

## QUEENSLAND.

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

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Presented to both Houses of Parliament by Command.

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Electric Telegraph Department,  
 Superintendent's Office,  
 Brisbane, 15th April, 1873.

SIR,

I have the honor to submit the following Report on the condition of the Department under my supervision during the past year.

#### EXTENSIONS.

It is gratifying to announce the completion of a branch line, thirty-three miles in length, from Burdekin, crossing to Ravenswood Gold Fields. The Assistant Superintendent, Northern District, examined the line before it was taken over from the contractor, and reports it as built exclusively of sound bloodwood and ironbark, and that the work has been carried out strictly, according to specification.

A station was opened for business at Ravenswood, on 20th August, 1872.

This extension has already proved a great public convenience.

Stanthorpe, a township at the Southern Tin Mines, was placed in circuit on the 19th of August, last year, by a branch, ten miles in length, from the New South Wales line, near Bookookoorara. Telegraphic communication appears to be duly appreciated by the inhabitants of this extensive mineral district, judging from the number of messages passing through the Stanthorpe office.

The new line from Warwick, *via* Leyburn and Inglewood, to Goondiwindi, was taken over by the Government on the 10th of June last, and offices opened at Leyburn and Goondiwindi on the same day. A repairing station was opened on this line, at Inglewood, on the 20th of August following.

An additional wire has also been erected, on the existing poles, from Brisbane, *via* Stanthorpe, to the New South Wales Border, near Bookookoorara. This wire will shortly be connected with a second line from Sydney, when business with the other colonies will be greatly facilitated.

The above work, including seventeen miles of new line from Rosenthal Creek (within the Queensland boundary) to Stanthorpe, was completed in a creditable manner, on the 8th of March this year, and the old line between Rosenthal Creek and Warwick has lately been renewed.

Stations were opened at the River Dee and the south end of Moreton Island, on the 24th of March and the 14th of April, respectively.

#### LINES IN PROGRESS.

The extension from Maryborough, *via* Gin Gin, to Mount Perry was commenced on September 21st, 1872. Notwithstanding the unavoidable delay caused by scarcity of labor, wet weather, etc., it is rapidly approaching completion, and will be opened in the course of a few days.

Arrangements have been entered into for the erection of a line about 100 miles in length, from Gin Gin to Gladstone. The completion of this extension will give a second line between Brisbane and Rockhampton, which the rapidly increasing northern business urgently requires.

A tender for erecting a line of poles within the railway fences between Toowoomba and Dalby has also been accepted, and the work commenced. Iron poles are provided for a portion of this line, which, when completed, will consist of three wires—two for this department, and the other for railway purposes.

Tenders are invited for the construction of lines from Roma to Charleville, 190 miles; from Spring-sure to Tambo, 140 miles; and from Gin Gin to Bundaberg, 30 miles. The Charleville extension to be completed within ten months; the Tambo extension within nine months, and the Bundaberg branch line within four months from the notification of the tenders being accepted.

#### EXTENSIONS PROPOSED.

1. From Roma, *via* Surat, to St. George; estimated distance, 125 miles.
2. Charleville to Cunnamulla; estimated distance, 137 miles.
3. Brisbane, *via* Beenleigh, to connect with New South Wales line near Mumboon; estimated distance, 75 miles.
4. Maryborough to Tin Can Bay; estimated distance, 32 miles.
5. From a point on the Maryborough and Gladstone line to Bustard Head Lighthouse; estimated distance, 25 miles.
6. Woody

6. Woody Island to Sandy Cape; estimated distance, 46 miles.
7. Mackay to Flat Top Island; estimated distance,  $3\frac{1}{2}$  miles.
8. From the Burdekin Crossing to Cape Bowling Green; estimated distance, 30 miles.
9. From Ravenswood to Charters Towers; estimated distance, 55 miles.
10. From a point on Townsville-Cardwell line to the Lower Herbert; estimated distance, 12 miles.

#### WORKING OF LINES.

The records of the past year show a decrease in the number and duration of interruptions on the lines of the Colony as compared with former years. The business was seriously delayed on the Northern line in December last, by a person maliciously connecting the two wires, five miles south of Dalby, with a piece of fine fencing wire, so neatly adjusted as to escape notice for three days. The line repairer examined every pole in the locality, but passed the defect several times before discovered. Although a reward was promptly offered by the Government for such information as might lead to the detection of the offender, no arrest has at present been effected.

The Carpentaria line has worked well since the date of its completion. Communication has sometimes been interrupted by blacks cutting wire from the line. Numerous well tempered fish-hooks, manufactured from line wire, were found in their camps, together with several broken earth-plates stolen from iron poles in the vicinity of Normanton. These depredations, however, were speedily checked by the Native Police, and the line has not been interfered with by the aborigines for months past.

The submarine sections in Moreton, Kepple, and Hervey's Bays worked well throughout the year, and the insulation of the several cables remains perfect.

In January and February, this year, the eastern-coast districts of tropical Queensland were visited by the heaviest floods ever known since the country was discovered. The station-masters report that during these months 86 inches of rain fell at Cardwell, 40 inches at Townsville, and  $24\frac{1}{2}$  inches at Bowen, similar weather prevailing at the same time some distance inland; thus causing the Burdekin and other rivers to overflow their banks, inundating the country for many miles on either side, and making the roads utterly impassable. However, notwithstanding the stormy weather and excessive rainfall, with one or two trifling exceptions, communication with Normanton was efficiently maintained throughout.

Much praise is due to Line Repairers, and others, employed in the Northern District, for their exertions under privations and difficulties through this trying season. The Operators, also, are deserving of credit for their cordial co-operation, attention to business, and prompt attendance when called upon for duty at any hour during the night or day.

Two Maintenance parties were constantly employed, throughout the year, pruning under-growth and making slight repairs here and there required. A small party was also occasionally at work clearing scrub in the neighborhood of Cardwell.

A regulation has lately been issued instructing Line Repairers to inspect the sections under their charge once every month, whether defective or otherwise. This arrangement has already proved beneficial—an improvement is noticed in the insulation, and the lines, as a rule, work much better since the regulation came in force.

