

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 Telegraph,
 Superintendent's Office,
 Brisbane, 5th April, 1869.

TO THE HONORABLE THE POSTMASTER-GENERAL.

SIR,

I have the honor to submit for your information the following Report on the operations and condition of the Department under my supervision, for the year 1868 :—

EXTENSIONS.

Since the date of my last report the lines completed and opened for public business are—Maryborough to Gympie, Maryborough to Woody Island, and Bowen to Townsville.

The section, Maryborough to Gympie—in all fifty-nine miles in length—has been carried for five miles on the posts of the Gayndah line; thence along the western bank of the river Mary to Tiaro, where it crosses; from that point it follows the new road to Gympie. This section traverses for the most part a very heavily timbered and broken country, which, added to the difficulty experienced in obtaining suitable and permanent labor, detained the contractor materially. The station at Gympie was, however, opened for business on the 9th of December last.

The extension from Maryborough to the Lighthouses, on Woody Island, consists of twenty-five miles of line from Maryborough to Dayman Point; thence across the passage by three and a-half miles of submarine cable, and through Woody Island by a line of two three-quarter miles—making the total length thirty-one and a-quarter miles. This branch, which was opened on March the 9th, is of special service to the mercantile community of Maryborough, and the colonies generally, in reporting ships passing through Wide and Hervey's Bays. The completion of this line places all the principal points on the coast between Townsville and Moreton Bay in direct telegraphic communication with the great centres of population, and, consequently, with each other.

Bowen to Townsville.—This line, 118½ miles in length, was completed, and stations opened at Inkermann and Townsville, on the 15th of March; and I think it will be extensively used, owing to the rapidly increasing trade of Townsville.

A third wire, twenty-five miles in length, has also been stretched between Ipswich and Brisbane, to connect the lines of the Southern and Western Railway with the Commissioner's Office in Brisbane. This line is worked with Messrs. Siemen's alphabetical instruments.

EXTENSIONS IN PROGRESS.

Gympie to Brisbane, 108 miles.—This section was commenced in December last, and as forty-three miles of the most difficult portion of the work is completed, the line may be expected to be opened for business at an early date. This extension will increase the efficiency of the department, by giving a double means of communication between Brisbane and Hawkwood, *via* Toowoomba and *via* Maryborough; and, at the same time, by placing the Maryborough and Taroom line under the immediate supervision of the central office.

EXTENSIONS PROPOSED.

The existing line between Toowoomba and Warwick, defectively constructed in 1861, requires renewing throughout. To save unnecessary expense, I would propose to stretch a wire along the line shortly to be erected for railway purposes between the above places,

places, for the use of this department, and to remove the present line. This, I think, would be an equitable arrangement between the two departments, as a wire for the railway service has been stretched along our line of posts between Toowoomba and Dalby.

Application has been made for a line to Leyburn and Goondiwindi; this should, I think, branch off from the railway line at or near Allora.

Springsure has, also, petitioned for telegraphic communication. This line should be extended from Clermont.

A line will shortly be required to the Cape River Gold Fields.

I would specially urge the commencement, at the earliest possible moment, of a line from Cardwell, Rockingham Bay, to Normanville, on the Gulf waters, a distance of 450 miles. This extension is not only desirable for the requirements of the important pastoral and mineral district on the shores of Carpentaria, but will form an important link in the projected line to India, to which I shall presently refer.

WORKING OF LINES.

The lines have, on the whole, worked satisfactorily during the past year. The interruptions to communication (*see Appendix C*) were chiefly caused by trees falling on the lines, the prevalence of thunderstorms, heavy rains, and extensive bush fires. The necessary repairs have, in every instance, been made with the least possible delay; and considering the great distances between most of the stations in this colony, the line repairers deserve credit for the prompt and efficient manner in which their duties have been performed. The line repairers have for several months past been seriously obstructed in the performance of their duty by the erection of boundary fences on some of the runs.

On the Toowoomba, Dalby, Nebo, and Clermont sections the lines have been enclosed for several miles. In cases of interruption, repairers have, in consequence, been impeded, and the transmission of business delayed. Steps have, however, been taken to remove these impediments, by requesting the owners of the runs in question to place gates immediately under the line. The Morse recording instruments, with polarised relay, is still exclusively used on the lines of this department, which, in the hands of a fair operator, may be worked with a speed exceeding thirty words per minute. And, as observed by Mr. R. S. Culley, in his *Handbook of Practical Telegraphy*:—"The commercial value of an instrument does not depend upon the use of the ordinary alphabets, but upon the amount of work it will turn out, and its accuracy and freedom from derangement. The Morse instrument is at present unsurpassed in these respects; and it has been found that its introduction upon a circuit previously worked by the needle system reduces error to a very considerable extent. This arises from its signals being recorded; they can be read calmly and without flurry, and, should an error arise, it can be traced to the person in fault, thus inducing a far greater sense of responsibility." The operators and instruments in this colony are protected from the effects of atmospheric electricity by Messrs. Siemen's lightning arresters, consisting of grooved iron plates. Although, in Queensland, thunderstorms occur frequently, and sometimes with great violence, no accident has happened to the instruments during the three years these arresters have been in use.

