

## QUEENSLAND.

REPORT FROM THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS  
ON THE WORKING OF HIS DEPARTMENT DURING THE YEAR 1877.

Presented to both Houses of Parliament by Command.

Electric Telegraph Department,  
Superintendent's Office,  
Brisbane, 11th March, 1878.

SIR,

I have the honour to submit for your information the following Summary and Report in reference to the operations of my Department during the past year:—

## EXTENSIONS.

Since presenting my last Annual Report (23rd April, 1877) the following extensions have been completed, namely:—

1. A line from Ipswich to Fassifern, 31½ miles in length, was commenced on the 9th of March, and completed on the 12th of June last. The timber used in construction is mostly of ironbark, box, and gum, with a few briglow poles of good quality; and the line cost, exclusive of station buildings, £870 1s. 4d., or £28 per mile.
  2. A line from Toowoomba, *via* Highfields Railway Station, to Crow's Nest. This line consists of a wire 10 miles in length stretched on the old poles between Toowoomba and Highfields, and 17 miles of new line; it was commenced on the 8th of March, completed on the 18th of July last, and cost, exclusive of station buildings, £759 16s. 3d.
  3. A line from St. George to Curriwillingham, 94 miles in length, was commenced on the 5th June, and completed on the 17th of October last. The timber used in construction is mostly of cypress pine, with a few bloodwood and gum poles; and the work, exclusive of station buildings, cost £3,482 2s. 3d., or £37 per mile.
  4. A branch line from Gladstone to Bustard Head Lighthouse. The wire for this line is stretched on the Maryborough poles to a point 29½ miles south of Gladstone, thence 25½ miles of new line have been constructed to Bustard Head. It is built of ironbark, box, bloodwood, and gum, was commenced on the 3rd of July, and completed on the 24th of October last; and cost, exclusive of station building, £1,263 6s. 6d.
  5. Tate to Thornborough. This line, 81½ miles in length, is built principally of ironbark, bloodwood, and cypress pine; it was commenced on the 12th of May, completed on the 10th of November last, and cost, exclusive of station building, £4,789 18s. 1d., or £59 per mile.
  6. A line within the railway fences from Dalby to Chinchilla, 50 miles in length. The timber used on this section is chiefly cypress pine, with a few belar poles. It was commenced on the 16th of May, and completed on the 11th of December last, and cost, exclusive of station buildings, £2,006 11s. 2d., or £40 per mile.
  7. A second wire, 266 miles in length, has been erected on the existing poles between Maryborough and Rockhampton. This work was commenced on the 26th of May, completed 15th December last, and cost £3,166 7s. 6d.
  8. One hundred and twenty-three miles of line between the 93 mile peg, East of Normanton, and the River Einasleigh, have been rebuilt with iron poles. This work was rendered necessary owing to the ravages of white ants and scarcity of suitable timber in the locality for telegraph purposes.
- In all, 423 miles of line and 728½ miles of wire were erected during the year.

## EXTENSIONS IN PROGRESS.

1. Thornborough to Cairns; estimated length, 70 miles. A tender was accepted for constructing this line on the 3rd of January this year; the work to be completed and handed over to the Government within eight months from notification of acceptance of the tender.
2. From Blackall to Aramac; estimated length, 100 miles. A contract was entered into for performing this work on the 4th of January last; the line to be completed by the 4th of November in the present year.

3. Burdekin Telegraph Station to Cape Bowling Green; estimated length, 50 miles. Arrangements were made for erecting this line on the 23rd of January last; the work to be completed within six months from notification of the tender being accepted.

4. Gympie to Kilkivan; estimated length, 30 miles. A tender was accepted for constructing this line on the 23rd of January last; the contract to be completed within six months from notification of the tender being accepted.

5. Dalrymple to Junction Creek; estimated length, 170 miles. A tender was accepted for this work on the 23rd of January last; the line to be completed by the 23rd of January next year.

6. Jimbour to Dalby. This line will consist of 14 miles of wire on the Rockhampton poles, and one mile of new line; the work will be completed by the end of next month.

7. Fortitude Valley to the Racecourse,  $3\frac{1}{2}$  miles, will be completed in the course of a few days.

8. Tewantin to Cootharaba; distance about  $16\frac{1}{2}$  miles. For the first  $4\frac{1}{2}$  miles from Tewantin wire only will require to be stretched on the existing poles of the Gympie-Tewantin line, and thence about 12 miles of new line to be erected to Cootharaba; all of which should be completed by the end of May next.

9. Chinchilla to Roma; along the surveyed line of the Western Railway; estimated to be 110 miles. Tenders to be opened on the 18th inst., and the contract to be completed within about eight months after that date.

We have now 136 stations in daily operation, 294 officers of various grades on the permanent staff, together with 40 overseers and men employed on construction and maintenance duty. (*See Appendix or Table No. 5.*)

### NEW STATIONS.

Since April 23rd last year the following new Stations have been opened, namely:—

Rosewood on the 30th April  
Flat-top Island on the 12th May  
Bundamba, 22nd May  
Dundathu, 14th June  
Harrisville, 26th July  
Fortitude Valley, 7th August  
South Brisbane, 4th September  
Fassifern, 12th September  
Emu Creek, 19th September  
Crow's Nest, 17th October  
Warra, 18th October  
Thornborough, 20th November  
Five-mile Camp, 23rd November; and  
Mungar, 26th November, 1877; also,  
Curriwildi, 15th January; and  
Chinchilla, 18th January, 1878  
Parliament House, during Session.

### WORKING OF LINES.

Since the date of my last Annual Report, the lines, both in Northern and Southern Queensland have on the whole worked well, and required but few and inconsiderable repairs. The lines throughout the Colony continue in good order; they are all thoroughly inspected by the line repairers once every month, and with the assistance of the five maintenance parties now employed, they may be expected to work well throughout the year. Additional wires, however, will shortly be required on some of the main lines, in order to provide for the traffic, which is steadily increasing.

The several Bay cables have also worked well, and the insulation on all the submarine lines is perfect.

