

1904.
NEW ZEALAND.

POST AND TELEGRAPH DEPARTMENT

(REPORT OF THE) FOR THE YEAR 1903.

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

MY LORD,—
I have the honour to submit to Your Excellency the Report of the Post and Telegraph Department for the year 1903, 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,
J. G. WARD,

Postmaster-General and Electric Telegraph Commissioner.
His Excellency the Governor of New Zealand.

REPORT.

The revenue and expenditure of the Department for the year are shown in the following table:—

Item.	Postal.	Telegraph.	Total.
<i>Receipts.</i>			
Stamps for postage	£ 290,016 10 5½	£	£ 290,016 10 5½
Money-order and postal-note commission	20,990 7 0½	.. ..	20,990 7 0½
Money-order commission received from foreign offices	787 5 1	.. ..	787 5 1
Private box and bag fees	7,515 3 4	.. ..	7,515 3 4
Miscellaneous receipts	23,897 13 7	4,038 5 1	27,935 18 8
Paid telegrams .. .. .	.. ..	162,497 13 7½	162,497 13 7½
Telephone exchanges .. .. .	.. ..	71,028 6 3	71,028 6 3
	343,206 19 6	237,564 4 11½	580,771 4 5½
Balance of expenditure over revenue (Telegraph) .. .. .	.. ..	18,298 16 2½	.. ..
Totals	£343,206 19 6	£255,863 1 2	£580,771 4 5½
<i>Expenditure.</i>			
Salaries (classified officers)	£ 95,624 2 7	£ 168,012 4 0	£ 263,636 6 7
Salaries (country Postmasters and telephonists and contributions to railway officers)	18,567 1 2	23,868 0 10	42,435 2 0
Conveyance of mails by sea	54,765 0 11	.. ..	54,765 0 11
Conveyance of inland mails	50,408 15 2	.. ..	50,408 15 2
Conveyance of mails by railway	20,104 5 7	.. ..	20,104 5 7
Money-order commission credited to foreign offices	2,246 16 9	.. ..	2,246 16 9
Maintenance of telegraph-lines .. .. .	.. ..	27,890 1 11	27,890 1 11
Miscellaneous	29,167 11 1	26,035 2 10	55,202 13 11
Telegraph-cable subsidy .. .. .	.. ..	10,057 11 7	10,057 11 7
	270,883 13 3	255,863 1 2	526,746 14 5
Balance of revenue over expenditure (Postal)	72,323 6 3	.. ..	.. ..
" " (combined Department) .. .. .	.. ..	.. ..	54,024 10 0½
Totals	£343,206 19 6	£255,863 1 2	£580,771 4 5½

The business of the Department continues to expand beyond expectations. For the year just closed it had been estimated that the revenue would exceed that of the previous year by £17,000, but, as the result of the general prosperity of the colony, the increase amounted to over

£55,000, or £38,000 more than the estimate. The most marked difference is in the receipts from postage stamps, the total of which rose from £246,660 to £290,016. The increase of over £43,000 in one year denotes a great augmentation of the volume of correspondence dealt with. This involved additional working-expenses, which have, however, been much less than the increase of revenue.

Another marked feature is the great increase in postal-note business. This, although not materially adding to the revenue, brings about a considerable addition to the work. Ninety thousand more notes were sold in the past year than in 1902.

The amount payable to the Railway Department for the conveyance of mails was £43,999, against which the sum of £30,427 was recovered for postage on railway correspondence, private-box rents, transmission of railway telegrams, telephone-exchange subscriptions, and maintenance of railway telegraph-lines. £10,059 was also paid to the Railway Department towards the salaries of officers of that service who act as Postmasters and telegraphists or telephonists. The balance in favour of the Railway Department was therefore £23,631. The revision of the agreement under which these payments are made is under consideration.

The salaries paid to officers, permanent and non-permanent, absorbed 53 per cent. of the revenue. The expenditure on all services, including salaries, amounted to 91 per cent. of the receipts. The net result, a surplus on the combined departmental account of £54,024, is very satisfactory. The postal surplus of £72,323 is largely owing to the unexpected increase in stamps used for postage already referred to. The telegraph deficiency is mainly due to the Pacific-cable subsidy, paid for the first time, which increased last year's expenditure by over £10,000.

The money-order business shows a fair percentage of increase. 396,312 orders, for £1,416,224, were issued, and 304,106, for £1,224,842, were paid.

The telegraph and telephone-exchange branches of the service show a growth which would, were it not overshadowed by the postal business, stand out more clearly. An increase of 405,893 in the number of telegrams forwarded produced over £9,000 more revenue, and about an equal sum was derived from 1,472 additional exchange subscriptions.

The total telegrams handled reached the record number of 4,965,197, for the transmission of which £162,497 was the net amount received.

Telephone-exchange connections numbered on the 31st March 12,105, and the subscriptions totalled £71,028.

The number of miles of telegraph-line at the close of the year was 7,779, carrying 22,920 miles of wire.

The expenditure on telegraph-extension amounted to £47,227.

Savings-Bank figures, which are elsewhere referred to in detail, show progress in keeping with the general prosperity. Over half a million pounds (including interest) have been added to the credit of depositors' accounts, which now stands at £7,388,681, an amount equal to £9 0s. 2d. per head of the population. During the year the sum of £5,661,592 was deposited and £5,343,828 withdrawn.

The "insured parcel" system, inaugurated some four years ago, has not been largely availed of. It, however, provides a cover for parcels of exceptional monetary or other value, and for such seems to be appreciated. In all, 5,477 parcels have been insured, the declared value of which was £81,694. The premiums received amounted to £183.

A comparison of the revenue and expenditure year by year for the past ten years is shown in the table below. The figures for 1881-82—the first year after the amalgamation of the Post Office and Telegraph services—and 1891-92 are also given.

STATEMENT showing REVENUE and EXPENDITURE of the POST and TELEGRAPH DEPARTMENT for the Ten Years ended 31st March, 1904, and for the Years 1881-82 and 1891-92.

Year.				Revenue.			Expenditure.			Balance of Revenue over Expenditure.		
				£	s.	d.	£	s.	d.	£	s.	d.
1881-82	...	...	...	234,529	8	0	233,291	10	4	1,237	17	8
1891-92	...	...	...	320,058	1	3	268,343	1	1	51,715	0	2
1894-95	...	...	...	357,449	14	9	299,971	1	4	57,478	13	5
1895-96	...	...	...	365,727	6	5	332,325	4	8	33,402	1	9
1896-97	...	...	...	392,117	1	0	353,699	14	5	38,417	6	7
1897-98	...	...	...	408,383	15	3	364,403	3	1	43,980	12	2
1898-99	...	...	...	445,770	7	1	390,197	8	6	55,572	18	7
1899-1900	...	...	...	488,245	16	4	390,448	1	7	97,797	14	9
1900-1901	...	...	...	503,835	19	5½	418,271	16	11	85,564	2	6½
1901-1902	...	...	...	488,573	1	11½	465,756	9	5	22,816	12	6½
1902-1903	...	...	...	525,098	17	3½	487,814	10	0	37,284	7	3½
1903-1904	...	...	...	580,771	4	5½	526,746	14	5	54,024	10	0½
Total for ten years				...	...	...	...	...	...	£526,338	19	8

Adding to the balance the value of free official correspondence (£88,742 14s. 11d.) and Government telegrams (£24,377 1s. 7d.), the credit balance on the year's transactions amounts to £167,144 6s. 6½d.

STAFF.

The total number of officers on the staff on the 31st March was as under :—

	31st March, 1904.
Postmaster-General	1
Classified staff :—	
First Division	3
Clerical Division	1,285
Non-clerical Division	761
Distributors and messengers	524
Total, classified staff	2,574
Employees not on permanent staff :—	
Country Postmasters and Postmistresses	1,713
Nightwatchmen	3
Mail-cart drivers	4
Postmasters and telegraphists or telephonists who are Railway officers	160
Total	4,454

COMPARATIVE Return of Officers of the Post and Telegraph Department for the Years ended 31st March, 1903, and 31st March, 1904.

	Mar. 31, 1903.	Mar. 31, 1904.		Mar. 31, 1903.	Mar. 31, 1904.
Postmaster-General	1	1	Brought forward	124	125
Secretary	1	1	Assistant Inspectors of Post-offices	4	4
Superintendent of Electric Lines	1	1	Chief Postmasters	17	17
Assistant Secretary and Inspector	1	1	Postmasters and Officers in Charge on permanent staff	112	116
Controller of Money-orders and Savings-banks and Accountant	1	1	Clerks (including Telephone Exchange cadettes and cadets in post-offices)	1,274	1,360
Chief Clerk	1	1	Operators (including cadets in telegraph-offices)		
Assistant Controller of Money-orders and Savings-banks and Accountant	1	1	Post Office Sorters	10	13
Clerks in General Post Office—			Letter-carriers	230	273
Secretary's Office	18	18	Messengers (Post Office)	58	66
Inspector's and Dead-letter Branch	7	7	Linemen	69	76
Controller of Money-orders and Savings-banks and Accountant's Branch	69	69	Telegraph distributors and message-boys	503	524
Storekeeper and assistants	10	10	Nightwatchmen	3	3
Master cable steamer "Tutanekai"	1	1	Mail-cart drivers	4	4
Electrician	1	1	Postmasters and telegraphists or telephonists who are Railway officers	151	160
Assistant Electrician	1	1	Country Postmasters, Postmistresses, and telephonists	1,656	1,713
Mechanicians and cadets	6	6			
Telegraph Inspectors	5	5			
Carried forward	124	125	Totals	4,215	4,454

The conduct of the staff has been satisfactory, while efficiency has been well maintained. Considering the magnitude of the business, complaints from the public have been singularly few, which in a measure is due to the firm way in which errors discovered by the Department, without complaint from outside, are handled. The systematic comparison in the clearing-room of the forwarded and received (office) copies of telegrams has not been relaxed, and all errors are noticed. Errors and irregularities on the postal side are similarly taken up.

Postal cadets seeking promotion to the Sixth Class are now required to pass an examination in general postal knowledge, and it is intended in future to require telegraph cadets to pass the postal examination as well as obtain a certificate of proficiency in telegraph-operating. There is a tendency on the part of young officers to assume that an acquaintance with the daily routine allotted them is all that is expected, with the result that their knowledge is too local for their services to be of real value outside their own particular duties. As far as can be done, without disorganizing business, cadets throughout the service are transferred from one branch to another from time to time, so that they may acquire a general insight of the varied duties.

Notwithstanding the exceptional advantages offered to cadets who pass the Civil Service Examinations, it is a matter for regret that comparatively few lads trouble themselves to work up for the examinations. Seeing that cadets who pass the Junior Examination gain one year's seniority, and that two years' seniority is secured by cadets who pass the Senior Examination, the number of candidates is somewhat disappointing. The advantage gained by cadets who pass the examinations is necessarily secured to them throughout the whole of their service. As all officers who joined the Department since the 13th September, 1880, have to pass the Senior Examination before they may be promoted to a class higher than the Fifth, the effect of the failure to pass the examination will ere long become very apparent to them.

A technical examination for telegraph officers will take place in July next. These examinations will be held at shorter intervals than heretofore.

From the 1st April last the payment for overtime performed by the postal staff at chief post-offices in respect of week-day attendance was brought into line with the payment to telegraph officers—i.e., for attendance in excess of ninety-six hours in two consecutive weeks, instead of only for attendance between 10 p.m. and 5 a.m. The payment for Sunday and holiday overtime is not changed. Distributors and others in the non-clerical division drawing salaries not exceeding £100 are now paid 1s. an hour instead of 8d., and the rate for officers drawing a salary of £100 has been made uniform.

Overtime is also payable for telegraph duties at certain of the larger sub-offices which regularly receive Press telegrams on Sunday.

HEALTH OF STAFF.

The following table gives the average absence of officers on sick-leave :—

	Numbers comprised (Principal Offices).	Average Absence per Sick Officer.	Average Sick-absence per each Officer employed.
Men ...	1,378	Days. 13·94	Days. 5·94
Women ...	186	19·41	16·17

There were five deaths.

An arrangement has been entered into with the Health Department under which medical officers of that Department examine Post and Telegraph officers when desired. This has already proved of advantage to the Department.

APPEAL BOARD.

Six appeals were dealt with by the Board in May last year, of which one was reported against and five were reported upon in favour of the appellants. One dealt with an adjustment of salary, the second involved a question of precedence, the third a question of departmental arrangements, in which the Postmaster-General was unable to agree with the Board's views, and the fourth and fifth involved the promotion of two officers.

PENNY POSTAGE.

The near approach of the International Postal Union Congress (which should have met at Rome in April last, but has been postponed until April next year at the instance of the Italian Government), and the intention of one or more countries to support the proposed universal penny post, terminated for the time New Zealand's negotiations with individual Administrations. It is impossible to forecast the result of the proposal. Besides New Zealand's proposal to reduce the letter-rate throughout the union from 2½d. to 1d., Japan proposes a reduction from 2½d. to 2d., and Germany, Austria, Denmark, Hungary, Luxemburg, and Switzerland recommend that the weight allowed to pass for 2½d. should be increased from 15 grammes (½ oz.) to 20 grammes (¾ oz.). The ultimate success of the penny post will probably depend on the decision arrived at in connection with the land-transit rates. The following extract from the report of the Postmaster-General of the United States of America for the year 1903 indicates how the question is now viewed in that country :—

"Reduction in Foreign Rates of Postage."

"The International Postal Congress will convene at Rome, Italy, in March, 1904. Believing that the time has arrived for a reduction in the rate of foreign postage, our representative at the Congress will be instructed to urge upon the members of the Postal Union the propriety of a reduction in the foreign rate of postage, especially so far as it may affect the rate now obtaining between the United States and the great commercial nations of Europe. It is confidently expected that if the rate should be reduced from 5 to 3 cents, or even to 2 cents, it would result in a very short time in such an enormous increase in the interchange of communications as would bring greater financial returns than obtain from the present rate."

There will no doubt be difficulty in the way of making the penny rate a universal one, as the inland postage of many foreign countries exceeds 1d. A reasonable solution, it is thought, would be for the Congress to fix the normal rate at 1d., reserving to countries not prepared to apply the minimum rate the right to levy a long-distance surcharge of 1½d. or less. If this were done there is little doubt that the more important countries would be disposed to declare for the penny rate, while others might be expected to gradually reduce or abolish the long-distance surcharge.

The increase of postage on all classes of correspondence posted in the colony since 1900 exceeds the estimated loss following the introduction of penny postage. 50,999,936 paid letters are estimated to have been posted in 1903, as against 31,758,792 in 1900—an increase of 19,241,144 in the three years. Penny postage was adopted on the 1st January, 1901.

NEWSPAPER-POSTAGE.

A satisfactory reply was received from the London Post Office to the representations referred to in the last report. The Postmaster-General, London, agreed to deliver in the United Kingdom without surcharge newspapers posted in New Zealand prepaid 1d. each, irrespective of weight, in the place of the rate of 1d. for the first 4 oz. and ½d. for each succeeding 2 oz. The reduced rate was brought into operation on the 1st March, 1904, subject to the following conditions :—

If under 8 oz., prepaid 1d.	...	Sent by first available route.
If over 8 oz., prepaid 1d.	...	Sent by direct steamer only.
If short-paid ...	...	Surcharged at printed-paper rates, and sent by direct steamer only.
If wholly unpaid	...	Detained and sent to Dead Letter Office.

Newspapers over 8 oz. which it is desired may be sent by San Francisco or Federal routes must be specially superscribed, and prepaid at the rate of one penny for the first 4 oz., and ½d. for each succeeding 2 oz. or fraction thereof.

The restriction against sending newspapers weighing over 8 oz. by the San Francisco and Federal routes was necessary owing to the high poundage and overland-transit rates charged for newspaper matter transmitted by these services; but it is hoped that a reduction in the transit-rates will shortly be possible.

This reduction of postage is a great work achieved. It confers an almost incalculable advantage on the newspaper press of the colony, and must inevitably lead to our country's attractiveness becoming more widely known, as the result of the largely increased foreign circulation of our excellent illustrated papers, the postage on which formerly amounted to 3d. or 4d. a copy, and in some cases even more.

The Australian Commonwealth Post Office has been asked to agree to a penny rate, irrespective of weight, in place of the present charge of 1d. for the first 20 oz. and $\frac{1}{2}$ d. for each additional 10 oz.

Another concession which has been made, and is much appreciated by newspaper proprietors and news agents, is the acceptance of newspapers unstamped in lots of 100 or more. Special application is necessary, and the authority is granted in the case of newspapers addressed to places within New Zealand only. Settlement of the postage due is effected periodically.

POST-OFFICE INSPECTION.

During the year the four Assistant Inspectors visited and inspected 1,544 offices, and travelled 30,652 miles.

NUMBER OF POST-OFFICES IN PROPORTION TO POPULATION.

As an indication of the postal facilities enjoyed in this colony, it may be mentioned that New Zealand has a greater number of post-offices in proportion to the population than any other country in the Postal Union, there being one office to every 465 inhabitants. The countries next appearing to advantage in this respect are the following: New South Wales with one post-office to every 635 persons, and Victoria with one to 734; Norway, 886; Switzerland, 916; United States of America, 1,017; Germany, 1,482; Sweden, 1,844; and Great Britain, 1,858. It must, however, be remembered that the rural deliveries in some of the older countries tend to reduce the number of post-offices.

POSTAL UNION CONGRESS.

With the prospect of the Universal Postal Union Congress assembling in Rome in April last, consideration of several important matters was deferred. Unfortunately, it has been found necessary to postpone the Congress for a year; but it is to be hoped that nothing will intervene to prevent its being held at the appointed time—in April next.

Among matters of importance to this colony to be discussed is the proposed reduction of land-transit rates, which, if given effect to, will result in a material saving in the cost of the transportation of New Zealand mails across America.

Proposals are also to be made for reducing the present high charges on newspapers to foreign countries. In another paragraph it is announced that the long-desired reduction of newspaper-postage to the United Kingdom has become an accomplished fact; but there are still many countries both within and outside the Empire to which our newspapers would be sent more freely if the postage were reduced to the popular penny rate.

A strong effort will be made to bring about a reduction of the letter-postage to countries not at present participating in the penny-post scheme; and the New Zealand delegates to the Congress will also inquire closely into the postal and economic aspect of the value-payable or cash-on-delivery-parcel system, a question which, apparently, is becoming of increasing interest to the mercantile community of New Zealand. The arguments for and against the introduction of the system are given in another paragraph, and will, no doubt, be of interest.

Another matter of some importance will be a proposal on behalf of New Zealand to reduce the postage on printed matter from $\frac{1}{2}$ d. for each 2 oz. to $\frac{1}{4}$ d. for each 4 oz.

An attempt will be made to induce the Congress to affirm the desirability of altogether excluding gambling and lottery circulars from the mails. At present New Zealand is occasionally flooded with lottery circulars from a Continental country, and, unfortunately, under the present state of the postal laws such matter cannot be interfered with.

A proposal by Switzerland, of general interest, has for its object the reduction of the minimum postage on commercial papers from 2 $\frac{1}{2}$ d. to 1d. Although the New Zealand minimum inland rates have long been $\frac{1}{2}$ d. for town, and 1d. for inland delivery, a reduction of rates to places outside the colony would be of considerable advantage to merchants and others.

VALUE-PAYABLE OR CASH-ON-DELIVERY SYSTEM.

The question whether the value-payable or cash-on-delivery system should be introduced in New Zealand has again been revived. The matter was brought up in the House of Representatives in 1898, but it was considered that the time was not ripe for the introduction of the scheme.

In the meantime it may be of interest to give a brief outline of the system.

The arrangement is intended to meet the convenience of persons who wish to pay for goods on delivery, or on the receipt of the bills, or railway or other receipts, relating to them; and also to enable traders and others to recover, through the agency of the Post Office, the value of articles supplied by them.

The Post Office on its part charges a small sum for commission in addition to the ordinary postage, and the value of the money-order if the amount is collected. In Australia, for example, the commission on the value of the articles forwarded is 2d. for the first 10s., and 1d. for each additional 5s.

The system may be applied to the collection of trade charges on letters and parcels; the collection of subscriptions to newspapers and societies as they become due, and of periodical payments on the instalment system; collection of amounts for goods sent by rail or steamer, and of goods previously sent on approval; collection of insurance premiums and sums due on promissory notes, &c.

The main arguments against the system are that large advertising firms might resort to unfair methods of competition; that retail shopkeepers, especially in the inland towns, are heavily rated, and that the Post Office should not give preference to the few large traders to the disadvantage of the small trader.

The following extract from a recently published letter from the Postmaster-General, London, in reply to representations by a trading association, expresses the views of the British Post Office on the subject. After stating that the association's arguments are irrelevant to the subject in hand—namely, the question whether the existing parcel-post system is to be completed by the introduction of "cash on delivery"—the Postmaster-General goes on to say,—

"The inducements to purchase put forward by the advertising firms, whether genuine or not, would seem to depend for their effect not on the existence of a postal cash-on-delivery system, but rather on the existence of the parcel-post itself. The alteration brought about by the introduction of facilities for paying cash on delivery would be merely that the purchaser would pay for his purchase at the door instead of having to remit his money, in some instances, before the goods were sent. The cash-on-delivery system would not give any special facilities to a fraudulent trader for obtaining payment for goods which had not been ordered, since it would be laid down that the sender must sign a statement to the effect that the goods are sent to a *bond fide* order, and the addressee, moreover, is at liberty to refuse any parcel. In any case, the Postmaster-General cannot admit that it is for the Post Office, which is concerned merely with the maintenance and development of postal facilities, to hinder the public in their dealings with advertising firms, or refuse to afford any facilities for which there may be a legitimate demand, and which it may prove practicable to give.

"It is not the fact, as stated in the circular which you enclose, that the consideration now given to the subject is due to a factitious demand manufactured by an advertising association. Lord Stanley, in his interview with a federation of grocers' associations, showed that a strong demand in the interests of British trade for the institution of a postal cash-on-delivery arrangement with this country existed in Egypt and other places abroad. On the other hand, although he has received from various trade associations and other bodies protests similar to yours, he is not in possession of evidence that the middle class as a whole—or even the retail traders as a whole—object to its introduction.

"The question of the equity of the burdens imposed on provincial shopkeepers by the rates is, of course, one for the rating authorities, and has no relation to the subject under discussion. The commission to be charged on collection of the charges payable on a parcel would fully cover the cost of the service, and there would be no question of a charge on the taxpayer in respect of it.

"The decision on the question of instituting the system will be based on one consideration—whether sufficient grounds can be shown for believing it to be for the benefit of the community at large; but no decision will be taken until the result of the extended inquiries now being made is apparent."

It had been understood that until very recently the Imperial Post Office authorities were not favourable to the introduction of the value-payable system into the United Kingdom.

The system is already in force in Germany, Denmark, India, Australia, and other countries, and has been found to work well.

It has been suggested that the system might open the door to fraud, but in such a case the ordinary penal laws would apply. In Germany frauds are said to be of rare occurrence, as the sender is obliged to give his full name and address, as otherwise the trade charge to be sent by money-order cannot be paid to him.

In 1902, 21,000,000 letters and 16,000,000 parcels, with trade charges amounting to about £32,000,000, were dealt with by the German post-offices. In Denmark, also, the system has developed to a considerable extent. In 1859–60, 48,000 packets, of the value of £30,000, were dealt with. In 1902–3 the number had risen to 1,291,000, and the value to £850,000.

In India, in the year 1901–2, the total number of value-payable articles increased from 2,608,888 in the previous year to 2,847,173. In Calcutta alone, the number of value-payable articles posted was 938,176, and the Post Office realised on the delivery of these articles and paid over to the tradesmen of Calcutta a total sum of £702,106.

PATTERNS AND SAMPLES.

The minimum inland rate of 1d. for small patterns and samples was unduly high, and a reduction was made to $\frac{1}{2}$ d. for each packet not exceeding 2 oz. in weight.

DELIVERY OF CIRCULARS.

A concession in the matter of delivering circulars has been made, which has been largely availed of. Under the new arrangement the Department delivers circulars or other printed matter, prepaid in cash, and addressed merely "The Householder," with or without place of delivery. If no place is mentioned, the town of posting is understood as the place of delivery. Delivery of the circulars is made by letter-carrier to every householder within the letter-carriers' deliveries so far as the supply goes. Circulars, &c., to the number of not less than 1,000, may be prepaid in cash at the ordinary rates of postage for such distribution. Any circulars undelivered are returned to the persons posting them.

UNCLAIMED AND RETURNED LETTERS, ETC.

A change has been made in the time for which undelivered letters, letter-cards, and packets are kept before being sent to the Dead Letter Office for disposal.

Letters originating in Australia, which were formerly kept at the office to which addressed for three clear months, are now only kept six weeks, unless addressed to a specified house or street, or to a person who has gone away, in which case the letters are kept one month.

Letters originating in other places beyond New Zealand, which were formerly kept at the office to which addressed for three clear months, are now only kept for two months, unless addressed to a specified house or street, or to a person who has gone away, in which case the letters are kept for six weeks.

Letters posted within New Zealand and addressed to a post-office, or "to be called for," or to a person residing outside the letter-carriers' delivery, are kept one month. Letters addressed to sub-offices, where there is no letter-carriers' delivery, were formerly kept at the office to which addressed for one clear month—that is to say, for the month in which received and the following month. They are now kept one calendar month only.

Letters posted within New Zealand and addressed to a specified house or street, or to a person who has gone away without leaving an address, are now kept at the office to which directed for one week, instead of one month, as was the case formerly.

Circulars and catalogues from beyond the colony, delivery of which cannot possibly be effected, are sent to the Dead Letter Office at the expiration of one clear month from date of receipt.

Undelivered post-cards, circulars, and commercial papers are returned direct to the senders by Chief Postmasters.

POST-CARDS.

Owing to the growing popularity of pictorial post-cards, senders of post-cards addressed to places within the colony are now permitted to write a communication on the front of the card, provided the left-hand half of the address side only is used for this purpose.

NEW POSTAGE-STAMPS, ETC.

All denominations of New Zealand postage-stamps are now printed on water-marked paper.

The former plates from which the universal penny-post stamp was printed having become worn, new plates were brought into use in January last.

The medium-sized registered-letter envelope now bears His Majesty's portrait.

Postage and revenue stamps at $\frac{1}{2}$ d., 1d., 2 $\frac{1}{2}$ d., 3d., 6d., and 1s. have been overprinted for the Island of Aitutaki.

POSTMARKING-MACHINES.

Postmarking-machines of an improved design, invented and manufactured in New Zealand, have been installed in the offices at Auckland, Wellington, and Christchurch. The Dunedin office will be supplied as soon as electric motors now under order come to hand. The latest model of this machine is both fast and accurate, and is reported by the Wellington office, where it has been longest in use, to be capable of stamping letters at the rate of 700 a minute, without any apparent diminution of efficiency. In tests made for accuracy on ordinary mixed matter the faults have in capable hands been very few. The postmarking is very clear.

PENNY-IN-THE-SLOT STAMPING-MACHINES.

Within the last few years several kinds of "penny-in-the-slot" stamping and stamp-vending machines have been offered to the Department. A stamp-vending machine, which appeared to have every prospect of success, was submitted a year or two ago by the inventor, who for some reason did not proceed further with his device. Quite recently no less than three "penny-in-the-slot" stamping-machines have been offered the Department for trial. Only one of these has so far been sufficiently perfected to stand an actual working-test. This machine, the work of a Christchurch inventor, was tried for two weeks in the portico of the Christchurch office, and for three weeks in Wellington. As was to be anticipated, the earlier period of the trial revealed defects, which were one by one overcome. The recent trial in Wellington has, so far as the machine is concerned, proved its practicability for the purpose intended. The principle is that on a penny being placed in a slot, a catch is released which enables one impression of a special die to be placed on a letter on pulling a handle. The idea of the inventors of these machines is that they will prove of considerable convenience to the public after office hours and on Sundays and holidays, when stamps may not be procurable. The Department is, however, not at present prepared to say to what extent the want of such a device exists. It would be impossible to determine this without a trial of several months, which is about to take place.

DEPARTMENTAL RULES AND REGULATIONS.

The last issue of the Rules and Regulations was made in 1896. The recurring additions to the duties of the Department have rendered necessary the issue of supplementary instructions from time to time. As these are now more or less scattered, it has been decided to revise and reissue the Rules and Regulations, and bring them up to date. The work is well forward. The Telegraph section should be ready about August, and the General and Postal sections about a month later.

Since 1890 it has been necessary to issue many new regulations to officers dealing with Savings-Bank business. The amendments of the past twelve years have been consolidated and incorporated with the main body of rules in a new issue of the Savings-Bank Regulations published during the year.

POST AND TELEGRAPH MAP.

The map has already been revised, and is now almost ready for press. This map is not only of great use to the staff, but there is an increasing demand for it from business firms and others. The last edition was printed on a scale of ten miles to the inch, but the exigencies of the Government Printing Office render it necessary that the revised map be printed on a scale of eleven miles to the inch. As the number of new offices in some districts has been so great since the map was first drawn, this is the last occasion on which the present drawing can be used with advantage, and it will be necessary to entirely redraw the map for issue in 1907.

MOTOR CARS.

Much consideration has been given to the introduction of motor-cars for the purpose of overtaking the clearing of receivers and suchlike work in the principal cities, but it has been decided to await the result of experiments, now being undertaken by the British Post Office, before coming to a decision as to the class of car to be adopted. At the recent letting of inland mail-service contracts several contractors on main tourist routes expressed their intention of running motor cars, and were given permission to do so; but, so far, no advantage appears to have been taken of this, except in the case of J. H. Jackson, with whom a contract was entered into for the conveyance of mails between Rotorua and Taupo by motor car during the summer season and by coach during the remainder of the year. This is one of the most important tourist routes in the colony, and, notwithstanding that the roads were scarcely expected to be suited for motor-car traffic, the service was carried on successfully and with little serious interruption. Tourists and others showed a decided preference for the cars, and spoke highly of the innovation. During the tourist season the cars leave Rotorua at 8.30 a.m., and are scheduled to arrive at Taupo at 4 p.m., but as a matter of fact the run was often completed well before time, and occasionally in five or five and a half hours, including stoppages. The Department is without exact information as to the result from the contractors' point of view, but it is understood that they are so well satisfied that an improved pattern of car is to be obtained for use next summer.

A motor car was run for a short time for trade and mail purposes between Tauranga and Rotorua. The contractor, however, asked to be relieved of his contract after a few trips. The venture was one which could scarcely have been expected to be successful from a financial point of view, as the nature of the road and comparative lightness of passenger traffic left much to be desired.

EXCHANGE OF POSTAL ORDERS WITH THE UNITED KINGDOM.

For several years past the need for an exchange of postal notes or postal orders for small sums, on payment of a minimum commission, between New Zealand and the United Kingdom has been felt in this colony. Overtures to the British Post Office from 1893 onward were, however, unsuccessful until, in reply to a letter dated the 5th December, 1900, the Department was informed that the Postmaster-General was considering the feasibility of a general scheme for the exchange of British postal orders between all parts of the Empire.

In August, 1903, an outline of the proposed exchange was forwarded by the London office. Before the close of the following month the scheme had been agreed to, and a requisition forwarded for an initial supply of the postal orders.

The arrangement provides for the issue of British postal orders in New Zealand for payment in the United Kingdom, and the payment by New Zealand of postal orders issued in the United Kingdom. Poundage is allowed New Zealand at a fixed rate per thousand on all orders issued and paid. The orders have a currency of three months from the last day of the month of issue, after which extra poundage is payable by the holder equal to the original poundage for every three months or fraction thereof beyond the first three months. The poundage payable by the public on orders issued in New Zealand will be double the English rates. Thus, postal orders from 6d. to 1s. 6d. will cost 1d.; from 2s. to 10s. 6d., 2d.; and from 11s. to £1, 3d. There are forty denominations of orders, ranging from 6d. to £1 by a regular progression of 6d. There is also an order for £1 1s., which it is not at present proposed to have on sale in New Zealand.

The postal orders were issued in the United Kingdom on the 8th March last, and in New Zealand on the 1st instant.

As a means of remitting small sums of money the system should prove popular. Although it is anticipated that the use of postal orders will result in a diminution of the revenue from money-order commission, it is recognised that, as the Department exists to serve the public, the convenience outweighs any small loss of revenue.

INCREASE IN MAXIMUM AMOUNT OF POST-OFFICE MONEY-ORDERS.

Early in the year the Under-Secretary for State for the Colonies submitted proposals from the General Post Office, London, for extending to the money-order system with the colonies the maximum limit of the Postal Union Money-order Service—viz., £40, instead of £10 as at present. As this practically gave effect to the views of this Department, the proposals were at once agreed to. It is hoped that the £40 maximum will be adopted by other countries with which New Zealand has a direct exchange of money-orders. The present maximum for inland orders, and for exchanges with Australia, Germany, the United States, and Canada, is £20.

IDENTIFICATION OF SAVINGS-BANK DEPOSITORS.

The question of the best method of identifying Post-Office Savings-Bank depositors is one which, as a result of the extensive use of the bank, has been of late a subject of discussion.

Since the inauguration of the Post-Office Savings-Bank system in 1867 the practice has been to have the signature of the depositor written by him in the front of his pass-book, and in this the custom of the British office was followed. Owing to recent comments, the Controller of the Savings-Bank Department, General Post Office, London, was asked to give his experience in carrying out the practice in connection with the nine million depositors with whose accounts he deals.

His reply is to the effect that the subject had from time to time received the most careful consideration; and that, "although many proposals with the object of dispensing with the signature in the book and substituting some other method of identification have been put forward, no method at once so simple and convenient as that at present in operation has yet been suggested. The additional expense involved by any other plan would be quite out of proportion to the cases in which fraud has been perpetrated through the presence of the signature in the book. . . . Under the present system the losses through fraud, in comparison with the immense amount of business transacted since the establishment of the Post-Office Savings-Bank some forty-two years ago, have been infinitesimal."

This has been the experience in New Zealand. While the present system has on rare occasions been fraudulently abused, those who adversely criticize the practice now in operation have not as yet proposed anything in its place which would not only provide an immunity from fraud, but which would not involve an expenditure on clerical labour exceeding the present infinitesimal losses by fraud. It is also to be borne in mind that a perfect system of banking has yet to be discovered, and that in all such operations a small percentage of fraud is to be anticipated. The Department has not been slow to adopt any successful or practical innovation, or to initiate improvements or changes. In the matter of depositors' signatures it has not yet discovered a better method than that in use, but the question is receiving earnest consideration.

WIRELESS TELEGRAPHY

During last session of Parliament an Act was passed giving the Governor the right to establish stations for the purpose of receiving and transmitting telegraph messages within New Zealand, or between New Zealand and parts beyond New Zealand, by wireless telegraphy, and preventing any person erecting, constructing, or establishing any station or plant for the purpose of receiving or transmitting communications by wireless telegraphy without having first obtained the consent of the Governor in Council.

No progress has been made in the direction of introducing wireless telegraphy into this colony, negotiations which were commenced with the Marconi Company having fallen through. Inquiries are now being made as to the desirability of testing another system, but advancement in the direction of making wireless telegraphy a commercial success appears to be slow.

An international conference on wireless telegraphy was held at Berlin last year, at which Great Britain and other countries were represented. The results were somewhat inconclusive, as the British and Italian delegations were unable to support the proposals in their entirety. Good progress, however, appears to have been made towards fixing a basis on which a future congress would deliberate.

BUILDINGS.

The alterations to the Chief Post-office, Dunedin, have been completed with very satisfactory results, the accommodation being now all that could be desired. The proposed alterations at Christchurch, which provide much needed additional accommodation for postal and telegraph business, are on a similar scale to those at Dunedin, and are about to be put in hand. At Timaru considerable alterations have been completed to provide better conveniences both for the public and the Post and Telegraph business. The clock-tower at Oamaru has been erected, and the clock placed in position. The office is now undergoing general renovation. At Wellington it has been necessary to occupy a large portion of the old buildings recently purchased for future additions to the General Post Office, as it has been found impossible to satisfactorily carry on the work of the several branches in the main building. A site for a new office at Nelson has been presented to the Department.

During the year new brick buildings were completed and occupied at Carterton, Hunterville, Levin, Port Ahuriri, and Woodville, and at Eltham and Kaiapoi similar buildings are approaching completion. The policy of erecting substantial and commodious brick buildings in the more important towns which have assumed a permanent character is being steadily pursued, but the residents elsewhere clamour for new buildings before the time has arrived for condemning those of lesser pretensions which happen to be in existence and are still equal to requirements. New wooden buildings have been completed and occupied at Kaponga, Urenui, Norsewood, Paparoa, Raetihi, Dargaville, and Te Puke, and others are about to be proceeded with.

Plans have been prepared for new brick post and telegraph offices at Greymouth, Tauranga, Winton, Nelson, and Palmerston North, and new offices or enlargements are being considered for several other places.

