

SEVENTH
ANNUAL REPORT

ON THE

WORKING AND PROGRESS

OF THE

NEW ZEALAND TELEGRAPH DEPARTMENT.

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

WELLINGTON.

—
1871.

ERRATA.

In page 10, after the words "Christchurch," and "Dunedin," omit the asterisk.

SEVENTH ANNUAL REPORT

OF THE

TELEGRAPH DEPARTMENT, NEW ZEALAND.

Office of the Commissioner of Telegraphs,

Wellington, 5th August, 1871.

SIR,—

I have the honor to submit to your Excellency a Report as to the operations of the Telegraph Department of New Zealand during the year ended 30th June, 1871, being the Seventh Annual Report upon the subject.

I have, &c.,

F. D. BELL

(in the absence of the Telegraph Commissioner).

His Excellency Sir George Ferguson Bowen, K.C.M.G.,
Governor of New Zealand.

REPORT.

THE progress made in the extension of the Telegraph during the past year has been very satisfactory.

The reduction from the 2s. 6d. tariff to the 1s. for private messages not exceeding ten words, which came into operation on the 1st April, 1870, has proved a great success, and caused a great increase in the revenue of the Department.

The system of Money Order Telegrams, which had only been in operation fifteen days at the close of the year ending June, 1870, has also increased the revenue of the Department, and proved a great convenience to the public, who have largely availed themselves of this means of transmitting small sums of money.

A lithographed map accompanies this Report, showing the present extent and direction of the respective lines. Including the cable, there are now 2,107 miles of line, carrying 3,507 miles of wire.

In addition to the usual tables, which are appended, a new table (L) is presented for the first time, showing the annual progress of the Department since 1866. This table is well worth attention. In 1866, 27,237 telegrams were sent over 699 miles of line; in 1871, 312,874 telegrams, over about 2,000 miles of line; or nearly twelve times the number of messages. There were then only 13 stations; there are now 72. The cash revenue was then £5,561; it is now £22,419. The total value of business done was then a little over £6,000; it now exceeds £32,000. The average cost of maintaining the stations remains the same, notwithstanding the great increase of work at the chief offices: the average cost of maintaining the lines, which was in 1866 £3 9s. 10d. per mile, grew till in 1870 it had reached £8 9s. 11d., but has been reduced to £5 19s. 6d. The number of private, press, and Provincial service telegrams which in 1870 was 122,545, more than doubled itself (253,582) in 1871, on the adoption of the shilling tariff. The total value of business done, and the total expenditure, were in 1866, £6,045 and £6,377; in 1871, £32,296 and £32,598; almost exactly the same relation being apparently maintained: but whereas it cost on an average close upon five shillings to send each telegram in 1866, it cost in 1871 a fraction over two shillings. On the whole, the progress of the last five years cannot be looked upon as otherwise than highly satisfactory.

EXTENSION OF LINES.

During the past year the lines which were in course of construction at the close of the financial year 1869–70 have been completed. They are as follows:—

MERCER TO THE THAMES.

At the date of the last Report, the only portion of this section which remained unfinished was from Pukorokoro to the Piako. This was completed in July, 1870, and telegraphic communication established between Auckland and the Thames on the 27th of that month.

The total expenditure on this section is £5,037 10s. 1d., which includes the building and the supplying of material for four turrets—two at the Piako and two at the Thames, in order to enable those rivers to be spanned.

REPORT ON THE WORKING OF

Considerable expense was incurred in cradling some of the poles, which was found necessary owing to the boggy nature of the ground over which the line had in many places to be carried, and to the Natives having persistently endeavoured to confine the line down close to the edge of the sea. Details of the cost of this section will be found in Table A attached to this Report.

TAPUAEHARURU TO TAURANGA, VIA MAKETU.

This line, 110 miles in length, had at the date of my last Report been completed a distance of eight miles from Tauranga; and on the 10th of December, 1870, telegraphic communication was established, *via* Napier, with the City of Wellington, in one unbroken circuit, measuring by wire close on 450 miles.

The total cost of this line, including cost of construction of the 90 miles between Napier and Tapuaeharuru, is £21,090 3s. Fuller details will be found in Table A.

The expenditure incurred in the construction of these lines was greatly increased by the difficult and hilly nature of the country through which they pass, nearly the whole of the wire, arms, insulators, &c., having to be packed on horses. The poles are all cut from the heart of totara. In some places between Napier and Tapuaeharuru, where the line passes through the bush, the standing timber has been made available for affixing the insulators, and the bush has been as little disturbed as possible. This, however, has only been adopted as a temporary expedient, and it is intended when the road is more fully defined to remove the wire in those places on to the proper road line. The scarcity of good totara timber on this section of the line made it necessary in some places to have resort to the use of built poles, and experience has proved that they answer very well, being both light and strong. They are built of the best totara timber procurable on the spot.

The line from Napier to Tapuaeharuru, and as far as a place called Oruanui, was constructed under the supervision of Mr. Bold; the remaining portion from Oruanui to Tauranga under Mr. Blake.

NASEBY LINE (OTAGO).

It was intended, at the date of my last Report, to have connected Naseby with Alexandra, a station on the Queenstown line; but it was deemed prudent, after further consideration of the matter, to abandon this route, and to connect Naseby with Palmerston, a point on the line between Dunedin and Oamaru. By the alteration of the route a saving of 7s. 6d. per pole was effected over the price tendered for in the first instance. The line, after leaving Palmerston, follows the coach road as a rule all the way to Naseby, cutting off bends in the road where it could be done with advantage.

The total length of the line is 54 miles, and the total cost £1,437 16s. 9d., of which fuller details are given in Table A. Telegraphic communication was established between Naseby and Palmerston on the 20th June last.

The poles used in construction are all heart of totara, and were obtained from Akaroa. The survey of the line and supervision during its construction were intrusted to Mr. Logan, the Inspector for the Otago Province.

RIVERTON LINE.

This line after leaving Invercargill is carried as far as Wallacetown, on the direct line of road to Winton: from Wallacetown to Riverton it follows the made road all the way. The total length is 24 miles, and it was constructed at an outlay of £906 6s. 4d. Table A gives particulars of the cost of construction. Had the only matter for consideration been to place Riverton in telegraphic communication with Invercargill, a nearer route by the sea beach might have been obtained, which would have saved some five miles of line. The adoption of the present route has, however, in addition to extending the telegraph to Riverton, taken the line six or seven miles on the road to Winton, with which place, without a doubt, Invercargill will at some future time be connected by wire; and the present posts between Invercargill and Wallacetown will then be available for that purpose.

LINES IN COURSE OF CONSTRUCTION.

TAURANGA TO KATI KATI.

In April last arrangements were made for the extension of the line from Tauranga as far as Kati Kati. The contract for the supply, delivery, and erection of the poles was undertaken by Mr. McKenzie, the contractor who supplied the poles for the Tauranga and Taupo line. The price agreed to be paid per pole (erected) is 40s. The survey and supervision have been intrusted to Mr. Floyd, the Electrician to this Department.

According to a letter forwarded by Mr. Sheath, District Inspector of Telegraphs, at Auckland, to the General Manager at Wellington, the adoption of this line of route "will cut off the most difficult part of the mail route between the Thames and Tauranga."

The poles to be used in the construction of the line will be all heart of totara. It is expected that the line will be completed shortly; and in order that no time may be lost in

establishing telegraphic communication between Tauranga and Kati Kati, arrangements have been entered into for the renting of an office at the latter-mentioned place.

PATEA TO NEW PLYMOUTH.

The construction of this line was commenced in February last, and was completed from Patea as far as Opunake on the 7th May. The poles and other material for erection have all been laid between New Plymouth and Stoney River, and the material for the remaining portion of the line between Stoney River and Opunake has been landed at the last-mentioned place. Owing to the prevalence of wet weather, and to some unsettled questions with the Natives, it has been deemed advisable to suspend operations till the spring, when no time will be lost in resuming the work. The survey and supervision during the course of construction, so far as it has gone, were intrusted to Mr. Blake.

Two offices will shortly be open—one at Hawera, a rising township eighteen miles from Patea, and the other at Opunake, the present terminus of the line, distant about fifty miles from Patea.

AKAROA LINE.

Operations are in progress for beginning this line. Tenders have been called for the supply and delivery of poles, and a preliminary survey made. It is expected that the line will be completed by the end of December.

MAINTENANCE AND REPAIRS.

BLUFF TO BALCLUTHA.

The line between Bluff and Invercargill has been permanently repaired; all the poles used in the reconstruction being heart of totara. From Invercargill to Balclutha, beyond a few casualties, nothing worthy of notice has taken place. It is intended, however, to examine this portion of the above section very carefully in the ensuing summer, as some of the poles that have already been lowered show indications that their stability is not to be depended on. Should it be found necessary to repole the line in some places, nothing but heart of totara will be used.

BALCLUTHA TO WAITAKI.

From Balclutha to Waikouaiti only the ordinary casualties have occurred during the past year. That portion of this section between Waikouaiti and the River Waitaki, which at the date of my last Report was under repair, has now been completed. Where fresh poles were found to be necessary, heart of totara has been used, but a great number of the old poles, especially across the Waitaki Plains, have been made available again by being lowered.

WAITAKI TO CHRISTCHURCH.

This section requires no comment. Beyond the ordinary casualties no repairs have been required. Some of the rivers across which the line runs threaten, however, to give trouble by the shifting of the bed of the stream. In one or two places the poles have already been shifted back. It is intended, however, to obviate these difficulties by having resort to poles made of 2½-inch gas piping, a plan of piling which has been found effective and cheap.

CHRISTCHURCH TO HOKITIKA AND GREYMOUTH.

It was intended during the past summer to have repoled the portion of this section between Christchurch and the Bealey; but the poles that had been procured for this purpose being required for the line between Patea and New Plymouth, the repoling was deferred for a short time. This delay in its repair may give some trouble during the next few months, but arrangements have now been made for its permanent repair during the spring and summer months. Some of the poles on the line between Greymouth and Hokitika show signs of decay: they will, as opportunity offers, be replaced by new ones. The remaining portions of this section require no comment.

GREYMOUTH TO WESTPORT.

Injuries to this line are still sustained through falling trees, but beyond such casualties nothing of any consequence has occurred on this section during the past year.

