4,931 0 10	544 0 8	5,475 1 6
Westport ...	812 0 2	327 7 5	1,139 7 7	10,057	3,603	13,660	326 5 0	123 1 7	449 6 7
Whangarei ...	143 4 10	34 13 3	177 18 1	1,872	517	2,389	148 13 4	12 13 7	161 6 11
Whangaroa ...	51 16 10	9 5 1	61 1 11	781	179	960	77 18 4	32 1 11	110 0 3
White's Bay* ...	...	...	...	...	...	...	135 0 0	16 0 0	151 0 0
Winton* ...	80 19 6	9 2 2	90 1 8	1,414	146	1,560	140 0 0	15 12 0	155 12 0
Winslow ...	16 5 2	0 6 0	16 11 2	271	5	276	19 3 4	21 6 9	40 10 1
Totals ...	73,284 1 10	19,148 12 4	92,432 14 2	1,065,481	194,843	1,260,324	57,877 4 2	11,462 17 6	69,340 1 8

* Operator; also Lineman. † From this amount £128 3s. 9d. to be deducted, being cash received from Government Annuities Department.

TABLE B.

NUMBER of Interprovincial Letters forwarded during the Year ended 31st December, 1877; Number of Telegrams despatched in each Provincial District during the Year ended 30th June, 1878; and proportion of Telegrams to every 100 Letters; together with a similar Return for the previous Year.

	1877-78.					1876-77.					
	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.					
Wellington ...	1,068,204	305,896	28.63	926,387	260,449	28.11					
Marlborough ...	155,993	23,828	15.27	143,719	21,016	14.62					
Nelson ...	248,802	74,526	29.95	237,257	57,055	24.04					
Canterbury ...	1,357,049	183,229	13.5	1,176,688	157,143	13.35					
Westland ...	316,257	88,118	27.89	280,730	90,700	32.3					
Otago ...	1,275,874	237,832	18.64	1,319,753	223,615	16.94					
Southland ...	234,768	46,192	19.67	230,200	38,533	16.73					
Hawke's Bay ...	298,009	75,765	25.42	262,623	65,645	24.99					
Taranaki ...	114,228	30,599	26.79	101,300	23,348	23.04					
Auckland ...	1,009,200	194,339	19.25	862,263	186,928	21.67					
Total No. of Letters ...	6,078,384	5,540,920	4,731,873	4,059,517	3,209,837	2,878,372	2,418,021	2,626,947	2,374,060	2,749,488	1,938,578
Total No. of Telegrams ...	1,260,324	1,124,432	1,061,086	917,128	752,899	568,960	411,677	312,874	185,423	146,167	106,104
Proportion of Telegrams to every 100 Letters ...	20.71	20.29	22.21	22.59	23.45	19.76	17.02	11.91	7.81	6.12	5.47

TABLE C.

ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each Quarter of the Year ended 30th June, 1877; ORDINARY and PRESS TELEGRAMS despatched during each Quarter of the Year ended 30th June, 1878; and the REVENUE derived from each Class.

N^o 1
F.
N^o.

1876-77.

	September Quarter.		December Quarter.		March Quarter.		June Quarter.		Totals.	
	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.
Ordinary Telegrams	...	...	...	...	...	...	...	...	...	...
Press Telegrams	...	...	...	...	...	...	...	...	...	...
Provincial Government Telegrams	...	...	...	...	...	...	...	...	...	...
Totals	219,953	15,696 6 11	237,927	16,232 0 1	247,332	16,336 8 3	247,071	16,296 0 4	952,283	64,560 15 7

1877-78.

	September Quarter.		December Quarter.		March Quarter.		June Quarter.		Totals.	
	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.	No. of Telegrams.	Revenue derived. £ s. d.
Ordinary Telegrams	...	...	...	...	...	...	...	...	...	...
Press Telegrams	...	...	...	...	...	...	...	...	...	...
Totals	245,880	17,311 10 0	258,784	17,942 14 4	281,244	18,990 2 3	279,573	19,039 15 3	1,065,481	73,284 1 10

TABLE D.
COMPARATIVE TABLE showing the Progress of the TELEGRAPH DEPARTMENT during the Financial Years ended 30th June, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, and 1878.

Year ended	Number of Miles of Line.	Number of Miles of Wire.	Number of Stations open.	Number of Telegrams forwarded during the Year.			Revenue derived from Private, Press, and Provincial Government Messages, and Incidental Receipts.	Value of General Government Messages.	Total Value of Business done during the Year.	Cost of Maintenance of Stations.	Cost of Maintenance of Lines.	Total Expenditure.	Cost of Maintenance of Lines per Mile.	Tariff in Operation.
				Private, Press, and Provincial Government.	General Government.	Total.								
30th June, 1866	699	1,390	13	24,761	2,476	27,237	£ 5,561 19 2	£ 483 3 2	£ 6,045 2 4	£ 3,984 3 4	£ 2,443 2 11	£ 6,377 6 3	£ 3 3 9 10	
" 1867	757	1,498	21	55,621	15,331	70,952	9,070 10 1	3,770 4 8	12,840 14 9	8,017 14 7	2,541 4 11	10,558 19 6	3 7 1	Mileage tariff.
" 1868	1,110	2,223	31	72,241	26,244	98,485	11,652 3 7	6,672 0 3	18,324 3 10	9,489 17 10	5,406 7 3	14,896 5 1	4 17 4	
" 1869	1,329	2,495	45	106,070	50,097	156,157	18,520 10 4	13,430 11 9	31,951 2 1	14,266 12 7	8,547 4 9	22,813 17 4	6 8 6	
" 1870	1,661	2,897	56	122,545	62,878	185,423	17,218 1 4	12,252 6 0	29,470 7 4	16,417 7 4	14,120 4 10	30,537 12 2	8 9 11	
" 1871	*1,976	3,247	72	253,582	59,292	312,874	22,419 8 8	9,876 17 6	32,296 6 2	21,254 4 3	11,344 3 8	32,598 7 11	5 19 6	Mileage tariff in operation up to 1st Sept., 1869; uniform 2s. 6d. tariff from 1st Sept., 1869, to 31st March, 1870; and 1s. tariff from 1st April, 1870.
" 1872	†2,185	3,823	81	344,524	67,243	411,767	28,121 10 0	11,043 3 9	39,164 13 9	23,593 9 9	8,858 19 7	32,452 9 4	4 2 3	
" 1873	‡2,356	4,574	93	485,507	83,453	568,960	39,680 18 9	11,105 2 0	50,786 0 9	27,040 18 10	9,479 5 4	36,520 4 2	4 1 11	
" 1874	§2,530	5,782	105	645,067	107,832	752,899	46,508 18 10	12,618 11 6	59,127 10 4	38,801 19 4	15,021 17 11	53,823 17 3	6 3 11	
" 1875	||2,986	6,626	127	786,237	130,891	917,128	55,301 12 3	13,679 10 9	68,981 3 0	45,814 11 4	14,240 19 7	60,055 10 11	4 16 4	
" 1876	¶3,154	7,247	142	890,382	160,704	1,051,086	62,715 10 4	16,154 6 0	78,869 16 4	61,696 14 5	21,074 8 8	82,771 3 1	5 18 10	From 1st November 1873, address and signature given in free.
" 1877	**3,259	7,423	155	952,283	172,159	1,124,432	65,644 15 3	17,024 8 9	82,669 4 0	63,353 10 10	17,931 8 0	81,284 18 10	5 12 11	
" 1878	††3,434	8,035	182	1,065,481	194,843	1,260,324	73,284 1 10	19,148 12 4	92,432 14 2	69,340 1 8	18,259 4 9	87,599 6 5	5 10 0	

* From this mileage 78 miles to be deducted before computing the cost per mile for maintenance.
 † From this mileage 32 miles to be deducted before computing the cost per mile for maintenance.
 ‡ From this mileage 42 miles to be deducted before computing the cost per mile for maintenance.
 § From this mileage 106 miles to be deducted before computing the cost per mile for maintenance.
 || From this mileage 31 miles to be deducted before computing the cost per mile for maintenance.
 ¶ From this mileage 174 miles to be deducted before computing the cost per mile for maintenance.
 ** From this mileage 85 miles to be deducted before computing the cost per mile for maintenance.
 †† From this mileage 116 miles to be deducted before computing the cost per mile for maintenance.

TABLE E.

COST of MAINTENANCE of Telegraph Lines for the Financial Year ended 30th June, 1878.

