

QUEENSLAND.

REPORT FROM THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS ON THE CONDITION OF HIS DEPARTMENT.

Presented to both Houses of Parliament by Command of His Excellency the Governor.

Department of Electric Telegraphs,
Superintendent's Office,
Brisbane, 18th June, 1868.

SIR,

On the present occasion, in presenting my usual annual Report, it may, perhaps, serve as a useful preface to re-exhibit, in the following form, the extent of lines and number of stations in operation at date of last return :—

Lines.	No. of Stations.	No. of miles in length.	No. of miles of wire.
Southern (Brisbane to Tenterfield, <i>via</i> Ipswich, Toowoomba, and Warwick)	10	157	157
Northern (Toowoomba to Bowen, <i>via</i> Hawkwood and Rockhampton)	11	721	828½
Dalby to Roma, <i>via</i> Condamine	2	167½	167½
Maryborough to Taroom, <i>via</i> Hawkwood and Gayndah	4	227½	227½
Rockhampton to Gladstone	1	83½	89½
Cape Moreton	5	89½	95
TOTAL	33	1,446	1,565

The foregoing recapitulation of existing conditions in May, 1867, leaving me free to enter into customary details, I would, in the first instance, invite attention to what has since been accomplished in the way of extensions completed.

EXTENSIONS COMPLETED.

These, although not so extensive as heretofore enumerated, are of considerable importance to the department.

No. 1.—From Nebo to Clermont.—This line, the construction whereof was so long retarded by a variety of casualties, was finally finished on the 16th of October last, and brought effectively into operation by the opening of a station at Clermont on the same day.

The cost of this section, exclusive of wire and insulators, was £3,243 16s. 4d.; or, including all material, £36 10s. per mile. It has been well and faithfully built, and is specially serviceable as a means of communication with an extensive pastoral district, and with the valuable copper mines near Clermont.

No. 2.—From Rockhampton to Pilot Station, Keppel Bay.—This extension cost, exclusive of wire and insulators, £1,235 1s. 11d.; or, including all material, £1,800; and its total length is 78¾ miles. It was completed on the 11th September last, and is of great utility in connection with local and intercolonial shipping interests, and of special convenience to the mercantile community of Rockhampton. From Rockhampton the wire has been carried on the main line as far as the Gladstone junction, at Gracemere, then stretched on the Gladstone line to Raglan, from whence a new construction, 16½ miles in length, carries it to the west bank of the Narrows, which are crossed by a submarine cable 600 yards long. A land section of 14½ miles continues it to the Pilot Station on Curtis Island, at which terminus it is worked by a member of the pilot service, employed as acting station master, at a trifling additional salary.

No. 3—Railway Line.—This line, running along the course of the railway between Ipswich and Toowoomba, and following the northern line to Dalby, is 113 miles in its entire length. It is designed exclusively for service of the railway department, and is of one wire throughout, a connection being established with the railway stations at Toowoomba, Warwick Junction, Oakey Creek, Jondaryan, and Dalby, by short branch lines. I must here explain that the original line between Ipswich and Toowoomba, having been standing for some years, required at once renewing throughout, owing partly to faulty construction in the beginning. I therefore recommended the Government to build a new line of three wires within the railway fences between Ipswich and Helidon, a distance of fifty miles, for the service of both departments, and a line of one wire, following the railway from Helidon to Toowoomba, twenty-five miles in length, for railway business only;—one half of the cost of erecting the line between Ipswich and Helidon, and the entire cost of the Helidon and Toowoomba section, to be borne by the railway department. The whole cost for stretching a single wire for railway purposes on existing line from Toowoomba to Dalby, with the short branches to the above-mentioned stations, likewise to be defrayed by the railway department. The railway stations on the whole section, Ipswich to Dalby, have been fitted with alphabetical instruments. These instruments are of such a simple nature, and the manipulation of them so easily acquired, that the officers of the railway department will have no difficulty in working the line. This railway telegraph line is intended for business connected with the working of the railway department only.

LINES IN COURSE OF CONSTRUCTION.

Bowen to Townsville.—A contract has been accepted for the completion of this section, an estimated distance of 118 miles; and, should no unforeseen difficulties occur, I hope to have the Townsville Station opened for business about the end of February next. This line, in addition to the advantages it will confer on the district through which it passes, may be regarded as a continuation of the lines of this colony towards the Gulf of Carpentaria.

Brisbane, via Gympie, to Maryborough.—Tenders have been called for the construction of this line, an estimated distance of 170 miles. The estimated cost of this section is about £6,650. The section from Maryborough to Gympie may be expected to be opened about the end of October, and the continuation from Gympie to Brisbane about the end of February next. The construction of this line, apart from the advantages it will confer upon the population and trade of the gold fields through which it will pass, is of considerable assistance in promoting the efficiency of this department; as the main northern line will now be relieved of the business of the Maryborough and Taroom branch, which previously had to be repeated over it, and will place the stations on this line under the direct supervision of the Central Office; and in addition to this, in the event of any interruption occurring between Hawkwood and Toowoomba, the northern business would be sent *via* Maryborough and Brisbane to Toowoomba; and should the interruption occur between Brisbane and Toowoomba, will give us a separate and independent line, as in that case the business, instead of passing by direct line to Toowoomba, could be transmitted *via* Maryborough and Hawkwood. This latter is of considerable advantage, much inconvenience having been occasionally experienced through the Central Office having been cut off for a time from the main trunk line, in consequence of a temporary interruption between Brisbane and Toowoomba.

Maryborough to Lighthouse, Woody Island, Hervey's Bay.—Tenders have been called for this section, which will be about thirty miles in length. The estimated cost is about £1,465. The passage between the main land and Woody Island will be crossed by a submarine cable about five miles in length. Some time will elapse before this section is brought into operation, as the cable has to be ordered from the manufactory in England; but I think that the whole will be completed by the 1st of May next.

EXTENSIONS PROPOSED.

Townsville to Cardwell.—The amount required for the completion of this section has been voted by the Legislature, and I would recommend that the work be proceeded with at an early date. The completion of this extension is desirable, not only for the advantages derivable from it by the residents in and about Cardwell, but may be regarded as another link in that desirable continuation of the lines of this colony along the eastern coast, and towards the Gulf of Carpentaria, in order to meet any postal service that may be established *via* Torres Straits, or extension of telegraphic communication with India and Europe, to which I propose presently to advert.

Line for Railway Purposes, Toowoomba to Warwick.—On completion of the railway line from Toowoomba to Allora and Warwick, it will be necessary to construct a telegraph line for railway purposes along this section. The existing line having been standing for some years, is not capable of carrying another wire; and as much would need to be done to it shortly in renewing and re-insulating, I would recommend that a new line of posts be erected within the railway fences, two wires being stretched thereon, one for the service of the railway, the other for this department.

Extent of Lines in Operation.—The extent of lines and number of stations at present in operation in this and the neighboring colonies will be most readily seen by reference to the following tables.

QUEENSLAND.

Name of Line.	Number of Stations.	Miles in length.	Miles of Wire.
Southern Line	10	157	157
Northern	11	721	828½
Dalby and Roma	2	167½	167½
Maryborough and Taroom	4	227½	227½
Cape Moreton	5	89½	95
Rockhampton and Gladstone	1	83½	89½
Nebo and Clermont	1	108½	108½
Rockhampton and Keppel Bay	1	31	78½
TOTAL IN QUEENSLAND	35	1,585½	1,752½

QUEENSLAND AND NEIGHBORING COLONIES.

New South Wales	71	3,537	4,064
Victoria	90	2,526½	3,119½
South Australia	64	1,113	1,442
Queensland	35	1,585	1,751
TOTAL	260	8,761	10,376

CONDITION AND WORKING OF LINES.