CHRISTCHURCH TO BLenheim.

This section on the whole has given very little trouble during the past year: the most troublesome part has been where the line runs over Riley's Hill, which from its exposed position makes casualties more frequent there than at any other point of the line. Endeavours will be made during the summer to remedy this evil as far as practicable, by increasing the stability of the present line; but it may perhaps be necessary to shift the line from its present position to a more sheltered place. This alternative would involve an expenditure of at least £800, on account of a road having to be made, which, from the rocky nature of the ground over which the line would have to pass, would in itself cause a considerable outlay.

BLENHEIM TO NELSON.

In my last Report I mentioned that new poles of heart of totara had been erected between Blenheim and Picton. The reconstruction from Picton has been extended during the past year for a distance of four miles beyond Havelock, and the remaining portion to Nelson has been carefully examined, and repairs made where required. As some parts of the distance between Picton and Havelock were very difficult of access owing to the rugged nature of the country, built poles (180 in number) of picked heart of totara have been erected in the place of ordinary poles.

TOKOMAIRIRO TO QUEENSTOWN.

This line at the date of my last Report had been reconstructed as far as Alexandra, and on the 12th November, 1870, the reconstruction was finished. All the iron poles (1,120) purchased from the Provincial Government of Otago have been used in the reconstruction, and about 600 of the original wooden poles have been used again by being lowered. Some of these, however, will only last two years, and will then have to be replaced by totara poles. Many improvements on the old line have been made, whereby its general stability has been much increased. The total cost of the reconstruction will be found in Table A.

WELLINGTON TO NAPIER.

Interruptions on this section have been very few during the past year. Between Masterton and Porangahau the line was carefully examined and repaired during the summer months. The heavy flood at the Upper Hutt in March last caused great injury to the line, the road in many places being washed away; in other places, owing to the continued wet weather, heavy landslips occurred which completely buried the line, leaving only the tops of the poles visible: but communication was interrupted with Napier for only three and a half days.

AUCKLAND, THAMES, AND WAIKATO LINES.

The casualties on these lines during the past year have been few and unimportant; the principal cause of trouble being the lowness of the lines across the Thames River, making them liable to be broken by the masts of vessels. This to a certain extent has been remedied by heightening the towers supporting the wires on each side of the river: but it is not yet certain whether this source of interruption has effectually been put a stop to. The rapid increase of business on the wires caused by the great yield of gold on the Thames Gold Fields, made it imperative to double the staff of operators at both Grahamstown and Auckland during the month of June. A third wire is being placed from Auckland to Mercer on the present poles; and when this is completed, there will be one direct wire from Auckland to Alexandra, and two from Auckland to Grahamstown; this, it is anticipated, will fully meet the requirements of the public.

In Table K will be found the cost of maintenance of each of the sections above referred to.

COOK STRAIT CABLE.

The tests for insulation during the past year will again be found in Table C.

Nos. 1 and 3 wires still continue to give the same satisfactory results. No. 2 remains in as good a condition as at the date of my last report.

MISCELLANEOUS.

The system of Money Order Telegrams, which was introduced on the 15th June, 1870, has now been long enough in operation to enable a fair estimate to be formed of its usefulness to the public, and also of the additional revenue to the Department. From a return furnished by Mr. Pagan, the Controller of the Money Order and Savings Bank branch of the Post Office, it appears that 2,069 telegrams of this class were transmitted during the year, representing in cash the sum of £9,555 7s. 11d. It will be seen by Table N attached to this Report, that Dunedin, Christchurch, and Wellington, including the amount of business done at their respective sub-offices, stand at the head of the list in amount of orders issued and paid. Of the commission (£348 4s.) collected by the Post Office, 1s. on each telegram belongs to this Department, representing the sum of £103 9s.; the balance, £244 15s., shows a profit to the Post Office exceeding 2½ per cent. on the amount of orders issued. From the above facts it may be fairly assumed that the introduction of the system has been a complete success. The principle on which the system is based has also proved itself to be perfect in all its details. It is a noticeable fact, and one that bears high testimony to the care evinced by the telegraph operators, that only one mistake in the transmission of these telegrams has occurred.

During the year seven cadets have been instructed in the learners' gallery, and six are now in course of training. The extension of the wires, and the continued demand for new stations on the old lines, makes it necessary to keep a good staff of Cadets at work.

Fifteen new stations have been opened at various times during the year. At all these the duties of telegraphist and postmaster have been combined, and at five of the above number the additional duty of lineman is done. During the next year it is intended to open two lineman's stations—one at Porangahau on the Napier line, and the other at Waihemo, a point nearly half-way between Palmerston and Naseby. The station at Porangahau will save at least ten hours in repairing any break between that place and Castle Point, and five hours on the Waipukurau side. As regards the station at Waihemo, owing to the Naseby line being fifty-four miles long,

it would not be prudent to depend wholly on the services of the lineman stationed at Palmerston, as the trunk line would be left during his absence liable to long interruption in case of a breakage.

It will be seen on turning to Table H of this Report, that whilst these stations are most valuable on account of the facilities which they afford for restoring communication in cases of interruption, they also, in some instances, add considerably to the revenue of the Department. As a rule, married men have been selected to fill these appointments, so that in their absence on line duty their wives perform their postal duties. The appointments are given to linemen who have been some time in the service, and who have made themselves competent to perform the duties of an operator, and shown themselves efficient in other respects.

The number of registered complaints against the Department during the year is forty-one. Of this number, eighteen on investigation proved to be groundless; of the remaining number, seven were for delay in delivery of telegrams, five for wrong delivery, and eleven for inaccurate rendering. Each of the above complaints was carefully investigated, and where the Department was at fault prompt measures were taken to prevent, if possible, a future recurrence. This number of complaints seems large compared with the numbers of former years, but it will be remembered that with the increase of business the chances of error have also multiplied.

The total number of telegrams transmitted during the year is 312,874, being an increase of 127,451 over the previous year (185,423). Looking at these figures, and the large increase of work over former years, it will be allowed that the duties of the staff have on the whole been well performed.

Table I gives the number of telegrams and letters despatched within each Province during the year, as compared with each of the three previous years. It will be seen that the increase of the percentage of telegrams over the previous year is rather more than 4 per cent., and that the Provinces of Southland, Otago, Canterbury, Taranaki, and Auckland show the greatest increase in the percentage of telegrams for every 100 letters despatched. There can be no doubt that the low tariff has been the chief cause of this great increase, and therefore that the reduction from the 2s. 6d. to the 1s. rate was a wise measure.

FINANCIAL.

The shilling tariff, which came into operation on the 1st April, 1870, has during the year caused a large increase of business on the lines. The total number of telegrams transmitted of all codes shows an increase of rather more than 68 per cent. over last year. The total cash revenue for the year, including incidental receipts, is £22,419 8s. 8d., being an increase of £5,201 7s. 4d. on last year; and the total value of business done during the same period is £32,296 6s. 2d. The total cost of maintenance of stations (£21,254 4s. 3d.) and of lines (£11,344 3s. 8d.) exceeds this sum by £302 1s. 9d.; but the "maintenance" of the lines includes fully £3,000 spent on reconstruction, which might fairly be charged to permanent expenditure, leaving £2,697 18s. 3d. to the credit of the Department.

It is worthy of record that although the number of miles of line (1,898) exceeds the number in circuit last year by 237 miles, the cost of maintenance has been less by the large sum of £2,776 1s. 2d.

The usual statistics furnished with this Report will again be found in Tables B, D, E, F, G, M, and O.

CONCLUSION.

The Report for the present year can hardly be complete without a short reference to the "Telegram Libel Case" which lately attracted some notice. A newspaper in Otago having published certain articles charging the Telegraph Department with corrupt practices, the Government instituted proceedings against the reputed Editor. After a long and minute investigation before the Resident Magistrate at Dunedin, Mr. Barton was committed for trial on the charge of publishing a false and malicious libel. The object of the proceedings—namely, the disproof of the charge made—having been thereby gained, the Government desired to spare him from being brought to trial. It seems that he was afterwards advised to take proceedings against some members of the Government for their original prosecution, so that it is necessary to refrain, for the present, from further comment on the case here; but it may be added that he also brought a charge against Mr. Lemon, the General Manager, of having improperly divulged a telegram to Mr. Gisborne, the Minister then acting as Telegraph Commissioner, which charge the Magistrates summarily dismissed without even calling upon Mr. Lemon's Counsel to reply.

It is, of course, of essential importance that the public should be perfectly satisfied of the integrity of the Telegraph Officers. Out of all the departments of Government, it is the only one which depends for its success on the confidence of the people in its secrecy. Had the political Government only been attacked, Ministers would have passed it over; but when the character and faithfulness of a large and deserving body of public servants were involved in a common calumny, and an attempt made to ruin them in the estimation not only of the Colonists here but of people in the Australian Colonies, it became the duty of Ministers to defend them. That this object has been successfully attained, is best evinced by the enormous increase in the business of the Department since the accusation was made.

TABLES REFERRED TO IN THE FOREGOING REPORT.

Table A.

TOTAL COST of the LINES of TELEGRAPH throughout New Zealand, and of the COOK STRAIT CABLE.

