

## QUEENSLAND.

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

Presented to both Houses of Parliament by Command.

Electric Telegraph Department,  
Superintendent's Office,  
21st April, 1875.

SIR,

I have the honor to submit for your information the following Report on the progress and condition of the Department under my supervision during the year 1874:—

## EXTENSIONS.

The extensions completed since the date of my last annual report (13th June, 1874), are as follows:—

1. A line from Roma *via* Mitchell Downs to Charleville, 169½ miles in length, was completed and opened for business on the 5th of October last year. The timber used in construction consists of cypress pine, with a few ironbark and gum poles of good quality, and it cost, exclusive of station buildings, £7,118 3s. 2d., or £42 per mile.
2. A line from Ravenswood to Millechester, 41½ miles in length, was completed on the 28th of November last year. This line is built of ironbark, and cost, including the station building at Millechester, £2,849 2s. 2d., or £68 13s. per mile.
3. A branch line from Roma *via* Surat to St. George, 125 miles in length, was completed and brought into operation on the 2nd of December last. It is built of cypress pine, ironbark, and gum, and cost, exclusive of station buildings, £5,349 0s. 3d., or £42 16s. per mile.
4. A line from Millechester to Charters Towers, 2½ miles in length, was completed on the 29th of December last. This line is built of ironbark, and cost, including the station building at Charters Towers, £406 5s.
5. A line within the railway fences, from Brisbane to a point 2½ miles beyond Ipswich, 27 miles in length, was completed and placed in circuit on the 18th of January in the present year. This line is built entirely of bloodwood and ironbark. It consists of six wires, five for the business of this department, and one for railway purposes. The entire section cost £2,566 8s., or £95 1s. per mile.
6. A branch line from Bundaberg to Burnett Heads, 11½ miles in length, constructed for the convenience of shipping, was completed on the 26th of January last. This line is built of box and blue gum. It is worked by Siemen's Alphabetical Instruments, and cost, exclusive of station building, £644 3s. 9d., or £57 3s. 3d. per mile.
7. A branch line from Waterview to the Lower Herbert, 25½ miles in length, was completed on the 26th of January last. The wire for this line is stretched a distance of 16½ miles on the Cardwell poles to Stone Creek, thence 9½ miles of new line has been constructed to the township. It is built mostly of bloodwood and ironbark, and cost, exclusive of station building, £423 17s. 3d.
8. A branch line from the Pilot Station on Curtis Island to the Quarantine Station, at Sea Hill, 5½ miles in length, was completed on the 6th of February last. The wire for this line is stretched 2 miles on the Rockhampton poles, thence 3½ miles of new line has been erected to the Quarantine station. It is well built of the best hardwood obtainable in the locality, and cost, exclusive of station building, £194 5s.
9. A line from the Pilot Station on Curtis Island to Cape Capricorn, 26 miles in length, constructed for the convenience of shipping, was completed on the 10th of March this year; the wire is stretched for a distance of five miles on the Rockhampton poles, thence 21 miles of new line has been erected to the Cape; the timber used in construction consists of bloodwood, ironbark, box, and blue gum, and the section cost, exclusive of station building, £640 4s. 10d.
10. A second wire, 493 miles in length, has also been erected on the existing poles between Rockhampton and the Burdekin. When closely examined, extensive repairs and alterations were found necessary on this line, in order to make it sufficiently strong to carry the wire with safety.

These repairs and alterations were thoroughly carried out by Government working parties, and the wire was stretched by contract.

It will be observed that the average cost of constructing these lines is somewhat greater than in former years; this is in some measure owing to the enhanced price of material, scarcity of suitable labor, dearness of provisions, and, I believe, in no small degree to the prosperous state of the colony.

Since the 13th of June, 1874, 25 stations were opened for business, namely :—

A station at Tambo, on 16th of June; at Yaamba, 7th July; Collaroy, 16th of September; Charleville and Mitchell Downs, 5th October; Oxley, 23rd October; Beenleigh, 28th October; Yengarie, 3rd November; Millicester, 28th November; Rocky Creek, 30th November; Surat and St. George, 2nd December; Charters Towers, 29th December; Miriam Vale, 21st January; Herbert River and Burnett Heads, 26th January; Nerang, 6th February; Dalby Railway, Jondaryan, Oakey Creek, Gowrie Junction, Cambooya, Clifton, Hendon and Warwick Railway, on the 30th of March last.

At the end of 1874 there were 3,616 miles of line, 4,891 miles of wire, and 88 stations, in daily operation in this colony; and 201 officers, of various grades, regularly employed by the Department.

We have now 3,678 miles of line, 4,975 miles of wire, 97 stations, and 210 officers on the permanent staff, together with 38 overseers, and men temporarily employed on construction and maintenance duty.

A skeleton map of the several lines in Queensland is herewith appended, to which I would invite attention.

#### EXTENSIONS IN PROGRESS.

1. A line from Brisbane *via* Beenleigh and Nerang to the Southern Border, 67 miles in length, was commenced on 18th of July, 1874. The line is built of ironbark, gum, bloodwood, and stringybark, and will be completed early next month. The object in extending this line beyond Nerang, is for the purpose of opening up a duplicate route to New South Wales, *via* a line in course of construction by the Government of that colony, from Casino to the Tweed River and our Southern Boundary.

2. From Charleville to Tambo, estimated distance, 118 miles: a contract was entered into for constructing this line on the 1st of October last; 77 miles are completed, and should the weather continue favorable, it will be opened early in July. The completion of this section will open up another and independent route *via* the Western lines to Ncbo, 192 miles north of Rockhampton.

3. Maryborough to Inskip Point: The wire for this line is carried on the Gympie poles to a point 4 miles south of Tiaro; thence a new line, estimated length 35 miles, is in course of construction to the Pilot Station at Inskip Point. This line is much required for the convenience of shipping crossing Wide Bay Bar.

4. Branch line from Gympie to Tewantin, 29 miles 10 chains in length, was commenced on the 20th of January, this year; 25 miles are completed, and the line will probably be opened for business early next month.

