

1877.

QUEENSLAND.

REPORT FROM THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS
ON THE WORKING OF HIS DEPARTMENT DURING THE YEAR 1876.

Presented to both Houses of Parliament by Command.

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 23rd April, 1877.

SIR,

I have the honor to submit for your information the following Report on the progress, working, and financial condition of my Department to the end of 1876:—

EXTENSION OF LINES.

Since the date of my last Annual Report (19th March, 1876) the following extensions have been completed, namely:—

- From Charleville to Cunnamulla
- „ Ipswich to Nanango
- „ Junction Creek to Palmerville
- „ Charters Towers to Dalrymple
- „ Tambo to Blackall
- „ Woody Island line to Dundathu, and
- „ Mackay to Flat-top Island.

In all 486 miles. The form annexed (Appendix Table No. 1) contains the dates on which the several lines were commenced and completed, their length, cost per mile, and the dates whereon the several stations were opened.

EXTENSIONS IN PROGRESS.

1. Ipswich to Fassifern; estimated length, 30 miles. A tender was accepted for constructing this line on the 28th of February last; and the work is to be completed and handed over to the Government within 4 months of notification of acceptance of the tender.
2. Highfields Railway Station to Crow's Nest; estimated length, 17 miles. A contract was taken for this work on 28th February last; and it is to be completed by the 28th of May next.
3. From a point on the Junction Creek, Palmer line, to Thornborough; estimated length, 85 miles. A tender was accepted for erecting this line on the 29th of March last; the work to be completed within 10 months from notification of the tender being accepted.
4. From St. George to Curriwillinghi; estimated length, 100 miles. A tender was accepted for constructing this line on the 19th instant; the work to be completed within 8 months from notification of the tender being accepted.
5. Second wire from Maryborough, *via* Gin Gin and Gladstone, to Rockhampton; distance, 266 miles. A tender was accepted for this work on the 19th instant; the contract to be completed by the 19th August next.
6. From Dalby, following the Roma Railway to Cooranga and Charley's Creek; estimated distance, 50 miles. A contract will be entered into for this work during the month; the line to be completed within 6 months from notification of the tender being accepted.
7. Carriage and erection of iron poles between the ninety-three-mile peg from Normanton and the Einasleigh River (Carpentaria line), distance 123 miles. A tender was accepted for this work on the 14th January last, the contract to be completed within ten months from notification of the tender being accepted.
8. Tenders are now invited for the construction of a line from Gladstone to Bustard Head. This work will consist of 25 miles of additional wire on the existing poles, and 25 miles of new line. Tenders will be received until the 30th instant, and six months will be allowed to complete the contract.

EXTENSIONS SANCTIONED.

- Blackall to Aramac
- Dalrymple to Junction Creek
- Burdekin to Cape Bowling Green

EXTENSION PROPOSED.

- Thornborough to Cairns.

We have now 4,708 miles of line, 6,156 miles of wire, and 120 stations in daily operation. The establishment comprises 265 officers of various grades on the permanent staff, besides 40 overseers and workmen employed on construction and maintenance duty. Detailed information of the foregoing will be found in the tables appended.

EXTENT of LINES, NUMBER of STATIONS and the POPULATION in this and the NEIGHBORING COLONIES.

Name of Colony.	Number of Stations.	Number of Miles of Lines.	Number of Miles of Wire.	Population, end of 1875.	Number of inhabitants to each mile of line.
Queensland	120	4 708	6,156	181,288	38
New South Wales	166	...	8,405	606,652	about 121
Victoria	180	2,743	4,745	823,272	300
South Australia	111	3,751	4,586	210,442	56
New Zealand	142	3,154	7,247	375,856	119
Tasmania	53	...	750	103,663	about 140
Western Australia	20	*900	...	26,709	29

* Also 800 miles in course of erection.

By this table, it will be seen that Western Australia and Queensland have more miles of telegraph line, in proportion to population, than any of the colonies; and, in fact, any country in the world. Queensland possesses nearly 1,000 miles more line than any of the adjoining colonies, New South Wales excepted. I am unable to ascertain the actual mileage of lines in New South Wales, but it can be little, if any more than in Queensland.

Owing to the largely increased size of the Department, and the business resulting therefrom, I have for some time past been almost constantly confined to the office; and in order that I may be enabled to devote more time to my outside duties, I would suggest that the Northern Assistant be transferred to Brisbane, and that his place be supplied by a General Inspector.

WORKING OF LINES.

The lines throughout the colony have worked well during the year; but few interruptions occurred, and the insulation continues in a satisfactory condition. However, three times within the last two months, the line near Cooktown was injured by the blacks; on one occasion they took away 200 yards of wire, and as the wet season prevailed, some difficulty was experienced in effecting repairs.

As the induced automatic current affected some of the Morse lines in New South Wales, the working of Wheatstone's instruments between Brisbane and Sydney was discontinued in August last; otherwise, the experiment proved successful, and on arrival of repeaters from England, these instruments will again be employed. In alluding to the automatic system, a writer in last December's "Telegraphic Journal" says:—"Where speed, accuracy, and economy are needed the automatic system is a necessity of the age, and is as certain to supersede the old form of apparatus as a race-horse has superseded a donkey in running for the Derby."

I have just introduced two sets of Preece's single-wire railway block-signalling instruments. They work well, and I think sufficient should be imported for general use on the Northern and Southern Railways. These instruments consist of a semaphore as the block signal, switch, bell and bell key; they are expressly intended for signalling trains, and cannot be employed for other purposes.

The cables in Moreton and Hervey's Bays have given no trouble during the year, and the insulation continues perfect. The short cable between the mainland and Curtis Island has lately been renewed. In March last a new cable two miles in length was successfully laid between the mainland, near Mackay, and Flat-top Island; the insulation is satisfactory, and it works remarkably well.

Four maintenance and repairing parties were employed during part of the year, two in the Northern and two in the Southern district. Two American wagons, properly equipped, and ordered expressly for light repairing parties, will soon be completed; they are intended for the Western districts, and when in use will effect a great saving, as we are now paying from three to six pounds each for poles on the Western lines.