The blacks near Cooktown have given considerable trouble during the past few months. On the 1st instant they cut the line in three places, and carried away two insulators, three pins, and about seventy yards of wire. On the 8th of January last they attacked the Tate Office, speared one of the station labourers and two horses; the man, I am glad to report, has recovered from the effects of his wound.

Morse recording instruments are still universally employed at Queensland stations, and the main circuits are for the most part worked with Meidinger's and Daniell's batteries. The Chesters formerly in use, owing to their expensive nature, are being gradually abolished.

As the repeaters for Wheatstone's instruments have at length arrived, it is intended to recommence working the Automatic system between Brisbane and Sydney, so soon as arrangements can be made for that purpose.

Some very interesting experiments with the Telephone took place at my office on January 26th, and subsequent dates. The instruments used on the occasion were roughly manufactured in Brisbane, and not well adapted for the purpose; however, fair results were obtained, which under the circumstances may be considered satisfactory.

Professor Bell, the inventor of the Telephone, is sending me two of his improved instruments, and on their arrival further experiments with this scientific wonder will be made. In December last year, Mr. Preece tried the Telephone on the underground line between Liverpool and Manchester, and through the Holyhead and Irish Cable, with most excellent results. In its present stage of development this instrument appears incapable of transmitting sound through long distances, but should its capabilities be increased, as ere long they doubtless will be, this remarkable invention must create quite a revolution in telegraphy throughout the world.

The erection of the new Central Station building in Queen street is progressing satisfactorily, and I believe it will be ready for occupation within six months from the present date.

Station buildings are also required at Sandgate, Yengarie, Cleveland, Condamine, Camboon, Allora, Toowoomba, Dalrymple, Fortitude Valley, Fassifern, South Brisbane, and Five-mile Camp.

## EXTENT OF LINES IN OPERATION.

We have now 5,033 $\frac{1}{2}$  miles of lines and 6,778 miles of wire in effective operation, distributed as follows:—

Brisbane to New South Wales Border, 189 miles; Brisbane to Tweed River, 67; Brisbane to Cape Moreton, 95; Brisbane *via* Maryborough to Rockhampton, 444; Warwick to Goondiwindi, 144; Roma to Curriwillingham, 219; Toowoomba to Charleville, 388 $\frac{1}{2}$ ; Dalby to Chinchilla, 50; Dalby to Rockhampton, 343; Ipswich to Fassifern, 31 $\frac{1}{2}$ ; Ipswich to Nanango, 94; Helidon to Toowoomba (by railway line), 27; Charleville to Ruthford's, 195; Highfields to Crow's Nest, 17; Charleville to Nebo, 478; Gympie to Tewantin, 32; Maryborough to Taroom, 227 $\frac{1}{2}$ ; Woody Island, *via* Maryborough, to Inskip Point, 109 $\frac{1}{2}$ ; Burnett Heads to Tenengerling, 75 $\frac{1}{2}$ ; Gladstone to Turkey Station, along former poles, 29 $\frac{1}{2}$  miles, thence by a branch line to Bustard Head of 25 $\frac{1}{2}$  miles, being total miles of wire 55 $\frac{1}{2}$ ; Westwood to Blackwater, 89; Rockhampton to Cape Capricorn, 104 $\frac{1}{2}$ ; Keppel Bay to Sea Hill, 5; Tambo to Blackall, 63 $\frac{1}{2}$ ; Mackay to Flat-top Island, 6; Rockhampton to Bowen, 357; Bowen to Kimberley, 619; Burdekin to Dalrymple, 102 $\frac{1}{2}$ ; Waterview to Herbert River, 25 $\frac{3}{4}$ ; Junction Creek to Cooktown, 304; Tate to Thornborough, 81 $\frac{1}{2}$ ; and Palmerville to Maytown, 23 miles.

*Additional Wires.*—Brisbane to New South Wales Border, 189 miles; Brisbane to Dalby, 188; Brisbane to Toowoomba, 86; Brisbane to Helidon, 72; Brisbane to Ipswich, 25; Brisbane to Maryborough, 177 $\frac{1}{2}$ ; Dalby to Warwick, 108; Maryborough to Rockhampton, 266 $\frac{1}{2}$ ; Rockhampton to Westwood, 30; Rockhampton to Burdekin, 447; and Bowen to Waterview, 176 miles. (*See Map Appended.*)

## RECEIPTS AND EXPENDITURE.

Detailed information relative to the receipts and expenditure during the year 1877 will be found on referring to the tables Nos. 1, 2, 3, and 4, appended.

The revenue of the Department from all sources is—Cash receipts, £33,326 16s. 8d.; value of messages on Government service, £11,794 1s. 1d.; and proportion due to Queensland on international business, £141 9s.; total, £45,262 6s. 9d. On the other hand, the disbursements were—For salaries, £36,370 6s. 3d.; contingencies, £14,831 3s. 8d.; and refundments to other colonies, £2,996 18s. 6d.; total, £54,198 8s. 5d.; showing an expenditure in excess of revenue amounting to £8,936 1s. 8d.

This result is far from satisfactory, as this Department, irrespective of the indirect benefit it confers, should be self-supporting. I would therefore recommend a revision of the tariff. This might be done by separating the Colony into two sections, the point of division being at Bowen; telegrams between stations in each section to be charged at the uniform rate of one shilling for ten words exclusive of address and signature, and for messages over ten words a charge of sixpence for every additional five or fraction of five words. Telegrams between stations in the different sections to be charged two shillings for ten words exclusive of address and signature, and for messages over ten words a charge of one shilling for every additional five or fraction of five words. Press charges at a uniform rate of sixpence for the first ten words, and threepence for every additional five or fraction of five words.

The intercolonial tariff to remain as at present.

With such modifications I believe the revenue will be considerably increased, and the amount of traffic very slightly, if at all affected.

To reduce the amount of Government business, which, as you are aware, is now transmitted free of charge, I would suggest that, in future, it be paid for by departmental vouchers similar to the system now in force in New South Wales. This arrangement would prevent the transmission of useless telegrams, and reduce clerical labour by amalgamating the double sets of books and separate checks rendered necessary by the present system.

