

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.

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 26th March, 1870.

Sir,

I have the honor to submit for your information the following Report on the condition of the Department under my supervision, together with tabular statements of receipts and expenditure for the year 1869.

The extensions completed since the date of my last annual Report, are, from Gympie to Brisbane, from Townsville to Cardwell, and a short branch from the southern line between Toowoomba and Warwick, to Allora.

The Gympie—Brisbane section, 110 miles in length, was completed and opened for business on July 14th, and cost, exclusive of buildings and office fittings, £35 0s. 5d. per mile. The timber used in construction is mostly bloodwood and ironbark; the wire No. 8 galvanized iron; the insulators double umbrella porcelain; and the manner in which the work has been carried out is very creditable to the contractor. This section has already proved of great utility to the Department, by placing Brisbane in direct communication with Gympie, Maryborough, Gayndah, and Taroom; in opening a duplicate route to Hawkwood; and relieving the hitherto overcrowded Northern line of the Southern traffic with these stations. An intermediate station on this section was opened at Cabulture on the 26th of July.

The Townsville—Cardwell extension, from its junction with the Bowen line, $1\frac{1}{2}$ miles from Townsville, is $100\frac{1}{2}$ miles in length, and traverses, for the most part, a fair country. It was completed on the 24th December, and cost £34 6s. 1d. per mile. A station was opened for public business at Cardwell, on the 3rd of January in the present year. This section has been substantially built of ironbark, bloodwood, and a few blue-gum poles of the best quality. No. 8 wire has been used, with Siemen's and Warden's insulators. The Assistant Superintendent examined this work, and reports it as fully up to specification.

The Allora branch consists of two wires, and is $3\frac{1}{2}$ miles in length. It was erected partly at the expense, and for the convenience of, the Railway Department.

There are now, exclusive of the Railway Telegraphs, 2,183 miles of line, and 40 stations, in operation in the colony, 74 officers of various grades being employed on the permanent staff of this Department.

Station buildings have been erected during the past year at Bowen, Clermont, Mackay, Townsville, Gayndah, Nebo, and Cardwell.

LINES IN PROGRESS.

The only extension at present in progress is a line from Cardwell to Normanton, Gulf of Carpentaria. Estimated length, 400 miles.

On the 9th of June last resolutions passed the Legislative Council, and were confirmed by the Legislative Assembly in the following month, to the effect that a line of telegraph should be constructed from Cardwell to the settlements on the Gulf of Carpentaria with the least possible delay. Tenders were therefore invited for this extension, in two sections, early in the following September, and accepted by the Government, in December. Before completing the necessary bonds, however, the contractor for the Normanton section refused to proceed with the work, consequently fresh tenders were called for, and arrangements entered into for carrying out this work, on the 28th of February last.

The contractors for both sections, have had considerable experience in building lines in this colony, and I have every reason to believe will complete the work within the specified time, namely, twelve months after the notification of the acceptance of the tenders.

The specifications for this work provides for the formation of a bridle track six feet in width, within the clearing, throughout the entire section, which will be found very useful by Line Repairers and travellers on this route.

Starting from Cardwell the line will follow a westerly course for 13 miles through good open forest country, to the foot of the Coast Range, crossing by the newly discovered route, at a point less elevated than Seaview Range; thence south of Mount Lang *via* Cassidy's head station to the Etheridge River, the proposed junction of the two contracts. The line throughout will be carried as direct as the nature of the country will permit, due attention being paid where possible to the requirements of future roads. If found necessary, it is proposed to construct a branch from the nearest point on the main line to the principal township on the Gilbert gold fields, which will be far preferable, and less expensive, than carrying the main line so far south as the present temporary township. Arrangements have also been entered into for erecting inexpensive wooden station buildings on the Cardwell and Normanton sections. They will be placed in suitable localities, and from 65 to 70 miles apart.

I may observe that the completion of the Gulf extension will not only prove of great utility in placing the present remote settlements at Carpentaria, and the Gilbert gold fields, in direct communication with the various centres of business in this and the neighboring colonies, but will be a great step towards placing Australia and New Zealand, in telegraphic connection with India and Europe.

PROPOSED EXTENSIONS.

Petitions have been received for extensions from Clermont to Springsure (about 110 miles) and from Allora *via* Leyburn to Goondiwindi (150 miles).

It has also been proposed to extend the Woody Island line to the Lighthouse at Sandy Cape, situated at the northern extremity of Frazer's Island. This line will be about 47 miles in length, and will require six miles of submarine cable.

The Toowoomba—Warwick section, a portion of the first line erected in the colony, will shortly require extensive alterations (consequent on private fencing), and repairs. I would respectfully suggest the expediency of the Railway Department sharing the expense with this Department, in constructing a line of two wires within the Railway fences between Toowoomba and Warwick,—one wire to be used by the Railway Department, the other for the general business of this Department, in which case the existing line might be removed. It is desirable that this work be carried out without delay, so as to save the cost of very heavy repairs on existing line.

WORKING OF LINES.

In the Appendix will be found a detailed statement of the locality and duration of the several interruptions on the lines in this colony during the year 1869. Falling trees, caused by bush fires, heavy gales, and clearing timber, were the most frequent causes of damage. I may mention that the necessary repairs were effected, in every instance, by the Line Repairers, in a prompt and creditable manner. As the country becomes settled and the loose timber destroyed, the lines will be less liable to injury from the above causes year by year. The statistics with reference to the working of the various lines, when the additional length now in operation is duly considered, will compare favorably with former years; and the number and duration of the interruptions cannot be thought excessive in a country such as this, where the stations are so widely separated, and the lines traverse immense districts still in a state of nature.