The lines of the Railway Department are fitted with Messrs. Siemen's dial instruments, which require no batteries, and are admirably adapted for working short lines. I am informed that seventy of these instruments are at present in use in New South Wales, and are found to work well on circuits not exceeding fifty miles.

As the lines north and west of Nebo are cut off from the immediate supervision of the central office, it has been found necessary, owing to extensions in Northern Queensland, to provide an officer to take charge, under my direction, of the lines in that district. This has been effected without additional expense, by abolishing the office of Chief Station Master at Brisbane, and promoting that officer to be Assistant Superintendent of Northern Queensland, with charge, under my direction, of the lines and works of this department in the northern district, to reside at Bowen, and, at the same time, have charge of that station. The above arrangement will, I feel assured, promote the efficiency of the department, effect a considerable saving in the shape of travelling expenses, and enable me to devote more time to the duties of my office.

The stations at Grandchester and Gatton were closed upon the completion of the railway telegraph. As these stations were opened principally for the accommodation of the Railway Department, they are no longer required.

Owing to the business at Golden Fleece having been inconsiderable during the past twelve months, that station has again been closed.

Provision has been made for postmasters receiving messages at towns where no telegraph station has been opened, and forwarding them by first post to the nearest telegraph station to be from thence forwarded by electric telegraph. Also, at railway stations where there may be no telegraph station, railway station masters will receive messages which they will transmit on the line of the Railway Department to the nearest telegraph station, and there hand over to the officer in charge, to be forwarded to their destination.

As steps have been taken by private individuals to enable them to construct private lines connecting their property with the nearest telegraph station, I would recommend that the provisions of the present *Electric Telegraph Act* be adhered to, namely, that all lines be constructed, maintained, managed, and worked by the Government. There can, however, be no objection to the system at present adopted in New South Wales; and, should any private lines be required, I would recommend it for this colony. Under that system, where any persons wish to establish a private line, they submit to the Government the names of two or more responsible persons willing to guarantee, for a period of five years, ten per cent. per annum on the cost of construction; also, the sums which may be expended for working expenses

expenses and keeping the line in repair, the line being only used for the private business of the applicant. In the event of the names submitted being approved, a bond is prepared, and, upon its execution, the work is commenced and carried out by the Government. After the expiration of the five years, it is in the power of the Government to retain the line for their own purposes, or continue the existing arrangements as they may deem desirable.

RECEIPTS AND EXPENDITURE.

The collections during the past year amounted, on the whole, to £17,077 0s. 3d. Cash receipts being, for 42,257 messages, £11,256 7s. 1d.; value of O.H.M.S. business, for 17,375 messages, £5,791 0s. 2d.; and received from other colonies, on account of inter-colonial business, £29 13s. The expenditure for salaries (sixty-nine officers), £9,961 5s. 5d.; contingencies, £4,017 10s. 11d.—being, for incidental expenses, £926 0s. 7d.; maintenance and repair of lines, £1,111 9s. 5d.; fuel, light, and water, £183 15s. 5d.; travelling expenses, £128 4s.; forage, £923 6s. 8d.; rent of offices, £744 14s. 10d.; refunded to other colonies, £1,652 6s. 1d.; making a total of expenditure, £15,631 2s. 5d., and leaving an excess of revenue over expenditure of £1,445 17s. 10d. This result may be considered highly satisfactory, bearing in mind the great depression existing for some time past in mercantile pursuits, from whence we derive most of our revenue; this has only been attained by the exercise of rigid economy both with regard to salaries and contingencies. There is one item in the contingencies to which I would particularly refer, that is, rent of offices; as provision has been made for erection of stations at Bowen, Townsville, Nebo, and Mackay, this item may be expected to be somewhat less for next year. Buildings are, however, much required at Warwick, Toowoomba, Gaydah, Clermont, Condamine, and Marlborough. I would, again, take this opportunity of drawing your attention to the great inconvenience which the inhabitants of Brisbane experience in consequence of the situation of the present telegraph office, and hope that the time will shortly arrive when the Government may deem it necessary to erect a more suitable building in a central locality. It was proposed to establish a receiving office in another portion of the town to meet the present requirements, but I found that the attendant expense would be greater than the questionable benefit derivable would warrant.