5. A line from Cooktown to the Palmer River Gold Fields, estimated distance 125 miles, was commenced in November last; only 80 miles are completed, and the contract time expires 1st August next. This work was somewhat delayed by the late wet season. However, the country is now passable, and the contractor has been requested to complete the line without delay.

6. From Junction Creek to the Palmer River Gold Fields, estimated distance, 180 miles. Tenders were invited for the construction of a line between these places on the 21st of September last year, when the only offer received, being in excess of the amount provided by Parliament, was not accepted. Fresh tenders were called for on the 22nd of February this year, and a contract has since been entered into to construct the line for a sum £6,000 below the former offer, the work to be completed and handed over to the Government within twelve months from the notification of the tender being accepted.

7. Mackay to Flat-Top Island. The cable for the submarine section of this line has arrived from England, and tenders are invited for constructing the land sections.

In addition to the above, another wire, 68 miles long, is in course of erection between Ipswich and Toowoomba, for the purpose of placing Brisbane and Ipswich in direct communication with the principal western stations.

#### PROPOSED EXTENSIONS.

Provision is already made for constructing a line from Charleville *via* Cunnamulla to Rutherford's, on the southern boundary. This extension is considered necessary in order to meet a line about to be constructed, by the Government of New South Wales, from that point to Fort Bourke, which, when completed, will open up another route to the southern colonies.

It is also proposed to extend the lines from Ipswich to Nanango, from the Burdekin Telegraph Station to Cape Bowling Green, from Gladstone to Bustard Head, from Woody Island to Sandy Cape, from Tambo *via* Blackall and Aramac to Bowen Downs, and from Charters Towers *via* Dalrymple to Junction Creek. It is likewise intended to stretch a second wire from the Burdekin to Waterview in order to relieve the overcrowded line between those places.

#### METEOROLOGICAL AND SHIPPING REPORTS.

Meteorological observations were taken at 9 a.m. and 3 p.m. daily throughout the year by officers in charge at Cape Moreton, Toowoomba, and Warwick, and the rainfall was duly registered at all stations every morning. The results, together with wind and weather reports, were transmitted to the principal offices and other stations requiring the information, free of charge. Free messages reporting the arrival and departure of shipping are still forwarded from the several coast stations, and to Sydney, Melbourne, and Adelaide as regularly as the exigences of the service will permit.

As this business is rapidly increasing, I would again draw attention to the inconvenience it causes, by taking up time on the busy lines, that should properly be devoted to legitimate traffic. Ship-owners and agents appear to be the principal people benefited by free shipping telegrams, whilst other members of the community, the majority in fact, take little or no interest in their transmission.

Under these circumstances, I can but recommend that shipping telegrams should in future be placed on the same footing as ordinary business, and charged for at current rates. This system is generally adopted in Europe and America with perfect success. I believe that a similar arrangement would work well on the lines of this Colony, and at the same time materially increase our slender revenue.

#### WORKING OF LINES.

The several lines in Queensland have worked well during the year, the insulation continued satisfactory, and few interruptions occurred. However, communication, north of Rockhampton, was suspended for some days in February and March this year, during the prevalence of a cyclone. The line was

seriously injured at Alligator Creek, near Yaamba, where the water rose sixty feet above its ordinary level and submerged the wires. Every effort was made to restore communication, which was at length accomplished by carrying wires from tree to tree well above high flood mark. In several places south of Rockhampton the lines were also injured by the same cyclone; the defects were, however, speedily repaired, and very little inconvenience was experienced by the interruptions, as other lines were available for the southern traffic. At the same time, a break occurred at the Gilbert River crossing, which could not be repaired until the flood subsided.

From accidents, owing to various causes, the New South Wales lines between Sydney and Tenterfield have given more than usual trouble during the past summer, and Queensland business was at times delayed; however, inconvenience of this nature will hardly occur again, as I am informed that four wires are now available between Sydney and Murrurundi, three to Bendemere, and an additional line round by Bundana and Inverell to Glen Innes.

A new line is also in course of completion *via* the Manning River to Port Macquarie, and another line will shortly be constructed from Glen Innes to the Clarence *via* the Newton Boyd road.

The New South Wales Government likewise propose to connect with the Queensland system at Goondiwindi without delay.

In addition to this, a line is nearly completed from Coolah to Pilliga. Their Tweed River extension will be opened in a few months, and it is proposed to extend the line from Fort Bourke to Rutherford's, on our southern boundary.

All the lines in Queensland are regularly inspected by the line repairers once every month, when undergrowth likely to touch the wires is removed, and minor repairs effected where here and there required.

Owing to the large increase of business, the Repeating Stations at Brisbane, Rockhampton, and Tenterfield are now worked by a double staff, and operators continue in attendance both night and day.

The Morse embosser is replaced by inkmarking registers at these offices, which are specially adapted for night work, as the writing can be read at any angle, and is much plainer than the system formerly employed.

Wheatstone's Automatic Instruments, arranged for the duplex principle, have lately been introduced by the New South Wales Department, for the purpose of increasing the capacity of their Intercolonial lines. By this method telegrams are transmitted by simply passing a band of perforated paper through the instrument, several Clerks being required at each station to prepare and transcribe the messages.

The system is well spoken of in England, and, if economical to work, might be introduced by us with advantage.

Since the regulations for examination of candidates were issued in June last year, eight examinations have been held, at which forty-four candidates presented themselves. Of these twenty-five passed, twenty of whom have received appointments, and five are in the learner's room.

There are twelve junior operators in the department, receiving salary at the rate of £100 per annum, who will be entitled to an increase of £20 per annum when they pass the examination.

From June to the end of December, maintenance parties were employed repairing the lines between Cardwell and Waterview, between Raglan and Rockhampton, and between Raglan and the Pilot Station, Keppel Bay. A small party was also employed cutting undergrowth and effecting slight repairs to the line between Brisbane and Maryborough. Four parties are now at work on various lines, two in Northern and two in Southern Queensland.