During the past year the lines worked well; a few unavoidable interruptions of a trivial nature have occurred; the only casualty worthy of note being damage during heavy floods in the month of September to the crossing at Funnel Creek, on the St. Lawrence and Nebo section. These repairs were executed as speedily as circumstances would permit. In reference to the condition of the lines I would observe, that they have been severally examined and repaired, the undergrowth pruned where required. The sections Maryborough to Hawkwood, Hawkwood to Rockhampton, and Rockhampton to Bowen, particularly required clearing.

The section between Helidon and Toowoomba, 13 miles in length, has been thoroughly cleared, partially rebuilt and reinsulated. The lines throughout the colony are in good working order, and with the assistance of small repairing parties travelling occasionally over the line to keep down the undergrowth, which in this colony springs up very rapidly, it may be expected that the lines will continue to work well during the ensuing year. The lines are worked by Chester's and Daniel's Batteries, and Morse's recording instruments.

It affords me much gratification to report that the officers generally have been attentive and painstaking with their business during the past year. They are in attendance daily (Sundays excepted), from 8.30 a.m. until 6 p.m., and on special occasions throughout the evening. Officers are in attendance at the central office and repeating station, Tenterfield, daily (Sundays excepted), until 10.30 p.m.; on Sundays, from 9 a.m. until 10.30 a.m., and from 8.30 p.m. until 9.30 p.m. The signal station at Brisbane is open for the receipt of shipping intelligence, daily, from sunrise to sunset.

It has been suggested that the public would be considerably benefitted by keeping the various offices throughout the colony open for the transmission of business both night and day. This, I think, is at present undesirable, as it would necessitate the appointment of a double staff, and the increase of business would be very trifling, compared with the heavy additional expenditure such a course would involve.

RECEIPTS AND EXPENDITURE.

The collections of the department during the year 1867, on 56,143 messages, amounted to—cash receipts, £10,985 2s. 6d.; value of business transmitted O.H.M.S., £4,459 3s. 8d.; and amount received from other colonies for transmission of intercolonial business, £16 9s. 9d.—in all £15,460 15s. 11d. The expenditure during the same period—salaries, £9,494 9s. 9d.; contingencies, £4,186 12s. 3d.; payments to other colonies for transmission of intercolonial business, £1,717 14s. 8d.; making a total of £15,398 16s. 8d.—leaving a balance in favor of the department of £61 19s. 3d. The great depression which has existed in all branches of trade and commerce during the past year has materially affected the receipts of this department.

From reports received from adjacent colonies, I find the receipts have been somewhat reduced. During the last year, the revenue of the department in Victoria fell off from £45,572 1s. 1d. in 1866, to £37,299 3s. 2d., and that for the same period the receipts in New South Wales were £2,085 15s. 6d. less than in the year 1866. In this colony, our receipts, although they have not reached the amount at which they were originally estimated, have increased; and when it is taken into consideration that this department maintains many stations for the convenience of the public in very thinly populated districts, where the receipts are small in comparison with the expenditure, it is, I think, a matter for congratulation that the receipts of this department have exceeded the expenditure during the past year.

Reference to my report, dated 23rd October last, will give my reasons for objecting to any reduction in the scale of charges as at present existing. I therein show that, taking distance for distance, messages in these colonies are on an average transmitted for a lower rate than charged in Europe, although the maintenance of communication is much more costly here; also pointing out that in proportion to the population, the lines of telegraph in these colonies are more generally used.

In proportion to the population, telegrams are transmitted annually, as follows:—

United Kingdom,	1	telegram	in every	12	inhabitants.
France	1	„	„	15	„
New South Wales	1	„	„	3	„
Queensland	1	„	„	2	„

The amount of two-thirds claimed by New South Wales as their proportion of a portion of intercolonial business, is not an equitable arrangement. I do not think that the length of lines in each colony should be made the basis of division of collections. In length of line there is as much difference between the Colonies of Victoria and South Australia as between New South Wales and Queensland; yet these colonies divide receipts equally.

The large amount of free business sent, such as replies to Savings Bank messages, shipping and meteorological reports, is worthy of note, as the amount of such business is very large, and the information thus dispersed is a great convenience to the public.

During the year a form requiring that every Government servant sending a message O.H.M.S., should sign a declaration, to the effect that the transmission by telegraph was necessary for the public service, has been brought into use; this has been of considerable advantage in confining this business to its proper limits.

The expenditure on account of rent of temporary offices is considerable. This item will diminish as the permanent offices are built and occupied. The central station is somewhat inconveniently situated for the business community of Brisbane. I hope the Government will, as early as practicable, consider the desirability of erecting permanent offices in a more central locality.

TELEGRAPHIC COMMUNICATIONS WITH TASMANIA.

I learn from the report of the General Superintendent of Electric Telegraphs in Victoria for the year 1867, that the submarine cable necessary for this work is now being manufactured; and there is every probability of the work being satisfactorily completed during the ensuing year.

TELEGRAPHIC COMMUNICATION BETWEEN EUROPE AND AUSTRALIA *via* INDIA AND BATAVIA.

It may be that the present position of the colony does not render this the most convenient season for actually beginning a lengthy extension primarily with a view to promote this design, and I will, therefore, refrain from again urging an immediate commencement.

Nevertheless, bearing in mind that connection with the lines of this is equivalent to connection with the extensive ramifications of lines possessed by the neighboring Colonies of New South Wales, Victoria, and South Australia, I am still deeply and firmly impressed with the belief that authorised expression of the determination of the Queensland Government to extend their lines to the Gulf of Carpentaria would materially tend to stimulate practical development of schemes now in abeyance for extending the means of telegraphic intercourse between the mother country and British India to the Australian continent; and consequently feel constrained in again adverting to the subject, to suggest for your consideration the expediency of at least granting to British capitalists, or others concerned, an assurance under official sanction that, concurrently with the progress of any approved extension of the Indian lines towards the continent of Australia, the line now about to be constructed to Townsville, Cleveland Bay, will be carried to such locality on the Gulf shore as may finally be selected as a point of union.

Politically, socially, and commercially, the desirability of bringing Australia into telegraphic union with India and Europe is too obvious to need comment. Merely, then, remarking that the magnitude of the commercial interests involved is such as alone to warrant conviction that every needful incidental outlay may fairly be regarded as a certain and largely reproductive investment, I will, first cursorily referring to the feasibility of the design, proceed to enter briefly into detail of the incidental extensions of our northern lines, which, from recently acquired information and a careful analysis of the feature survey and reports of Mr. Young and his leader, the late Mr. Frederick Walker, now appear to be most eligible. I am free to confess that, contrasted with telegraphically connecting England and America, telegraphically connecting British India with the British Colonies of Australia seems an undertaking which, in view of its far from inconsiderable importance, both in relation to Imperial and Colonial interests, can scarcely fail of early initiation and early accomplishment.

I would fain descend from generalities to particulars, and give substantial reasons in justification of this faith; but having done so on former occasions, more notably in my report of June, 1865, it may suffice in the present instance to re-assert that one design at least, that of the Australian and China Telegraph Company, for connecting Australia with the Indian system of telegraphs *via* Singapore and Java, after close examination, continues to appear in all its details feasible in the extreme of results, inasmuch as that between Rangoon at the one end, and the north coast of Australia at the other, the land sections would offer every facility for construction and maintenance, whilst the submarine sections would

would traverse still and shallow waters by a route studded with islands, admitting the formation of any number of convenient intermediate stations for working or repairs. Conditions, then favorable, from all I can learn, are now still more so, in connection with certain telegraph extensions effected by the Netherlands Indian Government, referred to in communications courteously furnished by the Chamber of Commerce, at Batavia, and the Superintendent of the Netherlands Indian Telegraph, Bureau. Achievement of the desired object does not, however, depend solely on an entire adherence to the scheme in question. Existing charts and soundings of the waters intervening between Java and Australia do not seem to disclose serious difficulties, much less insuperable obstacles, to the successful laying of submarine cables throughout, which would render use of the Javanese lines unnecessary. Viewed in any light, indeed, there appears to be no cause why the design should not be easy of accomplishment comparatively with other undertakings of a similar character already carried into effect with public advantage and commercial profit.