I have much pleasure in observing that the new Central Station is at length commenced. It will, as you are aware, adjoin the General Post Office in Queen street, and, when finished, will afford ample accommodation for the Departmental business in Brisbane, and also prevent much of the sickness for some time prevalent in the present unsuitable building, which is utterly inadequate for the large staff now therein employed.

SHIPPING AND METEOROLOGICAL REPORTS.

The usual shipping intelligence has been transmitted to and received from the several seaports in this and the adjoining colonies.

The wind and weather reports from all stations, and meteorological observations from Cape Moreton, Toowoomba, and Warwick, have been regularly forwarded at 9 a.m. and 3 p.m. daily throughout the year; also the reading of the rainfall taken every twenty-four hours at 9 a.m., and posted at the principal stations for public information.

RECEIPTS AND EXPENDITURE.

The tables appended furnish detailed information relative to the receipts and expenditure at Queensland stations during the year 1876.

The cash collection of the Department at all its branches amounted to £29,684 17s. 11d., being an increase on the previous year of £3,740 11s. 4d.

The value of messages transmitted on the Public Service, £12,372 6s.; increase, £2,286 15s. 2d.

Total revenue, £42,057 3s. 11d., being £6,027 6s. 6d. increase upon the previous year.

The actual expenditure during the same period was—In salaries, £32,625 2s. 1d.

Contingencies, £14,372 12s. 8d.

Amount paid to other colonies on account of intercolonial message business, £2,584 0s. 11d.

Total, £49,581 15s. 8d.

Showing an excess of expenditure over revenue of £7,524 11s. 9d.

In

In a financial point of view this result is far from satisfactory. In my report, dated 26th March, 1870, I remarked as follows:—"In some of the neighboring colonies a universal charge of one shilling for each message, irrespective of distance, has been adopted, it is said, with some degree of success, but I do not consider that such could be adopted in this colony with advantage, principally on account of the vast extent of country traversed, the scanty population, and the additional cost of maintaining lines in an uninhabited country." However, the indirect advantages gained by a uniform shilling rate more than makes up for the actual money loss. For Government purposes alone, the Telegraph is invaluable, and it will, I have no doubt, be the means of preventing Separation for many years to come.

The number of messages transmitted within the Colony increased from 409,000 in 1875 to 479,073 in 1876, being an increase in the paid messages of 44,097, in those of the Public Service of 25,977, and a decrease of 1 in the International business. Total increase, 70,073. This result is very encouraging, and shows how the value of telegraphic communication is appreciated and understood in this extensive and sparsely-populated country.

During the year, 42,539 messages, value £6,858 2s. 2d., were received from other colonies; 2,436, value £226 12s. 8d., passed free on Savings Bank account; and 120, value £19 0s. 1d., were sent for the Pastoral and Agricultural Society free of charge; 312 International Messages were transmitted in 1876, on which we collected £1,900 2s. 10d., and the approximate value of shipping and meteorological telegrams amounted to £9,000.

Up to the 31st of December, 1876, £300,617 10s. 2d. had been expended on construction account. A detailed statement of the year's expenditure appears in the Appendix, to which I would invite attention.

INTERNATIONAL COMMUNICATION.

Since submitting my last annual Report, cable communication between Australia and India has been interrupted during a period of 126 days, thus causing considerable inconvenience and loss to merchants and others relying upon the international telegraph for transmission of business.

In order to secure regular communication, it is now universally admitted that a duplicate cable is absolutely necessary, and to this end, six or seven distinct routes are suggested, of which the three following appear to be the most feasible:—

1. New South Wales, Victoria, and South Australia seem in favor of duplicating the present cable, and inviting other colonies to assist in subsidising the Company for this purpose. Now, as that would perpetuate the existing monopoly, and place Australia entirely in the hands of the Eastern Companies, I cannot recommend its adoption.
2. Much has been said in favor of a cable from Champion Bay, Western Australia, to Ceylon. Admiral Richards, the late hydrographer to the Admiralty, states that he is not in favor of this route, in consequence of the great difficulties in repairing cables when laid across the direction of the trade winds, and would not recommend any Company to take the responsibility of maintaining cables under such circumstances. And, as this is also a deep-sea route, I think it may be considered unsuitable for our requirements.
3. The third and most eligible route is from our northern coast, and will be dealt with further on.

I would now briefly refer to the origin and progress of our International Telegraph. So far back as 1850, the late Mr. John Thompson, Deputy Surveyor-General of New South Wales, first proposed telegraphic communication between Australia and England. This gentleman advocated a line from Sydney, *via* Port Essington, Singapore, and India, to London; and supported his scheme by contributing several able articles to the Australian papers. When writing on the subject in 1854—before long lines were in existence—he justly remarked, that—"It is a mistake to suppose that the electric telegraph is suited to short distances only—quite a mistake. The importance and utility of the electric telegraph must evidently increase with the distance, and ere long, the transmission of letters by post between the Antipodes and England must cease. No one will care to write a letter which will require five or six months to get an answer to, when it can be obtained in a few days or hours." Mr. Thompson's prediction has been partly fulfilled, and it is impossible for us to foresee what the telegraph—this mighty agent of civilization—is, in the fulness of time, destined to accomplish.

In 1860, Mr. F. Gisborne visited the Australian Colonies, for the purpose of obtaining subsidies for laying cables from Java round our coast to Moreton Bay, distance 3,024 knots, at an estimated cost of £1,100,000. In order to carry out this scheme, New South Wales voted a subsidy of £10,000 and Victoria £13,000 per annum, contingent upon the Imperial Government contributing; and the Governments of Queensland, Tasmania, and New Zealand promised to assist. Shortly afterwards, Mr. Gisborne proposed a second plan, namely, to carry a cable from East Java to the Gulf of Carpentaria, with a land line to Brisbane, but neither of those proposals was carried out.

