

## QUEENSLAND.

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

Presented to both Houses of Parliament by Command.

## TO THE HONORABLE THE POSTMASTER-GENERAL.

Electric Telegraph Department,  
Superintendent's Office,  
19th May, 1876.

Sir,

I do myself the honor to place in your hands my customary Annual Report on the Telegraphic Service of Queensland.

At the beginning of 1875, the colony possessed 3,616 miles of line, 4,501 miles of wire, and 83 stations; at the commencement of the current year it possessed 3,869 miles of line, 5,339 miles of wire, and 112 stations in effective working order and daily operation; the establishment consisting of 239 officers and servants of all grades on the permanent staff, with from 20 to 24 supernumerary workmen employed on construction and maintenance duty. Further particulars on these heads will be found in detail in appendices.

Since the date of my last Report, the following

## EXTENSIONS OF LINES

have been completed.

*From Brisbane, via Beesleigh and Nerang, Coonabein, to the Boundary of New South Wales=97 miles.*

This line is built mostly of ironbark, and was finished on the 25th June, 1875, stations at Beesleigh and Nerang having been opened earlier, as previously notified. Serving as a duplicate inter-colonial route, it has already proved exceedingly useful during interruptions on the direct line to Sydney.

*Gympie to Toowoomba=92 miles.*

Constructed of ironbark and bloodwood, and completed 6th May last.

*Charleville to Toowoomba=122½ miles.*

Built entirely of cypress pine, and brought into use 26th August, 1875. The completion of this section furnishes another route via Charleville and Clermont to Nebo, a station on the main line 192 miles north of Rockhampton, and will be of extensive advantage in the despatch of northern business.

*Maryborough to Inskip Point=40½ miles.*

This branch is constructed of various, but the best descriptions of hardwood. It joins the Gympie line four miles south of Tiaro, and runs thence on the old poles to Maryborough. Finished 8th September last year; it is a great convenience in reporting vessels crossing Wide Bay Bar.

*Camassville to Rathfriland, New South Wales Border=70 miles.*

This line, built entirely of cypress pine, was completed on the 1st April, this year.

*Cooktown to Myrtleton=148½ miles.*

Built of the best description of hardwood, was completed and opened on 25th April last.

*Spanish to Toowoomba.*

A fifth wire has been added to this line. It is 68 miles in length, was placed in circuit 28th May, 1875, and suffices as a means of direct communication between Brisbane and the Western Stations.

*Brown to Waterloo, 60 miles south of Cardwell.*

An additional wire has also been stretched between these stations, for the purpose of relieving the overcrowded lines north of the former. Its length is 152 miles, and it was made available 25th March last.

## NEW STATIONS.

During the past year the following new Stations were opened on the date assigned against each respectively:—

Townsville ... ..	6th May, 1875.
Cape Capricorn ... ..	1st September, 1875.
Toowoong ... ..	11th October, 1875.
Sea Hill, Keppel Bay ... ..	1st November, 1875.
Inskip Point ... ..	20th November, 1875.
Nive Downs ... ..	22nd January, 1876.
Cooktown ... ..	25th April, 1876.
Maytown ... ..	26th April, 1876.
Palmerville ... ..	8th May, 1876.
Tate ... ..	14th May, 1876.
Walsh ... ..	8th May, 1876.
Fernvale ... ..	26th May, 1876.

## EXTENSIONS IN PROGRESS.

*Charleville to Caversham*—126 miles.

The timber work, which is entirely of cypress pine, is completed, and the line will probably be opened during June next.

*Spring to Nonyng*—89½ miles.

It is expected that this extension will also be completed and opened for business in all next month.

*Junction Creek (Gympsteria line) to Maytown—Palmer Diggings District.*

The estimated length to its union with the Cooktown line is 173 miles; and from thence the wire will be stretched for 19 miles on the Cooktown poles. 142 miles of the line is already completed, and in all probability the whole will be finished within, say, six weeks from the present date. In the meantime, however, it will be made available as far as practicable by running a horse-express over the unfinished portion—between the Walsh and Palmerville.