Passing to the extensions requisite to carry on the line from Cardwell, Rockingham Bay, to the Gulf, I see no reason to materially alter the recommendations contained in my last report, excepting that from the increased tendency of trade and pastoral occupation in the direction of the river Norman, it will be well for the present to leave open the question whether it will be better to constitute the settlement nearest to the mouth of that stream the Gulf terminus, instead of Burketown.

Taking Cardwell as the point of departure, the proposed extensions will run thus:— From Cardwell, Rockingham Bay, to the New Gap in Seaview Range, about 25 miles north-west from Cardwell, thence to Mount Surprise, *via* Gap in Gilbert Range, Gilbert River to Smith's station, thence to Burketown, or to such settlement as may be formed nearest to the disembouement of the Norman into the Gulf waters.

On the section between the Norman and Burketown, the country is so devoid of timber that I proposed instead of wooden posts to use iron poles, to be conveyed by sea to convenient points on the coast. In the event of Burketown being constituted the Gulf terminus, this will still be desirable on the score of economy, as the iron poles would only require to be carted very short distances, and over level, open country peculiarly easy of travel.

Should, however, the mouth of the Norman be selected for the Gulf terminus, iron posts will not be required.

On the completion of inquiries now in progress, I shall, I trust, shortly be prepared to submit an approximate estimate of the probable expense of construction of these extensions. For the present I will merely observe that both cost and working expenses will in all likelihood not much exceed some that this colony has already constructed solely for local use.

In bringing this report to a close, I would invite inspection of the following appendices, viz:—

Appendix A, showing the receipts and expenditure at the several telegraph stations throughout the colony, and distribution of the staff of the department during 1867.

Appendix B, showing amount expended on construction of lines to date.

I have, &c.,

W. J. CRACKNELL,
Superintendent of Electric Telegraphs.

The Honorable the Postmaster-General.

APPENDIX

Table

RETURNS showing each MONTH'S RECEIPTS at the various ELECTRIC TELEGRAPH STATIONS,

1867.	BRISBANE.				LYTTON.				CLEVELAND.			
	Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
January	1,058	296 12 3	377	137 7 4	3	0 6 0	12	2 3 0	25	2 17 11	1	0 2 0
February	1,015	296 18 5	395	136 5 0	6	0 12 6	16	2 10 6	20	2 10 11	3	0 14 0
March	1,118	330 3 2	340	156 1 11	5	0 7 6	8	1 2 6	23	2 19 4	1	0 2 8
April	918	333 1 10	336	107 13 9	5	0 19 2	10	3 15 0	39	3 4 3	...	...
May	1,070	318 8 2	408	140 12 10	2	0 6 9	16	3 19 3	10	1 11 8	...	0 11 8
June	944	374 17 11	391	100 17 2	1	0 2 0	6	1 11 0	6	0 16 8	1	0 4 8
July	960	271 13 6	370	137 0 3	3	0 4 4	8	1 4 0	18	2 11 8	1	0 6 6
August	1,039	391 9 0	357	149 9 8	5	0 17 8	14	4 10 8	11	1 4 6	3	0 3 0
September	991	285 3 0	315	109 14 1	3	1 4 8	8	1 18 10	6	0 13 10	1	0 2 0
October	1,071	321 17 8	370	126 4 1	3	0 4 0	21	5 8 7	19	2 8 6	1	0 3 8
November	1,085	399 6 9	352	132 3 11	5	0 15 0	10	4 19 8	13	1 10 0	...	...
December	1,048	301 0 3	336	123 19 11	8	1 4 8	17	4 10 2	10	1 6 4	2	0 4 0
TOTAL	12,317	3,589 12 5	4,277	1,557 9 11	49	7 4 3	153	36 12 8	180	23 13 6	18	3 11 2
1867.	GRANDCHESTER.				GATTON.				HELDON.			
	Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
January	8	1 7 6	16	2 8 10	18	2 9 3	12	1 10 8	67	12 2 5	76	10 13 3
February	15	2 6 10	23	4 0 10	3	0 8 1	21	3 10 10	77	12 2 10	98	15 6 4
March	16	2 7 4	6	1 0 10	10	1 5 4	6	1 0 8	61	8 12 2	57	9 10 4
April	11	1 16 10	13	1 18 6	6	0 15 8	19	2 16 0	38	5 4 3	65	11 10 4
May	8	0 10 2	10	1 13 0	5	0 17 9	16	2 1 0	20	2 12 9	59	9 14 10
June	9	1 19 8	4	0 8 6	12	1 8 8	19	2 10 8	13	2 16 2	26	4 10 9
July	9	1 19 8	7	1 2 6	7	0 17 8	18	4 1 6	19	2 11 0	27	4 7 8
August	9	1 4 10	11	1 14 3	7	0 14 0	12	1 10 2	9	1 6 6	25	4 18 6
September	0	0 7 0	7	1 0 4	7	1 1 0	6	0 17 6	7	0 19 6	11	2 7 4
October	6	0 13 0	14	2 18 10	9	0 18 8	1	0 6 8	5	0 13 6	10	1 7 2
November	9	1 7 10	14	2 8 10	7	1 2 6	25	4 14 10	16	2 4 4	23	5 1 6
December	6	1 3 0	18	3 3 6	10	0 17 9	8	1 11 6	7	1 1 2	13	2 12 6
TOTAL	109	17 10 2	145	23 18 9	99	12 16 4	163	37 1 0	364	52 4 7	490	85 10 7
1867.	ROMA.				DURAH.				HAWKWOOD.			
	Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
January	141	33 18 9	48	16 7 10	35	6 15 9	...	...	20	5 18 5	1	0 3 0
February	136	32 8 1	30	11 3 5	12	2 3 4	...	...	18	3 17 9	1	0 8 8
March	132	34 12 4	41	15 8 10	3	0 10 0	...	...	12	3 2 6	1	1 0 9
April	115	35 1 7	34	13 16 6	16	4 15 5	...	...	13	2 6 1	...	...
May	115	26 15 0	37	12 8 6	5	0 17 6	...	...	19	5 9 4	...	...
June	101	36 6 0	39	16 5 0	17	2 17 10	2	0 7 6	15	3 9 11	3	1 5 9
July	111	31 9 11	41	19 14 10	11	2 14 10	...	...	19	4 13 6	...	...
August	125	31 8 1	28	11 4 0	6	2 0 2	...	...	12	3 0 9	...	...
September	111	26 9 6	23	9 13 11	4	1 3 1	...	...	2	0 11 8	...	...
October	91	31 14 8	30	10 14 6	5	0 19 2	...	...	12	2 7 3	...	...
November	78	17 12 9	36	12 9 8	11	2 18 9	...	...	10	3 4 11	...	...
December	92	24 17 6	38	18 2 5	10	1 11 10	4	1 4 4	12	3 2 7	1	0 5 6
TOTAL	1,336	343 16 7	423	167 12 9	133	29 7 8	6	1 11 10	161	37 14 4	7	3 3 9
1867.	ROCKHAMPTON.				PILOT STATION (Keppel Bay).				GLADSTONE.			
	Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
January	435	145 2 1	75	27 16 1	...	...	...	...	106	27 6 11	26	10 3 4
February	426	151 10 3	80	32 13 9	...	...	...	...	71	14 10 6	29	10 13 5
March	443	138 8 7	120	40 13 9	...	...	...	...	77	19 8 6	67	25 18 1
April	365	125 13 6	64	24 0 3	...	...	...	...	61	13 12 4	38	14 11 9
May	365	138 4 8	65	22 19 8	...	...	...	...	51	15 5 3	33	10 18 11
June	334	104 1 1	67	31 8 7	...	...	...	...	74	19 9 4	29	12 4 10
July	421	132 19 1	76	23 10 3	...	...	...	...	75	19 15 3	40	15 19 2
August	419	126 12 11	88	31 7 0	...	...	...	...	73	20 10 1	38	15 7 6
September	423	133 13 11	104	33 1 10	...	...	9	1 3 0	63	14 11 1	74	28 15 5
October	443	141 5 10	105	41 8 6	...	...	23	5 13 8	84	27 9 1	33	15 3 5
November	455	120 13 2	148	71 17 0	3	1 0 2	10	1 12 4	62	16 9 1	34	12 3 11
December	408	128 0 0	111	42 3 1	...	...	17	2 5 10	63	14 1 0	24	5 19 3
TOTAL	4,987	1,587 5 1	1,109	422 19 9	3	1 0 2	61	10 14 10	800	221 4 5	465	178 18 0
1867.	MACKAY.				BLOOMSBURY.				BOWEN.			
	Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
January	160	46 2 10	11	6 1 8	6	1 4 0	1	0 3 8	172	83 15 0	34	21 14 10
February	183	60 11 9	2	0 13 2	8	1 3 4	...	...	132	64 8 3	27	13 4 1
March	153	43 4 8	9	3 14 0	20	5 10 11	...	...	140	67 3 0	49	27 3 4
April	169	40 18 4	5	2 15 10	12	2 13 6	...	...	140	66 13 2	30	16 6 11
May	187	44 4 3	6	2 15 10	8	0 5 0	4	0 11 10	172	75 9 8	20	10 17 5
June	158	35 2 0	6	1 7 0	8	1 9 0	...	...	162	64 12 10	22	11 0 6 6
July	227	68 6 1	14	5 5 8	4	1 2 0	1	0 2 10	266	109 2 10	46	21 13 8
August	156	45 7 10	8	1 16 6	8	0 16 10	...	...	196	76 9 6	28	15 11 0
September	144	35 10 9	7	3 18 8	9	3 17 4	...	...	132	49 3 1	13	0 3 10
October	138	34 18 11	9	4 15 6	5	0 17 2	...	...	111	55 16 2	42	20 12 0
November	116	20 5 0	6	1 7 8	9	1 6 10	...	...	143	62 14 7	32	19 9 8
December	101	19 16 6	2	1 8 10	10	1 15 8	...	...	166	85 7 2	30	17 13 8
TOTAL	1,852	482 4 0	83	37 7 8	100	19 1 7	6	0 19 4	1,862	860 15 9	381	210 10 11