The Morse embosser and inkmarker, with polarized relays, are still exclusively used on the lines of this Department; and Messrs. Siemens and Co.'s alphabetical magnetic instruments are employed by the Railway Service. It is proposed, however, when sufficient instruments can be obtained, to work the Railway Telegraph by the Morse system. This arrangement, although expensive in the first place, will doubtless give satisfaction, and the magnetic dials at present in circuit may be employed with advantage in working short lines to lighthouses, pilot stations, and elsewhere.

Eight hundred cells of Meitinger's sulphate of magnesia battery were lately imported direct from Germany, and fitted at some of the principal stations. Meitinger's battery is much more powerful than the Chesters mostly employed, less expensive to maintain, and is well adapted for working the main circuits of the Colony.

A suitable station building is urgently required at Stanthorpe, as the present temporary office is inadequate for local requirements and the efficient working of the main Southern Line.

We have now 61 stations open for public business, and 124 officers employed on the permanent staff of the Department.

#### EXTENT OF LINES IN OPERATION.

In all there are 2,818 miles of line, and 3,368 miles of wire in effective operation in Queensland, distributed as follows:—

From Brisbane to a point on the New South Wales border near Bookookoorara, 192 miles; Brisbane to Cape Moreton, 95 miles; Toowoomba to Norman Mouth, 1,371 miles; Warwick to Goondiwindi, 144 miles; Dalby to Roma,  $167\frac{1}{2}$  miles; Brisbane to Maryborough,  $177\frac{1}{2}$  miles; Maryborough to Woody Island,  $31\frac{1}{2}$  miles; Maryborough to Taroom,  $227\frac{1}{2}$  miles; Rockhampton to Gladstone,  $89\frac{1}{2}$  miles; Rockhampton to the Pilot Station, Keppel Bay,  $73\frac{3}{4}$  miles; Nebo to Springsure, 211 miles; and from the Burdekin crossing to Ravenswood, 33 miles, together with 550 miles of additional wire—namely, 333 for the service of this Department, and 217 for railway purposes.

A considerable increase in the mileage may be anticipated during the next twelve months, as most of the lines authorised and in progress will probably be completed within that period.

Compared with other and older countries the progress of Telegraphs in Queensland has been remarkably rapid, as will be seen by referring to the following table:—

TABLE showing the ratio of TELEGRAPHIC FACILITIES in EUROPE, AMERICA, and QUEENSLAND, in the Year 1872.

	Number of Inhabitants to each Mile of Line.	Number of Inhabitants to each Mile of Wire.	Number of Inhabitants to each Office.	Number of Inhabitants to each Message transmitted.
Europe ... ..	1,744	624	19,687	$9\frac{1}{2}$
America ... ..	486	250	6,161	3
Queensland ... ..	42	32	1,967	$1\frac{1}{2}$ Messages to each person in Queensland.

Thus Queensland, according to her population, enjoys greater telegraphic facilities than the people of Europe or America, and, in fact, greater than any community in the world.

#### SHIPPING AND WEATHER REPORTS.

Wind and weather reports continue to be transmitted from all stations at 9 a.m. and 3 p.m. daily, and regularly posted for general information. The rainfall is also registered by the Station Masters at 9 every morning, and shipping reports are sent from the several coast stations, free of charge.

By a regulation lately issued special telegrams can be forwarded reporting the arrival or departure of shipping within the colony, at a uniform sixpenny rate, and to stations in New South Wales for one shilling; conditional, however, that the contents of such messages are available for publication.

#### RECEIPTS AND EXPENDITURE.

Statements respecting the receipts and expenditure in 1872 will be found in the tables appended. The cash collections were £18,794 18s. 7d., against £11,691 12s. 10d. in 1871; showing an increase in the last twelve months of £7,103 5s. 9d.

The total revenue, including business on the Government service in 1872, amounted to £23,889 10s. 6d., being an increase of £8,241 15s. 2d. on the previous year.

The actual expenditure during the same period was:—For Salaries, £14,521 3s. 10d.; Contingencies, £8,023 18s. 9d.; and amounts paid to other colonies on account of Intercolonial Business, £1,536 12s. 6d.; total, £24,081 15s. 1d. Expenditure in excess of cash revenue and value of Service messages, £192 4s. 7d.

In 1871, 82,630 messages were transmitted from the several stations, against 121,998 in 1872; showing an increase of 39,368 in favor of the latter year. In addition to which, 15,742 messages, value £5,526 19s. 8d., were received from the neighboring colonies, and 1,476 messages, value £271 7s. 9d., passed free on Savings Bank business.

Considering the low charges and high rate of labor, together with the extensive and sparsely populated districts traversed by the lines of this colony, the above result may be deemed satisfactory.

The return (Appendix No. 5) furnishes detailed information relative to the several sums expended on construction account to date. The total outlay on lines and stations amounts to £171,366 9s. 6d., and £37,341 14s. 8d. is at present available for authorised extensions.

Only 80 international messages were transmitted and received by Queensland stations from the opening of communication to the 31st of December last, a period of two months and ten days. This unsatisfactory result may be solely attributed to the present monopoly and consequent high charges, which are almost prohibitory to the general public.

On the 1st of February this year a universal rate was adopted of two shillings and sixpence for twenty words, including address and signature, and a half rate for each additional ten words or fraction of ten words, for distances exceeding thirty miles within the colony; and for distances less than thirty miles a shilling rate is now charged, Press business being forwarded at half price.

The several Australian Governments have mutually agreed to reduce the charges for transmission of intercolonial telegrams from the 1st of October next to one shilling for ten words, exclusive of address and signature, and one penny for each additional word, within the respective colonies. Press reports to be sent at half rates. This reduction will not include messages passing over the lines from Bowen to Norman Mouth, Port Augusta to Port Darwin, or between Victoria and Tasmania. Arrangements should be made without delay for erecting additional wires on the over-crowded main lines, in order to provide for the increase of business that may be expected when this new regulation comes in force.