*Charleville Thuree to Dalrymple*—estimated length, 30 miles.

A contract for construction of this line, within three months, was entered into 18th March last.

*Trunk to Blackell*, estimated length—85 miles.

A contract to execute this work within six months from 5th April, has likewise been entered into.

## WORKING OF LINES.

The lines, both in the Northern and Southern Districts, have worked remarkably well throughout the year; few interruptions occurred, and the insulation still continues in a satisfactory condition.

Communication with Sydney direct, over a distance of about 700 miles, has lately been established by means of Wheatstone's automatic instruments, which work well in almost any kind of weather. If arrangements are made to regularly employ them, much time and labor will be saved, and Tenderfield as a repeating station may be dispensed with. The speed obtainable by these instruments is regulated by the distance traversed—that is to say, the less the distance the greater the speed, the average ranging from 20 to 120 words a minute. With the line in good working order, 60 words per minute could be transmitted between Brisbane and Sydney, whilst twenty words would be the average by the Moree.

Three sets were ordered from England in January last for use on the northern line, and so soon as they are established in use, I hope to work with Bowen, without repeating at Rockhampton.

The cables in Moreton Bay worked well during the year, with exception of the Cleveland-Dunwich section, wherein a defect in the insulation was noticed a few days back, which, however, I trust to remedy shortly. The Hervey's Bay line gave some little trouble, and the short section between Curtis Island and the main land must ere long be renewed.

Four maintenance parties were constantly employed during the year—two in the northern and two in the southern districts.

## SHIPPING AND METEOROLOGICAL REPORTS.

These have been regularly transmitted throughout the year. This free business is rapidly increasing, and on the lines chiefly in demand materially impedes legitimate traffic. The expediency of charging at reduced rates will be alluded to later on.

## RECEIPTS AND EXPENDITURE—1875.

Detailed statements are contained in the appendices.

The following summary exhibits the cash revenue, and revenue value of public service messages, together with the working expenses of the department in 1875.

REVENUE.		
Cash account, Local collections ... ..		435,885 9 2
Due .. International .. .. .		5 19 11
.. International ... .. .		102 17 6
Equal to Cash ... .. .		436,044 6 7
Value of Service Messages ... .. .		10,085 19 10
Total revenue from all sources ... ..		446,130 17 5

EXPENDITURE



I am not, however, prepared at this time to propose any alteration in the Queensland tariff of charges, with the exception of a slight modification in connection with shipping intelligence. This, as you are aware, is under existing departmental regulations forwarded free from all to all ports in the colony. Allowing sea-board stations to continue to furnish meteorological and shipping intelligence to their respective ports, I would suggest that the arrangement should otherwise be discontinued, and now that the charges are at their maximum merely nominal, shipowners, agents, and others interested wishing to obtain information respecting the weather, state of the sea, or arrivals or departures of vessels, should, at least, be required to pay Press rates. A scale so low for special information could hardly be considered oppressive, whilst the relief the charge would afford to the lines, encumbered as they are by an increasing free business of little interest to the general public, would be considerable.

#### COMMUNICATION WITH NEW ZEALAND.

A cable connecting Australia with New Zealand having been successfully laid, was open for business on 21st February last. Carried from Botany Bay, five miles south of Sydney, New South Wales, to Blind Bay, near Nelson, New Zealand, its total length is about 1,200 miles. The deep-sea portion weighs, say, 1½ tons per nautical mile, and the other types laid in shallow water, two, four, and twelve tons respectively. It was manufactured by the Telegraph Construction and Maintenance Company, of London, and is the property and worked by the Eastern Extension Australian and China Telegraph Company, with very perceptible and generally admitted benefit to intercolonial trade. The charges by this line from Queensland stations to any part of New Zealand are half a guinea for ten words, and one shilling for each additional word—address and signature counted as part of the message.