Although several valuable suggestions were published in the interim, the latter important proposition remained in abeyance until the end of 1869, when the British Australian Telegraph Company was formed in London for the purpose of connecting Singapore with our terminal station at Carpentaria. The Company's agent arrived at Adelaide in April 1870, and, without consulting the other colonies, arranged with South Australia to land the cable at Port Darwin, the Government of that colony undertaking to connect the Company's cable with the Australian system. This arrangement was eventually carried out at a great expense, and South Australia is now said to be losing by the line in question at the rate of £37,000 per annum.

The Eastern Company successfully laid a duplicate cable between Aden and Bombay on the 4th; and the Eastern Extension Australia and China Company laid a cable from Rangoon to Penang on the 10th of the present month.

Owing to high charges, and interruptions to cable communications, a Conference, consisting of delegates from all the colonies of Australasia, assembled at Sydney in February, 1873, for the purpose of discussing and deciding upon a duplicate international line, when a resolution was passed in favor of a cable being laid between Normanton and Singapore, without delay. The Queensland, New South Wales, and New Zealand delegates afterwards agreed to guarantee 5 per cent. per annum on the cost of cables from

Normanton to Singapore, and from New South Wales to New Zealand. Although this was approved by the respective Parliaments of the three colonies, and a contract entered into for laying the Normanton-Singapore cable, through some misunderstanding in London, the work was not carried out.

In order to obtain this duplicate communication, a second Conference was held in Sydney during January last, on which occasion New South Wales, New Zealand, South Australia, Victoria, and Western Australia opposed the Queensland route, and Tasmania did not vote. And, after sitting for six days, the Conference was closed without result.

So now there appears to be little prospect of the sister colonies assisting Queensland in securing her long-projected line—at all events, until the evil of fostering a powerful monopoly is severely felt and fully understood.

The proposed Queensland route is both shorter, and, in a great measure, superior to the Port Darwin line, as I will endeavor to show. The relative distances from Brisbane to London, *via* Port Darwin, according to the route now followed, and the proposed Queensland lines are as follow:—

Via PORT DARWIN.
Land Lines, 5,319 miles
Cables, 9,903 miles

Via QUEENSLAND.
Land Lines, 7,895 miles
Cables, 4,822 miles

Total length 15,222 miles.

Total length 12,717 miles.

Thus showing that the Queensland route is some 2,500 miles shorter than by the existing cables, And the long land lines which span nearly two-thirds of the distance traversed are, in many respects, preferable to cables, as they are worked with greater speed, and when interrupted, are more readily repaired.

The land sections in Queensland have worked well for many years, and can be depended upon in any weather. They consist, for the most part, of triplicate and duplicate lines, and are now available for international business.

The cables in connection with our lines would be laid in shallow seas throughout, with good bottoms, and, in the event of accident, could be easily lifted for necessary repairs.

The direct route between Queensland and Asia appears to be very suitable for submarine cables, and I believe it is far better than any other.

Now, in order to abolish the existing monopoly, secure regular communication, and place the international as well as the intercolonial and local lines within reach of the general public, I would strongly recommend that Queensland should assume the whole responsibility of laying a cable from her Northern Coast, *via* Macassar and Singapore, to Bangkok in Siam—and so complete a second and independent line to Europe—the distance of which would be, say, 3,500 knots, and the cost of the cables about £1,100,000. This amount might be borrowed by the colony at 4 per cent., or at an annual payment of £44,000 interest. Tenders should be invited for constructing, laying, and working the cables, and the usual penalties be imposed for breach of contract, &c. (*See letter, Appendix No. 7.*) After paying working expenses, and placing a reasonable sum to the credit of a renewal fund, the net receipts to be appropriated in reduction of interest, which I believe the colony would not long be called upon to pay. Provision might be made for a portion of the interest by Queensland ceasing to subsidise Ocean Mail Steamers, which will be unnecessary when this line is completed and the charges reduced. Then all important correspondence will be transmitted by telegraph, and ordinary letters, newspapers, book-packets, &c., might be forwarded by the numerous steam clipper ships constantly trading between England and Australia.

Should Queensland initiate the system I have just shadowed forth, which must soon become general, she will be the means of conferring an inestimable boon both upon the Australian Colonies and the rest of the civilized world.

I have, &c.,

W. J. CRACKNELL, Member Society Telegraph Engineers,
Superintendent of Electric Telegraphs.

The Honourable the Postmaster-General.

APPENDICES.

Table I.

SHOWING DATES on which LINES were COMMENCED and COMPLETED, LENGTH, COST, and DATES when STATIONS were Opened.

Section.	Length of Section.	DATES WHEN		Average Cost per Mile, exclusive of Supervision, Buildings, Etc.	Total Cost.	Dates on which Stations Opened.
		Commenced.	Finished.			
Charleville to Cunnamulla ...	miles. ch. 124 70	20 Sept., 1875	10 Aug., 1876	38 4 3	4,917 9 5	Cunnamulla, 12th August, 1876.
Ipswich to Nanango ...	54 0	10 Nov., 1875	27 July, 1876	23 2 0	3,432 13 5	Ferrvale, 20th May, 1876; Esk, 6th June, 1876; Nanango, 23rd June, 1876.
Junction Creek to Palmer ...	178 0	20 April, 1875	1 July, 1875	65 8 0	13,623 3 11	Tate, 16th May, 1876; Walsh, 18th July, 1876; Palmerville, 6th May, 1876.
Charters Towers to Dalrymple*	25 13	19 April, 1876	2 Aug., 1876	...	...	Dalrymple, 11th August, 1876.
Tambo to Blackall*	63 20	28 Feb., 1876	9 April, 1877	...	...	Blackall, 11th April, 1877.
Maryborough to Dundathu ...	1 0	June, 1876	28 Aug., 1876	...	32 10 8	
TOTAL ...	486 23					

* Work not yet complete as regards payments.

ELECTRIC TELEGRAPH DEPARTMENT.

Table Ia.

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 1876.