An interruption occurred on the Keppel Bay line in August last, which continued for several days, the defect was caused by a boat's anchor injuring the cable between Curtis Island and the main land. Steps were at once taken to make the necessary repairs, and communication was restored with the least possible delay.

The submarine lines in Moreton and Hervey's Bays have worked well throughout the year, and the insulation of all the cables continues perfect.

A portion of the line between the Gilbert and Einnesleigh rivers will shortly require considerable repairs; as white ants are numerous in this district, and timber scarce, it will be cheaper in the end to import sufficient iron poles for the whole section, and erect them when necessary.

For the convenience of residents in the locality, a receiving room was opened at the General Post Office, on the 2nd of January; hours of attendance, from 9 a.m. to 5 p.m. daily. The messages are forwarded to the Telegraph Station every half hour, and the number dealt with averages 600 per week.

I would again draw attention to the inadequate accommodation available for the large staff employed at the Central Office, and strongly recommend that the proposed new building be commenced without delay. For sanitary reasons alone suitable premises are urgently required; the total number employed in the office being 44.

Station buildings should also be erected at Toowoomba, Goondiwindi, Stanthorpe, Beenleigh, Nerang, Cleveland, Allora, Condamine, Surat, St. George, Mitchell Downs, Charleville, Camboon, Dee River, Sandgate, Tiaro, Yengarie, Bundaberg, Gladstone, Yaamba, Tambo, Inskip Point, Cooltown, and Palmerville.

#### RECEIPTS AND EXPENDITURE.

During 1874 the cash collections of the Department, at all its branches, amounted to £21,396 6s. 6d.; value of messages transmitted on Her Majesty's service, £7,039 19s. 10d.; total revenue for the year, £28,436 6s. 4d.

The expenditure was, for salaries, £23,272 0s. 3d.; contingencies, £11,796 16s. 10d.; refundments to other colonies, £2,033 1s. 4d.; total, 37,101 18s. 5d.: showing that the expenditure exceeded the revenue by £8,665 12s. 1d.

On referring to the Appendix, Table No. 2, it will be seen that, out of 88 stations, the revenue exceeded the expenditure at 10 only: these are Brisbane, Rockhampton, Townsville, Maryborough, Toowoomba, Mackay, Stanthorpe, Ravenswood, Millichester, and Chartres Towers.

Thus the financial condition of the Department is far from encouraging: this may be attributed to the unpayable tariff determined upon, at rates below those for equal distances in any part of the world.

I have frequently expressed the opinion, and still believe that the adoption of a low uniform tariff on the long lines of this colony is premature, and will result in a loss to the revenue: however, if collateral advantages derived from the Telegraph Service are deemed adequate compensation for the actual money loss, further comment from me on the subject is unnecessary.

The number of paid and service messages transmitted during the past and previous years, together with the respective increase, is shown in the following table:—

	1873.	1874.	Increase.
Paid Messages ... ..	124,464	225,975	101,511
Service Messages ... ..	31,804	85,044	53,240
International Messages ... ..	340	395	55
<b>TOTAL</b> ... ..	<b>156,608</b>	<b>311,414</b>	<b>154,806</b>

These figures disclose an increase of 101,566 in the paid messages, and 53,240 in those forwarded on Her Majesty's service, being a total increase of 154,806, or nearly double the number transmitted in 1873.

At the same time the expenditure for salaries increased forty per cent., owing to new offices and additional staff required to dispose of the increased business.

The cash receipts at 13 Railway Offices, on 3,983 messages, amounted to £241 6s. 0d., and the O.H.M.S. business, transmitted almost exclusively on railway service, consisted of 50,152 messages, value £3,042 0s. 3d. The cost of working these stations amounted to £1,518 12s. 4d.

The number of messages received from the other colonies in 1874, amounted to 33,699, value £5,468 15s. 8d., against 19,500, value £5,761 9s. 7d., received in 1873, showing an increase of 14,199 in the number, and a decrease in the value of £392 13s. 11d.

During 1874, 1791 Savings Bank messages, value £166 13s. 4d., were transmitted free of charge. I may mention that owing to the frequency with which messages sent as "collect" were refused by the receiver, thereby taking up much time on the lines by Departmental telegrams, necessary to cancel the messages and adjust the accounts, it was deemed desirable to issue instructions for a strict adherence to the rules generally adopted in Europe, namely, pre-payment of charges, unless in cases of messages replying to interrogatory telegrams containing the words "Reply paid for." This has been found a great advantage to the business generally, and at the same time has prevented recurrence of confusion which the previous system caused in keeping the accounts.

The Table, Appendix No. 6, contains a statement of amounts expended on construction account to 31st December, 1874. The total sum expended on telegraph works in this colony amounts to £223,239 0s. 9d.

It is gratifying to observe that the lines of Queensland, although so recently established, will bear favorable comparison, both in extent and efficiency, with the telegraph systems of many older and more densely populated countries.

On referring to Table No. 8, in the Appendix, the latest available information may be obtained respecting the condition of Government telegraphs in British India, and several of the European States.

Table No. 7 shows the yearly progress of this Department from the commencement to the end of 1874; and the other tables contain detailed information relative to the receipts and expenditure, together with distribution of the staff, &c., during the year.

#### INTERNATIONAL COMMUNICATION.

The International Lines in connection with Australia have worked well during the year. The only important interruptions occurred on the Singapore-Madras, and Singapore-Batavia sections, which were repaired in the course of a few days.

The Adelaide and Port Darwin Overland Line has also worked well. It has been seldom interrupted, and in every instance communication was promptly restored.

It is unsatisfactory to remark that the International business dealt with by Queensland stations is still inconsiderable; only 395 messages were transmitted and received during 1874, being an increase of 55 on the previous year. This may be accounted for by the high tariff still in force, no reduction having been made in the rates since the line was opened.

In October last year, a meeting of representatives of Queensland, New South Wales, and New Zealand, took place in Sydney, for the purpose of making the necessary preliminary arrangements for constructing the proposed Queensland-Singapore, and New South Wales-New Zealand cables, provided for by the respective Governments in 1873-4.