Section.	Number of Miles.	Salaries of Linemen and Inspectors.	Travelling Expenses of Linemen and Inspectors.	Extra Labour.	Cost of Material used for Repairs.	Total Cost of Maintenance.	Cost per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Riverton to Balclutha, including Winton and Switzer's Lines	200	373 15 0	286 4 10	57 15 5	17 2 10	734 18 1	3 13 5
Tokomairiro to Queenstown	142	275 0 0	122 16 9	17 2 6	28 16 5	443 15 8	3 2 6
Balclutha to Waitaki, including Naseby, Ophir, St. Bathans, Kaitangata, Outram, and Otago Heads Lines	293	548 19 0	176 17 10	144 0 2	47 17 4	917 14 4	3 2 7
Waitaki to Christchurch, including Akaroa, Geraldine, Oxford, and Lyttelton Lines	231	473 7 8	390 15 10	337 3 6	482 6 4	1,683 13 4	7 5 9
Christchurch to Greymouth, including Ross Line	196	392 18 4	720 9 7	158 12 7	126 4 4	1,398 4 10	7 2 8
Greymouth to Westport, including Reefton and Lyell Lines	177	443 10 0	426 9 5	192 0 11	118 3 11	1,180 4 3	6 13 4
Christchurch to Blenheim, including Rangiora Line (8 miles), Southbridge Line (30 miles), and Waiau Line (37 miles)	283	698 15 0	444 7 0	208 8 0	90 9 3	1,441 19 3	5 1 10
Blenheim to Nelson, including White's Bay and Wakapuaka Lines	92	258 15 0	266 16 0	108 14 6	29 5 2	663 10 8	7 4 2
Nelson to Lyell, including Motueka Line	150	190 16 8	349 15 5	42 8 7	18 7 9	601 8 5	4 0 2
Wellington to New Plymouth, including Opunake Line, and Lines Palmerston North, from Foxton (25 miles), and Palmerston to Feilding (12 miles)	338	573 19 6	761 1 1	283 5 4	174 0 4	1,792 6 3	5 6 0
Wellington to Napier	221	463 6 8	415 13 9	155 9 8	138 12 11	1,193 3 0	5 7 11
Napier to Tauranga, including Gisborne and Opotiki Lines	363	977 4 8	490 19 11	183 9 0	128 7 0	1,780 0 7	4 18 0
Tauranga to Grahamstown	73	410 18 4	247 12 8	171 5 8	48 2 10	877 19 6	12 0 6
Auckland to Coronandel and Alexandra, including Manukau Heads, Tokatea, and Waitera Lines	286	951 5 0	612 3 7	493 6 6	362 8 8	2,359 3 9	8 4 11
Auckland to Bay of Islands and Hokianga, including Kawakawa to Mongonui	273	525 8 4	526 1 7	128 1 4	11 11 7	1,191 2 10	4 7 3
Totals	3,318	7,557 19 2	6,238 5 3	2,681 3 8	1,781 16 8	18,259 4 9	*5 10 0

* Total average cost of maintenance per mile.
 NOTE.—Blenheim to Tophouse (60 miles), Winton to Lowther (37 miles), and Waipukurau to Kopua (19 miles), not included in this table.

TABLE F.
INSULATION TESTS OF THE COOK STRAIT CABLE FOR THE YEARS ENDED 30TH JUNE, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, and 1878 RESPECTIVELY, SHOWING THE RESISTANCE PER KNOT AFTER TWO MINUTES' ELECTRIFICATION IN MEGOHMS (BRITISH ASSOCIATION UNITS OF RESISTANCE).

Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	Date.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.
1867—				1870—				1873—			
Sept. 1	473	71	554	Jan. 22	526	2	865	May 23	505	23	1,231
Sept. 30	634	102	634	Feb. 22	417	3	707	June 23	611	23	1,203
Oct. 14	547	179	620	March 18	442	3-4	967	July 24	628	24	1,159
Nov. 1	598	32-6	667	March 20	344	3-06	619	Aug. 23	717	23	1,564
Nov. 14	574	10-6	643	April 26	430	8-6	812	Sept. 23	609	23	1,193
Dec. 2	608	10-5	709	May 31	456	4-46	871	Oct. 21	569	21	1,214
1868—				June 26	355	2-3	622	Nov. 22	635	22	1,429
June 7*	930	5-5	1,034	July 16	517	3-93	893	Dec. 24	554	24	1,312
Sept. 11	630	22-5	946	Aug. 17	473	1-7	763	1874—			
Sept. 17	697	63-5	1,000	Sept. 17	508	8-7	1,108	Jan. 24	592	24	1,438
1869—				Oct. 20	471	5-5	1,069	Feb. 24	551	24	1,217
March 27	467	26	729	Nov. 21	505	10-2	1,149	March 25	559	25	1,106
April 19	485	30	748	Dec. 21	480	7-7	1,121	April 24	579	24	1,303
May 11	562	31	950	1871—				May 23	551	23	1,115
May 17	531	14	963	Jan. 21	574	6-7	1,312	June 27	607	27	1,227
June 22	522	15	931	Feb. 21	565	2-0	1,173	July 24	682	24	1,365
July 27	649	9	1,104	March 23	497	2-39	1,166	Aug. 29	771	29	1,564
Aug. 24	667	7	1,200	April 24	508	1-85	1,003	Sept. 24	643	24	1,483
Sept. 27	754	13	1,275	May 23	489	2-08	955	Oct. 26	944	26	1,928
Oct.†	...	5	1,253	June 24	717	1-28	1,288	Nov. 24	849	24	1,882
Nov. 8	582	2-5	1,159	July†	...	751	1,444	Dec. 23	650	23	1,060
Dec. 3	638	...	...	Aug. 25	...	...	...	1875—			
								Jan. 23	883	23	1,695

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

TABLE G.
INSULATION TESTS OF SECOND COOK STRAIT CABLE FOR THE YEARS ENDED 30TH JUNE, 1877 and 1878, SHOWING THE RESISTANCE PER KNOT AFTER TWO MINUTES' ELECTRIFICATION IN MEGOHMS (BRITISH ASSOCIATION UNITS OF RESISTANCE).

LENGTH OF CABLE LAID, 44-315 KNOTS.

Date.	Dielectric Resistance per Knot.		Copper Resistance per Knot in Ohms.	Inductive Capacity per Knot in Microfarads.	Remarks.
	Five Cells.	Fifty Cells.			
March 12, 1877	...	2,870	11-5085	3385	First test taken immediately after laying.
" 24 "	3,341	2,141	...	...
April 24 "	4,000	2,857	...	3851	
May 24 "	...	2,347	...	...
June 23 "	...	2,674	...	...
July 24 "	2,689	2,833	...	...
August 24 "	3,134	2,538	...	...
September 24 "	2,613	2,834	...	...
October 24 "	3,964	2,813	...	...
November 24 "	8,014	2,358	...	...
December 24 "	2,545	2,251	...	...
January 24, 1878	2,085	2,126	...	...
February 23 "	3,227	1,887	...	...
March 23 "	2,096	1,897	...	...
April 24 "	2,323	1,727	...	...
May 24 "	2,052	1,777	...	...
June 24 "	1,992	1,777	...	...

TABLE H.