PILOT STATION Moreton Island.				CAPE MORETON.				GOODNA.				IPSWICH, AND IPSWICH RAILWAY.			
Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.		Cash.		Value O.H.M.S.	
No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.
2	£ s. d. 0 15 0	11	£ s. d. 1 16 6	...	...	32	£ s. d. 6 3 3	5	£ s. d. 1 0 4	6	£ s. d. 1 4 2	544	£ s. d. 106 7 1	168	£ s. d. 36 16 9
3	0 6 0	12	2 0 6	...	...	31	6 0 6	6	2 0 0	1	0 2 0	485	94 9 4	194	37 14 0
4	0 6 0	13	2 11 3	...	...	29	6 3 0	3	0 10 0	1	0 12 0	377	77 7 4	119	24 13 6
5	0 6 0	15	4 7 3	...	...	35	7 11 3	...	...	...	...	396	78 2 3	189	38 3 8
6	0 11 0	11	2 8 3	...	...	38	7 7 6	...	...	...	...	410	74 6 0	246	60 0 7
7	0 10 3	15	3 18 9	...	...	40	8 9 6	...	...	...	...	447	75 4 8	197	38 9 4
8	0 16 0	15	3 5 0	...	...	44	8 15 9	5	0 14 0	...	...	399	71 7 2	234	42 5 4
9	0 6 0	15	4 3 3	...	...	34	7 0 0	4	0 9 10	4	0 17 4	350	69 15 11	183	41 3 11
10	0 18 2	6	1 26 6	...	...	38	7 10 6	5	0 14 0	1	0 8 0	336	62 11 0	154	32 10 7
11	0 18 2	6	1 26 6	...	...	38	8 2 6	6	1 0 8	3	1 5 3	369	65 14 10	174	35 14 5
12	0 18 2	6	1 26 6	...	...	36	6 18 9	6	0 13 4	3	0 9 4	335	55 4 1	233	63 11 0
29	7 13 9	153	33 15 6	...	...	440	88 16 0	48	7 10 11	19	4 5 3	4,803	886 9 8	2,333	488 4 4
TOOWOOMBA.				WARWICK.				DALEY.				CONDAMINE.			
335	63 10 11	47	10 17 4	168	39 4 4	41	12 10 3	162	34 2 3	40	13 16 11	58	9 9 7	16	3 16 11
263	57 4 10	42	12 0 11	184	44 3 4	20	6 9 11	156	29 8 3	23	5 14 11	77	14 10 11	10	1 19 0
324	62 9 10	56	23 10 8	151	37 0 11	17	6 3 5	131	26 8 3	43	11 9 8	32	5 11 7	14	2 10 6
324	54 16 4	76	22 1 10	162	46 16 11	7	3 7 11	108	23 17 8	39	13 11 9	57	9 13 1	13	3 10 7
338	61 6 4	185	46 10 8	112	24 8 10	16	4 7 7	149	27 14 0	46	12 11 1	48	7 31 1	24	4 9 0
267	50 15 7	159	33 18 4	134	32 14 4	40	12 17 5	107	20 13 8	46	15 3 7	75	12 3 1	15	2 7 1
327	60 2 9	167	45 8 0	125	31 12 2	10	3 8 11	113	19 13 5	40	13 10 10	40	7 13 4	10	2 10 10
349	71 19 0	185	46 13 10	133	36 10 1	13	4 16 0	90	16 17 6	62	22 15 4	32	5 17 9	7	0 18 10
230	54 3 9	121	34 11 11	112	22 11 11	11	2 6 3	101	19 5 1	35	6 7 2	26	4 14 4	12	3 18 3
291	61 17 3	170	43 12 4	114	26 13 3	10	3 8 8	112	23 9 9	31	8 8 11	38	6 11 11	9	3 12 1
288	57 3 11	142	34 6 11	94	19 9 2	10	3 6 10	123	31 6 4	18	5 7 2	21	3 0 6	9	2 10 11
296	50 10 0	194	43 17 11	135	28 2 10	7	1 10 10	115	22 2 7	28	5 9 0	32	4 17 9	9	2 7 0
3,688	705 19 10	1,544	396 10 8	1,614	379 18 1	202	63 14 0	1,496	293 15 9	453	134 6 4	542	91 6 9	147	34 11 0
TAROOM.				GAYNDAL.				MARYBOROUGH.				BANANA.			
47	10 11 10	6	2 0 6	70	19 15 7	16	6 11 1	116	30 3 11	42	18 13 3	32	6 2 11	6	1 19 8
41	8 12 3	6	2 4 9	52	22 14 4	25	9 0 0	112	27 2 5	36	11 14 3	20	12 10 0	13	6 11 0
32	8 0 6	8	3 0 9	88	20 16 2	22	6 8 9	183	40 17 1	42	13 13 0	17	4 15 6	8	2 11 0
31	7 19 9	11	4 0 6	57	14 10 10	13	3 8 7	119	39 15 1	32	9 17 8	20	4 3 3	6	4 13 8
22	5 4 9	11	4 8 9	85	20 10 2	6	4 14 9	115	30 8 5	30	5 10 9	19	3 9 6	3	0 9 0
44	9 7 6	16	3 5 0	83	20 1 11	15	4 14 9	115	30 8 5	32	11 0 0	46	4 0 6	7	2 18 0
30	7 7 3	12	3 5 0	81	16 17 5	14	4 14 3	156	42 15 7	35	7 5 7	25	4 11 8	7	2 6 5
37	9 6 5	8	12 10 9	52	12 0 7	3	1 17 6	143	38 18 6	34	9 15 3	28	6 8 0	9	2 12 6
30	6 19 5	5	1 5 6	49	16 19 2	3	4 17 3	125	34 7 9	34	9 18 6	14	2 10 6	6	1 5 0
32	8 0 8	6	7 18 6	71	18 5 7	11	2 12 5	163	43 16 9	46	10 8 6	22	5 7 9	7	2 3 0
19	5 1 2	23	21 14 7	49	11 10 5	8	2 17 3	229	64 16 4	49	22 10 7	41	11 15 11	10	6 5 8
17	3 8 1	20	12 1 0	68	18 0 8	6	1 17 6	233	63 5 1	50	15 17 9	13	3 8 10	4	0 16 8
382	89 19 7	132	76 16 10	837	205 13 1	148	47 3 2	1,811	489 11 2	453	156 16 1	336	78 4 1	85	34 18 11
MARLBOROUGH.				ST. LAWRENCE.				SEBO.				CLEMONT.			
3	0 18 0	7	1 8 6	30	11 6 7	3	0 15 8	91	19 10 11	6	3 13 10	...	...	...	...
4	1 0 9	7	2 4 10	17	3 11 1	3	0 16 0	97	18 12 10	14	6 15 10	...	...	...	...
19	6 3 1	14	4 11 10	28	9 0 10	15	6 7 5	91	20 5 1	15	7 3 4	...	...	...	...
7	1 16 1	7	1 16 7	22	5 17 11	7	3 8 10	102	26 13 11	11	5 17 7	...	...	...	...
13	3 2 6	4	0 0 3	21	6 12 4	11	3 11 1	149	35 7 4	14	4 10 8	...	...	...	...
22	5 5 11	3	0 9 9	40	10 12 9	7	2 8 1	133	17 18 11	6	3 8 2	...	...	...	...
11	2 18 0	7	1 14 6	26	8 0 2	8	2 14 0	104	24 2 0	10	2 5 5	...	...	...	...
13	2 18 0	7	0 0 2	31	8 5 0	3	0 11 9	62	11 15 1	4	1 3 3	...	...	...	...
12	2 8 5	9	2 7 0	31	6 17 7	11	5 0 11	53	18 17 2	8	3 6 10	...	...	...	...
11	3 14 4	9	3 15 5	32	7 0 0	9	3 0 0	90	11 0 8	8	2 16 11	...	...	...	...
12	2 14 11	13	4 15 8	42	11 0 1	9	3 7 8	47	8 15 10	10	1 14 10	...	...	...	...
3	0 11 3	5	1 6 6	29	6 17 0	4	1 3 8	66	18 15 1	3	1 3 11	118	29 17 6	11	3 16 4
142	32 11 3	66	24 9 2	340	92 16 4	89	34 6 1	1,064	239 17 0	100	43 19 9	377	103 3 7	63	28 8 8
TOTAL—1867.															
January		...		...		...		3,935		1,021 17 10		1,140		359 8 1	
February		...		...		...		3,724		970 16 2		1,169		346 10 9	
March		...		...		...		3,713		985 14 7		1,131		402 18 0	
April		...		...		...		3,549		870 3 11		1,060		321 14 6	
May		...		...		...		3,622		944 10 0		1,233		372 12 7	
June		...		...		...		3,827		837 6 8		1,109		328 8 7	
July		...		...		...		3,583		943 6 2		1,253		380 8 6	
August		...		...		...		3,414		896 9 3		1,289		408 1 1	
September		...		...		...		2,967		780 13 0		1,067		329 18 3	
October		...		...		...		3,420		929 9 6		1,217		383 19 7	
November		...		...		...		3,598		916 17 1		1,248		441 2 0	
December		...		...		...		3,405		894 19 6		1,265		380 0 0	
TOTAL		...		...		...		41,872		10,985 2 6		14,271		4,459 3 8	