I may mention that the charges now in force between Adelaide and the Northern territory of South Australia, are more than five times as high as the rates proposed for our Northern lines.

In 1877, 512,093 messages were transmitted from the several Queensland stations, against 479,073 in 1876, showing an increase of 33,020 on the previous year.

The number of messages received from other colonies in 1877 amounted to 49,259, value £7,152 10s. 9d.; against 42,539, value £6,858 2s. 2d., received in 1876; showing an increase of 6,720, value £294 8s. 7d. The amount collected in Queensland for international messages was £3,359 14s. 11d., against £1,900 2s. 10d. during the previous year; increase, £1,459 12s. 1d.

406 International messages were transmitted against 312 in 1876; increase, 94. This small increase may be attributed to the high tariff still in force, and shows the necessity for a second and competing International line.

2,547 messages, value £236 18s. 4d., against 2,436, value £226 12s. 8d. in 1876, were passed free on Savings Bank service.

The return (Appendix No. 6) furnishes information respecting the expenditure on construction account.

At the end of last year, the total sum expended on lines and station buildings was £332,283 14s. 10d., and we then had £66,814 1s. 4d. available for authorised extensions.

## SHIPPING AND WEATHER REPORTS.

Wind and weather reports continue to be regularly transmitted from all stations at 9 a.m. and 3 p.m. daily, together with shipping intelligence from the coast stations, free of charge, and posted up at the principal offices for public information.

The rainfall is also registered at Telegraph offices in various parts of the Colony, and it is proposed to increase the number of stations, so that this important branch of the meteorological department may duly receive the attention it deserves.

## TELEGRAPHIC COMMUNICATION WITH WESTERN AUSTRALIA.

Telegraphic communication between South and Western Australia was completed on the 8th December last, thus placing the following stations in circuit with the general system, namely:—Albany (King George's Sound), Arrino, Berkshire Valley, Bunbury, Busselton, Carnambah, Dougarra, Freemantle, Geraldton (Champion Bay), Greenough, Guildford, Kojonup, Newcastle, New Norcia, Northam, Northampton, Perth, Pinjarrah, William's River, and York.

## INTERNATIONAL COMMUNICATION.

I regret to have to report, from official information received, that, since 1st May, 1877, the International Cables have been interrupted at various times, making together a period of 69 days, and the Port Darwin line in broken periods amounting in the aggregate to 32 days, 14 days of which were while the cables were interrupted, including three days of partial interruption. Also, that the interruptions on the land line have been more frequent during the present north-west monsoon than in any previous year. Thus showing that a second cable in connection with the Queensland system is urgently required. In order to provide for this pressing want, I can only repeat the recommendations contained in my former reports, namely, that the duplicate cable should be taken from our Northern coast *via* Macassar to Asia, and be worked in connection with the Indian and Indo-European lines.

Appended is a map indicating the route I propose between Queensland and Europe, together with all the principal land lines and cables throughout the world.

I have, &c.,

W. J. CRACKNELL, Member Society Telegraph Engineers,

Superintendent of Electric Telegraphs.

The Honourable The Postmaster-General.

## 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 1877.

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.					
1877.						£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January ...	5,033	6,778	136	294	28,868	2,531 5 7	12,689	1,069 0 4	30	12 5 0	41,587	3,612 10 11	13 10 5	2,806 13 1	1,018 1 1	3,838 4 7	
February ...					26,391	2,293 13 11	11,489	961 13 1	19	8 15 0	37,899	3,264 2 0	8 0 11	3,000 14 4	959 18 2	3,968 13 5	
March ...					28,293	2,500 14 1	12,653	1,063 1 3	32	11 2 6	40,978	3,574 17 10	589 15 10	2,852 14 9	1,537 19 3	4,980 9 10	
April ...					30,845	2,859 4 1	11,768	999 8 4	42	15 9 9	42,655	3,874 2 2	12 0 5	2,894 19 4	802 18 2	3,709 17 11	
May ...					32,947	2,960 11 11	11,451	971 0 3	41	16 2 9	44,439	3,947 14 11	20 7 9	3,018 13 11	794 17 0	3,833 18 8	
June ...					30,636	2,735 16 4	10,958	896 16 3	35	11 2 9	41,629	3,643 15 4	751 8 10	3,001 7 8	2,632 8 6	6,475 5 0	
July ...					32,120	2,844 15 5	10,942	941 2 2	48	13 17 0	43,110	3,799 14 7	15 18 5	2,837 5 1	303 1 10	3,156 5 4	
August ...					34,205	2,987 3 10	10,956	994 17 0	38	14 4 3	45,199	3,996 5 1	14 0 9	2,998 1 10	661 5 10	3,673 8 5	
September ...					30,489	2,716 12 0	9,195	792 17 6	36	10 18 3	39,720	3,520 7 9	712 0 11	3,137 0 9	1,845 18 5	5,695 0 1	
October ...					33,532	3,053 7 9	12,679	1,049 0 6	30	9 4 3	46,241	4,111 12 6	23 13 10	2,976 7 6	1,117 0 5	4,117 1 9	
November ...					32,365	2,946 10 3	12,445	1,082 5 11	20	4 19 3	44,830	4,033 15 5	14 6 3	3,239 18 0	1,042 10 3	4,296 14 6	
December ...					32,123	2,897 1 6	11,648	972 18 6	35	13 8 3	43,806	3,883 8 3	821 14 2	3,516 10 0	2,115 4 9	6,453 8 11	
					372,814	33,326 16 8	138,873	11,794 1 1	406	141 9 0	512,093	45,262 6 9	2,996 18 6	36,370 6 3	14,831 3 8	54,198 8 5	

REMARKS.—Total Expenditure in excess of total Revenue, £8,936 1s. 8d.

Received from Australian Colonies, 49,259 messages, value £7,152 10s. 9d.

Total amount received in Queensland for International messages, £3,359 14s. 11d.

Savings Bank business sent free, 2,547 messages, value £236 18s. 4d.