No extensive repairs will be found necessary on any of the lines during the ensuing year. The two light working parties, at present employed, will be quite sufficient to remove the undergrowth, and effect the slight repairs that may here and there be required.

Although the Telegraph in Queensland traverses for the most part country inhabited by the wild aborigines, it is curious to observe that when once built, the lines, unprotected as they are, have never been injured, or in any way interfered with by the blacks.

The submarine cables in Moreton, Keppel, and Hervey's Bays have given no trouble during the past year, and continue to work well.

Interruptions on most of the lines have been unusually frequent, and in two instances of long duration, since the beginning of the present year, owing to the late boisterous weather and disastrous floods experienced throughout the colony.

In the north the Clermont line was interrupted from the 1st until the 19th of March. Several attempts were made by the Clermont and Nebo repairers to reach the break, but without success, and nothing could be done until the floods subsided. On the 20th of February a severe hurricane occurred on the coast between Bowen and Townsville, the force of which carried away the span (31 chains in length) across the Burdekin. A boat was procured from a neighboring station, and every exertion made to restore communication, but owing to the flooded state of the river, and strength of the current, the necessary repairs could not be effected until the 28th of March. In the first dry season it is proposed to trench a cable across the bed of the river, which will be available in the event of future accidents.

The Southern lines have also suffered; but, with the exception of a few miles south of Gympie, not to any considerable extent.

The Assistant-Superintendent in the Northern Districts, speaks very highly of the zeal displayed by the Line Repairers immediately under his supervision during the late unprecedented floods.

RECEIPTS AND EXPENDITURE.

The tables in the Appendix furnish detailed information relative to the Receipts and Expenditure at the several offices during the year 1869.

The cash collections of the Department at all its branches during the past year amounted to £11,634 19s. 10d.; the value of messages transmitted on the Public Service, £6,776 11s. 7d.; and received from other colonies on account of intercolonial business, £13 4s. 6d.;—in all, £18,424 15s. 11d. The actual expenditure during the same period, was, for salaries, £10,499 19s. 11d.; contingencies, £4,167 18s. 2d., and amount paid to other colonies on account of intercolonial business, £1,445 19s. 1d.;—Total, £16,113 17s. 2d., showing a balance of receipts in excess of expenditure of £2,310 18s. 9d., and an increase in revenue over the previous year of £1,417 15s. 8d.

The number of messages transmitted within the colony increased from 59,632 in 1868, to 70,112 in 1869; showing, notwithstanding the continued commercial depression, an increase in the number of paid messages of 7,623, and messages on the Public Service 2,854—Total, 10,480; exclusive of 7,664 messages, value £3,606 12s. 2d., received from the neighboring colonies, and 884 messages, value £265 13s. 1d., passed free from the Under Secretary, Treasury, on Savings Bank business. Savings Bank messages are also sent from all stations in the colony to Brisbane at the uniform rate of one shilling, and shipping and meteorological intelligence is forwarded free.

On the 1st July the rate of charges for transmission of messages was revised, and in most cases reduced, the following scale being adopted:—

FOR TRANSMISSION—

		Under 50 miles, message of ten words	^{s.} 1	^{d.} 0	each extra word	^{s.} 1	^{d.} 0
50 miles and under	100	" "	1	6	" "	1	0
100	" "	150	" "	" "	2	0	" "
150	" "	200	" "	" "	2	6	" "
200	" "	300	" "	" "	3	0	" "
300	" "	400	" "	" "	4	0	" "
400	" "	500	" "	" "	5	0	" "
500	" "	upwards	" "	" "	6	0	" "

I am aware that in some of the neighboring colonies a universal charge of 1s. for each message irrespective of distance has been adopted, it is said with some degree of success; but I do not consider that such could be adopted in this colony with advantage, principally on account of the vast extent of country traversed, the scanty population, and the additional cost of maintaining lines in an uninhabited country. At our present rates a message may be sent eleven hundred miles for six shillings. This scale, when compared with charges at present in force in Europe and America, cannot be considered excessive. It must also be borne in mind that when the projected Indian Telegraph is in operation Queensland should derive a considerable revenue from the international traffic passing over her lines; but were the charges reduced below fair paying rates this business would be conducted at a positive loss to the colony.

In the table (Appendix B) will be seen a statement of the several amounts expended on construction account to the present date. On repayment of the £3,108 4s. 2d. due by the Railway Department for constructing a line from Ipswich to Toowoomba, and erecting a wire on the Toowoomba and Dalby line for railway purposes, there will remain a balance of £2,038 4s. 2d. to the credit of construction account.

The total sum expended on Telegraph Works in this colony amounts to £112,570.

I may remark that from savings of £80,000 voted in 1863 for constructing the Dalby—Bowen, and Maryborough—Hawkwood lines, the cost of the following additional work has been defrayed, namely,—erecting seven hundred and seventy-six miles of line, stretching two hundred and forty-four miles of wire, Walker's Expedition to the Gulf, and building four stations. This result is mainly owing to careful management, the use of lighter wire than formerly employed, a reduction in the number of poles, and a reduction in the number of proposed stations. The material used on all these lines is of the best quality, and the work equal to any of the kind in Australia.

20,229 messages, value £6,776 11s 7d., were transmitted on the Public Service during 1869, being an increase of 2,854 on the previous year, and nearly one-third of the business of the Department. As the work increases it will be necessary either to erect additional wires on some of the lines, and employ more operators, or reduce the Government business considerably; this might be effected without detriment to the Public Service, as at present voluminous telegrams are frequently forwarded that contain information of no importance, and might be as efficiently sent through the post.