The following general repairs, additions, &c., were carried out during the year: Supply and erection of public clock, Ashburton; completion of extensive alterations, &c., also erection of fumigating-shed, Auckland; purchase of properties adjoining Post-office, Christchurch; residence for Postmaster, Clyde; erection of cottage, Pacific Cable Station, Doubtless Bay (for Pacific Cable Board); additions, &c., Fortrose; subsidy paid, and public clock erected, Gisborne; telephone-office, Glenorchy; renovations and drainage, Hawera; repairs and renovations, Hokitika; additions, &c., Lawrence; alterations, Martinborough; land acquired for site, Otaki; removal and re-erection, Pahi; land acquired for site, Parnell; additions and renovations, Raglan; additions and renovations, Rawene; repairs, &c., to lineman's quarters, Rolleston; additions, &c., Ross; additions, drainage, &c., Stratford; renovations, &c., Waimate; repairs, &c., put in hand, Waka-puaka; fencing, &c., Weber; alterations to Telephone Exchange, and additions to Departmental Store completed, Wellington.

OLD-AGE PENSIONS.

The following is a comparative return showing the number and amount of old-age pension payments made each month for the two years ended 31st March, 1904 :—

Month.	1902-3.			1903-4.		
	Number of Payments.	Amount.		Number of Payments.	Amount.	
		£	s. d.		£	s. d.
April	12,295	17,389	3 6	12,272	17,343	0 8
May	12,471	17,647	16 9	12,201	17,237	12 1
June	12,321	17,428	17 10	12,060	17,051	17 3
July	12,481	17,629	8 10	12,124	17,148	13 1
August	12,401	17,523	12 9	12,040	17,010	8 8
September	12,392	17,505	3 8	11,989	16,934	11 0
October	12,453	17,596	19 4	12,064	17,001	1 7
November	12,348	17,441	3 11	11,925	16,827	8 2
December	12,418	17,562	1 0	11,938	16,824	16 8
January	12,325	17,416	4 10	11,829	16,651	7 6
February	12,386	17,507	6 3	11,883	16,760	14 4
March	12,385	17,496	5 2	11,601	16,351	3 8
Totals ...	148,676	£210,144	3 10	143,926	£203,142	14 8

RETURN for same Period of Number of Payments and Amounts in each Postal District.

Postal District.	1902-3.			1903-4.		
	Number of Payments.	Amount.		Number of Payments.	Amount.	
		£	s. d.		£	s. d.
Auckland	31,903	44,623	11 5	29,529	41,396	14 10
Blenheim	2,007	2,811	7 6	1,931	2,688	18 4
Christchurch	21,182	29,671	9 10	21,108	29,395	0 9
Dunedin	22,706	32,008	18 4	22,168	31,221	19 7
Gisborne	1,380	1,966	6 3	1,324	1,872	4 4
Greymouth	6,524	9,612	6 0	6,467	9,513	18 5
Hokitika	6,278	9,227	6 8	6,115	8,954	15 11
Invercargill	9,429	13,343	9 2	9,598	13,500	13 10
Napier	5,710	7,861	15 10	5,524	7,680	0 2
Nelson	4,233	5,684	11 6	4,032	5,419	0 11
New Plymouth	2,950	4,097	4 6	2,646	3,681	12 1
Oamaru	2,960	4,275	2 2	2,752	3,939	11 4
Thames	5,885	8,511	12 9	5,702	8,182	6 2
Timaru	4,611	6,479	19 10	4,418	6,136	17 3
Wanganui	4,628	6,634	1 0	4,175	6,007	5 8
Wellington	12,796	18,246	1 11	13,054	18,611	4 7
Westport	3,494	5,088	19 2	3,383	4,940	10 6
Totals ...	148,676	£210,144	3 10	143,926	£203,142	14 8

POST OFFICE.

ARTICLES POSTED AND DELIVERED.

The number of articles posted in the colony and received from places outside the colony during the year 1903, as compared with the number in 1902, was as under :—

Letters—			1903.	1902.	Increase.
			56,549,532	53,278,875	
Posted in the colony	.. ..	..	3,963,115	3,410,381	
Received from places outside the colony					
			60,512,647	56,689,256	3,823,391
Letter-cards—					
Posted in the colony	.. ..	..	1,174,810	1,025,375	149,435
Post-cards—					
Posted in the colony	.. ..	..	1,377,987	1,239,004	
Received from places outside the colony		..	75,476	63,163	
			1,453,463	1,302,167	151,296

Books and pattern-packets—			
Posted in the colony	..	17,613,689	16,870,951
Received from places outside the colony ..	..	1,954,045	1,755,373
		<u>19,567,734</u>	<u>18,626,324</u>
			941,410
Newspapers—			
Posted in the colony	..	14,107,523	13,392,847
Received from places outside the colony ..	..	5,588,911	5,124,429
		<u>19,696,434</u>	<u>18,517,276</u>
			1,179,158
Parcels—			
Posted in the colony	..	267,974	244,016
Received from places outside the colony ..	..	59,655	47,654
		<u>327,629</u>	<u>291,670</u>
			35,959

The letters increased 6·74, letter-cards 14·57, post-cards 11·62, books and pattern-packets 5·05, newspapers 6·37, and parcels 12·33 per cent.

In 1902 letters increased 9·98, letter-cards increased 0·2, post-cards decreased 14·46, books and pattern-packets increased 4·64, newspapers decreased 2·41, and parcels increased 6·67 per cent.

The average number of letters posted per head of population was estimated to be 68·94, or 70·38 including letter-cards. The averages in 1902 were 66·78, or 68·07 including letter-cards.

The Post Office receipts for the year amounted to £343,206 19s. 6d., an increase of 13·42 per cent.

The expenditure was £270,883 13s. 3d., an increase of 4·41 per cent.

The balance of postal revenue over expenditure was £72,323 6s. 3d. The estimated value of the free official correspondence of other Government Departments was £88,742 14s. 11d. The gross earnings of the Post Office for the year were therefore £431,949 14s. 5d., and the credit balance £161,066 1s. 2d.

WORK PERFORMED FOR OTHER DEPARTMENTS.

Such work forms a steadily increasing factor of the Department's business, ever widening in its scope and usefulness to the public. A glance at the Post Office Account balance-sheet (Table 6) will give some idea of the very many matters, both great and small, with which the Department deals, matters which not only involve the bare transaction of the business in question, but also require no inconsiderable knowledge of the law, regulation, order, or system under which the money is either collected or paid out. To quote a few principal items:—

Customs duties were collected on parcels and other articles coming through the post from places beyond the colony amounting to £32,739 8s. 5d., and on account of ordinary Customs work £2,783 17s. 11d.

The Advances to Settlers receipts amounted to £666,337 18s. 2d., and payments to £663,640 17s. 10d.

Fishing licenses were issued by Postmasters to the value of £981 17s., and game licenses to the value of £2,108 14s.

For the Government Insurance Department premiums were collected from the public amounting to £26,655 4s. 8d.

Publications sent out by the Government Printer and paid for through the Post Office brought in £464 6s.

Income-tax amounting to £122,963 10s. 1d., and land-tax, £243,031 7s. 8d. were collected by Postmasters.

The sum of £5,711 2s. 6d., fees due to the Machinery Department, was received.

Under the Mining Act the receipts were £311 10s.

New Zealand Consols for £2,605 were sold on behalf of the Treasury.

£2,916 15s. 1d., was the amount paid for Official Assignees as dividends in bankrupt estates.

The amount paid to old-age pensioners through the Post Office was £223,319 5s. 5d.

On behalf of the Public Trustee £392,107 10s. was received, and £383,752 19s. 10d. paid.

Railway revenue amounting to £9,653 2s. 1d. was collected by Postmasters.

Fees for the registration of births, deaths, and marriages received by Postmaster-Registrars were £2,145 12s. 9d.

Receipts from the Hanmer Plains Sanatorium amounted to £2,141 19s. 2d.

Sheep rates amounting to £20,033 16s. 7d., and £41 4s. 5d. sundry amounts, were collected for the Stock Department.

On behalf of the Tourist Department £780 17s. 10d. was received.

Valuation Department fees paid to Postmasters reached £2,456 3s. 11d.

Claims on the General Government for £636,913 1s. were paid on behalf of the Treasury.

Discount-stamps numbering 2,737,680, for £2,851 15s., were sold, and 2,501,712, for £2,605 19s., redeemed, during the year.

Early in the year the Government decided to make use of the Post Office as a medium for the sale of Treasury 4-per-cent. debentures. The debentures are issued to the public in denominations of £25, £50, £100, £500, and £1,000. Interest is payable half-yearly. The increased facilities offered for investment of comparatively small sums of money have already resulted in the receipt of £54,275 within a period of about three months.

GROSS RECEIPTS AND PAYMENTS.

The gross amount received by the Department during 1903 amounted to £16,934,377 18s. 11d., of which £14,541,510 1s. 2d. was departmental, and £2,392,867 17s. 9d. on account of other Departments.

The gross amount paid out was £16,913,018 15s. 7d., made up of £14,517,417 0s. 6d. departmental, and on behalf of other Departments—to individuals £1,913,159 18s. 2d., and to accounts £482,441 16s. 11d.

The total gross receipts and payments were therefore £33,847,396 14s. 6d.

LETTER-CARRIERS' DELIVERIES.

Deliveries by letter-carrier were established at: Auckland—Helensville. Christchurch—Papanui. Dunedin—Hyde. Invercargill—Winton, Wyndham. Oamaru—Hampden. Wanganui—Mangaweka.

Letter-carriers' deliveries were extended as follows:—Auckland: At Hamilton, on east side of Waikato River to Claudelands as far as railway-line, and on west side to No. 1 Creek; at Whangarei, twice to thrice daily over Cameron, Walton, Clyde, and Vine, and part of Bank Streets. Christchurch (C.P.O.): To be twice daily in parts of Addington, Fendalton, Gresford, Heathcote, Linwood, St. Albans, Sydenham, Waltham, and Woolston, and in the Avonglade portion of the Richmond delivery; in Heathcote, along Wilderness Road, and in Merivale, Shirley, and Sydenham South. Dunedin (C.P.O.): Along Lower Kaikorai Valley Road between Ross and Glendining's mill and the bridge at the Roslyn boundary. Gisborne (C.P.O.): On the north-east and west. Invercargill (C.P.O.): To the end of Scott Street, Seaward Bush; at Mātaura, to take in Mātaura Dairy Factory. Napier: At Dannevirke, along main road as far as Mr. D. Mackenzie's residence. New Plymouth: At Stratford, along Pembroke Road West to its junction with Beacon Road, and along Mountain Road North as far as and including Flint Road East and West. Wellington (C.P.O.): At Brooklyn, to include Todman Street extension and Sugar-loaf Road; at Kelburne, to include Upland Farm Road to viaduct on Karori Road, Upper Taitville, and Mount Pleasant; at Kilbirnie to include Coutts Street, Onepu Road, and portion of Hataitai, in North Kilbirnie; at Masterton, morning delivery in Lansdowne to include some dozen new houses.

Letter-carriers' deliveries were increased in frequency at: Hokitika—Kumara, from once to twice daily. Invercargill—To be daily over Hawthorn, South Invercargill. Wellington—At Greytown North, to be twice daily in principal street.

NEWSPAPERS REGISTERED.

Thirteen newspapers were registered for transmission by post, and sixteen ceased publication.

RECEIVING-BOXES.

Forty-eight receiving-boxes were established at: Auckland—City and suburbs, 7; Cambridge, 1; Hamilton, 2; Howick, 1; Kirikiriroa, 1. Christchurch—City and suburbs, 5. Dunedin—City and suburbs, 3; Hyde, 1. Greymouth—Blaketown, 1; Reefton, 1. Invercargill—Gladstone, 1. Napier—Dannevirke, 1; Hastings, 3; Mangatera, 1. New Plymouth—Town, 1; Stratford, 5. Oamaru—Town, 2. Wellington—City and suburbs, 8; Feilding, 1; Masterton, 1; Woodville, 1.

Five receiving-boxes were closed at: Christchurch—City and suburbs, 1. Invercargill—Gladstone, 1. Napier—Dannevirke, 1. Wanganui—Hunterville, 1. Wellington—City and suburbs, 1.

DESIGNATIONS OF OFFICES.

The designations of offices were changed as follows: Auckland—Paradise to Mapuna; St. John's College to Tamaki West. Blenheim—Kenepuru to Portage. Dunedin—Hyde Railway to Hyde. Napier—Spit to Port Ahuriri. Thames—Cryer's Landing to Wharepoa. Wanganui—Parapara to Kotikotia. Westport—Coal Creek to St. Helen's.

Designations were corrected as follows: Auckland—Hohoura to Houhora. Thames—Neavesville to Nevesville.

POST-OFFICES ESTABLISHED, ETC.

Fifty-three post-offices were established (of these five were reopened offices) and sixteen closed:—

Opened.

Admiralty Bay, Nelson
Aitutaki, Auckland
Arno (reopened), Timaru
Ashburton Gorge (reopened), Christchurch
Bexley, Christchurch
Brixton, New Plymouth
Carew, Christchurch
Crail Bay, Blenheim
Dallington, Christchurch
Greenburn, Christchurch
Hayward's, Wellington
Henley West (reopened), Dunedin
Hindon Railway, Dunedin
Iwiroa, Gisborne
Kaka Point, Dunedin
Kauaeranga, Thames
Kelvin Grove, Wellington

McDonald Downs, Christchurch
Mairoa, Auckland
Makowhai, Wellington
Mangaia, Auckland
Mangatera, Napier
Mangateretere, Napier
Mokihinui Mine, Westport
New Lynn, Auckland
Ohura, Auckland
Otuhi, Auckland
Owaka Valley, Dunedin
Pakaraka, Auckland
Parahau, Blenheim
Pariroa, Wanganui
Piriaka, Auckland
Ponana, Gisborne
Punaruahiti, Blenheim
Puponga, Nelson

Rapanui, Wanganui
Ridgeland, Wellington
Rotokari, Wanganui
Ruapuke Island, Invercargill
St. Leonards, Dunedin
Scargill, Christchurch
Tangoio, Napier
Taratahi, Wellington
Te Maika, Auckland
Turangare (reopened), Wanganui
Upper Shotover, Invercargill
Waihoki Valley, Wellington
Waima (reopened), Auckland
Wainihinihi, Hokitika
Waitangi, Auckland
Waitomo, Auckland
Whatanihi, Blenheim
Whitstone, Oamaru.

Closed.

Ahiarue, Wellington
Arno, Timaru
Egmont Village, New Plymouth
Hampden Square, Camaru
Henley West, Dunedin
Kohi, Wanganui

Mangamako, Wanganui
Mangatu, Auckland
Mawhitiwhiti, Wanganui
Ohinewairua, Wanganui
Pakiaka, Napier

Red Jacks, Greymouth
Rukumoana, Wanganui
Te Moehau, Wanganui
Waikonini, Napier
Waima, Auckland.

The number of post-offices open at the end of the year was 1,844.

PARCEL-POST.

The following table shows the number and weight of parcels posted during the years 1890, 1900, 1902, and 1903:—

Postal Districts.	1890.		1900.		1902.		1903.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
		lb. oz.		lb. oz.		lb. oz.		lb. oz.
Auckland	21,882	57,912 10	40,287	122,449 9	48,878	167,123 3	55,623	192,866 10
Thames	1,491	3,661 8	2,989	9,094 4	3,426	10,376 9	3,727	11,196 1
New Plymouth ..	1,007	2,674 3	3,038	9,615 9	4,501	13,202 0	4,920	14,845 4
Gisborne	938	2,570 6	2,022	5,771 15	2,570	7,650 11	3,363	9,820 10
Napier	6,265	17,075 14	8,848	28,142 15	10,363	31,606 2	10,744	32,946 5
Wanganui	4,035	9,563 8	8,846	28,206 10	11,487	35,232 10	12,508	38,127 14
Wellington	25,893	74,544 2	44,322	160,737 4	60,954	219,805 11	66,238	240,286 13
Nelson	4,723	13,370 7	5,261	16,916 4	5,846	18,761 4	5,803	19,771 9
Westport	1,077	2,332 4	1,868	4,645 15	2,384	6,119 6	2,885	7,758 10½
Greymouth	2,509	6,243 13	2,583	7,711 4	2,737	9,011 15	2,991	10,285 5
Hokitika	1,413	3,924 5	2,527	9,173 5	2,961	10,197 13	2,964	10,579 7
Blenheim	1,846	4,357 11	1,961	5,976 4	2,090	6,469 8	2,309	7,804 8
Christchurch ..	19,383	58,708 4	30,897	118,206 3	35,292	127,831 6	37,573	140,619 3
Timaru	2,013	4,774 8	1,743	5,294 1	2,507	6,856 10	3,025	8,441 9½
Oamaru	859	2,123 3	1,149	4,162 7	1,805	6,002 7	1,707	5,883 15
Dunedin	22,500	65,329 13	34,411	125,419 10	39,600	166,967 1	44,619	164,277 12
Invercargill ..	3,458	7,477 5	6,661	20,617 0	6,692	17,855 3	6,975	19,113 4
Totals	121,292	336,643 12	199,413	682,140 7	244,093	861,069 7	267,974	934,624 12

The following table shows the number and weight of parcels exchanged with the United Kingdom and the undermentioned places during the years 1902 and 1903:—

Country.	Received.				Despatched.			
	1902.		1903.		1902.		1903.	
	Number.	Weight.	Number.	Weight.	Number.	Weight.	Number.	Weight.
		lb. oz.		lb. oz.		lb. oz.		lb. oz.
United Kingdom and foreign countries (<i>via</i> London)	28,881	119,612 0	37,652	163,875 0	6,225	15,411 0	7,575	19,567 0
United States of America ..	4,123	11,725 5	5,024	14,366 6	1,085	2,963 6	1,286	3,442 1
Canada	303	512 8	353	762 0	168	501 12	167	409 14
Victoria	4,071	13,393 0	5,058	15,527 10	1,961	4,509 4	2,365	4,932 12
New South Wales	7,705	21,461 0	8,865	25,241 0	2,704	5,948 10	3,322	6,461 14
South Australia	380	1,147 9	347	913 9	246	622 0	325	772 13
Queensland	507	1,102 12	449	1,065 0	359	742 15	453	1,132 1
Tasmania	237	753 14	349	992 8	464	1,039 7	496	1,029 14
Western Australia ..	235	645 8	291	941 6	310	778 4	394	905 1
Samoa	*12	53 0	12	54 2	143	508 10	170	498 5
Cook Islands	†21	74 8	..	..	†27	119 2	..	..
Fiji	48	121 9	73	184 7	251	781 9	286	751 5
Ceylon	209	646 6	260	849 13	54	114 11	78	190 8
Uruguay	..	..	..	..	24	85 9	21	75 15
Cape Colony	396	740 8	352	730 14	407	975 12	396	933 1
Transvaal	..	..	..	..	†151	261 10	..	..
Natal	174	300 13	84	141 15	64	149 4	89	204 11
India	352	939 9	486	1,313 8	136	339 13	154	399 13
Totals	47,654	173,229 13	59,655	226,959 2	14,779	35,852 10	17,577	41,707 0

* Four months only. † Five months only; now treated as inland. ‡ Seven months only; now sent *via* Cape Colony.

The declared value of parcels received from places outside the colony in 1903 was £151,236. The Customs duty collected amounted to £32,739 8s. 5d.

The declared value of parcels despatched to places beyond the colony was £20,844, as against £16,313 in 1902.

REGISTERED LETTERS.

The number of registered articles dealt with in 1903, compared with the numbers in 1890, 1900, and 1902, is shown below :—

Postal Districts.	1890.			1900.			1902.			1903.		
	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	18,108	101,533	119,641	18,779	120,789	139,518	20,068	121,952	142,020
Thames ..	130	4,781	4,911	267	19,912	20,179	297	20,057	20,354	345	19,034	19,379
New Plymouth ..	341	3,372	3,713	1,310	16,903	18,213	1,890	19,736	21,626	2,150	22,199	24,349
Gisborne ..	118	2,120	2,238	421	7,193	7,614	426	6,651	7,077	337	6,791	7,128
Napier ..	999	10,911	11,910	1,659	26,685	28,344	1,904	26,282	28,186	1,836	26,079	27,915
Wanganui ..	211	6,060	6,271	2,151	24,980	27,131	2,390	33,212	35,602	2,442	30,453	32,895
Wellington ..	6,129	30,369	36,498	9,513	85,915	95,428	15,953	96,336	112,289	17,934	121,729	139,663
Blenheim ..	92	3,193	3,285	116	6,371	6,487	372	7,736	8,108	147	9,182	9,329
Nelson ..	322	3,430	3,752	644	14,726	15,370	1,220	16,919	18,139	1,314	18,043	19,357
Westport ..	112	3,254	3,366	354	6,974	7,328	882	8,431	9,313	926	8,425	9,351
Greymouth ..	102	8,879	8,981	680	11,606	12,286	527	7,955	8,482	957	13,901	14,858
Hokitika ..	95	2,579	2,674	94	4,344	4,438	562	6,643	7,205	536	10,324	10,860
Christchurch ..	3,659	20,404	24,063	5,404	49,049	54,453	6,430	51,215	57,645	7,480	51,623	59,103
Timaru ..	312	3,551	3,863	1,196	9,973	11,169	1,100	13,174	14,274	705	10,496	11,201
Oamaru ..	278	2,505	2,783	120	8,880	9,000	136	6,094	6,230	114	6,171	6,285
Dunedin ..	4,615	19,696	24,311	6,954	44,003	50,957	7,986	53,411	61,397	8,797	53,895	62,692
Invercargill ..	1,740	9,819	11,559	3,352	24,989	28,341	5,580	31,233	36,813	6,700	29,214	35,914
Totals ..	26,374	169,321	195,695	52,343	464,036	516,379	66,434	525,824	592,258	72,788	559,511	632,299

OFFICIAL CORRESPONDENCE.

The estimated volume and value of official and other free correspondence posted during 1903 is given in the statement below :—

District.	Letters.	Packets.	Registered Articles.	Newspapers.
Auckland ..	1,016,860	10,560	14,528	69,385
Thames ..	121,407	2,896	2,240	36,712
New Plymouth ..	143,650	15,100	4,577	62,835
Gisborne ..	43,628	3,643	1,168	18,450
Napier ..	247,364	13,688	1,224	57,730
Wanganui ..	239,681	4,370	7,200	105,732
Wellington ..	1,488,097	587,369	34,832	479,458
Nelson ..	165,750	7,580	6,160	47,594
Westport ..	43,810	697	2,028	32,700
Greymouth ..	75,244	4,502	3,308	57,112
Hokitika ..	42,809	3,780	4,018	32,229
Blenheim ..	53,131	2,190	1,092	25,114
Christchurch ..	653,341	18,993	16,159	129,878
Timaru ..	111,514	3,744	1,240	23,900
Oamaru ..	55,588	1,968	880	32,126
Dunedin ..	743,678	62,511	14,132	222,590
Invercargill ..	304,044	19,276	6,278	81,946
Totals ..	5,549,596	762,867	121,064	1,515,491

The estimated value of official correspondence was £88,742 14s. 11d.

DEAD LETTERS.

The following comparative table shows the number of unclaimed letters, letter-cards, and post-cards dealt with in the Dead Letter Office and by Chief Postmasters during the undermentioned years :—

Manner of Disposal.	1884.	1885.	1887.	1889.	1890.	1895.	1896.	1898.	1899.	1900.	1901.	1902.	1903.
Opened and returned to the writers	68,942	66,592	62,847	62,654	60,540	61,065	63,112	68,872	74,132	76,692	100,036	107,476	107,271
Returned unopened to other countries	9,134	8,115	7,287	6,220	7,779	12,929	7,546	8,899	9,706	9,707	12,251	14,401	18,176
Reissued ..	107	185	96	92	141	199	148	219	178	265	*5,112	†13,373	203
Destroyed ..	3,986	2,872	5,974	4,340	2,660	3,617	4,069	3,368	4,536	4,900	5,705	6,249	9,579
Returned unopened by Chief Postmasters	17,593	19,187	20,185	21,164	21,931	25,980	26,414	33,273	22,915	40,282	44,523	54,285	93,920
Totals ..	99,762	96,951	96,389	94,470	93,051	103,790	101,289	114,631	111,467	131,846	167,627	195,784	229,149

* Including 4,911 troopers' letters.

† Including 13,180 troopers' letters.

The proportion of dead or unclaimed letters, letter-cards, and post-cards to the total number dealt with in the colony was 0·36 per cent., as against 0·31 per cent. in 1902.

34,286 book-packets and circulars were returned to foreign countries; 19,179 were returned to senders through the Dead-letter Office; 86,277 were returned by Chief Postmasters: a total of 139,742 book-packets and circulars, as compared with 128,327 in 1902.

1,066 letters were wrongly addressed; 13 letters were discovered to have been posted with previously used stamps; 2,318 unclaimed registered letters were dealt with.

2,578 newspapers and 1,639 books and other articles without addresses were received, many of which were subsequently applied for and delivered.

1,650 newspapers were returned to the publishers.

601 letters and 163 letter-cards were posted without addresses.

16 letters with libellous addresses were intercepted.

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

	£	s.	d.
538 post-office orders	1,002	5	3½
54 bank drafts	4,233	5	7
313 cheques	1,993	11	10½
38 dividend warrants	113	0	4
13 promissory notes	257	13	2
Credit notes	130	0	0
Postal notes	143	3	0
Stamps	23	6	11
Bank-notes	299	0	0
Gold*	46	13	4
Silver and copper	12	5	10½

Representing a total of ... £8,254 5 4½

* Including a United States \$20 gold piece, value £4 8s. 4d.

In addition, 1 gold watch and chain, 4 ladies' silver keyless watches, 2 ladies' silver watches, 1 ladies' watch and chain, 4 silver watches, 6 silver keyless watches, 1 Elgin watch, 1 silver keyless wrist watch, 1 Waterbury watch and silver chain, 1 keyless metal watch and chain, 13 gold rings, 2 gold band rings, 1 gold ring with diamond, 1 metal ring, 1 gold brooch with diamonds, 4 gold brooches, 9 gold-mounted greenstone brooches, 5 gold-mounted brooches, 1 brooch of gold greenstone and quartz, 3 brooches, 1 gold brooch medal, 4 greenstone hearts, 5 greenstone and gold tie-pins, 3 gold-mounted greenstone hearts, 2 gold-mounted greenstone pendants, 1 gold-mounted greenstone bean, 1 gold-mounted greenstone paper-knife, 3 pieces of polished greenstone, 1 gold tie-pin, 1 gold medal of the New Zealand Amateur Swimming Association, 1 gold chain bangle, 1 gold-mounted greenstone Maltese cross, 1 pair of gold and greenstone sleeve-links, 1 pair of gold sleeve-links, 1 gold-mounted pencil, 1 gold tooth-pick, 1 silver fork with greenstone handle, 1 silver spoon with greenstone handle, 1 pair of silver-mounted greenstone ear-rings, 1 silver fork, 2 silver serviette-rings, 1 silver sovereign-case, 1 silver scollop, 1 silver serviette-clip, 1 silver spoon, 2 silver pocket-knives, 1 silver medal, 1 aneroid compass and thermometer, 2 purses, 1 leather purse, 1 locket, 1 piece of quartz, 1 leather case (containing scissors, needles, and silks), 2 small trinkets, 1 ladies' blouse, 1 ladies' cape, 1 match-box, 1 discount coupon, 2 kauri-gum licenses, 11 sheets of foreign stamps, 4 books of foreign stamps, 7 packets of foreign stamps, 11 tickets on Tattersall's sweeps, 3 pawn tickets, 1 shell necklace, 12 share certificates, 2 bank pass-books, 1 white-silk scarf, 1 photo. lens, 3 orders for trophies, 5 debenture certificates, 1 order for a second-class ticket San Francisco to Auckland, 1 order for a third-class ticket London to Lyttelton, 1 second-saloon ticket San Francisco to Auckland, 1 saloon ticket Auckland to Napier, 1 third-class ticket Naples to Wellington, 1 steerage ticket Onehunga to Picton, 1 railway ticket New Plymouth Breakwater to Wanganui, 1 excursion ticket Invercargill to Kingston were dealt with.

The number of inland, intercolonial, and international articles received and disposed of during the years 1902 and 1903 was as under:—

	1902.					1903.				
	Letters.	Letter-cards.	Post-cards.	Packets.	Newspapers.	Letters.	Letter-cards.	Post-cards.	Packets.	Newspapers.
<i>Inland.</i>										
Returned, delivered, &c., through Dead-letter Office	100,699	2,225	1,035	35,245	1,613	88,463	2,000	452	17,698	1,650
Returned by Chief Postmasters direct	49,986	..	4,299	54,664	..	88,132	..	5,788	86,277	..
Destroyed in accordance with law	5,061	114	160	1,348	31,596	8,333	166	183	1,229	50,787
<i>Australian.</i>										
Originally addressed to other States:—										
Returned to writers	7,143	..	259	662	..	5,366	..	144	515	..
Destroyed in accordance with law	386	..	14	67	..	218	25	56	33	..
Returned to other States as unclaimed	5,948	..	249	4,851	..	8,387	..	400	4,831	..
<i>International.</i>										
Originally addressed to other countries:—										
Returned to writers	9,156	..	332	684	..	10,679	..	370	966	..
Destroyed in accordance with law	496	..	18	85	278	386	63	149	60	..
Returned to other countries as unclaimed	7,874	..	330	32,221	536	8,890	..	499	29,455	350
Totals	186,749	2,339	6,696	129,327	34,023	218,854	2,254	8,041	141,064	52,787

MISSING LETTERS.

1,662 inquiries for letters and 1,545 for other articles alleged to have been posted and not delivered were made during 1903. In 924 of the inquiries for letters and 811 for other articles—over one-half the total number—the investigations by the Department resulted in the missing articles being traced or accounted for. These may be summarised as follows:—

Number of Traced Cases.			Found to have been
Letters.	Other Articles.		
93	82	...	Missent, misdelivered, or otherwise delayed through fault of Post Office.
57	50	...	Delayed in delivery through fault of addressees.
45	40	...	Not posted.
77	68	...	Posted later than advised; forwarded by slower routes than letters of advice, &c.
156	136	...	Defectively or wrongly addressed.
51	45	...	Mislaid or lost after delivery.
63	55	...	Returned through Dead-letter Office as unclaimed, &c.
382	335	...	Delivered. Reason for inquiry not given, but probably in most cases omission by addressees to acknowledge receipt.
924	811		

MONEY-ORDERS.

Twenty money-order offices were opened during the year—namely, Aitutaki, Awatuna East, Clifden, Fanning Island, Fern Flat, Hatuma, Inangahua Junction, Matakauui, Mayfield, Piriaka, Putaruru, Riverhead, Rough Ridge, Scargill, Seddon, Taumarunui, Te Horo, Te Uku, Urenui, Waipara.

Four offices were closed—namely, Cheltenham, Kaimanuka, Ongarue, Tokaanu.

The number of offices open at the end of the year was 510, as against 494 twelve months previously.

396,312 money-orders were issued for £1,416,224 12s. 4d., as compared with 367,207 for £1,277,059 2s. 3d. in 1902—an increase of 29,105 in number and £139,165 10s. 1d. in amount.

304,106 money-orders amounting to £1,224,842 12s. 4d. were paid, as against 286,642 for £1,117,137 12s. 8d. during 1902—an increase of 17,464 orders and £107,704 19s. 8d.

There were 54,933 telegraph money-orders issued for £187,472 14s., as compared with 49,230 orders for £152,407 14s. in 1902—an increase of 5,703 in number and £35,065 in amount.

122,777 orders for £308,157 6s. 8d. were issued on places beyond New Zealand, as against 109,097 orders for £262,335 6s. 3d. during 1902.

30,812 orders for £117,521 9s. 11d. were issued in places beyond New Zealand for payment in the colony, as compared with 28,259 orders for £103,530 3s. 11d. during the previous year.

The commission received for money-orders amounted to £15,881 18s. 5d., as against £14,915 18s. 2d. received during 1902.

SAVINGS-BANK.

There were sixteen offices opened during the year for the transaction of Savings-Bank business—namely, Cross's Creek, Fern Flat, Hatuma, Inangahua Junction, Mayfield, Piriaka, Riverhead, Rough Ridge, Seddon, Scargill, Springfield Railway Works, Taumarunui, Te Horo, Te Uku, Urenui, Waipara.

Four offices were closed—namely, Cheltenham, Kaimanuka, Ongarue, Tokaanu.

There were 493 offices open at the end of 1903, as against 481 at the end of the previous year.

57,047 accounts were opened and 40,837 closed, the net gain on the year's working being 16,210 accounts. The number of depositors on the 31st December was 243,675, and the proportion of accounts per head of population was 1 in 3·42, as compared with 1 in 3·51 at the end of the previous year.

The deposits numbered 444,510, representing £5,661,592 15s. 2d., an average of £12 14s. 9d. per transaction. The withdrawals numbered 301,076 for £5,343,828 5s., an average of £17 15s. for each withdrawal.

The net amount added by the depositors to their savings during the year was therefore £317,764 10s. 2d., plus £187,130 2s. 8d. interest earned and credited, making a total of £504,894 12s. 10d.

The total amount at credit of depositors increased from £6,883,787 5s. 9d. at the close of the previous year to £7,388,681 18s. 7d. on the 31st December last, representing a sum equal to £9 0s. 2d. per head of the entire population, and £30 6s. 5d. to each depositor. Last year the figures were £8 10s. 5d. and £30 5s. 3d. respectively.

The interest credited to depositors since the Post-Office Savings-Banks were established in 1867 now amounts to £2,706,217 6s. 11d.

The cost of working the Savings-Banks amounted to 4·83d. per transaction, or about £15,000 for the year.

The cost of management per cent. on the total amount at credit of depositors was 0·203 per cent., or 4s. 1d. per £100.

Cheques may now be accepted as deposits to Savings-Bank accounts, provided they do not exceed the total amount of the deposit. Cheques drawn by local bodies may also be cashed on the local body indemnifying the Post Office against loss arising from forgery, fraudulent alteration, or any other cause. At isolated places, where no bank agency exists, arrangements may be made whereby cheques aggregating to a fixed amount, if drawn by well-known firms and settlers, may be accepted by Postmasters, provided the bank on which the cheques are drawn guarantees to honour them up to an amount to be determined between the drawer, the bank, and the Post Office.

Non-mercantile societies exempt from the interest-bearing limit of £500 have been defined to mean volunteer fire brigades, public libraries or mechanics' institutes, agricultural and pastoral associations, church mission societies, Domain Boards, Cemetery Boards, religious societies and every branch thereof. Copies of rules and names of trustees or officers must be submitted by every society taking advantage of this provision.

POSTAL NOTES.

The following offices were created postal-note offices during the year 1904:—

Aitutaki,	Kiwitea,	Mornington,	Riverhead
Awatuna East,	Koeke,	Muritai,	Scargill,
Burnham,	Inangahua Junction,	Nuhaka,	Taneatua,
Castlecliff,	Makirikiri,	Orawia,	Taumarunui,
Fanning Island,	Matakanui,	Piriaka,	Te Awaite,
Grey Lynn,	Mataroa,	Poolburn,	Te Horo,
Hatuma,	Matata,	Putaruru,	Te Uku,
Kai Iwi,	Maungatawhiro,	Rawhitiroa,	Waikiekie.

A total of 32; 4 offices were closed—namely, Kaimanuka, Ongarue, Ruanui, Tokaanu.

The number of offices at which postal notes were sold at the end of the year was 603, as compared with 575 on the 31st March, 1903.

707,044 notes of the value of £220,069 11s. were sold, as against 616,264 for £191,904 13s. sold during the previous year.

The postal notes paid numbered 704,031, of the value of £219,312 2s. 6d., as compared with 610,464, of the value of £190,374 14s. 6d. paid during 1902–3.

The postal-note commission amounted to £4,795 3s. 4½d., as against £4,195 17s. 10d.

INLAND MAILS.

The general reletting of contracts for 1904–6 took place at the end of 1903. The accepted tenders for the services under the new contracts totalled £50,525, as against £46,930 for the last year of the preceding triennium. Of the increase of £3,595, about one-half is on account of improved services and new services, the amount of accepted tenders for unaltered services being, except in the case of some of the more important routes, substantially the same as the subsidy for the previous contract-period.

This being the first occasion on which the services have been relet since the passing of "The Workers' Compensation for Accidents Act, 1900," all contracts have been made subject to the provisions of that Act. Mail-contractors are now required, during the currency of their contracts, to effect and keep alive at their own cost, in some reputable accident insurance company, a policy indemnifying themselves, and also His Majesty the King, against all liability to pay compensation or damages to workers employed, or their dependants, in respect of accidents to such workers in carrying out the contract. Such insurance shall also, in the case of the contractor, extend to all his liability arising under the Act named or the Employers' Liability Acts and, as far as practicable, the common law.

In the case of coach services on the principal tourist routes, several additions have been made to the conditions of contract. It is now required that thoroughbrace coaches shall be used; that cushions covered with suitable waterproof material for each seat and waterproof rugs for outside passengers shall be provided; and that luggage up to at least 28 lb. in weight for each passenger shall be carried free. Maximum rates are also fixed for excess luggage, and for passenger-fares and box-seats.