SECTION OF LINE.	Length of Section in Miles.	Cost of Clearing Bush.	Total Cost of Poles for Section, including Delivery.	Cost of Wire, Arms, Insulators, &c. including Cartage.	Cost of Erection.	Total Cost of Section.	Cost per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Riverton to Invercargill ...	24	...	547 2 10	96 10 11	262 12 7	906 6 4	37 15 3
Bluff to Invercargill ...	19	...	...	...	812 15 6	812 15 6	42 15 6 ^a
Invercargill to Matakura ...	32	...	1,199 0 0	739 1 4	469 11 0	2,407 12 4	75 4 9
Matakura to Waitaki ...	189	...	8,353 18 0	3,034 7 9	1,720 13 3	13,108 19 0	69 7 0
Waitaki to Hurunui ...	218	...	6,554 8 8	3,427 13 6	3,760 19 0	13,743 1 2	63 0 7 ^b
Hurunui to Nelson ...	241	1,229 3 3	5,213 14 0	3,953 3 4	3,661 6 0	14,057 6 7	58 6 0 ^c
White's Bay Line ...	7	...	...	...	503 12 6	503 12 6	71 18 11 ^d
Port Chalmers Line ...	8	...	...	...	800 0 0	800 0 0	100 0 0 ^e
Christchurch to Greymouth ...	176	...	...	...	3,808 0 0	3,808 0 0	21 12 9 ^f
Greymouth to Westport ...	67	1,951 7 6	1,070 16 5	960 15 4	3,019 17 9	7,002 17 0	104 10 5
Blenheim to Woodend, reconstruction, including White's Bay Line (194 miles) ...	...	100 0 0	5,136 12 5	2,022 15 4	3,484 12 0	10,743 19 9	55 7 7
Palmerston to Naseby ...	54	...	754 14 10	247 2 2	435 19 9	1,437 16 9	26 12 6
Tokomairiro to Queenstown ...	140	...	...	...	4,432 1 4	4,432 1 4	31 13 2 ^g
Tokomairiro to Queenstown, reconstruction, 140 miles ...	...	...	...	...	2,247 3 10	2,247 3 10	16 1 0
Total, South Island ...	1,175	3,280 10 9	28,830 7 2	14,481 9 8	29,419 4 6	76,011 12 1	64 13 10 ^h
Lyell's Bay to Wellington ...	4	...	123 5 0	104 6 0	57 15 0	285 6 0	71 6 0
Wellington to Patea ...	180	67 18 6	4,647 12 7	2,315 9 5	3,062 11 9	10,093 12 3	56 1 6 ⁱ
Wellington to Masterton ...	60	264 4 6	...	839 4 4	2,357 6 3	3,460 15 1	57 18 4 ^k
Masterton to Castle Point ...	36	22 15 1	...	388 18 6	1,267 9 1	1,679 2 8	46 19 6 ^k
Castle Point to Porangahau ...	53	176 9 4	2,362 10 0	722 18 6	1,105 16 10	4,367 14 8	82 8 2
Porangahau to Napier ...	68	74 0 0	2,459 15 6	918 9 8	1,252 10 2	4,704 15 4	69 3 9
Napier to Tauranga ...	200	153 18 6	9,404 12 6	5,763 13 7	5,767 18 5	21,090 3 0	105 9 0
Auckland to Cambridge, via old line to Alexandra, including branch line to Hamilton ...	152	...	...	...	3,256 0 0	3,256 0 0	21 8 5 ^l
Auckland to Newcastle, reconstruction, 70 miles, including new line from Hamilton to Cambridge, 12 miles ...	12	...	1,393 14 6	841 15 9	1,453 3 8	3,688 13 11	44 19 8
Mercer to Thames, including cost of 4 towers for spanning Thames and Piako Rivers ...	36	...	2,158 8 10	1,386 13 10	1,492 7 5	5,037 10 1	139 18 7
Totals, North Island ...	801	759 5 11	22,549 18 11	13,281 9 7	21,072 18 7	57,663 13 0	71 19 10 ^m
Totals, South Island ...	1,175	3,280 10 9	28,830 7 2	14,481 9 8	29,419 4 6	76,011 12 1	64 13 10 ⁿ
	1,976	4,039 16 8	51,380 6 1	27,762 19 3	50,492 3 1	133,675 5 1	67 13 0 ⁿ
Cook Strait Cable, including freight from London and expense of laying ...	...	...	...	...	...	29,864 0 0	...
Total expenditure (exclusive of lines in progress) ...	...	...	...	...	...	163,539 5 1	...

Total number of miles of Line, 1,976. Total number of miles of Wire, 3,247.

^a Purchased from Southland Government. ^b Includes £450, purchase of Lyttelton line. ^c Approximate cost. ^d Approximate cost of poles, &c. ^e Purchased from private firm. ^f Purchased from Canterbury Government. ^g Purchased from Otago Government; total cost includes £2,047 18s. 10d. for new material. ^h Average cost per mile, South Island. ⁱ Includes cost of exploration of three routes: one by Waipukurau and Wanganui; one by Masterton and Wanganui; and one by Wellington and Wanganui (present route). ^k Supply of poles included in cost of erection. ^l Of this amount £2,276 was paid to the Imperial Government for purchase of the line; the balance, £980, is the cost of extension from Ngaruawahia to Hamilton, and from Alexandra to Kihikihi. ^m Average cost per mile, North Island. ⁿ Total average cost per mile.

Table B.

CASH VALUE OF SHIPPING TELEGRAMS and Amounts Chargeable to each Department of the General Government for Telegrams Transmitted during the Year ended 30th JUNE, 1871.

	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTALS.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colonial Secretary	52 19 6	39 4 0	76 6 6	119 1 6	119 16 0	106 18 6	159 16 6	165 16 6	276 6 6	211 12 0	152 5 0	182 13 0	1,662 15 6
Crown Lands	7 13 0	5 12 6	5 17 6	4 15 0	4 2 6	1 19 6	8 9 0	7 15 0	3 12 0	7 13 0	9 6 0	4 4 6	70 19 6
Customs	16 11 0	16 6 0	36 6 0	30 16 6	16 7 6	24 6 6	14 16 0	29 0 6	32 8 0	21 4 0	11 0 0	16 2 0	265 4 0
Defence	187 1 6	215 3 0	197 1 0	185 11 6	218 14 6	273 5 0	332 15 0	336 17 0	338 8 0	247 6 6	241 9 0	218 15 6	2,992 7 6
Judicial	45 2 6	51 1 6	53 19 0	71 7 0	94 18 6	93 19 0	110 7 0	112 10 0	117 17 0	84 5 6	85 18 6	114 2 0	1,035 7 6
Marine	1 9 6	1 9 0	2 7 6	3 8 6	1 13 6	1 12 6	2 1 6	0 4 6	1 8 0	0 12 6	0 5 0	2 14 0	19 6 0
Native	26 1 0	52 14 6	33 5 0	24 7 6	33 14 0	58 2 6	90 4 0	68 7 0	65 10 6	69 12 6	96 10 6	79 19 6	698 8 6
Postal	61 1 0	65 6 6	58 14 0	70 8 6	61 10 0	99 14 6	79 13 6	60 14 6	92 0 6	79 9 6	67 11 0	75 8 6	871 12 6
Public Works	2 7 0	1 5 0	2 4 0	5 7 0	3 16 6	15 17 6	36 0 0	40 0 0	89 17 0	112 10 6	101 11 0	146 6 0	545 18 6
Registrar-General	...	...	...	...	6 7 6	3 13 6	19 10 6	16 7 0	13 15 6	14 14 6	11 16 6	7 3 0	104 11 0
Registrar of Land	...	...	...	...	1 7 0	1 1 0	4 14 0	9 9 6	6 2 6	7 8 0	5 2 0	3 14 0	38 18 0
Telegraph	...	...	0 13 0	0 2 6	45 16 6	0 10 6	0 5 0	0 7 6	64 2 0	53 0 6	32 10 0	65 15 0	1 18 6
Treasury	52 6 6	29 11 6	40 2 6	56 7 6	89 15 6	89 9 6	51 9 0	45 15 0	54 0 0	74 12 0	74 3 0	80 0 0	626 11 6
Shipping Reports	83 6 6	87 10 6	93 10 0	68 16 6	89 7 6	89 9 6	94 5 0	53 18 6	...	...	...	...	942 19 0
Totals	535 19 0	565 4 0	600 6 0	640 9 6	697 11 6	860 5 6	1,004 6 0	947 2 6	1,155 7 6	984 1 0	889 8 0	996 17 0	9,876 17 6

Table C.

INSULATION TESTS of the COOK STRAIT CABLE for the Years ending 30th JUNE, 1868, 1869, 1870, and 1871 respectively, showing the Resistance per Knot, after Two Minutes' Electrification, in Millions of Ohms (British Association Units of Resistance).

DATE.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.	DATE.	No. 1 Wire.	No. 2 Wire.	No. 3 Wire.
1867—				1870—			
September 1	473	71	554	November 21	505	10.2	1,149
September 30	634	102	634	December 21	480	7.7	1,121
October 14	547	179	620				
November 1	598	32.6	667	1871—			
November 14	574	10.6	643	January 21	574	6.7	1,312
December 2	608	10.5	709	February 21	565	2.0	1,173
				March 23	497	2.39	1,166
1868—				April 24	508	1.85	1,003
June 7*	930	5.5	1094	May 23	489	2.08	955
September 11	630	22.5	946	June 24	717	1.28	1,288
September 17	697	63.5	1000				

* This test was taken with zinc to earth; all the others with copper to earth.

† No test taken.

Table D.
ORDINARY, PRESS, and PROVINCIAL GOVERNMENT TELEGRAMS despatched during each QUARTER of the Years ended 30th JUNE, 1870 and 1871 respectively, and the REVENUE derived from each Class.
1869-70.

	SEPTEMBER QUARTER, 1869.		DECEMBER QUARTER, 1869.		MARCH QUARTER, 1870.		JUNE QUARTER, 1870.		TOTALS.	
	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No.	Amount. £ s. d.
Ordinary Telegrams	24,307	3,753 17 0	21,972	3,558 13 0	23,351	3,781 10 6	44,788	3,636 10 0	114,418	14,730 10 6
Press Telegrams	1,152	340 4 3	853	216 18 0	740	182 4 0	1,460	241 14 0	4,205	981 0 3
Provincial Government Telegrams	877	271 10 1	897	216 11 0	870	198 17 0	1,278	182 10 0	3,922	869 8 1
Totals	26,336	4,365 11 4	23,722	3,992 2 0	24,961	4,162 11 6	47,526	4,060 14 0	122,545	16,580 18 10

1870-71.