#### INTERNATIONAL COMMUNICATION.

Owing to some misunderstanding in London, the proposed cable between the terminus of our land line at Kimberley, on the shore of the Gulf of Carpentaria, and Singapore, has not been laid. This unsatisfactory and much-to-be-regretted result of the protracted negotiations alluded to in previous reports is entirely attributable to New Zealand having withdrawn from the agreement entered into by the Intercolonial Conference held at Sydney in 1878. However, Messrs. Siemens' agent, who was lately in Brisbane, is again endeavoring to revive the project, and is hopeful of ultimate success. The International line, via Port Darwin, Java, and British India, has not worked altogether satisfactorily during the last twelve months, by reason of serious faults in the ocean cables; indeed, direct communication with Europe has been subjected to interruptions for some time past by breaks in the Suez-Bombay and Peking-Madras sections, and is now entirely suspended by a defect between Port Darwin and Java.

These accidents, with the prospect of long continued interruptions, and, at best, a return to a precarious communication so long as it is contingent solely on existing means, has at length aroused public attention, both at home and throughout the adjoining colonies, as well as an anxious desire for a second and independent line. That our land lines are peculiarly available, I have endeavored year by year since 1865 to point out; that a duplicate is now urgently required there can be no doubt, any more than that the cordial co-operation of New Zealand and all the Australian Colonies is indispensable to its provisions.

In connection with international communication of a more distant date, I would here refer to the mission of the U. S. war-ship "Tuscarora," which arrived in Moreton Bay 16th February last, after a successful marine survey for the projected cable between San Francisco and Brisbane, mentioned in my report of 1873. The line of soundings was taken from San Francisco, via Honolulu, Enderby Island in the Phoenix Group, Yasawa, Fiji, and South of New Caledonia, to the proposed Brisbane terminus. Commander Miller informed me the route was most suitable, and kindly allowed me to inspect a carefully executed diagram of the ocean bed throughout the line of soundings, which exhibited most promising evidence in favor of the object in view. Between Honolulu and Cape Moreton, 167 casts were made, the deepest attaining to 3,448 fathoms.

In conclusion, it only remains for me to advert to another project, namely, the proposal to unite the Cape of Good Hope with the telegraphic systems of the world, by means of a cable from Aden, via Mauritius, to Port Natal, and thence by land line to Grahamstown, the eastern terminus of the Cape Colony telegraphs. I need not, perhaps, enter further into detail, but am led to allude to the design in the belief that, when carried out, it is likely to affect Australian interests advantageously.

I have, &c.,

W. J. CRACKNELL, M.S.T.E.,

Superintendent of Electric Telegraphs.

## APPENDICES.

## ELECTRIC TELEGRAPH DEPARTMENT.

Table No. 1.

RETURN of MILES of LINE, MILES of WIRE, NUMBER of STATIONS, NUMBER of OFFICERS, NUMBER of MESSAGES TRANSMITTED, and REVENUE and EXPENDITURE in each Month during the Year 1875.