#### LINES IN WESTERN AUSTRALIA.

Telegraphic communication was completed between Perth and Albany, Western Australia, on the 28th of December, 1872.

There are now nine telegraph stations open for business in that colony, namely, at Perth, Fremantle, Guildford, Newcastle, Northam, York, Pinjarrah, Bunbury, and at Albany, King George's Sound.

#### INTERNATIONAL COMMUNICATION.

The southern and eastern Australian Colonies were placed in direct telegraphic communication with the principal countries in Europe, Asia, and America, on the 21st of October, last year, by the restoration of the British-Australian Company's cable between the northern coast and Java, after a silence of nearly four months,—the completion of the South Australian Overland Line having been announced two months earlier.

The auspicious event was celebrated in Sydney and Adelaide, and congratulatory messages exchanged with all quarters of the globe.

It is gratifying to remark that at a banquet held in London under the auspices of the Royal Colonial Institute, to celebrate the completion of through communication between England and Australia, the Earl of Kimberley, Secretary of State for the Colonies, spoke in praise of the energy displayed by the people of Queensland in telegraphic enterprise. This graceful compliment is indeed encouraging, and should act as a stimulant to further exertion.

A message sent from London on January 1st, by the *Daily Telegraph*, wishing the residents of Queensland "a Happy New Year," was received in Brisbane at 3 p.m., on the following day,—to which a suitable reply was promptly forwarded. The incident, though trifling in itself, is worthy of notice, as indicating in some degree the utility of the telegraph, and the valuable agent it is destined to become in promoting unity and good feeling throughout the world.

As the British-Australian Company declines to connect with the Queensland line at Carpentaria, combined and immediate action on the part of the Eastern Colonies for the purpose of laying a second cable is absolutely necessary.

In April, last year, a resolution passed the Legislative Assembly, and was confirmed by the Legislative Council early in the following month, authorising the Government to enter into negotiations for the purpose of laying a cable between Norman Mouth and Java, or such other place as may appear desirable. Instructions were accordingly forwarded to the Agent-General, in London, by the May mail, to invite tenders for the construction of a line from Norman Mouth to Java. Six offers to carry out the work were received by the Government, in due course, for amounts varying from £460,000 to £694,000, two only being on the principle of a guarantee. (See Schedule, Appendix No. 6.)

In compliance with directions, I examined the several offers, and after careful consideration recommended that the Indo-Australian Company's tender be accepted, subject however to the following modifications, namely, that the cable, in lieu of being taken to Java, should be carried north of Timor to a point on the coast of Celebes, near Macassar,—thence *via* the south-west coast of Borneo to Singapore; Queensland and New South Wales to jointly guarantee five per cent. per annum on the cost of constructing 2,250 miles, and the remaining 350 miles required to complete the connection to be provided for by the Company without a colonial guarantee. I may mention that my motive for recommending the higher of the two eligible offers was in order to assure the co-operation of the Submarine Company in England, and secure the construction of the long projected submarine line from Calcutta *via* Penang and Malacca to Singapore, which, in the event of a second Australian cable being decided upon, will be at once commenced.

The completion of these lines will open up a second and independent route between Australia and Great Britain—namely, by the proposed cables from Norman Mouth to Calcutta, following the existing lines through India, Persia, Russia, and Prussia to Hamburg, thence by cable to the British Isles. This second through line will not only decrease the distance between Eastern Australia and England, but also insure constant communication, considerably reduce the existing tariff, and facilitate the transmission of international business.

A resolution was passed by the Intercolonial Conference lately held in Sydney in favor of a cable being laid without delay from Norman Mouth to Singapore. The Queensland, New South Wales, and New Zealand Delegates have since arranged, subject to the approval of their respective Parliaments, to guarantee five per cent. on the cost of constructing submarine lines between Norman Mouth and Singapore, and from Sydney to New Zealand. When Legislative sanction to the convention is obtained, arrangements can be made to commence the work forthwith.

The last section in the chain of cables connecting the United States of America *via* Cuba with the West India Islands, Central and South America, was opened for traffic early in October, 1872. These lines unite Havannah and Santiago, in Cuba; Santiago with Jamaica, extending thence on the one hand to Colon, in Central America, and on the other, *via* Porto Rico, St. Thomas, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent, Barbadoes, Grenada, and Trinidad, to Demerara, South America.

A Bill for giving aid to the Australian Cable Company lately formed in America was considered by a Committee of Congress early in the present year, but no action has yet been taken. The Company proposes to lay a cable between the United States and Australia. Starting from San Francisco, it is intended to carry the line *via* Honolulu, the Fiji Islands, and New Caledonia, to Brisbane, thus placing the Australian Colonies in direct cable communication with the several systems of British America, the United States, West India Islands, Central and South America.

The rapidity of telegraphic extension during the last few years is both gratifying and surprising. Europe now possesses 450,000 miles of wire and 13,000 stations; America, 180,000 miles of wire and 6,000 stations; India, 14,000 miles of wire and 200 stations; and in Australia, including New Zealand, we have 18,745 miles of wire and 380 stations. In addition to which, upwards of 31,000 miles of submarine lines are in successful operation (see Appendix No. 7), and at the end of last year the inhabitants of more than 20,000 cities and townships in various parts of the world were enjoying the inestimable advantages of telegraphic communication.

I have, &c.,

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

The Honorable the Postmaster-General.

# APPENDICES.

## ELECTRIC TELEGRAPH DEPARTMENT.

### Appendix No. I.

RETURN of MILES of LINE, MILES of WIRE, NUMBER of STATIONS, NUMBER of OFFICERS, NUMBER of MESSAGES TRANSMITTED, and RECEIPTS and EXPENDITURE in each Month during the Year 1872.