Among improvements effected in connection with the reletting of services are the following:—

In the City of Auckland the clearance of letter-receivers has been arranged for thrice daily instead of twice daily, as heretofore, and the landing-service has been made to include all landing and shipping mails in the harbour. A new service has been arranged between Mangonui and Kaeo, which gives the former place a second weekly mail. The new contract for the tourist mail-service between Rotorua, Waiotapu, and Taupo provides for the service being performed by motor car during the tourist season, instead of by coach. Waipiro Bay is now served by a twice-weekly, as against a once-weekly, mail in 1903. The service to Waikaremoana, which formerly ran from Frasertown once weekly, now starts from Wairoa, the journey being performed in one day, and the frequency during the summer has been increased to twice weekly. The Napier-Wairoa service has been improved, the journey now being made in a day and a half, as against two days under the old contract. On the opening of the northern end of the North Island Main Trunk Railway to Taumarunui permission was given the contractors for the Wanganui River service to divert a portion of the service. The steamer, instead of running up the Tangarakau River, now continues along the upper reaches of the Wanganui River to Taumarunui.

The frequency of the mail-coach service between Seddon and Kaikoura has been increased from once weekly to twice weekly; and that between Culverden and Hanmer Springs to once daily throughout the year. A coach mail-service was arranged during the summer months between Omarama and Pembroke, which enabled tourists visiting Mount Cook to travel direct between Lake Pukaki and the southern lakes without making the deviation which was formerly necessary by way of Timaru or Oamaru and Dunedin. The Cromwell-Pembroke service, which was twice weekly last year, is now performed thrice weekly. The service between Half-moon Bay and Paterson's Inlet (Stewart Island) has been improved. It is now performed by oil-launch, instead of cutter, and includes the collecting and delivering of correspondence at The Neck and settlements in Paterson's Inlet.

Inland mail-services throughout the colony were performed during the year without serious interruption, with the exception of the service between Ida Valley and Alexandra South, which was suspended from the 11th July to the 3rd August, as the result of a very heavy fall of snow, followed by severe frosts. Other small services in the Otago District were interfered with for a few days. It is satisfactory to note that not a single complaint was received about delay to correspondence as the result of the interruption. Special mention should be made of the energy and resource displayed by Messrs. Craig and Co., the contractors, and their employees, under very trying circumstances. Occasional short interruptions owing to floods were reported from other parts of the colony. An accident occurred on the 14th August, by which the contractor for the Opunake-Eltham mail-coach service lost his life. While driving his coach and team across a dangerous ford of the Mangawhero River during the high flood the horses became unmanageable, with fatal results to the driver and loss of the horses and coaching plant. Another accident resulting in loss of life occurred in connection with the Mangaweka-Taihape service. While the coach-driver was delivering the mail at the Utiku Post-office the horses bolted, and a young lady who was on the box-seat jumped off and was killed.

The number of contracts for inland mails in operation in 1903 was 692.

There were in addition 459 services not under bond.

The length of inland postal routes by road (counted one way only) was 10,569 miles, and the total number of miles travelled 2,725,716, at an average cost of 3·57d. per mile. In 1902 the respective mileages were 10,562 miles and 2,645,407, at an average cost of 3·38d. per mile.

Ordinary railway-trains with mails travelled 3,398,533 miles.

The estimated sum payable to the Railway Department for the conveyance of mails by ordinary trains was £43,998 11s.

OCEAN MAIL-SERVICES.

San Francisco Mail-service.

The temporary six months' agreement mentioned in the previous year's report expired in November last, and the service has been renewed for three years from the 10th November, 1903, in accordance with the resolutions passed by the House of Representatives on the 13th idem.

The service has been performed during the year without notable incident. There were several late departures and arrivals, but the contractors were not entirely responsible for these. The late arrivals particularly apply to the outward voyages and the late delivery of mails in London. The inward mails have been delivered with fair regularity, and on two occasions the steamers reached Auckland ahead of time.

In February last the departure of the "Ventura" was delayed twenty-two hours at San Francisco, in consequence of the late arrival of the mails from Great Britain. In January last year the outward steamer was over forty-eight hours late in arriving at San Francisco—exceeding the hours of grace allowed by the contract.

The steamers' departure from Auckland has been altered from 2 p.m. to 3 p.m., so as to afford more time for the handling and disposal of the southern mails, &c., which reach Auckland in the forenoon.

The temporary arrangement under which the outward steamers, in the interests of the Pacific Cable Board, have been calling at Fanning Island since October, 1902, came to an end with the "Ventura's" voyage on the 28th ultimo, the contractors having found that the detour at times interfered with the steamers' due arrival at San Francisco. Arrangements have been made by the Pacific Cable Board with the Vancouver-service contractors for their steamers to call at the island every two months from about September next. It is likely that the cable steamer "Iris" will make one trip in the interim.

The coastal service for the collection and distribution of the San Francisco mails has also been renewed for three years, at a subsidy of £4,076 a year, a reduction of about £500 per annum.

Vancouver Service.

Negotiations are still pending. There is now a reasonable prospect of the Government being able to arrange for the service to embrace New Zealand.

Intercolonial Service.

Further correspondence has taken place with the Union Steam Ship Company. The company has made more reasonable proposals, but it has been deemed advisable not to enter into any arrangement for a regular connection with the Federal service in view of the prospect of the colony obtaining an alternative mail-line *via* Vancouver.

RECEIPTS and PAYMENTS on Account of the SAN FRANCISCO, PENINSULAR AND ORIENTAL, and ORIENT MAIL-SERVICES for the Year 1903.

San Francisco Service.

DR.	£	s.	d.	£	s.	d.	£	s.	d.
Payments by weight—									
On mails from New Zealand	19,366	8	9						
On mails from Fiji	45	1	8						
				19,411	10	5			
Interprovincial service, mail agents, &c.				5,352	0	10			
Transit charges { San Francisco to New York				4,300	7	5			
New York to Queenstown				1,822	10	9			
							30,886	9	5
CR.									
Postages collected in the colony				16,044	18	10			
Contributions from Fiji... ..				45	1	8			
							16,090	0	6
Net cost to the colony							£14,796	8	11

1,190,865 letters and post-cards, 658,840 books, and 1,298,836 newspapers were received from, and 1,254,725 letters and post-cards, 219,919 books, and 860,708 newspapers were despatched to, the United Kingdom *via* San Francisco.

The average time within which mails were delivered by the San Francisco service was—From Auckland to London, 30·22 days, as against 30·61 days in 1902; and from London to Auckland, 30·47 days, as compared with 30·94 days in the previous year. The shortest delivery was made in 28 days.

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

DR.	£	s.	d.	£	s.	d.
Payments to P. and O. and Orient lines	4,030	12	9			
Transit charges across Australia	169	19	0			
Transit charges across Europe	411	2	10			
Gratuities (to and from Australia)	1,912	5	11			
				6,524	0	6
CR.						
Postages collected in the colony	2,155	15	8			
Postages, &c., from London and foreign offices	1,402	16	0			
				3,558	11	8
Net cost to the colony				£2,965	8	10

The number of letters and post-cards, books, and newspapers conveyed from and to the United Kingdom by the Peninsular and Oriental and Orient packets were: Received—962,241 letters and post-cards, 429,765 books, and 1,764,478 newspapers; despatched—168,489 letters and post-cards, 23,271 books, and 106,226 newspapers.

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 1903 by the San Francisco 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	32	30	30·47	..	42	37	37·62	..	42	37	38·81
Auckland to London	33	28	30·22	..	42	37	40·04	..	43	40	41·38
London to Wellington	34	31	31·65	..	40	38	38·92	..	41	39	39·46
Wellington to London	34	29	31·22	..	44	36	41·04	..	45	37	42·04
London to Dunedin... ..	35	32	32·76	..	40	38	38·94	..	40	39	39·25
Dunedin to London... ..	36	31	33·22	..	43	40	40·79	..	44	40	42·02
London to Bluff	36	33	33·51	..	39	37	38·19	..	39	38	38·50
Bluff to London	37	32	33·97	..	42	39	40·04	..	43	39	41·27

The several subsidised sea mail-services, the subsidy-payments for the year 1903-4, 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.			
	£ s. d.					s. d.
Auckland and San Francisco ..	1,690 0 0	April, 1871	Nov., 1906	17	5,925	3 2.22 ^(a)
Auckland and Fiji ..	1,200 0 0	June, 1880	..	13	2,334	1 1.37
Auckland and South Pacific islands ..	60 0 0	June, 1885	..	12	6,992	0 3.43
Auckland and Devonport ..	250 0 0	Aug., 1863	Dec., 1906	939	6	0 2.56
Auckland and Great Barrier ..	100 0 0	Oct., 1891	Dec., 1906	52	120	0 9.62
Dargaville and Tangiteroria ..	150 0 0	Nov., 1893	Dec., 1906	52	46	0 10.03
Helensville and Matakoho ..	450 0 0	Jan., 1881	Dec., 1906	52	118	0 5.87
Helensville and Dargaville ..	500 0 0 ^(b)	Jan., 1881	Dec., 1906	104	170	0 6.11
Horeke, Kohukohu, Rawene, Koutu, Rangi Point, and Opononi ..	147 0 0 ^(c)	Jan., 1889	Dec., 1906	52	48	1 10.40
Russell and Opuia ..	102 0 0	Jan., 1889	Dec., 1906	156	16	0 9.81
Whangaroa and Totara North ..	25 0 0	Jan., 1891	Dec., 1903	52	2	..
Whangaroa (all boating in harbour) ..	44 0 0	..	Dec., 1906	(as required)	..	..
Wellington, Ketu Bay, Homewood, Maori Bay (and other offices), and Havelock ..	365 0 0	Dec., 1891	Dec., 1906	26	183	1 6.41
Wellington and Motueka ..	700 0 0 ^(d)	Nov., 1902	Dec., 1906	43	210	1 0.62
Havelock and Bulwer ..	125 0 0	Jan., 1904	Dec., 1906	26	64	1 6.03
Nelson, Motueka, Totaranui, Takaka, and Collingwood ..	100 0 0 ^(e)	..	Dec., 1906	52	130	0 4.44
Nelson and Croixelles ..	50 0 0	Jan., 1904	Dec., 1906	52	44	0 5.24
Westport and Karamea ..	400 0 0	June, 1886	Dec., 1904	36	102	1 8.62
Westport and Little Wanganui ..	500 0 0 ^(f)	Jan., 1895	Dec., 1904	12	82	..
Hokitika, Okarito, Bruce Bay, Paringa, Haast, Okura, and Jackson's Bay ..	600 0 0	Jan., 1886	Dec., 1906	6	384	5 2.50
Lyttelton and Chatham Islands (including Pitt Island) ^(g) ..	300 0 0	..	Mar., 1904	6	1,050	0 11.43
Bluff and Half-moon Bay ..	245 0 0	July, 1886	Dec., 1906	52	48	1 11.56
Bluff and Ruapuke Island ..	36 0 0	Sept., 1903	Sept., 1904	52	26	0 6.39
Bluff and Te Oneroa ..	300 0 0 ^(h)	April, 1893	April, 1904	12	208	2 4.85
Interprovincial service in connection with San Francisco line ..	4,576 0 0 ⁽ⁱ⁾	Nov., 1886	Nov., 1906	17	..	..
	4,076 0 0 ^(k)					

(a) On basis of payment for outward voyage, which alone is controlled by New Zealand.

(b) Subsidy increased by £50 from 1st January, 1904.

(c) Subsidy reduced by £86 from 1st January, 1904.

(d) Subsidy reduced to £700 for both services from 1st January, 1904.

(e) Subsidy reduced by £25 from 1st January, 1904; frequency increased to twice weekly, and Motueka not included.

(f) Subsidy increased by £100 from 1st January, 1904.

(g) Service renewed from March, 1904.

(h) Subsidy to be paid in moieties by the Marine and the Post and Telegraph Departments. Renewed from April, 1904.

(i) From 1st April to 9th November, 1903.

(k) From 10th November, 1903, to 31st March, 1904.

TELEGRAPHS.

The total value of the telegraph and telephone business for the year ended the 31st March last, including miscellaneous telegraph receipts and Government telegrams, was £261,941 6s. 6½d., as compared with £248,934 19s. 4d. for the previous year—an increase of £13,006 7s. 2½d., or 5.22 per cent.

The received cable Press increased; but the cable Press forwarded shows a falling-off compared with the previous year, which was an eventful one.

The following is a comparison of the traffic in paid telegrams during the last nine years :—

	Number.		Value.	
1895-96 ...	1,899,632		£92,289	
1896-97 ...	2,285,001	Increase, 20.29 per cent.	97,453	Increase, 5.60 per cent.
1897-98 ...	2,469,415	" 8.07	96,537	Decrease, 0.94
1898-99 ...	2,717,548	" 10.05	101,104	Increase, 4.73
1899-00 ...	3,159,093	" 16.25	114,383	" 13.13
1900-1 ...	3,534,444	" 11.88	126,382	" 10.49
1901-2 ...	3,850,391	" 8.94	141,581	" 12.03
1902-3 ...	4,271,218	" 10.93	153,338	" 8.30
1903-4 ...	4,671,904	" 9.38	162,498	" 5.97

TELEGRAPH BUSINESS.

Table showing the number of telegrams forwarded, and the revenue derived therefrom, during the four quarters of the financial years 1902-3 and 1903-4 respectively:—

Quarter.	Number of Telegrams forwarded.		Increase per Cent.	Revenue.						Increase per Cent.
	Year ended 31st March, 1903.	Year ended 31st March, 1904.		1902-3.			1903-4.			
June quarter ...	1,007,506	1,086,890	7.88	£ 36,643	s. 5	d. 9	£ 38,072	s. 6	d. 0	3.90
September quarter ...	979,372	1,069,311	9.18	35,387	4	5	37,350	18	7	5.55
December quarter ...	1,131,682	1,215,959	7.45	40,436	4	11½	42,233	3	6	4.44
March quarter ...	1,152,658	1,299,744	12.76	40,871	8	1½	44,841	5	6½	9.71
	4,271,218	4,671,904	9.38	153,338	3	3	162,497	13	7½	5.97

The telegraph receipts for the financial year, including telephone-exchange subscriptions, private-wire rents, &c., amounted to £237,564 4s. 11½d., compared with £222,494 16s. 6d. in 1902-3—an increase of £15,069 8s. 5½d., or 6.77 per cent.

The expenditure was £255,863 1s. 2d., as against £228,367 0s. 7d. for the previous year—an increase of £27,496 0s. 7d., or 12.04 per cent. The increase is largely due to the Pacific-cable subsidy.

There were 7,779 miles of line and 22,920 miles of wire at the close of the year—an increase of 30 and 248 miles respectively.

The net expenditure out of Public Works Fund for telegraph extension was £47,226 19s. 7d., as compared with £68,578 7s. 8d. in 1902-3.

The number of private wires and subsidised lines was 364, compared with 360 in 1902-3. The amount received for rent, maintenance, &c., was £2,018 7s., as against £1,967 3s. 8d. in 1902-3.

The total number of telegraph and telephone offices open at the close of the year was 1,153. Of these, 261 were telegraph-offices, and 892 telephone-offices.

The number of telegrams of all codes forwarded during last financial year was 4,965,197—an increase of 405,893, or 8.90 per cent., over 1902-3.

The proportion of paid telegrams per head of population was 5.65, and 5.32 the previous year.

The number of ordinary telegrams forwarded was 3,603,674, of the value of £123,782 6s. 8½d., compared with 3,341,813, for £115,896 8s. 7d., in 1902-3—an increase of 261,861 and £7,885 18s. 1½d.

The urgent telegrams numbered 176,776, of the value of £11,450 10s. 6d.—a decrease of 6,636 in number, and £468 18s. 5d. in amount.

The average value of each ordinary telegram was 8.24d., and of each urgent telegram 1s. 3.55d.

364,860 Press telegrams, of the value of £15,115 19s. 8d., were forwarded in 1903-4, as compared with 374,045, valued at £14,750 3s. 11d., forwarded in 1902-3—a decrease of 9,185, or 2.46 per cent., in number, and an increase of 2.48 per cent. in value.

The value of each Press telegram averaged 9.94d., as against 9.46d. in 1902-3.

The bureau messages numbered 526,594, of the value of £12,148 16s. 9d., as compared with 371,948, of the value of £10,772 1s. 9d.—an increase of 154,646 in number and £1,376 15s. in amount.

The average value of each bureau message was 5.54d., as against 6.95d. in 1902-3.

The following figures show the extraordinary growth of the traffic in bureau messages:—

		Average Value.	
		1903-4.	1902-3.
The total number of ordinary telegrams increased by	261,861, or 7.84 %	£7,886, or 6.80 %	8.24d. 8.32d.
The total number of bureau communications increased by	154,646, or 41.58 %	£1,377,* or 12.78 %	5.54d. 6.95d.

* Deposits for special carriage, reopening fees, and "delivery" fees are included in the amount, although not retained as revenue by the Department.

The number of Government telegrams forwarded was 293,293, valued at £24,377 1s. 7d., as compared with 288,086, of the value of £26,440 2s. 10d.—an increase of 5,207 in number, and a decrease of £2,063 1s. 3d. in amount.

54,933 money-orders, for £187,472 14s., were transmitted by telegraph, as against 49,230, for £152,407 14s., in 1902-3—an increase of 5,703 telegrams.

The number of paid forwarded telegrams to every hundred letters posted in New Zealand for delivery within the colony was 8.26, as against 8.02 in 1902-3.

TELEGRAPH MESSENGERS' DELIVERIES.

Telegraph messengers' deliveries (by Departmental messenger) were established as follows: Auckland—Hikurangi. Gisborne—Tokomaru Bay. Napier—Te Aute. New Plymouth—Rahotu. Oamaru—Hampden. Timaru—Makikihi. Wanganui—Bull's; Taihape. Wellington—Longburn; Shannon.

OFFICES OPENED and CLOSED during Financial Year ended 31st March, 1904.

Opened.

Albany,	Island Bay,	Maungatua,	St. Omer,
Beckenham,	Kaiteratahi,	Mokihinui Mine,	Taumarunui,
Chatton,	Kaka Point,	Ohutu,	The Spa,
Crail Bay,	Karama,	One Tree Hill,	Tuahiwi,
Domett,	Kauaeranga,	Otaio,	Tuatapere,
East Tamaki,	Knapdale,	Outram Bureau,	Waerenga Farm
Eli Bay,	Kongahu,	Paengaroa,	Waimangu,
Glasgow Wharf,	Koutu,	Piriaka,	Waiotemarama,
Globe Mine,	Kuripuni,	Poerua,	Wakarara,
Grassmere,	Little Wanganui,	Poolburn,	Wangaehu,
Grey Lynn,	Long Gully,	Puponga,	Wayby,
Hampden Square,	Lower Riccarton,	Rona Bay,	Wharanui,
Harewood Road,	Lower Shotover,	Roseneath,	Woodside.
Hobsonville,	Mapuna,	Ruanui,	
Homewood,	Mataroa,	Ruaapekepeka,	

Closed.

Great North Road,	Newmarket Railway,	Omanaia,	Poerua,
Hyde,	Ogilvie's,	Otamatea,	Whenuakura.

Summary.

Open 31st March, 1903, 1,103. Opened during year, 58; closed, 8: increase 50. Number 31st March, 1904, 1,153.

TELEGRAPH CABLE SERVICES.

The great improvement in the cable services, coupled with the reduction in the cost of cabling, due to the inauguration of the Pacific cable, has materially popularised the cable system, as may be gathered from the fact that the colony's cable business increased 25 per cent. during the year.

The average time of transmission of cable messages generally has further improved. Messages from the United Kingdom *via* Pacific frequently reach the colony within thirty minutes of the time of presentation, and from America and some of the Australian States well under fifteen and the minutes respectively.

The working of the Pacific cable, as well as the Canadian land-lines and the Atlantic service, has been satisfactory. The land-line between Bamfield and Alberni, which had given so much trouble, has been replaced by a sea-cable, the laying of which was completed on the 28th July last year.

New Zealand's proportion of the deficit of £90,518 4s. 3d. on the first year's working of the Pacific cable amounted to £10,057 11s. 7d. Against this the colony secured an improved oversea cable service, and the users of the cables saved over £50,000 a year.

The relatively large deficiency gave rise to comment; but the position is not serious when it is remembered that, besides the ordinary items of expenditure usually charged against cable working-expenses, a terminable annuity-payment of £77,545 a year is made, which not only provides for interest but also for a sinking fund as well, which will in fifty years repay the whole of the £2,000,000 sunk in the cable. In addition, there is a cable reserve fund of £25,000 a year for the purpose of replacing the original cable, if necessary, in forty years. The position was clearly explained by the General Manager in an address delivered to the Melbourne Chamber of Commerce in September last, from a report of which the following is extracted:—

"The question of the cable being looked upon as a great financial disappointment, and that the results were not what were anticipated, and so on, caused some surprise among the members of the Board. Mr. Reynolds wished to explain that the deficiency of something over £90,000 a year did not refer merely to working-expenses. He was surprised that the outside public believed that the cable had such a deficiency on its annual working-expenses. The following extract from a report of Lord Selborne's Committee, dated 5th January, 1897, would throw light on this point: 'The financial position of the cables would be a very strong one. The custom of owners of cables is to put by such a sum of money every year as will enable their cables to be kept in continual repair, and the old cable to be entirely replaced by a new cable within a certain number of years. This they consider to be a sufficient provision for the replacement of their capital. The committee have, however, suggested that in the case of a Pacific cable there should be what practically amounts to a double replacement of capital. They have recommended that a sufficient sum should be set aside for annual maintenance to insure the complete renewal of the cable within forty years, so that at the end of that time the associated Governments should either be in possession of a new cable or, if the old cable had not been wholly renewed, of a reserve fund sufficient to replace such part of the original cable as still existed. And, further, they have provided for the complete extinction of the original loan at the end of fifty years. These facts must be borne in mind in considering the financial prospects of the cable.'"

"The following figures, extracted from the *British Australasian* just to hand, set forth the financial position of the cable in a convenient form. For the period from the 1st January, 1901, to the 31st March, 1903, the disbursements are set out thus:—

	£
Interest on money borrowed to lay the cable (£2,000,000) ...	65,000
Head office salaries and expenses ...	5,500
Expenses of stations ...	26,000
Repairing cable-ship ...	11,000
Renewals ...	12,500
	120,000

"During the period the cable-repair ship, buildings, &c., were under construction. The cable was only opened for traffic in December last, consequently three months' revenue was all that could be set off against this heavy annual charge. No exact statement of receipts for this period had been supplied by the British Treasury, but in one despatch it was estimated that the revenue would average about £1,150 per week for one class of business and £13,600 per annum for another class. These calculations indicate that the receipts for the quarter mentioned probably aggregated £18,310, so that the accounts for the last financial year possibly read,—

Expenditure ...	...	...	...	...	...	...	£
Revenue ...	...	...	...	...	...	...	120,000
							18,310
Deficiency	...	...	...	...	...	...	101,690
*	*	*	*	*	*	*	*

"The sinking fund for the repayment of the cost of the cable came into operation in December, 1902, and the estimates for the next financial year, to the 31st March, 1904, are:—

<i>"Expenditure.</i>							£
Interest and first instalment of annuity*...	...	...	...	...	...	...	77,545
Head office ...	...	...	...	...	...	...	4,400
Cable stations ...	...	...	...	...	...	...	26,300
Repairing-ships, salaries, &c. ...	...	...	...	...	...	...	19,500
Renewals and depreciation ...	...	...	...	...	...	...	35,500
Miscellaneous ...	...	...	...	...	...	...	2,255
Total ...	...	...	...	...	...	...	165,500

"It is anticipated that the receipts for the year will amount to £73,400. The result of the year's operations will therefore probably be:—

Expenditure ...	...	...	...	...	...	...	£
Revenue ...	...	...	...	...	...	...	165,500
							73,400
Deficiency	...	...	...	...	...	...	92,100
*	*	*	*	*	*	*	*

"The total loss for the two years will therefore not fall far short of £193,790. The interest-charge, £77,500, will remain stationary for fifty years; but at the expiration of that period the money borrowed to construct the cable will have been repaid, and this annual charge will thereupon cease.

"Australia pays one-third of the annual charge; but it cannot be regarded as a deficit when it is remembered that they were paying off the cost of a cable that had so far cost them nothing, and were also laying up money for a new cable when the present one was worn out, besides writing off depreciation on their buildings and ship. The traffic was up to the estimate made by the parliamentary Committee, and he hoped that with increased prosperity in Australia the traffic would begin to improve, and justify the optimistic estimates made a few years ago, which calculated on a 10-per-cent. increase each year over its predecessor."

The receipts and working-expenses for the year ended the 31st March, 1904, are estimated (after six months' working) as follows:—

Traffic revenue ...	...	...	£	Annuity and renewals ...	...	...	£
Deficit ...	...	...	76,300	Working-expenses ...	...	...	113,045
			90,258				53,513
Total ...	...	...	166,558	Total ...	...	...	166,558

The General Manager of the Pacific Cable Board paid a business visit to Australia and New Zealand in August last, which did much good, although Mr. Reynolds was unable to have matters in Australia placed on a permanently satisfactory footing. The Federal Post Office could not see its way to exercise any control over the Board's canvassers, or otherwise directly assist in securing traffic. This resulted in the Board not appointing canvassers, and concerted action for securing business had been deferred. There has, therefore, been little increase in the Pacific-cable traffic from Australia.

A conference of delegates representing the Pacific-cable partners is to be held in London shortly in reference to the Commonwealth's agreement with the Eastern Extension Telegraph Company and other important matters affecting the Pacific cable. Among the questions for consideration is one to be submitted by this Government that local Honorary Boards should be appointed in Melbourne, Sydney, and Brisbane, to whom representatives of the Board would look for advice in the matter of canvassing and business matters generally. Sir Sandford Fleming, formerly Engineer in Chief Canadian Railways, and who has taken a marked interest in the Pacific cable, will represent the Government at the conference.

Auckland has now been selected by the Pacific Cable Board as the headquarters of the cable-repairing steamer "Iris," in preference to Suva.

* I.e., one of fifty annual payments to extinguish loan and interest.

The cable between Honolulu and the Philippines, *via* Midway Island and Guam, which has been laid by the Commercial Pacific Cable Company, was opened for traffic on the 25th July last. This gives San Francisco direct cable communication with China, Japan, and other points in the East.

The Pacific Cable Board, by arrangement with the German Transatlantic Cable Company, has been able to reduce the rate to Germany to 3s. a word. It is hoped that a similar reduction may be possible later on to other places in Europe.

CABLE BUSINESS.

The number and value of cable messages forwarded from New Zealand during 1903 are shown in the following statement. (The Pacific cable was opened for traffic—New Zealand to Southport and Suva, 23rd April, 1902; New Zealand to Vancouver, 8th December following.)

Viâ Pacific.

Destination.	Ordinary.		Press.	
	Number of Messages.	Value.	Number of Messages.	Value.
International	16,438	£ 28,040 7 1	40	£ 76 16 8
Australia	56,157	11,472 12 1	285	220 4 0
Total for 1903	72,595	39,512 19 2	325	297 0 8
Total for 1902	42,358	19,053 11 11	367	369 18 3

Viâ Extension.

Destination.	Ordinary.		Press.	
	Number of Messages.	Value.	Number of Messages.	Value.
International	4,388	£ 7,839 1 6	167	£ 338 13 0
Australia	11,963	2,505 9 10	1,103	599 17 5
Total for 1903	16,351	10,344 11 4	1,270	938 10 5
Total for 1902	34,499	27,089 0 5	1,463	1,402 10 1

The colony's outward international and Australian cable business, not including Press, for the years 1902 and 1903 was as follows:—

International.

	Number of Messages.	Value.
1903	20,826	£ 35,879 8 7
1902	14,893	31,766 15 6
	Inc. 5,933*	Inc. 4,112 13 1†

* 39·83 per cent.

† 12·95 per cent.

Australia.

	Number of Messages.	Value.
1903	68,120	£ 13,978 1 11
1902	61,964	14,375 16 10
	Inc. 6,156*	Dec. 397 14 11†

* 9·93 per cent.

† 2·76 per cent.

There was a total increase of 12,089 messages, and of £3,714 18s. 2d. in value.

The forwarded and received cable Press business for the past ten years ended 31st December, 1903, has been :—

Year.	Forwarded.			Received.		
	Number of		Value.	Number of		Value.
	Messages.	Words.		Messages.	Words.	
			£ s. d.			£ s. d.
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
1898	1,154	133,342	907 7 0	3,599	282,882	1,599 7 0
1899	1,570	182,066	1,800 10 4	3,822	298,218	1,690 12 4
1900	1,034	139,295	1,457 4 5	4,014	333,300	1,878 9 1
1901	1,420	148,400	2,718 12 0	3,989	351,291	1,967 19 3
1902	1,830	202,968	1,772 8 4	4,443	396,438	2,200 10 6
1903	1,595	159,732	1,235 11 1	5,636	425,824	2,333 10 2

TELEPHONE EXCHANGES.

Twelve new exchanges were opened during the year. 1,472 new subscribers were added to the exchanges throughout the colony, bringing the total connections up to 12,105, an increase of 14 per cent. for the year. Of the total increase, 709 were added at the four chief centres.

It will be necessary to make considerable additions to the Wellington Exchange, all the space available for the switchboard being now taken up.

In consequence of the growth of the larger exchanges and the introduction of electric tramways in the four principal centres, the installation of metallic circuits has been decided upon to eliminate cross-talk and induction from the tramways. These are now being installed at Auckland, and the material for Wellington and Dunedin, now under order, is expected to arrive shortly, when the work will be put in hand at once.

There were on the 31st March last 27 central and 54 sub-exchanges.

The following is a comparative return of the telephone-exchange connections for the years 1902-3 and 1903-4 :—

Exchange.	Number of Subscribers or Connections :	
	March 31, 1903.	March 31, 1904.
Ashburton	111	118
Auckland	1,554	1,707
Devonport	28	34
Blenheim	112	133
Christchurch	1,297	1,479
Akaroa	34	36
Doyleston	6	7
Leeston	10	11
Lincoln	...	8
Little River	7	8
Lyttelton	...	8
Rangiora	14	15
Southbridge	...	6
Dannevirke	53	88
Dunedin	1,420	1,579
Balclutha	20	24
Clinton	...	8
Kaitangata	5	10
Milton	20	21
Palmerston	20	18
Port Chalmers	21	21
Waikouaiti	9	8
Feilding	110	133
Sanson	...	1
Gisborne	237	281
Greymouth	161	183
Reefton	...	44
Hawera	126	143
Eltham	26	26
Manaia	19	18
Otakeho	1	...
Patea	30	31

Exchange.	Number of Subscribers or Connections :	
	March 31, 1903.	March 31, 1904.
Hokitika	122	129
Kumara	...	10
Ross	7	6
Invercargill	313	335
Bluff	29	30
Edendale	5	5
Gore	78	83
Lumsden	16	16
Mataura	9	10
Otautau	28	25
Riversdale	18	17
Riverton	17	18
Winton	21	22
Woodlands	5	5
Wyndham	11	12
Masterton	134	155
Carterton	29	33
Eketahuna	15	18
Greytown North	11	10
Napier	357	384
Hastings	65	118
Weber	1	1
Nelson	185	220
New Plymouth	299	320
Inglewood	17	18
Waitara	14	16
Oamaru	183	210
Ngapara	1	2
Pahiatua	78	79
Woodville	21	20
Palmerston North	223	264
Foxton	...	24
Rotorua	37	70
Stratford	95	98
Thames	79	78
Paeroa	23	25
Timaru	185	206
Fairlie	12	12
St. Andrew's	...	8
Studholme Junction	...	6
Temuka	17	17
Waimate	...	29
Wanganui	379	425
Hunterville	6	5
Marton	36	47
Okaiawa	1	1
Waverley	11	8
Wellington	1,902	2,103
Westport	87	109
Whangarei	...	36
	10,633	12,105

The connections are classified : Paying, 11,136 ; free, 259 ; bureaux, 710 : total, 12,105.

The following are particulars of telegraph and telephone wires, &c., in the colony on the 31st March, 1904, exclusive of those now maintained by the Railway Department :—

	Telegraph.	Telephone.
Miles of line, 1st April, 1903	7,749	667½
" 31st March, 1904	7,779½	721½
Miles of wire, 1st April, 1903	22,672½	8,727
" 31st March, 1904	22,920½	9,834½
Increase during the year—		
Miles of line	30½	54
Miles of wire	248½	1,007½
Cables—		
Submarine, 1st April, 1903	282·378 knots.	3·392 knots.
" 31st March, 1904	283·107 "	3·392 "

ELECTRIC LIGHTING AND POWER.

The rapid increase in the use of electricity for lighting and power has thrown a considerable amount of work on the Department, which, acting for the Electric Telegraph Commissioner as the Board of Control, has dealt with regulations in connection with the construction of tramways in the City of Christchurch. A number of applications for licenses under "The Electric Lines Act, 1884," has been received from boroughs and dealt with.

TELEGRAPH AND TELEPHONE CONSTRUCTION AND MAINTENANCE.

AUCKLAND DISTRICT.

Construction.

The following new lines have been erected during the year :—

		Miles of Poles.	Miles of Wire.
Mapuna (lead off Dargaville-Tangiteroria line) ...	...	1 $\frac{3}{4}$	1 $\frac{3}{4}$
Hobsonville (lead off Auckland-Swanson line) ...	...	3	8
Koutu (lead off Rawene-Hokianga Heads line) ...	...	0 $\frac{1}{2}$	0 $\frac{1}{2}$
Te Kopuru to Dargaville telephone-line ...	...	...	6
Kawakawa to Hukerenui deviation ...	...	17	56 $\frac{1}{2}$
East Tamaki (lead off Auckland-Papatoetoe wire) ...	...	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Mangonui to Doubtless Bay (extension of No. 3 wire) ...	...	...	3
The Spa (lead off Taupo-Atiamuri wire) ...	...	2	2
Thames to Kauaeranga ...	...	0 $\frac{1}{4}$	6 $\frac{1}{4}$
Paengaroa (lead off Te Puke-Maketu wire) ...	...	0 $\frac{1}{4}$	0 $\frac{1}{4}$
Fencourt line extended to new office ...	...	0 $\frac{1}{2}$	0 $\frac{1}{2}$
Waimangu (lead off Rotorua-Waiotapu line) ...	...	3	3
Warkworth to Whangarei (No. 4 extended) ...	...	...	77
Albany (lead off Auckland-Takapuna wire) ...	...	2 $\frac{1}{2}$	9
Waiotemarama (lead off Rawene-Hokianga Heads line) ...	...	4 $\frac{1}{2}$	4 $\frac{1}{2}$
Whitford (lead off Auckland-Cowes line) ...	...	5	5
Kawakawa to Waipapa deviation ...	...	18	77
Waiotapu Prison, Loop into ...	...	...	0 $\frac{3}{4}$
For Railway Department—		Poles. Miles.	Wire. Miles.
Auckland to Newmarket (tablet wire) ...	...	1 $\frac{3}{4}$	...
Ellerslie to Penrose ...	...	1	...
Otahuhu to Papakura telephone-wire ...	...	10 $\frac{3}{4}$	10 $\frac{3}{4}$
Tuakau to Whangarata telephone-wire ...	...	2 $\frac{1}{8}$	...
Tuakau signal-repeaters ...	...	0 $\frac{1}{2}$	...
Huntly to Ohinewai telephone-wire ...	...	5 $\frac{1}{8}$	5 $\frac{1}{8}$
Ruakura Junction to Eureka telephone-wire ...	...	5	5
Mercer to Pokeno telephone-wire ...	...	3 $\frac{1}{2}$	...
		15 $\frac{7}{8}$	29 $\frac{3}{4}$
Totals ...	...	75 $\frac{5}{8}$	292 $\frac{1}{4}$
Lines dismantled—			
Kawakawa to Hukerenui ...	...	14	60
Kawakawa to Waipapa ...	...	17	59
Totals ...	...	31	119

The net increase is 44 $\frac{5}{8}$ miles of poles and 173 $\frac{1}{4}$ miles of wire.

Maintenance.

The reconstruction of the Auckland-Doubtless Bay section is almost completed, only a short section of 4 miles, between Warkworth and Waiwera, now requiring attention. The line between Kawakawa and Hukerenui, which used to run across very rough and inaccessible country, has been diverted to the main road, and Towai connected with Hukerenui.

The old line between Kawakawa and two miles south of Waipapa was quite rotten, the spans being very long and unfit to carry copper wires. The country traversed was very rough, besides being covered with gorse and far off the roadway. Fires caused much damage here at times; therefore the line has been dismantled and wires deviated through Ohaeawai, the gaps between Kawakawa and Pakaraka, and Waimate North and two miles south of Waipapa, being poled. By this route the line is kept to the road all the way, and faults can thus be more quickly removed.

The above two works entailed the dismantling of 31 miles of poles and 119 miles of wire, and the re-erection of 35 miles of poles and 133 $\frac{1}{4}$ miles of wire.

The reconstruction of the section Otahuhu to Hamilton is nearing completion, and should be finished some time in June. The work is heavy, there being 30 poles erected to each mile. The line, which originally ran over many private properties, has been brought on to the roadway, thereby rendering it easier of inspection and maintenance. This section has been notorious for faults, but now seldom gives trouble.