Messages transmitted free on business of the Queensland National and Agricultural Society, from 3rd to 20th August, 31 messages, value £4 14s. 9d.

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

Amount expended to 31st December, 1877, in construction of Lines and Stations, £332,283 14s. 10d.

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 1877.

STATIONS.	RECEIPTS.						EXPENDITURE.					
	CASH.		O.H.M.S.		TOTAL.							
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	Salaries.	Contingencies.	Total.			
		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Chief Office ...	...	...	...	...	...	...	3,774 5 5	437 11 6	4,211 16 11			
Brisbane ...	83,619	8,900 7 2	13,281	1,499 10 11	96,900	10,399 18 1	4,126 3 4	870 2 10	4,996 6 2			
Rockhampton ...	29,005	2,604 13 6	4,701	549 7 9	33,706	3,154 1 3	1,839 15 5	297 6 10	2,137 2 3			
Cooktown ...	19,993	2,011 18 3	1,783	272 15 7	21,776	2,284 13 10	802 4 8	214 5 5	1,016 10 1			
Maryborough ...	20,475	1,780 10 2	2,058	190 6 4	22,533	1,970 16 6	819 14 9	355 1 10	1,174 16 7			
Townsville ...	18,758	1,689 4 2	2,188	275 16 2	20,946	1,965 0 4	662 0 0	295 6 0	957 6 0			
Toowoomba ...	14,900	1,067 3 8	1,413	148 11 5	16,313	1,215 15 1	582 0 0	280 19 7	862 19 7			
Charters Towers ...	11,081	978 5 1	276	29 17 10	11,357	1,008 2 11	312 5 0	26 11 0	338 16 0			
Mackay ...	8,230	804 8 10	888	115 10 10	9,118	919 19 8	392 0 0	309 5 11	701 5 11			
Dalby ...	10,646	729 13 3	664	78 13 7	11,282	808 6 10	365 6 4	182 14 3	548 0 7			
Brisbane Railway Station ...	983	57 16 10	6,950	715 14 1	7,933	773 10 11	120 0 0	8 15 8	128 15 8			
Roma ...	7,918	651 19 3	835	84 10 3	8,753	736 9 6	427 1 8	156 7 3	583 8 11			
Gympie ...	9,084	655 7 0	570	59 7 2	9,654	714 14 2	395 6 8	284 6 6	679 13 2			
Thornborough ...	1,021	103 12 11	99	13 9 4	1,120	117 2 3	55 1 7	53 15 5	108 17 0			
Maytown ...	6,386	623 17 3	531	71 13 5	6,917	695 10 8	236 0 0	193 11 3	429 11 3			
Toowoomba Railway Station ...	1,650	105 14 2	6,111	584 8 6	7,761	690 2 8	231 13 4	8 15 8	240 9 0			
Blackall ...	4,215	463 3 8	402	46 18 7	4,617	510 2 3	137 10 0	104 2 8	241 12 8			
Bowen ...	5,260	428 10 11	1,672	203 9 11	6,932	632 0 10	905 16 1	209 4 3	1,115 0 4			
Ipswich ...	8,348	571 4 8	444	40 18 9	8,792	612 3 5	522 16 1	49 10 3	572 6 4			
Warwick ...	7,529	554 6 3	614	50 7 7	8,143	610 13 10	432 0 0	90 13 0	522 13 0			
Tambo ...	5,632	543 4 2	462	44 6 7	6,094	587 10 9	340 10 9	151 12 6	492 3 3			
St. George ...	5,513	552 4 1	215	20 10 1	5,728	572 14 2	298 8 8	78 7 4	376 14 0			
Clermont ...	5,276	508 12 10	544	56 6 2	5,820	564 19 0	336 6 8	246 16 2	583 2 10			
Ipswich Railway Station ...	1,168	72 5 9	4,798	425 11 7	5,966	497 17 4	236 2 6	33 14 8	269 17 2			
Dalby Railway Station ...	1,163	75 6 7	3,798	298 10 6	4,961	373 17 1	122 0 0	9 3 2	131 3 2			
Grandchester ...	689	40 6 8	5,645	329 3 4	6,314	369 10 0	120 0 0	11 12 4	131 12 4			
Runnberg ...	4,393	321 13 8	383	41 6 2	4,776	362 19 10	320 0 0	104 2 8	424 2 8			
Clifton ...	847	62 6 2	4,535	293 8 4	5,382	355 16 6	120 0 0	13 8 2	133 8 2			
Jondaryan ...	1,008	63 7 10	4,131	271 9 4	5,139	334 17 2	115 16 1	11 5 11	127 2 0			
Dingo ...	2,953	193 4 11	1,379	131 4 11	4,337	324 9 10	120 0 0	12 15 8	132 15 8			