	SEPTEMBER QUARTER, 1870.		DECEMBER QUARTER, 1870.		MARCH QUARTER, 1871.		JUNE QUARTER, 1871.		TOTALS.	
	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No. of Telegrams.	Revenue Derived. £ s. d.	No.	Amount. £ s. d.
Ordinary Telegrams	48,173	3,886 13 3	51,629	4,096 8 0	60,652	4,857 9 3	70,914	5,591 15 6	231,368	18,432 6 0
Press Telegrams	2,474	559 16 0	3,349	759 2 6	5,141	803 4 0	3,767	623 17 0	14,731	2,745 19 6
Provincial Government Telegrams	1,929	280 15 6	1,778	261 12 9	1,824	246 6 0	1,952	252 16 0	7,483	1,041 10 3
Totals	52,576	4,727 4 9	56,756	5,117 3 3	67,617	5,906 19 3	76,633	6,468 8 6	253,582	22,219 15 9

Table E.
ORDINARY TELEGRAMS despatched from each Station during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Alexandra, Otago	243	£ s. d. 18 18 0	285	£ s. d. 21 18 0	307	£ s. d. 21 6 6	238	£ s. d. 17 15 6	1,073	£ s. d. 79 15 0
Ashburton	...	...	...	...	54	4 15 6	119	9 3 6	173	18 15 0
Balcutha	366	26 6 0	510	37 9 0	617	46 2 6	528	40 18 6	2,021	150 16 0
Bealey	61	4 3 0	83	5 7 6	109	7 17 0	87	5 1 6	340	22 9 0
Blenheim	883	65 4 3	987	74 4 9	1,053	85 13 9	1,007	76 9 6	3,930	301 12 3
Bluff	404	32 7 0	467	35 4 3	471	36 0 6	642	47 12 9	1,984	151 4 6
Brighton	285	19 9 6	247	16 16 6	226	15 7 6	217	12 17 6	975	64 11 0
Castle Point*	81	6 17 6	139	11 3 6	108	9 3 0	95	7 10 6	423	34 14 6
Charleston	952	70 2 3	818	58 10 0	891	67 6 6	966	69 10 6	3,627	265 9 3
Cheviot	70	8 2 6	184	22 8 9	237	32 8 6	133	17 5 0	624	90 4 9
Christchurch	3,798	337 4 9	3,949	343 1 9	4,659	402 10 9	4,614	398 17 0	17,020	1,481 14 3
Clyde	537	45 1 6	612	49 7 3	820	68 7 6	642	48 8 6	2,611	211 4 9
Cromwell	587	43 17 6	648	50 0 0	600	44 4 6	624	43 19 3	2,459	182 1 3
Dunedin	7,133	605 2 9	8,042	665 12 9	9,117	749 13 6	9,518	767 5 9	33,810	2,787 14 9
Featherston	122	9 2 0	138	9 18 6	119	7 17 0	138	10 1 6	517	36 19 0
Foxton	...	...	...	...	...	...	369	26 17 6	369	26 17 6
Greymouth	2,067	172 8 6	2,083	174 12 3	2,070	178 18 0	1,937	154 12 9	8,157	680 11 6
Greytown	222	15 15 0	319	23 17 0	306	21 4 0	267	17 12 0	1,114	78 8 0
Hampden	...	...	...	...	...	...	63	4 2 6	63	4 2 6
Havelock	452	30 13 0	362	30 14 6	371	24 1 6	358	22 18 6	1,543	108 7 6
Hokitika	2,781	240 15 9	2,606	223 0 3	2,406	204 0 3	2,506	210 16 6	10,299	878 12 9
Hutt	115	7 6 6	122	7 8 0	138	9 1 0	113	7 9 6	488	31 5 0
Invercargill	1,082	96 10 0	1,316	116 16 6	1,800	160 1 6	1,947	154 11 3	6,145	527 19 3
Kaipoi	650	50 5 9	514	37 13 6	537	38 10 6	631	43 15 0	2,332	170 4 9
Kaikoura	191	13 4 6	188	13 11 3	171	13 4 6	154	11 2 6	704	51 2 9
Kekerangu*	...	...	...	...	...	...	19	1 13 6	19	1 13 6
Lawrence	480	35 11 6	621	43 18 3	813	64 14 3	630	46 9 9	2,544	190 13 9
Leithfield	...	...	...	...	3	0 3 6	160	13 10 9	163	13 14 3
Longbush	...	...	8	0 9 0	351	31 7 0	332	28 2 6	691	59 18 6
Lytelton	1,378	98 15 6	1,785	125 4 3	1,598	111 12 6	1,539	109 5 0	6,300	444 17 3
Maketu	...	...	...	...	144	11 9 6	98	6 2 6	242	17 12 0
Marton	240	17 14 6	293	21 5 0	251	19 14 6	349	22 17 6	1,133	81 11 6
Masterton	136	8 12 0	189	12 5 6	197	13 4 3	196	13 1 3	718	47 3 0
Mataura	...	...	...	...	224	17 17 3	212	17 3 9	436	35 1 0
Napier	1,194	106 17 0	970	80 17 6	1,178	101 19 9	1,223	104 1 6	4,565	393 15 9
Naseby	...	...	...	...	...	...	39	3 7 0	39	3 7 0
Nelson	2,451	199 4 3	2,751	222 2 0	2,733	226 12 3	2,421	187 8 6	10,356	835 7 0
Oamaru	1,479	114 13 3	1,472	119 1 3	1,714	140 3 6	1,801	145 12 6	6,466	519 10 6
Otaki	62	4 11 6	76	5 18 6	101	8 12 0	117	8 10 0	356	27 12 0
Palmerston	290	21 11 0	300	20 12 6	356	27 1 3	342	27 4 9	1,288	96 9 6

Table E.—*continued.*

ORDINARY TELEGRAMS despatched from each Station during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Patea	274	19 2 6	226	16 5 6	346	26 8 0	398	28 17 0	1,244	90 13 0
Pickon	555	38 11 0	622	43 5 0	664	45 15 6	640	46 3 9	2,481	173 15 3
Port Chalmers	547	37 11 6	636	42 16 6	696	48 2 3	784	54 3 0	2,663	182 13 3
Queenstown	572	53 5 6	812	70 4 6	897	72 18 0	946	79 1 0	3,227	275 9 0
Riverton	...	...	...	...	...	...	371	27 7 0	371	27 7 0
Rotorua	...	...	5	0 13 0	48	4 12 0	41	3 8 6	94	8 13 6
Roxburgh	179	12 5 0	251	17 15 0	269	20 0 6	184	12 2 0	883	62 2 6
Selwyn	112	7 9 0	79	5 15 6	80	6 7 6	90	6 6 6	361	25 18 6
Spit	486	40 12 0	493	44 1 3	476	40 10 9	502	39 6 6	1,957	164 10 6
Tarawera	...	...	8	1 1 6	145	11 7 6	188	15 2 6	341	27 11 6
Taupo	...	...	36	3 9 6	117	10 12 0	176	17 8 0	329	31 9 6
Tauranga	...	...	21	1 17 0	259	19 18 6	207	14 10 0	487	36 5 6
Temuka	311	23 11 6	281	18 19 6	272	18 5 0	389	27 16 0	1,253	88 12 0
Tinaru	1,219	94 2 0	1,418	107 1 6	1,526	116 7 0	1,696	124 4 3	5,859	431 14 9
Tokomairiro	469	32 2 0	626	41 15 6	646	46 13 6	644	44 3 3	2,385	164 14 3
Waikouaiti	316	21 18 6	313	22 2 0	308	22 5 0	322	23 5 0	1,259	89 10 6
Waimate	...	...	53	3 17 0	193	15 0 0	146	10 4 0	397	29 1 0
Waipawa	239	21 7 0	195	14 8 0	226	16 10 0	214	16 19 0	874	69 4 0
Waipukurau	254	20 10 0	258	22 10 6	244	19 13 9	246	20 3 9	1,002	82 18 0
Wanganui	1,786	135 13 9	1,712	126 11 3	1,813	137 13 0	2,067	148 13 6	7,378	548 11 6
Wellington	3,925	306 18 0	3,778	291 15 0	4,204	346 7 3	4,232	320 4 9	16,139	1,265 5 0
Government Buildings	926	95 5 0	126	10 17 0	192	15 10 6	149	11 12 6	1,393	133 5 0
Westport	1,701	123 16 6	1,717	130 17 0	1,690	120 9 9	1,411	100 4 0	6,519	475 7 3
White's Bay	6	0 9 6	10	0 11 0	6	0 12 6	9	0 16 6	31	2 9 6
Totals, Bluff to Napier and Patea	44,669	3,610 18 3	46,765	3,718 19 0	52,167	4,204 7 0	53,443	4,153 7 9	197,044	15,687 12 0
Alexandra, Auckland	107	8 2 6	124	8 5 0	162	12 0 6	138	12 11 0	531	40 19 0
Auckland	1,556	121 18 0	2,122	165 7 6	3,949	309 14 9	7,804	640 14 3	15,431	1,237 14 6
Cambridge	125	9 3 0	153	12 2 6	143	10 16 0	174	12 11 6	600	44 13 0
Grahamstown and Thames	1,071	92 8 6	1,802	145 14 0	3,574	276 1 0	8,726	780 11 6	15,173	1,244 15 0
Hamilton	199	15 2 0	216	15 13 0	207	13 15 0	257	18 0 6	879	62 10 6
Mercer	157	10 8 6	158	10 10 6	119	8 14 0	101	6 10 0	535	36 3 0
Newcastle	185	12 1 0	197	13 8 0	222	15 4 0	148	10 1 6	752	50 14 6
Onehunga	104	6 11 6	92	6 8 6	104	6 17 0	123	7 7 6	423	27 4 6
Totals, Auckland Lines	3,504	275 15 0	4,864	377 9 0	8,485	653 2 3	17,471	1,438 7 9	34,324	2,744 14 0
Totals, Bluff to Napier and Patea	44,669	3,610 18 3	46,765	3,718 19 0	52,167	4,204 7 0	53,443	4,153 7 9	197,044	15,687 12 0
Grand Totals	48,173	3,886 13 3	51,629	4,096 8 0	60,652	4,857 9 3	70,914	5,591 15 6	231,368	18,432 6 0

Table F.—continued.

PROVINCIAL GOVERNMENT TELEGRAMS despatched from each Station during the Year ended 30th JUNE, 1871.