It will be necessary to entirely rebuild the Auckland-Otahuhu section shortly.

Other sections requiring attention are Hamilton-Cambridge; Hamilton-Thames; Thames-Tauranga, with diversion from Paeroa *via* Waihi to the Coast, thereby cutting out country most difficult to traverse and a section of line which is much decayed.

The Tauranga-Opotiki, Thames-Tairua, Taupo-Orakeikorako Junction, Cambridge-Te Awamutu, Auckland-Helensville, Waipu-Dargaville, and Ohacawai-Rawene-Hokianga Heads sections all require considerable attention.

The total miles of poles and wire now maintained in the district are 2,029 and 5,304½ respectively.

OFFICES.

The Auckland, Thames, Whakatane, Matata, and Atiamuri offices were refitted.

New offices were occupied at Newmarket, Pahi, and Poutu. The Auckland "local" batteries have been replaced with six storage-cells, which are giving most satisfactory results.

TELEPHONE EXCHANGES.

The Auckland Exchange is steadily increasing in numbers, there being on the 31st March 1707 connections, including 58 bureaux—a net increase of 153 for the year.

107¼ miles of poles and 1,839 miles of wire are utilised for the above connections.

An exchange was opened at Whangarei with 36 connections, including 3 bureaux.

At Rotorua another 50-number switchboard has been added. There are now 70 subscribers—an increase of 34 during the year.

The other exchanges are practically the same as last year, there being only a slight increase in the number of subscribers.

All the exchanges are working satisfactorily, the total connections therewith numbering 1,950, of which 1,844 are paying, 30 free, and 76 bureaux.

The poles and wires connected with the various exchanges aggregate respectively 129¼ miles and 1,956¼ miles.

The work of installing metallic circuits in connection with the Auckland Exchange is well in hand, and a large number of subscribers will be connected shortly.

WELLINGTON DISTRICT.

Construction.

During the year just closed the following new lines and wires were erected for the purpose of opening up new districts, and to give increased accommodation on existing circuits:—

			Miles of Poles.	Miles of Wire.
Feilding to Feilding Racecourse	...	...	...	0½
Taihape to Mataroa and Ruanui	...	...	13¾	13¾
Bull's to Marton <i>via</i> Greatford	...	...	0½	10½
Tokomaru to Shannon	...	...	...	7½
Blackburn to Whakarara	...	...	6½	6½
Masterton to Kuripuni	...	...	...	1
Waipukurau to Dannevirke	...	...	...	35½
Mangaweka to Taihape	...	...	...	14
Palmerston North to Feilding	...	...	...	12½
New Plymouth to Inglewood	} Part of through wire, Wel-	} lington to New Plymouth)	...	12½
Halcombe to Shannon			...	46
Te Karaka to Kaiteratahi	...	...	...	5½
Glasgow Wharf (Wellington) Bureau	...	...	...	0½
Oriental Bay to Roseneath	...	...	0½	0½
Berhampore to Island Bay	...	...	0½	1¾
For Public Works Department—				
Taihape to Mataroa	...	...	...	6
Totals	...	...	21¾	174½

Lines dismantled—

Marton to Greatford-Bull's Junction	...	...	6	12
Blackburn to Makaretu	...	...	...	3¾
			6	15¾

Railway-wires ceased to be maintained by this Department—

Palmerston North to Longburn	...	...	...	4
------------------------------	-----	-----	-----	---

The total number of miles of poles and wire in the district, exclusive of those maintained by the Railway Department, are 2,030½ and 7,043¾ respectively.

Maintenance.

The lines generally throughout the district are in good order, with the exception of the Wairoa-Opoutama section of the Napier-Gisborne line, for which necessary alterations and repairs are now in hand, the poles having gone forward for the purpose.

Re-poling of several other sections will be necessary, but considerable difficulty is experienced in obtaining suitable poles, totara being both scarce and expensive. The most serious interruptions to communication during the year were caused by thunderstorms, 14 poles having been shattered by lightning south of Taupo on one occasion. A large number of faults occurred north of New Plymouth between Urenui and Mount Messenger from a similar cause.

Many minor faults have been caused by traction-engines and threshing-machines fouling the wires, and several others through trees being felled over the lines. Persons responsible have been called upon in each instance to defray the cost of repairs.

The following sections have been overhauled and strengthened with extra or larger poles where necessary:—

	Miles.
Waipukurau to Dannevirke	35½
New Plymouth to Uruti Road (partially)	42
Eketahuna to Pongaroa (partially)	39
Blackburn to Makaretu	2
Napier to Pohui	27
Longburn to Shannon	15
Palmerston North to Feilding	12½
Mangaweka to Taihape	13½
Greatford to Bull's	4
Wairoa to Nuhaka (partially)	20
Featherston-Rimutaka line (partially)	1
Hutt to Petone (reconstructed)	1½
Levin Township "	0½
Hatuma Railway "	0½
Manaia to Otakeho "	2
Total	216½

The overhaul of the Upper Hutt-Kaitoke and Napier-Taupo sections is now in progress.

A quadruplex repeater has been installed at Palmerston North, which enables that office to work duplex with Wellington, while at the same time Feilding can also duplex to Wellington on the same wire.

Metallic Circuits.

Following up the satisfactory results attained by superimposing telephones on telegraph and combined telegraph and telephone wires, thereby giving a metallic circuit for the telephone, circuits have been so arranged between Pahiatua-Woodville, Palmerston North-Feilding, Palmerston North-Marton, Marton-Wanganui, and Palmerston North-Foxton. In each case a telegraph circuit works over the closed circuit, the telephonic communication being effected by means of transformers. The results have in all cases been very satisfactory, induction being practically eliminated. A telephone metallic circuit has been established between Palmerston North and Woodville.

Offices.

Transfers to new offices were effected at a large number of places, chief of which were Carterton, Levin, Hunterville, and Port Ahuriri.

Levin and Taihape have been converted from telephone to Morse offices.

There are now 321 offices in the district, of which 260 are connected by telephone and 61 by Morse instruments.

Cables.

The several cables across Cook Strait have been periodically tested, with satisfactory results. No faults have occurred since repairs were effected in May of last year.

Telephone Exchanges.

Two new exchanges were opened during the year—viz., Foxton and Sanson.

In connection with the Wellington Exchange, the Adelaide Road and Riddiford Street line has been reconstructed on account of the widening of the street, and heavier poles erected in view of the contemplated metallic cables.

A large amount of work has been done on account of the City Corporation in connection with clearing departmental wires from the track of the tramway-trolley wires and span-poles.

In anticipation of the heavy induction from the electric tramway wires, which will seriously affect the working of the exchange telephones, steps have been taken to replace the earth circuits with metallic circuits contained in lead-covered aerial cables. The first instalment has been received.

The total number of subscribers to this exchange at the close of the year ended the 31st March was 2,103, an increase of 201 since last report—2,003 paying, 47 free, and 53 bureaux. The mileage of poles and wire connecting subscribers totals 49½ and 1,865 miles 65 chains respectively.

At Hunterville, Carterton, and Woodville the exchanges have been transferred to new offices, a considerable amount of reconstruction being entailed.

At Stratford the exchange was transferred to a new room. Owing to limited accommodation for the switchboards similar work will be necessary at Hawera and Masterton.

Fires at Wanganui, Palmerston North, Gisborne, Patea, and Eltham caused injury to our lines, but no serious inconvenience to subscribers was occasioned. Sixteen telephones were destroyed by fire, 10 of which were at Wellington.

There are now 30 exchanges in the district, which are all working satisfactorily. The subscribers connected therewith aggregate 4,868, an increase of 572 for the year. Of this number 4,510 are paying, 106 free, and 252 bureaux, connected by 253½ miles of poles and 3,533 miles of wire. Extension telephones at the various exchanges number 582, making a grand total of 5,450 telephones in use in this district.

NELSON DISTRICT.

Construction.

The following lines and wires were erected during the year :—

			Miles of Poles. M. ch.	Miles of Wire. M. ch.
Hopai to Eli Bay ...	...	...	2 20	2 20
Poerua (lead off Stillwater line) ...	...	...	...	0 10
Crushington to Globe Hill ...	...	...	1 75	1 75
Eli Bay to Crail Bay ...	...	...	2 60	2 60
Crail Bay to St. Omer ...	...	...	2 60	2 60
Crail Bay to Homewood ...	...	...	7 0	7 0
Puponga (lead off Farewell Spit line) ...	...	...	...	0 2
Wharanui (lead off Kekerangu line) ...	...	...	0 4	0 4
Mokihinui (lead off Seddonville line) ...	...	...	0 3	0 3
Seddonville to Karamea ...	...	...	30 40	34 40
Grassmere (lead off Cape Campbell line) ...	...	...	0 1	0 6

Totals ... 47 23 51 40

Line dismantled—

Poerua office lead ... 0 10

The total mileage of poles and wire in the district, after deducting the lines transferred to the Railway Department and lines dismantled, amounts to 1,019 miles 68 chains and 2,827 miles 45 chains respectively.

Maintenance.

The Blenheim-Kaikoura section has been thoroughly overhauled—practically almost rebuilt—and is now in excellent order, and should stand for many years.

The following sections have been strengthened during the year: Wairau Valley line, Okarito line, Greymouth-Ahaura section, Nine-mile-Inangahua Junction, Burnett's Face-Denniston, Takaka-Motueka, Cape Foulwind line, Stillwater Junction line, Greymouth-Marsden section. Copper wire has been erected in place of iron on the Greymouth-Dobson section.

All other sections throughout the district have received necessary attention, and are in good working-order. The southern West Coast lines suffered considerably through floods, but repairs were promptly effected, and everything is working satisfactorily.

The lines generally have been free from serious interruptions during the year.

Offices.

A spare set of quadruplex forked repeaters has been set up in Blenheim.

Several small offices have been refitted and test-boards inserted to facilitate work.

An extra duplex set has been installed in Nelson office to meet increased traffic.

The business throughout the district is steadily increasing.

Railway Department's Lines.

The following lines were erected for the Railway Department, and will be maintained by that Department :—

			Miles of Poles. M. ch.	Miles of Wire. M. ch.
Greymouth to Brunner (tablet line) ...	...	...	7 20	14 40
Brunner to Ngahere " ...	...	...	9 0	18 0
Ngahere (repeater-wire) ...	...	...	...	1 4
Stillwater to Brunner (repeater-wire) ...	...	...	...	1 5
Totals ...	...	...	16 20	34 49

The lines as under, alongside the railway, are no longer maintained by this Department :—

			Miles of Poles. M. ch.	Miles of Wire. M. ch.
Brunner to Stillwater ...	...	...	1	1½
Ngahere to Reefton ...	...	...	19	24½
Totals ...	...	...	20	26

TELEPHONE EXCHANGES.

Two new exchanges have been opened during the year—viz., Reefton and Kumara—with total subscribers now numbering 54.

The subscribers to the eight exchanges in this district are gradually increasing and total at present 834, of which 713 are paying, 31 free, and 90 bureaux, requiring 60½ miles of poles and 389½ miles of wire to connect them.

Superimposed Metallic Circuits.

Bureau communication is now held daily between Greymouth and Hokitika and Greymouth and Reefton on metallic circuits superimposed on the telegraph-wires, it having been found that perfectly satisfactory speech can be maintained without interference from neighbouring wires or affecting the telegraph service. The service is much appreciated.

CHRISTCHURCH DISTRICT.

Construction.

The undermentioned lines and wires were erected during the year :—

	Miles of Poles.	Miles of Wire.
Leeston to Southbridge (metallic trunk)	...	8
Timaru to Waimate "	...	65
Christchurch to Belfast "	...	6
Christchurch to Lincoln "	...	14
Studholme Junction to Waimate (metallic trunk)	...	5½
Domett (lead off Cheviot wire)	0¾	0¾
Christchurch to Beckenham	...	2
Woodend to Tuahiwi	1½	1½
Papanui to Harewood Road	2¼	2½
St. Andrew's to Otaio	...	3¾

For the Railway Department—

Christchurch to Christchurch Railway (extension of Little River wire)	...	2
	4½	111

Line dismantled—

Kaiapoi to Belfast	4¾	...
---------------------------	----	-----

This latter line ran on old wooden poles, and for this length the wire has been shifted to the new iron-rail line of poles erected by the Railway Department for tablet-working.

Line transferred to Railway Department—

Addington to Rolleston (for tablet-working)	12	24
--	----	----

Maintenance.

The following sections have been overhauled and strengthened in a number of places with extra poles :—

	Miles.
Timaru to Washdyke (reconstructed)	4
Timaru to Studholme Junction	27
Studholme Junction to Waimate	5½
Washdyke to Fairlie	35
Rolleston to Hornby	8
Rangiora to Oxford	22
Total	101½

The section of line north of Timaru towards Christchurch is now being overhauled.

The Waipara-Cheviot line requires attention and a considerable length removed from paddocks on to roadway. The poles are very old and in an unsatisfactory condition. Other sections are in fair order.

The total mileage of poles and wire maintained in this district is 904¾ and 3,489 respectively, exclusive of railway-lines.

Offices.

An additional outlet for telegraph-work at Waimate has been provided by superimposing a telegraph circuit over the metallic trunk telephone-line between Timaru and Waimate; and a metallic telephone circuit has been arranged for telephonic communication between Christchurch and Ashburton by superimposing the telephone on two telegraph-wires. It is a complete success in every way. The speech is good and the revenue satisfactory, and the arrangement is largely taken advantage of, whilst the telegraph service is in no way impaired.

The electric light has been installed in the Christchurch Post and Telegraph Offices.

Exchanges.

Six new sub-exchanges were opened—viz., Waimate, Studholme Junction, St. Andrew's, Lincoln, Lyttelton, and Southbridge.

There are now 16 exchanges in the district, all of which are working satisfactorily.

The number of subscribers to the Christchurch Exchange is now 1,479, an increase of 196 for the year. A large amount of reconstruction had to be undertaken owing to heavier poles being required to carry the increasing load.

The total connections with the various exchanges is 1,974, an increase of 281. Of these, 1,831 are paying, 50 free, and 93 bureaux.

The mileage of poles and wires connecting subscribers totals 144¾ and 2,041½ respectively.

DUNEDIN DISTRICT.

Construction.

The undermentioned lines were erected during the financial year :—

	Miles of Poles.		Miles of Wire.	
Mosgiel to Woodside	...	3	...	11
Waitati to Waikouaiti (trunk wire)	...	...	...	12
Frankton to Lower Shotover	...	2	...	2
Te Tua to Tuatapere	...	4½	...	4½
Balclutha to Clinton (trunk wire)	...	...	...	14
Woodside to Maungatua	...	3	...	3
Ophir to Poolburn... ..	...	6	...	6
Long Gully (lead off Queenstown line)	...	0½	...	0½
For the Railway Department—	Miles of Poles.		Miles of Wire.	
Kensington to Caversham	...	1	...	...
Makarewa to Winton	11½	22½	11½	23½
Totals	...	30	...	76½

The total mileage of lines and wire in the district exclusive of the lines now maintained by the Railway Department amounts to 1,794½ of poles and 4,256 of wire.

Maintenance.

On the 11th July last this district was visited with the heaviest fall of snow ever recorded in New Zealand. As this was preceded by rain, followed by an absolute calm, the snow adhered to the wires. In some cases they were coated to a thickness of no less than 7 in. diameter. The lines in nearly the whole of the district were more or less wrecked, and scarcely a circuit remained in working-order. 396 poles were broken down, principally iron poles. The wires parted in over a thousand places, and hundreds of arms and insulators were broken. Some 1,200 miles of wire had to be unbound and re-strained, and thirty miles of copper wire replaced with heavier iron wire. The whole of the lines have now been carefully overhauled, and, with few exceptions, are in first-class order.

Offices.

Eleven new offices have been opened in the district, and one closed (Hyde). Hyde Railway has been converted from a telephone to a Morse station.

There are 261 offices open for public business, of which 69 are Morse and 192 telephone.

Railway Department's Lines.

The following lines, running alongside the railway, have been transferred to the Railway Department's care :—

	Miles of Poles.		Miles of Wires.	
Invercargill to Riverton and Winton	...	34½	...	72½
Wingatui to Ida Valley	...	41	...	195½
Totals	...	75½	...	268

Telephone Exchanges.

An exchange has been opened at Clinton, making a total of 22 exchanges in the district. The number of subscribers connected therewith is 2,479, an increase of 230 for the year. Of these, 1,579 are connected with the Dunedin Exchange (in addition to 336 extension instruments)—1,520 are paying connections, 21 free, and 38 bureaux. There are 65 miles of poles and 1,440½ miles of wire connected with the Dunedin Exchange. The total number of extension-telephones used in the district amounts to 408, making a grand total of 2,887 instruments in use in this part of the colony, connected by 132½ miles of poles and 1,913½ miles of wire.

All the exchanges are in good working-order.

Cable.

The cable across Foveaux Strait has been periodically tested, with satisfactory results.

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 since the Year 1863.

ISSUED IN THE COLONY.

Year.	Commission received.		Where payable.								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.				
1863	1,057	9	0	2,201	9,613	11	11	4,740	21,944	2	1	4,645	24,145	7	5	11,586	55,703	1	5
1873	3,562	3	2	34,288	142,642	4	10	11,913	48,547	11	4	6,150	28,068	5	5	52,351	219,258	1	7
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
1898	14,747	9	6	206,265	798,725	15	8	35,377	107,140	7	5	76,728	123,375	4	6	318,370	1,029,241	7	7
1899	15,533	4	6	221,354	864,513	4	9	38,528	122,064	3	1	84,782	132,230	17	9	344,664	1,118,808	5	7
1900	16,512	12	9	239,565	951,860	7	4	40,925	122,934	10	4	89,344	140,057	18	9	369,834	1,214,852	16	5
1901	17,518	11	0	255,344	1,002,056	12	1	45,701	125,549	5	11	104,922	158,902	3	10	405,967	1,286,508	1	10
1902	14,915	18	2	258,110	1,014,723	16	0	53,910	138,755	2	8	55,187	123,580	3	7	367,207	1,277,059	2	3
1903	15,881	18	5	273,535	1,108,067	5	8	63,309	157,789	16	0	59,468	150,367	10	8	396,312	1,416,224	12	4

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.
1863	2,067	9,169 4 6	415	1,824 0 8	558	3,077 13 7	3,040	14,070 18 9
1873	34,288	142,642 4 10	1,482	6,625 14 5	1,668	7,689 6 8	37,438	156,957 5 11
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	575,358 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
1898	206,265	798,725 15 8	10,671	36,106 9 10	12,753	44,558 10 10	229,689	879,390 16 4
1899	221,354	864,513 4 9	10,624	37,290 8 7	13,399	48,533 15 11	245,377	950,337 9 3
1900	239,565	951,860 7 4	10,342	36,014 6 3	15,271	59,304 9 6	265,178	1,047,179 3 1
1901	255,344	1,002,056 12 1	11,082	40,021 14 4	16,688	63,800 4 10	283,114	1,105,878 11 3
1902	258,110	1,014,723 16 0	11,732	41,370 13 3	16,527	62,159 10 8	286,369	1,118,253 19 11
1903	273,535	1,108,067 5 8	13,035	49,181 1 3	17,777	68,340 8 8	304,347	1,225,588 15 7

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 1902 and 1903.

ISSUED IN NEW ZEALAND.				
Where payable.	1902.		1903.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
United Kingdom and Foreign Offices through United Kingdom	44,091	115,132 15 5	52,172	131,198 2 10
United States of America	8,773	20,052 5 9	10,307	24,090 5 9
Canada	520	1,952 3 4	535	2,009 8 2
Cape Colony	219	779 7 11	146	424 8 2
Ceylon	95	261 7 1	115	453 10 2
Cook Islands	49	205 12 9	..	..
Fiji	95	230 10 2	94	213 9 4
Germany	1,046	3,570 1 6	820	2,463 18 5
Hongkong	221	824 7 0	268	987 2 9
India	472	2,203 13 8	513	1,529 13 4
Natal	90	344 14 3	102	383 13 10
New South Wales	19,203	50,495 0 7	25,650	65,341 2 8
Queensland	1,337	4,120 3 2	2,710	8,209 16 2
Samoa	10	44 5 2	10	37 9 0
South Australia	1,038	2,655 6 5	1,321	3,447 10 11
Straits Settlements	69	189 19 11	35	123 2 6
Tasmania	14,589	15,628 8 8	3,998	8,267 5 7
Transvaal	18	87 8 0	111	360 2 0
Victoria	16,308	40,899 1 5	22,904	55,747 4 7
Western Australia	854	2,658 14 1	966	2,870 0 6
Totals	109,097	262,335 6 3	122,777	308,157 6 8

DRAWN ON NEW ZEALAND.

Where issued.	1902.		1903.	
	Number.	Amount.	Number.	Amount.
		£ s. d.		£ s. d.
United Kingdom and Foreign Offices through United Kingdom	10,115	34,017 2 2	10,676	35,731 0 11
United States of America	1,521	6,864 2 0	1,654	6,867 17 9
Canada	317	1,621 15 11	364	2,281 2 4
Cape Colony	815	4,293 10 9	445	1,916 17 9
Ceylon	36	152 18 7	29	44 15 5
Cook Islands	66	515 11 5	..	..
Fiji	486	1,465 5 11	501	1,466 19 10
Germany	96	489 9 1	124	808 5 5
Hongkong	48	113 17 3	49	214 14 10
India	292	1,008 18 4	269	966 9 11
Natal	334	1,865 7 1	437	2,273 16 0
New South Wales	5,306	17,870 10 7	5,919	19,798 0 9
Queensland	1,044	4,203 6 2	1,132	4,583 4 9
Samoa	374	2,935 10 3	581	5,773 17 2
South Australia	600	2,001 18 2	599	2,142 15 9
Straits Settlements	27	103 13 8	61	282 13 3
Tasmania	1,846	6,710 2 2	1,848	8,135 4 4
Transvaal	..	..	824	4,501 13 7
Victoria	3,678	11,666 3 11	3,989	13,684 15 10
Western Australia	1,258	5,631 0 6	1,311	6,047 4 4
Totals	28,259	103,530 3 11	30,812	117,521 9 11

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, 1904.

Year.	Number of Postal Notes sold.												Total.		
	At 1s.	At 1s. 6d.	At 2s.	At 2s. 6d.	At 3s.	At 5s.	At 7s. 6d.	At 10s.	At 12s. 6d.	At 15s.	At 17s. 6d.	At £1.	At £5.*	Number.	Value.
Quarter ended Mar. 31, 1886	3,019	2,046	..	1,012	..	2,039	969	2,379	695	992	525	2,866	..	16,542	£ s. d. 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	..	19,383	..	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	33,985	..	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 ..	74,534	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 ..	81,958	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
1898-99 ..	86,529	72,710	..	41,991	..	64,386	28,448	59,631	16,202	19,990	8,193	32,696	673	431,449	139,957 4 0
1899-1900 ..	93,762	77,431	..	44,384	..	70,416	30,680	63,787	16,957	21,393	8,539	33,491	607	461,447	147,686 8 6
1900-1901 ..	85,460	68,066	13,834	52,691	14,702	80,629	24,534	70,999	13,363	23,745	6,855	35,067	560	490,505	154,434 1 0
1901-1902 ..	49,529	30,255	62,285	70,683	65,467	109,663	..	92,708	..	32,128	..	43,042	556	556,316	173,317 5 0
1902-1903 ..	54,268	33,409	70,122	76,613	75,700	119,593	..	102,641	..	34,508	..	43,852	558	616,264	191,904 13 0
1903-1904 ..	61,379	37,514	85,909	86,626	89,276	134,270	..	114,755	..	38,030	..	58,629	656	707,044	220,069 11 0

* First issued on 17th June 1886.

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 1903.

Office.	Money-orders.					Savings-bank.						
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.		
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.	
		£ s. d.	£ s. d.		£ s. d.			£ s. d.			£ s. d.	
AUCKLAND ..	22,812	1 12 2 6	83,830 12 1	49,280	186,514 16 10	3,891	26,990	538,865 19 1	4,138	33,472	634,975 4 11	
Ahuroa ..	244	7 3 9	927 5 8	23	200 17 2	16	58	598 3 0	3	12	191 3 6	
Aitutaki ..	29	2 13 6	526 11 0	10	73 5 4	..	..	..	..	..	..	
Aoroa ..	424	15 7 9	1,479 1 11	53	225 2 5	32	274	863 16 6	5	67	374 5 1	
Aratapu ..	1,233	67 5 3	4,876 7 2	251	846 19 7	79	756	7,317 15 3	26	175	2,766 12 1	
Avondale ..	137	4 6 6	311 8 8	191	906 10 11	20	130	880 16 7	1	27	351 11 5	
Awhitu ..	109	3 8 0	262 7 3	21	103 15 6	4	10	151 4 0	1	4	58 9 0	
Bombay ..	213	6 2 9	554 9 8	65	248 6 4	14	172	1,586 1 3	7	85	1,100 12 4	
Cabbage Bay ..	263	7 10 3	796 3 7	66	477 1 5	23	76	546 17 0	16	54	172 11 11	
Cambridge ..	1,449	45 12 0	4,944 1 10	774	3,214 12 2	180	1,121	12,828 19 6	71	543	11,681 13 5	
Clevedon ..	258	9 15 3	726 0 5	120	628 8 11	20	190	1,160 3 6	9	78	496 4 10	
Coromandel ..	1,307	41 15 3	4,292 8 10	682	2,226 12 8	95	574	8,717 19 2	41	462	6,014 16 6	
Dargaville ..	1,656	144 14 6	8,246 18 2	285	1,110 1 11	170	1,073	12,862 18 10	106	404	10,524 12 0	
Devonport ..	517	18 9 6	1,386 7 1	827	2,841 7 8	48	675	3,687 8 6	33	190	1,549 15 3	
Drury ..	309	15 3 0	1,364 17 11	101	620 11 5	18	106	1,199 19 0	4	43	473 6 5	
Ellerslie ..	94	3 12 3	354 9 2	156	582 6 4	23	177	603 3 0	8	40	812 6 8	
Fanning Island ..	20	1 7 0	51 18 4	..	..	..	..	..	..	..	..	
Hamilton ..	1,709	57 12 0	5,493 9 5	1,236	5,065 15 4	212	1,451	21,762 10 5	80	675	16,391 0 2	
Helensville ..	520	17 8 0	1,563 12 8	222	777 19 11	59	490	3,330 18 6	19	156	1,143 8 6	
Hikurangi ..	591	17 19 9	1,944 2 2	101	471 9 3	29	286	2,738 1 1	13	113	1,728 3 7	
Howick ..	69	2 8 6	131 5 10	102	488 12 11	4	49	174 5 0	..	7	38 15 0	
Huntly ..	1,078	33 10 6	3,158 6 7	369	1,362 19 0	63	573	4,655 0 8	33	203	3,355 14 6	
Kaeo ..	250	7 7 0	664 19 9	62	254 11 8	14	102	1,008 10 6	5	31	525 13 10	
Kaihu ..	726	22 19 3	2,475 9 4	88	482 14 11	34	240	2,175 6 0	15	128	1,692 2 10	
Kaikohe ..	325	23 8 6	1,611 17 9	119	532 15 9	34	253	3,222 14 3	12	80	1,034 1 10	
Kaitaia ..	613	47 10 0	2,944 13 1	80	537 2 3	33	311	4,531 19 0	12	98	2,547 1 9	
Kaiwaka ..	84	2 12 0	248 12 2	9	28 18 0	3	28	699 19 0	..	9	587 2 0	
Kamo ..	258	8 18 3	1,072 19 6	107	417 15 5	33	216	2,847 7 10	23	126	2,018 13 2	
Kaukapakapa ..	164	6 1 0	544 9 10	61	266 15 1	21	190	2,754 12 0	4	98	1,075 19 2	
Kawakawa ..	581	18 4 0	1,934 3 7	275	938 12 3	40	369	3,806 1 7	19	129	2,761 10 6	
Kawhia ..	408	13 18 6	1,923 2 9	169	1,321 2 11	61	203	3,566 14 8	20	128	2,482 19 8	
Kihikihi ..	187	6 4 0	528 19 9	111	405 4 3	26	162	1,967 4 0	12	97	1,414 17 6	
Kiripaka ..	144	4 18 0	388 12 4	19	114 1 2	3	62	518 10 0	3	11	115 17 4	
Kohukohu ..	316	8 13 6	1,003 1 11	106	631 13 2	37	248	2,189 18 9	3	98	1,198 2 2	
Kuaotunu ..	368	12 3 6	1,449 11 7	40	160 1 0	11	148	826 13 0	4	84	582 13 2	
Mamaku ..	329	10 2 6	1,022 18 7	54	293 5 3	22	102	984 6 10	2	43	815 2 1	
Mangapai ..	291	7 19 6	859 10 11	58	352 18 2	17	82	1,795 7 10	6	39	867 0 6	
Mangawai ..	252	24 6 6	1,289 19 0	48	260 12 3	18	176	2,384 6 6	4	32	657 3 11	
Mangawhare ..	288	16 6 0	996 10 6	68	260 18 6	15	228	2,406 3 0	5	53	634 9 1	
Mangonui ..	870	45 0 9	3,347 17 9	182	1,087 5 1	34	254	3,170 16 4	12	77	1,021 16 1	
Matakana ..	238	12 18 6	797 2 11	55	300 12 9	22	133	2,078 12 3	4	51	1,061 6 11	
Matakohe ..	164	5 16 3	570 9 7	26	132 16 9	16	118	1,022 13 0	12	37	534 10 11	
Matamata ..	161	5 4 6	664 8 9	40	180 5 6	26	150	1,835 15 2	5	65	914 15 7	
Maungaturoto ..	143	4 14 0	428 17 9	79	268 19 8	9	86	558 3 0	9	33	954 8 5	
Mercer ..	430	12 11 9	1,241 12 2	102	314 0 1	38	193	1,564 16 4	10	82	765 18 7	
Mititai ..	222	8 7 0	762 4 6	33	243 3 6	8	41	882 11 0	2	16	255 7 10	
Morrinsville ..	271	8 19 6	807 6 1	166	671 4 10	38	227	2,647 17 4	18	86	1,492 15 1	
Mount Eden ..	107	4 4 9	276 4 6	232	820 6 8	4	72	156 10 9	..	3	19 16 0	
Mount Roskill ..	77	2 9 0	196 14 5	92	320 14 10	4	52	200 19 0	2	12	51 4 8	
Newmarket ..	632	25 0 9	2,206 0 7	475	1,759 14 9	39	472	3,066 8 11	12	72	1,044 9 9	
Newton ..	1,771	64 11 6	4,193 12 7	1,763	5,415 2 4	231	1,977	11,364 10 2	24	133	955 1 2	
Ngaruawahia ..	689	20 11 9	2,027 9 8	402	1,459 1 9	73	469	4,126 0 1	34	189	3,101 17 0	
Niue ..	8	0 6 6	31 8 3	17	33 10 4	..	..	..	..	..	..	
Northcote ..	100	4 16 0	270 0 11	106	249 10 3	12	64	59 11 0	..	10	6 5 0	
Ohaeawai ..	338	18 6 3	1,173 17 11	80	476 13 9	22	201	1,475 14 5	10	61	675 6 3	
Ohaupo ..	243	8 3 3	821 16 8	111	589 16 9	23	151	1,170 13 4	7	48	1,094 9 3	
Okaihau ..	142	5 18 0	493 11 9	46	183 7 10	5	67	1,005 19 0	2	38	508 15 1	
Onehunga ..	986	37 0 3	2,790 0 5	1,150	4,337 6 11	82	481	6,568 8 7	27	184	3,928 3 3	
Onewhero ..	222	6 14 0	714 19 2	21	94 12 0	15	89	1,091 3 0	3	30	594 13 9	
Ongarue ..	1,877	58 17 0	7,434 17 11	93	391 1 3	50	273	3,102 0 1	10	79	1,052 3 4	
Opitonui ..	104	6 0 9	475 9 9	53	443 0 6	10	44	676 14 0	2	18	341 16 6	
Opononi ..	265	10 10 3	1,377 5 9	62	252 4 5	9	64	641 16 0	2	32	329 16 6	
Otahuhu ..	383	13 6 6	1,076 14 11	507	2,066 1 9	61	752	3,421 17 10	17	201	2,224 8 3	
Otorohanga ..	464	14 16 6	1,626 1 5	129	677 13 0	23	208	882 10 8	10	86	860 16 9	
Pahi ..	113	3 12 6	267 19 6	70	347 9 1	13	91	759 4 0	3	47	277 15 10	
Papakura ..	311	10 9 6	866 11 5	172	765 4 3	31	223	1,836 4 11	11	95	976 8 5	
Paparoa ..	227	8 3 0	638 3 11	63	226 15 11	23	145	1,537 8 3	5	48	1,007 11 2	
Papatoetoe ..	34	1 4 6	77 3 2	15	48 11 3	1	21	89 1 0	..	7	26 0 0	
Parnell ..	447	17 1 6	1,141 7 5	862	2,693 6 1	131	1,146	5,728 12 8	41	195	1,848 18 0	
Parua Bay ..	230	7 4 6	657 15 7	27	105 2 8	14	61	569 1 2	7	40	401 6 8	
Penrhyn Island ..	..	..	..	6	2 15 4	..	..	..	..	..	..	
Piriaka ..	676	31 18 0	4,431 5 11	47	321 10 4	145	579	6,078 2 10	17	101	1,019 11 2	
Pirongia ..	227	6 5 6	829 5 10	110	498 11 9	16	138	570 15 10	9	62	891 12 11	
Pokeno ..	114	3 16 6	497 10 6	41	136 2 6	14	148	1,390 4 0	3	33	660 8 2	
Ponsonby ..	655	23 1 9	1,401 19 1	1,416	4,791 16 2	79	937	3,779 13 7	21	115	704 7 10	
Poroti ..	251	22 1 6	1,044 16 7	15	62 10 9	5	48	989 17 0	9	26	901 9 2	
Port Albert ..	182	5 13 6	475 15 4	97	396 3 0	13	121	1,285 10 0	6	46	559 7 8	
Puhoi ..	51	1 4 0	185 12 1	15	55 17 5	12	90	1,904 15 0	4	29	582 17 7	
Pukekohe ..	665	25 12 9	2,080 8 7	338	1,919 17 5	69	445	6,224 1 8	28	192	3,552 4 10	

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 1903—continued.