It has been urged that a reduction in the charges for transmission of messages at present in force would so materially increase the business of the department that the revenue would not suffer thereby, but might, possibly, be augmented. I did myself the honor to report fully to you on this subject, in a letter, dated the 23rd of October, 1867, and experience since attained has strengthened my conviction that, with merely nominal charges, a very great increase of business could not be expected in this thinly populated country. In the report in question, I mentioned that the telegraph in this colony was more fully appreciated, in proportion to the population, than in any country of which I have a record. The charges at present existing here are exceedingly low when those in force in other countries are considered: for instance, the charge from Townsville to any part of South Australia, say a distance of 2,500 miles, is only 12s., while the cost of transmission from London to St. Petersburg, about 1,500 miles, is 18s. 6d. Even were the charges reduced, and the business thereby increased to any great extent, the expenditure would also be considerably augmented, as the lines will only carry a certain amount of business, and any very great increase would necessitate the erection of additional wires, enhance the cost of maintenance and working, as well as render necessary a considerable increase of the staff at present employed. It is the generally accepted opinion, that a telegraph department should, at any rate, pay the ordinary expenses for maintenance and working, if not the interest of money invested in construction. If this principle is admitted, I feel sure that no material alteration can be advantageously made in the scale of charges I lately recommended, at any rate until the telegraph is more fully developed, and the population considerably increased. I am aware that a reduction in the charges would essentially benefit the mercantile portion of the community, from whom we mainly receive our revenue; but, at the same time, I do not think that the class referred to should make this department a charge upon the general public.

An opinion has also been expressed that, in this colony, a universal charge might be adopted with advantage for all messages, irrespective of distance. But, to a person intimately acquainted with the manner of working a telegraph department, many obstacles present themselves to the successful carrying out of a suggestion of this kind. In my opinion, it would be more practicable to establish a universal charge on railways. With the Post Office a universal charge is perhaps applicable. Were the telegraph lines numerous, short, and radiating from a common centre, a similar arrangement might be possibly adopted with advantage. But, in a country such as this, where the lines stretch over immense distances, we could not justly charge an amount for a few miles that would pay the department for sending 1,000 miles; and, on the other hand, could not forward the greater distance for the price at which we could afford to forward the lesser.

TELEGRAPHIC COMMUNICATION WITH TASMANIA.

The submarine cable to connect Victoria with Tasmania has been shipped, and is now on its way out. Some of the officers employed in England for the purpose of laying the cable have arrived in Melbourne. It may, therefore, be expected that communication with Tasmania will be established at an early date.

TELEGRAPHIC COMMUNICATION WITH ENGLAND *via* JAVA AND INDIA.

Since submitting my last annual report, I have received letters from Singapore and Batavia, containing the following information with regard to extensions in progress between India and Java, namely, that the Eastern Asia Telegraph Company have entered into arrangements

arrangements with the Telegraph Construction Company of London for the construction of a land line from Moulmein to present terminus of the Indian system, through Tavoy, Tenasserim, and Penang, to Malacca, where it is proposed to form a junction, by means of a cable one hundred miles in length, through the Straits of Malacca *via* Bankalis to Siak, with the Dutch Government system of telegraphs in course of construction through Sumatra. This cable will be laid on completion of the lines through Sumatra, which may be expected in December, 1870. The Java Government will, at the same time, lay two cables across the Straits of Sunda to ensure communication between Java and Sumatra. It is also intended to complete the section between Moulmein and Malacca by the end of 1870. This will place Banjoewangie, the eastern extremity of Java, in direct communication with the vast telegraphic systems of Europe, Asia, and America, and bring the terminus to within 1,150 miles of Port Essington. A survey recently made by H.M.S. "Serpent," in a direct line between Banjoewangie and Coepang proves the soundings in that direction well suited for a submarine line. And some time since H.M.S. "Salamander," on her way to England, *via* Torres Straits, took soundings between the northern coast and Timor, the result being highly satisfactory. These surveys prove that no serious obstacles exist to the successful laying of the proposed cables referred to in my former reports. Additional interest is at present taken in the Australian extension, from a notice lately published, to the effect that a Company has been formed in England for the purpose of laying a cable between Java and the Gulf of Carpentaria; but, as yet, I have been unable to learn anything definite: notwithstanding, I would respectfully urge that provision should be made without delay for extending the Queensland lines from the eastern seaboard to Normanville, on the Gulf of Carpentaria.