RETURN showing AMOUNTS EXPENDED IN SALARIES and CONTINGENCIES at the several

1867.	SUPERINTENDENT'S OFFICE.		BRISBANE.		LYTTON.	
	Salaries.	Contingencies.	Salaries.	Contingencies.	Salaries.	Contingencies.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	101 13 4	14 18 0	88 0 0	38 12 0	...	...
February ...	101 13 4	2 1 0	88 0 0	37 14 3	...	...
March ...	101 13 4	12 0 0	88 0 0	72 0 11	...	...
April ...	101 13 4	10 0 0	88 0 0	35 0 0	...	1 0 0
May ...	101 13 4	...	88 0 0	08 13 5	...	10 16 0
June ...	101 13 4	10 0 0	88 0 0	106 10 6	...	1 0 0
July ...	101 13 4	...	88 0 0	49 11 6	...	2 0 0
August ...	101 13 4	...	88 0 0	34 12 5	...	...
September ...	101 13 4	12 19 0	88 0 0	45 0 9	...	...
October ...	101 13 4	8 0 0	88 0 0	54 3 6	...	...
November ...	101 13 4	...	88 0 0	24 10 8	...	0 15 0
December ...	101 13 4	10 0 0	88 0 0	39 6 6	...	...
TOTAL ...	1,220 0 0	79 18 0	1,066 0 0	666 6 10	...	15 11 0

1867.	IPSWICH, AND IPSWICH RAILWAY.		GRANDCHESTER.		GATTON.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	45 3 4	14 7 0	8 0 0	0 5 0	7 10 0	0 5 0
February ...	45 3 4	20 7 11	8 0 0	2 12 6	7 10 0	6 15 0
March ...	45 3 4	82 2 5	8 0 0	22 10 0	7 10 0	...
April ...	45 3 4	31 0 0	8 0 0	1 0 0	7 10 0	1 0 0
May ...	45 3 4	48 1 5	8 6 8	...	7 10 0	...
June ...	45 3 4	58 12 4	8 6 8	1 0 0	7 10 0	1 0 0
July ...	45 3 4	12 4 0	8 6 8	4 0 0	7 10 0	0 17 6
August ...	45 3 4	7 17 6	8 6 8	0 10 0	7 10 0	0 5 0
September ...	40 3 4	16 10 3	7 10 0	4 7 0	7 10 0	...
October ...	45 3 4	4 5 6	7 10 0	2 10 0	7 10 0	...
November ...	45 3 4	3 17 6	7 10 0	0 5 0	7 10 0	0 5 0
December ...	45 3 4	23 5 10	7 10 0	6 19 10	7 10 0	...
TOTAL ...	532 0 0	372 17 6	95 13 4	45 19 4	90 0 0	10 7 6

1867.	CONDAMINE.		ROMA.		DURAH.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	14 11 8	4 11 8	25 0 0	0 5 0	14 11 8	0 5 0
February ...	14 11 8	14 6 8	25 0 0	0 10 0	14 11 8	0 5 0
March ...	14 11 8	14 6 8	25 0 0	33 1 0	14 11 8	10 5 0
April ...	14 11 8	8 11 8	25 0 0	3 5 0	14 11 8	2 0 0
May ...	14 11 8	4 6 8	29 3 4	5 2 0	14 11 8	...
June ...	14 11 8	15 6 8	29 3 4	31 4 0	14 11 8	10 15 0
July ...	14 11 8	9 11 8	29 3 4	6 0 0	14 11 8	3 0 0
August ...	14 11 8	6 6 8	29 3 4	2 0 0	14 11 8	1 0 0
September ...	14 11 8	14 6 8	29 3 4	26 6 0	14 11 8	10 7 6
October ...	14 11 8	4 5 8	29 3 4	0 10 0	14 11 8	0 10 0
November ...	14 11 8	4 11 8	29 3 4	0 5 0	14 11 8	0 5 0
December ...	14 11 8	16 5 8	29 3 4	25 10 2	14 11 8	10 0 0
TOTAL ...	175 0 0	110 3 0	333 6 8	135 18 2	175 0 0	48 13 6