Office.	Money-orders.					New Accounts opened.	Savings-banks.				
	Issued.			Paid.			Accounts closed.	Deposits.		Withdrawals.	
	No.	Commission.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.
		£ s. d.	£ s. d.		£ s. d.			£ s. d.			£ s. d.
AUCKLAND—contd.											
Putaruru ..	1	0 0 6	1 16 0	..	..	..	120	1,712 7 3	14	72	1,052 14 9
Raglan ..	192	6 6 6	712 0 5	121	712 12 7	26	62	546 7 0	2	42	526 2 10
Rangiriri ..	174	5 16 9	585 1 0	45	174 11 4	11	..	..	..	..	..
Rarotonga ..	275	16 11 0	1,713 13 11	312	1,439 3 5	..	..	..	..	..	..
Rawene ..	207	6 0 6	652 15 1	131	454 2 0	15	97	960 17 0	6	39	483 3 0
Rehia ..	173	6 13 0	533 19 2	8	34 4 2	6	41	341 7 0	2	8	93 10 6
Riverhead ..	5	0 3 0	17 8 9	2	3 0 0	3	12	59 15 0	..	4	56 0 0
Rotorua ..	2,601	80 16 0	8,915 11 4	1,227	6,704 5 8	193	1,208	12,932 15 2	81	587	10,056 9 7
Russell ..	288	8 11 6	837 11 4	144	459 19 2	27	129	1,271 15 0	11	58	1,166 2 11
Saies ..	67	3 0 6	197 4 10	31	98 2 10	18	93	549 11 0	5	33	216 14 0
Strand Arcade ..	1,828	74 6 6	5,379 4 8	53	135 7 1	83	580	6,342 13 0	1	7	62 0 0
Taheke ..	55	1 13 0	191 8 0	29	112 19 10	11	32	194 8 0	2	12	93 18 9
Tairua ..	510	24 12 9	1,937 19 0	69	530 11 6	20	163	2,095 3 0	10	46	1,195 18 10
Takapuna ..	78	2 18 0	239 2 4	68	229 11 2	9	47	198 7 4	2	16	222 10 2
Taumarunui ..	186	5 6 0	671 3 6	4	20 0 0	7	23	319 8 7	..	7	67 13 0
Taupo ..	298	10 7 3	1,175 2 3	92	540 8 8	9	106	2,047 7 1	6	45	1,330 13 7
Te Awamutu ..	390	14 11 6	1,405 5 4	370	1,858 10 8	70	547	7,154 9 7	13	160	4,606 18 2
Te Kopuru ..	902	48 15 6	3,215 15 8	152	1,065 16 0	40	426	4,506 17 1	23	135	3,277 18 4
Te Kuiti ..	444	13 8 0	1,751 9 8	141	942 1 10	42	193	2,808 3 4	20	115	1,960 18 5
Te Mata ..	99	2 17 0	299 3 7	37	234 16 10	9	57	472 19 1	1	32	830 19 1
Te Uku ..	8	0 4 6	23 13 7	3	15 12 4	4	14	157 16 0	..	3	75 0 0
Tirau ..	201	6 4 6	557 17 3	43	162 17 4	22	151	1,221 1 0	2	17	405 1 5
Tokaanu ..	68	1 16 0	255 15 4	28	92 7 10	1	17	173 7 0	1	5	36 10 4
Tokatea ..	60	1 17 0	189 16 7	15	89 6 4	1	20	147 13 6	..	4	20 0 0
Tokatoka ..	260	10 13 0	878 18 3	24	96 14 3	19	112	1,071 8 8	5	41	505 2 8
Towai ..	174	9 10 6	721 2 8	31	111 11 6	4	25	481 18 0	..	10	111 0 0
Tuakau ..	332	11 2 9	1,033 6 7	170	687 10 2	35	159	1,235 7 11	11	67	692 8 0
Upper Symonds Street ..	591	20 17 3	1,145 11 8	251	908 4 9	47	571	3,023 16 0	5	25	122 10 2
Wade ..	109	5 19 0	386 13 3	90	327 10 2	16	149	1,912 6 6	..	37	450 5 10
Waerenga ..	112	3 5 6	359 6 10	32	138 19 8	3	21	229 19 0	2	10	100 8 2
Waihopo ..	624	32 13 3	2,516 13 11	169	2,407 12 4	64	263	3,012 11 0	9	63	620 8 4
Waihau ..	361	9 17 6	1,475 3 7	50	181 5 1	9	73	627 17 0	10	45	941 6 7
Waipu ..	782	50 17 0	3,232 13 0	122	552 7 4	26	231	3,435 7 0	12	146	3,146 13 2
Waiuku ..	751	26 14 0	2,442 2 7	189	793 16 11	64	354	5,130 16 10	8	136	1,993 16 0
Waiwera ..	111	3 8 6	286 11 1	37	134 17 3	13	63	289 10 0	2	10	145 3 0
Waotu ..	102	3 6 0	433 16 6	25	111 15 5	3	19	78 16 0	..	37	271 10 0
Warkworth ..	583	19 11 0	1,661 16 0	238	976 9 11	86	412	4,646 8 0	17	120	2,786 3 2
Wellsford ..	107	6 7 0	373 10 9	21	50 4 3	8	60	1,125 13 0	5	14	924 19 0
Whakapara ..	351	11 4 0	1,171 13 11	60	388 8 3	27	120	889 2 0	1	30	380 16 11
Whakapirau ..	113	3 13 3	323 12 10	42	217 19 5	15	113	445 0 0	3	18	120 19 10
Whangapara ..	63	2 7 0	224 15 1	23	145 10 10	4	36	306 17 0	..	8	112 9 0
Whangarei ..	2,900	105 0 0	11,357 10 6	946	3,332 1 4	280	2,043	30,217 19 3	123	1,034	22,629 8 4
Whangaroa ..	114	3 14 0	283 12 10	75	360 8 10	7	59	1,330 7 4	..	29	1,646 7 9
Wharekawa ..	97	8 15 6	477 6 10	17	116 3 3	4	57	1,200 4 0	2	5	45 15 2
Whitianga ..	1,345	45 15 6	4,289 13 1	164	828 1 7	56	474	4,458 8 3	15	160	1,855 4 5
BLENHEIM ..	3,292	123 4 9	11,314 0 7	1,936	9,226 8 0	503	3,671	56,697 19 11	475	3,240	59,353 18 6
Havelock ..	866	24 19 3	2,775 7 6	171	683 0 8	52	396	4,867 1 3	26	170	3,400 4 8
Kekerangu ..	125	4 10 0	372 15 11	13	69 4 0	5	51	652 1 0	1	5	50 16 6
Mahakipawa ..	108	3 11 0	249 19 11	49	216 9 7	8	38	102 12 0	4	9	23 18 7
Pictou ..	1,288	41 5 9	4,060 18 2	513	1,863 17 1	111	697	7,152 12 3	43	380	5,835 8 8
Renwicktown ..	181	5 16 0	548 1 9	53	206 14 6	22	197	936 19 9	2	29	282 9 1
Seddon ..	119	3 12 6	303 18 5	18	96 11 8	30	78	996 17 10	3	19	81 12 0
Spring Creek ..	207	6 14 0	701 8 1	76	248 9 8	14	139	722 8 0	3	17	469 16 4
CHRISTCHURCH ..	19,361	885 16 9	69,189 16 4	29,436	132,672 16 5	6,202	58,428	847,795 17 3	5,497	50,597	889,307 6 4
Addington ..	244	8 13 6	756 11 9	210	686 15 7	22	289	950 12 0	2	34	618 17 5
Akaroa ..	566	22 2 0	2,006 14 11	264	977 0 0	93	662	9,069 10 5	25	221	5,879 9 3
Amberley ..	382	13 15 0	1,832 1 6	208	1,098 8 8	49	357	5,871 11 6	19	138	4,049 7 8
Ashburton ..	3,732	137 1 6	13,865 7 6	1,437	5,340 18 9	578	3,705	44,873 8 8	225	1,676	27,436 0 0
Bealey ..	69	2 7 6	186 13 7	15	73 1 7	5	58	624 16 5	1	3	40 0 0
Belfast ..	133	5 1 6	323 10 9	69	265 12 1	29	193	920 4 10	6	33	315 3 2
Chertsey ..	161	4 10 0	488 14 4	23	86 4 5	17	70	1,148 8 0	6	38	543 19 0
Cheviot ..	790	22 13 3	4,347 16 5	256	2,397 11 7	48	305	6,299 16 5	16	184	4,811 16 6
Coalgate ..	86	2 18 6	263 13 2	19	82 19 2	7	26	231 4 0	..	12	59 10 0
Culverden ..	214	8 16 0	784 5 6	99	433 3 7	19	123	993 4 2	2	25	452 17 11
Darfield ..	137	4 9 6	376 3 2	66	307 12 6	8	84	1,366 2 0	6	48	1,355 7 9
Dunsandel ..	101	4 7 0	365 13 3	39	191 2 0	17	132	1,302 17 0	..	33	980 11 11
Duvauchelle ..	146	5 13 0	637 4 0	101	401 4 1	16	105	1,443 1 10	4	40	740 11 0
East Oxford ..	221	6 11 6	666 15 0	46	222 6 1	17	167	1,668 8 10	6	58	1,429 13 2
Ellesmere ..	42	2 2 0	143 12 8	8	30 6 6	1	31	312 14 0	..	10	107 11 10
Glentunnel ..	116	3 7 0	294 9 2	22	92 19 8	14	91	789 1 10	2	30	815 16 7
Greendale ..	78	2 10 0	203 3 11	9	24 15 7	5	49	321 15 0	5	13	378 16 7
Halswell ..	32	1 12 6	115 11 2	17	40 8 6	25	166	98 11 0	..	18	23 14 0
Hanmer Springs ..	406	11 18 9	1,358 1 7	175	469 13 9	30	292	2,554 15 2	4	78	537 9 1
Hinds ..	93	2 18 0	308 3 0	34	173 0 9	13	59	488 16 3	3	25	218 0 11
Hornby ..	172	6 16 0	532 17 3	66	326 15 10	19	212	1,323 0 8	2	39	404 14 0
Hororata ..	104	3 7 6	397 13 9	47	186 1 8	12	104	1,222 4 0	3	42	518 11 3
Kaiapoi ..	641	24 2 3	2,048 2 11	396	1,470 18 11	126	1,432	14,881 2 6	73	571	10,035 1 1
Kaikoura ..	1,073	31 10 0	5,461 9 2	224	987 9 10	66	427	5,684 17 8	37	218	4,557 9 0

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 1903—continued.

Office.	Money-orders.					Savings-banks.						
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.		
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.	
CHRISTCHURCH—<i>ctd</i>		£ s. d.	£ s. d.		£ s. d.		£ s. d.			£ s. d.		
Kirwee ..	118	4 19 0	401 4 7	48	140 17 0	14	99 2,016 18 10	6	35	1,435 7 3		
Leeston ..	359	11 7 3	1,249 11 1	163	521 19 5	82	485 5,821 16 8	23	142	2,927 18 4		
Lichfield Street ..	1,971	72 10 6	5,261 16 5	50	166 5 9	141	1,596 8,058 16 0	6	39	207 3 4		
Lincoln ..	150	6 0 0	567 7 6	114	613 4 11	11	152 1,568 9 3	..	34	561 8 5		
Linwood ..	386	16 17 0	860 16 1	396	1,374 19 7	109	908 3,146 14 9	33	170	872 14 5		
Little Akaloa ..	34	1 3 9	114 2 0	15	59 11 8	2	3 33 0 0	..	..	..		
Little River ..	295	10 8 3	1,098 8 2	93	493 14 11	35	243 4,326 0 4	9	83	2,065 13 1		
Lytelton ..	2,428	111 2 3	8,376 9 1	1,136	4,357 7 7	280	3,143 28,322 19 10	134	970	16,711 15 4		
Mayfield ..	9	1 4 6	54 0 0	1	1 2 1	..	19 32 14 0	..	5	46 10 0		
Methven ..	399	13 13 0	1,439 3 5	55	271 6 10	57	383 3,413 3 0	4	85	1,640 17 10		
Mount Somers ..	129	5 19 0	441 7 2	48	171 6 2	25	79 1,079 16 8	5	33	750 1 7		
New Brighton ..	77	3 4 9	170 15 2	145	636 17 10	22	252 834 4 0	9	82	762 17 4		
Ohoka ..	114	3 18 0	476 16 8	42	98 10 10	3	31 180 13 0	..	13	122 13 0		
Oxford ..	476	12 18 3	1,602 11 5	217	1,264 1 9	28	284 3,689 0 9	12	87	1,348 0 11		
Papanui ..	225	7 6 0	509 3 5	202	758 7 9	30	221 1,594 13 0	9	70	579 9 2		
Pigeon Bay ..	69	2 1 0	156 15 2	44	300 19 1	13	55 884 4 9	..	12	205 10 0		
Prebbleton ..	49	1 8 9	77 14 8	56	186 17 3	3	26 254 10 0	4	12	91 4 7		
Rakaia ..	626	17 9 6	3,270 1 5	208	1,748 4 7	49	332 3,637 9 2	36	162	3,842 12 2		
Rangiora ..	1,087	42 19 0	3,492 6 8	680	2,330 0 6	209	1,793 28,544 1 8	90	783	19,539 5 9		
Rolleston ..	58	1 17 0	194 11 11	21	85 5 6	3	33 265 12 0	1	7	83 6 0		
St. Albans ..	92	2 13 6	205 2 10	144	486 4 10	14	123 568 9 0	..	15	61 3 0		
Scargill ..	355	10 12 3	1,431 13 8	13	199 4 10	10	42 467 5 0	..	11	259 18 0		
Sefton ..	84	3 13 0	389 11 6	87	477 0 7	16	131 1,224 9 4	4	53	1,357 13 1		
Sheffield ..	305	9 16 0	990 6 7	66	304 12 1	21	208 2,182 2 6	3	64	919 0 6		
Southbridge ..	238	7 17 3	689 7 3	77	273 7 10	43	250 3,448 17 0	22	117	2,086 18 5		
Springfield ..	1,240	41 4 3	4,998 15 2	116	558 5 5	51	313 3,739 5 3	6	69	908 17 8		
Springfield Rail- way Works ..	..	..	..	..	..	3	9 89 0 0	..	..	..		
Springston Rail- way ..	74	2 14 9	228 14 8	38	144 19 0	11	107 889 11 0	1	35	366 5 2		
Sumner ..	101	3 12 6	272 1 8	157	639 6 6	26	290 1,106 10 2	5	80	461 19 6		
Sydenham ..	849	33 8 3	2,192 15 4	847	2,816 1 7	175	2,209 11,371 18 9	38	262	1,431 8 7		
Templeton ..	46	1 12 6	173 1 1	29	125 3 11	10	55 468 14 0	2	41	350 13 11		
Tinwald ..	98	3 4 3	265 4 11	49	226 6 6	13	170 1,618 3 7	7	77	978 8 2		
Upper Riccarton ..	110	3 17 3	331 13 7	84	355 15 3	13	162 1,423 11 0	2	28	782 19 5		
Waiau ..	304	7 13 6	2,443 6 1	106	1,414 10 6	29	218 3,295 16 0	3	61	2,014 18 2		
Waikari ..	803	26 4 6	2,926 18 5	140	611 7 6	32	240 4,603 16 4	11	80	2,436 9 5		
Waipara ..	57	1 18 0	151 16 8	6	9 18 0	14	42 261 2 9	1	9	96 15 0		
Whitecliffs ..	191	6 8 6	491 2 4	53	555 4 4	4	73 1,304 18 3	5	19	186 17 5		
Woodend ..	108	4 4 0	347 15 11	51	185 0 0	12	111 834 19 0	5	60	589 15 9		
Woolston ..	186	6 3 6	418 3 1	222	765 5 5	26	339 2,067 7 2	11	125	1,061 8 4		
DUNEDIN ..	16,184	721 4 0	58,373 17 5	32,985	139,061 16 5	4,057	39,214 566,233 2 11	4,020	35,113	613,448 13 3		
Alexandra South ..	1,468	51 4 0	5,454 1 5	402	1,638 2 4	110	768 8,201 17 5	26	276	4,370 15 0		
Allanton ..	116	3 13 3	386 19 11	31	92 11 8	12	103 771 16 6	5	26	532 8 8		
Balclutha ..	1,351	41 6 6	4,394 0 7	652	2,179 18 9	127	853 11,143 15 2	62	325	7,184 11 11		
Caversham ..	600	24 11 3	1,622 10 10	529	1,674 5 4	155	1,709 6,885 11 7	29	205	1,843 12 7		
Clinton ..	621	21 2 6	1,827 9 3	133	572 18 4	47	240 2,671 14 2	25	93	1,245 14 6		
Clyde ..	688	20 2 0	2,221 0 3	213	716 9 9	30	205 2,802 1 11	12	102	1,700 17 11		
Cromwell ..	995	33 0 9	3,636 19 6	361	1,670 5 4	67	347 3,801 6 5	29	167	3,518 1 9		
Dunback ..	239	6 9 6	989 4 5	54	214 18 9	12	71 1,160 11 7	7	35	1,002 7 5		
Dunedin North ..	2,016	83 12 9	4,813 3 3	669	2,409 11 8	504	6,350 37,226 17 7	178	1,139	13,426 16 2		
Gimberburn ..	102	2 13 9	315 16 1	12	75 19 11	5	29 162 15 0	3	9	117 3 8		
Green Island ..	187	6 17 3	457 10 7	190	804 12 5	43	378 2,319 11 7	23	119	1,208 11 8		
Hawea Flat ..	90	2 0 0	180 10 11	6	22 9 6	1	30 183 1 0	..	2	49 10 0		
Heriot ..	329	9 11 6	960 11 0	44	228 15 10	24	117 1,394 15 3	10	38	1,021 8 9		
Hyde ..	377	10 9 0	1,156 8 1	48	193 8 7	8	40 424 17 5	9	21	534 0 0		
Kaitangata ..	1,508	50 2 3	4,203 11 3	318	1,186 17 1	166	1,043 7,068 10 6	56	261	5,668 17 0		
Kelso ..	356	10 10 6	939 2 9	46	214 18 7	18	83 787 19 6	10	43	702 2 9		
Kokonga ..	113	2 15 0	355 12 0	27	131 16 6	8	30 202 10 11	1	7	95 18 0		
Lawrence ..	1,225	40 12 0	3,842 13 4	716	3,341 12 6	139	871 11,204 9 2	76	383	9,181 7 10		
Lovell's Flat ..	179	7 1 0	558 5 4	37	178 18 9	17	100 600 6 4	3	11	257 5 7		
Macrae's Flat ..	270	7 5 0	801 0 9	43	165 10 2	12	61 803 3 11	3	17	370 14 11		
Matakanui ..	42	1 7 6	161 11 1	1	5 15 0	..	..	..	..	..		
Middlemarch ..	647	18 14 9	2,263 2 4	124	626 14 5	21	145 2,495 14 0	9	69	1,277 9 9		
Miller's Flat ..	355	11 19 6	1,283 14 6	57	375 0 1	19	187 2,510 7 6	9	77	943 15 7		
Milton ..	1,119	37 0 9	3,284 2 5	727	2,302 13 0	130	913 10,144 6 11	52	355	7,878 15 5		
Mosgiel ..	689	24 18 9	1,736 5 6	700	2,649 7 4	97	796 7,064 1 10	46	263	5,050 17 2		
Naseby ..	1,201	31 6 0	5,253 5 5	475	2,003 12 1	42	302 3,686 6 6	33	137	2,519 2 11		
North-east Valley ..	109	4 1 9	249 11 9	119	415 7 10	20	217 966 19 2	7	17	151 2 0		
Ophir ..	1,380	44 7 0	6,205 6 2	130	534 18 8	79	331 3,463 8 7	15	115	1,763 17 8		
Outram ..	325	11 0 6	998 8 1	135	638 16 3	23	182 1,997 4 7	5	52	1,294 18 11		
Owaka ..	1,105	27 12 9	3,545 0 3	234	1,347 18 7	44	347 4,415 15 0	9	136	2,490 2 1		
Palmerston ..	900	32 2 6	3,811 11 9	457	1,850 6 1	85	704 8,401 5 2	27	206	4,270 14 10		
Patearoa ..	320	9 7 0	1,041 19 7	30	72 9 3	..	..	..	..	..		
Pembroke ..	180	4 15 6	586 8 11	30	133 11 9	15	96 695 12 2	8	20	270 1 7		
Port Chalmers ..	1,286	53 16 0	4,050 18 9	893	3,120 5 2	223	2,195 16,510 9 7	127	725	11,503 2 10		
Portobello ..	55	1 18 0	139 6 11	29	124 7 10	17	162 824 9 4	1	23	143 11 1		
Puerua ..	148	3 11 0	395 17 9	46	157 8 2	11	60 949 19 0	6	29	472 5 8		
Ranfurly ..	341	9 2 0	1,065 6 8	38	142 13 4	6	32 346 14 2	2	11	119 9 0		

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 1903—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—contd.												
Roslyn ..	364	£ s. d.	£ s. d.		£ s. d.		£ s. d.				£ s. d.	
Rough Ridge ..	27	0 15 6	121 11 3	3	13 6 0	102	1,038	4,719 1 7	31	174	1,717 8 0	0
Roxburgh ..	752	23 1 6	2,928 0 4	217	922 15 9	3	11	118 19 0	..	2	28 0 0	0
St. Bathans ..	421	12 19 6	1,694 11 10	124	539 15 10	49	386	4,271 18 8	29	165	3,319 15 2	0
Seacliff ..	185	6 8 3	670 18 7	201	733 6 8	15	126	1,668 10 0	10	50	756 10 8	0
South Dunedin ..	643	21 14 6	1,468 17 6	639	2,307 11 2	27	180	1,452 5 1	7	42	436 2 6	0
Stirling ..	303	8 10 0	695 2 11	77	297 14 4	157	1,954	10,049 8 8	40	415	4,748 19 6	0
Tapanui ..	732	20 15 0	2,274 6 9	206	892 18 2	30	141	1,585 2 6	13	56	2,031 12 3	0
Waihola ..	232	6 17 0	606 12 1	36	191 10 0	49	416	4,664 14 5	29	128	3,603 10 6	0
Waikaia ..	469	16 13 6	1,726 2 2	59	211 16 7	24	132	1,423 1 11	11	38	524 7 0	0
Waikoikoi ..	97	2 18 6	215 9 3	12	36 11 0	24	129	1,044 18 9	20	75	1,606 4 0	0
Waikouaiti ..	473	14 6 0	1,865 6 10	194	652 12 4	..	..	..	..	..	..	0
Waipiaa ..	346	9 7 6	1,259 9 9	63	199 7 8	35	233	2,453 15 8	19	97	2,018 11 1	0
Waipori ..	170	5 11 0	574 16 4	64	247 8 10	14	52	611 9 10	7	21	273 4 2	0
Waitahuna ..	393	12 5 0	1,327 10 9	109	562 11 1	..	..	..	..	..	..	0
Waitati ..	144	5 17 9	535 16 11	136	577 3 9	16	94	1,405 18 3	7	40	838 12 11	0
Wedderburn ..	301	9 10 6	1,387 5 8	56	281 4 0	14	118	720 8 4	10	37	605 10 10	0
GISBORNE ..	4,623	179 1 0	16,407 16 7	1,685	6,832 5 4	8	51	344 14 0	5	23	232 5 7	0
Port Awanui ..	71	2 5 6	249 19 5	45	262 8 5	986	6,731	82,883 6 3	781	5,233	80,252 1 10	0
Te Karaka ..	128	4 1 6	410 13 11	26	122 6 4	..	..	..	..	..	..	0
Tokomaru Bay ..	237	8 5 9	845 13 3	29	118 14 3	29	87	836 12 9	7	52	401 3 10	0
Tolaga Bay ..	227	7 17 3	984 11 11	62	222 13 9	24	144	1,543 3 4	22	109	1,269 4 11	0
Tuparoa ..	145	5 1 3	560 13 7	25	78 2 7	22	141	1,297 10 5	9	68	382 3 4	0
Waipiro Bay ..	260	9 12 3	988 17 1	33	100 6 9	18	83	729 15 8	12	46	538 16 4	0
GREYMOUTH ..	3,995	157 15 6	15,758 16 5	2,806	10,520 9 3	36	178	1,582 13 8	15	112	960 19 6	0
Ahaura ..	423	14 12 9	1,520 0 9	157	1,031 19 7	640	4,468	70,174 11 10	659	3,526	76,328 3 4	0
Blackball ..	638	28 12 9	2,457 17 5	86	247 0 2	16	122	1,373 4 9	8	57	764 10 8	0
Brunnerton ..	472	16 13 3	1,540 12 1	242	863 1 9	56	369	4,147 18 6	25	89	2,122 4 2	0
Nelson Creek ..	193	6 11 6	784 8 11	22	113 7 0	39	451	4,260 10 10	19	117	1,194 4 8	0
Ngahere ..	177	5 13 3	568 19 11	35	183 2 11	4	85	912 15 0	3	46	592 13 11	0
Otira Railway ..	100	3 11 6	456 13 7	23	65 9 3	11	71	958 7 9	..	24	156 6 0	0
Reefton ..	2,826	107 18 6	10,158 6 9	1,065	4,085 13 11	9	42	511 12 9	2	4	115 5 2	0
Stillwater ..	61	2 3 0	255 11 4	17	72 13 8	304	1,796	21,783 10 9	124	643	11,802 9 0	0
Totara Flat ..	204	7 2 9	704 8 7	39	202 1 2	10	60	395 19 0	1	15	124 0 5	0
HOKITIKA ..	1,709	65 0 9	5,875 3 2	1,227	4,750 9 5	10	78	647 4 0	2	12	107 4 5	0
Goldsbrough ..	68	2 12 0	239 6 10	18	91 6 4	177	888	18,555 19 3	202	872	23,160 19 10	0
Kumara ..	901	31 12 9	2,844 19 3	380	1,899 2 3	4	32	668 5 0	4	17	932 9 5	0
Okarito ..	38	1 12 6	198 11 7	9	54 1 0	76	541	4,770 16 4	49	211	3,438 6 5	0
Rimu ..	87	2 15 3	242 11 2	32	141 17 8	1	2	11 0 0	..	2	13 0 0	0
Ross ..	425	14 1 6	1,313 9 10	128	543 7 10	21	170	1,807 3 5	4	47	462 15 5	0
Stafford ..	233	8 11 0	940 14 9	49	190 5 10	23	186	1,742 17 2	6	78	1,394 5 1	0
INVERCARGILL ..	6,009	239 1 9	19,895 16 2	5,908	20,488 4 0	10	55	802 5 2	4	28	197 16 7	0
Arrowtown ..	577	18 2 9	2,080 4 11	150	624 6 0	1,124	8,296	124,752 18 11	1,126	6,842	136,220 11 10	0
Balfour ..	274	9 12 9	808 13 8	23	93 3 2	44	230	2,349 15 4	16	59	1,805 10 2	0
Bluff ..	833	33 6 6	2,804 7 4	479	1,870 19 3	21	140	1,003 4 0	6	54	1,673 6 11	0
Clifden ..	37	1 4 0	165 16 5	1	5 0 0	100	712	7,028 8 5	36	296	3,901 9 4	0
Dipton ..	229	7 0 3	670 12 6	40	204 18 8	..	..	..	..	..	..	0
Edendale ..	217	7 5 6	785 6 2	32	178 6 2	15	79	763 14 9	9	23	347 11 8	0
Fairfax ..	64	2 7 6	176 7 2	22	98 11 7	18	180	1,340 9 0	5	32	533 2 11	0
Fortrose ..	292	7 11 9	975 9 6	48	304 15 5	9	44	465 15 0	3	11	358 7 10	0
Gore ..	2,799	94 19 6	8,795 12 6	1,242	4,316 8 9	21	198	768 13 10	4	24	301 2 10	0
Half-moon Bay ..	184	4 19 9	553 12 6	40	167 13 0	297	1,743	26,341 17 8	138	820	17,513 15 10	0
Kingston ..	128	3 16 0	320 13 7	17	77 15 8	15	61	493 3 4	1	13	130 6 8	0
Lumsden ..	325	10 8 0	959 4 0	156	491 10 0	8	30	462 7 5	..	7	38 0 0	0
Mataura ..	1,015	35 0 6	3,076 15 5	252	812 15 1	22	147	1,684 19 4	15	64	984 4 5	0
Nightcaps ..	389	12 17 3	1,254 19 0	92	380 19 7	63	471	5,065 12 11	32	208	4,542 19 2	0
Orepuki ..	959	27 12 9	2,767 5 11	190	784 11 8	18	137	665 12 1	5	22	300 10 8	0
Otautau ..	473	14 7 9	1,260 4 3	251	1,000 9 2	51	269	3,354 9 6	43	177	4,922 8 5	0
Pukerau ..	154	4 10 0	438 13 0	28	94 2 3	47	237	2,758 5 4	31	95	1,610 3 6	0
Queenstown ..	889	34 3 6	3,023 7 2	447	1,742 9 8	9	73	735 6 6	7	33	455 16 6	0
Riversdale ..	351	13 6 0	1,282 18 9	128	633 7 1	61	440	5,762 11 0	18	137	2,207 18 11	0
Riverton ..	679	22 13 6	1,960 16 4	369	1,466 9 6	24	102	1,620 2 11	9	43	864 3 5	0
Thornbury ..	107	4 8 6	343 15 2	30	154 0 3	79	572	5,766 3 2	31	191	4,782 8 3	0
Waikaka ..	340	11 5 3	1,207 6 8	27	87 8 10	4	56	592 7 8	5	34	629 8 9	0
Waipahi ..	149	4 19 6	453 15 1	81	190 13 1	16	101	732 10 0	12	32	308 14 1	0
Wairio ..	112	4 19 6	511 13 4	19	73 11 6	6	47	622 1 0	2	13	288 18 6	0
Winton ..	823	27 6 0	2,247 11 2	239	976 1 4	4	45	708 8 0	5	15	277 7 3	0
Woodlands ..	179	5 10 0	451 18 4	51	156 7 1	86	393	4,539 3 0	50	175	2,394 3 6	0
Wyndham ..	477	15 5 3	1,656 19 11	166	726 18 1	15	60	875 19 4	9	28	441 2 1	0
APIER ..	5,676	229 6 3	19,637 8 11	6,565	29,303 1 3	41	244	3,159 17 0	26	107	2,608 11 11	0
Blackburn ..	60	1 15 6	269 17 4	4	16 2 8	1,219	10,042	123,874 2 7	1,296	7,690	135,157 15 0	0
Clive ..	68	3 12 6	281 2 4	39	162 1 3	..	..	..	..	..	..	0
Dannevirke ..	3,364	108 16 9	12,887 6 8	1,430	5,532 8 0	19	108	601 14 0	6	53	449 15 1	0
Frasertown ..	120	4 8 0	426 0 2	34	137 7 5	421	2,126	24,487 15 3	212	1,167	16,872 16 2	0
Hastings ..	2,184	81 18 9	7,139 2 9	1,941	6,904 0 2	6	31	403 1 0	3	32	224 12 3	0
Hatuma ..	13	0 6 6	27 19 3	..	..	383	2,741	27,241 17 1	161	1,234	18,379 11 4	0
Havelock North ..	143	7 0 6	474 18 9	87	449 17 4	..	1	20 0 0	..	..	..	0
Herbertville ..	111	4 12 9	419 3 9	29	170 5 11	25	227	1,246 19 3	16	89	965 14 7	0
Kaikōra North ..	353	10 7 3	1,061 6 3	69	275 10 6	5	65	714 17 0	1	13	214 1 7	0
						18	159	1,778 11 6	13	74	1,538 1 1	0

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 1903—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.	
Kumeroa ..	124	3 5 3	511 2 4	30	153 9 5	12	60	381 8 0	1	11	129 18 1	
Makaretu ..	119	4 12 6	491 12 4	14	83 4 5	14	68	1,013 6 8	6	27	623 18 10	
Makotuku ..	279	8 4 0	762 0 4	100	348 15 10	17	127	2,331 1 2	7	60	1,065 3 1	
Mohaka ..	180	5 6 6	490 18 5	39	192 2 6	20	68	514 7 0	11	36	180 12 2	
Norsewood ..	557	16 8 3	1,731 12 0	135	451 8 2	38	181	2,311 0 4	18	139	2,086 15 0	
Ongaonga ..	272	6 15 9	1,541 13 9	42	201 15 0	22	168	1,182 1 8	9	59	825 3 5	
Opoutama ..	92	2 7 0	365 6 9	18	56 4 11	..	..	..	..	..	..	
Ormoundville ..	561	16 6 0	2,196 18 3	140	799 7 5	34	165	1,832 6 11	16	93	1,673 12 4	
Porangahau ..	371	13 11 9	1,392 19 1	42	130 9 10	28	158	1,500 1 6	11	51	709 10 9	
Port Ahuriri ..	669	25 6 3	2,392 7 11	313	1,009 0 7	71	636	2,746 16 0	5	78	455 11 0	
Takapau ..	459	16 9 0	1,509 11 3	71	276 3 6	31	139	2,538 17 11	10	89	1,810 1 0	
Taradale ..	287	11 11 9	991 16 5	129	505 9 7	27	261	1,899 11 0	13	115	484 8 3	
Te Aute ..	148	5 16 3	519 8 10	165	501 16 7	20	92	744 15 7	5	28	210 19 3	
Tikokino ..	312	9 18 6	1,079 4 3	63	221 5 2	17	132	943 11 2	11	52	578 10 5	
Waione ..	129	2 10 6	520 8 7	9	35 9 0	..	..	..	..	..	..	
Waipawa ..	1,226	39 3 6	4,637 14 2	767	2,640 6 10	89	634	7,412 4 9	35	244	4,763 4 4	
Waipukurau ..	1,052	35 0 3	4,373 4 0	281	826 11 4	57	487	5,430 6 9	27	222	3,844 19 11	
Wairoa ..	905	41 8 3	3,417 1 6	388	1,430 12 3	62	432	4,364 17 4	47	271	2,739 7 11	
Weber ..	248	7 19 0	757 2 9	41	199 8 2	16	80	814 2 2	6	25	342 0 7	
Wimbledon ..	102	3 3 6	362 15 6	23	161 7 6	..	..	..	..	..	..	
NELSON..	4,649	180 6 6	15,051 1 2	5,650	22,303 17 4	731	6,279	94,842 12 5	677	4,969	102,807 16 4	
Belgrove ..	64	2 11 0	246 1 8	40	163 12 10	17	143	3,069 19 6	4	36	1,666 4 4	
Brightwater ..	168	6 7 6	491 13 9	160	875 13 3	20	129	1,194 5 6	3	61	895 3 3	
Collingwood ..	1,170	42 12 0	4,986 18 10	172	1,172 1 9	87	529	7,677 6 1	14	150	2,889 14 0	
Motueka ..	995	32 6 9	2,989 11 2	462	1,735 5 3	85	692	8,093 5 8	41	263	5,956 8 1	
Motupiko Rly..	158	6 10 6	846 16 0	82	285 1 3	19	176	1,088 12 1	2	15	147 8 5	
Ngatimote ..	190	6 4 6	471 12 3	42	141 16 1	6	57	649 4 0	5	43	444 17 2	
Richmond ..	300	10 18 0	1,122 15 3	321	1,248 6 8	29	290	2,976 16 5	6	85	1,350 18 10	
Riwaka ..	250	7 6 6	766 5 5	94	372 5 0	33	228	3,276 8 0	5	133	1,587 18 11	
Tadmor ..	104	3 3 0	395 16 9	42	485 16 4	15	38	707 18 2	6	11	265 18 7	
Takaka ..	687	22 4 9	2,435 12 10	212	958 11 5	82	343	6,536 15 4	30	185	4,444 3 9	
The Port ..	380	17 4 0	1,209 18 8	146	539 5 3	24	291	2,184 15 4	4	46	1,779 13 5	
Thorpe ..	145	4 14 0	442 16 8	22	67 5 5	16	81	1,137 9 0	1	26	578 5 0	
Upper Moutere ..	130	5 4 6	340 16 7	26	81 19 11	9	69	520 17 0	3	26	269 4 9	
Wakefield ..	268	9 7 0	960 0 4	172	766 13 5	37	309	3,240 13 7	9	94	1,729 18 1	
NEW PLYMOUTH..	5,160	192 11 0	16,675 13 7	5,241	23,383 15 9	900	6,256	93,964 0 2	990	5,325	113,109 3 1	
Inglewood ..	1,747	60 4 9	5,925 2 5	419	1,705 16 6	211	1,574	18,255 19 8	112	715	13,635 12 8	
Midhurst ..	593	17 18 0	1,696 16 5	82	315 1 5	25	156	1,456 18 3	27	110	1,548 0 2	
Opunake ..	1,014	34 15 3	3,279 6 1	217	834 16 10	93	470	5,736 6 8	51	215	4,734 6 2	
Pungarehu ..	287	10 6 0	905 6 2	119	637 8 5	12	134	1,830 16 11	6	40	740 1 7	
Rahotu ..	325	10 18 0	1,072 18 6	87	335 12 11	29	96	1,620 14 10	8	55	982 17 3	
Stratford ..	3,267	106 8 9	13,212 8 2	1,155	4,786 19 1	356	2,246	29,840 3 4	216	1,097	20,879 5 1	
Tariki ..	125	3 17 9	391 13 10	37	163 5 8	17	62	782 0 6	6	26	421 3 2	
Toko ..	408	12 1 6	1,305 17 0	61	276 4 6	36	138	1,213 11 7	14	82	736 15 8	
Urenui ..	11	0 7 0	38 5 7	2	77 0 0	1	3	70 14 0	..	..	..	
Waitara ..	915	30 9 6	2,918 7 10	417	1,705 15 3	96	684	7,315 3 4	52	331	6,080 5 10	
OAMARU	4,805	162 3 9	31,038 6 2	3,050	12,526 15 4	738	5,240	76,596 2 11	642	3,738	76,244 7 9	
Dunroon ..	405	8 6 6	3,230 18 0	111	487 18 4	25	153	1,568 8 10	5	39	901 13 2	
Hampden ..	464	14 0 6	1,415 12 9	342	1,315 17 9	22	148	2,788 4 1	9	62	821 1 1	
Herbert ..	254	7 4 0	1,225 12 1	58	405 11 4	14	129	1,056 11 11	8	32	662 18 7	
Kakanui ..	69	2 13 0	358 16 10	49	234 0 1	9	31	378 3 9	6	15	201 5 6	
Kurov ..	556	16 3 0	3,065 16 10	115	570 8 5	39	159	1,662 4 4	17	43	810 14 4	
Maheno ..	237	9 12 0	837 15 6	65	329 2 6	14	95	614 18 10	3	25	216 1 4	
Ngapara ..	219	6 18 6	921 3 11	43	135 17 10	25	122	543 16 8	..	11	70 15 0	
Pukeuri Junction	46	1 10 0	176 7 4	18	73 11 6	3	29	228 4 0	..	3	63 6 0	
Shag Point ..	148	4 4 9	354 16 2	193	804 17 6	19	118	568 12 10	15	43	443 13 10	
THAMES	3,001	136 1 9	12,082 1 4	3,132	11,084 3 0	573	3,712	51,244 3 9	827	4,187	73,615 18 8	
Golden Cross ..	91	2 19 6	277 19 7	9	62 16 5	8	48	250 0 0	5	13	127 11 11	
Karangahake ..	2,420	77 16 9	7,510 11 6	278	1,157 4 11	163	1,319	11,460 6 9	65	582	6,794 11 4	
Katikati ..	220	7 4 6	696 7 11	102	534 7 5	45	198	1,149 9 8	12	108	1,009 15 8	
Komata ..	438	13 7 0	1,228 5 2	29	145 19 6	21	238	1,502 16 4	3	61	536 0 4	
Maketu ..	90	2 6 3	173 9 3	26	62 18 3	10	35	251 5 0	4	17	125 4 4	
Miranda ..	77	2 9 6	257 0 7	16	116 0 10	3	17	47 3 0	1	4	11 11 6	
Omahu ..	138	6 12 0	576 11 11	22	168 17 4	8	29	365 7 0	2	12	32 16 8	
Opotiki ..	1,142	36 15 0	4,036 0 6	248	1,302 10 6	102	421	8,078 3 11	57	238	7,542 11 0	
Paeroa ..	1,651	54 18 6	5,913 6 2	790	2,702 11 7	163	987	9,016 12 1	64	486	6,854 0 7	
Tauranga ..	1,027	33 17 3	3,384 15 4	700	2,918 10 7	123	902	13,719 14 8	81	630	11,081 17 3	
Te Aroha ..	1,515	48 3 0	4,863 4 8	612	2,249 4 5	131	661	9,148 2 5	43	387	6,615 0 0	
Te Puke ..	591	19 8 6	2,150 3 11	206	1,132 5 3	31	182	1,429 4 1	34	124	1,445 2 3	
Turua ..	54	1 16 0	180 16 0	35	165 8 9	1	17	103 10 0	..	1	25 0 0	
Waihi ..	3,815	129 16 6	11,360 0 6	888	3,447 15 7	344	3,134	27,985 6 9	246	1,436	19,315 3 10	
Waikino ..	1,100	35 8 0	3,195 10 7	90	333 8 11	67	508	2,838 17 0	22	140	1,602 10 5	
Waiorongomai ..	102	3 4 6	266 5 2	9	21 18 6	6	22	99 4 7	2	8	58 9 8	
Waitekauri ..	412	12 19 3	1,158 12 4	159	539 16 10	17	218	1,529 2 11	10	80	1,177 7 0	
Whakatane ..	482	17 7 0	1,837 18 5	113	415 11 1	37	117	1,298 2 2	18	59	577 11 4	
TIMARU	4,783	187 2 0	29,264 15 5	3,089	13,706 9 3	1,043	8,033	120,387 17 0	867	6,271	128,162 7 10	
Albury ..	239	6 7 6	1,434 16 3	40	325 16 1	15	77	993 17 0	4	18	576 1 1	
Fairlie ..	483	15 4 3	2,392 18 1	144	639 14 1	55	285	3,801 1 6	12	70	1,175 15 0	
Geraldine ..	1,072	33 3 0	4,485 6 9	371	1,886 5 11	140	941	17,594 18 0	62	377	12,120 18 1	

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 1903—continued.