Stanthorpe ...	3,695	288 1 3	241	24 16 5	3,936	312 17 8	320 0 0	65 9 2	385 9 2			
Laidley ...	367	20 14 5	4,476	275 19 9	4,843	296 14 2	100 0 0	8 15 8	108 15 8			
Copperfield ...	3,139	289 0 9	666	5 10 9	3,805	294 11 6	202 0 0	39 2 2	241 2 2			
Normanton ...	1,766	225 16 8	427	67 1 10	2,193	292 18 6	311 13 4	164 10 11	476 3 4			
Springvale ...	2,698	234 4 5	495	55 18 6	3,193	290 2 11	270 0 0	121 9 8	391 9 8			
St. Lawrence ...	2,917	246 7 1	313	43 5 1	3,230	289 12 2	323 6 8	157 12 6	485 19 2			
Oxley ...	240	14 8 4	4,654	268 17 10	4,894	283 6 2	104 10 5	11 8 2	115 18 7			
Goondiwindi ...	2,189	254 1 11	238	27 10 4	2,427	281 12 3	181 13 4	123 12 10	305 6 2			
Cambooya ...	883	67 6 4	3,973	218 1 4	4,856	275 7 8	120 0 0	10 14 5	130 14 5			
Charleville ...	2,466	241 0 5	310	29 1 6	2,776	267 14 1	113 6 8	125 8 2	505 8 2			
Oakey Creek ...	432	30 2 11	3,740	237 11 1	4,172	267 14 0	120 0 0	11 8 2	125 8 2			
Gowrie Junction ...	194	12 16 4	4,122	251 16 1	4,316	264 13 5	113 6 8	8 15 8	128 15 8			
Gladstone ...	2,981	220 9 5	407	30 7 9	3,406	260 17 2	338 6 8	187 5 3	555 11 11			
Allora Railway Station ...	378	26 15 4	3,746	231 15 2	4,124	258 10 6	103 1 1	47 15 8	130 16 9			
Millchester ...	1,926	175 8 5	597	76 1 11	2,523	251 10 4	320 0 0	55 10 6	375 10 6			
Goodna ...	451	26 15 1	3,494	215 10 0	3,945	242 5 1	120 0 0	8 15 8	128 15 8			
Cunnamulla ...	1,730	224 3 11	154	16 0 0	1,874	240 3 11	150 0 0	132 6 2	282 6 2			
Murphy's Creek ...	275	15 17 2	3,362	222 8 3	3,637	238 5 5	120 0 0	12 19 10	132 19 10			
Georgetown ...	1,825	166 11 4	509	70 0 2	2,334	236 11 6	342 10 0	145 19 7	488 9 7			
Warwick Railway Station ...	190	11 1 11	2,928	217 5 0	3,118	228 6 11	100 0 0	8 15 8	108 15 8			
Gatton ...	925	55 14 0	2,486	169 16 5	3,411	295 10 5	120 0 0	11 18 2	311 18 2			
Mitchell Downs ...	2,191	190 2 6	197	21 13 8	2,388	211 16 2	150 0 0	121 11 9	372 11 9			
Ravenswood ...	2,256	179 7 11	286	30 5 7	2,542	209 13 6	270 0 0	55 19 2	275 19 2			
Heildon ...	723	40 12 3	3,586	167 5 5	3,309	207 17 8	116 13 4	9 1 6	125 14 10			
Indooroopilly ...	153	11 16 1	3,582	194 7 7	3,735	206 3 8	113 6 8	9 18 2	123 4 10			
Cardwell ...	1,464	115 11 7	556	76 9 3	2,020	192 0 10	300 0 0	447 12 3	747 12 3			
Highfields ...	210	13 1 9	2,750	171 5 8	2,960	184 7 5	120 0 0	8 15 8	128 15 8			
Emu Creek ...	54	2 18 2	883	54 5 9	937	57 3 11	34 13 4	4 17 11	39 11 3			
Surat ...	1,522	125 8 3	555	34 9 10	1,877	159 18 1	150 0 0	56 5 2	206 5 2			
Walloon ...	271	17 7 4	2,157	138 1 1	2,428	155 8 5	120 0 0	8 15 8	128 15 8			
Brisbane Works ...	102	8 2 9	1,584	144 18 9	1,686	153 1 6	108 6 8	8 15 8	117 2 4			
Warra ...	286	18 13 8	419	32 7 1	705	51 0 9	25 3 2	2 17 11	28 1 1			
Gayndah ...	1,738	134 4 5	128	14 10 3	1,866	148 14 8	340 0 0	101 13 8	441 13 8			
Tenengerling ...	1,713	126 13 6	7	6 14 9	1,790	133 8 3	320 0 0	81 9 9	401 9 9			
Fortitude Valley ...	750	53 17 9	7	0 4 5	752	54 2 2	50 0 0	73 12 0	123 12 0			
Taroom ...	1,280	103 19 9	193	22 8 9	1,473	126 8 6	149 2 1	145 14 6	294 16 7			
Herbert River ...	1,345	99 0 5	189	19 6 5	1,534	118 6 10	150 0 0	52 0 2	202 0 2			
Carried forward ...	345,261	31,392 5 2	127,470	10,842 14 5	472,731	42,134 19 7	26,110 16 5	7,727 8 1	33,838 4 6			

