

R E P O R T

ON THE

TELEGRAPH DEPARTMENT OF NEW ZEALAND.

1864-5,

BY THE

POSTMASTER GENERAL.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY BY COMMAND OF
HIS EXCELLENCY.

WELLINGTON.

1865.

REPORT

ON THE

TELEGRAPH DEPARTMENT OF NEW ZEALAND,

BY THE

POSTMASTER GENERAL.

SIR,—

I have the honor to submit, for the information of your Excellency, the following Report (with Appendix) of the operations of the Telegraph Department during the year 1864.

I have, &c.,

J. RICHARDSON,

Postmaster-General.

To His Excellency
Sir George Grey, K.C.B.,
Governor of New Zealand.

REPORT.

The only telegraphic communication in New Zealand during the year 1864 was either under the guarantee or at the expense and under the control of the Governments of the Provinces of Canterbury, Otago, and Southland—and connection was established by the chief towns of these Provinces with their respective chief ports, ranging over an average distance of about 14 miles. Since the commencement of the present year the Canterbury and Southland lines have passed into the hands of the General Government, it being deemed desirable that the whole of the telegraphic communication throughout the length of the Island, with the branch lines communicating with the chief ports, should be under one control and administration. The Otago line connecting Port Chalmers with Dunedin was constructed by a private firm under the guarantee of the Provincial Government, and subject to its control. Negotiations were entered into to effect a transfer to the General Government, but these were not brought to a successful termination. The posts for the erection of an interior line, stretching from Tokomairiro on the main line, in the Province of Otago, to the Lakes in the interior, passing through the gold districts, have been laid down by the Otago Government, but the specific appropriations for telegraphic purposes, under the Act, 1863, did not admit of the application of funds for such a divergence. The Canterbury Government are about to establish a similar line, connecting Christchurch with the West Coast Goldfields, and it will be for the Legislature to decide whether it is expedient to obtain possession of these lines or leave them to be worked by the respective Provincial Governments. It appears to be only just, unless the expenditure on account of telegraphs in the Middle Island is allocated to the Provinces therein established, that all the available funds for telegraphic purposes should be devoted to knitting the two Islands together and carrying the line northward to Auckland, so soon as the state of the country will admit.

The report of Mr. Sheath, the Telegraphic Engineer, which appears in the Appendix D.—No. 1 E., gives an account of the general condition of the Department up to the present time. It cannot, however, be regarded as a report of progress during the year 1864, and it would have been better that the report had been so constructed as to embrace either the postal or financial year; but, considering that the works are still only under construction, it was not deemed to be a matter of such importance as to justify any further delay.

CONSTRUCTION.

Of the 431 miles of telegraph *completed*, extending from Invercargill to Hurunui in the Pro-

vince of Canterbury, 371 have been opened to the public since the commencement of the present year. The cost of construction has been about £67 per mile. The poles on a portion of the line being saplings, have been very much objected to; but the Telegraphic Engineer acted under instructions in accepting them, and, therefore, is not responsible. He, however, is of opinion that they will last as long as telegraph poles in England, viz., about 7 to 9 years, which belief is in some measure borne out by the experience of the South Australian Government, which represents that the greater number of the poles will have been in the ground over 8 years, and many perhaps 10 before they are replaced "while the stouter round poles then about to be introduced are expected to last 12 years." The climate, however, of New Zealand is much more humid than that of Southern Australia, and the character of the soil more retentive of moisture. The Superintendent of Telegraphs in South Australia speaks very highly of Swan River Mahogany poles, which he represents as being "perfectly sound after being in the ground over 9 years." Where poles have to be carried coastwise it might be as well to ascertain whether the use of such poles would not be economical. They are represented as costing, delivered on the coast, about 18s. per pole of 20 feet long, 7 inches square at the base, and 5 inches square at the top. I must nevertheless confess that I have grave doubts of the propriety of using green pithy saplings in a humid climate and a heavy clay soil. It would be well worth the attention of Government in any future extension of the line to ascertain whether it would not be more profitable to procure from Britain cast iron hollow posts in which squared timber or even round sapless poles might be placed. The inland conveyance of the posts is a material element in the expenditure, and it is open to question whether the 7 or 8 feet pieces of such iron tubing would be much heavier than an equal length of the green saplings now used. It may be necessary to mention that the item of carriage in Return B, does not indicate the exact expenditure for carriage, as many of the contracts for poles included delivery.