I would refer you to Appendices for information, as to receipts and expenditure at various stations, business transacted on each line, staff of officers employed, and expenditure on account of construction to present date.

I have, &c.,

W. J. CRACKNELL,
Superintendent of Electric Telegraphs.

The Honorable the Postmaster-General.

APPENDIX A.

Table No. I.

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 1868.

STATION	RECEIPTS.						EXPENDITURE.		
	CASH RECEIPTS.		VALUE "G.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.	
Superintendent's Office	...	...	...	...	...	1,220 0 0	102 4 9	1,322 4 9	
Brisbane	11,946	3,458 16 1	4,920	1,917 7 7	16,866	5,376 3 8	1,156 0 0	406 14 4	1,562 14 4
Brisbane Signal Station	...	...	...	...	...	130 0 0	4 11 0	134 11 0	
Lytton	24	4 13 3	194	41 8 10	218	46 2 1	...	4 16 9	4 16 9
Cleveland	181	24 9 6	16	3 1 3	197	27 10 9	40 0 0	10 16 1	50 16 1
Pilot Station (Moreton Island)	29	5 7 9	187	44 4 7	216	49 12 4	30 0 0	28 6 6	58 6 6
Cape Moreton	3	0 9 0	459	90 19 5	462	91 8 5	30 0 0	24 5 6	54 5 6
Goodna	74	9 15 11	42	6 16 9	116	16 12 8	100 0 0	15 8 0	115 8 0
Ipswich and Ipswich Railway	3,792	666 6 10	2,994	645 17 7	6,786	1,312 4 5	512 0 0	135 11 9	647 11 9
Grandchester	44	5 10 5	78	11 13 2	122	16 13 7	62 15 0	9 14 3	72 9 3
Gatton	88	11 4 8	152	21 10 11	240	32 15 7	60 0 0	7 16 9	67 16 9
Helidon	177	25 4 1	244	43 1 5	421	68 5 6	93 0 0	180 19 3	273 19 3
Toowoomba	3,002	602 9 5	1,802	443 7 9	4,804	1,045 17 2	368 13 4	265 18 5	734 11 9
Warwick	1,374	301 17 5	207	66 2 9	1,581	368 0 2	430 0 0	160 12 4	590 12 4
Tenterfield (Repeating Station)	...	...	...	...	...	...	380 0 0	4 11 6	384 11 6
Dalby	1,681	333 10 5	716	220 13 0	2,397	554 3 5	308 6 8	142 2 11	450 9 7
Condamine	447	83 2 9	86	19 19 6	533	103 2 3	175 0 0	113 11 9	288 11 9
Roma	1,229	295 1 3	285	101 18 6	1,514	496 19 9	350 0 0	111 2 11	461 2 11
Durah	119	21 17 8	4	1 6 0	123	23 8 8	175 0 0	94 17 5	269 17 5
Hawkwood	141	29 2 0	2	0 11 4	143	29 13 4	365 0 0	198 18 10	563 18 10
Taroom	367	82 14 9	116	55 15 4	483	138 10 1	175 0 0	106 14 0	281 14 0
Gayndah	863	202 1 9	179	75 15 3	1,042	277 15 2	320 0 0	145 15 6	465 15 6
Golden Fleece	107	17 2 1	13	3 15 6	120	20 17 6	91 13 4	83 9 5	175 2 9
Maryborough	3,385	1,020 5 1	959	356 17 6	4,344	1,377 2 7	370 0 0	112 6 0	482 6 0
Gympie	290	69 9 1	41	16 1 8	331	85 10 9	41 13 4	4 0 2	45 13 6
Banana	289	65 2 1	118	50 1 3	407	115 3 4	320 0 0	129 17 9	449 17 9
Rockhampton	5,427	1,725 0 5	1,525	614 3 4	6,952	2,339 3 9	547 0 0	229 16 7	776 16 7
Keppel Bay	420	13 12 9	134	23 0 11	184	36 13 8	23 10 5	4 7 6	27 17 11
Gladstone	876	222 2 1	460	131 19 11	1,336	354 2 0	370 0 0	196 10 10	566 10 10
Marlborough	187	53 16 8	95	37 13 7	282	91 10 3	150 0 0	98 17 3	248 17 3
St. Lawrence	497	149 19 9	179	78 4 1	676	228 3 10	175 0 0	76 13 9	251 13 9
Nebo	738	160 4 1	130	56 19 0	868	217 3 1	300 0 0	116 16 0	416 16 0
Clermont	1,791	533 9 7	182	81 10 3	1,973	614 19 10	300 0 0	119 18 8	419 18 8
Mackay	1,435	358 18 8	253	128 18 6	1,688	487 17 2	300 0 0	157 17 0	457 17 0
Bloomsbury	78	12 17 10	5	1 1 8	83	13 19 6	175 0 0	88 5 4	263 5 4
Bowen	1,526	690 12 0	598	399 14 1	2,124	1,090 6 1	316 13 4	223 4 2	539 17 6
TOTAL	42,257	11,256 7 1	17,375	5,791 0 2	59,632	17,047 7 3	9,961 5 5	4,017 10 11	13,978 16 4

Table No. II.