Months.	No. of Miles of Line.	No. of Miles of Wire.	No. of Stations.	No. of Officers, not including Construction or Miscellaneous Parties.	REVENUE.								EXPENDITURE.				
					PAID MESSAGES.		U.S.M. MESSAGES.		INTERNATIONAL MESSAGES.		TOTAL.		Rebates to other Colonies, being proportion due to them for International Traffic.	Salaries.	Contingents.	Total Expenditure.	
					No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.					
1875.						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
January ...	2,966	5,229	113	239	21,116	1,522 0 7	8,274	708 11 0	24	6 15 0	29,514	2,649 6 7	...	2,071 18 6	229 12 7	2,311 11 3	
February ...					18,254	1,673 0 10	7,927	712 9 4	27	7 17 6	26,208	2,223 7 8	...	2,223 15 5	648 19 11	2,872 15 4	
March ...					22,522	2,141 5 0	8,222	842 5 9	25	8 0 0	31,529	2,569 10 9	505 1 5	2,274 18 6	1,104 4 10	3,384 2 9	
April ...					24,026	2,183 2 6	10,222	845 0 7	22	11 15 0	34,747	3,029 13 1	...	2,524 2 10	1,747 1 6	4,243 5 4	
May ...					23,570	2,149 12 10	10,221	774 17 10	25	8 12 6	34,106	2,963 3 2	...	2,270 18 4	708 0 11	2,978 19 3	
June ...					25,317	2,229 8 3	11,029	923 18 3	27	11 17 6	36,223	3,223 4 0	623 12 3	2,628 9 10	2,628 17 0	5,257 19 1	
July ...					25,227	2,245 4 9	10,222	829 16 11	20	6 0 0	35,729	3,022 1 8	...	2,529 17 10	624 14 11	3,154 12 9	
August ...					23,020	2,227 8 2	10,024	728 12 11	24	8 15 0	32,108	3,124 16 7	...	2,425 0 10	676 19 7	3,144 11 2	
September ...					22,426	2,278 0 10	10,221	854 6 2	25	10 12 6	32,922	3,142 19 6	527 12 7	2,422 11 3	1,801 0 2	4,223 5 0	
October ...					24,026	2,216 6 7	11,222	929 9 5	17	4 12 6	35,227	3,120 8 6	...	2,522 9 11	800 13 1	3,322 8 0	
November ...					24,206	2,127 11 3	11,244	922 0 7	22	9 0 0	35,172	3,122 14 10	...	2,427 8 2	622 19 7	3,121 7 10	
December ...					24,224	2,120 4 1	11,227	912 2 1	24	9 0 0	35,272	3,122 6 2	522 5 6	2,525 1 4	1,761 19 10	4,221 17 6	
TOTAL ...	...	...	...	...	284,226	25,225 9 2	122,222	10,225 10 10	312	102 17 6	402,000	36,222 17 6	2,222 12 9	22,722 12 0	12,221 5 11	44,222 10 8	

REMARKS.—Total Expenditure in Excess of Total Revenue, £2,425 12s. 9d., not including Interest on Amount expended in Construction.

Received from Australian Colonies, 22,722 Messages; value, £2,222 10s. 11d.

Total Amount received in Queensland for International Messages, £2,222 2s. 9d.

Savings Bank Business sent free, 2,222 Messages; value, £222 10d.

Approximate value of Shipping and Meteorological Messages sent free, £2,000 per annum.

Amount expended to 31st December, 1875, in Construction of Lines and Stations, £220,274 2s. 6d.

Table II.

Receipts showing Total Amount of Commissions, Fines and Penalties, Transfers, and Amarty Expenses in Salaries and Commissions, at the various Tennessee Stations, during the Year 1909.