THE TELEGRAPH DEPARTMENT.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Patea	...	£ s. d.	3	£ s. d.	...	£ s. d.	...	£ s. d.	3	£ s. d.
Pictou	16	...	...	...	6	...	42	...
Port Chalmers	...	1 4 0	52	1 10 6	76	0 8 0	70	0 8 0	241	3 10 6
Queenstown	...	4 5 0	64	4 6 0	51	6 8 0	48	5 6 6	219	20 5 6
Riverton	...	7 7 6	...	14 16 0	...	8 16 0	18	6 18 0	18	37 17 6
Rotorua	2 4 6	...	2 4 6
Roxburgh
Selwyn	...	1 8 6	6	0 9 6	9	1 0 6	25	2 12 6	56	5 11 0
Spit	1	0 1 6	...	...	...	...	...	...
Tarawera	1	...	...	0 1 6
Taupo	0 3 6	...	0 3 6	...	...
Tauranga
Temuka
Timaru
Tokomairiro	...	2 13 0	17	1 5 6	27	2 11 6	15	1 8 0	84	7 18 0
Waikouaiti	...	1 11 0	12	0 16 6	12	1 4 0	10	0 15 6	48	4 7 0
Waimate
Waipawa	16	3 5 9	...	...	...	...	...	...
Waipukurau	7	1 2 6	2	0 6 6	2	0 4 0	16	3 5 9
Wanganui	...	4 3 6	32	5 0 0	28	3 3 6	34	4 14 0	11	1 13 0
Wellington	...	7 18 0	87	13 14 0	74	10 13 0	70	8 4 0	123	17 1 0
Government Buildings	...	31 10 6	1	0 2 0	11	3 15 6	10	2 11 6	292	40 9 0
Westport	...	9 14 6	114	16 11 6	74	10 14 0	96	10 12 0	211	37 19 6
White's Bay	379	47 12 0
Totals, Bluff to Napier and Patea	1,929	280 15 6	1,770	260 13 3	1,793	241 13 6	1,924	249 17 6	7,416	1,032 19 9
Alexandra, Auckland
Auckland	8	0 19 6	23	3 12 6	20	1 18 0	51	6 10 0
Cambridge
Grahamstown and Thames	7	0 16 0	8	1 0 6	15	1 16 6
Hamilton
Mercer	1	0 4 0	...	...	1	0 4 0
Newcastle
Onehunga
Totals, Auckland lines	8	0 19 6	31	4 12 6	28	2 18 6	67	8 10 6
Totals, Bluff to Napier and Patea	1,929	280 15 6	1,770	260 13 3	1,793	241 13 6	1,924	249 17 6	7,416	1,032 19 9
Grand Totals	1,929	280 15 6	1,778	261 12 9	1,824	246 6 0	1,952	252 16 0	7,483	1,041 10 3

Table G.
Press TELEGRAMS despatched from each Station during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Alexandre, Otago	2	£ s. d. 0 2 0	3	£ s. d. 0 3 0	12	£ s. d. 0 6 6	1	£ s. d. 0 2 6	18	£ s. d. 0 14 0
Ashburton	...	...	...	...	...	...	3	...	3	0 4 6
Balclutha	...	1 4 6	2	0 2 6	18	1 5 6	1	0 1 0	23	2 13 6
Bealey	...	...	...	...	...	...	...	...	...	...
Blenheim	16	0 15 0	8	0 17 0	53	2 18 6	61	4 3 0	138	8 13 6
Bluff	83	53 0 6	209	103 12 6	204	49 13 0	194	35 17 6	690	242 3 6
Brighton	1	0 1 6	1	0 5 0	...	...	...	...	2	0 6 6
Castle Point	...	...	...	...	...	...	...	...	...	...
Charleston	4	0 4 0	7	0 8 0	2	0 2 0	28	2 3 0	41	2 17 0
Cheviot	...	...	...	...	...	...	...	...	...	...
Christchurch	150	36 5 0	340	44 5 6	291	18 9 0	108	8 1 0	889	107 0 6
Clyde	7	0 13 6	1	0 4 6	23	1 8 6	5	0 5 6	36	2 12 0
Cromwell	...	...	2	0 2 6	18	0 16 0	11	0 10 6	31	1 9 0
Dunedin	224	32 0 0	369	81 15 6	799	89 3 6	616	79 14 0	2,008	282 13 0
Featherston	...	...	1	0 2 0	10	0 11 6	...	...	11	0 13 6
Foxton	...	...	...	...	...	...	2	0 16 0	2	0 16 0
Greymouth	79	6 14 6	81	6 0 0	59	6 16 6	56	5 13 6	275	25 4 6
Greytown	1	0 1 0	3	0 2 6	7	0 8 0	5	0 4 6	16	0 16 0
Hampden	...	...	...	...	...	...	...	...	...	...
Havelock	...	...	...	...	...	...	...	...	...	...
Hokitika	192	104 9 6	2	0 1 6	1	0 0 6	...	...	3	0 2 0
Hutt	...	...	275	151 11 0	299	148 7 6	347	99 2 0	1,113	503 10 0
Invercargill	...	...	3	0 12 0	4	0 2 0	1	0 1 0	8	0 15 0
Kaipoi	23	3 11 6	41	3 16 0	115	11 8 0	39	2 11 0	218	21 6 6
Kaikoura	3	0 5 6	5	0 5 0	5	0 6 0	7	0 14 0	20	1 10 6
Kekerangu	...	...	...	...	4	0 4 6	...	...	4	0 4 6
Lawrence	1	0 1 0	...	...	...	...	...	...	...	...
Leithfield	...	...	...	...	50	3 12 6	4	0 9 0	55	4 2 6
Longbush	...	...	...	...	...	...	1	0 3 0	1	0 3 0
Lytelton	...	...	...	...	1	0 1 0	...	...	1	0 1 0
Maketu	117	4 9 6	167	5 17 0	131	5 2 0	88	3 19 6	503	19 8 0
Marton	...	...	...	...	...	...	...	...	...	...
Masterton	1	0 1 6	3	0 3 6	9	0 10 6	4	0 3 6	17	0 19 0
Mataura	1	0 1 0	1	0 2 0	...	...	...	...	2	0 3 0
Napier	...	...	...	...	3	0 1 6	...	...	3	0 1 6
Naseby	...	...	...	...	120	16 0 0	6	0 5 0	482	65 16 0
Nelson	152	22 10 6	204	27 0 6	...	...	...	...	...	...
Oamaru	...	...	...	...	316	122 18 6	339	124 12 0	1,071	461 3 6
Otaki	170	52 2 6	246	161 10 6	29	3 11 0	17	1 4 6	77	8 16 0
Palmerston	16	1 5 6	15	2 15 0	...	...	...	...	...	...
	...	...	...	...	6	0 8 6	...	...	6	0 8 6

Table G.—continued.

Press TELEGRAMS despatched from each Station during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.		No.	Amount.
	No.	Amount. £ s. d.	No.	Amount. £ s. d.	No.	Amount. £ s. d.	No.	Amount. £ s. d.		
Patea	3	0 5 6	33	2 17 0	127	8 3 6	111	6 16 0	274	18 2 0
Pictou	...	...	...	...	8	0 9 0	...	0 2 0	9	0 11 0
Port Chalmers	150	7 5 6	224	10 17 0	137	7 0 0	66	3 9 6	577	28 12 0
Queenstown	9	0 14 0	7	0 19 0	38	4 17 6	15	0 18 0	69	7 8 6
Riverton	...	...	...	...	...	...	1	0 2 6	1	0 2 6
Rotorua	...	...	...	...	...	...	...	...	...	...
Roxburgh	...	...	2	0 3 0	11	0 13 0	1	0 1 0	14	0 17 0
Selwyn	...	...	1	0 2 0	4	0 5 0	...	...	5	0 7 0
Spit	27	5 6 6	47	5 9 0	134	7 19 6	161	11 9 6	369	30 4 6
Tarawera	...	...	...	...	1	0 5 0	...	...	1	0 5 0
Taupo	...	...	...	...	1	0 2 0	...	...	1	0 2 0
Tauranga	...	...	52	5 7 0	381	84 5 0	419	118 16 6	852	208 8 6
Temuka	...	...	...	...	3	0 2 0	...	...	3	0 2 0
Timaru	24	2 11 6	57	6 5 0	57	14 2 0	45	6 18 6	183	29 17 0
Tokomairiro	5	0 5 0	5	0 9 0	22	2 1 0	5	0 6 0	37	3 1 0
Waikouaiti	3	0 5 0	11	1 0 6	27	1 9 0	3	0 4 0	44	2 18 6
Waimate	...	...	...	...	3	0 2 0	...	...	3	0 2 0
Waipawa	...	...	...	...	10	0 11 6	...	...	10	0 11 6
Waipukurau	...	...	...	...	...	...	...	...	...	...
Wanganui	77	17 0 6	134	32 13 6	117	8 2 0	60	10 5 0	388	68 1 0
Wellington	553	156 1 6	404	52 3 6	383	46 13 0	302	24 10 0	1,642	279 8 0
Government Buildings	152	29 16 0	1	0 2 0	...	...	...	...	153	29 18 0
Westport	16	0 15 0	14	1 1 0	22	1 1 0	12	0 14 6	64	3 11 6
White's Bay	...	...	...	...	...	...	...	...	...	...
Totals Bluff to Napier and Patea	2,264	540 5 6	2,981	711 3 0	4,075	672 15 6	3,146	555 14 0	12,466	2,479 18 0
Alexandra, Auckland	...	...	13	1 18 6	42	4 8 0	64	4 16 0	119	11 2 6
Auckland	135	14 11 6	194	34 13 0	762	99 18 6	201	26 9 0	1,292	175 12 0
Cambridge	...	...	...	...	...	...	...	...	...	...
Grahamstown and Thames	73	4 15 0	158	11 5 6	248	25 2 0	354	36 15 0	833	77 17 6
Hamilton	...	...	3	0 2 6	4	0 4 0	1	0 1 0	8	0 7 6
Mercer	...	...	...	...	2	0 5 0	...	...	2	0 5 0
Newcastle	2	0 4 0	...	...	6	0 6 6	...	...	8	0 10 6
Onehunga	...	...	...	...	2	0 4 6	1	0 2 0	3	0 6 6
Totals Auckland lines	210	19 10 6	368	47 19 6	1,066	130 8 6	621	68 3 0	2,265	265 1 6
Totals Bluff to Napier and Patea	2,264	540 5 6	2,981	711 3 0	4,075	672 15 6	3,146	555 14 0	12,466	2,479 18 0
Grand Totals	2,474	559 16 0	3,349	759 2 6	5,141	803 4 0	3,767	623 17 0	14,731	2,745 19 6

Table H.
RETURN for the YEAR ended 30th JUNE, 1871, of the CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES, and of the Value of GENERAL GOVERNMENT TELEGRAMS; the Number of MESSAGES transmitted by each Station, and the Working Expenses of each Station.