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

Section of Line.	Length of Section in Miles.	Cost of Clearing Bush.		Total Cost of Poles, including Delivery.		Cost of Wire, Arms, Insulators, &c., including Carriage.		Cost of Erection.		Total Cost of Section.		Cost per Mile.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Riverton to Invercargill ...	24	...	...	547	2 10	96	10 11	262	12 7	906	6 4	37	15 3
Bluff to Invercargill ...	19	...	...	...	...	...	...	812	15 6	812	15 6	a42	15 6
Invercargill to Matura ...	32	...	...	1,199	0 0	739	1 4	469	11 0	2,407	12 4	75	4 9
Matura to Waitaki ...	189	...	...	8,353	18 0	3,034	7 9	1,720	13 3	13,108	19 0	69	7 0
Waitaki to Hurunui ...	218	...	...	6,554	8 8	3,427	13 6	3,760	19 0	13,743	1 2	b63	0 7
Hurunui to Nelson ...	241	1,229	3 3	5,213	14 0	3,953	3 4	3,661	6 0	14,057	6 7	c58	6 0
White's Bay Line ...	7	...	...	...	...	...	...	503	12 6	503	12 6	d71	18 11
Port Chalmers Line ...	8	...	...	...	...	...	...	800	0 0	800	0 0	e100	0 0
Christchurch to Greymouth	176	...	...	...	...	...	...	3,808	0 0	3,808	0 0	f21	12 9
Greymouth to Westport ...	67	1,951	7 6	1,070	16 5	960	15 4	3,019	17 9	7,002	17 0	104	10 5
Blenheim to Woodend, reconstruction (including White's Bay Line), 194 miles ...	...	100	0 0	5,136	12 5	2,022	15 4	3,484	12 0	10,743	19 9	55	7 7
Palmerston to Naseby ...	54	...	...	754	14 10	247	2 2	435	19 9	1,437	16 9	26	12 6
Tokomairiro to Queenstown	140	...	...	...	...	...	...	4,432	1 4	4,432	1 4	g31	13 2
Tokomairiro to Queenstown, reconstruction, 140 miles	...	...	...	...	...	...	...	2,247	3 10	2,247	3 10	16	1 0
Third Wire from Dunedin to Oamaru (including loop line to Kakanui, 4 miles), 94 miles	4	...	...	264	12 0	830	16 11	426	15 9	1,522	4 8	16	3 10
Christchurch to Hokitika, reconstruction, 146 miles	...	...	...	1,881	16 5	446	13 5	873	12 11	3,202	2 9	21	18 8
Christchurch to Akaroa ...	50	65	10 0	805	2 6	721	5 8	817	18 5	2,409	16 7	48	3 11
Nelson to Motueka ...	32	10	10 0	872	13 2	375	5 8	321	11 2	1,580	0 0	49	7 6
Greymouth to Reefton ...	50	2,649	0 0	1,440	14 0	1,101	6 7	1,795	9 11	6,986	10 6	139	14 7
Leithfield to Waiau ...	37	...	...	801	12 4	688	2 5	847	4 6	2,336	19 3	63	3 2
Invercargill to Winton ...	14	...	...	295	2 0	156	4 11	209	1 0	660	7 11	47	3 5
Hokitika to Ross ...	20	401	3 0	172	12 6	203	11 6	200	12 6	982	19 6	49	2 11
Kaipoi to Rangiora ...	8	...	...	207	0 0	48	2 8	37	17 6	293	0 2	36	12 6
Greymouth to Westport, reconstruction, 67 miles	...	...	...	675	14 3	69	16 9	1,216	9 1	1,962	0 1	29	5 8
Invercargill to Balclutha, reconstruction, 70 miles	...	...	...	1,221	3 0	113	15 5	706	12 3	2,041	11 5	29	3 3
Havelock to Nelson, reconstruction, 25 miles	...	...	...	379	18 6	17	15 0	144	5 2	541	18 8	21	13 6
Third Wire, Oamaru to Christchurch, 161 miles	...	...	...	936	2 10	1,935	7 2	1,077	10 8	3,949	0 8	24	16 6
Second Wire, Christchurch to Hokitika, 146 miles	...	...	...	290	6 0	1,286	7 0	518	13 6	2,095	6 6	14	7 0
Second and Third Wires, Hokitika to Greymouth, 60 miles	...	...	...	...	...	499	7 0	216	2 5	715	9 5	11	18 5
Fourth Wire, Palmerston to Dunedin, 33 miles	...	...	...	15	0 0	335	11 3	212	13 10	563	5 1	17	1 4
Reefton to Lyell ...	32	3,883	3 6	898	5 6	799	15 9	503	11 0	6,064	15 9	189	10 5
Tapanui and Switzer's Line, from Clinton ...	48	...	...	615	13 4	669	9 5	393	13 4	1,678	16 1	34	19 6
Fourth Wire, Blenheim to Christchurch (completed from Christchurch to Leithfield), 29 miles	...	...	...	...	...	286	9 7	131	17 6	418	7 1	14	8 6
Naseby to Clyde Line ...	56	...	...	2,351	10 3	3,311	11 6	632	19 9	6,296	1 6	112	8 7
Southbridge Line ...	30	...	...	649	9 2	353	8 0	217	6 10	1,220	4 0	40	14 8
Cargill's Line from Roxburgh ...	2	...	...	16	4 0	157	1 0	24	0 10	197	5 10	98	12 11
Geraldine Line from Temuka ...	12	...	...	30	11 9	324	1 10	33	17 3	388	10 10	32	7 6
Fourth and Fifth Wires, Christchurch to Bluff (completed from Christchurch to Dunedin and from Bluff to Clinton), 307 miles	...	...	...	1,041	7 8	6,339	19 6	1,768	14 10	9,150	2 0	29	16 1
Christchurch to Hokitika, reconstruction, 146 miles	...	2,610	0 6	252	11 0	462	2 0	1,294	5 3	4,618	18 9	31	12 8
Tokomairiro to Queenstown, reconstruction, 140 miles	...	...	...	685	8 0	41	12 9	110	15 0	837	15 9	5	19 8
Greymouth to Hokitika, reconstruction, 30 miles	...	1,181	9 0	789	19 1	451	6 5	1,757	9 1	4,180	3 7	139	6 9
Blenheim to Christchurch, reconstruction, 206 miles	...	101	18 1	1,099	17 6	1,885	12 3	1,645	9 7	4,732	17 5	22	19 5
Nelson to Lyell ...	118	4,210	5 8	5,429	8 3	2,649	19 1	2,435	2 9	14,724	15 9	124	15 8
Second Wire, Greymouth to Lyell, 82 miles	...	...	...	405	7 6	654	1 0	619	5 4	1,678	13 10	20	9 5
Carried forward ...	...	...	...	...	...	...	...	...	...	...	...	...	...

a Purchased from Southland Government. b Includes £450, purchase of Lyttelton line. c Approximate cost. d Approximate cost of poles, &c. e Purchased from private firm. f Purchased from Canterbury Government. g Purchased from Otago Government; total cost includes £2,047 lss. 10d. for new material.

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

Section of Line.	Length of Section in Miles.	Cost of Clearing Bush.		Total Cost of Poles, including Delivery.		Cost of Wire, Arms, Insulators, &c., including Carriage.		Cost of Erection.		Total Cost of Section.		Cost per Mile.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ...													
Fourth and Fifth Wires, Christchurch to Dunedin, and Third and Fourth Wires, Dunedin to Bluff, completion of (79 miles double wire) ...	...			150	12 0	405	11 2	539	3 7	1,095	6 9	13	17 3
Second Wire, Tokomairiro to Lawrence, 34 miles ...	...			20	0 0	37	8 5	137	6 1	194	14 6	5	14 6
Otago Heads Line ...	14			345	10 6	174	15 3	374	0 2	894	5 11	63	17 6
Kaitangata Line ...	6			184	16 2	73	6 10	139	19 1	398	2 1	66	7 0
Rangiora to Oxford ...	21			663	14 10	197	7 5	95	14 11	956	17 2	45	11 3
Outram Line ...	7			151	4 8	55	0 6	92	4 4	298	9 6	42	12 9
Reefton to Westport ...	28	1,189	17 0	602	7 0	502	17 7	636	1 10	2,931	3 5	104	13 8
Reefton to Westport, additional expenditure, 28 miles ...	...	6	15 0	514	19 0	194	1 8	247	4 4	963	0 0	34	7 10
Blenheim to Tophouse ...	60	199	9 5	2,115	12 6	1,219	18 10	808	8 8	4,343	9 5	72	7 9
Third Wire, Nelson to Greymouth, 200 miles ...	...			70	2 3	1,796	2 10	1,025	8 11	2,891	14 0	14	9 2
Christchurch to Waitaki, reconstruction, 143 miles ...	...			462	19 9	48	13 2	217	9 5	729	2 4	5	1 11
Christchurch to Greymouth, reconstruction, 176 miles ...	...			62	19 0	23	6 9	367	3 1	453	8 10	2	11 6
Railway Wires,—													
Dunedin to Tokomairiro, 33 miles ...	...			104	12 2	522	2 9	231	9 10	858	4 9	26	0 1
Hampden to Waitaki, 35 miles ...	...			66	0 0	190	12 4	135	11 10	392	4 2	11	4 1
Winton to Lowther ...	37			348	11 6	267	14 7	341	14 9	958	0 4	25	17 10
*Canterbury ...	...											
Totals—South Island	1,861	19,769	11 11	59,219	11 3	47,411	9 2	55,999	4 3	182,399	16 7	98	0 2
Lyell's Bay to Wellington	4			123	5 0	104	6 0	57	15 0	285	6 0	71	6 0
Wellington to Patea ...	180	67	18 6	4,647	12 7	2,315	9 5	3,062	11 9	10,093	12 3	56	1 6
Wellington to Masterton...	60	264	4 6	...		839	4 4	2,357	6 3	3,460	15 1	57	18 4
Masterton to Castlepoint...	36	22	15 1	...		388	18 6	1,267	9 1	1,679	2 8	46	19 6
Castlepoint to Porangahau	53	176	9 4	2,362	10 0	722	18 6	1,105	16 10	4,367	14 8	82	8 2
Porangahau to Napier ...	68	74	0 0	2,459	15 6	918	9 8	1,252	10 2	4,704	15 4	69	3 9
Napier to Tauranga ...	200	153	18 6	9,404	12 6	5,763	13 7	5,767	18 5	21,090	3 0	105	9 0
Auckland to Alexandra ...	152			...		...		3,256	0 0	3,256	0 0	21	8 5
Auckland to Newcastle, reconstruction, 70 miles (including new line from Hamilton to Cambridge, 12 miles) ...	12			1,393	14 6	841	15 9	1,453	3 8	3,688	13 11	44	19 8
Mercer to Thames, including four towers for spanning Thames and Piako Rivers ...	36			2,158	8 10	1,386	13 10	1,492	7 5	5,037	10 1	139	18 7
Second Wire from Napier to Tauranga, 200 miles ...	...	793	19 9	31	17 0	2,607	9 1	880	11 1	4,313	16 11	21	11 4
Tauranga to Katikati ...	30			1,041	3 0	530	5 9	1,266	0 10	2,837	9 7	94	11 8
Katikati to Grahamstown	43	1,584	1 3	2,521	19 5	1,461	8 6	1,482	15 3	7,050	4 5	163	19 2
Third Wire from Auckland to Mercer, 40 miles ...	...			...		234	0 9	383	18 5	617	19 2	15	9 0
Third Wire from Auckland to Grahamstown, 76 miles ...	...			173	1 6	816	9 7	1,136	6 11	2,125	18 0	27	19 5
Third Wire from Wellington to Masterton, 60 miles; from Napier to Waipukurau, 42 miles ...	...			146	17 6	188	17 2	1,020	11 10	1,356	6 6	13	5 10
Grahamstown to Coromandel ...	30	1,108	13 6	605	6 3	414	6 9	2,076	12 0	4,204	18 6	140	3 3
Patea to New Plymouth, 90 miles; less 28 miles not yet erected ...	62			4,026	17 10	1,144	11 3	2,002	5 9	7,173	14 10	115	14 1
Onehunga to Junction, reconstruction, 5 miles ...	...			40	5 0	4	6 0	36	19 10	81	10 10	16	6 2
Third Wire, Napier to Grahamstown, 270 miles ...	...			37	18 8	3,680	10 4	1,844	11 4	5,563	0 4	20	12 0
Carried forward ...													