TELEGRAPHIC COMMUNICATION WITH TASMANIA.

Telegraphic communication was established between Flinders, in Victoria, and Low Head, in Tasmania, by the submersion of a submarine cable 180 miles in length on the 27th of April, 1869, and communication has been perfect up to the present date. The cable was manufactured and laid by the Telegraph Construction and Maintenance Company, of London, under a guarantee from the Tasmanian Government of 6 per cent. on the outlay. The weight of the deep sea portion is 2 tons 2 cwt., and the shore ends 8½ tons, per nautical mile. The line is at present worked by the Company, under the management of Mr. Blackett, and the rate of tariff is four shillings for ten words, and two shillings for each additional five words.

ANGLO-AUSTRALIAN LINE.

Since submitting my last Report in April, 1869, various projects have been promulgated for the purpose of placing these colonies in telegraphic communication with the vast telegraphic systems of the civilised world.

As their respective merits have been within the last few months so fully and ably discussed, I only propose to refer on the present occasion to those in which this colony is more directly interested.

In June last year I received a letter from Mr. Alexander Fraser, of Batavia, introducing a well considered scheme for connecting the Indian lines with the Queensland system at the head of the Gulf of Carpentaria; this project was warmly supported by the Netherlands Indian Government, who agreed to provide half the necessary subsidy, if the approval of the Dutch Government could be obtained. The project was also well received in Queensland and New South Wales. Mr. Fraser proceeded to Europe in the following June in order to obtain the support of the Dutch Government, but his negotiations in that direction proved unsuccessful, and the project was abandoned; however, I am happy to be able to report that it has been since revived by a powerful Company in a somewhat different form.

By this month's mail I received information from Mr. John Douglas, our Agent-General, in England, to the effect that a Company has been started, and the necessary capital subscribed for extending the telegraph system from Singapore, the terminus of the Indian Extension Company's line, to Burketown, Gulf of Carpentaria, and from Tasmania to New Zealand; which, on the completion of our line now in course of construction between Cardwell and the Gulf, will be the means of placing New Zealand, Tasmania, South Australia, Victoria, New South Wales, and Queensland, in direct telegraphic communication with the several systems in America, Europe, Asia, and the Islands of the East Indian Archipelago, the importance of which it would be difficult to estimate.

By the same mail I am in receipt of the prospectus of the Company above referred to, namely,—“The British-Australian Telegraph Company, (Limited),” together with a statement of the promoters, who consider that the enterprise in question can only be successfully undertaken in connection with the Companies who are the proprietors of the direct Submarine Telegraph lines between England, India, and Singapore. They have, therefore, made arrangements for working the whole line between England and Australia at through rates, and for the traffic to be placed throughout under the management of a single Committee of Directors, comprising representatives from all the Companies concerned; these arrangements will undoubtedly work well, and give general satisfaction.

The British-Australian Company will lay a cable 563 miles in length between Singapore and Batavia, and a second cable 1,163 miles in length from the eastern extremity of Java, *via* Timor, to Port Darwin, a settlement lately formed by the South Australian Government, in North Australia. From that point, if the necessary authority can be obtained from the Governments of Queensland and South Australia, a land line 800 miles in length will be constructed, to connect the Company's cables with the Queensland system, at Burketown, Gulf of Carpentaria.

I am still of opinion that the most effective way to complete the third section just referred to, will be by a submarine cable—at any rate from the mouth of the Roper River, a point on the Gulf 400 miles S.E. of Port Darwin—to the mouth of the Norman. I am also inclined to think that when the Company's engineers become acquainted with the many difficulties to be encountered in constructing, and the great expense of maintaining a line through unsettled country, they will recommend a more suitable route. By following the course proposed through the Queensland territory, the country will be found for the most part devoid of necessary timber, and subject to severe floods.

I further learn that a contract has been entered into with the Telegraph Construction and Maintenance Company, of London, for the manufacture and laying of the cables, and the construction of the land line; the entire work including station buildings, &c., to be completed and handed over in 1871; arrangements have likewise been made to transfer at the same time the steamship “Investigator,” with tanks and machinery, to be used as a maintenance ship by the Company. The lines to be employed in transmitting the Australian traffic between Singapore and England are, with the exception of those through India, and a short section between Alexandria and Suez, submarine.

The British-Australian Company proposes to make use of the Netherlands Indian lines through Java; and negotiations are now in progress with the Dutch Government for the erection of a special wire through that island for the Australian traffic. In the event of these negotiations proving unsuccessful, which is very improbable, it is intended to raise such additional capital as may be requisite for establishing a direct line from Singapore to Port Darwin; the contract entered into will admit of alterations in the proposed route, if found necessary.

The arrangements completed by the British-Australian Company with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, the British Submarine, and the British Indian Extension Companies, provide that these Companies shall allow the same rebate upon their through rate on all messages forwarded over their lines and the British-Australian Company's cables, from or to the Dutch Possessions, Australia, and New Zealand, as they have granted to the China Submarine Telegraph Company.

According to the proposed tariff, the rate on through business belonging to the British-Australian Company is £2 10s. per message of twenty words to and from Australia and Singapore; and £1 1s. between the Dutch Islands and Singapore.

The lines between Great Britain and Australia will be worked by English operators, and as I have before observed will be under one management.

The promoters calculate that 20 messages averaging 30 words, may be expected daily each way, from Java and surrounding Dutch islands, and 65 messages each way at the outset from the Australian colonies. At the proposed tariff, this will yield an annual revenue of £181,665, and after deducting £15,000 for a reserve fund, and £45,000 for working expenses and maintenance, there will remain a profit of £121,565 per annum, or 18 per cent upon the capital subscribed, exclusive of local and China traffic.

