

QUEENSLAND.

REPORT FROM THE SUPERINTENDENT OF ELECTRIC TELEGRAPHS
ON THE WORKING OF HIS DEPARTMENT DURING THE
YEAR 1878.

Presented to both Houses of Parliament by Command.

Electric Telegraph Department,
Superintendent's Office,
Brisbane, 15th May, 1879.

SIR,

I have the honour to lay before you the following Report upon the progress and condition of my Department during the year 1878:—

EXTENSION OF LINES COMPLETED.

Since my last annual Report (11th March, 1878), the extensions of lines completed are eight (8) in number, namely:—

1. Dalby to Jimbour, 16 miles, consisting of a wire stretched along the poles of the line, *via* Dalby to Rockhampton, for a distance of 13 miles; thence by a branch loop of $1\frac{1}{2}$ miles of new iron pole line to Jimbour, which was begun on the 3rd, and finished 30th March last.
2. Gympie to Kilkivan.—This line is 30 miles in length; the timber used for poles is mostly of ironbark, with a little redgum and bloodwood. The work was commenced on the 11th of February, and completed on the 24th of May last.
3. Tewantin to Cootharaba; distance $15\frac{1}{2}$ miles, of which $4\frac{1}{2}$ miles of wire, starting from Tewantin, is carried on the poles of the Gympie-Tewantin line; thence a branch of $10\frac{1}{2}$ miles of new work has been constructed to connect Cootharaba. The timber utilised is bloodwood and stringybark. The line was built between the 27th of April and 15th of June.
4. Blackall to Aramac.—This extension, 103 miles in length, is built principally of cypress pine, and the remainder of the poles are of gum. All have been fitted with conductors to avert damage frequently done by lightning in the open plain country through which this line traverses, and where suitable timber is exceedingly scarce and distant. The work was entered upon 15th March, 1878, and completed 17th January this year.
5. Burdekin to Cape Bowling Green, $38\frac{1}{2}$ miles.—The poles are of bloodwood, with a few of gum in one or two places. The line was commenced 19th February, and finished 4th October, 1878.
6. Thornborough to Cairns, $69\frac{1}{2}$ miles.—The timber work is of cypress pine (chiefly), bloodwood, box, gum, and ironbark. The construction was begun 25th of April, and completed 25th of September last.
7. Chinchilla to Roma, 116 miles, being the completion of the line from Dalby to Roma, along the surveyed route of the railway, is built mainly of cypress pine, the rest of the timber being brigalow, ironbark, and box. Commencing 1st May, 1878, the work was finished 18th of March this year.
8. Dalrymple to Junction Creek, 170 miles.—This extension was especially desirable, as it affords a necessary additional link of communication with the Palmer, Hodgkinson, and Gulf lines. It is well constructed—mostly of ironbark and bloodwood; was begun 10th of March, 1878, and completed 17th of February last.

In all $540\frac{1}{2}$ miles of line and $558\frac{1}{2}$ miles of wire were erected since 11th March, 1878.

We have now $5,652\frac{1}{2}$ miles of line, and $7,367\frac{1}{2}$ miles of wire open for public business.

EXTENSIONS IN PROGRESS.

1. Brisbane to Roma, additional wire, $305\frac{1}{2}$ miles, was commenced at the close of last year, and will be finished shortly; thus bringing Surat, St. George, and Curriwildi, and through these stations, New South Wales, in direct communication with the Central Office.
2. Thornborough to Port Douglas, estimated length 80 miles, comprising 40 miles of wire to be stretched along the Thornborough-Cairns line, and 40 miles of new work by a branch from where the latter crosses the Barron River. A tender was, on the 15th of November last, accepted for this construction, to be completed within four (4) months therefrom; but, owing to very heavy floods and sickness amongst the men employed, unavoidable delay has occurred; however, the work is expected to be finished within a few weeks from date.

3. Fassifern to Warwick.—Approximated length of this line is 50 miles. A contract was entered into, 21st January this year, for the completion of the work within four (4) months, which term will expire shortly; and the extension will afford the means of *direct* intercourse between Brisbane and Leyburn, Inglewood, Goondiwindi, as well as the Colony of New South Wales.

At the close of 1878 there were 148 stations in daily operation and 327 officers employed, exclusive of the construction and maintenance parties.—*Vide* Table V.

NEW STATIONS.