* The following railway lines, erected by the Provincial Government of Canterbury, have, since the date of the last report, been taken over by this department:—

	Miles of Line.	Miles of Wire.		Miles of Line.	Miles of Wire.
Dunsandel to Timaru ...	2	80	Horndon Junction to White Cliffs	12	12
Christchurch to Southbridge	...	32	Heathcote Valley to Lyttelton...	...	1½
Christchurch to Amberley	25	34	Christchurch to Dunsandel	...	25
Rangiora to Oxford	...	22	Christchurch to Lyttelton	...	7½
Rolleston to Sheffield	...	28	Heathcote Valley to Lyttelton	...	3

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

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

Section of Line.	Length of Section in Miles.	Cost of Clearing Bush.		Total Cost of Poles, including Delivery.		Cost of Wire, Arms, Insulators, &c., including Carriage.		Cost of Erection.		Total Cost of Section.		Cost per Mile.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Brought forward ...													
Manukau Heads Line ...	36			833	17 8	340	5 8	1,057	15 7	2,231	18 11	61	19 11
Cambridge to Alexandra, reconstruction, 50 miles	...			844	7 6	349	5 8	643	4 7	1,836	17 9	36	14 9
Maketu to Opotiki ...	54			1,959	8 3	1,238	9 10	1,301	4 6	4,499	2 7	83	6 4
Wellington Signal Station Line and Lunatic Asylum	4			62	6 0	90	9 8	34	18 6	187	14 2	46	18 6
Second Wire, Wellington to Wanganui, completed from Wanganui to Bull's, 26 miles	...			54	0 0	385	4 3	202	16 6	642	0 9	24	13 10
Poverty Bay Line ...	107	23	15 0	3,524	10 0	5,610	4 0	4,519	6 3	13,677	15 3	127	16 7
Kaipara and Bay of Islands Line ...	220	5,323	6 8	4,993	15 0	2,685	16 0	5,256	0 6	18,258	18 2	82	15 4
Masterton to Waipukurau, Third Wire, 115 miles	...			96	5 6	1,542	9 0	555	6 5	2,194	0 11	19	1 6
Foxton to Palmerston ...	25			653	12 3	283	13 0	241	10 2	1,178	15 5	47	3 0
Fourth Wire, Wellington to Masterton, and Waipukurau to Napier, 102 miles	...			138	7 6	932	5 2	677	2 5	1,747	15 1	17	2 8
Tokatea Line ...	4			83	1 10	27	12 5	91	5 8	201	19 11	50	9 11
Thames Alteration, including Pukorokoro Line, 9 miles	...	49	9 0			420	8 4	811	8 3	1,231	5 7	142	7 3
Second Line, Wanganui to Hawera, 58 miles	...			19	7 0	693	16 0	211	16 0	924	19 0	15	18 11
Second Wire, Wellington to Wanganui, completed from Wellington to Otaki and Bull's to Foxton, 82 miles	...			551	0 3	2,875	4 4	1,937	6 5	5,363	11 0	65	8 2
Fourth Wire, Waipukurau to Porangahau, 18 miles	...			321	17 0	216	16 3	354	7 11	893	1 2	49	12 3
Second Wire, Wellington to Wanganui, completion of, 32 miles	...			187	14 6	328	1 6	976	10 9	1,492	6 9	46	12 8
Ohinemutu Line ...	2			9	12 0	109	13 0	21	16 0	141	1 0	70	10 6
Rangiriri to Mercer, reconstruction, 9 miles	...					26	17 6	66	16 3	93	13 9	10	8 2
Hawera to New Plymouth via Mount Egmont ...	49	25	0 0	1,236	3 6	946	10 4	1,629	10 6	3,837	4 4	78	6 2
Palmerston to Feilding ...	12			235	6 0	93	19 0	111	3 9	440	8 9	36	14 0
Waiwera Line from Warkworth ...	16	499	6 6	426	1 3	178	3 3	616	19 2	1,720	10 2	107	10 7
Wellington Pilot Station ...	2			30	10 0	21	4 11	53	4 0	104	18 11	52	9 5
Third Wire, Wellington to Wanganui, 140 miles	...			172	12 0	1,146	5 8	923	2 1	2,241	19 9	16	0 3
Wellington to Wainui, reconstruction, 127 miles	...			1,094	15 6	865	6 10	1,138	8 7	3,098	10 11	24	8 0
Kawakawa to Mongonui ...	53	84	7 9	962	16 6	654	2 5	1,493	9 2	3,194	15 10	60	5 7
Railway Wires,—													
Auckland to Penrose, 8 miles	...					33	13 11	43	19 6	77	13 5	9	14 2
Waipukurau to Kopua	19			627	5 11	143	1 5	247	18 7	1,018	5 11	53	11 10
New Plymouth to Inglewood, including loop line to Waitara	4			88	16 11	187	19 11	233	10 7	510	7 5	127	11 10
Totals—North Island	1573	10,251	5 4	50,382	14 11	46,790	14 0	58,655	10 5	166,080	4 8	*105	14 2
Totals—South Island	1861	19,769	11 11	59,219	11 3	47,411	9 2	55,999	4 3	182,399	16 7	*98	0 2
	3,434	30,020	17 3	109,602	6 2	94,202	3 2	114,654	14 8	348,480	1 3	...	
No. 1 Cook Strait Cable, including freight from London and expenses of laying	...									29,864	0 0	...	
No. 2 Cook Strait Cable, including freight from London, expenses of laying, and 8½ miles of spare cable, and demurrage of ship "Zealandia"	...									13,248	6 8	...	
Five miles spare No. 1 Cable, including freight from London	...									2,822	4 3	...	
Total expenditure, exclusive of lines in progress	...									394,414	12 2	...	

* Average cost per mile.

Total number of miles of line, 3,434; total number of miles of wire, 8,035. This mileage of line in wire is exclusive of Canterbury Railway wires.

TABLE I.

RETURN of the NUMBER and AMOUNT of TELEGRAPH MONEY ORDERS ISSUED within the several POSTAL DISTRICTS during the Year ended 30th June, 1878.

District.	Number.	Commission.	Amount.
		£ s. d.	£ s. d.
Auckland	1,533	192 14 8	6,965 16 7
Thames	161	18 0 4	598 14 0
New Plymouth	433	54 13 4	1,982 5 8
Napier	1,102	138 9 8	5,003 9 6
Wellington	2,749	338 7 8	12,056 2 4
Blenheim	493	57 7 0	1,962 13 11
Nelson	256	32 12 4	1,189 19 5
Westport	374	48 3 0	1,767 0 3
Greymouth	962	119 0 0	4,254 15 1
Hokitika	576	65 4 8	2,186 14 11
Christchurch	1,767	207 19 8	7,178 11 1
Dunedin	2,030	240 8 4	8,335 17 5
Invercargill	364	42 4 0	1,440 10 3
Total	12,800	1,555 4 8	54,922 10 5

TABLE K.

CASH VALUE of SHIPPING TELEGRAMS, and Amount chargeable to each Department of the General Government for Telegrams transmitted, during the Year ended 30th June, 1878.