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 1877—continued.

STATIONS.	RECEIPTS.						EXPENDITURE.					
	CASH.		O.H.M.S.		TOTAL.							
	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	SALARIES.	CONTINGENCIES.	TOTAL.			
		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Brought forward	345,261	31,292 5 2	127,470	10,842 14 5	472,731	42,134 19 7	26,110 16 5	7,727 8 1	33,838 4 6			
Cape Moreton	28	1 11 9	1,456	115 0 11	1,484	116 12 8	40 0 0	10 15 8	50 15 8			
Dunwich	291	22 15 10	677	92 9 8	968	115 5 1	50 0 0	21 0 8	71 0 8			
Bundamba	64	3 16 9	1,099	72 14 1	1,163	76 10 10	63 9 10	5 9 1	68 18 11			
Dalrymple	1,096	95 6 11	153	19 15 1	1,249	115 2 0	150 0 0	115 6 5	265 6 5			
Rosewood	224	15 3 0	937	59 18 0	1,161	75 1 0	80 0 0	6 19 1	86 19 1			
Condamine	1,474	97 11 8	1,651	13 11 6	1,639	111 3 2	150 0 0	177 14 1	327 14 1			
Toowoong	201	12 12 10	1,800	97 2 7	2,001	109 15 5	120 0 0	17 0 8	137 0 8			
South Brisbane	479	33 14 3	2	0 4 10	481	33 19 1	48 7 8	46 13 6	95 1 2			
Palmerville	1,001	79 11 9	132	15 1 6	1,133	94 13 3	299 11 8	233 13 5	533 5 1			
Gin Gin	982	83 13 4	54	5 17 0	1,036	89 10 4	339 19 11	118 12 3	458 12 2			
Nanango	1,099	75 6 4	118	13 14 10	1,217	89 1 2	150 0 0	51 9 5	201 9 5			
Westwood	966	67 1 3	279	20 15 8	1,245	87 16 11	155 0 0	37 0 2	192 0 2			
Beenleigh	1,024	72 5 2	115	10 19 3	1,139	83 4 5	203 0 0	37 0 5	240 0 5			
Tewantin	1,145	71 12 2	62	3 6 6	1,197	74 15 8	150 0 0	60 7 8	210 7 8			
Nive	763	65 10 11	9	0 17 3	772	66 8 2	150 0 0	116 1 1	266 1 1			
Nebo	669	55 15 6	109	10 11 3	778	66 6 9	440 0 0	373 11 10	813 11 10			
Leyburn	739	47 12 5	173	17 2 7	912	64 15 0	150 0 0	59 6 2	209 6 2			
Inskip Point	234	17 16 0	387	46 8 6	621	64 4 6	40 0 0	8 15 8	48 15 8			
Banana	584	42 2 10	130	17 6 9	714	59 9 7	165 0 0	54 5 8	219 5 8			
Laura	627	51 6 11	76	7 13 11	703	59 0 10	165 0 0	266 15 9	431 15 9			
Junction Creek	506	54 4 4	13	1 9 6	519	55 13 10	322 19 1	335 15 6	658 14 7			
Yengarie	728	53 10 3	24	1 18 8	752	55 8 11	120 0 0	28 15 8	148 15 8			
Sandgate	817	50 0 1	38	3 12 7	855	53 12 8	120 0 0	32 1 0	152 1 0			
South Passage	89	2 12 5	820	50 13 11	859	53 6 4	40 0 0	34 7 2	74 7 2			
Woody Island	137	9 1 4	386	43 13 3	523	52 14 7	80 0 0	51 15 7	131 15 7			
Burdekin	510	49 1 2	28	2 8 7	538	51 9 9	320 0 0	208 8 9	528 8 9			
Alora	676	41 19 2	93	8 3 5	769	50 2 7	131 14 4	49 7 5	181 1 9			
Inglewood	585	39 7 7	114	9 17 2	699	49 4 9	150 0 0	55 4 8	205 4 8			
Esk	734	45 14 10	30	2 15 8	764	48 10 6	150 0 0	51 5 8	201 5 8			
Sea Hill	202	17 3 9	275	31 4 7	477	48 8 4	35 0 0	25 12 0	60 12 0			
Mariborough	591	41 15 4	69	5 19 9	660	47 15 1	165 0 0	56 3 2	221 3 2			
Keppel Bay	202	17 14 11	298	27 8 10	500	45 3 9	79 11 8	46 12 0	126 3 8			
Miriam Vale	537	41 7 0	25	2 9 6	562	43 16 6	170 0 0	77 18 6	227 18 6			
Yamba	507	35 10 9	65	7 12 0	572	43 2 9	150 0 0	113 16 8	263 16 8			
Lytton	128	10 11 7	341	31 5 11	469	41 17 6	103 6 8	60 8 6	153 15 2			
Hawwood	487	40 7 5	8	0 19 3	495	41 6 8	320 0 0	117 10 2	437 10 2			
Taro	567	33 12 7	65	7 8 1	632	41 0 8	150 0 0	176 16 11	326 16 11			
Waterbury	451	39 1 4	14	1 7 6	465	40 8 10	150 0 0	430 0 7	580 0 7			
Dumathu	307	21 19 0	50	1 2 4	320	23 1 4	150 0 0	7 8 3	7 8 3			
Cabulute	577	35 1 0	63	3 16 9	627	38 17 9	150 0 0	107 15 2	257 15 2			
Walsh	376	31 17 0	42	3 18 1	418	35 15 1	189 11 8	365 8 6	555 0 2			
Cleveland	483	29 7 3	46	3 16 8	519	33 3 11	80 0 0	20 12 4	100 12 4			
Mulga	70	5 9 6	...	...	70	5 9 6	18 6 8	27 15 5	46 17 1			
Nerang Creek	372	26 10 9	38	3 11 4	410	30 2 1	150 0 0	63 3 8	213 3 8			
Bulwer	201	14 8 5	205	14 1 9	406	28 10 2	80 0 0	8 15 8	88 15 8			
Cashmere	258	23 2 11	42	4 18 5	300	28 1 4	180 0 0	463 2 3	643 2 3			
Bloomsbury	265	20 19 5	69	6 6 5	334	27 5 10	150 0 0	98 1 0	248 1 0			
Marooch	338	22 13 1	35	4 2 3	373	26 15 4	150 0 0	224 7 9	374 7 9			
Crow's Nest	50	3 3 5	35	3 2 5	85	6 5 10	37 10 0	15 7 11	52 17 11			
Green Creek	216	17 19 11	34	4 13 4	250	22 13 3	189 11 8	388 9 5	578 1 1			
Kimberley	138	17 0 2	40	4 18 7	178	21 18 9	137 10 0	329 10 5	467 0 5			
Tate	181	20 8 7	5	0 8 8	186	20 17 3	156 13 4	368 12 8	525 6 0			
Fernvale	287	17 0 2	7	0 14 6	294	17 14 8	100 0 0	10 6 2	110 6 2			
Collorey	226	16 14 1	4	0 12 0	230	17 6 1	150 0 0	49 0 8	199 0 8			
Harrisville	133	8 7 10	5	0 11 5	138	8 19 3	60 0 0	7 7 11	67 7 11			
Cumboo	208	15 5 0	10	0 15 10	218	16 0 10	150 0 0	117 5 5	267 5 5			
Drayton	219	13 18 7	15	0 19 7	234	14 18 2	40 0 0	8 15 8	48 15 8			
Dec River	164	11 6 8	13	1 4 8	177	12 11 4	150 0 0	99 12 8	249 12 8			
Fossilfern	47	3 18 1	...	...	47	3 18 1	62 10 0	31 18 8	94 8 8			
Durah	136	9 1 0	3	0 3 10	139	9 4 10	150 0 0	54 4 1	204 4 1			
Cape Capricorn	57	3 5 9	58	5 7 9	115	8 13 6	50 0 0	25 9 0	75 9 0			
Gilbert River	86	6 11 7	11	0 18 6	97	7 10 1	180 0 0	365 18 9	545 18 9			
Flat-top Island	46	2 19 10	3	0 4 2	49	3 4 0	25 9 8	4 17 5	30 7 1			
Five-mile Camp	18	0 19 1	1	0 1 0	19	1 0 1	10 0 0	2 8 2	12 8 2			
Burnett Heads	...	...	...	...	...	...	50 0 0	8 15 8	58 15 8			
Receiving Office, G.P.O.	...	...	...	...	...	...	157 16 0	...	157 16 0			
Relieving Operators	...	...	...	...	...	...	310 0 0	...	310 0 0			
Brisbane Signal Station	...	...	...	...	...	...	185 0 0	1 10 0	186 10 0			
Tenterfield Repeating Station	...	...	...	...	...	...	862 10 0	59 8 6	921 18 6			
Parliament House	...	...	...	...	...	...	25 0 0	1 0 9	26 0 9			
Currawild	...	...	...	...	...	...	25 0 0	7 12 1	32 12 1			
TOTAL	372,814	33,326 16 8	138,873	11,794 1 1	511,687	45,120 17 9	36,370 6 3	14,831 3 8	51,201 9 11			