RETURN of the NUMBER of TELEGRAPH WIRE between the various STATIONS in the COLONY of QUEENSLAND, the NUMBER of MESSAGES TRANSMITTED, and the RECEIPTS and EXPENDITURE during the year 1868.

NAME OF LINE.	No. of Stations.	Number of Miles open.	PAID TELEGRAMS.		G.H.M.S. TELEGRAMS.		Total Number of Telegrams.	Cost of Maintaining Lines and Stations during the year.	Amount of Salaries paid during the year.	Total amount of Expenses paid during the year.
			Number.	Amount.	Number.	Value.				
				£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
Superintendence	...	...	...	...	...	...	120 4 9	1,220 0 0	1,322 0 0	
Southern line	9	159	20,497	5,081 4 10	10,439	3,155 7 11	1,287 6 7	3,162 8 4	4,449 14 11	
Northern line	11	828½	12,118	3,601 1 7	3,625	1,589 5 10	15,743	1,557 7 0	4,689 7 0	
Cape Moreton line	5	95	237	34 19 6	856	179 14 1	1,093	72 15 10	230 0 0	302 15 10
Taroom line	2	167½	1,676	378 4 0	371	121 18 0	2,047	224 14 8	525 0 0	749 14 8
Maryborough line	1	84	376	82 14 9	116	55 15 4	483	106 14 0	175 0 0	281 14 0
Gympie line	3	143½	4,355	1,239 8 11	1,151	436 6 3	5,506	341 10 11	781 13 4	1,123 4 3
Keppel Bay line	1	59	290	69 9 1	41	16 1 8	331	4 0 2	41 13 4	45 13 6
Gladstone line	1	78½	50	13 12 9	134	23 0 11	184	4 7 6	23 10 5	27 17 11
Clermont line	1	89½	876	222 2 1	460	131 19 11	1,336	196 10 10	370 0 0	566 10 10
TOTAL	35	1,811½	42,257	11,256 7 1	17,375	5,791 0 2	59,632	4,017 10 11	9,961 5 5	13,978 16 4

Exclusive of 7,479 Intercolony Messages received.

REMARKS—Shipping and Meteorological Telegrams, also Messages from Under Secretary, Treasury, on Savings Bank business, are passed free on all lines Savings Bank Messages sent from any part of the colony to Brisbane, at a uniform charge of 1s. for each message.—Gympie Station opened, 9th December.

APPENDIX A—continued.

Table No. III.

RETURN showing AMOUNT EXPENDED in each MONTH during the year 1868.

1868.	SALARIES.	CONTINGENCIES.						
		Incidental Expenses.	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	745 3 4	103 17 10	34 0 4	3 4 8	1 0 0	...	17 6 8	159 9 8
February	860 3 4	45 0 5	70 8 11	0 3 9	7 16 0	...	21 0 0	144 9 1
March... ..	879 6 8	88 2 1	174 13 8	30 9 0	12 10 0	230 0 0	101 14 4	637 9 1
April	822 13 4	52 14 6	112 9 5	4 8 0	13 0 0	...	43 8 4	226 0 3
May	822 13 4	44 0 9	144 17 1	2 0 6	11 10 0	...	45 13 4	248 1 8
June	852 13 4	56 4 0	108 12 2	48 1 0	22 0 0	230 0 0	114 5 0	579 2 2
July	810 13 4	182 6 2	105 14 11	2 15 6	2 0 0	...	56 11 6	349 8 1
August	791 10 0	63 19 4	93 17 9	0 9 0	...	...	11 13 8	169 19 9
September	870 0 5	63 6 9	113 2 7	42 4 4	12 12 0	230 0 0	157 7 8	618 13 4
October	814 16 8	126 6 7	16 6 0	8 3 6	17 0 0	...	8 6 8	176 2 9
November	797 6 8	32 5 2	59 12 4	...	14 10 0	...	8 6 8	114 14 2
December	894 5 0	67 17 0	77 14 1	41 16 2	14 6 0	233 6 8	159 1 0	594 0 11
TOTAL	9,961 5 5	926 0 7	1,111 9 5	183 15 5	128 4 0	923 6 8	744 14 10	4,017 10 11

Table No. IV.