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.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.				
1876.						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
January ...	4,668	6,081½	118	265	23,437	2,078 1 0	11,157	904 2 4	37	8 14 9	34,631	2,990 18 1	...	2,559 3 11	947 19 2	3,507 3 1
February ...					23,502	2,172 11 11	10,858	876 15 10	46	14 4 0	34,406	3,063 11 9	...	2,482 16 9	767 5 8	3,250 2 5
March ...					27,165	2,549 6 8	12,197	1,012 1 7	43	10 16 9	39,405	3,572 5 0	631 14 10	2,711 16 8	1,887 8 9	5,231 0 3
April ...					26,488	2,316 14 6	10,815	917 8 5	25	5 4 9	36,328	3,239 7 8	...	2,534 11 10	560 2 11	3,094 14 9
May ...					27,760	2,523 6 11	12,205	1,015 2 9	...	...	39,965	3,538 9 8	...	2,764 10 4	644 18 2	3,409 8 6
June ...					28,101	2,585 18 10	11,616	977 8 0	...	...	39,717	3,563 6 10	652 7 3	2,842 17 7	2,251 3 8	5,746 8 6
July ...					29,078	2,545 12 0	14,060	1,161 7 5	...	...	43,138	3,706 19 5	...	2,484 13 4	711 14 6	3,196 7 10
August ...					31,208	2,741 4 5	14,361	1,178 3 7	28	5 19 9	45,597	3,925 7 9	...	2,936 7 9	653 2 7	3,589 10 4
September ...					29,438	2,669 6 4	13,620	1,124 4 8	32	7 18 0	43,090	3,801 9 0	693 18 11	2,829 5 0	1,875 3 11	5,398 7 10
October ...					29,660	2,590 18 2	13,248	1,109 12 10	28	5 7 0	42,336	3,705 18 0	...	2,689 17 0	670 16 10	3,360 13 10
November ...					27,532	2,463 15 10	13,069	1,065 18 2	31	6 1 0	40,632	3,535 15 0	...	2,322 19 6	645 4 9	3,468 4 3
December ...					27,323	2,373 12 10	12,463	1,030 0 5	42	10 2 6	39,828	3,413 15 9	605 19 11	2,966 2 5	2,757 11 9	6,329 14 1
					329,092	29,610 9 5	149,669	12,372 6 0	312	74 8 6	479,073	42,067 3 11	2,584 0 11	32,625 2 1	14,372 12 8	49,581 15 8

REMARKS.—Total Expenditure in excess of total Revenue, £7,524 11s. 9d.

Received from Australian Colonies, 42,539 messages, value £6,858 2s. 2d.

Total amount received in Queensland for International messages, £1,900 2s. 10d.

Savings Bank business sent free, 2,436 messages, value £226 12s. 8d.

Messages transmitted free on business of the Queensland National and Agricultural Society, June 6th to August 31st, 120 messages, value £19 0s. 1d.

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

Amount expended to 31st December, 1876, in construction of Lines and Stations, £300,617 10s. 2d.

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 1876.