An Agent of the above Company is expected from England by the April mail, in order to make preliminary arrangements with the several colonial Governments interested in this most important undertaking.

There is still some talk in England, and in our Southern and Western Colonies, of a competitive line *via* North-west Cape and Perth to Adelaide; but I am inclined to believe that owing to the vast distances to be traversed through unexplored country, and the impossibility of, at present, correctly estimating the cost of constructing the land sections in Western Australia, very little or nothing will be undertaken in that direction for many years to come.

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 1869.

STATION.	RECEIPTS.						EXPENDITURE.											
	CASH RECEIPTS.			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.		
Superintendent's Office
Brisbane ...	13,080	3,406	11 3	5,930	2,268	3 9	19,019	5,674	15 0	1,538	15 0	195	7 6	1,734	2 6	1,734	2 6	
Brisbane Signal Station	...	...	...	...	...	...	...	...	...	130	0 0	12	10 6	142	10 6	142	10 6
Lytton ...	33	4	6 2	174	27	7 2	207	31	13 4	0	0 0	10	11 0	10	11 0	10	11 0	
Cleveland ...	185	18	16 6	16	1	18 11	204	20	15 5	40	0 0	101	2 3	141	2 3	141	2 3	
Pilot Station (Moreton Island)	31	4	19 8	180	35	19 4	211	40	19 0	30	0 0	103	17 2	133	17 2	133	17 2	
Cape Moreton ...	3	0	4 6	452	68	0 11	455	68	5 5	30	0 0	96	12 3	126	12 3	126	12 3	
Goodna ...	170	16	10 0	97	16	14 9	267	32	15 7	100	0 0	18	16 6	118	16 6	118	16 6	
Ipswich ...	3,582	482	15 10	2,227	460	8 6	5,809	943	4 4	376	10 0	89	17 9	466	7 9	466	7 9	
Helidon ...	313	34	4 7	172	24	18 1	485	59	2 8	96	0 0	15	5 0	111	5 0	111	5 0	
Toowoomba ...	3,195	498	9 5	1,689	349	19 2	4,884	848	8 7	417	16 8	239	5 2	657	1 10	657	1 10	
Drayton ...	76	9	8 11	348	0	7 7	79	9	16 6	100	0 0	8	19 0	108	10 0	108	10 0	
Warwick ...	1,484	316	5 6	348	115	13 3	1,832	431	18 9	490	0 0	124	18 9	554	18 9	554	18 9	
Tenterfield (Repeating Station)	...	...	...	...	...	...	...	...	...	380	0 0	2	16 0	382	16 0	382	16 0
Dalby ...	1,783	303	15 1	1,009	303	10 1	2,792	607	5 2	300	0 0	108	19 8	408	19 8	408	19 8	
Condamine ...	415	68	0 9	91	15	17 0	506	83	17 9	152	1 8	125	8 11	277	10 7	277	10 7	
Roma ...	984	235	4 11	253	80	2 6	1,237	315	7 5	337	10 0	67	19 4	405	9 4	405	9 4	
Durah ...	92	16	5 5	4	0	16 3	96	17	1 8	168	15 0	51	11 0	220	6 0	220	6 0	
Cabulure ...	99	6	16 7	10	0	19 10	109	7	16 5	75	0 0	27	7 0	102	7 0	102	7 0	
Gympie ...	3,539	656	15 0	646	187	1 7	4,185	843	16 7	306	0 2	151	3 8	457	3 10	457	3 10	
Maryborough ...	3,926	825	7 5	993	245	7 1	4,919	1,070	14 6	354	13 4	181	7 9	536	1 1	536	1 1	
Woody Island ...	14	1	13 3	191	18	12 6	205	20	5 9	24	6 8	0	5 0	24	11 8	24	11 8	
Golden Fleece ...	33	7	6 1	...	...	...	...	...	...	16	13 4	10	8 6	27	1 0	27	1 0
Gayndah ...	918	182	5 9	218	76	19 0	1,186	259	4 9	320	0 0	237	5 8	557	5 8	557	5 8	
Hawkwood ...	134	27	4 7	2	0	5 5	136	27	10 0	314	17 0	60	17 8	375	14 8	375	14 8	
Taroom ...	359	84	18 9	132	43	6 5	491	128	5 2	172	18 4	83	6 0	256	4 4	256	4 4	
Camboon ...	43	9	14 9	3	0	5 9	46	10	0 6	62	10 0	50	10 10	112	10 10	112	10 10	
Banana ...	295	50	5 0	170	54	16 7	435	105	1 7	249	3 8	92	5 0	341	8 4	341	8 4	
Rockhampton ...	5,762	1,609	16 6	2,047	865	15 5	7,809	2,475	11 11	574	11 8	138	9 0	713	0 0	713	0 0	
Keppel Bay ...	66	14	3 6	187	25	6 4	253	39	9 10	30	0 0	9	13 0	39	13 0	39	13 0	
Gladstone ...	1,015	254	13 5	548	190	18 2	1,563	445	11 7	346	13 4	151	8 0	498	1 4	498	1 4	
Maryborough ...	153	27	18 0	140	49	9 4	293	77	7 4	150	0 0	86	3 9	236	3 9	236	3 9	
St. Lawrence ...	832	236	16 3	226	91	12 8	1,058	328	8 11	175	0 0	52	10 0	227	10 0	227	10 0	
Nebo ...	561	127	14 6	110	43	16 1	671	171	10 7	305	0 0	121	14 0	426	14 0	426	14 0	
Clermont ...	1,811	527	5 1	297	154	14 6	2,108	681	19 7	297	0 9	99	13 2	396	13 11	396	13 11	
Mackay ...	1,616	424	16 8	338	166	15 9	1,954	591	12 5	300	0 0	108	19 6	408	19 6	408	19 6	
Bloomsbury ...	69	11	9 6	20	4	5 10	80	15	15 4	172	18 4	53	18 6	225	16 10	225	16 10	
Bowen ...	1,660	573	7 11	806	487	19 1	2,466	1,061	7 0	200	0 0	208	18 9	408	18 9	408	18 9	
Inkermann ...	159	24	19 4	7	1	15 0	166	26	14 4	150	0 0	42	18 0	192	18 0	192	18 0	
Townsville ...	1,420	534	2 8	484	296	12 0	1,904	830	14 8	208	8 8	103	3 8	311	12 8	311	12 8	
Cardwell ...	...	...	...	...	...	...	...	...	...	14	11 8	3	6 8	17	18 4	17	18 4
TOTAL ...	49,583	11,634	19 10	20,229	6,776	11 7	70,112	18,411	11 5	10,499	19 11	4,167	18 2	14,667	18 1	14,667	18 1	