1867.	BAKANA.		ROCKHAMPTON.		PILOT STATION (Koppell Bay.)	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	26 13 4	0 10 0	44 6 8	1 17 0	...	...
February ...	26 13 4	0 10 0	44 6 8	0 15 0	...	...
March ...	26 13 4	13 7 0	44 6 8	14 2 7	...	...
April ...	26 13 4	0 10 0	45 11 8	2 1 0	...	...
May ...	26 13 4	3 5 0	45 11 8	8 0 0	...	35 19 0
June ...	26 13 4	21 14 8	45 11 8	20 4 3	...	...
July ...	26 13 4	1 0 0	45 11 8	4 0 0	...	...
August ...	26 13 4	...	45 11 8	18 5 6	...	...
September ...	26 13 4	13 4 6	45 11 8	17 1 0	2 10 0	...
October ...	26 13 4	0 10 0	45 11 8	2 5 6	...	0 5 0
November ...	26 13 4	12 15 10	45 11 8	0 10 0	...	4 0 0
December ...	26 13 4	38 3 9	45 11 8	14 16 3	7 10 0	...
TOTAL ...	320 0 0	105 10 7	543 5 0	103 16 1	10 0 0	40 4 0

1867.	CLERMONT.		MACKAY.		BLOOMSBURY.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	...	...	25 0 0	5 0 0	14 11 8	2 7 0
February ...	...	...	25 0 0	1 2 2	14 11 8	0 10 0
March ...	...	...	...	2 0 0	...	0 10 0
April ...	...	...	50 0 0	24 8 11	29 3 4	18 0 0
May ...	...	...	...	2 0 0	14 11 8	...
June ...	...	...	25 0 0	17 0 0	14 11 8	10 15 0
July ...	...	...	50 0 0	12 0 9	14 11 8	...
August ...	...	...	25 0 0	...	14 11 8	...
September ...	14 11 8	3 6 8	25 0 0	23 0 0	14 11 8	10 0 0
October ...	14 11 8	0 10 0	25 0 0	1 8 0	14 11 8	0 10 0
November ...	14 11 8	6 5 0	25 0 0	0 5 0	...	0 10 0
December ...	25 0 0	21 4 0	25 0 0	45 0 0	29 3 4	50 0 0
TOTAL ...	68 15 0	31 5 8	300 0 0	133 4 10	175 0 0	92 17 0

No. II.

Telegraph Stations throughout the Colony in each Month during the Year 1867.

CLEVELAND.		PILOT STATION.		CAPE MORETON.		GOODNA.	
Salaries.	Contingencies.	Salaries.	Contingencies.	Salaries.	Contingencies.	Salaries.	Contingencies.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
...	21 10 2	...	0 5 0	...	0 2 6	...	...
10 0 0	8 14 6	7 10 0	28 17 0	7 10 0	28 0 10	...	...
...	0 10 0	...	15 9 6	...	14 0 0	...	...
10 0 0	1 2 0	7 10 0	4 12 6	...	5 0 0	...	...
...	3 15 0	...	1 13 0	7 10 0	1 10 0	...	...
...	1 0 0	...	1 10 0	...	1 0 0	...	...
10 0 0	...	7 10 0	38 1 0	...	38 0 6	8 6 8	110 15 1
...	...	...	...	7 10 0	...	8 6 8	0 8 0
...	0 5 0	...	0 5 0	...	...	8 6 8	1 10 0
10 0 0	...	7 10 0	3 10 0	7 10 0	2 0 0	8 6 8	0 5 0
...	...	...	...	...	...	8 6 8	0 13 0
40 0 0	36 16 8	30 0 0	94 3 0	30 0 0	80 18 10	41 13 4	113 11 1
HELLIDON.		TOOWOOMBA.		WARWICK.		DALBY.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
7 10 0	0 5 0	29 6 8	17 1 0	35 16 8	0 15 0	30 16 8	2 15 0
7 10 0	11 5 0	29 6 8	23 5 0	35 16 8	0 15 0	30 16 8	2 0 0
7 10 0	...	29 6 8	29 7 9	35 16 8	11 14 0	30 16 8	10 0 0
7 10 0	1 0 0	28 6 5	24 7 8	35 16 8	15 17 2	30 16 8	7 5 6
7 10 0	...	29 6 8	47 0 11	35 16 8	1 0 0	26 13 4	5 0 0
7 10 0	2 1 0 0	29 6 8	35 14 2	35 16 8	19 10 8	26 13 4	16 0 0
7 10 0	2 5 0 0	29 6 8	4 0 0	35 16 8	15 0 0	26 13 4	7 6 6
7 10 0	0 5 0	29 6 8	26 14 9	35 16 8	2 0 0	26 13 4	3 0 0
7 10 0	0 12 6	29 6 8	32 6 1	35 16 8	16 2 0	26 13 4	12 0 0
7 10 0	12 18 5	29 6 8	7 9 6	35 16 8	18 0 0	26 13 4	1 0 0
7 10 0	7 15 0	29 6 8	0 5 0	35 16 8	0 15 0	26 13 4	41 10 0
7 10 0	...	29 6 8	41 2 1	35 16 8	31 7 7	26 13 4	28 17 4
90 0 0	37 5 11	350 19 9	318 13 11	430 0 0	133 9 5	396 13 4	133 15 4
HAWKWOOD.		TAROOM.		GAYNDAH.		MARTBOROUGH.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
30 16 8	0 10 0	14 11 8	3 16 0	26 13 4	3 0 0	33 10 0	3 5 0
30 16 8	0 10 0	14 11 8	0 5 0	26 13 4	13 10 0	33 10 0	18 9 0
30 16 8	11 10 0	14 11 8	18 18 0	26 13 4	15 13 3	43 6 8	11 6 0
30 16 8	0 10 0	14 11 8	3 0 0	26 13 4	17 11 9	30 16 8	22 19 10
30 16 8	1 10 0	14 11 8	...	26 13 4	14 0 0	30 16 8	...
30 16 8	13 0 0	14 11 8	12 14 0	26 13 4	15 13 0	30 16 8	16 11 3
30 16 8	1 0 0	14 11 8	2 0 0	26 13 4	1 0 0	30 16 8	0 4 9
30 16 8	1 9 10	14 11 8	...	26 13 4	22 0 0	30 16 8	8 17 6
30 16 8	10 0 0	14 11 8	11 19 0	26 13 4	22 16 0	30 16 8	23 8 9
30 16 8	49 3 2	14 11 8	0 10 0	26 13 4	13 0 0	30 16 8	11 10 0
30 16 8	17 15 0	14 11 8	0 5 0	26 13 4	13 5 0	30 16 8	1 5 0
30 16 8	23 0 0	14 11 8	12 18 7	26 13 4	16 6 0	30 16 8	19 4 0
370 0 0	129 18 0	175 0 0	61 5 7	320 0 0	167 15 0	387 16 8	137 1 1
GLADSTONE.		MARBOROUGH.		ST. LAWRENCE.		NEBO.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
30 16 8	0 10 0	14 11 8	0 10 0	14 11 8	0 10 0	...	0 5 0
30 16 8	0 10 0	14 11 8	4 15 0	14 11 8	0 10 0	25 0 0	0 10 0
30 16 8	26 18 6	14 11 8	12 17 0	14 11 8	10 15 0	25 0 0	0 15 0
30 16 8	0 10 0	14 11 8	...	14 11 8	0 17 2	50 0 0	23 2 0
30 16 8	0 15 0	14 11 8	30 10 0	14 11 8	...	25 0 0	1 0 0
30 16 8	30 1 7	14 11 8	16 16 0	14 11 8	10 15 0	...	4 0 0
31 16 8	4 12 6	14 11 8	5 7 6	14 11 8	...	50 0 0	21 0 10
30 16 8	6 13 4	14 11 8	17 13 4	14 11 8	10 0 0	25 0 0	1 0 0
24 3 4	3 5 2	12 10 0	41 16 8	14 11 8	39 0 0	25 0 0	10 0 0
30 16 8	0 10 0	12 10 0	16 9 0	14 11 8	20 10 0	...	...
30 16 8	0 5 0	12 10 0	3 3 0	14 11 8	0 5 0	50 0 0	10 10 0
30 16 8	31 17 0	12 10 0	12 0 0	14 11 8	21 0 0	25 0 0	61 3 6
363 6 8	121 8 1	160 13 4	161 17 6	175 0 0	105 2 2	300 0 0	133 16 4
BOWEN.		TENTERFIELD (Repeating Station).		BRISBANK SIGNAL STATION.		TOTAL.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
26 13 4	1 7 0	31 13 4	...	8 6 8	...	750 16 8	139 9 4
26 13 4	...	31 13 4	...	8 6 8	4 7 6	775 16 8	227 19 5
26 13 4	7 14 0	31 13 4	...	8 6 8	...	771 1 8	468 12 7
26 13 4	15 8 6	31 13 4	2 0 0	8 6 8	...	808 6 5	392 9 1
26 13 4	5 0 0	31 13 4	...	8 6 8	0 18 0	749 15 0	297 2 5
26 13 4	15 0 0	31 13 4	0 10 0	8 6 8	...	774 15 0	318 18 0
26 13 4	22 14 0	31 13 4	4 0 0	8 6 8	1 0 0	824 15 0	268 19 0
26 13 4	2 9 9	31 13 4	...	8 6 8	3 12 0	783 1 8	267 7 8
25 0 0	54 13 0	31 13 4	6 0 0	8 6 8	0 9 6	808 18 4	450 4 0
25 0 0	3 9 0	31 13 4	...	8 6 8	0 13 0	765 1 8	238 18 5
...	0 15 0	31 13 4	...	8 6 8	...	778 10 0	133 13 8
50 0 0	52 9 3	31 13 4	...	8 6 8	20 17 10	875 11 8	672 18 2
313 6 8	184 16 6	350 0 0	12 10 0	100 0 0	31 16 10	4,044 9 9	4,186 12 3