Since 18th of January last year the undermentioned new stations have been opened:—

Bustard Head on 27th February, 1878.
 Comet (instead of Blackwater closed), 1st May, 1878.
 Jimbour, 15th May, 1878.
 Cootharaba, 8th July, 1878.
 Kingsborough, 10th July, 1878.
 Kilkivan, 11th July, 1878.
 Elliottown, 22nd July, 1878.
 Miles, 22nd August, 1878.
 Cairns, 9th October, 1878.
 Cape Bowling Green, 19th October, 1878.
 Raglan, 21st November, 1878.
 Duaringa, 26th November, 1878.
 Pimpama, 2nd December, 1878.
 Aramac, 16th January, 1879.
 Dulacca, 19th March, 1879.
 One-mile (Gympie) Receiving Branch, 1st May, 1879.
 Emerald, 3rd May, 1879.

BUILDINGS.

The new Chief Office and Brisbane Central Station, premises so long and much needed, now near completion and expected to be ready for occupation very shortly, will afford greater convenience to the public, also more adequate and healthier accommodation for the staff than the present building.

New stations have been erected and occupied during the past year at Green Creek, Crow's Nest, Dee River, Fassifern, Gladstone, Harrisville, Maytown, Mitchell Downs, Tate, and Walsh River.

Contracts have been entered into and buildings are in progress for offices at Blackall, Charters Towers, Curriwildi, Dalrymple, Gympie, Kilkivan, Thornborough, Toowoomba, and Townsville.

Provision is made for the construction of other offices, and rent is still paid for some few tenements at unimportant and small townships, where expenditure in building is not contemplated at present.

WORKING OF LINES.

During 1878, the lines, both in Northern and Southern Queensland, on the whole, worked well. The interruptions to communication, arising from thunder storms, bush fires, floods, and occasional accidents, were less numerous, according to the mileage of lines, than in former years. In every instance injuries were repaired with the least possible delay, and no serious public inconvenience was experienced. Owing to decay, it was found necessary to renew a portion of the submarine cable between the mainland and Stradbroke Island, extending from Cleveland to near Peel Island, a distance of four (4) miles, where the sheathing or outer covering had in many places completely rusted away. I, therefore, replaced the defective part by a piece of a cable purchased from the Eastern Extension China and Australia Telegraph Company for torpedo work, for which will be substituted, on arrival, a portion of some cable now *en route* from England for repairing purposes. The splicing and laying of the new length was completed 19th September, and the line has since been worked satisfactorily.

REVENUE AND EXPENDITURE.

(The tables appended furnish detailed information.)

The following summary shows the cash collections and revenue value of Public Service messages also the working expenses of the Department in 1878:—

REVENUE.		£	s.	d.
Cash receipts for Queensland and Intercolonial Business ...	...	36,596	13	5
Cash receipts for International Business ...	...	128	12	10
		36,725	6	3
Value of O.H.M.S. messages ...	...	10,390	12	11
TOTAL	...	£47,115	19	2
Exclusive of—				
Shipping and Meteorological messages sent free, value ...	...	9,000	0	0
Savings Bank Business sent free, 2,933 messages, value ...	...	284	6	5
And Queensland National Agricultural Society free business, 1st February to 30th September, 90 messages, value ...	...	11	12	3
TOTAL	...	£9,295	18	8
EXPENDITURE.				
Salaries ...	...	40,229	16	2
Contingencies ...	...	18,490	19	4
Refundments to other Colonies, being proportion due to them for Intercolonial Business ...	...	2,846	18	6
TOTAL	...	£61,567	14	0

The above figures, exclusive of, and not taking into account those representing the free business above detailed, indicate an excess of outlay beyond income to the extent of £14,451 14s. 10d., and is £5,515 13s. 2d. greater deficiency than in 1877, which, in a measure, is accounted for by the falling off in O.H.M.S. business upwards of £1,400, and by the opening of eleven (11) new stations at which the cash receipts have not reached one-third of the expenditure.