STATION.	RECEIPTS.						EXPENDITURE.					
	CASH.		PAID BY BANK.		TOTAL.		SALARIES.		COMMISSIONS.		TOTAL.	
	No. of Messages.	AMOUNT.	No. of Messages.	AMOUNT.	No. of Messages.	AMOUNT.	£	c.	£	c.	£	c.
Chief Office ...												
Bridges ...	25,437	7,540 12 2	11,565	1,285 7 4	78,508	8,625 19 7	2,605	10 8	700	0 0	4,885	0 1
Bookkeeping ...	25,087	5,121 17 2	5,655	874 34 3	28,988	2,228 11 8	1,444	10 8	478	4 2	2,118	1 2
Telephone ...	10,384	1,587 19 2	1,259	848 19 10	21,123	3,771 10 8	470	2 4	220	4 10	700	8 2
Maryborough ...	10,874	1,780 9 8	1,875	178 3 8	21,121	1,938 11 8	654	10 11	262	7 7	1,619	8 6
Tennessee ...	12,650	945 1 1	1,875	181 77 7	14,231	1,937 10 8	614	0 3	214	5 7	828	5 10
Madison ...	5,001	824 13 2	813	112 39 3	8,844	848 11 8	379	12 4	50	12 4	470	0 10
Knox ...	5,000	428 3 4	1,738	228 15 10	5,612	700 10 2	608	10 10	117	4 2	800	10 7
Tennessee Railway Station	1,701	80 4 10	5,873	500 39 4	5,968	671 2 4	771	10 4	29	21 0	100	4 4
Spanish Railway Station	600	30 1 0	5,464	628 32 7	7,064	628 10 1	350	0 0	18 0 0		148	0 0
Oxygic ...	7,301	540 0 0	509	83 5 11	7,794	608 11 0	302	0 0	122	9 8	614	0 9
Galley ...	7,374	528 0 0	508	87 8 4	8,170	528 0 0	372	0 0	228	10 8	600	10 8
Warwick ...	6,948	818 12 0	707	78 8 8	7,655	600 0 7	423	0 0	98	9 12	501	0 11
Spanish ...	7,811	811 8 8	789	99 33 4	8,234	821 1 9	608	10 9	68	14 12	677	14 8
Clinton Towers	5,883	840 0 7	104	14 13 7	6,118	844 14 3	777	0 0	76	1 8	853	0 0
Evans ...	5,546	421 10 0	770	78 7 8	6,216	628 4 12	518	0 8	540	0 8	858	10 1
Millington ...	4,878	400 9 0	478	50 12 0	5,356	628 4 0	318	13 4	94	2 10	332	10 8
Stanhope ...	5,610	462 18 2	215	20 3 0	5,825	482 1 0	380	13 0	184	15 4	468	8 0
Clanton ...	4,347	450 0 0	347	58 30 8	4,694	461 30 0	380	0 0	412	18 17	732	18 11
Greeneville ...	5,207	322 12 0	851	93 4 2	5,858	464 30 11	342	18 8	395	1 8	670	18 0
Franklin ...	536	40 12 10	5,308	877 2 8	5,744	417 10 0	114	0 0	17	0 0	12	0 0
Laidley ...	330	30 18 1	5,006	379 0 0	5,336	390 35 9	120	0 0	17	7 8	137	7 8
Knoxville ...	4,070	595 15 8	809	30 0 0	4,263	397 1 8	221	18 4	83	19 1	315	17 5
Murphy's Creek	242	11 10 0	5,027	302 1 10	5,269	394 35 4	114	0 0	17	4 0	131	4 0
Gatton ...	610	39 0 1	5,241	228 14 4	5,861	378 39 3	118	18 0	25	18 0	143	18 2
Walton ...	212	12 9 7	5,878	380 4 10	6,090	372 34 4	105	0 0	24	16 0	129	16 0
Hickman ...	653	38 8 4	4,822	268 30 8	5,475	348 38 2	100	0 0	10	11 0	110	11 0
Cardwell ...	2,822	258 18 2	864	80 22 5	3,518	242 5 1	150	0 0	438	11 7	628	11 7
Thom ...	5,158	318 9 7	253	28 10 2	5,398	348 5 1	150	0 0	140	10 2	290	10 2
Hamblin ...	5,809	370 7 8	548	51 1 8	4,448	341 0 11	300	9 8	181	10 2	440	1 10
Goodwin ...	478	80 4 0	4,718	598 15 2	5,196	318 10 0	120	0 0	18	16 8	138	16 8
St. George ...	5,857	378 12 11	801	37 0 0	5,158	311 1 0	302	8 8	137	10 10	361	2 0
Springdale ...	5,882	590 1 4	772	41 14 12	5,800	300 10 0	256	0 0	187	10 7	357	10 7
Clinton ...	421	80 10 0	5,408	217 0 1	5,829	347 10 0	320	0 0	14	1 11	134	2 11
St. Lawrence ...	2,822	342 0 0	504	50 19 4	2,926	300 10 1	190	0 0	104	10 8	494	10 8
