

Enclosure in No. 12.

Copy of a Letter from Mr. J. R. FRANCE to Mr. JOHN MORRISON.

Submarine Telegraph Company between Great Britain and the Continent of Europe,
(Incorporated by Royal Charter.)

58, Threadneedle Street, London, E.C.,

Engineer's Department, 22nd March, 1866.

DEAR SIR,—

I have forwarded to Mr. Henley a certificate of which the enclosed is a copy.

The cable is everything that could be desired, and I do not hesitate in saying no better cable has ever left England.

The insulation is about three times as high as specified for, and will most probably improve with age. At present the resistance of the dielectric is over 2,200 millions at 50° Fahr. and at the end of the contract will have to be accepted if at 800 millions at that temperature; but I anticipate it will not be below 3,000 millions at that time.

I have carefully inspected all the gear, &c. The instruments manufactured by Elliott Brothers have all been proved by me and found perfect.

I herewith also forward you the test sheets, showing how closely the manufacture has been watched on behalf of the New Zealand Government. I have also added two sets of notes—one on the manufacture and testing of the cable, and one on the use of the instruments.

Trusting the cable will meet with the approbation of the authorities in New Zealand.

John Morrison, Esq., Agent to the New Zealand Government,
3, Adelaide Place, E.C.

I have, &c.,

J. R. FRANCE,
Acting Engineer.

Sub-Enclosure to Enclosure in No. 12.

Copy of a Letter from Mr. J. R. FRANCE to Mr. HENLEY.

Submarine Telegraph Company between Great Britain and the Continent of Europe,
(Incorporated by Royal Charter.)

58, Threadneedle Street, London, E.C.,

Engineer's Department, 22nd March, 1866.

I hereby certify that Mr. Henley completed the shipment on board the "Weymouth," lying off his works at North Woolwich, of forty-five nautical miles 1729 yards of cable, on the 17th instant.

I also certify that Mr. Henley has this day completed the shipment in the East India Docks of the gear, buoys, chains, and ropes as mentioned in the contract. The whole in conformity with the specifications.

J. R. FRANCE,
Acting Engineer.

No. 13.

Copy of a letter from Mr. W. GISBORNE to Mr. JOHN MORRISON.

SIR,—

Colonial Secretary's Office, Wellington, 13th June, 1866.

Mr. Stafford has desired me to express to you the strong sense he entertains of the zeal and ability which you have displayed in the arrangements made by you for the supply of an electric telegraphic cable across Cook's Straits.

The original instructions on this subject to you were necessarily vague, and left a large latitude to your discretion in carrying them into effect, and, as far as Mr. Stafford is able to judge, you have evinced great judgment in the fulfilment of that duty, and spared yourself no trouble with a view to its successful accomplishment.

John Morrison, 3, Adelaide Place,
King William Street, London, E.C.

I have, &c.,

W. GISBORNE,
Under Secretary.

No. 14.

Copy of a letter from Mr. J. BALFOUR and Mr. A. SHEATH to the Hon. the POSTMASTER-GENERAL.

SIR,—

Wellington, 13th June, 1866.

We have the honor to report that, as arranged, we, accompanied by Captain Sharp, the President of the Marine Board, and Dr. Hector, Director of the Geological Survey, steamed to the south side of Cook's Straits in the s.s. Lady Bird, leaving about 2 a.m. on the morning of the 9th instant, for the purpose of ascertaining whether White's Bay would form a suitable landing place for the telegraph cable.

The weather was very unfavorable, the wind strong from the north-west, and the land obscured by fog and driving showers, which occasioned considerable loss of time, but we at length succeeded in finding the Bay, and by steaming as close as the captain could be persuaded to venture we managed to examine it, and take the necessary soundings from one of the ship's boats.

The result of our examination was satisfactory to all of us, the bottom consisting of fine sand, on which the cable can be laid in the line of the only swell which can affect the place, and thus be almost secure from injury.

Outside the Bay the bottom is also excellent, as proved by soundings which were taken at short intervals, until on our return the steamer intersected the line formerly surveyed.

Owing to the other engagements of the steamer and the time lost from the unfavorable state of the weather, we were obliged to return to Wellington at once without examining Lyall Bay, but on the