STATIONS.	RECEIPTS.						EXPENDITURE.										
	CASH.		O.E.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.					
Chief Office ...	...	...	...	...	...	...	3,303	16	9	271	2	3,574	18	11
Brisbane ...	74,952	7,879	14	8	12,605	1,394	7	5	87,557	9,274	2	1,646	0	8			
Rockhampton ...	25,557	2,294	3	0	3,497	426	19	11	29,054	2,721	2	1,724	2	5			
Cooktown ...	11,594	1,259	9	2	945	143	11	4	12,539	1,403	0	481	7	6			
Townsville ...	19,696	1,893	15	8	1,926	247	8	3	21,622	2,140	18	697	2	10			
Maryborough ...	19,977	1,809	9	1	2,041	187	17	3	22,018	1,997	6	685	16	2			
Toowoomba ...	13,987	1,022	14	2	1,341	138	14	2	15,328	1,161	8	567	0	7			
Mackay ...	7,421	777	5	0	827	108	1	4	8,248	885	6	375	16	4			
Charters Towers ...	9,483	858	16	0	162	18	16	4	9,645	877	12	227	0	0			
Toowoomba Railway Station ...	1,297	83	2	1	7,329	738	6	0	8,626	821	8	220	0	0			
Ipswich Railway Station ...	959	57	10	2	6,977	689	19	8	7,936	747	9	240	0	0			
Maytown ...	4,709	456	9	5	234	40	8	2	4,993	498	17	182	15	0			
Dalby ...	8,993	619	15	8	647	90	18	9	9,610	710	14	381	3	0			
Bowen ...	5,670	467	1	4	1,640	203	16	3	7,310	670	17	787	0	0			
Roma ...	7,245	589	6	6	765	75	2	10	8,000	663	9	330	0	0			
Gympie ...	7,680	553	1	1	523	54	11	9	8,203	607	12	392	0	0			
Warrick ...	7,400	546	6	0	588	51	2	5	7,988	597	8	408	13	4			
Clermont ...	5,969	505	14	0	500	45	15	4	6,469	551	13	321	13	4			
Ipswich ...	7,316	503	13	1	600	45	15	4	7,916	549	8	497	13	4			
Ozley ...	289	17	19	6	8,222	480	0	9	8,511	507	0	3	120	0			
Tambo ...	4,561	436	0	6	466	53	14	9	5,027	459	15	3	256	19			
Grandchester ...	622	35	2	1	6,848	413	6	11	7,470	448	9	119	19	11			
Bundaberg ...	4,642	371	13	11	488	50	4	2	5,130	421	18	1	301	13			
Indooroopilly ...	113	7	5	1	6,783	408	15	1	6,896	416	2	81	13	4			
Laidley ...	287	16	15	7	6,241	390	6	0	6,528	407	1	7	104	15			
St. George ...	3,558	368	7	10	305	32	18	9	3,863	401	6	7	264	11			
Gatton ...	936	55	6	10	5,216	342	3	2	6,152	397	10	0	120	0			
Goodna ...	454	27	10	9	5,944	362	11	10	6,398	390	2	7	130	0			
Millicester ...	3,153	301	16	11	600	84	11	8	3,753	386	8	7	380	13			
Brisbane Railway Station ...	708	43	15	2	3,334	338	17	7	4,042	332	12	9	112	0			
Stanthorpe ...	4,347	351	15	0	239	24	8	0	4,586	376	3	0	295	2			
Clifton ...	749	54	8	9	4,709	312	1	5	5,468	366	10	2	120	0			
Georgetown ...	2,563	264	9	1	610	93	7	3	3,173	357	16	4	337	12			
Copperfield ...	3,552	334	12	5	95	8	14	10	3,647	343	7	3	202	0			
Murphy's Creek ...	433	26	16	1	4,297	309	7	8	4,730	336	3	9	120	0			
Ravenwood ...	3,625	308	13	8	246	26	11	5	3,872	335	5	1	272	10			
Cambooya ...	708	45	8	10	4,331	283	14	0	5,039	329	2	10	120	0			
Walloon ...	293	18	8	5	4,723	308	17	0	5,021	325	5	5	120	0			
Gowrie Junction ...	103	5	18	11	4,232	307	14	8	4,535	313	13	7	120	0			
Helidon ...	638	36	17	2	3,889	251	15	5	4,527	288	12	7	100	0			
Cardwell ...	2,259	176	9	9	645	104	15	9	2,904	281	5	6	323	6			
Gladstone ...	3,024	236	13	9	448	42	6	4	3,472	279	0	1	321	13			
St. Lawrence ...	2,677	240	19	6	279	34	10	1	2,956	275	9	7	340	0			
Dalby Railway Station ...	798	52	13	3	2,730	222	3	1	3,528	274	16	4	116	9			
Allora Railway Station ...	280	23	4	11	4,002	251	0	6	4,282	274	5	5	100	0			
Springer ...	2,621	228	12	6	363	35	19	2	2,974	264	11	8	251	13			
Jondaryan ...	744	46	1	11	3,063	216	18	6	3,807	263	0	5	120	0			
Dingo ...	2,401	165	10	8	907	95	18	9	3,308	262	9	5	120	0			
Goodiwindi ...	1,857	188	0	10	368	51	7	8	2,225	239	8	6	175	0			
Charleville ...	2,020	196	18	1	287	35	12	10	2,307	232	10	11	324	3			
Normanton ...	1,442	167	12	1	389	63	19	9	1,831	231	11	10	340	0			
Oakey Creek ...	410	29	6	8	2,902	194	5	10	3,312	223	11	6	103	6			
Warwick Railway Station ...	121	7	0	10	2,777	200	14	8	2,898	207	15	6	8	13			
Highfields ...	122	6	19	0	3,068	191	6	3	3,190	198	5	3	115	0			
Toowoong ...	140	9	15	4	2,820	166	4	1	2,980	176	0	3	91	13			
Surat ...	1,337	118	2	6	521	46	18	4	1,858	165	0	10	149	11			
Tennenger ...	1,946	148	15	6	113	9	18	4	2,059	158	13	9	301	13			
Mitchell Downs ...	1,622	138	15	10	176	18	19	3	1,798	157	15	1	150	0			
Cannamulla ...	473	59	6	11	51	4	15	10	524	64	2	9	100	0			
Palmerston ...	974	88	10	9	86	11	0	5	1,060	99	11	2	144	3			
Taxcom ...	1,465	115	3	4	131	17	16	1	1,596	132	19	6	140	14			
Gayndah ...	1,525	110	11	7	117	21	9	3	1,642	132	0	10	340	0			
Condanna ...	1,707	115	6	1	124	9	19	3	1,831	125	6	4	150	0			
Herbert River ...	1,838	106	10	11	145	14	17	2	1,983	120	8	1	162	10			
Carried forward ...	308,608	28,081	10	4	142,123	11,668	11	9	450,731	39,750	2	1	23,932	9	4		
													8,231	0	1		
															32,163	9	5

Table II.—continued.

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 1876—continued.