Table No. III.

RETURN showing TOTAL AMOUNT of COLLECTIONS, NUMBER of MESSAGES transmitted, and AMOUNT EXPENDED in SALARIES and CONTINGENCIES, at the various TELEGRAPH STATIONS, during the year 1867.

STATION.	RECEIPTS.						EXPENDITURE.		
	CASH.		VALUE "O.H.M.S."		TOTAL.		SALARIES.	CONTINGENCIES.	TOTAL.
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Superintendent's Office	...	...	...	...	...	1,220 0 0	79 18 0	1,299 18 0	
Brisbane	12,317	3,589 12 5	4,277	1,557 9 11	16,594	5,147 2 4	1,056 0 0	656 5 10	1,722 5 10
Brisbane Signal Station	...	...	...	...	...	100 0 0	31 16 10	131 16 10	
Lytton	49	7 4 3	152	36 12 8	201	43 16 11	...	15 11 0	15 11 0
Cleveland	180	22 13 6	18	3 11 2	198	26 4 8	40 0 0	36 16 8	76 16 8
Pilot Station (Moreton Island)	29	7 13 9	153	33 15 6	182	41 9 3	30 0 0	94 3 0	124 3 0
Cape Moreton	...	...	440	88 16 0	440	88 16 0	30 0 0	89 18 10	119 18 10
Goodua	48	7 10 11	19	4 5 3	67	11 16 1	41 13 4	113 11 1	155 4 5
Ipswich, and Ipswich Railway	4,893	886 9 8	2,353	488 4 4	7,246	1,374 14 0	532 0 0	372 17 6	904 17 6
Grandchester	109	17 10 2	145	23 18 9	254	41 8 11	95 13 4	45 19 4	141 12 8
Gatton	99	12 16 4	163	27 1 0	262	39 17 4	90 0 0	10 7 6	100 7 6
Helidon	364	52 4 7	490	85 10 7	854	137 15 2	90 0 0	37 5 11	127 5 11
Toowoomba	3,588	705 19 10	1,544	396 10 8	5,132	1,102 10 6	350 19 9	318 13 11	669 14 8
Warwick	1,614	379 18 1	202	63 14 0	1,816	443 12 1	430 0 0	133 9 5	563 9 5
Tenterfield	...	...	...	...	...	...	380 0 0	12 10 0	392 10 0
Dalby	1,496	293 15 9	453	134 6 4	1,949	428 2 1	336 13 4	132 15 4	469 8 8
Condamine	542	91 6 9	147	34 11 0	689	125 17 9	175 0 0	110 3 0	285 3 0
Roma	1,336	342 16 7	428	167 12 9	1,764	510 9 4	333 6 8	135 18 2	469 4 10
Durrah	135	29 7 8	6	1 11 10	141	30 19 6	175 0 0	48 13 6	223 12 6
Hawkwood	161	37 14 4	7	3 3 9	168	40 18 1	370 0 0	129 18 0	499 18 0
Taroom	382	89 19 7	132	76 16 10	514	166 16 5	175 0 0	61 5 7	236 5 7
Gayndah	837	205 13 1	148	47 3 2	985	252 16 3	320 0 0	167 15 0	437 15 0
Maryborough	1,811	486 11 2	453	156 16 1	2,264	643 7 3	387 16 8	137 1 1	524 17 9
Banana	336	78 4 1	85	34 18 11	421	113 3 0	320 0 0	105 10 7	425 10 7
Rockhampton	4,937	1,587 5 1	1,109	422 19 9	6,046	2,010 4 10	543 5 0	103 16 1	647 1 1
Pilot Station (Keppel Bay)	3	1 0 2	64	10 14 10	67	11 15 0	10 0 0	40 4 0	50 4 0
Gladstone	860	221 4 5	465	178 18 0	1,325	400 2 5	363 6 8	121 8 1	484 14 9
Marlborough	142	32 11 3	86	24 9 2	228	57 0 5	166 13 4	161 17 6	328 10 10
St. Lawrence	349	92 16 4	59	34 6 1	408	127 2 5	175 0 0	105 2 2	280 2 2
Nebo	1,064	239 17 10	100	43 19 9	1,164	283 17 7	300 0 0	123 16 4	423 16 4
Clermont	377	103 3 7	63	28 8 8	440	131 12 3	68 15 0	31 5 8	100 0 8
Mackay	1,852	482 4 0	93	37 7 8	1,945	519 11 8	300 0 0	133 4 10	433 4 10
Bloomersbury	100	19 1 7	6	0 18 4	106	19 19 11	175 0 0	92 17 0	267 17 0
Bowen	1,862	860 15 9	351	210 10 11	2,243	1,071 6 8	313 6 8	184 16 6	498 3 2
TOTAL	41,872	10,985 2 6	14,271	4,459 3 8	56,143	15,444 6 2	9,949 9 9	4,186 12 3	13,651 2 0

Table No. IV.

NUMBER and VALUE of MESSAGES RECEIVED from other COLONIES in each Month during the Year 1867.

	1867.	Number of Messages.	Amount.
			£ s. d.
January	...	673	307 15 4
February	...	675	319 17 8
March	...	676	297 6 2
April	...	588	273 19 8
May	...	685	305 13 0
June	...	475	212 15 4
July	...	638	281 8 4
August	...	629	295 15 2
September	...	593	253 10 11
October	...	541	302 13 7
November	...	554	246 0 4
December	...	542	247 13 2
TOTAL	...	7,269	£3,344 8 8

Table No. V.

RETURN of the NUMBER of MILES of TELEGRAPH WIRE, NUMBER of STATIONS, MESSAGES TRANSMITTED, RECEIPTS (distinguishing between Cash and O.H.M.S. Business), and EXPENDITURE, during the Year 1867.