And here I may be allowed to point out that in the expenditure for 1878 is included the sum of £4,152 3s. 1d., in providing for telegraph offices, operators, &c., at thirty-one (31) railway stations. These offices are established almost exclusively to regulate and control railway traffic, whilst the cash receipts for the year only amounted to £1,537 8s. 3d., and at but two (2) places (Chinchilla and the Comet) did the revenue equal or exceed the salary paid. Further provision is also made to open fifteen (15) additional offices, which will cost an extra sum of £2,000 per annum in salaries and contingencies. There are likewise fifteen (15) offices at signalling, pilot, and lighthouse stations, more expressly for the convenience and as auxiliary means in the administration of the Ports and Harbours service, which cost £1,273 16s. 4d., and the income derived was merely £37 9s. 9d. Viewing which, I venture to represent that it does not appear equitable that this Department should be debited with the whole cost and expense of maintaining lines, offices, and staff organised virtually and almost solely as indispensable aid in the working of the Railway and Ports and Harbours Departments.

IN REMARK UPON THE SEPARATE ITEMS.

Salaries, £40,229 16s. 2d.; number of officers, 327. The remuneration to officers holding positions of grave trust, responsibility, and secrecy, is on the whole inadequate, and cannot with due consideration be less; indeed many are deserving of increment, having regard to the special qualifications necessary in such a department, the duties, and long hours of attendance, &c.

Contingencies, £18,490 19s. 4d.; subdivided into:—*Incidental Expenses*, which, for such a large Department, is a very small sum; and, as special authority is obtained for all services under this head, excessive expenditure does not occur. *Maintenance and Repair of Lines*.—There were at the close of 1878, 5,410 miles of line, and 7,125 miles of wire to maintain in working order, which cost £4,858 2s. 11d., being at the rate of a fraction under eighteen shillings per mile of line,—an extremely reasonable expense, considering that so much of it traverses isolated and unsettled country, which materially augments the cost of maintenance beyond what it would be, were the lines all within more circumscribed and settled districts.

The remaining details, comprising contingencies, are forage, rent of temporary offices, protection of stations, provision allowance, travelling expenses, fuel, light, and water, and repairs to buildings; and having due regard to the character and extent of these requirements, it is evident that the outlay is reasonable.*

In looking at the large amount the expenditure exceeds the revenue, I am prompted to again urge the advisability of revising and increasing the present nominal and uniform message rate; and would now suggest the establishment of a distance tariff of, say, to the extent of 400 miles, one shilling for first ten words, with one penny for each extra word; and beyond that, two shillings for first ten words and two-pence for every additional word. Some such amendment, I feel convinced, is expedient and equitable in the interests of the Department, and would not bear unduly upon the public.

In my report, dated 6th April, 1869, I spoke against a universal rate being adopted in a country such as this, where the lines stretch over immense distances; and again, in 1870, I reported in opposition to a shilling rate; also, in 1871, I pointed out that any material increase of business on the main lines of the colony would be accompanied by a corresponding increase in the working expenditure, owing to the capacity of a single line being limited, and messages to be transmitted above that limit would have to be provided for by the erection of additional wires and an increased staff of operators, &c. It will thus be noticed that from the beginning I strenuously urged substantial reasons against the reduction to the uniform minimum charge of one shilling throughout the colony; but all objections were overruled by the decision of the Conference held in Sydney during 1873, and the rate was brought into operation in November that year, since which time, as previously anticipated and remarked, the unavoidable expenditure, to meet the augmentation of business, has increased to a greater extent than the revenue, as shown by the comparative statements furnished as tables VII. and VIII.

The result of the reduction of the charge to the shilling rate has, I think, proved that my views on this subject are perfectly sound, and also clearly shows that, in order to make the revenue of the Department pay working expenses, a revision of the tariff is absolutely necessary.

Table VI. furnishes particulars respecting the expenditure on construction account.

At the end of last year the total sum expended on lines and station buildings was £357,790 18s. 1d., and we then had £41,347 11s. 11d. available for further authorised extensions.

METEOROLOGICAL AND SHIPPING REPORTS.

Wind and weather reports are still forwarded from all stations at 9 a.m. and 3 p.m. daily, also register of the rainfall for the previous twenty-four hours at 9 o'clock every morning, and the same is posted for public information.

The usual shipping reports are likewise transmitted from the coast stations at 9 a.m. and 3 p.m. daily.

I need scarcely again repeat that this free business occupies the principal main lines for a considerable time every day, delaying to no small extent the transmission of paid and service messages. The work might, with great advantage to the Department, be curtailed so far as regards the shipping intelligence of the colony, by restricting free shipping business to reports from pilot, lighthouse, and signal stations, to their respective ports, the movements of all mail steamers to be reported as usual; and that shipowners, agents, and others, who are solely interested, should pay, say press rates for all information required outside the local port, and intercolonial shipping intelligence given to the public gratuitously.