Copperfield ...	2,801	591 18 8	87	11 5 10	2,948	390 4 1	184	14 10	100	18 2	281	18 1
Osley ...	224	20 3 4	2,971	261 10 2	3,265	291 37 8	180	0 0	27	4 11	157	4 11
Govier Junction ...	71	4 10 1	2,868	221 8 12	3,000	220 10 0	180	0 0	14	0 11	134	0 11
Chapman ...	687	28 8 11	2,222	202 7 8	2,909	222 10 0	180	0 0	15	18 8	119	18 8
Independence ...	30	1 10 10	1,200	81 30 3	1,268	80 10 0	80	7 0	12	0 0	37	0 0
Madison ...	2,076	280 0 0	400	40 10 1	2,376	240 10 1	240	0 0	160	10 11	400	0 11
Highgate ...	81	0 1 2	4,452	292 0 0	4,537	290 1 0	180	0 0	17	4 0	137	4 0
Adrian Railway Station	88	0 2 0	2,888	188 0 0	2,977	180 8 8	80	8 8	18	10 11	107	7 7
Charlottesville ...	1,748	180 17 11	178	33 39 0	1,886	397 35 11	266	12 4	100	15 4	420	0 8
Normans ...	1,701	140 11 10	244	35 15 4	1,938	390 7 8	260	0 0	180	10 7	340	0 8
Jackson ...	478	30 4 0	1,892	181 12 8	2,452	184 17 8	180	0 0	17	4 11	137	5 11
Harbort Creek ...	1,686	114 4 2	707	80 17 2	2,422	182 2 4	180	10 0	22	0 0	144	10 0
Tombauger ...	2,177	187 12 2	122	10 10 7	2,330	178 2 10	161	18 4	72	10 0	234	9 10
Osley Creek ...	221	28 0 0	1,818	122 0 0	2,220	148 5 0	180	0 0	14	10 11	134	10 11
Osley Railway Station	220	18 4 2	1,886	128 5 8	1,970	146 9 10	180	0 0	21	14 11	131	14 11
Warren Railway Station	30	0 4 4	2,022	187 15 8	2,052	148 0 0	80	8 0	15	3 2	95	9 10
Goodwin ...	1,689	125 10 0	180	20 17 8	1,858	148 13 7	176	0 0	118	16 0	290	16 0
Hickman River ...	1,195	108 4 11	201	88 5 0	1,406	124 10 4	180	0 0	84	0 0	124	0 0
Midland Downs ...	1,444	117 0 0	147	10 8 0	1,591	138 14 10	127	10 0	107	4 4	234	14 0
Sum ...	1,039	100 18 0	180	18 13 7	1,288	185 8 10	150	0 0	118	18 2	260	18 2
Cape Minton ...	21	0 1 7	1,027	133 0 7	1,048	137 8 8	85	0 0	77	0 0	82	0 0
Bridges Works Office	1,847	109 17 4	180	11 4 8	1,410	131 4 0	94	0 0	68	1 0	78	1 0
Bridges Works Office			1,200	111 13 3	1,200	111 13 3						
Goodhigh ...	1,420	68 16 3	181	13 10 2	1,550	133 7 8	180	17 2	124	17 1	300	14 3
His Old ...	1,060	100 18 0	80	8 3 0	1,070	100 18 7	80	0 0	87	0 0	307	0 0
Westmore ...	1,160	88 14 4	380	18 13 0	1,424	100 8 2	180	0 0	323	8 3	503	8 3
Tamson ...	1,000	60 0 0	126	10 5 7	1,170	60 8 2	180	0 0	121	0 0	301	0 0
Tennessee ...	1,085	68 16 0	126	11 8 0	1,201	60 8 2	180	0 0	71	0 1	251	0 1
Bridges Railway Station	589	60 10 2	81	9 11 0	670	60 11 2	180	0 0	61	2 2	181	2 2
Station	64	4 0 0	340	19 1 0	394	64 4 10	80	0 0	5 0 0		20 0 0	
Rayburn ...	800	69 18 3	187	14 12 2	1,008	74 14 0	180	0 0	87	9 4	237	9 4
Tombauger ...	859	59 17 8	80	3 1 0	974	75 18 0	130	0 0	80	8 0	149	8 0
Hickman ...	843	59 1 1	75	7 18 2	918	75 18 4	130	0 0	67	18 4	202	18 0
Adrian ...	789	55 13 10	187	15 13 0	880	65 7 2	130	18 4	40	18 0	180	11 10
Nova ...	607	55 11 0	187	14 6 11	724	67 16 0	130	0 0	617	17 3	846	12 11
Highgate ...	607	55 11 1	80	8 8 1	680	62 19 0	130	0 0	80	0 0	180	0 0
Jackson Creek	568	54 6 1	67	8 11 7	630	62 19 0	130	0 0	120	8 10	250	8 10
Carried Forward...	278,813	21,208 7 8	122,210	2,734 18 0	397,088	55,020 5 0	22,480 9 10	2,722 12 4	32,000 12 1			