Table No. II.

RETURN of the NUMBER of MILES 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 1869.

NAME OF LINE.	Number of Stations.	Number of Miles open.	PAID TELEGRAMS.		"O.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 Expenditure during the Year.					
			Number.	Amount Received.	Number.	Value.									
											£ s. d.	£ s. d.			
Superintendence ...	...	...	...	...	...	...	...	...	...	...
Southern Line—Brisbane to New South Wales Border	8	179½	21,900	4,763	16 4	10,475	3,236	5 1	32,575	1,218	18 6	2,952	11 8	4,171	10 2
Northern Line—Brisbane to Cardwell	14	1,032	14,415	3,951	1 7	5,364	2,367	9 10	10,779	3,223	18 4	3,030	18 8	4,253	17 0
Branch Line—Dalby to Roma	2	167½	1,399	303	5 8	344	95	19 6	1,743	193	8 3	489	11 8	682	19 11
Line—Brisbane via Maryborough to Taroom	7	400½	9,003	1,790	14 2	2,001	553	19 4	11,009	751	16 3	1,560	2 2	2,311	18 6
Moreton Bay Line—Brisbane to Cape Moreton	6	95	255	28	6 10	822	133	6 4	1,077	324	13 2	230	0 0	554	13 2
Hervey's Bay Branch Line—Maryborough to Woody Island	1	31½	14	1	13 3	191	18	12 6	205	0	5 0	24	6 8	24	11 8
Branch Line—Rockhampton to Gladstone	1	89½	1,015	254	13 5	548	190	18 2	1,563	151	8 0	346	13 4	408	1 4
Keppel Bay Branch Line—Rockhampton to Pilot Station	1	78½	66	14	3 6	187	25	6 4	253	9	10 0	30	0 0	39	10 0
Branch Line—Nebo to Clermont	1	108½	1,811	527	5 1	297	154	14 6	2,108	99	13 2	297	0 0	396	13 11½
TOTAL ...	41	2,182½	49,883	11,634	19 10	20,229	6,776	11 7	70,112	4,167	18 2	10,469	19 11	14,667	18 1

REMARKS.—Balance of amount refunded to other colonies on account of intercolonial business, £1,432 17s. 4d. Total receipts in excess of total expenditure, £2,310 18s. 9d. Shipping and Meteorological intelligence forwarded free on all lines. Telegrams from Under Secretary, Treasury, on Savings Bank business, amounting to 884 messages, value £285 13s. 14d., passed free. Savings Bank messages sent from any part of the Colony to Brisbane at uniform charge of one shilling for each message.

* Exclusive of 7,994 intercolonial messages received, value £3,600 12s. 2d.

APPENDIX A—continued.

Table No. III.

RETURN showing AMOUNT EXPENDED in each MONTH during the Year 1860.

1860.	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.	£ s. d.
January	841 17 5	46 1 9	12 9 6	...	...	51 1 0	4 8 0	8 6 8	66 17 11
February	840 10 4	83 1 4	95 14 6	...	...	2 0 0	...	29 15 2	264 0 0
March	871 18 8	110 5 8	15 3 6	28 5 0	2 0 0	233 6 8	105 7 8	494 8 6	494 8 6
April	865 16 8	54 9 8	63 15 3	2 18 6	...	10 0 0	42 15 0	173 18 5	173 18 5
May	839 1 10	40 12 2	72 6 5	1 8 0	19 4 0	...	19 10 0	141 7 0	141 7 0
June	933 15 0	155 2 4	72 6 5	49 0 0	4 10 0	250 0 0	160 16 0	691 14 9	691 14 9
July	867 18 4	103 15 5	68 11 6	4 1 6	16 0 0	...	...	192 8 5	192 8 5
August	874 11 8	46 9 3	95 18 1	...	31 14 0	3 19 6	...	178 0 10	178 0 10
September	908 15 0	257 13 9	82 11 7	41 9 0	8 10 0	232 13 10	135 18 2	778 16 4	778 16 4
October	800 13 4	91 19 8	88 6 6	12 14 6	37 8 0	10 0 0	...	240 8 8	240 8 8
November	925 3 4	78 16 7	89 2 10	1 19 0	20 17 0	...	...	190 15 5	190 15 5
December	929 18 4	105 16 2	116 6 7	43 8 6	82 3 0	273 6 8	134 1 0	755 1 11	755 1 11
TOTAL	10,499 10 11	1,174 3 9	860 19 1	185 4 0	273 7 0	1,037 14 8	636 9 8	4,167 18 2	4,167 18 2

Table No. IV.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT during the Year 1860.