The meeting definitely decided that immediate action should be taken, and special Agents appointed under the Great Seals of the three colonies, giving them authority to enter into a contract in England for constructing, maintaining, and working the cables.

Mr. Daintree, the Agent-General, was appointed to act for Queensland, Sir Daniel Cooper, Bart., for New South Wales, and Mr. Vogel to represent New Zealand.

By last advices from London, negotiations were in progress.

During 1874 considerable advancement has been made in telegraph extensions throughout the world. Many important cables were successfully laid, the total mileage having by far exceeded that of any previous year.

I have, &c.,

W. J. CRACKNELL,

Superintendent of Electric Telegraphs.

The Honorable The Postmaster-General.

# APPENDICES.

## ELECTRIC TELEGRAPH DEPARTMENT.

### Table 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 1874.

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.M.S. MESSAGES.		INTERNATIONAL MESSAGES.		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 Messages.	Proportion due to Queensland.	No. of Messages.	Amount.				
		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.				
1874.																
January ...	3,616½	4,891½	90	201	16,247	1,541 13 1	6,196	507 13 7	23	6 10 0	22,466	2,055 16 8	...	1,414 19 2	474 9 10	1,889 9 0
February ...					17,108	1,658 3 4	6,614	564 15 0	27	7 7 6	23,749	2,230 5 10	...	1,639 12 8	458 5 7	2,097 18 3
March ...					18,974	1,882 1 10	7,031	595 19 7	33	9 7 6	26,038	2,487 8 11	492 0 10	1,650 4 8	1,147 14 2	3,289 19 8
April ...					17,785	1,718 12 1	6,541	601 5 4	28	7 12 6	24,354	2,327 9 11	...	2,030 13 8	764 13 4	2,795 7 0
May ...					18,496	1,716 6 7	6,776	557 9 3	29	8 2 6	25,301	2,281 18 4	...	2,037 9 7	726 1 10	2,763 11 5
June ...					18,714	1,762 10 6	6,811	561 0 9	42	12 10 0	25,567	2,336 1 3	484 9 11	2,046 10 6	1,518 17 0	4,049 17 5
July ...					20,318	1,800 12 11	6,660	551 2 5	46	17 5 0	27,024	2,369 0 4	...	2,065 18 9	635 14 3	2,701 13 0
August...					18,554	1,707 12 2	6,876	556 19 7	28	8 15 0	25,458	2,273 6 9	...	1,995 16 4	497 18 10	2,493 15 2
September ...					18,331	1,745 8 2	7,027	586 12 2	34	9 7 6	25,392	2,341 7 10	517 17 3	1,970 13 4	2,125 6 7	4,613 17 2
October ...					20,544	1,961 7 1	7,673	624 7 5	37	12 5 0	28,254	2,597 19 6	...	2,084 3 10	653 19 9	2,738 3 7
November ...					19,316	1,811 18 9	7,959	633 15 2	26	7 2 6	27,301	2,452 16 5	...	2,121 14 11	700 16 6	2,822 11 5
December ...					21,588	1,970 12 6	8,880	698 19 7	42	13 2 6	30,510	2,682 14 7	538 13 4	2,214 2 10	2,092 19 2	4,845 15 4
<b>TOTAL ...</b>	...	...	...	...	225,975	21,276 19 0	85,044	7,039 19 10	395	119 7 6	311,414	28,436 6 4	2,033 1 4	23,272 0 3	11,796 16 10	37,101 18 5

REMARKS.—Total Expenditure in excess of Total Revenue, £8,665 12s. 1d.

Received from Australian Colonies, 33,699 messages; value, £5,468 15s. 8d.

Total amount received in Queensland for International Messages, £2,469 1s. 6d.

Savings Bank Business sent free, 1,791 messages; value, £166 13s. 4d.

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

Amount expended to 31st December, 1874, in Construction of Lines and Stations, £223,239 1s. 9d.

Table 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 1874.