STATIONS.	RECEIPTS.						EXPENDITURE.								
	CASH.			C.M.S.		TOTAL.	Salaries.	Contingencies.	Total.						
	No. of Messages.	Amount.		No. of Messages.	Amount.	No. of Messages.				Amount.					
	£	s.	d.	£	s.	d.	£	s.	d.						
Brought forward ...	308,608	28,081	10 4	142,128	11,668	11 9	450,731	39,750	2 1	23,932	9 4	8,231	0 1	32,163	9 5
Cape Moreton ...	30	2	4 10	1,426	116	8 4	1,456	118	13 2	40	0 0	72	9 10	112	9 10
Westwood ...	1,190	91	2 10	309	26	8 11	1,499	117	11 9	150	0 0	72	7 4	222	7 4
Works Office ...	11	0	12 7	1,227	111	1 1	1,238	111	13 8	103	6 8	6	16 6	110	3 2
Beenleigh ...	1,335	91	7 3	162	18	12 2	1,497	109	19 5	200	0 0	36	17 4	236	17 4
Dalrymple ...	336	30	15 4	39	5	19 0	375	36	14 4	62	10 0	15	15 10	78	5 10
Tewantun ...	1,185	79	11 7	51	3	7 10	1,236	82	19 5	150	0 0	53	2 6	203	2 6
GIN GIN ...	875	78	19 8	33	3	0 10	908	82	0 6	321	13 4	72	16 6	394	9 10
Leyburn ...	871	59	13 3	180	18	9 6	1,051	78	2 9	150	0 0	55	14 0	205	14 0
Allora ...	792	51	10 1	160	16	7 9	952	67	17 10	130	0 0	31	7 0	161	7 0
Nebo ...	650	55	19 10	98	9	8 8	748	65	8 6	440	13 11	70	12 3	611	6 2
Inskip Point ...	225	16	2 3	357	48	15 7	582	64	17 10	40	0 0	19	16 6	69	16 6
Blacksoil ...	316	26	2 1	36	5	11 4	352	31	13 5	175	13 10	234	9 5	410	3 8
Sandgate ...	917	56	18 9	56	4	16 2	973	61	14 11	100	0 0	12	19 6	112	19 6
Yengarie ...	776	59	7 11	20	1	10 3	795	60	18 2	100	10 1	19	16 6	130	6 7
Nive ...	665	59	18 0	5	7	6 7	670	60	4 7	150	0 0	117	3 2	267	3 2
Junction Creek ...	567	52	19 10	37	7	1 9	604	60	1 7	248	6 8	261	0 3	509	6 11
Walsh ...	256	23	17 8	41	5	14 3	297	29	11 11	123	18 4	171	7 11	295	6 3
Dunwich ...	133	8	10 7	402	49	19 1	535	58	9 8	40	0 0	63	12 1	103	12 1
Tiaro ...	732	45	1 5	119	10	14 9	851	55	16 2	150	0 0	71	11 5	221	11 5
Woody Island ...	105	7	8 4	405	46	19 5	510	54	7 9	100	0 0	13	13 0	113	13 0
Hawkwood ...	607	53	17 10	3	1	3 9	610	54	1 7	318	6 8	441	14 0	760	0 8
Nanango ...	408	25	13 3	16	1	7 6	424	28	5 9	100	0 0	44	14 1	144	14 1
Burdekin ...	501	41	8 7	71	7	10 11	572	48	19 6	308	6 8	67	3 5	375	10 1
South Passage ...	80	2	11 11	742	46	4 1	772	48	16 0	40	0 0	60	16 6	165	1 3
Englishwood ...	469	35	15 11	87	7	17 8	556	43	13 7	150	0 0	20	1 8	210	10 6
Banana ...	520	34	12 1	70	8	0 7	590	42	12 8	150	0 0	204	5 0	354	5 0
Tato ...	243	24	15 6	11	1	4 6	254	26	0 0	195	0 0	308	12 5	503	12 5
Yaamba ...	474	32	17 8	26	2	0 4	500	34	18 0	150	0 0	98	12 6	243	12 6
Cabooteer ...	480	30	7 1	42	4	9 9	522	34	16 10	150	0 0	201	6 10	351	6 10
Miriam Vale ...	415	31	11 2	20	1	15 4	435	33	6 6	150	0 0	50	16 6	200	16 6
Marlborough ...	435	29	10 11	39	3	7 0	474	32	17 11	150	0 0	66	17 0	216	17 0
Lytton ...	76	5	1 3	337	26	18 0	413	31	19 3	115	3 2	69	3 7	184	6 9
Nerang Creek ...	341	24	2 9	62	7	15 8	403	31	18 5	150	0 0	80	17 9	230	17 9
Ek ...	249	16	5 8	6	12	7	255	16	18 3	87	10 0	89	19 6	118	9 6
Bulwer ...	195	14	13 8	206	14	8 7	401	29	2 3	80	0 0	9	11 6	89	11 6
Cleveland ...	423	24	18 6	31	2	8 10	454	27	7 4	86	13 4	71	2 7	157	15 11
Keppel Bay ...	108	9	3 8	220	17	7 0	328	26	10 8	37	10 0	121	8 8	158	18 8
Bloomsbury ...	289	20	19 4	64	5	7 2	353	26	6 6	150	0 0	52	11 6	202	11 6
Dee River ...	238	20	0 6	16	1	18 4	254	21	18 10	150	0 0	137	2 6	287	2 6
Drayton ...	247	19	9 8	20	1	14 6	267	21	4 2	40	0 0	6	16 6	46	16 6
Waterview ...	241	19	13 8	5	7	3	246	20	0 11	162	10 0	343	11 0	506	1 10
Maroochie ...	278	17	16 0	17	1	13 7	295	19	9 7	150	0 0	162	12 0	312	12 0
Cambon ...	227	17	9 7	2	3	3	229	17	12 10	150	0 0	340	0 7	490	0 7
Sea Hill ...	121	10	17 0	70	5	17 1	191	16	14 1	26	15 5	14	11 6	41	6 11
Kimberley ...	76	7	19 1	60	8	14 8	136	16	13 9	70	8 0	278	11 7	348	19 7
Fernvale ...	172	9	17 11	6	8	4	178	10	6 3	66	13 4	4	8 9	71	2 1
Durah ...	192	13	14 3	6	13	10	198	14	8 1	150	0 0	202	14 9	352	14 9
Collaroy ...	133	9	16 0	12	1	13 11	145	11	9 11	150	0 0	83	1 10	233	1 10
Cape Capricorn ...	63	4	6 7	51	5	15 9	114	10	2 4	40	0 0	10	11 6	50	11 6
Cashmere ...	116	7	7 5	33	2	5 5	149	9	12 10	177	10 0	318	14 5	496	4 5
Green Creek ...	81	6	13 3	17	1	10 8	98	8	3 11	175	8 4	253	3 5	428	11 9
Gilbert River ...	69	6	2 4	15	1	5 2	84	7	7 6	180	0 0	328	19 1	508	19 1
Burnett Heads ...	...	...	...	...	...	...	...	...	...	30	0 0	6	16 6	36	16 6
Receiving Office, G.P.O. ...	...	...	...	...	...	...	...	...	...	120	0 0	3	6 0	123	6 0
Relieving Operators ...	...	...	...	...	...	...	...	...	...	300	0 0	...	...	300	0 0
Brisbane Signal Station	...	...	...	...	...	...	...	...	...	170	0 0	11	3 2	181	3 2
Temersfield Repeating Station ...	...	...	...	...	...	...	...	...	...	828	5 0	56	9 3	†884	14 3
TOTAL ...	329,092	29,610	9 5	149,669	12,372	6 0	*478,761	41,982	15 5	32,625	2 1	14,372	12 8	46,997	14 9

* Also 312 International messages.

† Also £2,384 Os. 11d. refunded to other Colonies.

Table No. 3.

RETURN showing AMOUNT EXPENDED in EACH MONTH during the Year 1876.