Months.	No. of Miles of Line.	No. of Miles of Wire.	No. of Stations.	No. of Officers, not including Construction or Maintenance Parties.	RECEIPTS.						EXPENDITURE.						
					PAID MESSAGES.		O.H.S. MESSAGES.		International Business		TOTAL.		Refundments to other Colonies, being proportion due to them for Intercolonial Business.	Salaries.	Contingencies.	Total Expenditure.	
					No. of Messages.	Amount.	No. of Messages.	Value.	No. of Mes- sages.	Proportion Due to Queensland.	No. of Messages.	Amount.					
1872.																	
January ...	2,818	3,368	59	122	5,528	£ 1,052 17 2	1,819	£ 378 18 6	...	...	7,347	£ 1,431 15 8	...	808 5 0	85 17 9	894 2 9	
February ...					5,614	£ 1,046 1 11	1,590	£ 329 10 9	...	...	7,204	£ 1,375 12 8	...	...	1,262 4 11	421 14 6	1,683 19 5
March ...					6,703	£ 1,325 7 2	1,954	£ 430 16 7	...	...	8,657	£ 1,766 3 9	281 15 1	1,283 15 9	713 4 5	2,278 15 3	
April ...					7,274	£ 1,393 15 8	1,806	£ 372 10 7	...	...	9,080	£ 1,766 6 3	...	1,185 17 0	259 17 1	1,445 14 1	
May ...					8,198	£ 1,573 5 10	2,166	£ 463 13 2	...	...	10,364	£ 2,036 19 0	...	1,209 9 0	545 8 5	1,754 17 5	
June ...					8,906	£ 1,762 7 2	1,889	£ 388 9 8	...	...	10,795	£ 2,150 16 10	413 11 7	1,240 8 4	1,028 3 6	2,682 3 5	
July ...					9,607	£ 1,816 4 8	2,419	£ 478 14 8	...	...	12,026	£ 2,294 19 4	...	1,224 17 7	524 3 10	1,749 1 5	
August ...					9,934	£ 1,707 14 4	2,064	£ 414 9 1	...	...	10,998	£ 2,122 3 5	...	1,198 15 0	302 14 2	1,501 9 2	
September ...					9,389	£ 1,848 6 4	1,997	£ 432 11 11	...	...	11,386	£ 2,280 18 3	421 4 1	1,269 11 8	1,102 15 0	2,793 10 9	
October ...					9,660	£ 1,871 12 2	2,421	£ 510 2 11	24	7 0 0	12,105	£ 2,388 15 1	...	1,245 16 8	687 9 10	1,933 6 6	
November ...					9,169	£ 1,784 8 9	2,164	£ 472 4 0	33	10 5 0	11,366	£ 2,266 17 9	...	1,215 9 7	598 5 6	1,813 15 1	
December ...					8,445	£ 1,588 13 7	2,202	£ 422 10 1	23	6 7 6	10,670	£ 2,017 11 2	419 10 5	1,376 13 4	1,754 4 9	3,550 8 6	
<b>TOTAL</b> ...	...	...	...	...	97,427	£ 18,770 14 9	24,491	£ 5,094 11 11	80	23 12 6	121,998	£ 23,888 19 2	1,536 1 2	14,521 3 10	8,023 18 9	24,081 3 9	

REMARKS.—Total Expenditure in excess of total Receipts, £192 4s. 7d. Received from Australian Colonies, 15,742 messages, value £5,526 19s. 8d.

Savings Bank business sent free, 1,476, messages, value £271 7s. 9d.

Approximate value of Shipping and Meteorological Messages sent free, £9,000.

International Telegraphic communication, via South Australian Overland Line and British Australian Telegraph Company's cable, opened on 21st October, amount received in Queensland for International Messages, £469 4s. 6d.

1872, December 31st—Amount expended to date in construction of Lines and Stations, £169,107 16s. 1d.

Amount available for 760 miles of line now in course of construction, £40,240 5s. 1d.

## Appendix No. II.

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 1872.