STATIONS.

The number of Stations is as follows:—

In Southland 2. Bluff and Invercargill.

In Otago 2. Dunedin and Oamaru.

In Canterbury 4. Timaru, Christchurch, Heathcote Valley, and Lyttelton.

Making a total of 8. In addition to these instruction has been given to establish stations at the Clutha Ferry and Tokomairiro, both in the Province of Otago, and Kaiapoi in the Province of Canterbury, in accordance with the recommendation of the Telegraphic Engineer so that the total number of stations will be 11.

RECEIPTS AND EXPENDITURE.

In July, when all the stations were in operation, the total revenue received amounted to £494 18s. 6d., and for the month of August to £469 7s. 6d., or at the rate of £482 3s. monthly, which would create an annual revenue of about £5786. The difference between the months of July and August amounts to £25 11s. Of these sums, £683 12s. 9d. in cash, and £123 7s. 5d. from the Press, represent the real revenue. The remainder, viz., £66 14s. and £90 12s. being merely nominal receipts.

EXPENDITURE.

The expenditure for establishments during the same period, viz., for July and August (approximately) may be estimated at about £800. This refers to fixed establishments only. They are calculated for the coming year to amount to about £5,800. Thus showing a considerable deficiency. It is therefore abundantly evident that my oft reiterated advice to avoid drawing hasty conclusions from insufficient data are amply justified, for it is easy to create a costly establishment, but difficult to reduce it without impairing its efficiency. The Telegraph Engineer observes in his report that numerous complaints have been made on the score of the early closing of the office, and he recommends an extension of the time, but as this would entail an addition to the staff, the recommendation cannot at present be entertained. The Superintendent of the South Australian Telegraph very judiciously remarks, "The insignificant revenue derived from small townships contrasts singularly with the eagerness displayed by the inhabitants when urging their claim for a telegraph station," and his advice is judicious when he observes, "That if a telegraph on the whole pays, or nearly pays, its working expences, the country receives ample compensation for the comparatively small outlay required for the construction and maintenance of the lines in the facilities thereby afforded, by means of which the commerce of the Colony is expanded and its people enriched."

Attached to this Report is the scale of charges at present prevailing, and there does not appear any prospect of reduction, considering that the receipts are from the most populous portions of the Middle Island and that, shortly, the expenditure will embrace a large portion of country which is but sparsely occupied.

It will be a question for future consideration whether there should not be established at the chief stations a series of meteorological observations throughout the Island.

In June last I was enabled to avail myself of the valuable assistance of Mr. Balfour, Marine Engineer, whose services had been most obligingly placed at the disposal of the General Government for the survey of Cook Strait, by the Superintendent of Otago, in order to ascertain the best bed for the submarine cable which it was proposed should unite the two Islands. A continuance of

boisterous weather, together with the detention elsewhere of the steamer appropriated for the survey, caused some delay, but on the 26th July last, Mr. Balfour was enabled to report to me the satisfactory termination of his investigation, in which he had been most ably assisted by Captain Kennedy, of the Marine Board, and by Captain Fox and the officers of the Colonial steamer *Sandfly*. The report of Mr. Balfour appears in D. No. 1—D. After a careful examination of several lines which promised much that was desirable, Mr. Balfour decided upon that which stretches from Port Underwood to Port Nicholson, starting from Oyster Cove or Ocean Bay, running up Chaffer's Passage between Barrett's Reef and the shore of the Peninsula, and ending in Worser Bay, in the Province of Wellington. The route selected, "proves to be a very excellent one, being sand, fine gravel, and and broken shells the whole way across," and it has the further particular advantage of being marked out by natural objects the whole way across, and of a good landing at both ends, the line becoming more and more sheltered as the water shoals. In Ocean Bay the water gradually deepens to 14 fathoms outside of Port Robertson, and thence to about 94 fathoms, shoaling to 70 fathoms and again deepening to 132 about two-thirds of the way across, which is represented as the ruling depth, and terminating in 6 fathoms in Worser's Bay.