Colonial Secretary	2,376 4 11
Customs	768 3 2
Defence	2,501 1 5
Government Annuities	128 3 9
Judicial	1,846 19 10
Postal	2,239 0 8
Registrar-General	321 17 4
Treasury	846 1 3
Public Works	5,367 9 5
Shipping Reports	1,876 2 7
Weather Reports	877 8 0
	19,148 12 4
Less amount received in cash from Government Annuities ...	128 3 9
Total	19,020 8 7

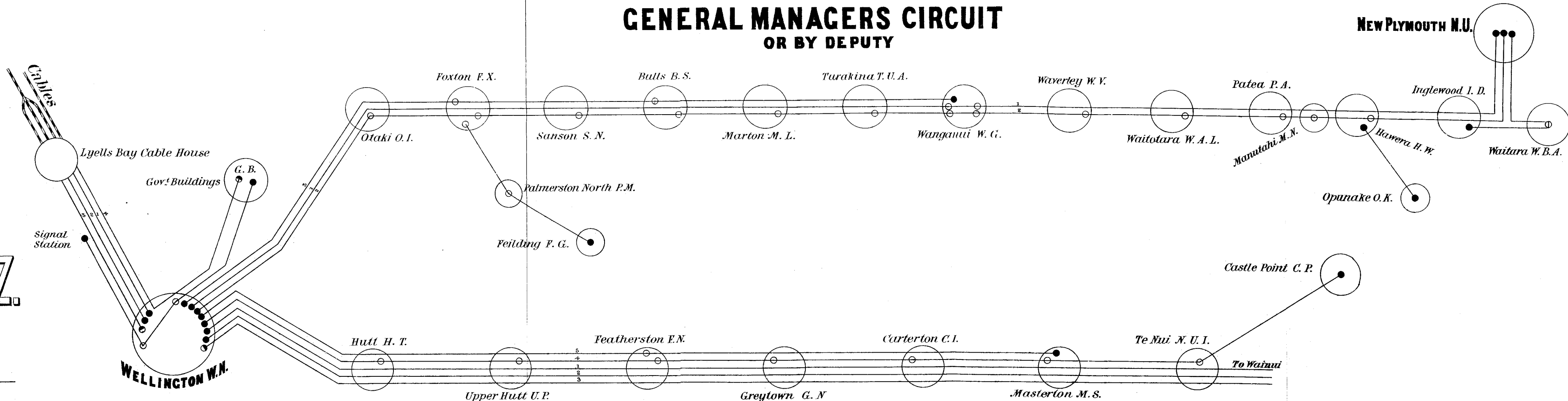
TABLE L.

DEBTOR and CREDITOR STATEMENT.

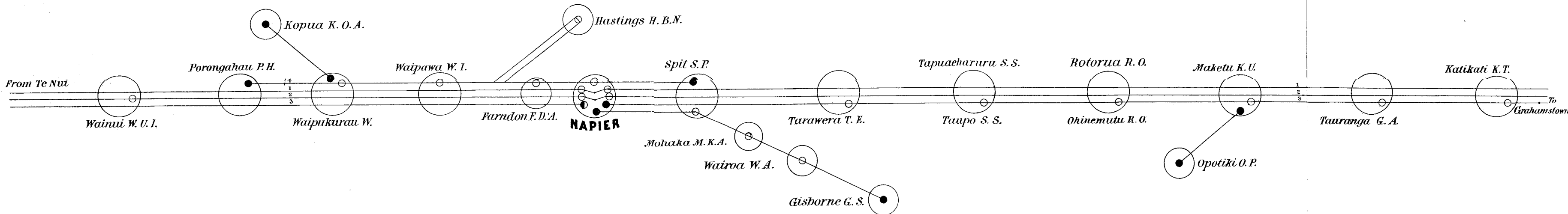
DR.	£ s. d.	£ s. d.	CR.	£ s. d.	£ s. d.
To Total Cost of Maintenance of Stations ...	69,340 1 8		By Cash Receipts as under:—		
Total Cost of Maintenance of Lines ...	18,259 4 9		Ordinary and Press Telegrams* ...	73,284 1 10	
		87,599 6 5	Incidental Receipts not included in tables:—		
			Excess on Ordinary Telegrams ...	77 13 3	
			Amount collected from Government Annuities Department for Telegrams transmitted ...	128 3 9	
			Collections for Copies of Telegrams, &c. ...	16 14 1	
			Amount collected by Postal Department for Money Order Telegrams ...	640 0 0	
			Proceeds of Sale of Condemned Line, Horses, Sundry Material, Old Furniture, &c. ...	537 1 2	74,683 14 1
Balance—being Receipts in excess of Expenditure ...		6,104 16 3	Value of General Government Telegrams ...		19,020 8 7
		£93,704 2 8			£93,704 2 8

* Of this amount, £1,007 1s. 5d. was collected in postage stamps.