Table III.

RETURN showing AMOUNT EXPENDED in each MONTH during the Year 1877.

1877.	SALARIES.	CONTINGENCIES.									
		Incidental Expenses.	Repairs to Buildings.	Maintenance and Repair of Lines.	Fuel, Light, and Water.	Travelling Expenses.	Forage.	Rent.	Protection of Stations on Gulf Line.	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.	£ s. d.
January ...	2,806 13 1	340 0 1	...	325 1 7	58 13 0	63 8 6	51 5 9	40 9 3	71 4 6	67 18 5	1,018 1 1
February ...	3,000 14 4	271 7 8	...	313 18 4	11 11 6	154 12 7	...	...	171 13 4	36 14 9	959 18 2
March ...	2,852 14 9	135 10 0	...	150 16 8	16 1 9	71 0 8	643 16 1	203 17 6	91 8 6	225 8 1	1,537 19 3
April ...	2,894 19 4	151 7 5	...	314 3 3	28 2 9	96 0 3	60 0 0	14 4 3	83 4 9	55 15 6	802 18 2
May ...	3,018 13 11	167 6 5	...	323 10 5	28 12 5	42 12 0	13 6 8	13 2 10	168 1 6	38 4 9	794 17 0
June ...	3,091 7 8	435 17 8	...	521 15 9	99 6 11	168 4 4	703 17 8	214 6 3	189 4 6	299 15 5	2,632 8 6
July ...	2,837 5 1	86 10 5	...	139 5 5	10 1 0	3 5 0	...	...	64 0 0	...	303 1 10
August ...	2,998 1 10	284 11 6	...	243 0 8	10 0 0	39 8 6	...	...	80 15 4	3 9 10	661 5 10
September...	3,137 0 9	181 15 6	...	247 19 1	54 6 6	85 19 0	697 1 11	180 12 5	111 14 8	286 9 4	1,845 18 5
October ...	2,976 7 6	474 16 8	...	387 9 2	37 3 2	107 16 10	20 10 9	27 15 0	52 0 0	9 8 10	1,117 0 5
November...	3,239 18 0	220 11 8	28 0 0	354 3 11	13 5 6	130 5 0	2 0 10	36 3 1	230 18 1	27 2 2	1,042 10 3
December ...	3,516 10 0	225 3 11	2 10 0	446 10 5	45 5 6	136 7 0	687 6 2	203 17 4	103 9 4	264 15 1	2,115 4 9
TOTAL ...	36,370 6 3	2,974 18 11	30 10 0	3,767 14 8	412 10 0	1,098 19 8	2,879 5 10	934 7 11	1,417 14 6	1,315 2 2	14,831 3 8



Table IV.  
DEBIT AND CREDIT STATEMENT.

Dr.

Cr.

1877.	£	s.	d.	£	s.	d.	1877.	£	s.	d.	£	s.	d.
To Total Expenditure—							By cash paid into the Treasury on account of Collections ...	33,328	16	8			
Salaries ... ..	36,370	6	3				By cash paid into the Treasury on account of International Business ... ..	141	9	0	33,468	5	8
Contingencies ... ..	14,831	3	8	51,201	9	11	By value of Messages sent as "On Her Majesty's Service" ...				11,794	1	1
To Refundments to other Colonies, being proportion due to them for Intercolonial Business—							By Balance ... ..				8,936	1	8
New South Wales ... ..	2,368	6	1										
Victoria ... ..	327	9	6										
South Australia ... ..	46	4	8										
Tasmania ... ..	9	17	8										
Tasmania Cable Company...	88	3	2	2,840	1	1							
To Refundment to New South Wales on account of New Zealand Business, being amount due to New Zealand Cable Company, and New South Wales ... ..													
				156	17	5							
				54,198	8	5					54,198	8	5

Table V.

RETURN showing the STRENGTH and DISTRIBUTION of the STAFF of the ELECTRIC TELEGRAPH DEPARTMENT during the Year 1877.

STATION.	Superintendent.	General Inspector, Northern District.	Assistant Superintendent, Southern District.	Accountant.	Instrument Fitter.	Inspector of Lines.	Instructor.	Storekeeper.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairs in Charge.	Line Repairs.	Messengers.	Labourers.	Total.
Superintendent's Office ...	1	1	1	1	1	1	1	1	...	...	6	3	...	...	1	5	20
Brisbane Central Station ...	...	...	...	...	...	...	...	...	1	...	16	...	...	1	9	...	30
Brisbane Receiving Branch, G. P. O. ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2
Brisbane Signal Station ...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	2
Parliament House ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Fortitude Valley ...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	2
South Brisbane ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
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	...	...	...	...	2
Stanthorpe ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Tenterfield ...	...	...	...	...	...	...	...	...	1	...	4	...	...	...	...	...	5
Harrisville ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Fassfern ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1
Fernvale ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Esk ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1
Nanango ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1
Five-mile Camp ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Crow's Nest ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	1
Beenleigh ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	2
Nerang Creek ...	...	...	...	...	...	...	...	...	...	...	...	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
Bundamba ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Ipswich ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	2
Walloon ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Rosewood ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Grandchester ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Laidley ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Gatton ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Helidon ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Murphy's Creek ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Carried forward ...	1	1	1	1	1	1	1	1	7	27	25	10	8	6	17	5	113

Table V.—continued.