Table IV.

## DEBIT AND CREDIT STATEMENT.

Dr.									Cr.
1876.					1876.				
To Total Expenditure—		£ s. d.	£ s. d.		By cash paid into the Treasury on account of Collections...	25,826	9	2	
Salaries ... ..	20,770	12	0		By cash paid into the Treasury on account of International Business ... ..	102	17	6	25,928
Contingencies ... ..	12,021	8	11	42,404	17	11		10,086	
					By value of Messages sent as "On Her Majesty's Service" ... ..				10
To Refundments to other Colonies, being proportions due to them for Inter-colonial Business—					By amount refunded by other Colonies, being proportions due to them for Inter-colonial Business—				
New South Wales ...	1,855	7	8		South Australia ... ..				5
Victoria ... ..	244	8	4		By Balance ... ..				3,822
South Australia ... ..	22	0	0	2,554	12	8			44,026
Tasmania ... ..	12	0	10						10
Tasmania Cable Company	100	8	0	44,026	10	7			

Table V.

Statement showing the Stations and Distances of the STAFF of the ELECTRIC TELEGRAPH DEPARTMENT, during the Year 1876.

Station.	Superintendent.	Assistant Superintendant.	Chief Clerk and Accountant.	Substation Males.	Station Masters.	Operators in Charge.	Operators.	Clarks.	Line Inspectors in Charge.	Line Inspectors.	Messengers.	Labourers.	Total.
Superintendent's Office ... ..	1	1	1	1	..	..	..	7	..	..	..	..	12
Brisbane Central Station ... ..	..	..	..	..	1	..	12	4	..	1	..	..	20
Brisbane Receiving Branch, G.P.O.	..	..	..	..	..	..	..	1	..	..	..	..	..
Ipswich ... ..	..	..	..	..	1	..	1	..	..	1	..	..	3
Toowoomba ... ..	..	..	..	..	1	..	1	..	..	1	..	..	4
Warwick ... ..	..	..	..	..	1	..	..	..	..	1	..	..	2
Laydon ... ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Inglewood ... ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Woodward ... ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stanthorpe ... ..	..	..	..	..	1	..	..	..	..	1	..	..	2
Toosterfield ... ..	..	..	..	..	1	..	..	..	..	..	..	..	2
Signal Station, Brisbane	..	..	..	..	..	..	2	..	..	..	..	..	2
Brandsburg ... ..	..	..	..	..	1	..	..	..	..	..	..	..	2
Wongah Creek ... ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lytton ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Cleveland ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Dunwich ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
South Passage ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Palmer ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Cape Maitland ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Brisbane Works Office	..	..	..	..	..	..	..	..	..	..	..	..	..
Brisbane Railway Station	..	..	..	..	..	1	..	..	..	..	..	..	1
Toowoong ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Indooncoply ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Osley ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Goodna ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Ipswich ... ..	..	..	..	..	..	1	1	..	..	..	..	..	2
Wallace ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Grandchester ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Laidley ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Swinton ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Holliston ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Murphy's Creek ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Highfields ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Toowoomba ... ..	..	..	..	..	..	1	1	..	..	..	..	..	2
Queens Junction Railway Station	..	..	..	..	..	1	..	..	..	..	..	..	1
Osley Creek ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Jandayan ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Dulky ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Drumton ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Chambays ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Gilbon ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Allen ... ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Carried forward ... ..	1	1	1	1	7	22	22	11	4	4	12	4	102



Table V.—continued.

Returns showing the Structure and Distribution of the Staff of the Tennessee Department—continued.