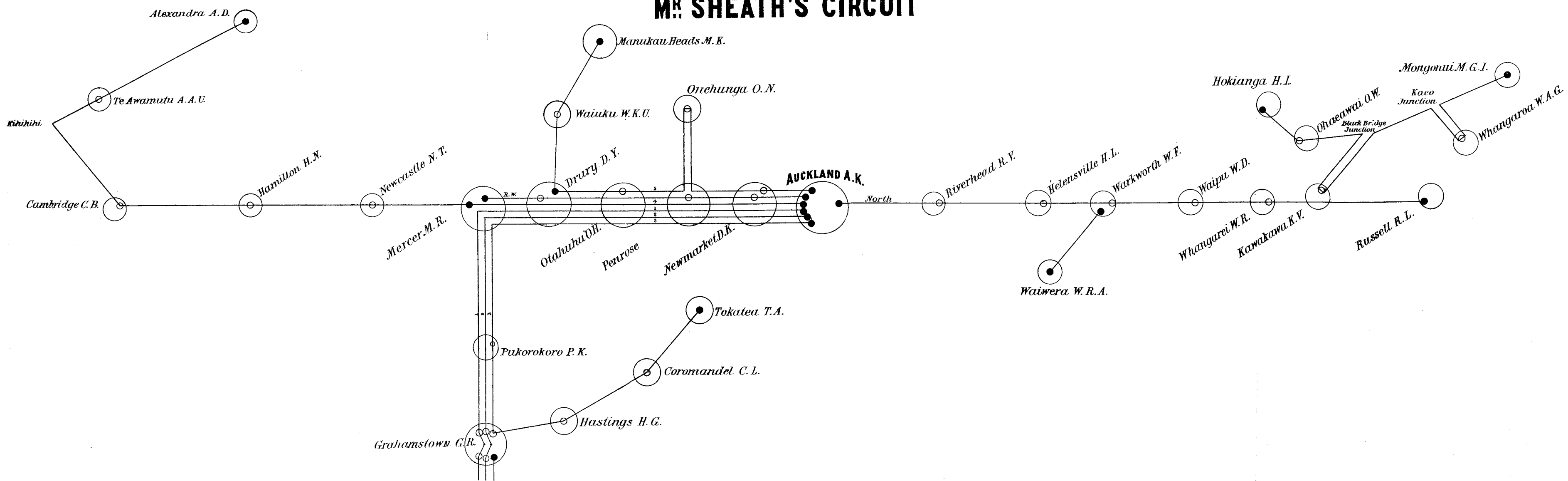
GENERAL MANAGERS CIRCUIT OR BY DEPUTY



MR FLOYD'S CIRCUIT



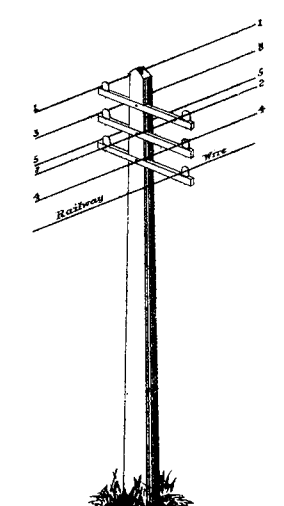
MR SHEATH'S CIRCUIT



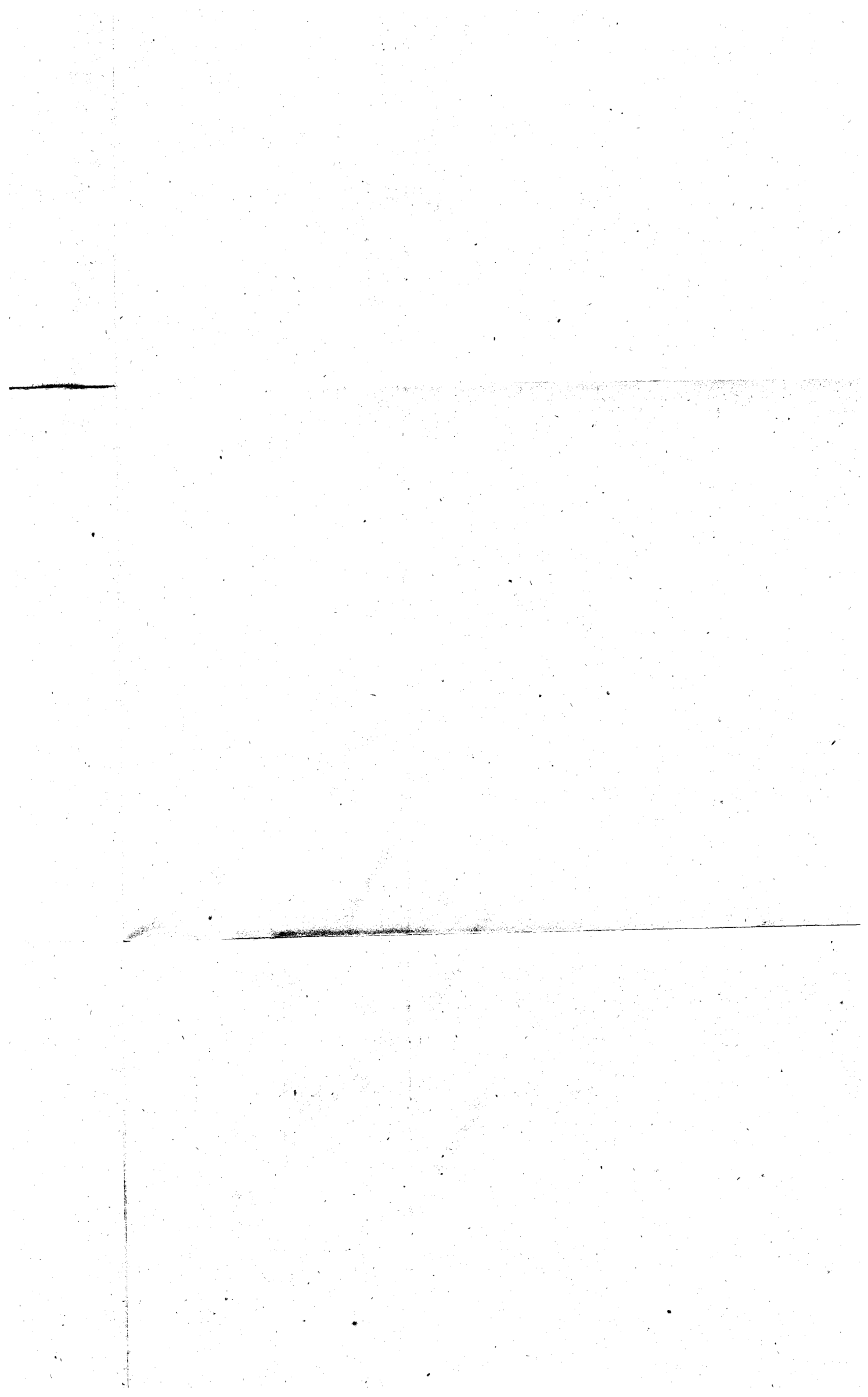
Telegraph Circuits NORTH ISLAND N.Z.

- EXPLANATION**
- Terminal Station " " " " ●
 - Intermediate Station " " " " ○
 - Intermediate Terminal " " " " } ○
 - or cut out altogether " " " " }
 - Duplex " " " " " ○
 - Railway Stms containing Instruments — ○
 - Block Instruments in Circuits — ■
- South send Copper North to Key.

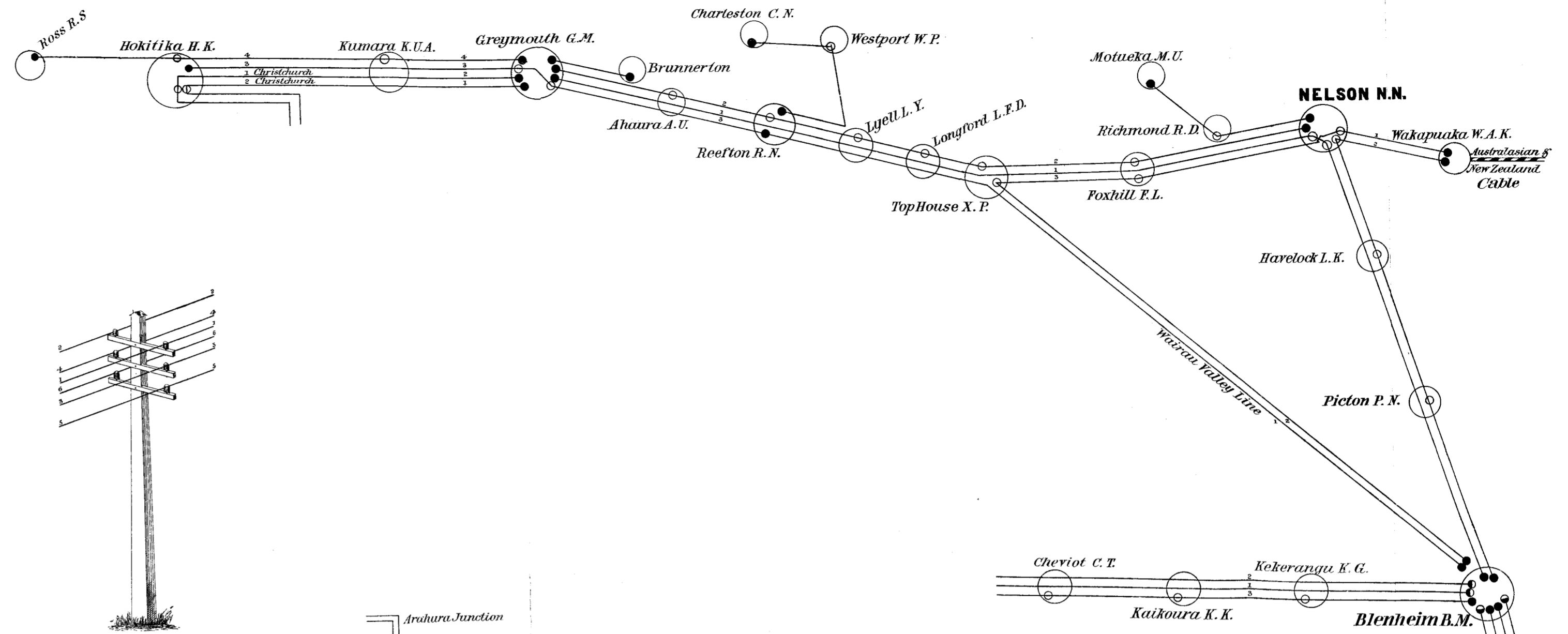
A. KOCH. DEL.



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



MR. MACALISTER'S CIRCUIT

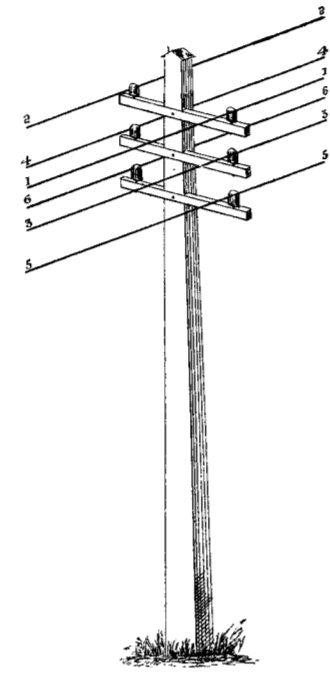


Telegraph Circuits SOUTH ISLAND N.Z.

EXPLANATION

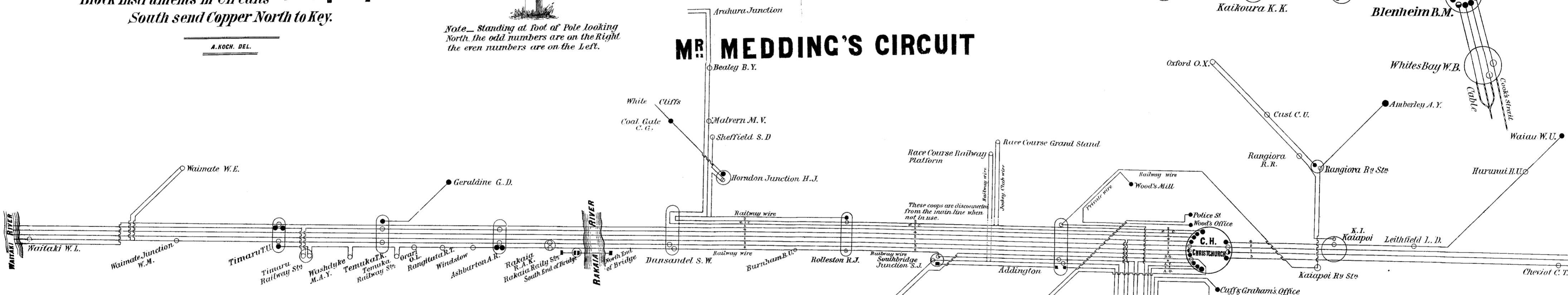
- Terminal Station " " " " ●—
 - Intermediate Station " " " " ○—
 - Intermediate Terminal " " " " } ○—
 - or cut out altogether " " " " }
 - Duplex " " " " " ●—
 - Railway Stns containing Instruments ○—
 - Block Instruments in Circuits " " " " ■—
- South send Copper North to Key.