The total distance is barely 39 nautic or about 43½ British statute miles.

The excellent report of Mr. Balfour is accompanied by a chart accurately delineating the bed of the cable, giving its direction from end to end, with the varying depth, and is illustrated by specimens of the deposits of the bottom as brought up at each sounding.

The information thus obtained will enable the contractors for the cable to proceed with confidence in the execution of the work, and it is hoped that many months will not be allowed to elapse ere the two Islands are indissolubly connected by a line of telegraph which will do much to expedite the transaction of business, and promote the prosperity of the whole Colony.

J. RICHARDSON.

Postmaster General.

REGULATIONS AND CONDITIONS UNDER WHICH TELEGRAMS MAY BE TRANSMITTED ON THE LINE OF ELECTRIC TELEGRAPH BELONGING TO THE GENERAL GOVERNMENT OF NEW ZEALAND.

1st. FORM OF TELEGRAM.—All ordinary telegrams must be written in ink, on the printed forms supplied by the Department for the purpose, and all telegrams must be signed by the sender.

Telegraph officers are at liberty to refuse the transmission of any telegram that does not strictly comply with these regulations.

2nd. CHARGE OF TELEGRAMS.—Telegrams will be charged at the tariff-rates published from time to time by authority of the Post-master General. All ordinary telegrams must be pre-paid. When the sender of a telegram desires it, he may pre-pay the reply to his telegram, and the messenger will wait not longer than five minutes for such pre-paid reply. Should the sender of a telegram desire to have his telegram repeated back to ensure accuracy, such repetition will be made at half the charge of the original telegram.

3rd. TRANSMISSION OF TELEGRAMS.—Ordinary telegrams will be transmitted in the order in which they are received from the public.

Special Telegrams on the public service, and those admitted as urgent, being telegrams forwarded on pressing emergencies, such as accidents and cases of illness, take precedence of ordinary telegrams.

4th. TELEGRAMS IN CYPHER.—Telegrams may be transmitted in cypher, which will be counted according to the following scale. Separate cyphers count as one word, groups of five cyphers or fractional parts of five cyphers count as one word. Groups exceeding five cyphers are counted at the rate of five cyphers to the word, any fractional portion remaining to be counted as a word.

Note.—When cyphers are used, the sender is recommended to pay for the repetition of the telegram, to ensure accuracy in the transmission.

5th. DELIVERY OF TELEGRAMS.—Telegrams will be delivered free of charge within the towns in which the stations are situated, but when telegrams have to be delivered beyond the boundary of such towns, an additional charge will be made, to defray the expenses of portorage or postage as the case may be.

6th. RESPONSIBILITY.—The Government will not be held responsible for errors, omissions, or delays in the transmission of telegrams, nor for the non-transmission of any telegram, nor for delays in the delivery, nor for the non-delivery of any telegram, from whatever causes the same may arise.

All telegrams will be held strictly confidential.

D.—No. 1. E. 4 REPORT ON TELEGRAPH DEPARTMENT OF NEW ZEALAND.

TARIFF FOR PRESS TELEGRAMS,—BEING EXCLUSIVELY MATTER INTENDED FOR PUBLICATION IN THE NEWSPAPERS.

No. of Scale.	Distances.	No. of Words.				For every extra 25 words or fractional part thereof.
		10 and under.	11 to 25	26 to 50	51 to 100	
		s. d.	s. d.	s. d.	s. d.	s. d.
1	Under 50 miles	0 6	1 0	2 0	3 0	0 9
2	50 miles and under 100 . .	0 9	1 6	3 0	4 6	1 1
3	100 miles and under 200 . .	1 0	2 0	4 0	6 0	1 6
4	200 miles and under 350 . .	1 3	2 6	5 0	7 6	1 10
5	350 miles and under 500 . .	1 6	3 0	6 0	9 0	2 3
6	500 miles and over in either Island	2 0	4 0	8 0	12 0	3 0

Extra copies, 6d. for every hundred words or fractional part thereof.