STATION.	RECEIPTS.						EXPENDITURE.		
	CASH.		VALUE G.H.M.S.		TOTAL.		Salaries.	Contingencies.	Total.
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.			
Chief Office ...		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brisbane ...	25,834	5,449 3 3	7,481	1,774 0 2	33,315	7,223 3 5	1,930 19 9	241 7 10	2,172 7 7
Signal Station ...							1,180 3 4	532 15 9	1,772 19 1
Leyton ...	38	3 16 6	231	20 18 9	269	24 15 3	100 0 0	13 9 3	142 9 3
Cleveland ...	290	27 18 7	14	1 8 11	304	29 7 6	40 0 0	17 13 8	117 13 8
Dunwich ...	26	2 4 10	104	12 5 7	130	14 10 5	20 0 0	13 1 2	33 1 2
Pilot Station ...	55	8 5 11	212	24 19 4	267	33 5 3	30 0 0	58 4 0	88 4 0
Cape Moreton ...	48	7 12 6	1,175	153 13 2	1,223	161 5 8	30 0 0	40 2 6	70 2 6
Goodna ...	286	24 5 8	129	13 8 8	415	37 14 4	100 0 0	15 16 2	115 16 2
Ipswich ...	4,958	542 17 11	1,039	150 0 3	5,997	692 18 2	380 0 0	76 19 4	456 19 4
Helidon ...	714	64 19 1	126	14 5 1	840	79 4 2	99 9 3	7 14 11	107 4 2
Toowoomba ...	4,990	680 9 5	1,640	242 9 5	6,630	922 18 10	369 2 11	170 9 0	539 11 11
Drayton ...	127	17 5 2	11	1 18 0	138	19 3 2	40 0 0	8 13 5	48 13 5
Allora ...	357	39 13 7	45	5 11 2	402	45 4 9	130 0 0	30 10 5	160 10 5
Warwick ...	3,767	611 12 2	577	94 1 2	4,344	705 13 4	408 15 0	362 4 0	765 19 0
Stanthorpe ...	2,203	38 2 7	166	32 9 1	2,369	42 11 8	91 13 4	121 2 5	212 15 9
Centerfield ...							330 0 0	319 10 6	649 10 6
Leyburn ...	161	15 17 0	56	9 12 3	217	25 9 3	150 0 0	90 0 0	240 0 0
Inglewood ...	62	8 4 7	13	2 1 3	75	10 5 10	89 11 8	38 1 6	127 13 2
Goondiwindi ...	256	44 7 0	39	7 5 0	295	51 12 0	291 13 4	79 18 2	371 6 6
Dalby ...	2,636	361 16 3	706	120 8 10	3,342	482 5 1	291 13 4	130 5 6	421 18 10
Condamine ...	486	70 0 3	153	23 15 8	639	93 15 11	150 0 0	109 1 1	259 1 1
Roma ...	1,499	283 4 5	491	98 16 9	1,990	382 1 2	300 0 0	70 4 11	370 4 11
Durrah ...	76	11 19 1	1	0 2 11	77	12 2 0	150 0 0	52 1 2	202 1 2
Sandgate ...	294	19 7 0	14	1 1 4	308	20 8 4	30 0 0	17 11 2	47 11 2
Cabulure ...	302	24 16 11	19	2 11 2	321	27 8 1	150 0 0	216 8 4	366 8 4
Gympie ...	4,551	701 7 11	424	72 15 6	4,975	774 3 5	290 13 11	412 5 5	702 19 4
Maryborough ...	8,115	1,517 15 4	921	158 6 4	9,036	1,676 1 8	392 0 0	324 1 3	716 1 3
Woody Island ...	39	3 2 8	60	5 1 9	99	8 4 5	30 0 0	7 11 2	37 11 2
Gayndah ...	1,837	378 0 0	128	19 14 5	2,025	397 14 5	319 19 11	225 17 7	545 17 6
Hawkwood ...	240	49 8 7	3	0 16 3	243	50 4 10	300 0 0	97 9 3	397 9 3
Taroom ...	387	60 17 3	99	17 2 10	486	78 0 1	150 0 0	51 10 2	201 10 2
Camboon ...	186	34 17 9	1	0 4 0	187	35 1 9	150 0 0	84 10 8	234 10 8
Banana ...	254	39 19 0	39	6 8 2	293	46 7 2	150 0 0	78 0 10	228 0 10
Westwood ...	641	67 13 6	138	18 5 5	779	75 18 11	150 0 0	58 6 3	208 6 3
Rockhampton ...	8,508	1,936 15 11	2,154	473 7 10	10,652	2,410 3 9	608 0 0	235 17 4	843 17 4
Keppel Bay ...	44	10 14 5	159	18 15 9	203	29 10 2	30 0 0	7 11 2	37 11 2
Gladstone ...	1,114	209 12 2	381	77 2 7	1,495	286 14 9	350 0 0	111 7 2	461 7 2
Macbrough ...	170	28 3 5	158	31 9 4	328	59 12 9	150 0 0	75 9 10	225 9 10
St. Lawrence ...	1,490	321 13 0	231	64 5 9	1,721	385 18 9	298 10 1	342 8 9	438 18 10
Nabo ...	412	72 7 1	126	24 8 7	538	96 15 8	291 13 4	349 16 9	611 10 1
Clermont ...	2,502	555 5 5	396	81 14 10	2,898	637 0 3	255 13 4	188 10 0	444 3 4
Copperfield ...	1,483	276 1 8	56	9 5 9	1,539	285 7 5	125 0 0	72 14 8	197 14 8
Springure ...	728	149 9 6	184	46 13 9	912	196 3 3	180 12 0	77 7 4	257 19 4
Mackay ...	3,012	704 1 9	450	110 11 10	3,462	814 13 7	291 13 4	378 12 6	670 5 10
Bloomsbury ...	146	21 0 6	34	5 14 7	180	26 15 1	150 0 0	81 2 1	231 2 1
Blowen ...	1,824	437 17 4	767	192 14 0	2,591	630 11 4	275 0 0	88 8 2	363 8 2
Burdekin ...	352	54 16 7	61	11 9 3	413	66 5 10	183 6 8	56 19 1	240 5 9
Ravenswood ...	1,061	253 6 2	184	54 1 6	1,245	307 7 8	50 0 0	12 2 5	62 2 5
Townsville ...	4,779	1,339 5 6	1,169	315 11 11	5,948	1,654 7 5	300 0 0	76 8 8	376 8 8
Waterbury ...	87	13 14 10	75	13 7 11	162	27 2 9	150 0 0	61 17 2	211 17 2
Cardwell ...	788	157 16 9	768	236 7 6	1,556	394 4 3	287 18 7	391 14 2	679 12 9
Cashmere ...	97	14 13 2	164	35 3 4	261	49 16 6	175 0 0	345 1 0	520 1 0
Junction Creek ...	68	12 2 8	22	6 18 0	90	19 0 8	172 18 4	165 11 2	338 9 6
Georgetown ...	2,206	485 4 7	344	95 9 8	2,550	580 14 3	300 0 0	109 3 9	409 3 9
Gilbert River ...	80	11 3 5	6	2 1 0	86	13 4 5	175 0 0	191 10 7	366 10 7
Oreen Creek ...	86	12 15 4	17	3 7 9	103	16 3 1	157 2 5	219 10 11	376 13 4
Normanton ...	580	129 5 9	250	73 6 8	830	202 12 5	450 0 0	65 2 11	515 2 11
Norman Mouth ...	35	11 6 2	22	5 14 3	57	17 0 5	175 0 0	267 2 3	442 2 3
TOTAL ...	97,427	18,770 14 9	24,491	5,094 11 11	121,918*	23,865 6 8	14,521 3 10	8,023 18 9	23,545 2 7

\* Exclusive of International business.

## Appendix No. III.

RETURN showing AMOUNT EXPENDED in each MONTH during the Year 1872.