NAME OF STATION.	Total Cash Revenue derived from Private, Press, and Provincial Government Messages.	Value of General Government Messages.	Total Value of Messages of all Codes.	Total Number of Private, Press, and Provincial Government Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of each Station.	REMARKS.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.	
Head Office	88 14 0	7 7 6	96 1 6	...	82	...	2,217 16 4	468 12 9	2,686 9 1	Includes £109 for additions to store and repairs to cable-house.
Alexandra, Otago	14 3 6	1 7 6	15 11 0	1,144	8	1,226	125 0 0	20 0 6	145 0 6	
Ashburton*	157 5 6	18 13 0	175 18 6	2,074	126	2,200	...	38 18 0	38 18 0	
Balclutha	22 12 0	2 3 0	24 15 0	341	12	353	171 13 4	40 5 0	211 18 4	
Bealey	315 17 9	45 3 0	361 0 9	4,142	497	4,639	200 0 0	23 12 0	223 12 0	
Blenheim	398 6 6	98 2 6	496 9 0	2,729	1,650	4,379	209 3 4	41 13 6	250 16 10	
Bluff	74 17 0	1 7 0	76 4 0	1,081	12	1,093	234 11 8	51 0 9	285 12 5	
Brighton	35 15 0	3 9 0	39 4 0	432	23	455	115 0 0	50 0 0	165 0 0	
Castle Point*	287 4 0	31 9 0	318 13 0	3,840	298	4,138	...	41 5 6	41 5 6	
Charleston	90 4 9	0 7 0	90 11 9	624	2	626	139 3 4	49 7 9	188 11 1	
Cheriot	1,589 9 3	369 7 0	1,958 16 3	17,915	1,971	19,886	110 0 0	40 8 9	150 8 9	
Christchurch*	260 7 3	37 14 6	298 1 9	3,023	310	3,333	1,422 6 0	355 13 9	1,777 19 9	Includes £219 for rent and repairs.
Clyde	196 6 9	18 0 0	214 6 9	2,580	178	2,758	85 16 8	29 8 3	115 4 11	
Cronwell	3,353 6 3	774 1 6	4,127 7 9	37,892	4,073	41,965	158 3 0	34 14 9	192 17 9	
Dunedin*	39 7 0	35 1 6	74 8 6	541	271	812	1,445 18 9	124 17 3	1,570 16 0	
Featherston	29 3 0	18 11 0	47 14 0	380	81	461	130 16 8	15 0 6	145 17 2	
Forton	778 15 0	168 10 0	947 5 0	8,909	1,913	10,822	15 0 0	12 18 3	27 18 3	
Greytown	82 2 0	11 12 6	93 14 6	1,149	104	1,253	246 2 0	43 4 0	289 6 0	
Hampden	4 2 6	1 18 0	6 0 6	63	11	74	139 3 4	24 13 11	163 17 3	
Havelock	112 9 6	8 19 6	121 9 0	1,581	101	1,682	7 10 0	28 3 3	35 13 3	
Hokitika	1,504 8 6	294 17 6	1,799 6 0	12,048	2,318	14,366	119 13 4	7 11 0	127 4 4	
Hutt	37 1 6	11 1 0	48 2 6	538	59	597	559 15 0	68 6 9	628 1 9	
Invercargill	602 0 3	173 8 0	775 8 3	6,728	904	7,632	97 10 0	16 19 6	114 9 6	
Kaipoi	171 15 3	10 12 0	182 7 3	2,352	106	2,458	256 16 8	50 3 3	306 19 11	
Kaikoura	52 4 3	12 0 6	64 4 9	715	90	805	146 10 0	19 6 1	165 16 1	
Kekerangu*	1 13 6	...	1 13 6	19	...	19	144 13 6	21 18 6	166 12 0	Includes £41 for freight, and furniture for new office.
Lawrence	211 11 9	10 16 6	222 8 3	2,743	115	2,858	...	61 7 7	61 7 7	
Leithfield	13 17 3	0 12 6	14 9 9	164	7	171	115 0 0	6 0 0	121 0 0	
Longbush	60 14 6	1 1 6	61 16 0	696	14	710	15 0 0	17 13 6	32 13 6	
Lyttelton	464 8 3	204 2 0	668 10 3	6,804	2,822	9,626	48 18 4	35 13 9	84 12 1	
Maketu	17 12 0	55 12 6	73 4 6	242	185	427	372 18 4	67 1 9	440 0 1	
Marton	88 12 6	148 14 6	237 7 0	1,185	448	1,633	50 0 0	32 3 6	82 3 6	Includes £30 for repairs to office, through damage by fire.
Masterton	48 6 0	12 9 6	60 15 6	732	137	869	135 0 0	27 12 0	162 12 0	
Mataura*	37 3 0	4 5 0	41 8 0	453	29	482	110 0 0	57 5 9	124 17 0	
Napier	479 0 9	1,048 9 0	1,527 9 9	5,118	3,409	8,527	...	86 13 9	490 7 1	
Naseby	3 7 0	1 4 0	4 11 0	39	7	46	403 13 4	2 1 3	2 1 3	
Nelson	1,374 4 6	287 12 0	1,661 16 6	12,030	3,088	15,118	...	98 18 9	535 14 10	Includes £21, cost of alterations to office.
Oamaru	540 16 0	46 0 0	586 16 0	6,635	358	6,993	436 16 1	40 12 1	250 15 5	
Otaki*	30 11 0	29 1 6	59 12 6	368	116	484	210 3 4	41 15 6	41 15 6	Includes £30 for rent of office.
Palmerston	100 9 0	30 8 6	130 17 6	1,329	106	1,435	...	18 5 3	148 5 3	
Patea	109 4 6	194 10 0	303 14 6	1,521	969	2,490	130 0 0	25 10 6	194 16 4	

Table H.—continued.

RETURN for the YEAR ended 30th JUNE, 1871, of the CASH REVENUE derived from PRIVATE, PRESS, and PROVINCIAL GOVERNMENT MESSAGES, and of the Value of GENERAL GOVERNMENT TELEGRAMS; the number of MESSAGES transmitted by each Station, and the Working Expenses of each Station.										
NAME OF STATION.	Total Cash Revenue derived from Private, Press, and Provincial Government Messages.	Value of General Government Messages.	Total Value of Messages of all Codes.	Total Number of Private, Press, and Provincial Government Messages.	Total Number of General Government Messages.	Total Number of Messages of all Codes.	Amount Paid for Salaries.	Contingencies.	Total Cost of Maintenance of each Station.	REMARKS.
	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.	
Pictou	177 16 9	71 15 0	249 11 9	2,532	974	3,506	124 15 0	8 2 3	132 17 3	Includes £19, cost of alterations to office.
Port Chalmers	231 10 9	204 19 0	436 9 9	3,481	3,179	6,660	331 1 8	37 11 6	368 13 2	
Queensdown	320 15 0	45 4 0	365 19 0	3,515	507	4,022	128 3 4	30 9 11	158 13 3	
Riverton	29 14 0	2 8 0	32 2 0	390	20	410	16 13 4	33 16 0	50 9 4	
Rotorua*	8 13 6	83 8 6	92 2 0	94	224	318	85 16 8	26 18 6	112 15 2	
Roxburgh	63 10 6	3 14 0	72 4 6	953	43	996	125 0 0	20 19 6	145 19 6	
Selwyn	26 5 6	0 10 6	26 16 0	366	6	372	125 11 3	35 9 2	161 0 5	
Spit	194 16 6	126 18 6	321 15 0	2,327	954	3,281	154 1 8	35 10 6	189 12 2	
Tarawera*	27 16 6	74 11 0	102 7 6	342	378	720	...	12 8 0	12 8 0	
Taupo	31 18 6	318 19 0	350 17 6	332	1,011	1,343	66 13 4	13 10 0	80 3 4	
Tauranga	244 14 0	275 18 6	520 12 6	1,339	1,000	2,339	68 6 8	51 11 6	119 18 2	
Temuka	88 14 0	8 19 6	97 13 6	1,256	52	1,308	110 0 0	14 4 10	124 4 10	
Timaru	461 11 9	76 0 0	537 11 9	6,042	653	6,695	174 3 4	44 7 2	218 10 6	
Tokomairiro	175 13 3	20 6 0	195 19 3	2,506	172	2,678	196 13 4	22 1 0	218 14 4	
Waikouaiti	96 16 0	24 6 6	121 2 6	1,351	112	1,463	90 0 0	8 15 0	98 15 0	
Waimate	29 3 0	3 15 6	32 18 6	400	33	433	58 6 8	19 13 11	78 0 7	
Waipawa	73 1 3	34 8 6	107 9 9	900	154	1,054	110 0 0	41 17 0	151 17 0	
Waipukurau	84 11 0	48 12 6	133 3 6	1,013	150	1,163	90 0 0	14 5 6	104 5 6	
Wanganui	633 13 6	395 19 6	1,029 13 0	7,889	2,169	10,058	302 10 0	78 9 4	380 19 4	
Wellington	1,585 2 0	814 8 0	2,399 10 0	18,073	5,691	23,764	1,389 7 8	201 10 9	1,590 18 5	
Government Buildings	201 2 6	2,105 13 0	2,306 15 6	1,757	9,217	10,974	140 16 8	29 14 6	1,170 11 2	
Westport	526 10 9	100 9 0	626 19 9	6,962	1,174	8,136	201 3 8	49 1 0	250 4 8	
White's Bay	2 9 6	...	2 9 6	31	...	31	683 6 8	214 3 0	897 9 8	
Totals Bluff to Napier and Patea	19,200 9 9	9,071 6 0	28,271 15 9	216,926	54,883	271,809	15,467 9 1	3,396 5 3	18,863 14 4	
Alexandra, Auckland	52 1 6	114 2 6	166 4 0	650	569	1,219	99 11 8	44 0 8	143 12 4	
Auckland	1,419 16 6	301 12 0	1,721 8 6	16,774	1,515	18,289	564 2 10	229 4 8	793 7 6	
Cambridge	44 13 0	26 12 6	71 5 6	600	183	783	104 3 4	14 15 0	118 18 4	
Grahamstown & Thames	1,324 9 0	123 9 6	1,447 18 6	16,021	561	16,582	534 10 2	196 17 0	731 7 2	
Hamilton	62 18 0	172 17 6	235 15 6	887	1,084	1,971	135 16 8	31 4 0	167 0 8	
Mercer	36 12 0	15 11 0	52 3 0	538	69	607	132 10 0	8 9 0	140 19 0	
Newcastle	51 5 0	30 11 0	81 16 0	760	237	997	99 3 4	38 16 6	137 19 10	
Onehunga	27 11 0	20 15 6	48 6 6	426	191	617	136 13 4	20 11 9	157 5 1	
Totals Auckland lines	3,019 6 0	805 11 6	3,824 17 6	36,656	4,409	41,065	1,806 11 4	583 18 7	2,390 9 11	
Totals Bluff to Napier and Patea	19,200 9 9	9,071 6 0	28,271 15 9	216,926	54,883	271,809	15,467 9 1	3,396 5 3	18,863 14 4	
Grand Totals	22,219 15 9	9,876 17 6	32,096 13 3	253,582	59,292	312,874	17,274 0 5	3,980 3 10	21,254 4 3	

* Operator also Lineman.