Telegraph offices are now open at the Bluff, Invercargill, Dunedin, Oamaru, Timaru, Christchurch, Heathcote Valley, and Lyttelton.

The hours of attendance at the Stations are from 9 a.m. to 5 p.m.

ALFRED SHEATH,

General Superintendent and Telegraphic Engineer.

Christchurch, 11th July, 1865.

REPORT

OF

THE TELEGRAPHIC ENGINEER.

General Government Electric Telegraph Department,

Christchurch, August 11th, 1865.

SIR,—

I have the honor to present my Annual General Report on the progress of the Telegraph Works placed under my control, and on the general condition of the department.

Since my last report upwards of four hundred and thirty-one (431) miles of double line of telegraph have been completed, and three hundred and seventy-one (371) miles have been brought into operation for the use of the public in the Middle Island.

Much of the line has presented more than ordinary difficulty in the construction, owing to the sinuosity of the roads in some districts, and the character of the rivers in others, the latter more especially in Canterbury.

Two of these rivers, the Arowhenua, and the Ashburton, have been particularly troublesome.

They were not considered of sufficient importance to require the adoption of special arrangements, but the extraordinary heavy freshes that have occurred in these rivers, put the line to the severest test, and it was soon found that works of a similar nature to those adopted at the largest rivers such as the Waitaki, Rakaia, and Molyneux, had to be erected at the Ashburton, to insure our not being interrupted by breakages of the line on the recurrence of heavy floods and freshes, such as those that have taken place this year.

At the Molyneux, Waitaki, Ashburton, and Rakaia, poles forty (40) feet long have been used which has enabled me to cross these rivers without having recourse to the expensive method of laying insulated cables.

Although the undertaking was considered bold and hazardous, it has nevertheless succeeded perfectly well, and the arrangement will probably last till these rivers are bridged, when all difficulties will cease.

The four hundred and thirty-one (431) miles of line now completed extends from Invercargill to the Hurunui, and the three hundred and seventy-one (371) miles of line brought into operation for the use of the public, extends from Invercargill to Christchurch.

The total cost of the four hundred and thirty-one (431) miles of line may be set down at twenty-eight thousand eight hundred and nine pounds twelve shillings and six-pence, (£28,809 12s. 6d.) being at the rate of sixty-six pounds sixteen shillings and tenpence (£66 16s. 10d.) per mile. See Return B. This sum slightly exceeds the original estimate, which was sixty-five pounds (£65) per mile.

The excess may be attributed to the price of the posts in some instances which have been greatly augmented in price by the heavy charges incurred by the carriage of timber, and also to the charges for carriage and freight on the other material.

The line in Southland has cost two thousand four hundred and seven pounds twelve shillings and four pence (£2407 12s. 4d.) being at the rate of seventy-five pounds four shillings and ninepence (£75 4s. 9d.) per mile, the highest price of any section yet completed.

The great cost of this section may, however, be attributed to the fact that the material had to be imported from the Provinces of Canterbury and Otago.

The next section, namely that passing through Otago, has cost thirteen thousand one hundred and eight pounds nineteen shillings (£13,108 19s.) being at the rate of sixty-nine pounds seven shillings and two-pence per mile (£69 7s. 2d.) and the high rate of this section may be set down to the price of the poles.

The contract for the poles was, however, for the most part let out by the Provincial Government and transferred to the General Government.

The Canterbury portion of the line is lower than any of the previous sections, the total cost amounting to thirteen thousand two hundred and ninety-three pounds one shilling and two-pence (£13,293 1s. 2d.) being at the rate of sixty-three pounds six shillings (£63 6s.) per mile.

This section may be regarded as the best portion of the line, both as regards posts and insulation.