1872.	SALARIES.	CONTINGENCIES.								
		Incidental Expenses.	Maintenance and Repair of Lines.	Fuel, Light, and Water.	Travelling Expenses.	Forage.	Rent.	Allowance to Officers on Gulf Line, Extra Cost of Provisions, &c.	Protection of Stations on Gulf Line.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	808 5 0	32 1 0	53 16 9	...	...	...	...	...	...	85 17 9
February	1,262 4 11	70 10 8	335 11 11	...	8 17 6	2 3 0	...	...	4 11 5	421 14 6
March ...	1,283 15 9	91 16 2	180 17 2	25 3 0	17 18 0	338 10 1	43 0 0	...	16 0 0	713 4 5
April ...	1,185 17 0	44 1 5	103 19 8	9 19 6	8 8 0	34 1 5	...	...	59 7 1	259 17 1
May ...	1,209 9 0	143 3 6	236 7 0	3 0 0	74 12 6	16 13 7	11 9 4	...	60 2 6	545 8 5
June ...	1,240 8 4	201 2 0	192 15 4	44 8 3	54 14 6	341 16 6	87 3 1	...	106 3 10	1,028 3 6
July ...	1,224 17 7	145 10 0	202 9 6	20 11 0	35 8 9	43 6 8	20 2 11	...	56 15 0	524 3 10
August ...	1,198 15 0	74 12 4	128 4 3	0 7 0	48 6 10	13 6 8	10 10 0	...	27 7 1	302 14 2
September	1,269 11 8	119 10 3	275 1 4	55 16 9	29 14 0	396 13 4	97 17 8	72 1 8	56 0 0	1,102 15 0
October ...	1,245 16 8	134 4 0	401 1 5	19 5 3	45 7 6	13 6 8	7 10 0	18 15 0	48 0 0	687 9 10
November	1,215 9 7	146 9 4	379 15 3	5 11 3	31 3 0	3 6 8	...	...	32 0 0	598 5 6
December	1,376 13 4	200 11 11	635 3 10	72 1 3	80 19 4	423 6 8	128 6 9	93 15 0	120 0 0	1,754 4 9
TOTAL	14,521 3 10	1,403 12 7	3,125 3 5	256 3 3	435 9 11	1,626 11 3	405 19 9	184 11 8	586 6 11	8,028 18 9

## Appendix No. IV.

## DEBIT and CREDIT STATEMENT.

Dr.

Cr.

1872.	1872.
To total Expenditure—	By cash paid into the Treasury on account of Collections ... ..
Salaries ... .. 14,521 3 10	18,770 14 9
Contingencies ... .. 8,028 18 9	By cash paid into the Treasury on account of International Business ... ..
	23 12 6
	By value of Messages transmitted as on Her Majesty's Service... ..
	5,094 11 11
To refundments to other Colonies, being proportion due to them for Intercolonial Business—	
New South Wales ... .. 1,360 19 10	
Victoria ... .. 108 9 8	
South Australia... .. 31 14 9	
Tasmania ... .. 0 6 3	
Tasmania Cable Company ... .. 35 2 0	
	By amount refunded by other Colonies, being proportion due for Intercolonial Business—
	Tasmania ... .. 0 11 4
	By balance ... ..
	192 4 7
	0 11 4
	192 4 7
	£24,081 15 1
	£24,081 15 1

Dr.	£ s. d.	£ s. d.	Cr.	£ s. d.	£ s. d.
To amount expended to date on works, as follows:—					
Line—Brisbane to New South Wales border, 192 miles (two wires) ...	20,691 15 11		LOAN—1861.		
Line—Toowoomba to Rockhampton, 395 miles, with additional wire from Brisbane to Toowoomba, 89 miles ... ..	13,017 1 11		By amount voted for construction of line from Brisbane to New South Wales border, including central station and buildings ... ..	...	16,000 0 0
Line—Rockhampton to Bowen, 357 miles ... ..	11,481 16 4				
Line—Bowen to Norman Mouth, 619 miles ... ..	51,413 16 1		LOAN—1863.		
General extension, including supervision, insulators, wire, instruments, stores, &c. ... ..	23,684 12 1		By amount voted for construction of lines—		
Erecting and fitting station buildings ... ..	7,886 0 11		Toowoomba to Dalby ... ..	2,500 0 0	
Line—Brisbane to Cape Moreton, 95 miles ... ..	2,593 9 4		Brisbane to Cape Moreton ... ..	3,000 0 0	
Line—Warwick to Goondiwindi, 144 miles ... ..	4,610 4 7		Dalby to Rockhampton, with branch line to Maryborough ... ..	40,000 0 0	
Line—Dalby to Roma, 167½ miles ... ..	4,756 1 2		Rockhampton to Bowen ... ..	40,000 0 0	85,500 0 0
Line—Brisbane to Maryborough, 177½ miles ... ..	5,495 8 6				
Line—Maryborough, <i>via</i> Gin Gin, to Mount Perry, 105 miles ... ..	1,367 1 1		LOAN—1864.		
Line—Maryborough to Woody Island, 31½ miles ... ..	1,548 10 6		By amount voted for construction of branch lines, under certain conditions ... ..	...	10,000 0 0
Line—Maryborough to Taroom, 227½ miles ... ..	7,505 16 10		By amount refunded by Railway Department for cost of material, and expense erecting wires for railway purposes ... ..	...	3,108 4 2
Line—Gladstone to Rockhampton, 89½ miles ... ..	2,332 15 8				
Line—Rockhampton to Keppel Bay, 78½ miles ... ..	1,235 1 11		LOAN—1870.		
Line—Nebo to Springsure, 211 miles ... ..	7,462 11 6		By amount voted for construction of lines—		
Line—Burdekin to Ravenswood, 33 miles ... ..	1,287 19 1		Cardwell to Norman Mouth ... ..	22,000 0 0	
Line for Railway Department, not including material—			Clermont to Springsure ... ..	4,400 0 0	
Brisbane to Warwick, with branch line Toowoomba to Dalby ...	2,891 2 5		Warwick to Goondiwindi ... ..	5,600 0 0	
Expended on other lines in progress ... ..	105 3 8		Toowoomba to Warwick (new line) ... ..	2,600 0 0	34,600 0 0
		171,366 9 6			
1873.			LOAN—1872.		
1st April.			By amount voted for construction of lines—		
To balance available for completion of lines authorised ... ..	...	37,841 14 8	Cardwell to Norman Mouth (a further sum) ... ..	20,000 0 0	
			Burdekin to Ravenswood ... ..	1,700 0 0	
			Maryborough, <i>via</i> Walla, to Bundaberg ... ..	3,000 0 0	
			Walla to Mount Perry ... ..	1,400 0 0	
			Walla to Gladstone ... ..	5,000 0 0	
			Springsure to Tambo ... ..	5,400 0 0	
			Roma to St. George ... ..	5,100 0 0	
			Roma to Charleville ... ..	8,500 0 0	
			Charleville to Cunnamulla ... ..	5,000 0 0	
			Second wire, Brisbane to New South Wales border ... ..	2,500 0 0	
			Toowoomba to Dalby (new line within Railway fences) ... ..	2,400 0 0	
					60,000 0 0
		200,208 4 2			£ 209,208 4 2