A. KOCH. DEL.

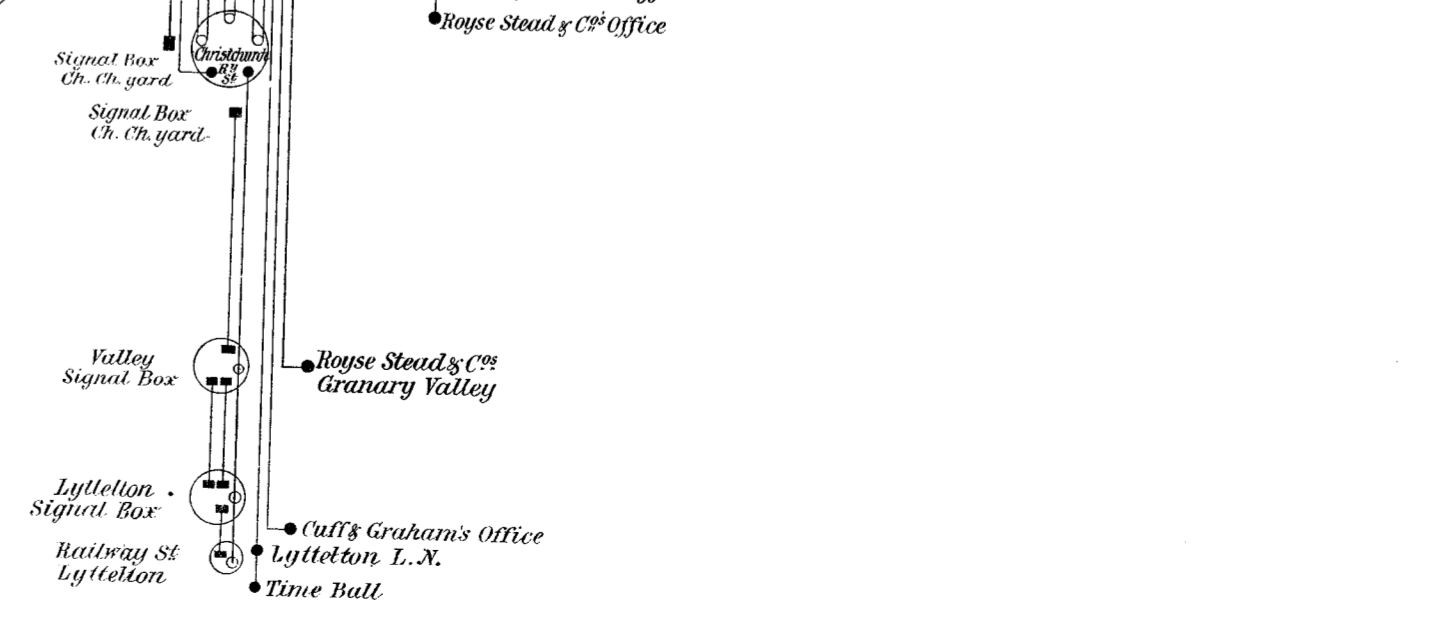
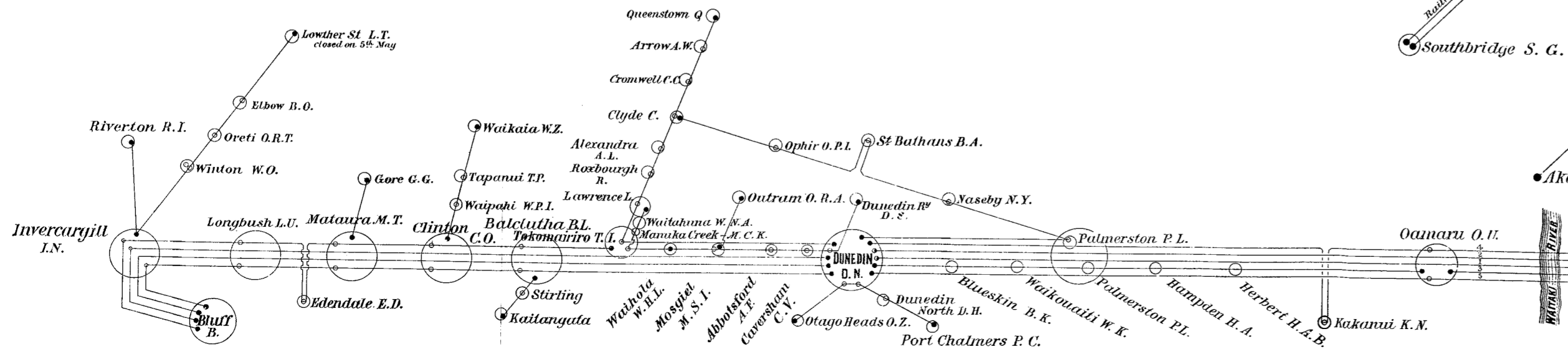


Note.— Standing at foot of Pole looking North, the odd numbers are on the Right, the even numbers are on the Left.