APPENDIX.

Between the Waitaki and the Pareora, the posts are sawn totara, between the Pareora and the Rangitata they are sawn blue gum imported from Tasmania, between the Rangitata and Woodend, the posts are of sawn or squared timber, but the timber is of a mixed character, and may therefore be considered somewhat inferior to the posts mentioned in the two previous sections.

The great difficulty of obtaining timber for this portion of the line rendered the adoption of mixed timber necessary.

The poles erected between Woodend and the Hurunui are black pine saplings, and though they may not last so long as the sawn posts they were considerably cheaper, and I have no doubt they will endure the ordinary term of telegraph posts in England and the neighbouring colonies, that is from seven to nine years.

With regard to the remaining portion of the line between the Hurunui and the City of Nelson, the works are progressing satisfactorily.

A certain amount of clearing of bush land and blasting of rock have to be effected which will cause delay, but they cannot be avoided, and must be considered as necessary portions of the work.

The difficulty of landing on the East Coast of the Island has caused much delay in the delivery of the wire, insulators, and other material for this portion of the line.

The greater portion of the material has, however, been landed, and we may therefore expect the works now to proceed without further delay. Should no unforeseen difficulties arise, we may safely calculate on placing Picton in communication with the rest of the telegraphic system of the Middle Island, in less than three months from the present time.

The works between Picton and Nelson will then be proceeded with as expeditiously as the nature of the country will permit, and I doubt not but that Telegraphic communication will be completed between the Bluff and Nelson in less than six months.

In addition to the four hundred and thirty one miles of line that have been erected during the year the Government has purchased two short lines, one nineteen (19) miles in length, from the Provincial Government of Southland, and one eight (8) miles in length, from the Provincial Government of Canterbury, thus the whole length of available line amounts to the extent of four hundred and fifty-eight miles (458).

Stations are established at the following places—Campbelltown, Invercargill, Dunedin, Oamaru, Timaru, Christchurch, Heathcote Valley, and Lyttelton.

A return of the business done at the various stations since the date of opening or transfer of each station up to the end of July, will be found in Return A.

It is gratifying to see by this return that the business of the Department is steadily on the increase.

In looking to the future prospects of the Department, it must be borne in mind that the amount of business now doing is by no means a fair average, for we are not only passing through a period of general commercial depression, but the present is the dullest season of the year as far as commerce is concerned.

I have not the least doubt but that during the wool season the receipts at some of the stations will be nearly double what they now are.

The only stations that have been opened for two entire months, and which can consequently allow of a comparison of the two months' business are Christchurch, Dunedin, and Invercargill, and the result is as follows:—

At Christchurch the increase of July business on that of June amounts to twenty pounds three shillings and three pence (£20 3s. 3d.)

Dunedin shows an increase during the same period of sixty-one pounds thirteen shillings and six pence (£61 13s. 6d.)

Invercargill, notwithstanding the depressed state of its commercial affairs, has increased its business for the month of July to the extent of five pounds nineteen shillings and nine pence (£5 19s. 9d.)

Looking, then, to the general result, we find the business done in May was seventy-nine pounds sixteen shillings and three pence (£79 16s. 3d.)

The business done in June was three hundred and twenty-four pounds eight shillings and six pence (£324 8s. 6d.), showing an increase of two hundred and forty-four pounds twelve shillings, and three pence (£224 12s. 3d.)

The business done in the month of July amounted to four hundred and ninety-four pounds, eighteen shillings and six pence (£494 18s. 6d.), showing an increase of one hundred and seventy pounds ten shillings (£170 10s.)

It would, I think, be found beneficial to the interests of the Department if the hours of business were extended from 5 p.m. till 9 p.m. at the chief stations, but to effect this certain additions should be made to the staff.

I should propose extending the hours of business at Lyttelton, Christchurch, Dunedin, Invercargill, and the Bluff.

For this purpose we should require three good Telegraphists at Christchurch and Dunedin, and two good Telegraphists, and a junior assistant at the Bluff, Invercargill, and Lyttelton.