Office.	Money-orders.					Savings-banks.						
	Issued.			Paid.		New Accounts opened.	Deposits.		Accounts closed.	Withdrawals.		
	No.	Commission.	Amount.	No.	Amount.		No.	Amount.		No.	Amount.	
TIMARU—contd.		£ s. d.	£ s. d.		£ s. d.		£ s. d.			£ s. d.		
Glenavy ..	248	6 4 6	769 8 2	92	650 0 11	19	88	738 19 10	8	35	523 4 4	
Makikihi ..	99	3 4 6	428 2 4	54	274 19 1	10	55	419 7 3	2	20	338 5 7	
Morven ..	217	5 11 0	1,163 4 11	34	149 13 2	21	64	687 3 0	9	35	725 12 3	
Orari ..	178	5 3 0	519 11 2	58	228 18 1	12	66	475 6 0	2	23	222 6 2	
Pleasant Point ..	261	8 11 3	831 4 3	94	426 14 0	30	128	1,390 4 9	5	26	346 15 2	
St. Andrew's ..	278	8 2 6	1,233 6 8	105	613 1 4	26	112	1,332 1 3	5	25	339 1 11	
Studholme Junct.	125	3 19 6	492 3 3	47	172 15 5	12	47	663 8 9	4	18	861 11 4	
Temuka ..	1,310	38 11 3	4,572 5 6	474	1,838 2 11	123	925	11,353 19 4	43	324	6,129 5 3	
Waimate ..	2,182	64 9 9	14,096 14 9	656	2,515 11 1	194	1,373	17,344 10 4	90	580	13,890 3 9	
Winchester ..	101	3 3 0	261 17 1	47	183 3 2	14	128	1,694 6 0	11	72	599 6 3	
WANGANUI	7,351	287 3 9	28,546 19 0	6,938	24,675 3 2	1,610	10,061	152,891 15 6	1,709	8,624	171,024 12 7	
Alton ..	89	3 2 0	286 19 2	2	3 0 0	7	51	199 18 8	2	22	85 11 8	
Aramoho ..	294	10 3 9	759 3 4	84	237 16 0	36	150	753 17 1	3	35	463 10 2	
Awatunu East ..	48	1 7 0	99 11 8	5	26 17 6	..	..	..	..	..	..	
Bull's ..	736	27 3 9	2,460 1 0	386	1,355 0 6	84	532	3,749 16 11	47	201	2,584 16 2	
Eltham ..	1,541	51 1 3	6,007 5 3	553	2,221 18 5	204	1,049	17,117 17 6	94	487	12,479 10 10	
Fordell ..	193	7 4 9	666 12 7	57	196 8 5	25	143	1,068 14 10	6	46	500 1 3	
Hawera ..	2,644	96 9 0	9,238 19 8	1,742	6,351 11 11	339	2,193	29,778 8 5	164	1,004	25,189 15 7	
Hunterville ..	1,550	48 5 9	5,788 1 9	360	1,543 19 7	95	430	4,815 1 2	35	165	3,297 13 0	
Hurleyville ..	36	0 18 6	128 18 6	5	16 3 6	1	32	85 16 0	4	20	479 9 6	
Kaimanuka ..	4	0 2 0	15 14 10	..	..	2	6	24 5 0	1	1	3 16 6	
Kaponga ..	533	17 8 9	1,668 12 0	82	282 3 8	60	292	3,461 0 2	38	108	1,582 18 5	
Manaia ..	665	24 15 6	2,282 15 8	149	720 13 2	89	452	7,508 13 11	32	177	3,972 9 0	
Mangamahu ..	146	3 6 6	662 15 2	23	63 9 10	..	..	..	..	..	..	
Mangaonoho ..	193	6 9 0	632 13 9	51	333 13 3	3	67	978 9 0	10	37	831 17 11	
Mangaweka ..	1,649	48 1 3	6,603 17 10	319	1,553 13 2	126	627	7,930 4 9	41	279	3,784 10 9	
Manutahi ..	79	2 4 0	267 14 7	22	122 14 4	14	122	637 19 6	3	18	282 5 10	
Marton ..	1,557	58 4 0	5,705 11 2	1,125	3,863 2 6	152	1,061	12,295 14 6	90	617	12,001 5 10	
Moawhango ..	356	10 3 3	1,496 19 5	40	224 5 10	13	50	455 12 4	4	16	203 10 5	
Normanby ..	212	6 15 3	573 6 4	87	472 15 2	26	202	2,514 16 3	10	77	1,402 13 9	
Otingaiti ..	404	11 13 9	1,220 18 9	96	352 4 4	32	151	1,407 13 6	12	94	1,059 10 10	
Okaiawa ..	197	6 7 3	541 12 10	33	187 18 10	19	107	831 15 0	14	81	1,492 18 6	
Otakeho ..	146	5 15 6	470 9 6	28	190 10 0	16	67	690 2 5	13	47	493 19 6	
Patea ..	1,065	33 0 6	3,431 19 1	339	1,286 0 5	82	619	6,350 4 9	59	283	5,480 1 0	
Raetihi ..	630	15 5 0	2,290 18 9	134	999 17 4	32	111	2,695 12 7	15	84	1,099 1 3	
St. John's ..	116	4 3 0	391 14 9	13	53 0 2	9	32	317 0 0	..	4	55 5 0	
Taihape ..	2,051	62 13 0	7,873 17 11	317	1,670 7 4	223	671	9,306 18 11	44	233	3,263 5 3	
Turakina ..	272	8 13 6	860 17 0	55	174 9 6	24	124	727 15 6	11	37	466 12 8	
Utiku ..	408	11 11 3	1,342 14 8	54	242 10 1	16	45	497 8 10	6	36	357 3 8	
Waitotara ..	267	9 0 3	865 4 4	102	429 2 0	18	140	1,477 3 10	10	101	944 14 1	
Waverley ..	824	27 5 6	3,029 0 9	228	685 16 7	79	466	7,206 9 7	36	201	4,786 11 6	
WELLINGTON	27,486	2,044 14 3	102,509 1 10	45,616	177,562 13 9	6,896	54,450	770,394 8 7	6,590	52,977	845,173 14 2	
Adelaide Road ..	324	10 14 0	587 17 4	32	75 19 7	77	919	2,719 5 0	10	92	363 15 1	
Alfredton ..	224	6 17 6	849 5 4	49	279 7 8	27	149	1,480 14 8	4	37	419 14 1	
Apti ..	470	12 1 0	2,023 18 7	79	480 12 3	26	159	933 7 1	4	82	1,198 16 6	
Ashhurst ..	570	17 12 0	1,628 14 2	254	929 9 2	52	379	3,397 3 0	33	180	2,903 8 2	
Awahuri ..	137	4 15 0	458 15 4	42	130 3 1	11	101	505 4 0	8	34	356 15 8	
Bunnythorpe ..	146	4 0 6	418 17 3	94	366 1 11	22	141	925 4 0	7	62	1,011 6 9	
Carterton ..	1,724	56 6 0	5,465 14 10	693	2,687 2 11	166	1,341	13,315 0 8	83	602	12,353 16 10	
Castlepoint ..	15	0 10 0	56 9 9	5	17 18 5	..	1	36 16 0	..	8	68 0 0	
Chatham Islands	251	8 4 0	937 1 1	105	880 4 6	11	46	342 2 0	3	9	81 17 5	
Cheltenham ..	14	0 11 9	84 8 11	6	11 12 6	..	2	17 12 6	..	1	20 0 0	
Colyton ..	185	9 3 0	717 1 6	43	218 9 11	25	114	1,364 8 5	6	52	1,646 11 1	
Courtney Place	617	23 0 3	1,416 7 1	81	252 14 9	145	1,891	5,993 19 3	18	169	782 13 10	
Cross Creek ..	..	..	..	..	..	4	24	173 12 11	..	..	..	
Eketahuna ..	984	33 7 0	3,345 6 9	289	1,210 9 2	86	587	7,417 17 4	37	326	6,217 1 10	
Featherston ..	804	27 17 9	2,459 3 10	329	1,187 2 10	77	615	6,191 15 9	31	213	4,164 5 3	
Finding ..	2,861	100 13 0	10,936 0 2	1,878	6,441 13 10	318	2,278	29,618 17 7	131	1,018	26,375 5 1	
Foxton ..	1,637	53 3 9	4,780 10 6	521	1,964 17 1	168	1,227	10,979 12 5	87	544	10,497 8 9	
Gladstone ..	64	2 6 3	210 5 4	28	104 7 5	5	42	315 2 0	..	14	217 11 3	
Greytown North	888	29 8 3	2,781 7 6	473	1,615 10 8	93	776	6,042 14 11	39	341	5,120 3 9	
Halcombe ..	421	13 1 0	1,330 13 10	110	461 0 11	42	241	1,552 14 6	28	140	1,261 4 2	
Hukanui ..	167	4 19 3	616 14 10	25	198 17 1	5	59	636 15 0	5	42	667 17 9	
Hutt ..	712	29 16 3	2,745 8 5	307	1,158 12 3	117	895	10,341 19 0	46	263	5,671 11 1	
Johnsonville ..	194	6 16 3	545 13 2	153	533 19 5	47	480	2,468 5 10	18	140	1,725 15 0	
Kaitoke ..	99	2 16 0	245 2 11	14	33 1 0	9	108	2,293 6 0	1	17	458 7 2	
Kaiwarawara ..	120	4 1 6	255 11 11	28	119 15 0	12	225	992 2 0	3	34	272 8 6	
Karori ..	54	2 1 3	156 6 1	63	224 12 2	10	82	370 0 2	1	24	85 12 9	
Kimbolton ..	420	13 2 6	1,308 9 6	154	547 12 0	57	327	2,503 13 10	19	71	1,495 10 3	
Koputarua ..	128	4 6 9	379 6 0	28	78 12 10	21	98	812 0 8	2	22	161 16 7	
Levin ..	1,121	34 4 3	3,515 18 4	423	1,649 17 11	111	709	5,683 18 8	39	345	4,407 11 11	
Longburn ..	222	7 12 0	602 19 11	72	388 7 9	52	320	1,670 5 8	9	111	888 3 10	
Makuri ..	311	7 19 0	1,020 18 3	54	229 6 10	14	68	747 11 0	4	21	393 1 5	
Manakau ..	204	6 15 0	678 3 5	78	301 0 4	29	155	1,414 6 10	12	53	1,306 7 7	
Mangatainoka ..	419	8 14 3	991 8 11	109	346 4 5	26	169	1,410 14 9	4	133	1,273 10 3	
Martinborough	939	30 17 0	2,654 1 2	152	627 11 8	98	438	4,410 0 5	28	182	2,414 15 8	
Masterton ..	3,781	142 15 6	14,212 3 2	2,294	8,446 1 4	523	3,664	39,208 19 10	196	1,885	29,149 9 8	
Mauriceville ..	221	6 7 9	635 16 7	71	235 10 1	11	99	915 15 11	3	40	514 8 4	
West ..	160	4 13 0	479 6 0	10	19 3 11	8	67	1,536 12 11	6	58	1,114 13 0	

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, 1903.

Postal Districts.	Number of Post-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.	Cost of Management during the Year.	Average Cost of each Transaction, Deposit or Withdrawal.	Interest for the Year.	Number of Accounts Opened during the Year.	Number of Accounts Closed during the Year.	Number of Accounts remaining Open at the 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 the Close of the Year.
Auckland	116	58,774	859,096	£ s. d. 8 6 14 12 4	£ s. d. 6 14 12 4	£ s. d. 819,850 12 1	£ s. d. 18 10 5	£ s. d. 39,245 16 5	£ s. d. ..	£ s. d. ..	£ s. d. 28,925 2 7	8,259	5,593	33,347	£ s. d. 1,141,813 6 5	£ s. d. 34 4 9
Blenheim	8	5,267	72,128	£ s. d. 12 0 13 13 11	£ s. d. 4 4 17 19 3	£ s. d. 69,498 4 4	£ s. d. 17 19 3	£ s. d. 2,630 7 8	£ s. d. ..	£ s. d. ..	£ s. d. 2,875 1 8	745	557	4,229	£ s. d. 112,227 4 10	£ s. d. 26 10 9
Christchurch	64	82,796	1,090,906	£ s. d. 15 2 13 3 6	£ s. d. 2 13 3 6	£ s. d. 1,025,763 11 5	£ s. d. 17 12 5	£ s. d. 65,143 3 9	£ s. d. ..	£ s. d. ..	£ s. d. 34,368 5 4	9,077	6,451	45,501	£ s. d. 1,353,021 1 2	£ s. d. 29 14 9
Dunedin	51	64,372	767,057	£ s. d. 16 4 11 18 4	£ s. d. 4 11 18 4	£ s. d. 730,371 0 0	£ s. d. 17 7 11	£ s. d. 36,686 16 4	£ s. d. ..	£ s. d. ..	£ s. d. 28,907 1 8	6,961	5,181	33,995	£ s. d. 1,125,066 7 8	£ s. d. 33 1 11
Gisborne	6	7,364	88,873	£ s. d. 2 1 12 1 4	£ s. d. 1 12 1 4	£ s. d. 83,804 9 9	£ s. d. 14 18 3	£ s. d. 5,068 12 4	£ s. d. ..	£ s. d. ..	£ s. d. 2,434 17 4	1,115	846	3,626	£ s. d. 96,534 19 5	£ s. d. 26 12 5
Greymouth	10	7,542	105,165	£ s. d. 15 2 13 18 11	£ s. d. 2 13 18 11	£ s. d. 93,307 1 9	£ s. d. 20 11 8	£ s. d. 11,858 13 5	£ s. d. ..	£ s. d. ..	£ s. d. 4,008 14 11	1,099	843	4,356	£ s. d. 159,846 10 2	£ s. d. 36 13 11
Hokitika	7	1,874	28,358	£ s. d. 6 4 15 2 8	£ s. d. 4 15 2 8	£ s. d. 29,599 12 9	£ s. d. 23 11 8	£ s. d. ..	£ s. d. 1,241 6 5	£ s. d. ..	£ s. d. 1,850 12 8	312	269	1,665	£ s. d. 69,012 11 3	£ s. d. 41 9 0
Invercargill	27	15,107	204,413	£ s. d. 16 5 13 10 7	£ s. d. 5 13 10 7	£ s. d. 190,442 5 4	£ s. d. 19 18 7	£ s. d. 13,971 11 1	£ s. d. ..	£ s. d. ..	£ s. d. 8,463 1 10	2,218	1,644	9,790	£ s. d. 328,235 19 0	£ s. d. 33 10 7
Napier	26	19,388	218,329	£ s. d. 13 7 11 5 3	£ s. d. 7 11 5 3	£ s. d. 196,326 3 5	£ s. d. 16 8 6	£ s. d. 22,003 10 2	£ s. d. ..	£ s. d. ..	£ s. d. 7,782 19 1	2,671	1,946	10,911	£ s. d. 313,192 6 10	£ s. d. 28 14 1
Nelson	15	9,654	137,196	£ s. d. 18 1 14 4 3	£ s. d. 1 14 4 3	£ s. d. 126,813 12 11	£ s. d. 20 12 10	£ s. d. 10,383 5 2	£ s. d. ..	£ s. d. ..	£ s. d. 5,957 18 9	1,210	810	7,044	£ s. d. 232,142 2 7	£ s. d. 32 19 1
New Plymouth	11	11,819	162,080	£ s. d. 9 3 13 14 3	£ s. d. 3 13 14 3	£ s. d. 162,867 10 8	£ s. d. 20 7 4	£ s. d. ..	£ s. d. 787 1 5	£ s. d. ..	£ s. d. 4,700 12 6	1,776	1,482	6,572	£ s. d. 179,132 13 11	£ s. d. 27 5 2
Ōamaru	10	6,224	86,005	£ s. d. 8 2 13 16 4	£ s. d. 2 13 16 4	£ s. d. 80,435 16 7	£ s. d. 20 11 1	£ s. d. 5,569 11 7	£ s. d. ..	£ s. d. ..	£ s. d. 3,535 18 8	908	705	3,664	£ s. d. 135,677 17 8	£ s. d. 37 0 7
Thames	19	12,765	141,516	£ s. d. 12 1 11 1 9	£ s. d. 1 11 1 9	£ s. d. 138,548 3 9	£ s. d. 16 3 3	£ s. d. 2,968 8 4	£ s. d. ..	£ s. d. ..	£ s. d. 5,485 16 1	1,853	1,456	7,970	£ s. d. 212,223 14 3	£ s. d. 26 12 7
Timaru	14	12,322	178,877	£ s. d. 0 0 14 10 4	£ s. d. 0 14 10 4	£ s. d. 166,010 14 0	£ s. d. 21 0 7	£ s. d. 12,866 6 0	£ s. d. ..	£ s. d. ..	£ s. d. 6,348 16 7	1,714	1,124	7,211	£ s. d. 248,911 8 5	£ s. d. 34 10 4
Wanganui	28	20,053	277,776	£ s. d. 6 5 13 7 1	£ s. d. 5 13 7 1	£ s. d. 259,669 12 5	£ s. d. 19 15 5	£ s. d. 18,106 14 0	£ s. d. ..	£ s. d. ..	£ s. d. 7,894 0 11	3,436	2,513	12,420	£ s. d. 323,036 9 11	£ s. d. 26 0 2
Wellington	65	103,409	1,171,457	£ s. d. 5 1 11 6 7	£ s. d. 1 11 6 7	£ s. d. 1,102,404 10 4	£ s. d. 15 19 5	£ s. d. 69,052 14 9	£ s. d. ..	£ s. d. ..	£ s. d. 30,950 17 3	12,829	8,727	48,337	£ s. d. 1,254,940 3 5	£ s. d. 25 19 3
Westport	16	5,780	72,352	£ s. d. 10 6 12 10 4	£ s. d. 6 12 10 4	£ s. d. 68,115 3 6	£ s. d. 22 6 11	£ s. d. 4,237 7 0	£ s. d. ..	£ s. d. ..	£ s. d. 2,640 4 10	864	650	3,037	£ s. d. 103,667 1 8	£ s. d. 34 2 8
Totals for Colony in 1903	493	444,510	5,661,592	£ s. d. 15 2 12 14 9	£ s. d. 2 12 14 9	£ s. d. 5,343,828 5 0	£ s. d. 17 15 0	£ s. d. 317,764 10 2	£ s. d. ..	£ s. d. 15,000 0 4 83	£ s. d. 187,130 2 8	57,047	40,837	243,675	£ s. d. 7,388,681 18 7	£ s. d. 30 6 5

Table No. 5.—POST-OFFICE SAVINGS-BANKS.—GENERAL STATEMENT.—continued.

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, 1903

Number of Post-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 Opened during 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.
Totals for Colony in 1902 ..	481	5,069,619	£ s. d.	273,454	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	53,587	38,558	227,465	£ s. d.	£ s. d.
" 1901 ..	466	4,611,456	£ s. d.	247,854	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	50,046	35,018	212,436	£ s. d.	£ s. d.
" 1900 ..	445	4,170,428	£ s. d.	227,079	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	46,086	31,724	197,408	£ s. d.	£ s. d.
" 1899 ..	427	3,644,980	£ s. d.	206,940	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	41,362	28,284	183,046	£ s. d.	£ s. d.
" 1898 ..	409	3,279,611	£ s. d.	196,764	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	37,265	26,628	169,968	£ s. d.	£ s. d.
" 1897 ..	388	3,187,219	£ s. d.	179,555	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	36,394	24,821	159,331	£ s. d.	£ s. d.
" 1896 ..	371	2,881,152	£ s. d.	167,248	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	32,982	22,907	147,758	£ s. d.	£ s. d.
" 1895 ..	357	2,794,596	£ s. d.	159,904	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	30,261	22,001	137,683	£ s. d.	£ s. d.
" 1894 ..	348	2,252,862	£ s. d.	152,136	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	29,755	21,930	129,423	£ s. d.	£ s. d.
" 1893 ..	327	2,022,276	£ s. d.	137,739	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	29,755	19,599	122,684	£ s. d.	£ s. d.
" 1892 ..	318	1,878,270	£ s. d.	120,628	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	25,137	18,171	112,528	£ s. d.	£ s. d.
" 1891 ..	311	1,842,987	£ s. d.	111,603	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	25,137	17,872	104,467	£ s. d.	£ s. d.
" 1890 ..	296	1,658,543	£ s. d.	106,868	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	23,719	17,256	97,208	£ s. d.	£ s. d.
" 1889 ..	294	1,515,281	£ s. d.	99,185	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,778	15,521	90,745	£ s. d.	£ s. d.
" 1888 ..	290	1,544,747	£ s. d.	96,204	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,307	16,543	84,488	£ s. d.	£ s. d.
" 1887 ..	283	1,312,151	£ s. d.	89,182	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,671	15,515	79,724	£ s. d.	£ s. d.
" 1886 ..	271	1,248,405	£ s. d.	84,832	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	20,368	15,177	74,871	£ s. d.	£ s. d.
" 1885 ..	256	1,341,001	£ s. d.	80,800	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	20,661	16,421	69,957	£ s. d.	£ s. d.
" 1884 ..	243	1,227,909	£ s. d.	78,405	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	20,228	16,447	65,717	£ s. d.	£ s. d.
" 1883 ..	222	1,178,474	£ s. d.	74,446	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1882 ..	207	1,325,852	£ s. d.	69,308	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1881 ..	190	1,189,012	£ s. d.	60,137	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1880 ..	178	864,441	£ s. d.	57,446	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1879 ..	165	812,399	£ s. d.	54,698	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1878 ..	147	762,084	£ s. d.	42,746	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1877 ..	138	681,294	£ s. d.	39,363	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1876 ..	124	664,134	£ s. d.	39,486	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1875 ..	119	657,653	£ s. d.	36,977	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1874 ..	103	699,249	£ s. d.	39,278	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1873 ..	97	580,542	£ s. d.	21,268	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1872 ..	92	430,877	£ s. d.	17,254	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1871 ..	81	312,338	£ s. d.	14,773	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1870 ..	70	264,328	£ s. d.	11,934	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1869 ..	59	240,898	£ s. d.	9,292	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
" 1868 ..	55	194,535	£ s. d.	6,365	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	21,014	15,957	61,936	£ s. d.	£ s. d.
Totals for Colony from 1st Feb. to 31st Dec., 1867	46	96,372	£ s. d.	1,919	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	2,520	1,364	2,156	£ s. d.	£ s. d.

Table No. 6.

BALANCE-SHEET of the New Zealand Post Office Account for the Year ended 31st December, 1903.

	Balances on 1st January, 1903.		Transactions.		Balances on 31st December, 1903.	
	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.
MONEY-ORDER ACCOUNTS:—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Money-orders (general) ..	30,368 2 6	..	1,535,238 9 8	1,533,663 14 5	31,942 17 9	..
United Kingdom, &c. ..	7,162 13 9	..	136,982 7 9	144,325 11 1	..	180 9 7
United States of America ..	416 8 1	..	24,251 19 1	24,281 15 7	386 11 7	..
Canada ..	..	131 16 4	2,756 6 5	3,198 15 2	..	574 5 1
Cape of Good Hope ..	..	1,944 15 0	3,674 14 3	1,968 11 7	..	238 12 4
Ceylon ..	91 2 8	..	494 5 2	548 0 5	37 7 5	..
Cook Islands ..	71 12 10	..	..	71 12 10	..	..
Fiji ..	..	207 7 5	1,478 6 4	1,474 12 6	..	203 13 7
Germany ..	1,661 4 5	..	2,482 15 11	2,164 5 7	1,979 14 9	..
Hongkong ..	7 15 3	..	997 0 1	1,001 13 9	3 1 7	..
India ..	94 18 11	..	1,558 6 6	1,614 6 8	38 18 9	..
Natal ..	..	272 6 1	1,741 4 5	2,341 7 2	..	872 8 10
New South Wales ..	985 9 6	..	66,637 12 4	66,640 4 5	982 17 5	..
Queensland ..	437 6 0	..	8,263 18 6	8,687 14 9	13 9 9	..
South Australia ..	395 8 9	..	4,043 0 4	4,048 4 4	390 4 9	..
Samoa ..	..	2,012 13 5	2,531 15 8	5,802 14 7	..	5,283 12 4
Straits Settlements ..	7 3 7	..	124 7 1	285 9 9	..	153 19 1
Tasmania ..	..	95 6 9	8,328 1 4	9,989 16 0	..	1,757 1 5
Transvaal ..	87 16 9	..	3,372 8 0	4,524 3 8	..	1,063 18 11
Victoria ..	965 14 5	..	60,040 9 3	59,690 4 0	1,315 19 8	..
Western Australia ..	..	468 14 6	5,741 18 3	6,096 0 3	..	822 16 6
Commission ..	..	635 14 5	2,056 1 4	2,205 12 1	..	785 5 2
SAVINGS-BANK ACCOUNTS:—						
Deposits and withdrawals ..	6,883,787 5 9	..	5,848,722 17 10	5,343,828 5 0	7,388,681 18 7	..
Transfers ..	2,783 16 9	..	393,587 9 3	394,114 12 5	2,256 13 7	..
POSTAL ACCOUNTS:—						
Stamps ..	130,518 8 2½	..	475,164 11 5	461,307 16 3½	144,375 3 4	..
Postal Guides ..	..	..	528 16 10	524 0 0	4 16 10	..
Postal notes ..	70,807 8 7	..	226,093 16 8	216,939 0 6	79,962 4 9	..
Private box and bag rents ..	..	..	6,777 16 10	6,777 16 10	..	..
Money-order commission ..	..	..	15,919 18 11	15,919 18 11	..	..
Postal revenue ..	4,251 2 11½	..	302,503 16 5	302,427 3 7	4,327 15 9½	..
TELEGRAPH ACCOUNTS:—						
New South Wales Telegraphs ..	401 16 1	..	8,017 11 6	8,345 6 8	74 0 11	..
New Zealand & Australian Cable ..	161 10 3	..	4,084 3 3	4,095 18 9	149 14 9	..
Pacific Cable Board ..	1,122 10 6	..	37,371 14 2	36,836 6 10	1,657 17 10	..
Telephone-exchange receipts ..	..	..	70,418 7 7	70,418 7 7	..	..
Special messenger service ..	..	..	160 3 11	160 3 11	..	..
Maintenance of private wires ..	..	..	1,649 4 7	1,649 4 7	..	..
Registration of code addresses ..	..	..	494 0 0	494 0 0	..	..
Telegraph revenue ..	1,966 5 10	..	285,187 0 0½	284,744 10 6	2,408 15 4½	..
GENERAL ACCOUNTS:—						
Post Office Account ..	..	156,387 7 5	4,443,098 6 4	4,497,319 4 1	..	210,608 5 2
Postmasters and Telegraphists ..	..	298,532 19 0½	9,995,717 6 4	10,017,322 7 8½	..	320,138 0 5
Investments ..	..	6,934,459 7 8	1,501,700 0 0	1,953,170 0 0	..	7,385,929 7 8
Accrued interest on investments ..	..	59,654 3 9	59,654 3 9	64,892 17 8	..	64,892 17 8
Miscellaneous receipts (general) ..	728 14 9½	..	10,955 2 3½	10,389 7 4	1,294 9 9	..
Foreign postage ..	8,877 4 5	..	3,920 0 4	5,099 6 5	7,697 18 4	..
Miscellaneous expenses ..	37,115 19 7	..	626,285 10 0	636,913 1 0	26,488 8 7	..
Discount-stamps ..	1,488 1 0	..	2,750 0 0	2,616 19 0	1,621 2 0	..
FOR OTHER DEPARTMENTS:—						
Advances to Settlers ..	5,425 1 0	..	666,337 18 2	663,640 17 10	8,122 1 4	..
Auctioneers' license fees ..	..	..	3 15 0	3 15 0	..	..
Arms Act licenses ..	51 0 0	..	448 0 0	462 0 0	37 0 0	..
Bath receipts, Rotorua ..	68 5 4	..	..	68 5 4	..	..
Bath tickets, Hanmer Plains ..	44 15 6	..	..	44 15 6	..	..
Clerks of Court ..	3 10 6	..	4 0 0	7 10 6	..	..
County Clerks ..	6 0 0	..	371 10 9	321 5 9	56 5 0	..
Customs dues (H.M.C.) ..	335 3 3	..	2,783 17 11	2,812 2 3	366 18 11	..
Customs duty (parcels) ..	3,707 7 4	..	32,739 8 5	33,261 2 5	3,185 13 4	..
Factories Act ..	..	..	42 2 0	42 2 0	..	..
Fishing licenses ..	42 15 0	..	981 17 0	954 13 0	69 19 0	..
Education Department ..	..	..	12 7 0	9 7 0	3 0 0	..
Game licenses ..	..	..	2,108 14 0	2,108 14 0	..	..
Geraldine County Council ..	..	..	621 9 2	621 9 2	..	..
Goldfields revenue ..	1 6 6	..	127 13 6	128 17 0	0 3 0	..
Government Audit ..	..	..	20 6 8	20 6 8	..	..
Government Insurance ..	2,528 8 9	..	26,655 4 8	27,226 17 1	1,956 16 4	..
Government Printer ..	54 3 10	..	464 6 0	491 8 1	27 1 9	..
Homing-pigeons Protection Act ..	..	..	1 7 0	1 7 0	..	..
Income-tax ..	84 10 6	..	122,963 10 1	123,000 0 0	48 0 7	..
Land-tax ..	1,905 4 1	..	243,031 7 8	244,297 0 0	639 11 9	..
Licensing Act ..	..	..	20 0 0	20 0 0	..	..
Lunacy ..	6 0 0	..	26 0 0	25 10 0	6 10 0	..
Machinery ..	389 7 6	..	5,711 2 6	5,714 2 6	386 7 6	..
Mining Act ..	598 5 0	..	311 10 0	380 5 0	529 10 0	..
Miners' Guides ..	1 5 6	..	..	..	1 5 6	..
New Zealand Consols ..	..	..	2,605 0 0	2,605 0 0	..	..
Official Assignee ..	69 12 4	..	2,871 1 10	2,916 15 1	23 19 1	..
Old-age Pensions ..	17,657 12 0	..	222,920 0 0	223,319 5 5	17,258 6 7	..
Outside patients, Rotorua ..	47 5 0	..	..	47 5 0	..	..
Public Trust ..	9,882 16 10	..	392,107 10 0	383,752 19 10	18,237 7 0	..
Railways ..	890 6 6	..	9,653 2 1	9,903 10 8	639 17 11	..
Registration of births, &c. ..	225 6 0	..	2,145 12 9	2,154 16 3	216 2 6	..
Rents ..	25 4 0	..	258 11 8	259 0 8	24 15 0	..
Sanatorium, Hanmer Springs ..	251 15 7	..	2,141 19 2	2,202 8 5	191 6 4	..
Sheep rates ..	30 11 0	..	20,033 16 7	20,012 5 6	52 2 1	..
Stock Department ..	0 6 10	..	41 4 5	40 11 3	1 0 0	..
Tourist receipts ..	61 5 0	..	780 17 10	730 3 11	111 18 11	..
Valuation revenue ..	2 17 8	..	2,456 3 11	2,458 0 0	1 1 7	..
Water rates, Rotorua ..	6 0 0	..	..	6 0 0	..	..
Deposit with tender for loan ..	..	..	7,615 0 0	12,500 0 0	..	4,885 0 0
Suspense Account ..	..	..	6,453 12 6	6,453 12 6	..	..
Profit and loss ..	223,636 1 4	..	308,311 14 0	283,784 6 5	248,163 8 11	..
Totals ..	7,454,802 11 9½	7,454,802 11 9½	28,279,740 0 2	28,279,740 0 2	7,998,389 13 9	7,998,389 13 9

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, 1903.

Description of Securities, &c.	Nominal Value.			Value at Cost Price.			Accrued Interest on 31st December, 1903.		
	£	s.	d.	£	s.	d.	£	s.	d.
"The Government Advances to Settlers Extension Act, 1901" Debentures, 3½ per cent.	80,000	0	0	80,000	0	0	230	2	9
"The Aid to Public Works and Land Settlement Act 1896" Debentures, 3½ per cent.	100,000	0	0	100,000	0	0	1,457	10	7
"The Aid to Public Works and Land Settlement Act 1899" Debentures, 3½ per cent.	125,000	0	0	125,000	0	0	731	3	3
The Aid to Public Works and Land Settlement Acts 1896 and 1897 Debentures, 3 per cent.	65,000	0	0	65,000	0	0	203	0	3
"The Aid to Public Works and Land Settlement Act 1902" Debentures, 4 per cent.	100,000	0	0	100,000	0	0	328	15	4
"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, 3½ per cent. ..	689,700	0	0	689,700	0	0	8,002	7	9
"The Dairy Industry Act 1898" Debentures, 3½ per cent. ..	1,781	0	0	1,781	0	0	8	7	11
"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.	231,500	0	0	231,500	0	0	2,686	0	6
Greymouth Harbour Board Debentures, 4 per cent.	120,000	0	0	120,000	0	0	2,347	18	10
Hamilton Borough Debentures, 4½ per cent.	3,000	0	0	3,000	0	0	56	4	4
Hokitika Harbour Board Debentures, 5 per cent.	10,000	0	0	10,000	0	0	2,618	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.	2,134,940	0	0	2,129,614	0	0	15,968	2	6
"The Land for Settlements Act 1894" Debentures, 3½ per cent.	731,066	0	0	731,066	0	0	4,276	4	9
The Land for Settlements Act Debentures, 3½ per cent. ..	62,000	0	0	62,000	0	0	541	0	3
"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 Local Bodies' Loans Act 1901" Debentures, 3½ per cent.	470,000	0	0	470,000	0	0	5,045	14	9
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.	31,000	0	0	31,000	0	0	714	14	0
Patea Harbour Board Debentures, 4½ per cent.	21,870	0	0	21,870	0	0	390	19	3
"The State Coal-mines Act 1901" Debentures, 3½ per cent. ..	92,000	0	0	92,000	0	0	751	0	2
Thames Harbour Board Debentures, 4 per cent.	10,000	0	0	10,000	0	0	99	14	6
"The Public Revenues Act 1893" (Treasury bills), 3½ per cent.	749,200	0	0	749,200	0	0	..		
Westport Harbour Board Debentures, 4 per cent.	489,500	0	0	489,500	0	0	9,755	4	1
Accrued interest on Post Office Account	..			..			764	9	6
Totals	7,408,857	0	0	7,385,929	7	8	64,892	17	8

* Interest over five years in arrear; principal fell due 11th November, 1896.

Table No. 8.
POST-OFFICE SAVINGS-BANK.