1876.	SALARIES.	CONTINGENCIES.								
		Incidental Expenses.	Maintenance and Repair of Lines.	Fuel, Light, and Water.	Travelling Expenses.	Forage.	Rent.	Protection of Stations on Gulf Line, &c.	Provision Allowance to Officers.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	2,559 3 11	278 8 1	249 8 7	60 9 2	177 3 6	55 3 2	43 0 0	56 0 0	33 6 8	947 19 2
February	2,482 16 9	161 18 0	455 4 2	15 15 9	39 2 9	10 0 0	2 10 0	64 0 0	18 15 0	767 5 8
March	2,711 16 8	208 16 0	434 9 7	47 18 3	38 14 6	603 8 3	303 9 8	109 13 6	140 19 0	1,887 8 9
April	2,534 11 10	180 12 4	170 16 6	46 8 0	74 8 9	17 6 2	10 0 0	64 0 0	46 11 2	560 2 11
May	2,764 10 4	144 17 9	167 15 6	24 17 9	99 4 10	10 0 0	13 0 0	147 4 0	37 18 4	644 18 2
June	2,842 17 7	294 19 9	262 8 10	128 0 9	169 0 8	656 3 10	326 8 4	170 10 3	243 11 3	2,251 3 8
July	2,484 13 4	618 4 5	16 9 3	15 10 9	15 6 3	...	...	46 3 10	...	711 14 6
August	2,936 7 9	202 12 4	279 3 0	10 6 3	27 14 0	6 13 4	...	115 1 9	11 11 11	653 2 7
September	2,829 5 0	161 19 4	286 14 6	90 7 9	70 6 4	684 8 8	244 13 7	112 0 0	224 18 9	1,875 3 11
October	2,689 17 0	168 13 6	211 16 0	65 1 6	27 7 6	20 0 0	40 5 0	88 9 4	49 4 0	670 16 10
November	2,822 19 6	184 19 6	296 19 2	14 0 3	64 17 3	6 12 1	3 15 0	71 19 11	2 1 7	645 4 9
December	2,966 2 5	1,007 14 3	398 13 6	90 18 11	47 0 7	644 4 6	256 7 9	112 16 3	199 16 0	2,757 11 9
TOTAL	£ 32,625 2 1	3,558 15 3	3,229 18 7	609 15 1	850 6 11	2,713 15 0	1,243 9 4	1,157 18 10	1,008 13 8	14,372 12 8

Table IV.
DEBIT AND CREDIT STATEMENT.

Dr.	£ s. d.		£ s. d.		Cr.
1876.					
To Total Expenditure—					
Salaries	32,625	2 1			
Contingencies	14,372	12 8			
			46,997	14 9	
To Refundments to other Colonies, being proportion due to them for Intercolonial Business—					
New South Wales	2,011	13 7			
Victoria	280	13 2			
South Australia	34	11 4			
Tasmania	10	16 5			
Tasmania Cable Company ...	110	3 7			
			2,447	18 1	
To Refundment to New South Wales on account of New Zealand Business, being amount due to New Zealand, New Zealand Cable Company, and New South Wales			136	2 10	
			49,581	15 8	
1876.					
By cash paid into the Treasury on account of Collections ...	29,610	9 5			
By cash paid into the Treasury on account of International Business	74	8 6			
					29,684 17 11
By value of Messages sent as "On Her Majesty Service" ...					12,372 6 0
By Balance					7,524 11 9
					49,581 15 8

Table V.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the ELECTRIC TELEGRAPH DEPARTMENT during the Year, 1876.

STATION.	Superintendent.	Assistant Superintendent.	Chief Clerk and Accountant.	Instrument Fitter.	Inspector.	Instructor.	Storekeeper.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairers in Charge.	Line Repairers.	Messengers.	Labourers.	Total.
Superintendent's Office	1	1	1	1	1	1	1	...	...	16	5	...	...	1	4	17
Brisbane Central Station	1	...	3	1	...	...	1	...	32
Brisbane Receiving Branch, G.P.O.	1	...	...	...	...	...	1
Ipwich	1	...	1	...	...	...	1	...	3
Toowoomba	1	...	1	...	...	1	...	...	4
Warwick	1	...	...	...	...	1	...	...	3
Leyburn	1	...	...	...	...	1
Inglewood	1
Goondiwindi	1	...	...	...	...	1
Stanthorpe	1	...	...	...	1	...	...	...	2
Tenterfield	1	...	4	...	...	...	...	...	5
Fernvale	1	...	...	...	...	...	...	1
Esk	1	...	...	...	...	1
Nanango	1	...	...	...	...	1
Brisbane Signal Station	1	1	...	...	...	...	...	2
Beemleigh	1	...	...	...	...	...	1	...	2
Nerang	1	...	...	...	...	1
Lytton	1	...	...	...	...	...	...	1
Cleveland	1	...	...	...	...	...	...	1
Dunwich	1	...	...	...	...	...	...	1
South Passage	1	...	...	...	...	...	...	1
Bulwer	1	...	...	...	...	...	...	1
Cape Moreton	1	...	...	...	...	...	...	1
Brisbane Works Office	1	...	...	...	...	...	...	1
Brisbane Railway Station	1	...	...	...	...	...	...	1
Toowong	1	...	...	...	...	...	...	1
Indooroopilly	1	...	...	...	...	...	...	1
Oxley	1	...	...	...	...	...	...	1
Goodna	1	...	...	...	...	...	...	1
Ipwich	1	1	...	...	...	...	...	2
Walloon	1	...	...	...	...	...	...	1
Granchester	1	...	...	...	...	...	...	1
Laidley	1	...	...	...	...	...	...	1
Gatton	1	...	...	...	...	...	...	1
Helidon	1	...	...	...	...	...	...	1
Murphy's Creek	1	...	...	...	...	...	...	1
Highfields	1	...	...	...	...	...	...	1
Toowoomba	1	1	...	...	...	...	...	2
Gowrie Junction	1	...	...	...	...	...	...	1
Oakey Creek	1	...	...	...	...	...	...	1
Jondaryan	1	...	...	...	...	...	...	1
Dalby	1	...	...	...	...	...	...	1
Drayton	1	...	...	...	...	...	...	1
Cambooya Railway Station	1	...	...	...	...	...	...	1
Clifton	1	...	...	...	...	...	...	1
Allora	1	...	...	...	...	...	...	1
Carried forward	1	1	1	1	1	1	1	7	31	25	9	6	4	16	4	109