Numerous complaints have come under my notice of the inconvenience experienced by the early closing of our stations, and I feel myself justified in recommending the Government to extend the hours as suggested above.

While speaking of stations I would recommend the establishment of Telegraph Stations at the Molyneux, Tokomairiro, and Kaiapoi.

These stations might be worked in connection with the post-offices in those towns, a telegraphist being appointed Post-master at the Molyneux.

REPORT OF THE TELEGRAPHIC ENGINEER.

3 D.—No. 1. E.

APPENDIX.

Before closing my report, I should recommend that where the Telegraphic service is attached to the Post-office, a Telegraphist should be appointed to the office of Post-master, and not the Post-master to the office of Telegraphist.

Several of the Telegraphists now in the office have exercised the functions of Post-masters in the neighbouring Colonies, and are consequently capable of filling both appointments, while it is almost impossible to make many of the Post-masters Telegraphists, and assistant Telegraphists have consequently to be given them at a great additional cost to the original estimate for working the combined offices.

I have &c.,

ALFRED SHEATH,

Telegraphic Engineer.

The Post-master General, Wellington.

RETURN—A. No. 1.

ELECTRIC TELEGRAPH DEPARTMENT.

Return of business transacted at each Station from May 23rd to May 31st, 1865.

Stations.	Cash.	Press Messages.	Provincial Government.	General Government.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Christchurch	11 19 0	1 6 9	1 7 0	14 12 9
Dunedin	32 11 6	0 10 0	1 2 0	2 18 6	37 2 0
Invercargill	21 19 6	4 3 0	1 12 0	0 7 0	28 1 6
	66 10 0	5 19 9	2 14 0	4 12 6	79 16 3

ALFRED SHEATH.

RETURN—A. No. 2.

ELECTRIC TELEGRAPH DEPARTMENT.

Return of business transacted at each Station during the month of June, 1865.

Stations.	Cash.	Press Messages.	Provincial Government.	General Government.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bluff	9 13 0	1 16 0	5 11 6		17 0 6
Invercargill	47 18 0	3 1 3	12 6 0	1 19 0	65 4 3
Dunedin	81 13 0	5 12 0	8 18 6	9 19 6	106 3 0
Oamaru, opened the 20th	6 8 0		2 7 6		8 15 6
Timaru, opened the 19th	6 5 0			0 7 0	6 12 0
Christchurch	63 2 0	6 1 9	14 14 0	5 4 6	89 2 3
Heathcote Valley ..	0 11 0		0 9 0		1 0 0
Lyttelton	23 11 6	0 3 0	1 12 6	5 4 0	30 11 0
	239 1 6	16 14 0	45 19 0	22 14 0	324 8 6

ALFRED SHEATH.

RETURN B.

COST OF CONSTRUCTION OF THE

PLACES.	No. of Miles.	POSTS.		
		Cost.	Carriage.	Total.
		£ s. d.	£ s. d.	£ s. d.
Bluff to Invercargill	19			
Invercargill to Dacre	14	504 0 0		504 0 0
Dacre to Mataura	18	695 0 0		695 0 0
TOTAL SOUTHLAND	51	1199 0 0		1199 0 0
Mataura to Molyneux	50	2200 0 0		2200 0 0
Molyneux to Dunedin	51	2295 10 0		2295 10 0
Dunedin to Waitaki	88	3858 8 0		3858 8 0
TOTAL OTAGO	189	8353 18 0		8353 18 0
Waitaki to Pāriora	34	1062 5 10	74 0 0	1136 5 10
Pāriora to Opihi	20	560 0 0	130 16 0	690 16 0
Opihi to Rangitāta	19	532 0 0	148 0 0	680 0 0
Rangitāta to Ashburton	20	407 10 0	374 18 0	782 8 0
Ashburton to Rakaia	20	433 16 5	332 5 0	766 1 5
Rakaia to Christchurch	37	775 1 5	269 2 0	1044 3 5
Christchurch to Lyttelton	8			
Christchurch to Woodend	15	312 10 0		312 10 0
Woodend to Hurunui	45	1142 4 0		1142 4 0
TOTAL CANTERBURY	218	5225 7 8	1329 1 0	6554 8 8
Hurunui to Nelson	241	5213 14 0		

RETURN B.