Balance-sheet for the Year ended 31st December, 1903.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance to credit of depositors, 1st January, 1903	6,883,787	5	9	Withdrawals during 1903	5,343,828	5	0
Deposits during 1903	5,661,592	15	2	Balance to credit of depositors, 31st December, 1903	7,388,681	18	7
Interest credited to depositors, 1903	187,130	2	8				
	<u>£12,732,510</u>	<u>3</u>	<u>7</u>		<u>£12,732,510</u>	<u>3</u>	<u>7</u>

Liabilities and Assets.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Balance to credit of depositors, 31st December, 1903	7,388,681	18	7	Securities (<i>vide</i> Table No. 7)	7,385,929	7	8
Balance of assets over liabilities	248,163	8	11	Cash in Post-Office account	2,752	10	11
	<u>£7,636,845</u>	<u>7</u>	<u>6</u>	Accumulated profits	248,163	8	11
					<u>£7,636,845</u>	<u>7</u>	<u>6</u>

Profit and Loss.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
Interest credited to depositors during 1903	187,130	2	8	Balance forward, 1st January, 1903	223,636	1	4
Paid Public Account, for expenses of Savings-bank management during 1903	15,000	0	0	Interest received during 1903	£243,304	19	4
Savings-bank profits carried to postal revenue	22,000	0	0	Accrued interest on 31st December, 1903	64,892	17	8
Balance to next account	248,163	8	11		<u>£308,197</u>	<u>17</u>	<u>0</u>
				Less accrued interest on 31st December, 1902	59,654	3	9
					<u>248,543</u>	<u>13</u>	<u>3</u>
				Savings-bank fines	113	17	0
	<u>£472,293</u>	<u>11</u>	<u>7</u>		<u>£472,293</u>	<u>11</u>	<u>7</u>

Table No. 9.

RETURN showing the Total Number of Post-Office Savings-Bank Accounts open on the 31st December, 1903, classified according to the Balances at Credit, compared with the Number open at the end of 1902.

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 Number of Accounts open.
Auckland	23,437	3,603	2,410	2,340	985	275	147	150	33,347
Blenheim	3,269	361	251	219	82	24	10	13	4,229
Christchurch	33,314	4,743	3,149	2,675	936	366	170	148	45,501
Dunedin	23,808	3,990	2,639	2,251	805	230	146	126	33,995
Gisborne	2,683	410	259	176	63	12	10	13	3,626
Greymouth	2,945	505	377	323	125	42	21	18	4,356
Hokitika	1,043	206	172	165	52	12	10	5	1,665
Invercargill	6,618	1,266	836	699	247	67	29	28	9,790
Napier	8,129	1,085	703	622	233	81	40	18	10,911
Nelson	4,953	810	536	461	175	52	39	18	7,044
New Plymouth	4,850	717	457	363	114	30	29	12	6,572
Oamaru	2,360	489	345	320	107	27	6	10	3,664
Thames	5,962	830	504	422	164	48	21	19	7,970
Timaru	4,981	894	558	468	185	62	34	29	7,211
Wanganui	9,449	1,251	747	623	222	62	30	36	12,420
Wellington	34,623	5,384	3,419	3,262	926	381	148	194	48,337
Westport	2,139	343	230	200	78	24	15	8	3,037
Totals, 1903	174,563	26,887	17,592	15,589	5,499	1,795	905	845	243,675
Totals, 1902	161,989	25,520	16,621	14,657	5,473	1,619	860	726	227,465

Table No. 10.

INLAND MAIL-SERVICES ESTABLISHED, ACCELERATED, ETC.

District.	Name of Service.	Frequency.	Remarks.
Auckland	Dargaville-Aroa-Aratapu-Te Kopuru	Daily ..	Established.
	Tahekeroa (no post-office)-Ahuroa ..	Thrice weekly ..	"
	Taumarunui-Piriaka ..	" ..	"
	Ahuroa-Komokoriki-Glorit ..	Weekly ..	"
	Hangatiki Railway-station-Waitomo	" ..	"
	Mairoa-Junction on Te Kuiti-Paemako Road	" ..	"
	Makarau Railway-station-Post-office	" ..	"
	Ongarue-Ohura ..	" ..	"
	Paemako-Mahoenui ..	" ..	"
	Rotorua-Galatea-Muripara-Te Whaiti	" ..	"
	Russell-Waitangi ..	" ..	"
	Taupo-Tokaanu ..	" ..	" (Renewal, 16th Dec., 1902, of extra weekly service to maintain thrice- and twice-weekly communication on Lake Taupo, summer and winter.)
	Whangarei-Otahi ..	" ..	"
	Devonport-Takapuna ..	" ..	Frequency increased: daily to twice weekly.
	Hukerenui Railway-station-Post-office	" ..	Frequency increased: thrice weekly to daily.
	Walton Post-office-Railway-station ..	" ..	Frequency increased: thrice weekly to daily.
	Taupo-Tokaanu ..	" ..	Frequency increased: twice to thrice weekly (1st Nov., 1903 to 31st March, 1904: periodical, in terms of contract).
	Waiwera-Upper Waiwera ..	" ..	Frequency increased: twice to thrice weekly.
	Awanui Landing-Kaitaia ..	" ..	Frequency increased: once to twice weekly (one way only, Kaitaia-Awanui Landing).
	Cambridge-Maungatautari ..	" ..	Frequency increased: once to twice weekly.
	Waerenga-Tangawahia ..	" ..	Frequency increased: once to twice weekly (1st Jan., 1902).
	Devonport-Redvale ..	" ..	Frequency decreased: thrice to once weekly.
	Pouito Post-office-Steamer ..	" ..	Frequency decreased: thrice to twice weekly.
	Ongarue-Taumarunui-Piriaka ..	" ..	Curtailed to Taumarunui-Piriaka.
	Waihopo Landing-service ..	" ..	Altered: now Waihopo-Houhora Landing.
	Kaihu-Mangatu ..	" ..	Abolished. (Mangatu now otherwise served).
Blenheim	Ongarue-Taumarunui ..	" ..	"
	Tahekeroa-Ahuroa ..	" ..	"
	Renwicktown-The Delta (no post-office)-Valleyfield (no post-office)-Leafield (no post-office)-Avondale (no post-office)-Benhopai (no post-office)	Twice weekly ..	Established.
	Punaruawhiti-Parahau ..	Weekly ..	"
Christchurch	Havelock, &c.,-Bulwer ..	" ..	Altered: by inclusion of Whatanihi after Mahau.
	Picton-Endeavour Inlet-Resolution Bay	" ..	Altered: by inclusion of Punaruawhiti before Endeavour Inlet.
	Waikari-McDonald Downs ..	Thrice weekly ..	Established.
	Ealing-Carew ..	Twice weekly ..	"
	Mount Somers-Ashburton Gorge ..	" ..	"
	Glentunnel - Glenroy - Windwhistle House	Weekly ..	"
	Waiau-Hawkeswood ..	Weekly ..	" (18th Feb., 1903: giving Hawkeswood a twice-weekly mail; discontinued 31st May, 1903, to 5th Aug., 1903. See ABOLISHED.)
	Oxford-Rock Ford ..	" ..	Extended to Bexley (new office).
	Waiau-Hawkeswood ..	" ..	Frequency increased: once to twice weekly. (See ESTABLISHED.)
	Glentunnel - Glenroy - Windwhistle House-Lake Coleridge	" ..	Frequency decreased: to weekly throughout; formerly twice weekly to Windwhistle House.
Dunedin	Papanui-Harewood Road ..	" ..	Abolished.
	Waiau-Hawkeswood ..	" ..	" (31st May, 1903. See ESTABLISHED.)
	St. Leonards Post-office - Railway-station	Twice daily ..	Established.
	Henley West Post-office-Henley Railway-station	Thrice weekly ..	" (Re-established 1st April, 1903. See ABOLISHED.)

Table No. 10—continued.

INLAND MAIL-SERVICES ESTABLISHED, ACCELERATED, ETC.—continued.

District.	Name of Service.	Frequency.	Remarks.
Dunedin— <i>ctd.</i>	Kaka Point—Port Molyneux	Thrice weekly ..	Established.
	Pembroke—Cardrona	Weekly ..	" (Renewal for winter, 1st May to 31st Oct.; ran to 17th Nov.)
	Cromwell—Lowburn .. ..	.. ..	Frequency increased: weekly in one direction to weekly each way.
	Henley West Post-office—Henley Railway-station .. ..	.. ..	Abolished. (31st Jan., 1903. See ESTABLISHED.)
	Hyde Post-office—Railway-station .. ..	.. ..	" (Office transferred from township to railway-station.)
Gisborne ..	Hicks Bay—Beach Post-office	As required ..	Established. (First subsidised service; for carriage of hampers only.)
	Gisborne Chief Post-office—Railway-station	" ..	Established.
	Kaiteratahi Railway-station—Te Karaka	Twice daily ..	"
	Makaraka Post-office—Railway-station	" ..	"
	Ormond Post-office—Railway-station	" ..	"
	Waerengaahika Post-office—Railway-station	" ..	"
	Kaiteratahi Railway-station—Whata-tutu	Daily ..	"
	Hauti—Ponana	Weekly ..	"
	Whatatutu—Iwiroa	" ..	"
	Te Karaka—Poututu—Whakarau—Motu .. ..	.. ..	Altered: to run by express instead of horse in summer so long as roads permit.
Greymouth ..	No Town—Red Jack's .. ..	.. ..	Abolished.
Invercargill ..	Lower Shotover Post-office—Main Road	Daily ..	Established.
	Bluff—Ruapuke Island	Weekly ..	"
	Garston—Upper Nevis	" ..	" (Re-established 19th Sept., 1903. See ABOLISHED.)
	Skipper's—Upper Shotover .. ..	.. ..	"
	Invercargill—Te Oneroa	Monthly ..	" (Renewal: 1st May, 1903, to 30th April, 1904.)
	Garston—Upper Nevis .. ..	.. ..	Abolished. (18th May, 1903. See ESTABLISHED.)
	Mokotua Post-office—Railway-station .. ..	.. ..	Abolished.
	Wairoa—Napier	Irregularly ..	Established. (As special coaches run; not to intermediate places.)
	Mangatera Post-office—Railway-station	Daily ..	"
	Whakatu Railway-station—Mangatere-tere	" ..	"
Napier ..	Tikokino—Whakarara	Twice weekly ..	"
	Napier—Spit—Petane—Mohaka—Turi-roa—Wairoa—Frasertown—Maru-maru—Ruakituri—Tiniroto—Waere-ngaokuri—Gisborne	Weekly ..	" (Through service substituted for partial services. See ABOLISHED.)
	Dannevirke—Umutaoroa .. ..	.. ..	Frequency increased: thrice weekly to daily.
	Wairoa—Frasertown .. ..	.. ..	Frequency increased: twice weekly to daily.
	Dannevirke—Ngapaeruru—Mangatoro—Waipatiki—Ti-tree Point—Wimble-don—Herbertville .. ..	.. ..	Frequency increased: twice to thrice weekly.
	Waipatiki—Horoeke .. ..	.. ..	Frequency increased: once to twice weekly.
	Napier—Spit—Petane—Mohaka—Turi-roa—Wairoa .. ..	.. ..	Abolished as an intermediate service. (See ESTABLISHED.)
	Dannevirke—Ngapaeruru—Mangatoro—Waipatiki—Weber .. ..	.. ..	Abolished. (See FREQUENCY INCREASED.)
	Nelson—Wakapuaka Suburban—Waka-puaka	Thrice weekly ..	Established. (Renewal and rearrange-ment.)
	The Port—Croixelles	Weekly ..	Established. (See ABOLISHED.)
New Plymouth ..	Collingwood—Pakawau .. ..	.. ..	Extended to Puponga.
	Whangamoa Road—Croixelles .. ..	.. ..	Abolished. (See ESTABLISHED.)
	New Plymouth—Brixton	Twice weekly ..	Established.
Oamaru ..	Inglewood—Egmont Village .. ..	.. ..	Abolished.
Thames ..	Whitstone—Lorne Railway-station	Daily ..	Established.
	Wharepoa Railway-station—Wharepoa (Cryer's Landing)	" ..	" (See ABOLISHED.)
	Thames—Kauaeranga	Twice weekly ..	"
	Puriri—Nevesville .. ..	.. ..	Extended to Puketui and Hikuai (whole service to be thrice weekly).
	Puriri—Nevesville Section of Puriri—Hikuai service .. ..	.. ..	Frequency increased: once to thrice weekly. (See EXTENDED.)
	Taneatua—Whakatane .. ..	.. ..	Frequency increased: once to twice weekly. (See CURTAILED.)
	Whakatane—Taneatua—Ruatoki .. ..	.. ..	Curtailed: to commence at Taneatua. (See FREQUENCY INCREASED.)
	Omahu—Wharepoa (late Cryer's Land-ing) .. ..	.. ..	Abolished.
	Te Aroha Post-office—Railway-station .. ..	.. ..	" (31st December, 1902.)
	Te Aroha—Wairongomai .. ..	.. ..	" (Now performed by letter-carrier.)

Table No. 10—*continued.*INLAND MAIL-SERVICES ESTABLISHED, ACCELERATED, ETC.—*continued.*

District.	Name of Service.	Frequency.	Remarks.
Timaru	Geraldine-Pleasant Valley-Te Moana-Gapes Valley-Burborough	..	Extended to Kakahu Bush-Kakahu School-Hilton.
	Orari-Belfield-Rangitata Island-Orton	..	Frequency increased: twice to thrice weekly.
	Lake Pukaki-Hermitage	..	Frequency increased: once to twice weekly. (1st Nov., 1903, to 30th April, 1904; summer service by road.)
	Waihao Downs-Pentland Hills (no post-office)	..	Frequency increased: once to twice weekly.
	Lake Pukaki-Hermitage	..	Frequency increased: twice to once weekly. (1st May to 31st October, 1903; winter service by horse.)
			Frequency increased: twice to once weekly. (1st May to 31st October, 1903; winter service by horse.)
Wanganui	Wanganui Chief Post-office-Wharves	As required	Established. (First subsidised service.)
	Mangaonoho - Post-office - Railway-station	Twice daily	" (On transfer of office from railway-station.)
	Eltham Rotokari	Daily	Established.
	Mangaweka-Rangiwhia	"	Established.
	Pariroa Post-office-Railway-station ..	"	"
	Rapanui-Brunswick Railway-station ..	"	"
	Torere Junction-Ohutu	"	" (See ABOLISHED.)
	Wanganui-Koriniti-Jerusalem-Pipiriki	Five times weekly, (15th Dec. to 30th April); thrice weekly (1st May to 14th Dec.)	" (Renewal, with increased frequency.)
	Mangaweka-Utiku-Taihape	Thrice weekly ..	" (Renewal.)
	Moawhango-Te Moehau-Taihape	"	"
	Hunterville-Pukeroa	Twice weekly ..	"
	Koeke-Sommerville-Mataroa	"	"
	Ruanui-Bell's Block-Turakina Valley Road	"	" (Open-mail delivery.)
	Waiouru-Te Moehau	Twice and once weekly	"
	Utiku-Ohutu-Pukeokahu	..	Extended to include open-mail delivery between Casey's Junction and Fitten's Boundary, Ohinewairua District. (See ABOLISHED.)
	Wanganui-Marton-Feilding-Palmerston North-Wellington (railway)	..	Frequency increased: thrice to four times daily
	Wanganui-Hunterville-Mangaonoho-Ohingaiti-Mangaweka (railway)	..	Frequency increased: thrice to thrice and four times daily, alternately.
	Wanganui - Waitotara - Waverley-Patea - Hawera-Eltham - Stratford (railway)	..	Frequency increased: alternately, twice and thrice daily to thrice daily.
	Wanganui-Koriniti-Jerusalem-Pipiriki	..	Frequency increased: twice to five times weekly (1st Dec., 1903, to 30th April, 1904; summer service). (See ESTABLISHED.)
	Tokaanu-Mangaituroa-Raetihi-Ohakune-Karioi-Waiouru-Pipiriki	..	Frequency increased: twice to thrice weekly (1st Nov., 1903, to 30th April, 1904; periodical, in terms of contract).
	Eastown Post-office-Railway-station	..	Frequency decreased: twice to once daily.
	Brunswick Railway-station-Rapanui	..	Frequency decreased: daily to four times weekly (during winter, 9th May to 31st Oct., 1903).
	Ruanui-Bell's Junction	..	Frequency decreased: twice to once weekly.
	Eltham-Mangamingi-Rukumoana ..	..	Curtailed: to terminate at Mangamingi. (Rukumoana closed.)
	Waverley-Kohi	..	Altered: by being changed to an open delivery. (Kohi Post-office closed.)
	Aberfeldie-Kotikotia	..	Abolished as a separate service.
	Casey's Junction-Ohinewairua	..	Abolished. (See EXTENDED.)
	Taihape-Sommerville	..	"
	Utiku-Ohutu	..	Abolished. (SEE ESTABLISHED.)
	Wanganui Chief Post-office: Clearing receiving-boxes	..	Abolished as a subsidised service; henceforth to be performed as part of messenger's duties.
Wellington	Anchorage-Wharf, Wharf-Anchorage, and Anchorage-Somes Island-Wharf	As required	Established. (Renewal.)
	Palmerston North-Terrace End	Twice daily	" (See ALTERED.)
	Glen Oroua-Rongotea	Daily	" (Rearranged.)
	Palmerston North-Kelvin Grove	"	"
	Palmerston North - Newbury - Awahuri-Rongotea	"	"
	Aohanga-Akitio-Ti-tree Point	Thrice weekly ..	"
	Sanson-Makowhai	"	"
	Masterton-Taratahi	Twice weekly ..	"
	Upper Hutt-Akatarawa	"	" (Letter delivery in substitution for mail-service abolished.)
	Apiti-Roper's woolshed (no post-office)	Weekly	" (Open-mail delivery.)
	Waterfalls-Waihoki Valley	"	"
	Crofton and Khandallah daily delivery of letters	..	Extended to Rangiora Avenue; and twice daily the same delivery to include Kaiwarawara.

Table No. 10—continued.

INLAND MAIL-SERVICES ESTABLISHED, ACCELERATED, ETC.—continued.

District.	Name of Service.	Frequency.	Remarks.
Wellington— continued.	Halcombe-Stanway	..	Extended to Tokorangi Junction (extension twice weekly, and being an open-mail delivery).
	Kilbirnie, delivery of letters (part of larger service)	..	Frequency increased: once to twice daily.
	Utuwai-Apiti	..	Frequency increased: twice weekly to daily.
	Mauriceville-Mauriceville West ..	..	Frequency decreased: twice to once daily.
	Te Nui-Manawa (no post-office)-Annedale (no post-office)	..	Frequency decreased: thrice to twice weekly.
	Rangiwahia-Karewarewa-Ruahine ..	..	Curtailed: to end at Karewarewa.
	Kilbirnie, delivering correspondence	..	Altered to clearing receivers at Kilbirnie twice daily, and at Maranui daily, and placing contents in Wellington South receivers; delivering correspondence over Maranui from Coutts Street daily.
	Palmerston North-Whakaronga ..	..	Altered: by exclusion of Terrace End. (See ESTABLISHED.)
	Wellington-Havelock (Blenheim) ..	..	Altered: by inclusion of Crail Bay (new office).
	Alfredton-Pori	..	Abolished.
	Awahou-Pohangina	..	"
	Bull's-Sanson	..	"
	Carnarvon-Rongotea-Ohakea-Sanson-Awahuri - Feilding - Palmerston North-Newbury-Awahuri	..	" (Services rearranged.)
	Colyton - Wanganui Harbour Board Block	..	"
	Glenburn-Glendhu	..	"
	Mangamaire-Marima	..	"
	Mangaweka-Ruahine	..	"
	Martinborough-Lower Pahaoa	..	"
	Utuwai-Apiti	..	"
	Whakataki-Aohanga-Akitio-Herbertville	..	" (See ESTABLISHED.)
Westport ..	Westport-Seddonville	..	Extended to Mokihinui Mine.
	Inangahua Junction-Lyell	..	Abolished.

Table No. 11.—SAN FRANCISCO MAIL-SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the undermentioned 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.
1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.	
January 17	February 18	32	January 17	February 20	34	January 17	February 21	35	January 17	February 23	37	January 17	February 24	38
February 7	March 10	31	February 7	March 11	32	February 7	March 13	34	February 7	March 14	35	February 7	March 16	37
February 28	March 31	31	February 28	April 1	32	February 28	April 3	34	February 28	April 4	35	February 28	April 6	37
March 21	April 20	30	March 21	April 22	32	March 21	April 23	33	March 21	April 24	34	March 21	April 25	35
April 11	May 11	30	April 11	May 12	31	April 11	May 13	32	April 11	May 15	34	April 11	May 16	35
May 2	June 3	32	May 2	June 4	33	May 2	June 5	34	May 2	June 8	37	May 2	June 9	38
May 23	June 22	30	May 23	June 23	31	May 23	June 24	32	May 23	June 26	34	May 23	June 27	35
June 13	July 13	30	June 13	July 14	31	June 13	July 15	32	June 13	July 17	34	June 13	July 18	35
July 4	August 3	30	July 4	August 5	32	July 4	August 6	33	July 4	August 7	34	July 4	August 8	35
July 25	August 25	31	July 25	August 26	32	July 25	August 27	33	July 25	August 29	35	July 25	August 31	37
August 15	September 14	30	August 15	September 15	31	August 15	September 16	32	August 15	September 18	34	August 15	September 19	35
September 5	October 5	30	September 5	October 6	31	September 5	October 7	32	September 5	October 9	34	September 5	October 10	35
September 26	October 26	30	September 26	October 27	31	September 26	October 28	32	September 26	October 30	34	September 26	October 31	35
October 17	November 16	30	October 17	November 17	31	October 17	November 18	32	October 17	November 20	34	October 17	November 21	35
November 7	December 8	31	November 7	December 9	32	November 7	December 10	33	November 7	December 12	35	November 7	December 14	37
November 28	December 28	30	November 28	December 29	31	November 28	December 30	32	November 28	December 1	34	November 28	December 2	35
December 19	January 18	30	December 19	January 19	31	December 19	January 20	32	December 19	January 22	34	December 19	January 23	35
Maximum	...	32	...	...	34	...	...	35	...	...	37	...	...	38
Minimum	...	30	...	...	31	...	...	32	...	...	34	...	...	35
Average	...	30.47	...	...	31.65	...	...	32.76	...	...	34.59	...	...	35.82

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.
1902.	1903.		1902.	1903.		1902.	1903.		1903.	1903.		1903.	1903.	
December 27	February 1	36	December 29	February 1	34	December 30	February 1	33	January 1	February 1	31	January 2	February 1	30
1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.	
January 17	February 25	39	January 19	February 25	37	January 20	February 25	36	January 22	February 25	34	January 23	February 25	33
February 7	March 16	37	February 9	March 16	35	February 10	March 16	34	February 12	March 16	32	February 13	March 16	31
February 28	March 5	36	March 2	April 5	34	March 3	April 5	33	March 5	April 5	31	March 6	April 5	30
March 21	April 29	39	March 23	April 29	37	March 24	April 29	36	March 26	April 29	34	March 27	April 29	33
April 11	May 17	36	April 13	May 17	34	April 14	May 17	33	April 16	May 17	31	April 17	May 17	30
May 2	June 10	39	May 4	June 10	37	May 5	June 10	36	May 7	June 10	34	May 8	June 10	33
May 23	June 28	36	May 25	June 28	34	May 26	June 28	33	May 28	June 28	31	May 29	June 28	30
June 13	July 17	34	June 15	July 17	32	June 16	July 17	31	June 18	July 17	29	June 19	July 17	28
July 4	August 9	36	July 6	August 9	34	July 7	August 9	33	July 9	August 9	31	July 10	August 9	30
July 25	August 29	35	July 27	August 29	33	July 28	August 29	32	July 30	August 29	30	July 31	August 29	29
August 15	September 21	37	August 17	September 21	35	August 18	September 21	34	August 20	September 21	32	August 21	September 21	31
September 5	October 10	35	September 7	October 10	33	September 8	October 10	32	September 10	October 10	30	September 11	October 10	29
September 26	November 1	36	September 28	November 1	34	September 29	November 1	33	September 30	November 1	31	October 1	November 1	30
October 17	November 21	35	October 19	November 21	33	October 20	November 21	32	October 22	November 21	30	October 23	November 21	29
November 7	December 12	35	November 9	December 12	33	November 10	December 12	32	November 12	December 12	30	November 13	December 12	29
1904.	1904.		1904.	1904.		1904.	1904.		1904.	1904.		1904.	1904.	
November 28	January 2	35	November 30	January 2	33	December 1	January 2	32	December 3	January 2	30	December 4	January 2	29
December 19	January 24	36	December 21	January 24	34	December 22	January 24	33	December 24	January 24	31	December 25	January 24	30
Maximum	...	39	...	...	37	...	...	36	...	...	34	...	...	33
Minimum	...	34	...	...	32	...	...	31	...	...	29	...	...	28
Average	...	36.22	...	...	34.22	...	...	33.22	...	...	31.22	...	...	30.22

Table No. 12.—PENINSULAR AND ORIENTAL MAIL-SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the undermentioned Places by the Packets of the Peninsular and Oriental Line.

FROM LONDON BY THE P. AND O. PACKETS.																							
MELBOURNE.				SYDNEY.				BLUFF.				CHRISTCHURCH.				WELLINGTON.				AUCKLAND.			
Date of Despatch from London.	No. of Days.	Date of Arrival in Melbourne.	No. of Days.	Date of Despatch from London.	No. of Days.	Date of Arrival in Sydney.	No. of Days.	Date of Despatch from London.	No. of Days.	Date of Arrival at Bluff.	No. of Days.	Date of Despatch from London.	No. of Days.	Date of Arrival in Christchurch.	No. of Days.	Date of Despatch from London.	No. of Days.	Date of Arrival in Wellington.	No. of Days.	Date of Despatch from London.	No. of Days.	Date of Arrival in Auckland.	No. of Days.
1903.		1903.		1903.		1903.		1903.		1903.		1903.		1903.		1903.		1903.		1903.		1903.	
Jan. 2	31	Feb. 2	31	Jan. 16	32	Feb. 17	3	Jan. 16	38	Feb. 9	9	Jan. 16	39	Feb. 10	10	Jan. 16	39	Feb. 9	9	Jan. 16	38	Feb. 8	37
Jan. 16	31	Feb. 16	31	Jan. 30	32	March 3	3	Jan. 30	38	Feb. 23	23	Jan. 30	40	Feb. 25	25	Jan. 30	40	Feb. 24	24	Jan. 30	39	Feb. 23	38
Jan. 30	31	March 1	31	Feb. 13	32	March 17	3	Feb. 13	38	March 23	23	Feb. 13	39	March 11	11	Feb. 13	39	March 10	10	Feb. 13	38	March 8	37
Feb. 13	30	March 29	30	Feb. 27	32	March 31	3	Feb. 27	39	April 7	7	Feb. 27	40	March 24	24	Feb. 27	40	March 24	24	Feb. 27	39	March 23	38
March 13	30	April 12	30	March 13	32	April 14	3	March 13	38	April 20	20	March 13	39	April 21	21	March 13	40	April 19	19	March 13	39	April 18	37
March 27	32	April 28	32	March 27	33	May 16	29	March 27	38	May 4	4	March 27	39	May 5	5	March 27	40	May 3	3	March 27	38	April 2	37
April 10	33	May 13	33	April 10	36	May 26	26	April 10	39	May 19	19	April 10	40	May 20	20	April 10	40	May 18	18	April 10	39	May 17	37
April 24	31	May 25	31	May 8	32	June 9	9	May 8	38	June 15	15	May 8	39	June 16	16	May 8	40	June 14	14	May 8	38	June 13	37
May 8	31	June 8	31	May 22	32	June 23	23	May 22	37	July 13	13	May 22	39	June 30	30	May 22	40	June 28	28	May 22	38	July 27	37
May 22	30	June 21	30	May 35	32	July 1	7	May 35	38	July 27	27	May 35	40	July 15	15	May 35	40	June 14	14	May 35	39	July 13	38
June 5	31	July 6	31	June 19	32	August 18	18	June 19	38	August 10	10	June 19	39	August 11	11	June 19	40	July 27	27	June 19	38	August 26	37
June 19	30	August 3	31	June 3	32	Sept. 1	1	June 3	38	September 7	7	June 3	39	August 25	25	June 3	40	August 23	23	June 3	38	September 17	37
July 3	31	August 16	30	July 17	32	August 15	15	July 17	38	August 24	24	July 17	39	August 25	25	July 17	40	August 23	23	July 17	38	September 17	37
July 17	30	August 31	31	July 31	32	Sept. 1	1	July 31	38	Sept. 7	7	July 31	39	Sept. 8	8	July 31	40	Sept. 7	7	July 31	38	October 10	37
August 14	31	Sept. 14	31	August 14	32	Sept. 15	15	August 14	38	Sept. 22	22	August 14	39	Sept. 23	23	August 14	40	Sept. 21	21	August 14	38	September 21	37
August 28	31	Sept. 28	31	August 28	32	Oct. 29	29	August 28	38	October 5	5	August 28	39	October 6	6	August 28	40	October 4	4	August 28	38	September 21	37
Sept. 11	31	October 12	31	Sept. 11	32	October 13	13	Sept. 11	38	October 19	19	Sept. 11	39	October 20	20	Sept. 11	40	October 18	18	Sept. 11	38	October 10	37
Sept. 25	30	October 25	30	Sept. 25	32	October 27	27	Sept. 25	38	Nov. 2	2	Sept. 25	39	Nov. 3	3	Sept. 25	40	October 25	25	Sept. 25	38	October 19	38
October 9	31	Nov. 9	31	October 9	32	Nov. 10	10	October 9	38	Nov. 17	17	October 9	40	Nov. 18	18	October 9	40	November 17	17	October 9	38	November 17	39
October 23	31	Nov. 23	31	October 23	32	Nov. 24	24	October 23	38	Dec. 1	1	October 23	39	Dec. 2	2	October 23	40	November 30	30	October 23	38	November 30	39
Nov. 6	31	Dec. 7	31	Nov. 6	32	Dec. 8	8	Nov. 6	39	Dec. 15	15	Nov. 6	40	Dec. 16	16	Nov. 6	40	December 13	13	Nov. 6	38	December 13	37
Nov. 20	30	Dec. 20	30	Nov. 20	32	Dec. 22	22	Nov. 20	37	Dec. 27	27	Nov. 20	38	Dec. 28	28	Nov. 20	39	December 27	27	Nov. 20	37	December 27	37
Dec. 4	31	1904.	31	Dec. 4	32	1904.	31	Dec. 4	38	1904.	31	Dec. 4	39	1904.	31	Dec. 4	40	1904.	31	Dec. 4	38	1904.	31
Dec. 18	31	Jan. 18	31	Dec. 18	32	Jan. 19	19	Dec. 18	38	Jan. 25	25	Dec. 18	39	Jan. 26	26	Dec. 18	40	Jan. 26	26	Dec. 18	39	Jan. 24	37
Maximum	33	...	...	36	...	...	...	...	39	...	...	...	40	...	...	...	40	...	...	...	40	...	42
Minimum	30	...	...	32	...	...	...	...	37	...	...	...	38	...	...	...	38	...	...	...	38	...	37
Average	30.85	...	...	32.19	...	...	...	...	38.19	...	...	...	39.35	...	...	...	39.35	...	...	...	38.92	...	37.62

Table No. 12.—PENINSULAR AND ORIENTAL MAIL-SERVICE—continued.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the undermentioned 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.	No. of Days.	Date of Arrival in London.	Date of Despatch from Wellington.	No. of Days.	Date of Arrival in London.	Date of Despatch from Bluff.	No. of Days.	Date of Arrival in London.	Date of Despatch from Sydney.	No. of Days.	Date of Arrival in London.	Date of Despatch from Melbourne.	No. of Days.	Date of Arrival in London.
1903. January 7	38	1903. February 14	1903. January 9	36	1903. February 14	1903. January 5	40	1903. February 14	1903. January 13	32	1903. February 14	1903. January 14	31	1903. February 14
January 19	40	February 28	January 21	38	February 28	January 19	40	February 28	January 27	32	February 28	January 28	31	February 28
February 2	40	March 14	February 6	36	March 14	February 2	40	March 14	February 10	32	March 14	February 11	31	March 14
February 19	37	March 28	February 20	36	March 28	February 16	39	March 28	February 24	32	March 28	February 25	31	March 28
March 2	40	April 11	March 6	36	April 11	March 3	39	April 11	March 10	32	April 11	March 11	31	April 11
March 16	40	April 25	March 14	42	April 25	March 17	42	April 25	March 24	32	April 25	March 25	31	April 25
March 31	39	May 9	March 28	42	May 9	March 30	40	May 9	March 7	32	May 9	March 8	31	May 9
April 13	40	May 23	April 11	42	May 23	April 13	40	May 23	April 21	32	May 23	April 22	31	May 23
April 27	40	June 6	April 25	42	June 6	April 27	40	June 6	April 5	32	June 6	April 6	31	June 6
May 11	41	June 21	May 9	43	June 21	May 11	41	June 21	May 19	33	June 21	May 21	31	June 21
May 26	41	July 6	May 23	44	July 6	May 26	41	July 6	June 2	34	July 6	June 3	33	July 6
June 8	42	July 20	June 9	41	July 20	June 8	42	July 20	June 16	34	July 20	June 17	33	July 20
June 22	41	August 2	June 20	43	August 2	June 22	41	August 2	June 30	33	August 2	July 1	32	August 2
July 7	40	August 16	July 4	43	August 16	July 7	40	August 16	July 14	33	August 16	July 15	32	August 16
July 20	41	August 30	July 18	43	August 30	July 21	40	August 30	July 28	33	August 30	July 29	32	August 30
August 3	41	Sept. 13	August 1	43	Sept. 13	August 3	41	Sept. 13	August 11	33	Sept. 13	August 12	32	Sept. 13
August 17	41	Sept. 27	August 15	43	Sept. 27	August 18	40	Sept. 27	August 25	33	Sept. 27	August 26	32	Sept. 27
August 31	40	October 10	August 29	42	October 10	August 31	40	October 10	Sept. 8	32	October 10	Sept. 9	31	October 10
Sept. 14	41	October 25	Sept. 12	43	October 25	Sept. 15	40	October 25	Sept. 22	33	October 25	Sept. 23	32	October 25
Sept. 28	40	November 7	Sept. 29	39	November 7	Sept. 29	39	November 7	October 6	32	November 7	October 7	31	November 7
October 12	40	November 21	October 10	42	November 21	October 12	40	November 21	October 20	32	November 21	October 21	31	November 21
October 27	39	December 5	October 27	39	December 5	October 26	40	December 5	November 3	32	December 5	November 4	31	December 5
November 9	40	December 19	November 7	42	December 19	November 10	39	December 19	November 17	32	December 19	November 18	31	December 19
November 23	40	1904. January 2	November 21	42	1904. January 2	November 24	39	1904. January 2	December 1	32	1904. January 2	December 2	31	1904. January 2
December 8	39	January 16	December 5	42	January 16	December 7	40	January 16	December 15	32	January 16	December 16	31	January 16
December 21	40	January 30	December 18	43	January 30	December 21	40	January 30	December 29	32	January 30	December 30	31	January 30
Maximum	42	..	..	44	..	..	42	..	..	34	..	..	33	..
Minimum	37	..	..	36	..	..	39	..	..	32	..	..	31	..
Average ..	40'04	..	..	41'04	..	..	40'04	..	..	32'42	..	..	31'38	..

Table No. 13.—ORIENT MAIL-SERVICE.

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the undermentioned Places by the Packets of the Orient Line.

FROM LONDON BY THE ORIENT LINE.