STATION.	Superintendent.	Assistant Superintendent.	Chief Clerk and Accountant.	Station Masters.	Operators.	Clerks.	Line Repairers in charge.	Line Repairers.	Messengers.	Instrument Fitter.	Total.
Superintendent's Office	1	1	1	...	...	1	...	...	...	1	5
Brisbane	4	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	1	...	...	1	...	...	...	2
Helidon	1	...	...	...	...	...	1
Toowoomba	1	...	...	1	1	...	...	3
Drayton	1	...	...	...	...	...	1
Warwick	1	...	...	1	...	...	...	2
Tenterfield (Repenting Station)	2	...	...	...	...	2
Dalby	1	...	...	1	...	...	...	2
Condamine	1	...	...	...	...	1
Roma	1	...	...	1	...	...	...	2
Durah	1	...	...	...	...	1
Cabulure	1	...	...	...	...	1
Gympie	1	...	...	1	...	...	...	2
Maryborough	1	...	...	1	1	...	...	3
Woody Island	1	...	...	...	...	...	1
Golden Fleece	1	...	...	...	...	1
Gaydah	1	...	...	1	...	...	...	2
Hawkwood	1	...	...	1	...	...	...	2
Taroom	1	...	...	...	...	1
Camboon	1	...	...	...	...	1
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	...	...	1
Inkermann	1	...	...	...	...	1
Townsville	1	...	...	1	...	...	...	2
Cardwell	1	...	...	...	...	1
TOTAL	1	1	1	16	14	5	11	18	6	1	74

APPENDIX A—continued.

Table No. V.

DEBIT and CREDIT STATEMENT.

Dr.	£ s. d.	£ s. d.	1869.	£ s. d.	£ s. d.
To Total Expenditure—			By Cash paid into Treasury on account of		
Salaries	10,469 19 11	—	Collections	11,834 19 10	
Contingencies	4,167 18 2	14,667 18 1	By value of business transmitted "On Her Majesty's Service"	6,778 11 7	18,411 11 5
To Amount paid on account of Intercolonial Business—			By Amount received on account of Intercolonial Business—		
New South Wales	1,375 9 10		South Australia	10 8 0	
Victoria	45 12 2		Tasmania	2 16 6	13 4 6
South Australia	5 17 1				
Victoria and Tasmania Submarine Cable Company	19 0 0	1,445 19 1			
To Balance ... ..	...	2,310 18 9			
		18,424 15 11			18,424 15 11

Certified correct:

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 2nd January, 1870.

APPENDIX B.

Table No. I.

CONSTRUCTION ACCOUNT.—LOAN.—DEBIT and CREDIT STATEMENT.

Dr.	£ s. d.	£ s. d.	LOAN, 1851.	£ s. d.	£ s. d.
To Amount expended on Works completed—			By Amount voted for Construction of Line from Brisbane to New South Wales Border, including Central Station and Buildings		16,000 0 0
Brisbane to New South Wales Border, 179½ miles; buildings—Central Station, Brisbane; Station Building, Ipswich; and second wire from Brisbane to Ipswich, 25 miles	16,000 0 0	16,000 0 0			
Brisbane to Cape Moreton, 95 miles	2,593 9 4		LOAN, 1863.		
Toowoomba to Dalby, 52 miles	2,654 11 10		By Amount voted for Construction of Lines—		
General Extension Account, including supervision, wire, insulators, instruments, stores, &c.	21,758 17 10		Toowoomba to Dalby	2,500 0 0	
Second wire, Ipswich to Toowoomba, 64 miles	558 7 0		Brisbane to Cape Moreton	3,000 0 0	
Dalby to Rockhampton, 313 miles	9,816 3 1		Dalby to Rockhampton, with branch line to Maryborough	40,000 0 0	
Hawwood to Maryborough, 143½ miles	4,213 0 11		Rockhampton to Bowen	40,000 0 0	85,500 0 0
Rockhampton to Bowen, 357 miles	11,481 16 4				
Building and fitting station buildings	6,741 4 1		LOAN, 1864.		
* Rockhampton to Gladstone, 89½ miles	2,332 15 8		By Amount voted for Construction of Branch lines, to be erected under certain conditions		10,000 0 0
Branch line to Asyiana, Woogaroo	£35 8 8				
Branch line Dalby to Roma, 167½ miles	4,756 1 2		By Amount to be refunded by Railway Department for materials and expense of erection lines for Railway purposes—		
Branch line, Hawwood to Taroom, 84 miles	3,292 15 11		Ipswich to Toowoomba	2,100 8 9	
Branch lines, material, wire, insulators, &c.	1,825 14 3	10,000 0 0	Toowoomba to Dalby	1,007 15 5	3,108 4 2
* Rockhampton to Pilot Station, Keppel Bay, 78½ miles	1,235 1 11				
* Nebo to Clermont, 108½ miles	3,243 16 4				
* Exploration route from East Coast to Burketown; expedition in charge of late Fred. Walker, Esq.	3,683 11 5				
* Maryborough to Woody Island, 314 miles	1,548 19 6				
* Brisbane, via Gympie, to Maryborough, 173 miles	5,337 17 2				
* Bowen to Townsville, 119 miles	3,493 2 6				
* Townsville to Cardwell, 165 miles	2,819 14 2				
* Lines for Railway purposes, cost of erection—					
Ipswich to Toowoomba £2,445 0 4					
Toowoomba to Dalby 446 2 1	2,891 2 5	96,383 2 6			
To Amount expended on Works in progress—					
Cardwell to Gulf of Carpentaria ... ..	...	186 17 6			
To Balance ... ..	...	2,038 4 2			
		114,608 4 3			114,608 4 2

* Lines constructed entirely out of savings from Vote—Dalby to Bowen.