Name of Line.	Number of Stations.	Number of Miles.	Messages Transmitted.	Receipts (including O.H.M.S. Business).	Cost of Maintaining Lines and Stations during the Year.	Salaries paid during the Year.	Cash Receipts during the Year.	Remarks.
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Superintendence	79 18 0	1,220 0 0	...	Shipping, Meteorological Telegrams, and Messages from Under Secretary, Treasury, on Savings Bank business, passed free on all lines. Savings Bank Messages sent from any part of the Colony at uniform charge of 1s. for each message. Pilot Station, Keppel Bay, opened 11th September. Clermont opened 16th October.
Southern Line ...	8	157	27,093	7,196 6 0	1,392 6 7	2,715 6 8	4,946 2 2	
Northern Line ...	12	828½	19,981	5,804 16 8	1,641 0 9	3,625 18 1	4,459 13 6	
Cape Moreton Line	5	95	1,021	200 6 10	268 6 4	200 0 0	37 11 6	
Roma Line ...	2	167½	2,453	636 7 1	246 1 2	508 6 8	434 3 4	
Taroom Line ...	1	84	514	166 16 5	61 5 7	175 0 0	89 19 7	
Maryborough Line	2	143½	3,249	896 3 6	304 16 1	707 16 8	692 4 3	
Gladstone Line ...	1	89½	1,325	400 2 5	121 8 1	363 6 8	221 4 5	
Keppel Bay Line...	1	78½	67	11 15 0	40 4 0	10 0 0	1 0 2	
Clermont Line ...	1	108½	440	131 12 3	31 5 8	68 15 0	103 3 7	
TOTAL...	33	1,752½	56,143	£15,444 6 2	£4,186 12 3	£9,494 9 9	£10,985 2 6	

Table No. VI.

RETURN showing AMOUNT EXPENDED in each Month during the Year 1867.

1867.	SALARIES.	CONTINGENCIES.						
		Incidental Expenses and Stores.	Maintenance and Repair of Lines.	Fuel, Light, and Water.	Travelling Expenses.	Forage.	Rent.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	750 16 8	45 3 10	62 2 8	4 11 6	9 18 0	...	17 13 4	139 9 4
February ...	775 16 8	51 17 2	98 19 10	3 10 6	25 8 6	...	48 3 4	227 19 4
March ...	771 1 8	69 4 2	170 18 1	30 6 6	31 5 6	160 0 0	36 18 4	498 12 7
April ...	838 6 5	109 13 8	147 4 8	8 3 9	28 16 6	50 0 0	48 10 6	302 9 1
May ...	749 15 0	39 8 2	146 15 11	2 2 0	30 13 0	...	78 3 4	297 2 5
June ...	774 15 0	138 14 10	86 15 1	34 4 6	9 6 0	200 0 0	49 18 4	518 18 9
July ...	824 15 0	102 6 0	74 16 2	8 19 6	27 4 0	20 0 0	35 13 4	268 19 0
August ...	783 1 8	155 7 7	67 4 7	3 0 6	4 5 0	13 6 8	48 3 4	287 7 8
September...	808 18 4	46 0 2	71 6 0	39 9 0	25 9 6	208 4 4	99 15 0	490 4 0
October ...	763 1 8	86 8 11	74 2 0	14 3 0	38 11 0	...	25 13 4	238 18 3
November ...	778 10 0	37 14 0	30 0 0	3 5 6	7 0 0	...	75 13 4	153 13 8
December ...	875 11 8	124 2 4	124 15 7	38 14 3	14 16 0	230 0 0	140 10 0	672 18 2
TOTAL ...	£ 9,494 9 9	1,002 0 10	1,155 1 5	190 10 6	252 13 0	881 11 0	704 15 6	4,186 12 3

Table No. VII.

TABLE showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT, during the Year 1867.

STATION.	Superintendent.	Accountant.	Station Masters.	Operators.	Clerks.	Line Repairs in Charge.	Line Repairs.	Messengers.	Instrument Fitter.	Total.
Superintendent's Office	1	1	...	...	1	...	...	...	1	4
Brisbane	1	3	1	...	1	3	...	9
Brisbane Signal Station	1	...	...	...	...	...	1
Lytton	1	...	...	...	...	...	1
Cleveland	1	...	...	...	...	...	1
Pilot Station (Moreton Island)	1	...	...	...	...	...	1
Cape Moreton	1	...	...	...	...	...	1
Goodna	1	...	...	...	...	...	1
Ipswich, and Ipswich Railway	1	1	...	...	1	1	...	4
Grandchester	1	...	...	...	...	...	1
Gatton	1	...	...	...	...	...	1
Helidon	1	...	...	...	...	...	1
Toowoomba	1	...	...	...	1	1	...	3
Warwick	1	...	...	...	1	...	...	2
Tenterfield (Repeating Station)	1	1	...	...	...	...	2
Dalby	1	...	...	...	1	...	...	2
Condamine	1	...	...	...	1
Roma	1	...	...	...	1	...	...	2
Durah	1	...	...	...	1
Hawkwood	1	...	...	...	1	...	...	2
Taroom	1	...	...	...	1
Gayndah	1	...	...	...	1	...	...	2
Maryborough	1	...	...	...	1	...	...	2
Banana	1	...	...	...	1	...	...	2
Rockhampton	1	1	...	...	...	1	...	4
Pilot Station (Keppel Bay)	1	...	...	...	...	...	1
Gladstone	1	...	...	...	1	...	...	2
Marlborough	1	...	...	...	...	1
St. Lawrence	1	...	...	...	...	1
Nebo	1	...	...	...	1	...	...	2
Clermont	1	...	...	...	1	...	...	2
Muckay	1	...	...	...	1	...	...	2
Bloomsbury	1	...	...	...	1
Bowen	1	...	...	...	1	...	...	2
TOTAL	1	1	16	16	3	6	16	6	1	66

Table No. VIII.

DEBIT AND CREDIT STATEMENT.

Dr.						Cr.
1867.	£	s.	d.	£	s.	d.
To Total Expenditure—						
Salaries	9,494	9	9			
Contingencies	4,186	12	3			
				13,681	2	0
To Amount paid on account of						
Intercolonial business—						
New South Wales	1,634	13	11			
Victoria	79	6	2			
South Australia	3	14	7			
				1,717	14	8
To balance				61	19	3
TOTAL				15,460	15	11
1867.	£	s.	d.	£	s.	d.
By Cash paid into Treasury on						
account of Collections	10,985	2	6			
By Value of Messages on Her						
Majesty's Service	4,459	3	8			
						15,444
						6
						2
By Amount received on account						
of Intercolonial business—						
South Australia	16	9	9			
						16
						9
TOTAL						15,460
						15
						11

R. O. BOURNE,
Accountant.

Certified Correct.

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

APPENDIX B.

Dr.

EXTENSION ACCOUNT—LOAN. DEBIT and CREDIT STATEMENT.

Cr.

	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Amount expended on several Extensions—			LOAN, 1863.		
WORKS COMPLETED.			By Amount voted for Construction—		
Toowoomba to Dalby	2,644 11 10		Toowoomba to Dalby	2,500 0 0	
Brisbane to Cape Moreton ...	2,775 2 0		Brisbane to Cape Moreton ...	3,000 0 0	
General Extension Account, including Supervision, Furniture, Instruments, Stores, Wire, and Insulators	23,310 2 9		Dalby to Rockhampton, with Branch line to Maryborough...	40,000 0 0	
Second Wire, Ipswich to Toowoomba	556 7 0		Rockhampton to Bowen... ..	40,000 0 0	
Dalby to Rockhampton	9,816 3 1				85,500 0 0
Hawkwood to Maryborough ...	4,200 18 5				
Rockhampton to Gladstone ...	2,332 15 8				
Rockhampton to Bowen... ..	11,481 16 4				
Rent of Temporary Offices and Building Stations	1,829 10 2				
Exploration Route from East Coast to Burketown	3,682 11 5				
Nebo to Clermont	3,243 16 4				
Rockhampton to Keppel Bay ...	1,235 1 11				
		67,108 16 11			
WORKS IN PROGRESS.					
Maryborough to Woody Island...	19 14 0				
Line for Railway purposes—					
Ipswich to Toowoomba	1,450 8 7				
Toowoomba to Dalby	423 5 1				
		1,893 7 8			
To balance ... ..	...	16,497 15 5			
TOTAL ... ..	...	85,500 0 0	TOTAL ... ..	...	85,500 0 0

R. O. BOURNE,

Accountant.

Certified Correct.

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 1st June, 1868.