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.
1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.		1903.	1903.	
Jan. 9	Feb. 10	32	Jan. 9	Feb. 11	33	Jan. 9	Feb. 16	38	Jan. 9	Feb. 17	39	Jan. 9	Feb. 17	39	Jan. 9	Feb. 16	38
Jan. 23	Feb. 25	33	Jan. 23	Feb. 26	34	Jan. 23	Mar. 3	39	Jan. 23	Mar. 4	40	Jan. 23	Mar. 4	40	Jan. 23	Mar. 6	42
Feb. 6	Mar. 11	33	Feb. 6	Mar. 12	34	Feb. 6	Mar. 17	39	Feb. 6	Mar. 18	40	Feb. 6	Mar. 18	40	Feb. 6	Mar. 18	40
Feb. 20	Mar. 23	31	Feb. 20	Mar. 24	32	Feb. 20	Mar. 30	38	Feb. 20	Mar. 31	39	Feb. 20	Mar. 31	39	Feb. 20	Mar. 30	38
Mar. 6	Apr. 8	33	Mar. 6	Apr. 9	34	Mar. 6	Apr. 14	39	Mar. 6	Apr. 15	40	Mar. 6	Apr. 15	40	Mar. 6	Apr. 17	42
Mar. 20	Apr. 21	32	Mar. 20	Apr. 22	33	Mar. 20	Apr. 28	39	Mar. 20	Apr. 29	40	Mar. 20	Apr. 28	39	Mar. 20	Apr. 26	37
Apr. 3	May 5	32	Apr. 3	May 6	33	Apr. 3	May 12	39	Apr. 3	May 13	40	Apr. 3	May 12	39	Apr. 3	May 11	38
Apr. 17	May 20	33	Apr. 17	May 21	34	Apr. 17	May 26	39	Apr. 17	May 27	40	Apr. 17	May 27	40	Apr. 17	May 29	42
May 1	June 2	32	May 1	June 1	33	May 1	June 8	38	May 1	June 9	39	May 1	June 9	39	May 1	June 7	37
May 15	June 16	32	May 15	June 17	33	May 15	June 22	38	May 15	June 23	39	May 15	June 23	39	May 15	June 22	38
May 29	June 30	32	May 29	July 1	33	May 29	July 7	39	May 29	July 8	40	May 29	July 8	40	May 29	July 6	38
June 12	July 14	32	June 12	July 15	33	June 12	July 20	38	June 12	July 21	39	June 12	July 21	39	June 12	July 20	38
June 26	July 28	32	June 26	July 29	33	June 26	August 3	38	June 26	August 4	39	June 26	August 5	40	June 26	August 3	38
July 10	August 11	32	July 10	August 12	33	July 10	August 17	38	July 10	August 18	39	July 10	August 18	39	July 10	August 16	37
July 24	August 25	32	July 24	August 26	33	July 24	Sept. 1	39	July 24	Sept. 2	40	July 24	Sept. 1	39	July 24	August 31	38
Aug. 7	Sept. 8	32	Aug. 7	Sept. 10	34	Aug. 7	Sept. 15	39	Aug. 7	Sept. 16	40	Aug. 7	Sept. 17	41	Aug. 7	Sept. 18	42
Aug. 21	Sept. 22	32	Aug. 21	Sept. 23	33	Aug. 21	Sept. 28	38	Aug. 21	Sept. 29	39	Aug. 21	Sept. 30	40	Aug. 21	Sept. 29	39
Sept. 4	Oct. 6	32	Sept. 4	Oct. 7	33	Sept. 4	Oct. 12	38	Sept. 4	Oct. 13	39	Sept. 4	Oct. 14	40	Sept. 4	Oct. 13	39
Sept. 18	Oct. 20	32	Sept. 18	Oct. 21	33	Sept. 18	Oct. 27	39	Sept. 18	Oct. 28	40	Sept. 18	Oct. 27	39	Sept. 18	Oct. 25	37
Oct. 2	Nov. 3	32	Oct. 2	Nov. 4	33	Oct. 2	Nov. 10	39	Oct. 2	Nov. 11	40	Oct. 2	Nov. 10	39	Oct. 2	Nov. 9	38
Oct. 16	Nov. 17	32	Oct. 16	Nov. 18	33	Oct. 16	Nov. 23	38	Oct. 16	Nov. 24	39	Oct. 16	Nov. 24	39	Oct. 16	Nov. 23	38
Oct. 30	Dec. 1	32	Oct. 30	Dec. 2	33	Oct. 30	Dec. 7	38	Oct. 30	Dec. 8	39	Oct. 30	Dec. 8	39	Oct. 30	Dec. 7	38
Nov. 13	Dec. 15	32	Nov. 13	Dec. 16	33	Nov. 13	Dec. 21	38	Nov. 13	Dec. 22	39	Nov. 13	Dec. 22	39	Nov. 13	Dec. 20	37
Nov. 27	Dec. 29	32	Nov. 27	Dec. 30	33	Nov. 27	Jan. 5	39	Nov. 27	Jan. 6	40	Nov. 27	Jan. 5	39	Nov. 27	Jan. 4	38
Dec. 11	Jan. 12	32	Dec. 11	Jan. 14	34	Dec. 11	Jan. 19	39	Dec. 11	Jan. 20	40	Dec. 11	Jan. 20	40	Dec. 11	Jan. 22	42
Dec. 25	Jan. 26	32	Dec. 25	Jan. 28	34	Dec. 25	Feb. 1	38	Dec. 25	Feb. 2	39	Dec. 25	Feb. 3	40	Dec. 25	Feb. 3	40
Maximum	...	33	...	...	34	...	...	39	...	...	40	...	...	41	...	...	42
Minimum	...	31	...	...	32	...	...	38	...	...	39	...	...	39	...	...	37
Average	...	32.12	...	...	33.23	...	...	38.5	...	...	39.5	...	...	39.46	...	...	38.81

Table No. 13.—ORIENT MAIL-SERVICE—continued

STATEMENT showing the Number of Days occupied in the Delivery of Mails between London and the undermentioned 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.
1903. January 12	1903. February 22	41	1903. January 16	1903. February 22	37	1903. January 12	1903. February 22	41	1903. January 20	1903. February 22	33	1903. January 21	1903. February 22	32
January 27	March 8	40	January 26	March 8	41	January 26	March 8	41	February 3	March 8	33	February 4	March 8	32
February 9	March 22	41	February 13	March 22	37	February 9	March 22	41	February 17	March 22	33	February 18	March 22	32
February 23	April 5	41	February 23	April 5	41	February 23	April 5	41	March 3	April 5	33	March 4	April 5	32
March 23	..	42	..	..	..	March 23	April 21	43	March 17	April 21	35	March 18	April 21	34
April 6	May 4	42	March 26	May 4	39	March 23	May 4	42	March 31	May 4	34	April 1	May 4	33
April 20	May 17	41	April 18	May 17	43	April 8	May 17	39	April 14	May 17	33	April 15	May 17	32
May 4	May 31	43	May 16	May 31	45	May 20	May 31	41	April 28	May 31	33	April 29	May 31	32
May 18	June 16	42	May 16	June 16	44	May 19	June 16	41	May 26	June 16	35	May 13	June 16	34
June 3	June 29	42	May 30	June 29	44	June 1	June 29	42	June 9	June 29	34	May 27	June 29	33
June 15	July 13	42	June 13	July 13	42	June 15	July 13	42	June 23	July 13	34	June 10	July 13	33
June 29	August 11	43	June 30	August 11	42	June 30	August 11	42	July 7	August 11	35	June 24	August 11	34
July 13	August 24	41	July 13	August 24	42	July 14	August 24	41	July 21	August 24	34	July 8	August 24	33
July 27	Sept. 6	41	July 25	Sept. 6	43	July 28	Sept. 6	40	August 4	Sept. 6	33	July 22	August 24	32
August 10	Sept. 21	42	August 8	Sept. 21	44	August 11	Sept. 21	41	August 18	Sept. 21	34	August 5	Sept. 21	33
August 25	October 5	41	August 22	October 5	44	August 25	October 5	41	Sept. 1	October 5	34	August 19	Sept. 21	33
Sept. 7	October 19	42	Sept. 7	October 19	42	Sept. 7	October 19	42	Sept. 15	October 19	33	Sept. 2	October 19	32
Sept. 22	November 1	40	Sept. 19	November 1	43	Sept. 21	November 1	41	Sept. 29	November 1	33	Sept. 16	November 1	32
October 5	November 15	41	October 3	November 15	43	October 5	November 15	41	October 13	November 15	33	Sept. 30	November 15	32
October 19	November 30	42	October 17	November 30	44	October 19	November 30	42	October 27	November 30	34	October 14	November 30	33
November 2	December 14	42	October 30	December 14	40	November 2	December 14	42	November 10	December 14	34	October 28	December 14	33
November 16	December 27	41	November 14	December 27	43	November 16	December 27	41	November 24	December 27	33	November 11	December 27	32
November 30	1904. January 10	41	November 28	1904. January 10	43	December 1	1904. January 10	40	December 8	1904. January 10	33	November 25	1904. January 10	32
December 14	January 24	41	December 18	January 24	37	December 14	January 24	41	December 22	January 24	33	December 23	January 24	32
December 28	February 7	41	December 26	February 7	43	December 28	February 7	41	1904. January 5	February 7	33	1904. January 6	February 7	32
Maximum	..	43	..	..	45	..	..	43	..	..	35	..	..	34
Minimum	..	40	..	..	37	..	..	39	..	..	33	..	..	32
Average	..	41.38	..	..	42.04	..	..	41.27	..	..	33.62	..	..	32.62

Table No. 14.

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, 1903.

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	9,903,010	160,745	220,064	3,303,038	2,915,848	55,623	693,951	12,023	366,387	1,154,676	12,462	10,596,961	160,745	232,087	3,669,425	4,070,524	68,085
Thames	1,004,770	15,496	14,092	193,625	197,080	3,727	70,434	775	21,492	78,044	830	1,075,204	15,496	14,867	215,117	275,124	4,557
New Plymouth	1,691,430	43,082	75,257	417,489	433,519	4,920	118,569	4,139	46,341	171,674	1,095	1,809,999	43,082	79,396	463,830	605,193	6,015
Gisborne	554,424	12,350	9,105	160,287	174,504	3,363	38,865	504	17,792	69,127	749	593,289	12,350	9,669	178,079	243,691	4,112
Napier	2,657,278	61,867	79,378	587,256	615,993	10,744	186,271	4,306	65,185	243,933	2,392	2,843,553	61,867	83,744	652,441	859,926	13,136
Wanganui	3,026,686	82,173	83,200	855,790	604,431	12,508	212,171	4,576	94,993	239,355	2,784	3,238,857	82,173	87,776	950,783	843,786	15,292
Wellington	10,485,215	236,834	253,409	3,716,761	2,097,178	66,238	734,714	13,849	412,260	832,815	14,839	11,219,929	236,834	267,258	4,129,021	2,929,993	81,077
Nelson	1,225,822	37,713	31,205	292,591	210,925	5,803	85,930	1,719	32,478	83,526	1,292	1,311,752	37,713	32,984	325,069	294,451	7,095
Westport	426,478	2,561	7,618	89,815	125,268	2,885	29,896	419	9,969	49,606	354	456,374	2,561	8,037	99,784	174,874	3,239
Greymouth	845,273	9,815	14,183	143,521	304,395	2,991	59,254	780	15,931	120,540	666	904,527	9,815	14,963	159,452	424,935	3,657
Hokitika	308,412	2,977	5,434	40,170	90,402	2,964	21,620	299	4,459	35,799	660	330,032	2,977	5,733	44,029	126,201	3,024
Blenheim	775,333	15,392	12,181	124,891	211,874	2,309	54,351	670	13,863	83,902	514	829,684	15,392	12,851	138,754	295,776	2,823
Christchurch	8,562,073	206,219	182,520	2,821,555	2,498,995	37,573	599,973	9,971	312,969	989,602	8,417	9,162,046	206,219	192,491	3,134,524	3,488,597	45,990
Timaru	1,620,996	47,242	35,035	331,381	225,930	3,025	113,632	1,926	36,783	89,112	674	1,734,628	47,242	36,961	368,164	314,142	3,699
Oamaru	928,797	24,583	20,098	145,403	151,541	1,707	63,102	1,105	16,140	60,010	380	993,809	24,583	21,203	161,543	211,551	2,087
Dunedin	8,629,374	141,128	210,756	3,567,972	2,347,272	44,619	604,600	11,520	395,745	929,520	9,994	9,234,064	141,128	222,276	3,963,717	3,276,792	54,613
Invercargill	3,904,251	74,633	124,332	822,144	903,208	6,975	273,688	6,835	91,258	357,670	1,533	4,177,939	74,633	131,167	913,402	1,260,878	8,528
Totals	56,549,532	1,174,810	1,377,987	17,613,689	14,107,523	267,974	3,963,115	75,476	1,954,045	5,588,911	59,655	60,512,647	1,174,810	1,453,463	19,567,734	19,696,434	327,629
Previous year	53,278,875	1,025,375	1,239,004	16,870,951	13,392,847	244,016	3,410,381	63,163	1,755,373	5,124,429	47,654	56,689,256	1,025,375	1,302,167	18,626,324	18,517,276	291,670

Table No. 16.

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 1903.

Postal Districts.	Letters.	Letter-cards.	Post-cards.	Books. &c.	Newspapers.	Parcels.
Auckland	4,219,400	87,868	140,893	933,238	919,363	17,304
Thames	568,757	11,844	32,022	161,463	122,669	5,474
New Plymouth	702,736	14,634	37,017	83,036	277,299	7,013
Gisborne	207,092	4,313	2,026	16,346	39,893	1,742
Napier	731,858	15,241	25,788	242,871	163,024	7,224
Wanganui	772,456	16,086	52,428	457,055	281,262	6,030
Wellington	4,142,773	86,273	160,511	1,638,001	1,015,539	16,942
Nelson	324,073	6,749	14,954	111,250	189,708	4,564
Westport	177,245	3,691	12,819	43,335	67,913	2,993
Greymouth	273,132	5,688	22,061	84,327	67,549	5,508
Hokitika	102,335	2,131	6,210	26,312	36,872	1,160
Blenheim	169,601	3,532	7,115	48,233	54,854	2,369
Christchurch	2,640,052	54,978	80,712	936,192	586,718	14,989
Timaru	519,530	10,819	22,619	118,616	84,167	2,813
Oamaru	287,844	5,994	30,023	49,090	50,690	1,935
Dunedin	3,388,425	69,522	212,762	1,319,935	892,990	10,337
Invercargill	969,459	20,189	81,953	550,820	227,313	2,956
Totals	20,146,768	419,552	941,913	6,820,120	5,077,823	111,353
Previous year	17,874,196	344,330	706,958	5,887,800	4,533,681	97,411

Table No. 17.

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 Open.	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. 5,561 19 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 3 9 10	Mileage tariff.
" 1867	757	1,498	21	55,621	15,331	70,952	£ s. d. 9,070 10 1	£ 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	
" 1868	1,110	2,223	31	72,241	26,244	98,485	£ s. d. 11,652 3 7	£ 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. 18,520 10 4	£ 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	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.
" 1870	1,661	2,897	56	122,545	62,878	185,423	£ s. d. 17,218 1 4	£ 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. 22,419 8 8	£ 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. 28,121 10 0	£ 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	From 1st November, 1873, address and signature given in free.
" 1873	2,356	4,574	93	485,507	83,453	568,960	£ s. d. 39,680 18 9	£ s. d. 59,786 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. 46,508 18 10	£ 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. 55,301 12 3	£ 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	From 1st November, 1873, address and signature given in free.
" 1876	3,154	7,247	142	890,382	160,704	1,051,086	£ s. d. 62,715 10 4	£ 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. 65,644 15 3	£ 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. 73,284 1 10	£ 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	From 1st November, 1873, address and signature given in free.
" 1879	3,512	8,117	195	1,201,982	246,961	1,448,943	£ s. d. 85,402 0 2	£ s. d. 112,331 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. 58,120 3 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. 73,002 2 0	£ 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	From 1st November, 1873, address and signature given in free.
" 1882	3,824	9,653	234	1,215,849	222,923	1,438,772	£ s. d. 78,828 19 8	£ 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	

Table No. 17—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.
			Open.	Private, and Press.	Government.	Total.	£	s.	d.	£	s.	£	s.	£	s.	£	s.	£	s.	
31st Dec., 1882	3,974	9,848	264	1,361,817	208,372	1,570,189	90,633	11	2	111,242	3	73,554	9	122,451	6	96,005	15	4	5	From 1st November 1873, address and signature given in free.
" 1883	4,974	10,937	302	1,379,483	210,917	1,590,400	93,822	3	3	115,378	2	73,054	4	619,210	6	92,264	11	0	4	From 1st Jan., 1886, delayed telegrams posted to addressees immediately after their receipt at offices of destination.
" 1884	4,264	10,474	330	1,433,458	220,847	1,654,305	95,634	5	5	116,490	5	70,036	6	220,041	15	90,078	2	0	4	
" 1885	4,463	10,931	375	1,533,406	240,867	1,774,273	101,652	8	0	126,512	17	77,082	4	420,900	6	97,982	10	6	4	
" 1886	4,546	11,178	412	1,583,717	252,549	1,836,266	106,638	12	2	133,919	16	77,473	10	721,402	18	98,875	8	9	4	
" 1887	4,646	11,375	437	1,589,771	245,023	1,835,794	106,548	4	0	130,753	15	76,586	10	621,321	2	97,901	12	9	4	
" 1888	4,790	11,617	473	1,548,233	217,630	1,765,863	106,311	11	6	123,104	13	72,201	13	523,262	1	95,463	14	5	0	
" 1889	4,874	11,827	489	1,589,157	213,830	1,802,987	106,462	18	4	129,476	5	75,426	9	726,007	1	101,433	11	0	5	
" 1890	5,148	12,812	520	1,734,381	226,780	1,961,161	110,696	17	8	136,767	10	76,845	1	1,027,546	2	104,391	3	10	5	
" 1891	5,349	13,235	573	1,746,115	222,149	1,968,264	117,633	15	9	142,840	5	85,058	4	1,128,986	10	114,644	15	9	5	
" 1892	5,479	13,459	615	1,686,064	218,079	1,904,143	103,813	8	6	128,155	15	87,472	13	329,580	10	117,053	4	2	5	
" 1893	5,513	13,515	640	1,825,646	244,045	2,069,691	112,465	15	9	140,783	3	92,109	17	629,141	6	121,251	3	0	5	

For the Financial Years ended 31st March, 1895, to 31st March, 1904.

Year ended	Number of Miles of Line.	Number of Miles of Wire.	Number of Offices Open.	Number of Telegrams forwarded during the Year.			Revenue (including Miscellaneous Receipts).			Value of Government Messages.	Total Value of Business done during the Year.	Total Expenditure (excluding Cable Subsidy).			Remarks.							
				Private, and Press.		Government.	Total.	Telegraph.	Telephone.			£	s.	d.		£	s.	d.				
31st March, 1895	5,961½	14,881½	705	1,802,182	231,618	2,033,800	88,459	10	11	21,552	12	10	26,030	7	5	136,062	11	2	135,791	0	7	Cable subsidy, 6,492 11 8
" 1896	6,245½	15,764½	743	1,899,632	224,579	2,124,211	97,178	14	0½	25,933	12	9	25,843	11	11	148,955	18	8½	143,665	14	0	4,774 5 5
" 1897	6,284½	16,470½	780	2,285,001	235,168	2,520,169	100,385	16	1	29,248	19	5	23,118	2	6	152,752	18	0	153,484	6	8	"
" 1898	6,484	18,024	824	2,469,415	226,818	2,696,233	99,798	8	10½	36,422	6	8	24,504	9	8	160,725	5	2½	165,198	13	5	"
" 1899	6,736	18,746	878	2,717,548	243,190	2,960,738	105,576	6	0	39,718	7	7	25,500	5	10	170,794	19	5	173,152	16	6	"
" 1900	6,910	19,228	915	3,159,093	310,538	3,469,631	119,641	11	6½	43,303	2	10	29,431	19	0	192,376	13	4½	181,634	11	3	"
" 1901	7,249½	20,682½	991	3,534,444	363,684	3,898,128	137,861	1	2½	49,117	0	8	35,327	6	2	222,305	8	0½	194,014	12	11	"
" 1902	7,460	21,705	1,038	3,850,391	317,590	4,167,981	151,933	19	11	55,542	4	9	27,597	17	6	234,984	2	2	212,180	16	0	234 15 0
" 1903	7,748½	22,672½	1,103	4,271,218	288,086	4,559,304	160,343	7	7	62,151	8	11	26,440	2	10	248,934	19	4	228,185	10	7	"
" 1904	7,779½	22,920½	1,153	4,071,904	293,293	4,365,197	166,535	18	8½	71,028	6	3	24,377	1	7	261,941	6	6½	245,895	9	7	10,057 11 7

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. 18.

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, 1904.

Postal Districts.	Revenue derived from Private and Press Messages.			Value of Government Messages.			Total Value of Messages of all Codes.			Number of Private and Press Messages.	Number of Government Messages.	Total Number of Messages of all Codes.
	£	s.	d.	£	s.	d.	£	s.	d.			
Auckland	27,143	11	1	3,863	16	4	31,007	7	5	781,765	43,948	825,713
Blenheim	2,524	11	1½	402	9	7	2,927	0	8½	69,705	5,863	75,568
Christchurch	19,507	16	4	2,055	11	7	21,563	7	11	512,627	23,298	535,925
Dunedin	18,057	18	10	1,709	2	7	19,767	1	5	507,273	23,046	530,319
Gisborne	3,931	1	10	395	12	1	4,326	13	11	102,357	5,994	108,351
Greymouth	4,030	19	11½	565	5	7	4,596	5	6½	110,594	6,927	117,521
Hokitika	1,804	12	7	216	3	5	2,020	16	0	49,739	2,038	51,777
Invercargill	8,500	16	3½	1,102	1	6	9,602	17	9½	259,304	16,563	275,867
Napier	9,241	0	8½	857	12	10	10,098	13	6½	262,350	9,605	271,955
Nelson	4,343	17	8	942	0	9	5,285	18	5	230,176	13,126	243,302
New Plymouth	5,614	7	1½	685	18	11	6,300	6	0½	154,181	10,199	164,380
Oamaru	2,584	6	4	409	3	2	2,993	9	6	66,095	5,835	71,930
Thames	4,938	0	9½	378	13	9	5,316	14	6½	134,176	4,477	138,653
Timaru	4,308	15	5½	429	8	10	4,738	4	3½	118,004	6,146	124,150
Wanganui	10,129	4	6½	900	17	4	11,030	1	10½	299,540	10,544	310,084
Wellington	32,881	17	5	8,806	3	6	41,688	0	11	936,539	97,159	1,033,698
Westport	2,954	15	6½	656	19	10	3,611	15	4½	77,479	8,525	86,004
Totals, 1903-4	162,497	13	7½	24,377	1	7	186,874	15	2½	4,671,904	293,293	4,965,197
Totals, 1902-3	153,338	3	3	26,440	2	10	179,778	6	1	4,271,218	288,086	4,559,304

Table No. 19.

RETURN of Paid Telegrams of all Codes forwarded during the Twelve Months ended 31st March, 1904, and the Revenue received.

Class of Telegrams.	June Quarter, 1903.		September Quarter, 1903.		December Quarter, 1903.		March Quarter, 1904.		Totals.	
	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.	Number.	Revenue.
Ordinary	845,919	£ 40,909 17 1½	817,595	£ 39,932 18 0½	943,053	£ 43,783 7 11	997,107	£ 47,176 12 7½	3,603,674	£ 171,802 15 8½
Urgent	42,761	2,870 7 0	36,624	2,489 0 5	47,396	2,908 0 7	49,995	3,183 2 6	176,776	11,450 10 6
Press	84,388	3,902 18 9	91,118	4,425 3 5	89,841	4,466 4 9	99,513	4,503 9 9	364,860	17,357 16 8
Bureau	113,822	2,698 4 10	123,974	2,888 11 11	135,669	3,125 11 11	153,129	3,436 8 1	526,594	12,148 16 9
Gross totals	..	50,381 7 8½	..	49,735 13 9½	..	54,283 5 2	..	58,359 12 11½	..	212,759 19 7½
Less other lines and credits	..	12,309 1 8½	..	12,384 15 2½	..	12,050 1 8	..	13,518 7 5	..	50,262 6 0
Net totals, 1903-4	1,086,890	38,072 6 0	1,069,311	37,350 18 7	1,215,959	42,233 3 6	1,299,744	44,841 5 6½	4,671,904	162,497 13 7½
Net totals, 1902-3	1,007,506	36,643 5 9	979,372	35,387 4 5	1,131,682	40,436 4 11½	1,152,658	40,871 8 1½	4,271,218	153,338 3 3

Table No. 20.

RETURN of the Number and Value of Telegraph Money-orders issued within the several Postal Districts during the Year ended 31st December, 1903.

Districts.					Number.	Telegraph Commission.		Value of Orders.			
						£	s.	d.	£	s.	d.
Auckland	..	..	..	..	9,286	464	6	0	35,418	0	2
Blenheim	..	..	..	..	1,084	54	4	0	3,206	16	10
Christchurch	..	..	..	..	4,131	206	11	0	13,723	11	11
Dunedin	..	..	..	..	3,903	195	3	0	14,583	1	0
Gisborne	..	..	..	..	1,688	84	8	0	6,106	17	10
Greymouth	..	..	..	..	2,123	106	3	0	8,279	11	10
Hokitika	..	..	..	..	605	30	5	0	2,119	18	9
Invercargill	..	..	..	..	1,684	84	4	0	5,078	10	11
Napier	..	..	..	..	3,774	188	14	0	11,894	6	11
Nelson	..	..	..	..	1,137	56	17	0	4,180	13	2
New Plymouth	..	..	..	..	2,134	106	14	0	6,302	19	4
Oamaru	..	..	..	..	495	24	15	0	1,525	8	10
Thames	..	..	..	..	2,873	143	13	0	9,153	3	9
Timaru	..	..	..	..	1,012	50	12	0	3,249	16	3
Wanganui	..	..	..	..	5,289	264	9	0	16,869	13	7
Wellington	..	..	..	..	11,991	599	11	0	40,445	13	7
Westport	..	..	..	..	1,724	86	4	0	5,334	9	4
Totals, 1903					54,933	2,746 13 0		187,472 14 0			
Totals, 1902					49,230	2,461 10 0		152,407 14 0			

Table No. 21.
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.	Revenue.		Salaries and Allowances of Clerks, &c.	Materials and Linemen.	Wear-and-tear, &c.	Rent, Fuel, Light, Paper, Printing, Binding, &c.	Total.			
				£	s. d.						£		
Total for the year ended 31st March,—													
1892	..	116	£ s. d. 21 16 6	£ s. d. 2,531 14 0	£ s. d. 613 5 2	£ s. d. 285 0 0	£ s. d. 275 0 0	£ s. d. 253 0 0	£ s. d. 150 0 0	£ s. d. 963 0 0	£ s. d. 207 16 0	8.17	
1893	..	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	
1894	..	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	3,375 0 0	3,653 7 4	23.41	
1895	..	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	
1896	..	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	
1897	..	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	8,842 2 2	6,635 14 0	16.30	
1898	..	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	330 0 0	10,642 4 6	6,239 4 1	12.63	
1899	..	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	..	3,080	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	
1899	..	6,203	24 5 3	150,490 18 9	39,718 7 7	15,030 7 1	16,190 4 0	7,524 10 11	1,861 2 3	40,606 4 3	-887 16 8	Loss.	
1900	..	7,150	22 14 1	162,333 1 2	43,303 2 10	15,710 13 2	20,847 13 6	8,116 13 0	1,892 10 8	46,567 10 4	-3,264 7 6	Loss.	
1901	..	8,210	21 9 7	176,349 1 8	49,117 0 8	16,304 6 3	18,225 18 9	8,817 9 0	2,000 15 10	45,348 9 10	3,768 10 10	2.14	
1902	..	9,260	20 18 0	193,511 6 2	55,542 4 9	18,448 3 5	20,570 0 9	9,675 11 9	2,078 12 10	50,772 8 9	4,769 16 0	2.46	
1903	..	10,633	20 2 6	213,966 10 8	62,151 8 11	20,885 13 3	22,078 4 11	10,698 6 6	2,614 15 0	56,276 19 8	5,874 9 3	2.75	
1904	..	12,105	19 19 8	241,903 2 6	71,028 6 3	23,359 8 3	22,507 9 10	12,095 3 1	2,986 3 8	60,948 4 10	10,080 1 5	4.17	

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

Table No. 22.

RETURN of the COST of MAINTENANCE of TELEGRAPH LINES for the Year ended 31st March, 1904.

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 ..	2,029	1,295	2	4	4,544	18	9	4,840	16	11	1,817	16	0	2,615	0	0	15,113	14	0	7	9	0
Wellington ..	2,030	1,266	0	2	2,120	17	5	831	13	0	4,361	7	0	3,100	0	0	11,679	17	7	5	15	0
Nelson ..	1,019	1,009	1	10	1,826	10	7	220	13	6	1,185	15	8	1,613	0	0	5,855	1	7	5	14	9
Canterbury ..	904	687	17	1	1,003	7	4	335	9	1	1,554	18	9	1,636	0	0	5,217	12	3	5	15	4
Otago ..	1,794	1,012	12	7	1,828	8	7	1,015	19	6	1,027	11	11	1,412	0	0	6,296	12	7	3	10	2
	7,779	5,270	14	0	11,324	2	8	7,244	12	0	9,947	9	4	10,376	0	0	44,162	18	0	5	13	6
Cables .. (knots)	283	39	10	10	959	17	8	106	2	4	757	11	6	..	..	..	1,863	2	4	6	11	8
Stores ..	..	107	18	5	413	7	10	1,287	9	0	..	..	..	..	..	..	1,808	15	3	..	..	..
Totals ..	..	5,418	3	8	12,697	8	2	8,638	3	4	10,705	0	10	10,376	0	0	47,834	15	7	..	..	..

Table No. 23.

STATEMENT showing the EXPENDITURE on, and the COST of, TELEGRAPH CONSTRUCTION during the Financial Year ended 31st March, 1904.

Line.	Expenditure.			Material from Stores.			Total Cost during the Year.		
	£	s.	d.	£	s.	d.	£	s.	d.
Telephone exchanges,—									
Ashburton ..	22	2	5	134	7	7	156	10	0
Auckland ..	2,684	15	7	5,511	19	0	8,196	14	7
Blenheim ..	14	17	0	153	15	3	168	12	3
Christchurch ..	899	13	6	3,204	16	7	4,104	10	1
Dannevirke ..	95	8	1	230	8	6	325	16	7
Dunedin ..	1,953	9	1	1,953	3	10	3,906	12	11
Feilding ..	22	5	6	183	11	6	205	17	0
Gisborne ..	113	12	5	563	6	1	676	18	6
Greymouth ..	141	5	0	640	13	6	781	18	6
Hamilton ..	69	10	8	199	0	4	268	11	0
Hawera ..	16	19	1	143	17	6	160	16	7
Hokitika ..	92	8	3	241	6	8	333	14	11
Invercargill ..	70	7	11	216	16	10	287	4	9
Masterion ..	83	14	5	249	10	4	333	4	9
Napier ..	245	1	9	684	1	6	929	3	3
Nelson ..	22	10	9	233	10	0	256	0	9
New Plymouth ..	28	18	0	320	11	5	349	9	5
Oamaru ..	62	4	7	109	8	10	171	13	5
Pahiatua ..	4	5	10	44	4	7	48	10	5
Palmerston North ..	324	17	2	617	6	6	942	3	8
Rotorua ..	47	18	4	349	16	4	397	14	8
Stratford ..	1	12	11	65	11	8	67	4	7
Thames ..	6	14	9	11	14	6	18	9	3
Timaru ..	357	0	1	475	16	8	832	16	9
Wanganui ..	126	4	6	691	8	5	817	12	11
Wellington ..	774	9	7	2,031	11	9	2,806	1	4
Westport ..	12	9	3	84	1	9	96	11	0
Whangarei ..	120	16	1	175	1	11	295	18	0
Total exchanges ..	8,415	12	6	19,520	19	4	27,936	11	10
Doubtless Bay—Auckland ..	170	6	3	..	..	..	170	6	3
Fairbairns—Victoria Valley ..	11	14	6	..	..	..	11	14	6
Waiotemarama ..	116	12	2	36	5	0	152	17	2
Paradise ..	51	13	6	..	..	..	51	13	6
Warkworth—Whangarei ..	130	14	0	..	..	..	130	14	0
Te Kopuru—Dargaville ..	15	11	6	31	15	10	47	7	4
Mapuna ..	..	..	..	11	12	2	11	12	2
Ruaapekapeka ..	5	6	10	4	1	1	9	7	11
Naumai—Raupo ..	1	5	0	0	16	10	2	1	10
Koutu ..	13	14	7	7	17	11	21	12	6
Wayby ..	0	4	0	4	10	9	4	14	9
Albany ..	114	13	3	27	18	7	142	11	10

Table No. 23—continued.

STATEMENT showing the EXPENDITURE on, and the COST of, TELEGRAPH CONSTRUCTION during the Financial Year ended 31st March, 1904—continued.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Hobsonville	62 5 11	0 4 4	62 10 3
One Tree Hill	...	4 13 4	4 13 4
East Tamaki	14 4 2	0 5 9	14 9 11
Auckland-Newton-Mount Eden	...	28 5 2	28 5 2
Whitford	128 12 7	27 15 10	156 8 5
Ngaruawahia-Waingaro	366 11 10	...	366 11 10
Waerenga	0 2 5	0 3 7	0 6 0
Piriaka	2 2 2	...	2 2 2
Taumarunui	1 4 6	...	1 4 6
Paengaroa	4 1 0	10 18 0	14 19 0
Kauaeranga Valley	3 17 6	7 0 0	10 17 6
Waimangu	165 16 3	...	165 16 3
Taupo-The Spa	6 13 6	53 14 11	60 8 5
Te Karaka-Kaiteratahi	...	49 16 4	49 16 4
Waipawa-Blackburn-Wakarara	193 17 1	...	193 17 1
Weber-Waione	22 14 4	...	22 14 4
Dannevirke-Waipukurau	159 15 5	38 12 4	198 7 9
Mangatera-Umutaoroa	8 9 10	9 1 2	17 11 0
Masterton-Kuripuni	...	7 12 9	7 12 9
Gladstone-Te Wharau	5 19 6	323 16 7	329 16 1
Martinborough-Pahaoa	13 9 9	326 2 1	339 11 10
Sentry Hill-Waitara	...	32 17 5	32 17 5
Opunake-Pungarehu	3 2 10	...	3 2 10
Awatuna-Te Keri	14 8 0	...	14 8 0
Okaiawa-Matapu	12 12 8	...	12 12 8
Normanby-Eltham	1 0 0	...	1 0 0
Hawera-Manaia	2 1 0	...	2 1 0
Fordell-Wangaehu	6 2 4	...	6 2 4
Turangarere	7 13 3	5 13 4	13 6 7
Taihape-Mataroa-Ngaurukehu-Ruanui	459 19 10	6 13 11	466 13 9
Mangaweka-Taihape	57 12 5	131 10 4	189 2 9
Wellington-Palmerston North-Feilding	44 11 8	134 12 5	179 4 1
Tokomaru-Shannon	25 14 0	4 7 3	30 1 3
Wellington-New Plymouth	98 6 3	1,522 3 8	1,620 9 11
Wellington City	252 11 4	...	252 11 4
Rona Bay	...	3 15 11	3 15 11
Roseneath	...	15 11 10	15 11 10
Island Bay	...	11 11 9	11 11 9
Glasgow Wharf Bureau	...	6 13 6	6 13 6
Kaituna-Okaramio	10 15 0	12 8 3	23 3 3
Grassmere	1 8 0	...	1 8 0
Wharanui	0 15 0	...	0 15 0
Pelorus Extension	308 8 8	195 12 1	504 0 9
Puponga	3 16 6	0 18 7	4 15 1
Golden Downs	2 12 0	...	2 12 0
Mokihinui-Karamea	1,714 8 1	51 2 6	1,765 10 7
Globe Hill-Crushington	36 17 8	...	36 17 8
Kongahu	...	5 12 3	5 12 3
Poerua	...	1 6 0	1 6 0
Dommett	7 0 5	22 14 11	29 15 4
Scargill	3 10 6	...	3 10 6
Tuahiwi	24 4 9	48 15 1	72 19 10
Harewood Road	28 17 3	98 10 4	127 7 7
Beckenham	...	11 15 6	11 15 6
Riccarton	...	5 2 6	5 2 6
Lower Riccarton	...	4 0 5	4 0 5
Christchurch-Akaroa	...	12 13 6	12 13 6
Lincoln Trunk	24 11 4	18 17 2	43 8 6
Ashburton-Christchurch	6 19 1	...	6 19 1
Timaru-St. Andrews-Waimate	89 8 10	53 0 5	142 9 3
Waimate-Studholme Junction	...	1 19 11	1 19 11
St. Andrews-Otaio	17 10 2	21 6 3	38 16 5
Timaru-Ashburton (metallic circuit)	31 19 9	0 17 9	32 17 6
Kurow-Omarama	372 2 7	...	372 2 7
Hampden Bureau	...	8 15 4	8 15 4

Table No. 23—continued.

STATEMENT showing the EXPENDITURE on, and the COST of, TELEGRAPH CONSTRUCTION during the Financial Year ended 31st March, 1904—continued.

Line.	Expenditure.	Material from Stores.	Total Cost during the Year.
	£ s. d.	£ s. d.	£ s. d.
Outram-Woodside	28 12 6	52 19 4	81 11 10
Mosgiel-Woodside	164 18 4	...	164 18 4
Woodside-Maungatua	106 10 5	0 13 9	107 4 2
Waitati-Waikouaiti	17 8 1	58 1 11	75 10 0
Waikaia-Wendonside	7 16 0	...	7 16 0
Ophir-Poolburn	110 18 1	1 10 9	112 8 10
Frankton-Lower Shotover	62 0 0	21 4 0	83 4 0
Clinton-Balclutha	158 1 2	65 6 4	223 7 6
Long Gully	6 11 6	...	6 11 6
Kaka Point	...	3 15 10	3 15 10
Gore-Chatton	5 12 6	...	5 12 6
Knapdale	...	4 1 0	4 1 0
Te Tua-Tautapere	119 9 4	25 1 10	144 11 2
	14,666 4 11	23,217 14 6	37,883 19 5
Purchase of material	32,560 14 8		
Total expenditure 1903-4	47,226 19 7		
Total expenditure to 31st March, 1903	1,006,465 9 11		
Total expenditure out of Public Works Fund to 31st March, 1904	£1,053,692 9 6	Total cost of lines during 1903-4	£37,883 19 5