STATIONS.	RECEIPTS.						EXPENDITURE.		
	CASH.		VALUE G.R.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.
Chief Office ...							2,528 0 0	548 0 3	3,076 1 1
Brisbane ...	58, 01	6,387 8 7	10,333	1,174 10 5	68,384	7,511 19 0	3,114 18 2	1,110 17 0	4,225 16 0
Rockhampton ...	22,456	2,102 14 4	2,720	326 19 10	25,176	2,429 14 2	1,404 10 11	339 18 1	1,744 9 0
Townsville ...	14,739	1,617 11 8	1,824	254 6 10	16,563	1,871 18 6	432 0 0	88 16 6	520 16 6
Maryborough ...	16,983	1,567 18 7	1,331	121 8 4	18,314	1,689 6 11	614 10 0	205 2 6	819 12 6
Toowoomba ...	10,586	776 13 6	1,567	152 16 0	12,153	929 9 6	507 0 0	268 4 6	775 4 6
Mackay ...	7,629	81 14 0	733	106 13 0	8,362	923 7 0	341 13 4	74 5 7	415 18 11
Bowen ...	5,220	440 18 6	1,537	199 3 5	6,757	640 1 11	586 2 10	271 16 2	857 19 0
Stanthorpe ...	6,771	596 15 10	207	20 14 8	6,978	617 10 6	300 0 0	178 4 5	478 4 5
Gympie ...	6,675	547 9 10	494	55 0 11	7,169	602 10 9	354 10 0	239 7 5	593 17 5
Ipswich ...	7,333	508 4 10	754	81 15 4	8,087	590 0 2	511 1 5	132 10 5	643 11 10
Warwick ...	6,169	443 7 11	1,102	125 3 7	7,271	568 11 6	392 16 8	82 2 3	474 18 11
Ravenswood ...	4,251	459 6 7	407	51 5 1	4,658	510 11 8	211 2 2	147 3 7	358 5 9
Georgetown ...	3,397	387 13 0	549	79 6 0	3,946	466 19 0	350 0 0	165 7 6	515 7 6
Dalby ...	5,567	390 2 6	741	69 15 9	6,308	459 18 3	354 13 4	84 2 2	438 15 6
Ipwich Railway	510	30 10 9	4,809	412 8 8	5,409	442 19 5	98 2 1	16 10 7	114 12 8
Clermont ...	3,438	350 2 8	647	74 9 5	4,085	424 12 1	292 3 4	117 2 10	409 6 2
Cardwell ...	2,741	273 12 3	934	136 11 9	3,675	410 4 0	282 17 1	436 16 9	719 13 10
Millichester ...	876	81 7 10	98	11 17 10	974	93 8 8	12 10 0	9 6 3	21 16 3
Charters Towers	35	3 8 1			35	3 8 1		0 8 11	0 8 11
Murphy's Creek	239	14 1 10	6,166	352 6 2	6,405	366 8 0	89 7 6	31 6 10	120 14 4
Roma ...	3,551	318 11 6	432	47 3 10	3,983	365 15 4	300 0 0	156 11 1	456 11 1
Toowoomba Railway	518	32 11 6	4,594	327 8 2	5,112	359 19 8	102 10 0	16 12 10	119 2 10
Grandchester ...	460	29 1 5	5,504	321 13 7	5,964	350 15 0	103 16 8	18 17 4	122 14 0
Laidley ...	157	9 10 2	5,401	324 9 0	5,558	333 19 2	107 6 8	19 13 4	127 0 0
Gatton ...	529	32 16 2	5,534	292 12 10	6,063	325 9 0	100 0 0	16 16 5	116 16 5
Helidon ...	608	34 3 2	5,570	290 7 3	6,178	324 10 5	100 0 0	20 16 4	120 16 4
St. George ...	264	24 5 7	19	2 0 11	283	26 6 6	37 10 0	11 10 6	49 0 6
St. Lawrence	2,393	246 13 11	466	67 0 4	2,859	313 14 3	320 0 0	169 4 8	489 4 8
Wallon ...	123	7 3 3	5,220	300 19 7	5,343	308 2 10	97 10 0	16 12 10	114 2 10
Bundaberg ...	2,976	214 17 3	208	26 16 1	3,184	241 13 4	302 15 10	118 4 7	421 0 5
Tenengerding ...	2,998	254 5 1	237	31 10 6	3,235	285 15 7	300 0 0	70 15 1	370 15 1
Copperfield ...	2,381	270 14 0	83	9 14 8	2,464	280 8 8	160 19 6	199 13 3	360 12 9
Highfields ...	56	3 5 4	5,208	266 2 9	5,264	269 8 1	100 0 0	18 17 5	118 17 5
Gladstone ...	2,547	230 18 6	420	48 8 6	2,967	269 7 0	345 0 0	170 14 3	515 14 3
Tambo ...	1,049	109 18 4	121	14 1 10	1,170	124 0 2	100 0 0	113 4 5	213 4 5
Springsure ...	1,931	186 16 11	262	27 7 2	2,193	214 4 1	233 2 11	162 10 9	395 13 8
Oxley West ...	98	6 4 5	430	29 3 11	528	35 8 4	30 0 0	4 10 6	34 10 6
Norronton ...	805	103 16 1	347	73 6 11	1,152	177 3 0	450 0 0	188 9 1	638 9 1
Charleville ...	391	36 2 8	34	5 0 2	425	41 2 10	114 15 8	62 10 4	177 6 0
Westwood ...	1,198	81 11 7	450	51 8 8	1,648	133 0 3	150 0 0	191 11 8	341 11 6
Goondwindi ...	1,149	101 5 5	235	31 4 10	1,384	132 10 3	175 0 0	106 15 7	281 16 7
Mitchell Downs	320	29 7 0	35	3 13 6	355	33 0 6	50 0 0	53 12 6	103 12 6
Surat ...	124	9 4 6	15	1 9 6	139	10 14 0	37 10 0	19 17 2	57 7 2
Cape Moreton	27	2 1 3	1,478	116 7 4	1,505	118 8 7	30 0 0	20 3 5	50 3 5
Gayndah ...	1,297	101 15 9	90	7 16 5	1,387	109 12 2	320 0 0	90 3 4	410 3 4
Goodna ...	592	35 14 7	1,015	72 5 6	1,607	108 0 1	119 13 4	39 3 1	158 16 5
Taroom ...	1,141	89 13 8	145	14 0 0	1,286	103 13 8	150 0 0	60 15 11	210 15 11
Rocky Creek	93	6 3 6	29	2 13 1	122	8 16 6	43 6 8	37 4 10	80 11 6
Condamine ...	1,070	79 3 11	129	11 11 8	1,199	90 15 7	150 0 0	138 1 11	288 1 11
Beenleigh ...	200	12 19 2	5	0 7 0	219	14 19 5	50 0 0	19 2 2	69 1 2
Yengarie ...	139	13 1 10	19	2 0 0	144	13 8 10	27 10 0	4 9 10	31 19 10
Leyburn ...	705	50 15 8	177	19 0 0	882	69 15 8	150 0 0	83 16 5	233 16 5
Burdekin ...	573	51 10 7	216	15 4 7	691	66 15 2	299 0 0	156 14 2	455 14 2
Gin Gin ...	703	62 16 10	216	2 7 8	729	65 4 6	320 0 0	56 0 1	376 0 1
Nebo ...	611	55 18 8	72	8 3 6	683	64 2 2	387 10 0	119 2 9	506 12 9
Allors ...	798	55 0 10	67	6 7 11	865	61 8 9	150 0 0	40 9 7	190 9 7
Junction Creek	418	42 2 8	102	19 2 7	520	61 5 3	180 0 0	224 10 11	404 10 11
Woody Island	97	9 8 2	387	50 13 10	484	60 2 0	57 10 0	33 1 2	90 11 2
Tiaro ...	505	31 17 1	99	10 7 10	604	42 4 11	125 0 0	146 2 2	271 2 2
Waterview ...	433	41 1 10	101	13 9 1	534	54 10 11	150 0 0	326 17 2	476 17 2
Sandgate ...	723	46 16 0	61	6 19 8	784	53 15 8	100 0 0	26 10 1	126 10 1
Marlborough ...	387	29 5 0	192	22 13 1	579	51 18 1	150 0 0	63 1 1	213 1 1
Brisbane Works			582	49 10 7	582	49 10 7	58 6 8	11 10 5	69 17 1
South Passage ...	58	3 16 7	756	44 0 1	814	47 16 8	30 0 0	35 15 6	65 15 6
Pilot Station ...	240	20 5 8	292	21 10 1	532	41 15 9	73 6 8	20 3 5	93 10 1
Keppel Bay ...	255	24 17 9	199	16 2 9	454	41 0 6	30 0 0	282 4 5	312 4 5
Cabulure ...	498	30 15 7	49	6 12 10	547	37 8 5	150 0 0	157 1 6	307 1 6
Cleveland ...	510	34 5 0	28	2 12 1	538	36 17 1	80 0 0	100 0 1	180 0 1
Yasamba ...	199	13 6 8	19	2 10 11	218	15 17 7	75 0 0	60 1 1	135 0 1
Banana ...	351	25 17 3	52	4 17 3	403	30 14 6	150 0 0	153 1 2	303 1 2
Cashmere ...	122	8 18 8	176	21 12 0	298	30 10 8	180 0 0	41 0 7	590 1 7
Hawkwood ...	314	27 6 1	3	0 6 2	317	27 12 3	300 0 0	271 2 10	571 2 10
Inglewood ...	326	24 6 3	37	3 0 1	363	27 6 4	150 0 0	74 3 11	224 3 11
Lytton ...	52	3 8 5	325	23 15 11	377	27 4 4	120 0 0	70 17 3	190 17 3
Drayton ...	262	21 3 5	30	3 6 8	292	24 10 1	40 0 0	16 2 1	56 2 1
Maroochie ...	318	20 10 3	82	3 3 3	350	23 13 6	150 0 0	95 13 4	245 13 4
Kimberley ...	110	9 16 9	69	13 7 8	179	23 4 5	179 11 8	353 3 1	532 14 9
Carried forward	224,963	21,195 8 1	84,829	7,017 16 10	309,798	28,213 4 11	21,211 11 11	10,272 3 10	31,593 15 9