Certified correct:

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

Electric Telegraph Department,
Superintendent's Office, Brisbane, 1st April, 1870.

APPENDIX C.

Table No. I.

RETURN showing the INTERRUPTIONS to TELEGRAPHIC COMMUNICATION in QUEENSLAND, from 1st January to 31st December, 1869, both days inclusive.

Date.	Designation of Line.	Points of Interruption.	Period of Interruption.	Supposed or ascertained cause of Interruption.	Remarks.
4 Jan.	Maryborough branch	Maryborough and Gympie...	5½ hours	Burning tree on line.	
5 "	Northern line	Durah and Hawkwood ...	8½ hours	Wire broken off 9 posts.	
5 "	Ditto	Hawkwood and Banana ...	1 day 4½ hours	Cause unknown.	
5 "	Ditto	Mackay and Bloomsbury ...	4 hours	ditto.	
7 "	Maryborough branch	Gayndah and Golden Fleece	1 hour	Wire blown down	Two posts blown down.
9 "	Southern line	Brisbane and Ipswich	3½ hours	Wire broken off 7 posts.	
11 "	Bay line	Cleveland and Pilot Station	2 days 4½ hours	ditto	Bush fires at Amity Point.
14 "	Southern line	Brisbane and Ipswich	4 hours	Tree on line.	
14 "	Northern line	Nebo and Clermont	1 day	ditto.	
18 "	Bay line	Brisbane and Lytton	1½ hours	Line broken	Thunderstorm.
18 "	Maryborough branch	Maryborough and Gympie...	23 hours	Trees on line.	
18 "	Roma branch	Condamine and Dalby	9½ hours	ditto.	
18 "	Northern line	Bloomsbury and Bowen	18 hours	ditto.	
18 "	Gladstone branch	Rockhampton and Gladstone	9½ hours	Tree on line.	
21 "	Southern line	Toowoomba and Warwick	16 hours	Line and posts broken	Heavy storm.
21 "	Bay line	Lytton and Cleveland	5½ hours	Line broken	Thunderstorm.
22 "	Southern line	Ipswich and Toowoomba	7½ hours	Trees on line.	
22 "	Maryborough branch	Hawkwood and Gayndah	1 day	ditto.	
22 "	Ditto	Hawkwood and Taroom	5½ hours	Heavy storms.	
25 "	Roma branch	Dalby and Condamine	2 days 4 hours	Wire broken.	
26 "	Bay line	Cleveland and Pilot Station	4 days	ditto.	
28 "	Maryborough branch	Gayndah and Golden Fleece	2½ hours	Cause unknown.	
28 "	Bay line	Brisbane and Lytton	21 hours	Wire broken off 5 posts.	
4 Feb.	Ditto	ditto	3½ hours	Tree across line.	
4 "	Ditto	Lytton and Cleveland	3½ hours	ditto.	
4 "	Maryborough branch	Maryborough and Gympie...	2½ hours	Heavy thunderstorm	Leading wires, &c. fused in Maryborough office.
7 "	Northern line	Dalby and Durah	7 hours	Tree on line.	
10 "	Bay line	Brisbane and Lytton	2½ hours	ditto.	
12 "	Maryborough branch	Maryborough and Gympie...	All day	Limb of tree falling on line.	
15 "	Bay line	Lytton and Cleveland	2½ hours	Tree fallen across line.	
16 "	Northern line	Banana and Rockhampton...	55 minutes	Cause unknown.	
18 "	Maryborough branch	Gayndah and Golden Fleece	3 hours	Tree falling on line.	
25 "	Bay line	Brisbane and Lytton	3½ hours	ditto.	
3 Mar.	Maryborough branch	Gayndah and Maryborough	15 hours	Burning tree across line.	
5 "	Southern line	Toowoomba and Dalby	18½ hours	Wire broken	Thunderstorm; post struck by lightning.
10 "	Bay line	Brisbane and Lytton	3½ hours	Line broken.	
18 "	Ditto	ditto	2½ hours	Line on ground.	
19 "	Ditto	Lytton and Cleveland	1 day 1½ hours	Cause unknown.	
20 "	Northern line	Rockhampton and Marlborough	20 hours	Tree on line.	
22 "	Ditto	Inkermann and Bowen	4 hours	Posts blown down.	
23 "	Southern line	Toowoomba and Warwick...	2 hours	Thunderstorm; line broken.	
29 "	Northern line	St. Lawrence and Nebo	7 days 1½ hours	Floods; creeks impassable.	
7 April	Maryborough branch	Gayndah and Maryborough	1 day 7 hours	Wire broken.	
8 "	Northern line	Banana and Rockhampton...	9 hours	ditto	Working party falling trees.
12 "	Bay line	Cleveland and Pilot Station	5 days 6½ hours	Fault in test boxes on islands	Repaired by Brisbane Line Repairer.
17 "	Ditto	Brisbane and Lytton	4½ hours	Wire broken.	
24 "	Northern line	Toowoomba and Dalby	6½ hours	Wire on ground.	
10 May	Ditto	Inkermann and Townsville...	2 days 1½ hours	Wire snapped.	
12 "	Maryborough branch	Maryborough and Gympie...	1 day 3 hours	Flaw in wire.	
19 "	Bay line	Cleveland and Lytton	2 hours	Tree on line.	
26 "	Southern line	Warwick and Tenterfield	6½ hours	ditto.	
2 June	Bay line	Cleveland and Pilot Station	1½ hours	ditto	Working party on line.
14 "	Maryborough branch	Hawkwood and Taroom	1 day 1½ hours	Line on ground; off angle post.	
17 "	Southern line	Warwick and Tenterfield	1 day	Wire broken	In New South Wales.
19 "	Maryborough branch	Gayndah and Maryborough	7½ hours	Burning tree on line.	
19 "	Roma branch	Dalby and Condamine	23 hours	Limb of tree falling on line.	
24 "	Northern line	Rockhampton and Marlborough	5 hours	Line across Fitzroy carried away by schooner.	
25 "	Southern line	Drayton and Warwick	2 hours	Tree on line.	
5 July	Woody Island branch	Maryborough and Woody Island	1 day	Cause unknown.	
20 "	Northern line	Toowoomba and Dalby	6 hours	Wire snapped.	
29 "	Ditto	Hawkwood and Banana	18½ hours	Bush fire.	
7 Aug.	Bay line	Brisbane and Lytton	2½ hours	Tree on line.	
12 "	Maryborough branch	Maryborough and Gympie...	9½ hours	Burning tree on line.	
12 "	Northern line	Dalby and Durah	2½ hours	Flaw in wire.	
17 "	Ditto	Rockhampton and Marlborough	22 hours	Wire cut with sharp instrument.	