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

STATION.	Superintendent.	General Inspector, Northern District.	Assistant Super- intendent, Southern District.	Accountant.	Instrument Fitter.	Inspector of Lines.	Instructor.	Storekeeper.	Station Master.	Operators in Charge.	Operators.	Clarks.	Line Repairs in Charge.	Line Repairs.	Messengers.	Labourers.	Total.
Brought forward ...	1	1	1	1	1	1	1	1	7	27	25	10	8	6	17	5	113
Highfields Railway Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Toowoomba ...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	2
Gowrie Junction ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Oakey Creek ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Jondaryan ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Dalby ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Warra ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Drayton ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Cambooya Railway Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Emu Creek ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Clifton ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Allora ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Allora Railway Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Warwick ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Dalby ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	...	3
Condamine ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Roma ...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	3
Surat ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
St. George ...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2
Currawild ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Mitchell Downs ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Charleville ...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	3
Cannamulla ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Nive ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Tambo ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Blackall ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Springure ...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2
Copperfield ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	2
Clermont ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Durah ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Camboon ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Banana ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Dee River ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Westwood ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Blackwater Railway Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Sandgate ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Cabulure ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Maroochie ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Gympie ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	...	3
Tewantin ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Tiaro ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Mungah ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Yengarie ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
Maryborough ...	...	...	...	...	...	...	...	...	1	...	3	...	...	1	2	...	7
Woody Island N. ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Woody Island S. ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Inskip Point ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Gayndah ...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	2
Hawkwood ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Taroom ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Gin Gin ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Bundaberg ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Burnett Heads ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Tenengerling ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Miriam Vale ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Gladstone ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Rockhampton ...	...	...	...	...	...	...	...	...	1	...	7	2	...	1	2	...	13
Sea Hill ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Keppel Bay ...	...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	2
Cape Capricorn ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Yaamba ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Marlborough ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
St. Lawrence ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Collaroy ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Nebo ...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...	...	3
Mackay ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	1	...	3
Flat-top Island ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1
Bloombury ...	...	...	...	...	...	...	...	...	...	...	6	...	1	...	...	...	7
Bowen ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Burdekin ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Ravenwood ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Millchester ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Charters Towers ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Dalrymple ...	...	...	...	...	...	...	...	...	1	...	2	...	1	...	...	...	1
Townsville ...	...	...	...	...	...	...	...	...	1	...	...	...	1	...	1	...	5
Waterview ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1	2
Carried forward ...	1	1	1	1	1	1	1	1	28	54	47	12	35	32	26	6	248

Table V.—continued.

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

STATION.	Superintendent.	General Inspector, Northern District.	Assistant Superintendent, Southern District.	Accountant.	Instrument Fitter.	Inspector of Lines.	Instructor.	Storekeeper.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairs in Charge.	Line Repairs.	Messengers.	Labourers.	Total.
Brought forward ...	1	1	1	1	1	1	1	1	28	54	47	12	35	32	26	6	248
Herbert River ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	1
Cardwell ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Cashmere ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Junction Creek ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
George Town ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	3
Gilbert River ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Green Creek ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Normanton ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Kimberley ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Tato ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	4
Thornborough ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Waleh ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Maytown ...	...	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	2
Palmerville ...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	2
Laura ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	3
Cooktown ...	...	...	...	...	...	...	...	...	1	...	2	...	...	1	2	...	6
Relieving Operators ...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	2
TOTAL ...	1	1	1	1	1	1	1	1	36	54	51	12	43	41	28	21	294

Table VI.

AMOUNT EXPENDED ON CONSTRUCTION OF LINES.

		£	s.	d.	£	s.	d.
SURPLUS REVENUE	Expended to 31st December, 1876—						
	Surplus Revenue ...	33,659	8	8			
	Loan ...	266,958	1	6	300,617	10	2
LOAN	Expended during year 1877—						
	Ravenswood to Millicester	452	0	0			
	Charleville to Tambo ...	328	14	11	780	14	11
	Clermont to Springsure ...	15	0	0			
	Warwick (via Leyburn to Goondiwindi) ...	547	6	3			
	Junction Creek to Palmer ...	760	9	0			
	Tambo to Blackall ...	2,038	7	1			
	Iron Poles ...	5,435	19	6			
	Station Buildings (1876) ...	1,178	10	0			
	Charters Towers to Dalrymple ...	99	3	9			
	Mackay to Flat-top Island ...	395	19	0			
	Loan, General Account (1876) ...	506	18	11			
	Additional Wire, Bowen to Waterview ...	396	5	10			
	Palmer to Cooktown ...	851	2	0			
	Ipswich to Fassifern ...	870	1	4			
	Keppel Bay to Sea Hill ...	5	0	0			
	Springsure to Tambo ...	3	18	6			
	Gladstone to Bustard Head ...	1,263	6	6			
	Toowoomba to Highfields ...	758	16	3			
	Maryborough to Rockhampton (additional wire) ...	2,565	3	7			
	Tate to Thornborough ...	4,789	18	1			
	Blackall to Aramac ...	514	7	8			
	St. George to Curriwillingham ...	3,482	2	3			
	Dalby to Roma ...	1,703	17	4			
	Cunnamulla to Rutherford's ...	681	0	0			
	Dalrymple to Junction Creek ...	718	9	11			
	Station Buildings (1876) ...	500	0	0			
	Gympie to Kilkivan ...	180	6	5			
	Burdekin to Cape Bowling Green ...	237	4	5			
	Normanton Line Repairs ...	120	0	0			
	1870—Toowoomba to Warwick ...	159	0	1			
	1872—Additional Wire to N.S.W. Border ...	112	16	1			
	Total Expenditure to 31st December, 1877 ...				30,885	9	9
					332,283	14	10