Station	Superintendent	Assistant Inspector-in-Chief	Chief Clerk and Accountant	Inspection Team	Station Master	Inspectors in Charge	Operators	Cooks	Line Foremen in Charge	Line Foremen	Messengers	Laborers	Total
Brought forward	1	2	4	1	7	20	23	13	4	4	15	4	103
Alton						1							1
Warwick						1							1
Delby						1							1
Condolman													1
Keokuk													1
Keokuk													1
Keokuk													1
St. George													1
Mineral Downs													1
Charlevoix													1
Nive													1
Tambo													1
Springvale													1
Copperfield													1
Clarendon													1
Fourch													1
Camden													1
Keokuk													1
Doan River													1
Westwood													1
Hickory Creek													1
Scenic													1
Calhoun													1
Marionville													1
Gwynn													1
Townsend													1
Town													1
Younger													1
Maryborough													1
Woody Island, N.													1
Woody Island, S.													1
Taylor Point													1
Keokuk													1
Hickwood													1
Town													1
Old On													1
Hamberg													1
Daniel Meach													1
Younger													1
Miriam Vale													1
Clatsop													1
Rockhampton													1
Sea Hill													1
Koppel Bay													1
Cape Codrington													1
Yale													1
Marlborough													1
St. Lawrence													1
Collary													1
Keokuk													1
Markey													1
Blountsburg													1
Keokuk													1
Barkley													1
Raywood													1
Milchester													1
Charles Town													1
Townsville													1
Waterloo													1
Robert River													1
Carroll													1
Cashmere													1
Justice Creek													1
Georgetown													1
Oliver River													1
Green Creek													1
Norman													1
Kimberly													1
Tate													1
Lewis													1
Colleton													1
Following Operator Supervisors							2						2
Supervisors							2						2
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>40</b>	<b>45</b>	<b>14</b>	<b>27</b>	<b>20</b>	<b>20</b>	<b>12</b>	<b>209</b>

Table VI.

Amount Expended on Loans and Sources Revenue Account for Construction of Lines.

		£ s d			£ s d		
Amount expended to 31st December, 1874		...			20,332 11 9		
		Expended during year 1875.					
LOAN	New Line within Railway fences, Brisbane to Ipswich	...	...	...	11	8	0
	Pilot Station, Koppal Bay, to Cape Capricorn	...	...	...	120	13	7
	Warwick, via Leyburn, to Goodenough	...	...	...	35	11	1
	Cardwell to Gulf of Carpentaria	...	...	...	84	19	0
	Ross to St. George	...	...	...	2,229	8	1
	Ross to Charleville	...	...	...	419	2	9
	Charleville to Concessville	...	...	...	514	1	3
	Concessville to Bathurst's	...	...	...	1,254	5	11
	Gympie to Toowoomba	...	...	...	1,630	3	7
	Maryborough to Taddy Point	...	...	...	5,037	5	10
	Mackay to Flag-top Island	...	...	...	1,513	11	4
	Waterloo to Lower Harbour	...	...	...	1,534	0	8
	Junction Creek to the Palmer River	...	...	...	4,580	12	4
	The Palmer River to Cooktown	...	...	...	4,411	5	11
	Special Wire, Northampton to Bardsley	...	...	...	178	12	1
	General Account	...	...	...	2,229	17	5
	Koppal Bay to Quarantine Station	...	...	...	104	5	0
	Town to Waterloo	...	...	...	300	0	0
	Taddy to Rockall	...	...	...	03	8	0
	Normanton Repairs	...	...	...	31	17	0
Ipswich to Mananga	...	...	...	300	18	9	
					<hr/>		
					22,322 8 9		
SOURCE REVENUE	Old Gin to Gladstone	...	...	...	80	0	0
	Brisbane, via Boulton, to Tweed River	...	...	...	2,224	12	4
	Additional Wire, Brisbane to Toowoomba	...	...	...	800	3	4
	Brisbane, via Gympie, to Maryborough	...	...	...	1,630	5	0
	New Line within Railway fences, Brisbane to Ipswich	...	...	...	222	18	9
	Wendyburg to Pilot Station, South Head	...	...	...	306	4	3
	Pilot Station, Koppal Bay, to Cape Capricorn	...	...	...	700	17	4
	Charleville to Taddy	...	...	...	5,289	17	10
	Barrowwood to Mitchell	...	...	...	2,302	16	1
						<hr/>	
					12,631 8 9		
Total Expenditure to 31st December, 1875		...			<hr/>		
					22,322 8 9		