## Appendix No. VI.

## TENDERS received for MANUFACTURING and LAYING SUBMARINE TELEGRAPH CABLE.

Name of Tenderer.	Total Length.	Length of Cables separately.	Weight per Mile of 7-Wire Copper Conductor.	Weight of Insulating Material.	Price, per Knot.	Sheathing.	Total Cost.	Time.
1. India-rubber, Gutta Percha, and Telegraph Works Co. (Limited)	1,995 miles	A—Main Cable, 800 knots ... B—Main Cable, 1,050 knots ... C—Shore-end Cable, 120 knots ... D—Shore-end Cable, 25 knots ...	lbs. 210 180 200 200	lbs. 260 240 220 200	£ 187 236 348 1,000	Galvanized iron wires, covered with three coatings of mineral pitch and silica	£460,000	9 calendar months to manufacture Cable only.
2. Indo-Australian Telegraph Co.	1,995 miles	A—Main Cable, 800 knots ... B—Main Cable, 1,050 knots ... C—Shore-end Cable, 120 knots ... D—Shore-end Cable, 25 knots ...	210 180 200 200	260 240 220 200	... ... ... ...	A serving of India-rubber felt and jute yarn over core, and sheathed with galvanized wire served with Clarke's compound and jute yarn	£694,000, 5 per cent. Guarantee.	
3. Hooper's Telegraph Works ...	1,995 miles	A—Main Cable, 800 knots ... B—Main Cable, 1,050 knots ... C—Shore-end Cable, 120 knots ... D—Shore-end Cable, 25 knots ...	210 180 200 200	260 240 200 200	... ... ... ...	A serving of India-rubber felt and jute yarn over core, and sheathed with galvanized wire served with Clarke's compound and jute yarn	£480,000	12 months to manufacture and lay the Cable.
4. Siemens Bros., No. 1 ...	1,995 miles	A—Main Cable, 800 knots ... B—Main Cable, 1,050 knots ... C—Shore-end Cable, 120 knots ... D—Shore-end Cable, 25 knots ...	210 180 200 200	260 240 200 200	160* 164 224 660	A serving of India-rubber felt and jute yarn over core, and sheathed with galvanized wire served with Clarke's compound and jute yarn	£560,000	12 months to manufacture and lay the Cable.
5. Siemens Bros., No. 2 ...	1,995 miles	A—Main Cable, 800 knots ... B—Main Cable, 1,050 knots ... C—Shore-end Cable, 120 knots ... D—Shore-end Cable, 25 knots ...	210 180 200 200	260 240 200 200	... ... ... ...	A serving of India-rubber felt and jute yarn over core, and sheathed with galvanized wire served with Clarke's compound and jute yarn	£685,000, Guarantee 5 per cent.	12 months to manufacture and lay the Cable.
6. W. T. Henley ...	1,995 miles	...	...	...	300	...	£598,500	

\* Prices for Extra-length Cables.