APPENDIX C—continued.

Table No. I—continued.

RETURN showing the INTERRUPTIONS to TELEGRAPHIC COMMUNICATION, Etc.—continued.

Date.	Designation of Line.	Points of Interruption.	Period of Interruption.	Supposed or ascertained cause of Interruption.	Remarks.
19 Aug.	Northern line ...	Bowen and Inkermann ...	1 day ...	Wire broken at Eury Creek.	
26 "	Southern line ...	Brisbane and Goodna ...	1½ hours ...	Wire broken ...	Caused by man falling tree on line.
1 Sept.	Gladstone branch ...	Rockhampton and Gladstone ...	9 hours ...	Tree on line ...	Bushman falling timber.
10 "	Southern line ...	Warwick and Tenterfield ...	17 hours ...	Wire broken ...	Break on New South Wales section.
11 "	Bay line ...	Brisbane and Lytton ...	2½ hours ...	Wire snapping at splice.	
15 "	Southern line ...	Brisbane and Goodna ...	1½ hours ...	Limb of tree on wires.	
18 "	Gladstone branch ...	Rockhampton and Gladstone ...	1 day ...	Tree on line ...	Bushmen falling tree.
2 Oct.	Ditto ...	ditto ...	3 days ...	ditto ...	1½ miles down caused by bush fire.
2 "	Southern line ...	Brisbane and Ipswich ...	7 hours ...	ditto ...	Heavy gale.
6 "	Northern line ...	Hawkwood and Camboon ...	9 hours ...	Limb of tree falling on line	Thunderstorm.
6 "	Ditto ...	Camboon and Banana ...	7½ hours ...	Limb of tree on line	Heavy storm.
12 "	Ditto ...	Banana and Rockhampton ...	1 day 22 hours ...	Train carrying away line.	
13 "	Ditto ...	Nebo and Mackay ...	10 hours ...	Wire broken.	
16 "	Gladstone branch ...	Rockhampton and Gladstone ...	1 day 15 hours ...	Burning tree falling on line.	
23 "	Bay line ...	Cleveland and Pilot Station ...	3 days 2½ hours ...	Wire fused in test house, south end of Moreton Island.	
25 "	Northern line ...	Bowen and Inkermann ...	6½ hours ...	Wire broken.	
1 Nov.	Ditto ...	Durah and Hawkwood ...	5½ hours ...	Tree blown on line.	
1 "	Gladstone branch ...	Rockhampton and Gladstone ...	3½ hours ...	Cause unknown.	
6 "	Northern line ...	St. Lawrence and Nebo ...	1 day 16½ hours ...	Wire broken.	
10 "	Taroom line ...	Caboolture and Gympie ...	1 day 4 hours ...	Tree on line.	
10 "	Ditto ...	Maryborough and Gympie ...	1 day ...	ditto ...	Two breaks.
10 "	Northern line ...	St. Lawrence and Nebo ...	1 day 10 hours ...	ditto.	
11 "	Ditto ...	Camboon and Hawkwood ...	6½ hours ...	Cause unknown.	
26 "	Ditto ...	Banana and Rockhampton ...	1 day ...	Cross between Rockhampton and Gracemere.	
3 Dec.	Southern line ...	Warwick and Tenterfield ...	1½ hours ...	Wire broken ...	Break in New South Wales.
10 "	Northern line ...	Nebo and Mackay ...	19 hours ...	Cause unknown.	
14 "	Ditto ...	Banana and Camboon ...	4½ hours ...	Lightning smashing poles.	
14 "	Southern line ...	Brisbane and Goodna ...	5 hours ...	Trees falling on lines.	
14 "	Bay line ...	Cleveland and Pilot Station ...	2 days 7 hours ...	Break on Stradbroke Island.	
14 "	Ditto ...	Lytton and Brisbane ...	1 day 1 hour ...	Tree on line.	
23 "	Northern line ...	Hawkwood and Camboon ...	22½ hours ...	ditto.	