Table II.—continued.

RETURN showing TOTAL AMOUNT OF COLLECTIONS, NUMBER OF MESSAGES TRANSMITTED, &c., at the various TELEGRAPH STATIONS—continued.

STATIONS	RECEIPTS.						EXPENDITURE.												
	CASH.			VALUE O.M.S.			TOTAL.												
	No. of Messages.	Amount.		No. of Messages.	Amount.		No. of Messages.	Amount.		Amount.	Contingencies.	Total.							
Brought forward ...	224,969	£ 21,195	s. 8	d. 1	84,829	£ 7,017	s. 16	d. 10	309,798	£ 28,213	s. 4	d. 11	21,321	£ 10,272	s. 3	d. 10	31,563	£ 15	s. 9
Dunwich ...	106	£ 7	s. 7	d. 1	150	£ 14	s. 19	d. 9	255	£ 22	s. 6	d. 10	30	£ 0	s. 0	d. 0	23	£ 15	s. 1
Bloomsbury ...	255	£ 18	s. 11	d. 3	22	£ 2	s. 8	d. 8	277	£ 20	s. 19	d. 11	150	£ 0	s. 0	d. 0	84	£ 2	s. 11
Dee River ...	181	£ 16	s. 11	d. 10	5	£ 0	s. 14	d. 10	186	£ 17	s. 6	d. 8	150	£ 0	s. 0	d. 0	183	£ 11	s. 3
Collaroy ...	41	£ 3	s. 7	d. 4	...	£ ...	s. ...	d. ...	41	£ 3	s. 7	d. 4	50	£ 0	s. 0	d. 0	20	£ 18	s. 3
Gilbert River ...	107	£ 9	s. 14	d. 6	25	£ 2	s. 18	d. 2	132	£ 12	s. 12	d. 8	180	£ 0	s. 0	d. 0	333	£ 14	s. 11
Camboon ...	156	£ 11	s. 16	d. 3	2	£ 0	s. 2	d. 0	158	£ 11	s. 18	d. 3	150	£ 0	s. 0	d. 0	305	£ 15	s. 3
Green Creek ...	99	£ 9	s. 17	d. 3	8	£ 0	s. 14	d. 8	107	£ 10	s. 11	d. 11	178	£ 15	s. 0	d. 0	369	£ 13	s. 1
Durah ...	62	£ 4	s. 6	d. 5	3	£ 0	s. 4	d. 11	65	£ 4	s. 10	d. 4	150	£ 0	s. 0	d. 0	85	£ 7	s. 1
Nerang Creek ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	12	£ 10	s. 0	d. 0	10	£ 8	s. 11
Miriam Vale ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	37	£ 10	s. 0	d. 0	43	£ 2	s. 6
Signal Station, Brisbane	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	156	£ 13	s. 4	d. 0	8	£ 2	s. 0
Tenterfield Repeat. Sta.	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	...	£ ...	s. ...	d. ...	705	£ 0	s. 0	d. 0	66	£ 1	s. 9
TOTALS ...	225,975	£ 21,276	s. 19	d. 0	85,044	£ 7,039	s. 19	d. 10	311,019	£ 28,316	s. 18	d. 10	23,272	£ 0	s. 3	d. 11	11,796	£ 16	s. 17

Table III.

RETURN showing AMOUNT EXPENDED in each MONTH during the Year 1874.