## Appendix No. VII.

## LIST of SUBMARINE CABLES NOW in Operation.

Date when Laid.	From	To	Length in Miles.	Date when Laid.	From	To	Length in Miles.
1851	Dover ... ..	Calais ... ..	25	1869	Malta ... ..	Sicily ... ..	54
1853	Denmark, across belt	Donaghadee ... ..	18	"	Tasmania ... ..	Australia ... ..	176
"	Dover ... ..	Ostend ... ..	76	"	Scilly Isles ... ..	Land's End ... ..	27
"	Port Patrick ... ..	Donaghadee ... ..	25	"	Bushire ... ..	Jask ... ..	505
1854	Port Patrick ... ..	Whitehead ... ..	27	"	Brest ... ..	St. Pierre... ..	2,584
"	Sweden ... ..	Denmark ... ..	12	"	Hervy's Bay (Queens-land)	...	3
"	Holyhead ... ..	Howth ... ..	65	"	St. Pierre ... ..	Duxbury ... ..	749
1856	Prince Edwards Island	...	12	"	Moen ... ..	Bornholm... ..	80
"	St. Petersburg ... ..	Cronstadt... ..	10	"	Bornholm ... ..	Liban ... ..	230
"	Across Amazon ... ..	...	105	1870	Salcombe ... ..	Brignogan ... ..	101
1857	Norway Fiords ... ..	...	49	"	Beachy Head ... ..	Cape Antifer ... ..	70
"	Ceylon ... ..	Mainland... ..	30	"	Suez ... ..	Aden ... ..	1,460
"	Ceylon ... ..	Mainland ... ..	30	"	Aden... ..	Bombay ... ..	1,818
1858	England ... ..	Holland ... ..	129	"	Parthurno ... ..	Lisbon ... ..	823
"	Norway Fiords ... ..	...	16	"	Lisbon ... ..	Gibraltar ... ..	331
1859	Denmark ... ..	Heligoland ... ..	46	"	Gibraltar ... ..	Malta ... ..	1,120
"	Isle of Man ... ..	Whitehaven ... ..	36	"	Marseilles ... ..	Bona ... ..	447
"	Sweden ... ..	Gottland ... ..	64	"	Bona ... ..	Malta ... ..	386
"	Folkestone ... ..	Boulogne ... ..	24	"	Madras ... ..	Penang ... ..	1,408
"	Malta ... ..	Sicily ... ..	60	"	Penang ... ..	Singapore... ..	400
"	Jersey ... ..	Piron ... ..	21	"	Singapore ... ..	Batavia ... ..	557
"	Lynas ... ..	Great Ormes Head	19	"	Malta ... ..	Alexandria ... ..	904
"	Ayr ... ..	Mimbre Island ... ..	19	"	Jersey ... ..	Guernsey ... ..	16
1860	Great Belt ... ..	...	14	"	Guernsey ... ..	Alderney ... ..	18
"	Great Belt ... ..	...	14	"	Zante ... ..	Trepito ... ..	11
"	Iviza ... ..	Majorca ... ..	74	"	Sunium ... ..	Thermia ... ..	25
1861	Dieppe ... ..	New Haven ... ..	80	"	Porto Rico ... ..	St. Thomas ... ..	110
1862	Wexford ... ..	Aberman ... ..	63	"	Santiago ... ..	Jamaica ... ..	140
"	Lowestoft ... ..	Zandvoort ... ..	125	"	Portpatrick ... ..	Donaghadee ... ..	25
1864	Gwadur ... ..	Elphinstone Inlet	357	1871	Villa Real ... ..	Gibraltar ... ..	155
"	Moreton Bay (Queens-land)	...	12	"	Singapore ... ..	Saigon ... ..	620
"	Mussendom... ..	Bushire ... ..	393	"	Saigon ... ..	Hong Kong ... ..	975
"	Bushire ... ..	Fao ... ..	154	"	Hong Kong ... ..	Shanghai ... ..	1,100
"	Gwadur ... ..	Kurracheo ... ..	246	"	Shanghai ... ..	Nagasaki ... ..	1,200
"	Otranto ... ..	Avlona ... ..	50	"	Nagasaki ... ..	Vladivostock	
1865	Trelleborg ... ..	Rugen ... ..	55	"	Rhodes ... ..	Marmarice ... ..	22
"	South Foreland ... ..	Cape Grisney ... ..	25	"	Latakiah ... ..	Cyprus ... ..	86
1866	Valentia ... ..	Heart's Content ... ..	1,896	"	Samos ... ..	Scala Nuova ... ..	11
"	Valentia ... ..	Heart's Content ... ..	1,852	"	Mytleni ... ..	Aivali ... ..	13
"	Lyall's Bay ... ..	White's Bay ... ..	41	"	Khania ... ..	Retimo ... ..	32
"	Crimea ... ..	Circassia ... ..	40	"	Retimo ... ..	Khandia ... ..	41
"	Colonia ... ..	Buenos Ayres ... ..	30	"	Khandia ... ..	Rhodes ... ..	201
"	England ... ..	Hanover ... ..	224	"	Zante ... ..	Corfu ... ..	150
"	Cape Ray ... ..	Aspe Bay ... ..	91	"	Zante ... ..	Cephalonia ... ..	18
"	Leghorn ... ..	Corsica ... ..	65	"	Lowestoft ... ..	Greitscil ... ..	223
"	Persian Gulf ... ..	Additional cable to connect Jasks	160	"	Anjer ... ..	Telock Betong ... ..	55
1867	South Foreland ... ..	La Panne... ..	47	"	Banjowangie ... ..	Port Darwin ... ..	1,082
"	Malta ... ..	Alexandria ... ..	925	"	St. Thomas ... ..	St. Kitts ... ..	133
"	Havana, Cuba ... ..	Key West ... ..	125	"	St. Kitts ... ..	Antigua ... ..	90
"	Key West ... ..	Punta Rassa ... ..	120	"	Guadaloupe ... ..	Dominica ... ..	55
"	Placentia ... ..	St. Pierre... ..	112	"	Antigua ... ..	Guadaloup ... ..	84
"	St. Pierre ... ..	Sydney ... ..	188	"	Dominica ... ..	Martinique ... ..	60
"	Arendal ... ..	Hirtshalts ... ..	66	"	Martinique ... ..	St. Lucia ... ..	65
1868	Havana ... ..	Key West ... ..	125	"	St. Lucia ... ..	St. Vincent ... ..	64
1869	Peterhead ... ..	Egursand... ..	250	"	St. Vincent ... ..	Barbadoes ... ..	150
"	Grisselhamn ... ..	Nystadt ... ..	96	"	Grenada ... ..	Grenada ... ..	80
"	Newbiggin ... ..	Sondervig... ..	334	"	Trinidad ... ..	Trinidad ... ..	120
				"	Trinidad ... ..	Demerara ... ..	350

## Appendix No. VIII.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT, during the Year 1872.

STATION.	Superintendent.	Assistant Superintendent.	Chief Clerk and Accountant.	Inspector of Lines and Stations.	Instrument Fitter.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairers in Charge.	Line Repairers.	Messengers.	Laborers.	Total.
Chief Office	1		1	1	1				2			1	1	8
Brisbane						1		6	3		1	4		15
Signal Station							1							1
Lytton							1							1
Cleveland							1							1
Dunwich							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
Allora							1							1
Warwick						1					1	1		3
Leyburn										1				1
Inglewood										1				1
Goondiwindi						1					1			2
Stanthorpe							1				1			2
Tenterfield							1	2						3
Dalby						1					1			2
Condamine										1				1
Roma						1					1			2
Durah										1				1
Sandgate							1							1
Cabulture										1				1
Gympie						1					1			2
Maryborough						1		1			1	1		4
Woody Island							1							1
Gayndah						1					1			2
Hawkwood						1					1			2
Taroom										1				1
Camboon										1				1
Banana										1				1
Westwood										1				1
Rockhampton						1		3			1	1		6
Keppel Bay							1							1
Gladstone						1					1			2
Marlborough										1				1
St. Lawrence						1					1			2
Nebo						1					1			2
Clermont						1						1		2
Copperfield										1				1
Springsure							1				1			2
Mackay						1					1			2
Bloomsbury										1				1
Bowen		1						1			1			3
Burdekin						1					1			2
Ravenswood										1				1
Townsville						1					1			2
Waterview										1			1	2
Cardwell						1					1			2
Cashmere										1				2
Junction Creek										1			1	2
Georgetown						1					1			2
Gilbert River										1			1	2
Green Creek										1			1	2
Normanton						1		1						2
Norman Mouth										1			2	3
TOTAL	1	1	1	1	1	22	16	14	5	19	23	10	8	122