TABLE showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT, during the year 1868.

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
Signal Station (Brisbane)	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)	2	...	...	...	...	2
Dalby	1	...	...	1	...	...	2
Condamine	1	...	...	...	...	1
Roma	1	...	...	...	1	...	...	2
Dursh	1	...	...	...	...	1
Hawkwood	1	...	...	1	...	...	2
Taroom	1	...	...	...	...	1
Gayndah	1	...	...	1	...	...	2
Golden Fleece	1	...	...	...	...	1
Maryborough	1	...	...	...	1	...	...	2
Gympie	1	...	...	...	1	...	...	2
Banana	1	...	...	...	1	...	...	2
Rockhampton	1	...	1	...	1	1	...	4
Keppel Bay	1	...	...	...	...	...	1
Gladstone	1	...	...	...	1	...	...	2
Marlborough	1	...	...	...	...	1
St. Lawrence	1	...	...	...	...	1
Nebo	1	...	...	...	1	...	...	2
Clermont	1	...	...	...	1	...	...	2
Mackay	1	...	...	...	1	...	...	2
Bloomsbury	1	...	...	...	...	1
Bowen	1	...	...	...	1	...	...	2
TOTAL	1	1	17	14	5	7	17	6	1	69

APPENDIX A.—continued.

Table No. V.

DEBIT AND CREDIT STATEMENT.

Dr.					Cr.		
1868.	£	s.	d.	1868.	£	s.	d.
To Total Expenditure—				By Cash paid into Treasury on account of collections	11,256	7	1
Salaries	9,961	5	5	By value of business transmitted "On Her Majesty's Service" ...	5,791	0	2
Contingencies	4,017	10	11				17,047 7 3
			13,978 16 4	By Amount received on account of Intercolonial business—			
To Amount paid on account of Intercolonial business—				South Australia	29	13	0
New South Wales	1,590	13	5				29 13 0
Victoria	59	14	10				
South Australia... ..	1	17	10				
			1,652 6 1				
To Balance			1,445 17 10				
	£		17,077 0 3		£		17,077 0 3

R. O. BOURNE,
Accountant.

Certified correct:

W. J. CRACKNELL,
Superintendent of Electric Telegraphs.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 2nd January, 1869.

APPENDIX B.

ELECTRIC TELEGRAPH DEPARTMENT.

EXTENSION ACCOUNT.—LOAN.—DEBIT AND CREDIT STATEMENT.

Dr.					Cr.		
	£	s.	d.	LOAN, 1863.	£	s.	d.
To Amount expended on 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... ..	2,593	9	4	Brisbane to Cape Moreton ...	3,000	0	0
General Extension Account, including supervision, furniture, instruments, stores, wire, and insulators, stores, ...	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	4,260	18	5	By Amount to be refunded by Railway Department for material and expense of erection lines for railway purposes—			
Rockhampton to Gladstone	2,332	15	8	Ipswich to Toowoomba	2,100	8	9
Rockhampton to Bowen	11,481	16	4	Toowoomba to Dalby... ..	1,007	15	5
Rent of temporary offices, and building stations	1,829	10	2				3,108 4 2
Exploration route from East Coast to Burketown	3,682	11	5				
Nebo to Clermont	3,243	16	4				
Rockhampton to Pilot Station, Keppel Bay	1,235	1	11				
Line for Railway purposes, Ipswich to Toowoomba	2,445	0	4				
Iditto, Toowoomba to Dalby	446	2	1				
			69,818 6 8				
To Amount expended on Works in progress—							
Maryborough to Woody Island	1,456	10	8				
Maryborough, <i>via</i> Gympie, to Brisbane	2,380	17	6				
Bowen to Townsville	3,374	9	6				
			7,211 17 8				
To Balance			11,577 19 10				
	£		88,608 4 2		£		88,608 4 2

R. O. BOURNE,
Accountant.

Certified correct:

W. J. CRACKNELL,
Superintendent of Electric Telegraphs.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 5th April, 1869.

APPENDIX C.

RETURN showing the INTERRUPTIONS to TELEGRAPHIC COMMUNICATION in QUEENSLAND, from 1st JANUARY to 31st DECEMBER, 1868, both days inclusive.