1874.	SALARIES.	CONTINGENCIES.									
		Incidental Expenses.	Maintenance and Repair of Lines.	Fuel, Light, and Water.	Travelling Expenses.	Forage.	Rent.	Allowances to Officers on Gulf Line, Extra cost of Provisions, &c.	Protection of Stations on Gulf line.	Total.	
January ...	£ 1,414	£ 214	£ 155	£ 5	£ 44	£ ...	£ 6	£ ...	£ 48	£ 474	
February ...	1,639	129	218	...	62	3	4	...	40	458	
March ...	1,650	153	244	29	33	450	139	57	40	1,147	
April ...	2,030	384	142	37	41	33	68	20	40	764	
May ...	2,037	187	328	4	135	...	3	3	62	726	
June ...	2,046	236	247	57	79	466	206	140	83	1,518	
July ...	2,065	231	193	53	48	20	13	18	56	635	
August ...	1,995	90	259	1	53	...	...	1	91	497	
September	1,970	730	295	63	95	490	224	154	72	2,125	
October ...	2,084	201	212	68	44	20	37	6	64	653	
November	2,121	202	367	3	41	9	13	6	56	700	
December	2,214	357	373	102	143	530	311	171	101	2,092	
TOTAL ...	23,272	3,121	3,038	423	824	2,025	1,023	580	755	11,796	

Table IV.

DEBIT AND CREDIT STATEMENT.

Dr.	£ s. d.	£ s. d.	1874.	£ s. d.	Cr.
To Total Expenditure—			By cash paid into the Treasury on account of Collections	21,276 19 0	
Salaries ...	23,272 0 3		By cash paid into the Treasury on account of International Business	119 7 6	
Contingencies ...	11,796 16 10	35,068 17 1	By value of Messages transmitted as on Her Majesty's Service	...	7,039 19 10
To Refundments to other Colonies, being proportion due to them for Intercolonial Business—			By Balance	...	8,665 12 1
New South Wales ...	1,644 10 0				
Victoria ...	236 11 8				
South Australia ...	35 5 4				
Tasmania ...	10 14 4				
Tasmania Cable Company	106 0 0				
		2,033 1 4			
		37,101 18 5			37,101 18 5

Table V.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT, during the Year 1874.

STATION.	Superintendent.	Assistant Superintendent.	Chief Clerk and Accountant.	Instrument Fitter.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairers in Charge.	Line Repairers.	Messengers.	Laborers.	Total.
Superintendent's Office	1		1	1				6				2	12
Brisbane Central Station					1		10	4		1	1		25
Ipswich					1		1			1	1		4
Toowoomba					1		1			1	1		4
Warwick					1					1	1		3
Leyburn									1				1
Inglewood									1				1
Goondiwindi									1				1
Stanthorpe					1					1			2
Tenterfield					1		4						5
Signal Station, Brisbane							2						2
Beenleigh					1								1
Nerang Creek									1				1
Lytton						1							1
Cleveland						1							1
Dunwich						1							1
South Passage						1							1
Pilot Station						1							1
Cape Moreton						1							1
Brisbane Works Office													1
Oxley West Railway Station						1							1
Goodna						1							1
Ipswich						1							1
Walloon						1							1
Grandchester						1							1
Laidley						1							1
Gatton						1							1
Helidon						1							1
Murphy's Creek						1							1
Highfields						1							1
Toowoomba						1							1
Drayton						1							1
Allora						1							1
Dalby					1					1	1		3
Condamine									1				1
Roma					1					1			2
Surat									1				1
St. George									1				1
Mitchell Downs									1				1
Charleville									1	1			2
Durah									1				1
Camboon									1				1
Banana									1				1
Dee River									1				1
Westwood						1							1
Sandgate						1							1
Cabulture									1				1
Maroochie									1				1
Gympie					1					1	1		3
Tiaro									1				1
Yengarie						1							1
Maryborough					1		2			1	1		5
Woody Island, N.						1							1
Woody Island, S.						1							1
Gayndah					1					1			2
Hawkwood					1					1			2
Taroom									1				1
Gin Gin					1					1			2
Bundsberg					1					1			2
Tenengering					1					1			2
Miriam Vale													0
Gladstone					1					1			2
Rockhampton					1		7	1		1	2		12
Keppel Bay						1							1
Rocky Creek						1							1
Yaamba									1				1
Marlborough									1				1
St. Lawrence					1					1			2
Collaroy									1				1
Nepo					1		1						3
Clermont					1					1			2
Copperfield									1		1		2
Springare									1	1			2
Tambo									1				1
Mackay					1					1			2
Bloomsbury									1				1
Bowen			1				2			1			4
Burdekin					1					1			2
Carried forward	1	1	1	1	23	27	30	11	24	24	19	2	164



Table V.—continued.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the TELEGRAPH DEPARTMENT—continued.

STATION.	Superintendent.	Assistant Superintendent.	Chief Clerk and Accountant.	Instrument Fitter.	Station Master.	Operators in Charge.	Operators.	Clerks.	Line Repairs in Charge.	Line Repairs.	Messengers.	Laborers.	Total.
Brought forward ... ..	1	1	1	1	23	27	30	11	24	24	19	2	164
Ravenswood ... ..									1	1			2
Millchester ... ..									1				1
Charters Towers ... ..						1							1
Townsville ... ..					1		1			1			3
Waterview ... ..									1			1	2
Cardwell ... ..					1					1			2
Cashmere ... ..									1			1	2
Junction Creek ... ..									1			1	2
Georgetown ... ..					1					1			2
Gilbert River ... ..									1				3
Creon Creek ... ..									1				3
Normanton ... ..					1					1			2
Kimberley ... ..									1			2	3
Supernumeraries ... ..							9						9
TOTALS ... ..	1	1	1	1	27	28	40	11	32	29	19	11	201

Table VI.

AMOUNT EXPENDED ON LOAN and SURPLUS REVENUE ACCOUNT for CONSTRUCTION OF LINES.