REPORT ON THE WORKING OF

Table I.

NUMBER of INTERPROVINCIAL LETTERS forwarded during the Year ended 31st December, 1870; number of TELEGRAMS despatched in each PROVINCE during the Year ended 30th June, 1871; and proportion of TELEGRAMS to every 100 LETTERS; together with a similar Return for the previous Year.

PROVINCE.	1870-71.			1869-70.		
	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.	Number of Letters.	Number of Telegrams.	Proportion of Telegrams sent for every 100 Letters.
Wellington	336,375	51,360	15.26	302,209	34,494	11.41
Marlborough	92,124	10,682	11.59	53,562	7,945	14.83
Nelson	185,179	29,111	15.72	176,903	25,361	14.33
Canterbury	410,938	41,486	10.09	397,352	27,255	6.85
Westland	225,157	25,188	11.18	242,400	21,318	8.79
Otago	578,299	79,117	13.68	538,329	44,927	8.34
Southland	74,536	13,203	17.71	75,445	6,512	8.63
Hawke's Bay	76,553	14,025	18.32	65,967	10,451	15.84
Taranaki	28,320	2,490	8.79	26,578	616	2.31
Auckland	619,466	46,212	7.45	495,315	6,544	1.32

		1870-71.	1869-70.	1868-69.	1867-68.
Total Number of Letters...	...	2,626,947	2,374,060	2,549,488	1,938,578
Total Number of Telegrams	...	312,874	185,423	156,167	106,104
Proportion of Telegrams to every 100 Letters..		11.91	7.81	6.12	5.47

Table K.

COST of MAINTENANCE of TELEGRAPH LINES for the Financial Year ending 30th JUNE, 1871.

SECTION.	Number of Miles.	Salaries of Linemen and Inspectors.	Travelling Expenses of Linemen and Inspectors.	Extra Labour.	Cost of Material used for repairs.	Total Cost of Maintenance.	Cost Per Mile.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bluff to Balclutha	114	414 6 8	260 6 7	257 14 1	203 2 3	1,135 9 7	9 19 2 ^a
Tokomairiro to Queenstown ...	140	341 10 0	185 15 3	13 4 0	19 13 0	560 2 3	4 0 0
Balclutha to Waitaki	152	299 9 1	259 2 5	292 12 4	741 15 0	1,592 18 10	10 9 7 ^b
Waitaki to Christchurch	148	337 13 4	212 17 8	147 15 9	160 2 3	858 9 0	5 16 0
Christchurch to Greymouth ...	176	380 12 2	299 10 5	69 18 10	221 4 1	971 5 6	5 10 4
Greymouth to Westport	67	196 0 0	173 15 8	11 10 0	0 15 6	382 1 2	5 14 0
Christchurch to Blenheim ...	208	403 12 6	311 11 5	90 3 2	99 5 7	904 12 8	4 7 0
Blenheim to Nelson, including White's Bay Line	92	399 10 10	229 14 11	235 3 0	219 17 3	1,084 6 0	11 15 9 ^c
Wellington to Patea	180	349 12 8	262 10 2	72 8 4	48 9 0	733 0 2	4 1 2
Wellington to Napier	221	566 13 11	359 2 2	170 14 11	87 14 8	1,184 5 8	5 7 2
Napier to Tauranga	200	207 6 0	131 3 9	7 4 2	0 2 0	345 15 11	1 14 7
Auckland lines	1,698	3,896 7 2	2,685 10 5	1,368 8 7	1,802 0 7	9,752 6 9	5 14 10 ^d
	200	736 0 5	571 16 11	233 15 7	50 4 0	1,591 16 11	7 19 2 ^e
Totals	1,898	4,632 7 7	3,257 7 4	1,602 4 2	1,852 4 7	11,344 3 8	5 19 6 ^f
Riverton to Invercargill ...	24	...	...	...	...	...	... ^g
Palmerston to Naseby	54	...	...	...	...	...	... ^h
	1,976	4,632 7 7	3,257 7 4	1,602 4 2	1,852 4 7	11,344 3 8	5 19 6 ^f

^a Includes cost of reconstruction of line; new poles throughout, between Bluff and Invercargill. ^b Includes cost of reconstruction of line between Waikouaiti and the Waitaki River. ^c Includes cost of reconstruction of line between Picton and a point four miles north of Havelock. ^d Average cost per mile, Bluff to Napier and Patea. ^e Average cost per mile, Auckland lines. ^f Total average cost per mile. ^g Line opened 26th April, 1871: no expense incurred for maintenance. ^h Line opened 20th June, 1871: no expense incurred for maintenance.

Table I.
COMPARATIVE TABLE showing the Progress of the TELEGRAPH DEPARTMENT during the Financial Years ended 30th JUNE, 1866, 1867, 1868, 1869, 1870, and 1871.

YEAR ENDED	Number of Miles of Line.	Number of Stations Open.	Number of Telegrams forwarded during Year.			Revenue derived from Private, Press and Provincial Government Messages and Incidental Receipts.	Value of General Government Messages.	Total Value of Business done during the Year.	Cost of Maintenance of Stations.	Cost of Maintenance of Lines.	Total Expenditure.	Cost of Maintenance of Lines per Mile.	Tariff in Operation.
			Private, Press, and Provincial Government.	General Government.	Total.								
30th June, 1866	699	13	24,761	2,476	27,237	£ s. d. 5,561 19 2	£ s. d. 483 3 2	£ s. d. 6,045 2 4	£ s. d. 3,934 3 4	£ s. d. 2,443 2 11	£ s. d. 6,377 6 3	£ s. d. 3 9 10	Mileage tariff.
" 1867	757	21	55,621	15,331	70,952	9,070 10 1	3,770 4 8	12,840 14 9	8,017 14 7	2,541 4 11	10,558 19 6	3 7 1	"
" 1868	1,110	31	72,241	26,244	98,485	11,652 3 7	6,672 0 3	18,324 3 10	9,489 17 10	5,406 7 3	14,896 5 1	4 17 4	"
" 1869	1,329	45	106,070	50,097	156,157	18,520 10 4	13,430 11 9	31,951 2 1	14,266 12 7	8,547 4 9	22,813 17 4	6 8 6	Mileage tariff in operation up to 1st Sept., 1869; uniform 2s. 6d. tariff from 1st Sept., 1869 to 31st March, 1870; and present 1s. tariff from 1st April, 1870.
" 1870	1,661	56	122,545	62,878	185,423	17,218 1 4	12,252 6 0	29,470 7 4	16,417 7 4	14,120 4 10	30,537 12 2	8 9 11	
" 1871	1,976	*72	253,582	59,292	312,874	22,419 8 8	9,876 17 6	32,296 6 2	21,254 4 3	11,344 3 8	32,598 7 11	5 19 6	

* From this mileage 78 miles to be deducted before computing the cost per mile for maintenance.