Date.	Designation of Line.	Points of Interruption.	Period of Interruption.	Supposed or ascertained cause of Interruption.	Remarks.
3 January	Southern line	Brisbane and Ipswich	3½ hours	Burning tree on line	Bush fires at Oxley Creek.
4 "	Ditto	Toowoomba and Warwick	2½ hours	Ditto	Bush fires on Main Range.
6 "	Maryborough branch	Gayndah and Maryborough	9 hours	Ditto	Bush fires between Gayndah and Golden Fleece.
7 "	Southern line	Warwick and Tenerfield	½ hour	Post burned down	Bush fires near Warwick.
7 "	Bay line	Brisbane and Lytton	3 hours	Tree blown across line.	
8 "	Northern line	Durah and Hawkwood	8½ hours	Ditto	Thunderstorms.
9 "	Ditto	Toowoomba and Dalby	25 minutes	Arrester fused at Toowoomba office	Ditto.
10 "	Southern line	Warwick and Tenerfield	4 hours	Trees blown on line	Lines broken in two places between Warwick and Maryland.
12 "	Ditto	Ditto	1 day 7 hours	Ditto	Heavy thunderstorms.
15 "	Northern line	Mackay and Bloomsbury	7½ hours	Burning tree on line.	
11 "	Southern line	Ipswich and Toowoomba	10 hours	Trees on line	Lines broken in eight places by trees and branches—heavy storms.
16 "	Maryborough branch	Gayndah and Maryborough	15½ hours	Ditto	Storms. Line repaired, and broken second time, behind repairers.
17 "	Bay line	Brisbane and Lytton	2½ hours	Wire snapped.	
22 "	Southern line	Toowoomba and Warwick	5½ hours	Tree on line.	
26 "	Ditto	Warwick and Tenerfield	1 day 4 hours	Cause unknown	Line beyond border down.
28 "	Bay line	Brisbane and Lytton	4 hours	Tree on line	Blacks felling tree near Doughboy Creek.
5 February	Gladstone branch	Rockhampton and Keppel Bay	3½ hours	Cause unknown	Probably key open at Keppel Bay.
8 "	Bay line	Brisbane and Lytton	3 hours	Tree on line.	
10 "	Ditto	Cleveland and Pilot Station	5½ hours	Posts burned down	Bush fire on Moreton Island.
15 "	Gladstone branch	Gladstone and Keppel Bay	2 days 2 hours	Line washed away	Floods at Raglan.
20 "	Southern line	Ipswich and Toowoomba	½ hour	Wires snapped	Drays appear to have run against post near Helidon.
21 "	Ditto	Ditto	½ hour	Ditto	Ditto.
24 "	Ditto	Ditto	4 hours	Trees on line	Heavy thunderstorms.
24 "	Northern line	Toowoomba and Dalby	7 hours	Burning tree on line.	
24 "	Maryborough branch	Hawkwood and Gayndah	3½ hours	Tree on line.	
6 March	Bay line	Brisbane and Lytton	2½ hours	Ditto.	
6 "	Ditto	Cleveland and Pilot Station	4 days 5 hours	Wire broken	Interruption on Stradbroke Island.
30 "	Roma branch	Condamine and Roma	5 hours	Tree on line.	
2 April	Bay line	Brisbane and Lytton	2½ hours	Wire snapped.	
20 "	Northern line	Durah and Hawkwood	3 hours	Cause unknown	Fault either in Durah or Hawkwood office.
27 "	Ditto	Marlborough and St. Lawrence	7½ hours	Wire broken at insulator.	
8 May	Ditto	Rockhampton and Marlborough	1 day 2½ hours	Burning tree on line	Bush fires.
11 "	Southern line	Ipswich and Toowoomba	3 hours	Posts burned down	Bush fire on Little Liverpool Range.
15 "	Bay line	Brisbane and Lytton	2½ hours	Tree on line.	
15 "	Southern line	Goodna and Ipswich	1 hour	Ditto.	
25 "	Northern line	Nebo and Clermont	1 day	Wire snapped	Break at North Creek, in scrub.
26 "	Gladstone branch	Rockhampton and Keppel Bay	1 day 3½ hours	Wire broken by limb of tree falling.	
4 June	Southern line	Toowoomba and Warwick	8 hours	Tree on line.	
8 "	Northern line	Nebo and Mackay	8 hours	Wire snapped two places at wedge insulators.	
23 "	Ditto	Nebo and Clermont	2 days 6 hours	Wire on ground, one place, snapped in second.	
8 July	Bay line	Brisbane and Lytton	4 hours	Tree on line.	
8 "	Northern line	Mackay and Bloomsbury	4 hours	Wire rusted at wedge, and snapped.	
9 "	Gladstone branch	Rockhampton and Gladstone	5½ hours	Tree on line	Felled by a fencing party.
23 "	Southern line	Goodna and Ipswich	1½ hours	Ditto	Working party at Redbank.