ELECTRIC TELEGRAPH IN NEW ZEALAND.

MATERIAL.			LABOUR AND CONTINGENCIES.	TOTAL.
Cost.	Carriage.	Total.		
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
				800 0 0
298 16 10	24 10 0	323 6 10	230 14 7	1058 1 5
384 4 6	31 10 0	415 14 6	238 16 5	1349 10 11
683 1 4	56 0 0	739 1 4	469 11 0	3207 12 4
732 14 2	87 10 0	820 4 2	489 9 7	3509 13 9
747 7 3	89 5 0	836 12 3	234 18 3	3367 0 6
1289 11 4	88 0 0	1377 11 4	996 5 5	6232 4 9
2769 12 9	264 15 0	3034 7 9	1720 13 3	13,108 19 0
498 4 10	51 0 0	549 4 10	789 1 9	2474 12 5
293 1 8	30 0 0	323 1 8	337 4 10	1351 2 6
278 8 7	28 10 0	306 18 7	104 4 6	1091 3 1
293 1 8	38 0 0	331 1 8	365 17 10	1479 7 6
293 1 8	38 0 0	331 1 8	133 13 6	1230 16 7
542 4 1	70 6 0	612 10 1	726 17 5	2383 10 11
				450 0 0
219 16 3	23 12 6	243 8 9	358 17 10	914 16 7
659 8 9	70 17 6	730 6 3	495 1 4	2367 11 7
3077 7 6	350 6 0	3427 13 6	3310 19 0	13,743 1 2

ALFRED SHEATH,

Telegraphic Engineer.

RETURN—A. No. 3.

ELECTRIC TELEGRAPH DEPARTMENT.

Return of business transacted at each Station during the month of July, 1865.

Stations.	Cash	Press Messages.	Provincial Government.	General Government.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bluff	11 11 6	31 3 0	1 19 6	3 8 6	48 2 6
Invercargill	56 0 0	0 15 6	11 4 0	3 4 6	71 4 0
Dunedin.....	139 9 6	11 17 0	4 3 6	12 6 6	167 16 6
Oamaru	18 9 2			0 18 0	19 7 2
Timaru	7 9 0		0 11 0	2 8 0	10 8 0
Christchurch	79 0 0	10 8 6	10 17 6	8 19 6	109 5 6
Heathcote Valley	0 4 0		1 14 6		1 18 6
Lyttelton	52 6 10	0 6 0	4 5 0	9 18 6	66 16 4
	364 10 0	54 10 0	34 15 0	41 3 6	494 18 6

ALFRED SHEATH.

STATEMENT of AMOUNTS PAID for the construction of ELECTRIC TELEGRAPHS in the Middle Island of New Zealand during the year commencing on the 1st day of July, 1864, and ending on the 30th day of June, 1865.

	£ s. d.	£ s. d.
Salaries and Allowances (including travelling expenses) to Engineers, Surveyors, and their staff		3,446 16 1
Pay of men and expenses (including ferries and travelling allowances)		2,989 14 2
Materials and Tools (exclusive of poles)*		12,357 6 9
Telegraph Poles		13,637 7 2
Freight and Cartage of Materials		4,260 7 1
Contingencies—Rent of Office	187 10 0	
Building Office at Dunedin	75 0 0	
Sundries for office use, &c.	226 19 0	
Tents	96 17 0	
Horses	66 4 6	
Printing and Advertising	164 1 10	
		816 12 4
Expenditure previous to 1st July, 1864, amounts to.....		37,508 3 7
		3,648 17 6
		41,157 1 1

* This item includes £6,000 paid to the Superintendent of Otago, of which no other particulars have been furnished than that it was on account of materials.

J. WOODWARD,

Assistant Treasurer.

August 1, 1865.