	£	s.	d.	£	s.	d.
Amount expended to December 31st, 1873 ... ..				195,435	12	1
<i>Expended during year 1874.</i>						
<b>SURPLUS REVENUE ...</b>						
Maryborough to Mount Perry ... ..	56	11	0			
Gin Gin to Bundaberg ... ..	356	18	9			
Gin Gin to Gladstone ... ..	685	8	10			
Brisbane, via Beenleigh, to Tweed River ... ..	870	16	4			
Brisbane to Toowoomba ... ..	820	13	4			
Brisbane to Maryborough ... ..	1,541	12	3			
Brisbane to Ipswich ... ..	1,017	1	3			
Bundaberg to Pilot Station, South Head ... ..	61	15	10			
Keppel Bay to Cape Capricorn ... ..	89	2	6			
Charleville to Tambo ... ..	79	6	0			
Ravenswood to Millchester and Charters Towers ... ..	697	2	7			
Survey, Junction Creek to Palmer, thence to Cooktown ... ..	474	17	2			
Burdekin to Ravenswood ... ..	91	0	8			
				0,842	6	6
<b>LOAN ...</b>						
Clermont to Springsure ... ..	106	9	0			
Warwick, via Leyburn, to Goondiwindi ... ..	354	15	0			
Cardwell to Gulf of Carpentaria ... ..	280	4	7			
Springsure to Tambo ... ..	3,488	15	2			
Roma to St. George ... ..	1,680	2	0			
Roma to Charleville ... ..	3,634	12	3			
Charleville to Cunnamulla ... ..	209	10	0			
Toowoomba to Dalby ... ..	825	16	9			
Waterview to Lower Herbert ... ..	36	2	1			
Palmer to Cooktown ... ..	140	6	5			
Second Wire, Rockhampton to Burdekin ... ..	9,835	14	11			
General Account ... ..	358	15	0			
				20,961	12	2
Total Expenditure to 31st December, 1874 ... ..				£223,239	10	9

Table VII.

TABLE showing PROGRESS of TELEGRAPH DEPARTMENT, Year by Year, from 1861 to 1874.

Year.	Miles of Line.	Miles of Wire.	No. of Stations.	No. of Officers.	Total No. of Messages transmitted.	Gross Receipts, Cash.		'O.H.M.S.' Business.		Approximate of Free Business, Shipping, &c.		Gross Expenditure.		Population.
						£	s. d.	£	s. d.	£	s. d.	£	s. d.	
1861	169½	169½	7	13	5,678	938	14 9	122	12 2	...	1,652	5 6	34,367	
1862	169½	169½	7	18	16,833	3,724	10 0	701	12 10	...	3,560	13 4	45,077	
1863	221	221	8	21	19,219	4,152	1 10	945	6 8	...	5,662	13 0	61,640	
1864	298	298	11	25	27,246	5,713	3 10	1,405	5 7	...	6,604	12 1	74,036	
1865	1,042	1,131½	25	52	47,697	10,343	9 5	3,039	2 5	...	12,226	14 11	87,775	
1866	1,476	1,565	33	66	55,610	11,120	4 3	4,158	10 5	...	14,001	1 1	96,172	
1867	1,663	1,752½	33	66	56,143	10,985	2 6	4,459	3 8	...	15,382	6 11	99,849	
1868	1,722	1,811½	35	69	59,632	11,256	7 1	5,791	0 2	...	15,601	9 5	107,427	
1869	2,039	2,182½	41	74	70,112	11,634	19 10	6,776	11 7	...	16,100	12 8	109,897	
1870	2,132	2,221½	43	78	81,483	11,774	16 8	5,424	6 6	9,000 0 0	17,121	9 9	115,567	
1871	2,525	2,614½	51	91	82,630	11,691	12 10	3,956	2 6	9,000 0 0	19,073	17 11	125,146	
1872	2,818	3,368	59	122	121,908	18,794	7 3	5,094	11 11	9,000 0 0	24,061	3 9	133,553	
1873	3,059½	3,609½	73	150	156,268	20,759	1 3	6,386	12 0	9,000 0 0	27,776	8 5	146,690	
1874	3,616½	4,891½	90	201	311,019	21,276	19 0	7,039	19 10	9,000 0 0	35,068	17 1	163,507	

Table VIII.

TABLE showing CONDITION of GOVERNMENT TELEGRAPHS in several of the EUROPEAN STATES and BRITISH INDIA, during 1872.

	No. of Miles of Line.	No. of Miles of Wire.	No. of Stations.	No. of Instruments in circuit.	No. of Officers employed.	No. of Messages transmitted.	Receipts in Dollars.	Expenditure in Dollars, exclusive of amount expended in construction of New Lines.	Population.	Average Number of Messages sent during the year, in proportion to the population
Germany ...	17,661	60,816	3,058	3,253	5,569	10,158,041	2,272,239	2,226,272	34,378,253	0660
Austria ...	11,995	31,510	1,672	1,285	2,750	4,796,127	1,429,735	1,397,594	20,394,498	0701
Belgium ...	2,853	10,947	800	910	1,580	3,198,074	336,914	354,894	5,113,680	0658
Denmark ...	1,529	3,988	169	207	408	608,317	129,387	116,355	1,784,741	0725
Spain ...	7,287	16,572	215	408	1,826	1,304,260	354,883	697,876	16,732,052	0218
France ...	29,481	79,690	3,463	4,147	5,260	8,052,403	2,531,747	2,539,000	36,102,921	0701
Great Britain ...	23,878	99,918	5,505	7,542	10,576	17,407,103	5,068,330	4,568,445	31,628,338	1608
British Indian ...	15,568	31,040	770	553	2,714	726,341	863,435	1,349,477	236,523,542	0086
Portugal ...	1,929	3,550	120	187	650	319,280	69,847	162,303	3,829,618	0182
Holland ...	2,039	6,992	282	345	914	2,631,089	257,961	375,186	3,637,279	0709
Russia ...	34,914	68,858	1,475	1,565	5,481	3,259,552	3,424,042	2,582,589	78,394,471	0436
Sweden ...	4,371	11,196	324	636	531	1,715,288	270,261	197,412	4,250,402	0635
Switzerland ...	3,429	7,837	761	955	1,134	2,171,858	318,284	291,428	2,670,345	1191
Italy ...	12,087	41,543	1,322	1,650	3,530	4,445,474	1,263,537	968,801	26,801,154	0430
Norway ...	4,012	6,247	148	252	582	604,696	198,846	175,957	1,763,000	1127

Price, 6d.]