10 August	...	Gladstone branch	...	Gladstone and Keppel Bay	...	6 hours	...	Wire snapped	...	...	...	...	Wire flew into number of small pieces.
15 "	...	Southern line	...	Helidon and Toowoomba	...	1½ hours	...	Tree on line	...	...	...	...	Felled by hard labor gang, Toowoomba.
15 "	...	Gladstone branch	...	Rockhampton and Gladstone	...	1 day 6½ hours	...	Burning tree on line.	...	...	...	...
30 "	...	Roma branch	...	Dalby and Condamine	...	3 hours	...	Fault in battery	...	...	...	...	Dalby office.
14 September	...	Northern line	...	Marlborough and St. Lawrence	...	3½ hours	...	Posts burned down	...	...	...	...	Bush fires.
18 "	...	Gladstone branch	...	Rockhampton and Gladstone	...	3½ hours	...	Tree on line	...	...	...	...	Felled by road party.
20 "	...	Southern line	...	Toowoomba and Warwick	...	5 hours	...	Posts burned down	...	...	...	...	Bush fire.
28 "	...	Northern line	...	Mackay and Bloomsbury	...	¼ hour	...	Wire rusted, and snapped at wedge.	...	...	...	...
28 "	...	Gladstone branch	...	Rockhampton and Keppel Bay	...	1 day 3 hours	...	Tree on line.	...	...	...	...
1 October	...	Maryborough branch	...	Golden Fleece and Maryborough	...	5½ hours	...	Ditto	...	...	...	...	Bush fires.
2 "	...	Northern line	...	Hawkwood and Banana	...	1 day	...	Burning tree on line	...	...	...	...	Ditto.
6 "	...	Maryborough branch	...	Gayndah and Golden Fleece	...	6 hours	...	Wire broken by branches	...	...	...	...	Thunderstorms.
12 "	...	Ditto	...	Golden Fleece and Maryborough	...	6 hours	...	Burning trees on line.	...	...	...	...
15 "	...	Bay line	...	Brisbane and Lytton	...	2½ hours	...	Dead tree on line.	...	...	...	...
21 "	...	Northern line	...	St. Lawrence and Nebo	...	7¼ hours	...	Wire snapped.	...	...	...	...
26 "	...	Maryborough branch	...	Gayndah and Golden Fleece	...	5½ hours	...	Wire broken off many poles	...	...	...	...	Heavy storms.
31 "	...	Northern line	...	Nebo and Mackay	...	8 hours	...	Cause unknown	...	...	...	...	Apparently fault in Mackay office.
5 November	...	Roma branch	...	Dalby and Condamine	...	1 day	...	Burning tree on line.	...	...	...	...
7 "	...	Northern line	...	Dalby and Durah	...	2½ hours	...	Cause unknown	...	...	...	...	Fault, apparently, in one of the offices.
20 "	...	Southern line	...	Warwick and Tenterfield	...	1½ hours	...	Tree on line.	...	...	...	...
19 "	...	Northern line	...	Banana and Rockhampton	...	2 days 8½ hours	...	Posts knocked down by drays	...	...	...	...	Great length wire down, twisted and broken many places.
24 "	...	Roma branch	...	Dalby and Condamine	...	1 day	...	Tree struck by lightning, fell on line.	...	...	...	...
27 "	...	Bay line	...	Brisbane and Lytton	...	2½ hours	...	Wire broken off two posts	...	...	...	...	Probably dray ran against post.
8 December	...	Maryborough branch	...	Hawkwood and Taroom	...	1 day	...	Rotten post giving way, wire broke.	...	...	...	...
8 "	...	Northern line	...	Marlborough and St. Lawrence	...	6 hours	...	Burning tree on line.	...	...	...	...
8 "	...	Ditto	...	Banana and Rockhampton	...	2 days 6 hours	...	Wire broken in several places.	...	...	...	...
14 "	...	Maryborough branch	...	Gayndah and Golden Fleece	...	5 hours	...	Trees on line in three places.	...	...	...	...
14 "	...	Southern line	...	Warwick and Tenterfield	...	2 hours	...	Tree on line	...	...	...	...	In New South Wales.
12 "	...	Gladstone branch	...	Rockhampton and Keppel Bay	...	2 days	...	Wire rusted and snapped at wedge	...	...	...	...	Lineman out on Banana section.
25 "	...	Maryborough branch	...	Gayndah and Golden Fleece	...	1 day	...	Limb of tree broke wire	...	...	...	...	Golden Fleece lineman unable to go out. Repaired by Gayndah man.