MR. MEDDING'S CIRCUIT



MR. LOCAN'S CIRCUIT



174°

176°

178°

C. Maria van Diemen

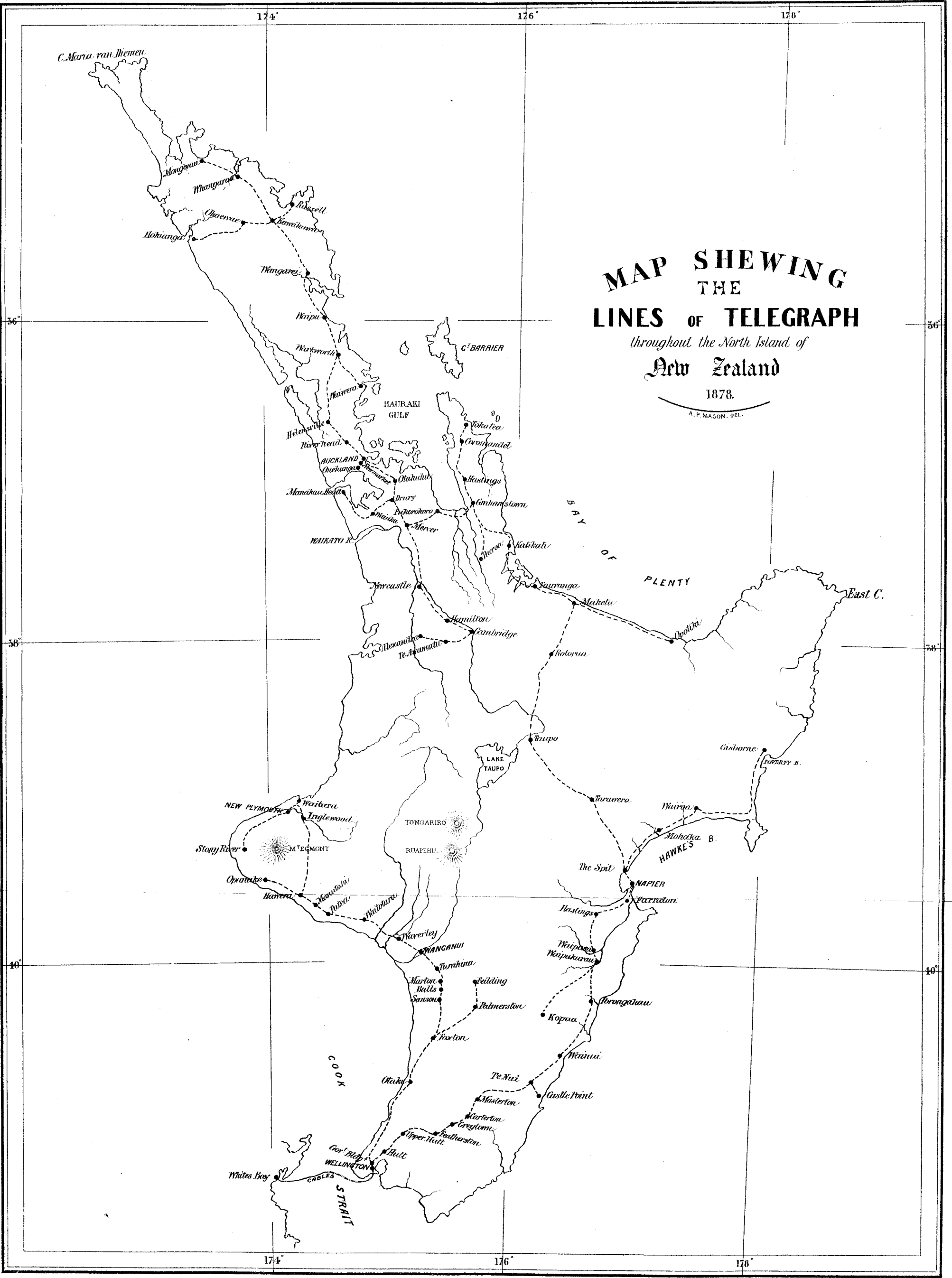
MAP SHEWING THE LINES OF TELEGRAPH

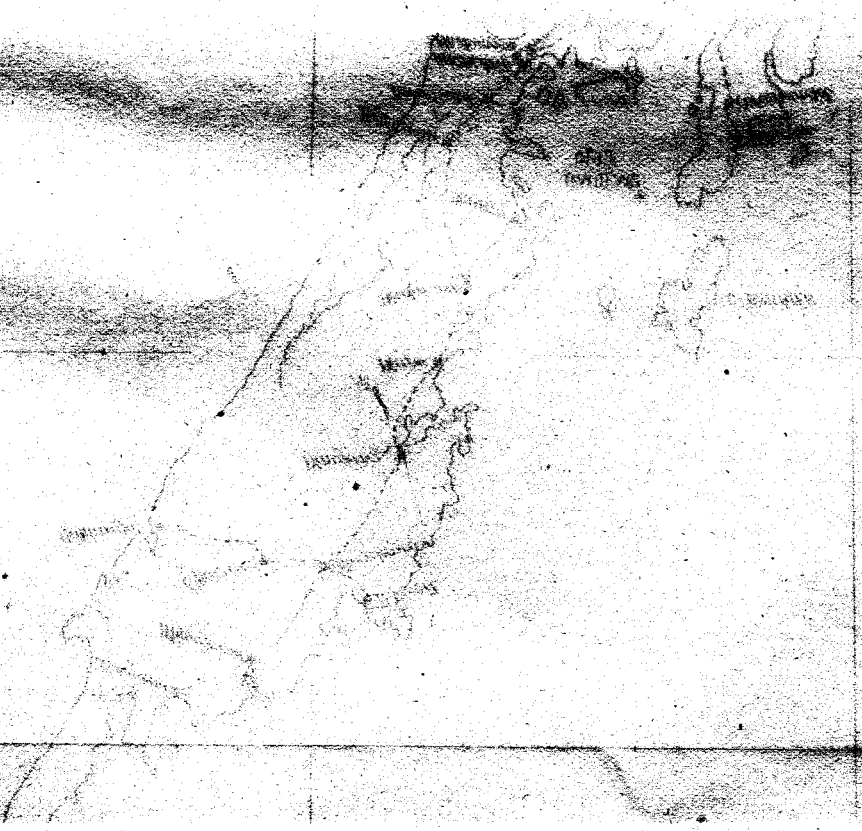
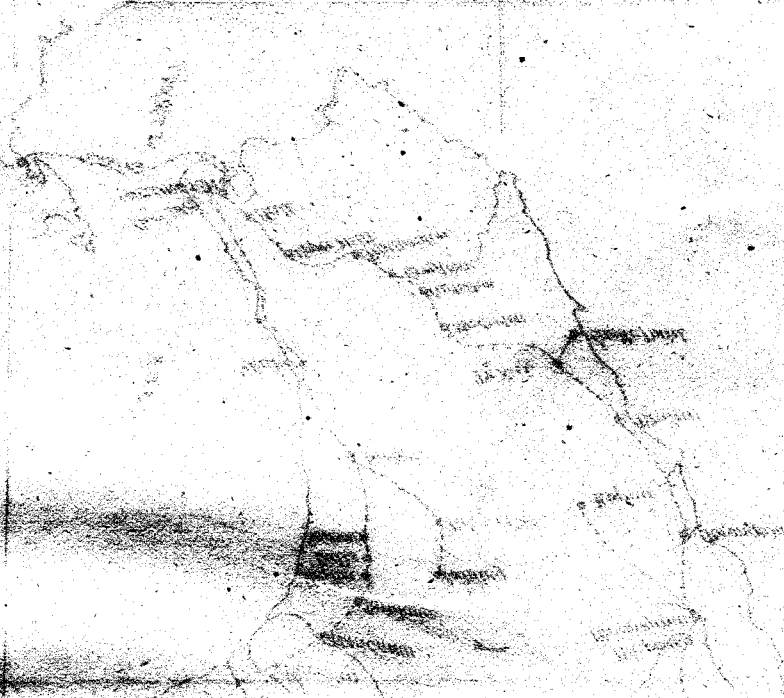
throughout the North Island of

New Zealand

1878.

A. P. MASON, DEL.





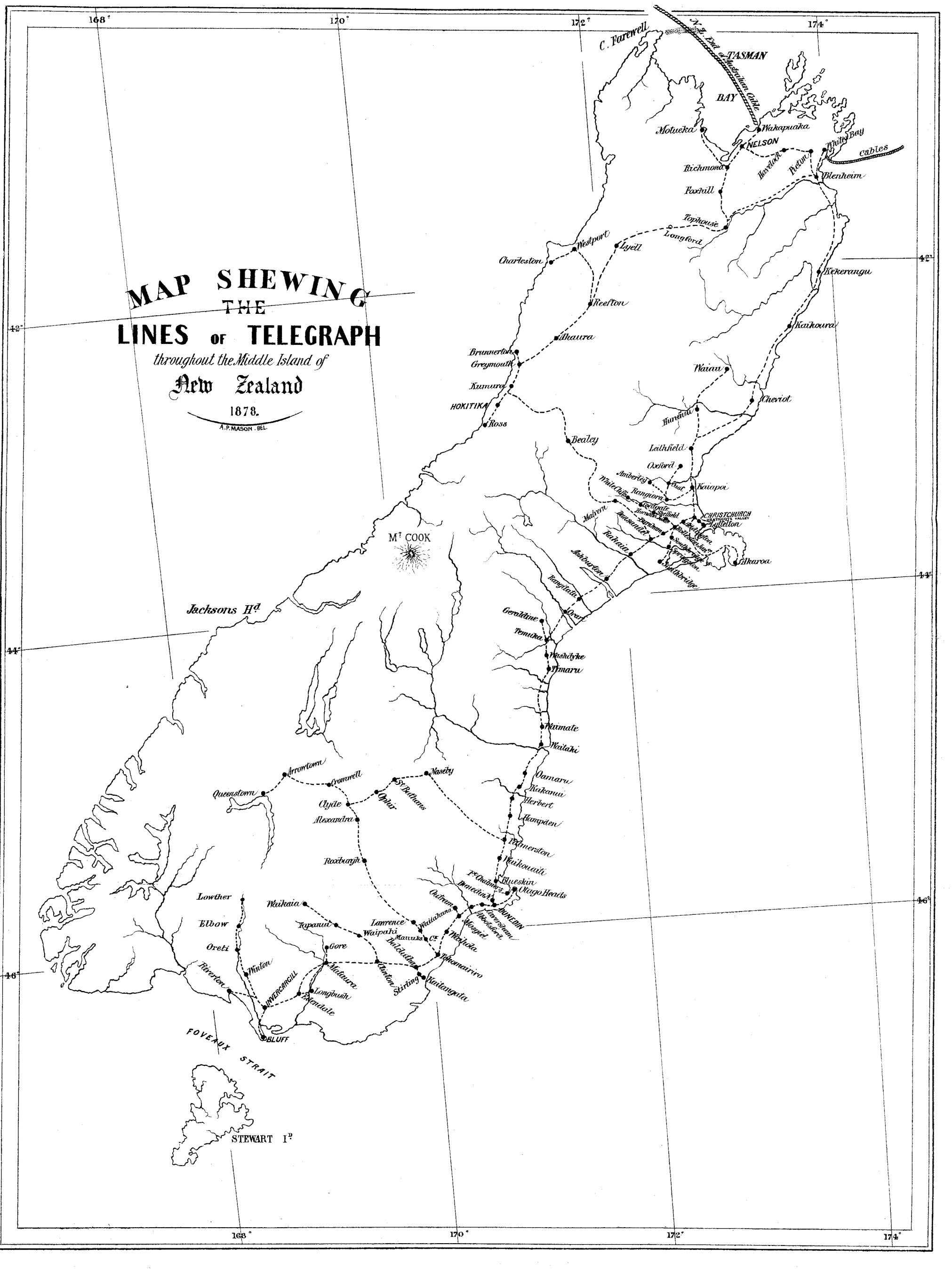
1878
THE GREAT
ATLANTIC OCEANIC
STEAMSHIP COMPANY
LIMITED
NEW YORK

168° 170° 172° 174°

MAP SHEWING THE LINES OF TELEGRAPH throughout the Middle Island of New Zealand

1878.

A. P. MASON - DEL.



42°

44°

46°

42°

44°

46°

168°

170°

172°

174°