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.	Inspector.	Instructor.	Storekeeper.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Miss Repaters in Charge.	Miss Repaters.	Messengers.	Laborers.	Total.
Brought forward ...	1	1	1	1	1	1	1	7	31	25	9	6	4	16	4	109
Allora Railway Station ...									1							1
Warwick									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			2
Charleville								1				1				1
Cunnamulla								1	1				1			3
Nive												1				1
Tambo								1				1				1
Springsure								1					1			2
Copperfield												1	1			2
Clermont												1		1		2
Durah								1					1			2
Camboon												1				1
Banana												1				1
Dee River												1				1
Westwood												1				1
Dingo Railway Station									1							1
Sandgate									1							1
Cabulure									1							1
Maroochie												1				1
Gympie																1
Tewantin								1				1	1	1		3
Tiaro												1				1
Yengarie									1			1				1
Maryborough								1		3			1	2		7
Woody Island, N.									1	1						1
Woody Island, S.									1	1						1
Inskip Point									1							1
Gayndah								1								1
Hawkwood								1					1			2
Taroom													1			1
Gin Gin								1				1				2
Bundaberg								1					1			2
Burnett Heads								1	1				1			2
Teezengering									1							1
Miriam Vale								1					1			2
Gladstone												1				1
Rockhampton								1					1	2		2
Sea Hill									1	7	2		1			13
Keppel Bay									1							1
Cape Capricorn									1							1
Yaamba												1				1
Marlborough												1				1
St. Lawrence								1				1	1			2
Collaroy																1
Nebo								1				1				2
Mackay								1	1				1			3
Bloomsbury								1				1	1	1		3
Bowen												1				1
Burdekin										5			1			6
Ravenswood								1					1			2
Millichester												1	1			2
Charters Towers								1					1			2
Dalrymple									1					1		2
Townsville												1				1
Waterview								1		2			1	1		5
Herbert River												1			1	2
Cardwell								1				1	1			3
Cashmere													1			1
Junction Creek												1				1
Georgetown								1					1			2
Gilbert River								1					1			2
Green Creek												1			2	3
Normanton												1			2	3
Kimberley								1					1			2
Tait												1				3
Walsh												1				3
Maytown												1				3
Palmerville								1						1		2
Blacksoil												1	1			2
Cooktown										1					2	3
Relieving Operators								1		2			1	2		5
TOTAL	1	1	1	1	1	1	1	33	45	47	11	40	34	29	19	265

Table VI.

AMOUNT EXPENDED ON CONSTRUCTION OF LINES.

		£ s. d.	£ s. d.	
Expended to 31st December, 1875—				
Surplus Revenue		31,745 16 10		
Loan		229,312 15 9	261,058 12 7	
Expended during the year 1876—				
SURPLUS REVENUE ...	Gin Gin to Bundaberg	251 15 0		
	Gin Gin to Gladstone	52 0 0		
	Brisbane to Tweed River	993 1 0		
	Additional wire, Brisbane to Toowoomba	1 19 6		
	Charleville to Tambo	452 2 10		
	Ravenwood to Millichester	39 10 0		
	Survey, Junction Creek to Cooktown... ..	123 3 6		
			1,913 11 10	
	LOAN	Warwick to Goondiwindi	55 8 0	
		Cardwell to Gulf of Carpentaria	42 10 0	
Springure to Tambo		440 0 0		
Charleville to Cunnamulla		3,375 6 9		
Cunnamulla to Rutherford's		2,218 0 10		
Gympie to Tewantin		404 0 0		
Maryborough to Inskip Point		21 6 10		
Junction Creek to Palmer		8,238 0 0		
Palmer to Cooktown		5,659 11 9		
Brisbane to Ipswich, new line		19 13 0		
Mackay to Flat-top Island		84 19 0		
Keppel Bay to Sea Hill		45 8 9		
Normanton Line, repairs		47 10 0		
Tambo to Blackall		1,513 9 0		
Bowen to Waterview, additional wire		2,327 12 10		
Charters Towers to Dalrymple		1,299 3 7		
Station Buildings, 1875		376 0 0		
Iron poles for Gulf Line		6,785 5 3		
Ipswich to Nanango		3,231 17 8		
Roma to St. George		1,041 12 6		
Toowoomba to Highfields		1 0 0		
Station Buildings, 1876		465 0 0		
General account for Lines, Buildings, and Incidentals, not specially provided for		2 10 0		
			37,645 5 9	
Total Expenditure to 31st December, 1876 ...		...	£300,617 10 2

No. VII.

Holme Hall, Bakewell,

August 3rd, 1876.

MY DEAR SIR,

The continued interruption on the Port Darwin Cable has, it appears, drawn the serious attention of the Australian Colonies to the proposed Calcutta, Singapore, and Queensland Line. The failure on the part of Mr. A. Coote and Messrs. Siemens to carry out that line is of too recent a date to require the causes to be specifically pointed out. You will remember that the capital proved to be utterly inadequate, and the guarantee itself to have been given upon conditions which would, alone, have ensured failure. I cannot too much congratulate myself and my friends that we officially declined having anything to do with the matter on the terms offered. The root of the evil was employing a contractor at all for the purpose of raising capital. A contractor should be limited to his proper work of making and laying the cable. He should be paid in cash, and the money should be raised by a company wholly independent of contractors. It is better to wait until that can be done than have the work carried out in any other way. The present financial position of every long sub-marine cable is melancholy evidence to the undoubted correctness of the latter observations.

I shall be glad to receive any information you may have to give upon telegraph matters.

Our former correspondence will have fully informed you of the views of myself and my friends, and I have only to add on behalf of Sir Jas. Carmichael and other Directors of the Sub-marine Telegraph Co., that we shall be prepared to raise the required capital for the Singapore and Queensland Line on proper terms being given us by the interested Governments, and to enter into negotiation with the Indian Government to carry out the proposed Calcutta or Rangoon and Singapore Lines.

I would, in conclusion, point out that, if these lines be carried out by the existing company, no competition or reduction of tariff can be expected, and one of the main advantages of those lines will be lost.

Believe me to be,

Faithfully yours,

F. GISBORNE.

W. J. Cracknell, Esquire,

Superintendent of Telegraphs.