Table M.
GENERAL GOVERNMENT TELEGRAMS despatched during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.		No.	Amount.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
Alexandra, Otago	20	1 9 6	28	2 7 6	22	2 5 0	12	1 5 6	82	7 7 6
Asburton	...	...	...	...	5	0 17 0	3	0 10 6	8	1 7 6
Balclutha	29	5 13 0	26	3 3 0	37	5 2 0	34	4 15 0	126	18 13 0
Bealey	...	...	1	0 1 6	4	0 13 0	7	1 8 6	12	2 3 0
Blenheim	109	10 17 0	128	12 10 0	142	12 3 6	118	9 12 6	497	45 3 0
Bluff	481	27 7 6	555	32 11 0	370	22 18 0	244	15 6 0	1,650	98 2 6
Brighton	2	0 3 0	1	0 1 6	4	0 9 0	5	0 13 6	12	1 7 0
Castle Point	4	0 16 0	16	2 4 0	1	0 2 0	2	0 7 0	23	3 9 0
Charleston	86	9 17 6	49	6 13 0	61	5 15 0	102	9 3 6	298	31 9 0
Cheviot	...	...	1	0 1 0	1	0 6 0	...	...	2	0 7 0
Christchurch	298	36 8 6	385	62 13 6	640	134 19 0	648	135 6 0	1,971	369 7 0
Clyde	62	8 1 6	88	11 17 0	98	11 8 6	62	6 7 6	310	37 14 6
Cromwell	57	5 10 0	50	4 9 0	31	3 7 6	40	4 13 6	178	18 0 0
Dunedin	576	95 8 6	869	168 5 0	1,361	293 2 0	1,267	217 6 0	4,073	774 1 6
Featherston	56	7 10 6	71	9 16 0	68	9 7 0	76	8 8 0	271	35 1 6
Foxton	...	...	...	...	...	...	...	...	81	18 11 0
Greymouth	622	44 14 6	538	41 2 0	386	40 15 0	367	41 18 6	1,913	168 10 0
Greytown	8	0 15 0	29	4 18 6	36	3 0 0	31	2 19 0	104	11 12 6
Hampton	...	...	...	...	...	...	11	1 18 0	11	1 18 0
Havelock	29	3 7 0	22	2 2 6	32	2 8 0	18	1 2 0	101	8 19 6
Hokitika	657	65 2 6	584	76 9 0	516	68 1 6	561	85 4 6	2,318	294 17 6
Hutt	9	0 14 6	16	3 5 0	9	0 19 6	25	6 2 0	59	11 1 0
Invercargill	111	19 2 6	186	35 17 0	349	75 1 0	258	43 7 6	904	173 8 0
Kaipoi	16	1 7 0	26	2 9 6	38	4 11 0	26	2 4 6	106	10 12 0
Kaikoura	18	1 14 0	16	1 12 0	34	5 14 0	22	3 0 6	90	12 0 6
Kekerangu	...	...	...	...	...	...	...	...	...	...
Lawrence	17	1 2 0	20	3 7 0	31	3 3 6	47	8 4 0	115	10 16 6
Leithfield	...	...	...	...	...	...	7	0 12 6	7	0 12 6
Longbush	...	...	...	...	6	0 13 6	8	0 8 0	14	1 1 6
Lyttelton	710	42 5 6	709	57 13 0	679	45 10 6	724	58 13 0	2,822	204 2 0
Maketu	...	...	...	...	96	27 4 0	89	28 8 6	185	55 12 6
Marton	20	4 11 6	210	81 16 0	97	26 0 6	121	36 6 6	448	148 14 6
Masterton	22	1 17 0	27	2 6 6	44	4 11 0	44	3 15 0	137	12 9 6
Mataura	...	...	...	...	16	2 9 0	13	1 16 0	29	4 5 0
Napier	598	171 6 6	678	249 8 6	962	304 6 6	1,171	323 7 6	3,409	1,048 9 0
Naseby	...	...	...	...	...	...	7	1 4 0	7	1 4 0
Nelson	840	65 2 0	886	78 5 0	689	79 12 6	663	64 12 6	3,088	287 12 0
Oamaru	50	5 4 0	61	5 3 6	131	23 3 6	116	12 9 0	358	46 0 0
Otaki	11	3 8 6	45	11 19 0	32	6 19 0	28	6 15 0	116	29 1 6
Palmerston	11	1 8 0	11	1 2 0	14	2 18 0	70	25 0 6	106	30 8 6

Table M.—continued.
GENERAL GOVERNMENT TELEGRAMS despatched during the Year ended 30th JUNE, 1871.

NAME OF STATION.	1870.				1871.				TOTALS.	
	SEPTEMBER QUARTER.		DECEMBER QUARTER.		MARCH QUARTER.		JUNE QUARTER.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Patea	271	57 10 6	270	62 3 0	220	43 6 6	208	31 10 0	969	194 10 0
Picton	320	21 1 6	252	19 0 0	238	18 4 0	164	13 9 6	974	71 15 0
Port Chalmers	817	45 19 6	737	49 18 6	736	48 18 0	889	60 3 0	3,179	204 19 0
Queenstown	58	6 2 0	137	11 5 6	188	17 4 6	124	10 12 0	507	45 4 0
Riverton	...	...	...	...	...	...	20	2 8 0	20	2 8 0
Rotorua	...	...	...	...	63	20 5 6	161	63 3 0	224	83 8 6
Roxburgh	11	0 13 0	11	0 13 6	17	2 0 0	4	0 7 6	43	3 14 0
Selwyn	1	0 2 0	...	...	4	0 7 0	1	0 1 6	6	0 10 6
Spit	216	34 3 6	196	27 3 6	281	34 5 6	261	31 6 0	954	126 18 6
Tarawera	...	...	6	1 16 6	207	43 15 0	165	28 19 6	378	74 11 0
Taupo	...	...	...	...	508	160 10 0	503	158 9 0	1,011	318 19 0
Tauranga	...	...	...	...	459	131 0 6	507	134 19 0	1,000	275 18 6
Temuka	6	2 13 6	34	9 19 0	19	2 2 0	25	4 2 0	52	8 19 6
Timaru	92	9 9 6	2	0 2 0	259	33 12 6	204	24 18 0	653	76 0 0
Tokomairiro	34	3 15 6	47	4 12 0	54	8 1 6	37	3 17 0	172	20 6 0
Waikouaiti	7	0 15 6	12	2 4 0	62	16 4 0	31	5 3 0	112	24 6 6
Waimate	...	...	7	0 10 0	17	1 7 6	9	1 18 0	33	3 15 6
Waipawa	72	21 2 6	9	1 15 6	44	7 6 0	29	4 4 6	154	34 8 6
Waipukurau	22	5 15 6	52	20 16 6	44	17 7 0	32	4 13 6	150	48 12 6
Wanganui	633	106 11 6	478	103 4 0	469	89 5 0	589	96 19 0	2,169	395 19 6
Wellington	1,412	174 12 0	1,424	217 14 0	1,344	210 0 0	1,511	213 2 0	5,691	814 8 0
Government Buildings	1,974	442 7 6	2,178	514 14 0	2,586	583 19 0	2,479	564 12 6	9,217	2,105 13 0
Westport	325	24 14 0	280	25 6 6	285	27 7 0	284	23 1 6	1,174	100 9 0
White's Bay	...	...	...	...	...	...	...	...	...	...
Totals, Bluff to Napier and Patea	11,800	1,599 13 6	12,572	2,056 7 0	15,146	2,746 4 0	15,365	2,669 1 6	54,883	9,071 6 0
Alexandra, Auckland	69	9 17 6	92	15 16 0	259	63 15 6	149	24 13 6	569	114 2 6
Auckland	188	30 11 6	282	49 17 6	669	146 11 0	376	74 12 0	1,515	301 12 0
Cambridge	32	3 17 6	36	3 19 0	46	6 10 0	69	12 6 0	183	26 12 6
Grahamstown and Thames	78	14 15 0	136	23 14 0	241	64 7 6	106	20 13 0	561	123 9 6
Hamilton	203	27 2 0	208	31 12 0	350	58 6 0	323	55 17 6	1,084	172 17 6
Mercer	14	2 10 0	24	4 9 6	19	6 5 6	12	2 6 0	69	15 11 0
Newcastle	57	7 17 0	52	6 12 0	76	9 11 0	52	6 11 0	237	30 11 0
Onehunga	57	5 5 0	45	5 19 6	51	5 5 6	38	4 5 6	191	20 15 6
Totals, Auckland lines	698	101 15 6	875	141 19 6	1,711	360 12 0	1,125	201 4 6	4,409	805 11 6
Totals, Bluff to Napier and Patea	11,800	1,599 13 6	12,572	2,056 7 0	15,146	2,746 4 0	15,365	2,669 1 6	54,883	9,071 6 0
Grand Totals	12,498	1,701 9 0	13,447	2,198 6 6	16,857	3,106 16 0	16,490	2,870 6 0	59,292	9,876 17 6

REPORT ON THE WORKING OF

Table N.

RETURN of the Number and Amount of TELEGRAPH MONEY ORDERS ISSUED and PAID at the several Chief and Accounting Post Offices in the Colony of NEW ZEALAND during the Year ended 30th JUNE, 1871.

OFFICES.	ISSUED.			PAID.	
	No.	Commission.	Amount.	No.	Amount.
		£ s. d.	£ s. d.		£ s. d.
Auckland	94	13 17 6	353 8 2	114	488 10 11
Thames	17	2 10 0	63 5 0	12	49 3 6
New Plymouth	82	18 10 0	569 1 3	11	51 7 6
Napier	78	13 9 0	372 2 2	31	196 6 4
Wellington	307	49 13 0	1,333 7 8	393	2,142 18 0
Blenheim	94	15 13 6	422 19 2	71	330 13 0
Nelson	41	7 0 6	194 16 3	164	765 19 3
Charleston	73	11 15 6	317 1 6	17	84 8 0
Westport	123	19 9 0	555 16 4	46	156 5 6
Greymouth	157	24 14 0	653 18 7	79	302 3 8
Hokitika	93	16 16 0	473 8 10	137	518 1 4
Christchurch	260	44 15 6	1,236 9 11	235	957 17 3
Dunedin	616	104 8 0	2,857 0 3	674	3,053 19 8
Invercargill	34	5 12 6	152 12 10	68	384 7 2
TOTALS	2,069	348 4 0	9,555 7 11	2,052	9,482 1 1

Table O.

DEBTOR and CREDITOR STATEMENT.

DR.	£ s. d.	£ s. d.	CR.	£ s. d.	£ s. d.
To total cost of maintenance of Stations	21,254 4 3		By Cash Receipts as under:		
To total cost of maintenance of Lines	11,344 3 8		Ordinary, Press, and Provincial Government Telegrams*	22,219 15 9	
		32,598 7 11	Incidental receipts	199 12 11	22,419 8 8
			Total cash revenue	...	22,419 8 8
			Value of General Government Telegrams	...	9,876 17 6
			By balance	...	32,296 6 2
		£32,598 7 11			302 1 9
					£32,598 7 11

* Of this amount, £162 19s. 2d. was collected in Stamps.

MAP

Shewing the lines of
TELEGRAPH
Throughout New Zealand

belonging to the
GENERAL GOVERNMENT
1871.

SOUTH ISLAND.

NORTH ISLAND.

Note

LINE AND WIRE MILEAGE

From	To	No. of Wires	Miles of Line	Miles of Wire
Riverton	Invercargill	1	24	24
Bluff via Invercargill	Tokomairiro	2	130	260
Tokomairiro	Queenstown	1	140	140
Tokomairiro	Dunedin	3	30	90
Dunedin	Port Chalmers	1	8	8
Palmerston	Naseby	1	54	54
Dunedin	Christchurch	2	225	450
Selwyn	Westport	1	243	243
Christchurch	Lyttelton	1	9	9
"	Whites Bay	3	224	672
Whites Bay	Nelson	2	88	176
Wellington	Opunaki	1	222	222
"	Napier	2	221	442
Napier	Tauranga	1	200	200
Auckland	Thames via Mercer	2	98	196
"	Onehunga	1	8	8
Mercer	Alexandra	1	94	94
Cooks Strait Submarine Cable		3	41	123
Total miles of Line			2059	
" " Wire				3411

Line of Telegraph/
Telegraph Stations
Lines in course of Construction
Wire extension in course of erection on same poles