*NOTE.—It is to be observed that the total expenditure hereinbefore quoted does not include the cost of ordinary stores (other than telegraph material, instruments, &c.) supplied by the Colonial Storekeeper, stationery, books, printing; nor the interest upon Loan Account.

CHIEF OFFICE.

The necessary work in the details of administration has become very considerable, as may be gathered from the following brief outline for 1878:—In the Account branch the sum of £125,000, revenue and expenditure moneys, was dealt with, 1,800 revenue remittance circulars checked, 1,800 receipts issued, 5,000 returns checked and entered, upwards of 3,500 vouchers scrutinised, completed, and posted, 1,150 cheques, 4,000 deposit slips, 1,150 bank credit memos, and 1,000 expenditure remittance circulars issued. And in the Correspondence and Record branch, the communications during the year, irrespective of much that does not require to be noted, comprised 4,771 letters, &c., outwards, of which 511 were to the Ministerial office; 5,832 letters &c., inwards, of which 595 were from the same; and the clerical work of estimates, besides all returns (exclusive of those connected with receipts and expenditure), together with other matters of detail carried out.

INTERNATIONAL COMMUNICATION.

In May last year, a Conference of delegates from Queensland, New South Wales, Victoria, South Australia, and Tasmania was held in Melbourne, respecting the duplication of the Telegraph lines between Australia and Europe, when it was decided to duplicate the present Company's line. A cable for this purpose has been manufactured, and, I am advised, will be laid within eight (8) months hence.

I am still of opinion that, in order to reduce the rate of charges for international business to a reasonable minimum, it is absolutely necessary to provide a separate and independent means of communication with Europe. This might best be done by adopting the recommendation contained in my former reports, namely, to lay a cable from Kimberley or Cape York *via* Macassar and Singapore, to Bangkok; and in the event of this route being accepted and determined upon, I have no doubt the Siamese Government could be induced to construct lines from Bangkok to connect with those of British India, on the one hand, and Saigon in Cochin China on the other.

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 1878.

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.		Refundment 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 Proportn. due Queensland.	No. of Messages.	Amount.						
1877.						£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
January ...	5,410	7,125	148	327	33,162	3,062 5 9	12,399	1,057 4 10	57	12 2 3	45,618	4,131 12 10	11 0 4	3,137 18 0	1,349 8 10	4,498 7 2		
February ...					30,343	2,738 19 0	10,460	851 9 11	52	8 12 3	40,855	3,599 1 2	6 14 5	3,336 1 11	1,034 5 0	4,377 1 4		
March ...					33,004	2,956 6 4	10,857	878 1 9	60	11 13 0	43,921	3,846 1 1	746 10 9	3,283 15 8	1,955 19 0	5,986 5 5		
April ...					35,600	3,194 16 0	11,008	927 13 4	64	12 13 4	46,672	4,135 2 8	24 9 2	3,492 11 8	1,218 3 8	4,735 4 6		
May ...					36,360	3,277 7 7	10,752	900 4 7	67	15 16 9	47,179	4,193 8 11	18 17 2	3,214 12 4	830 7 5	4,063 16 11		
June ...					34,297	2,972 11 1	9,762	802 0 8	51	7 15 9	44,110	3,782 7 6	725 4 0	3,568 11 11	4,168 18 6	8,462 14 5		
July ...					36,447	3,218 3 8	10,381	871 7 11	70	12 13 9	46,898	4,102 5 4	9 0 7	3,243 7 3	457 16 5	3,710 4 3		
August ...					35,575	3,125 6 2	10,821	913 14 6	53	9 6 6	46,449	4,048 7 2	19 9 9	3,134 6 4	867 13 6	4,021 9 7		
September ...					32,829	2,863 7 9	8,747	745 3 2	63	11 1 0	41,639	3,619 11 11	669 9 9	3,653 6 10	2,415 6 5	6,738 3 0		
October ...					36,346	3,164 16 0	9,855	860 12 4	56	7 7 8	46,257	4,032 16 0	7 9 9	3,133 4 8	939 6 1	4,080 0 6		
November ...					34,663	3,056 3 6	9,314	789 13 3	64	9 7 1	44,041	3,855 3 10	8 3 0	3,683 6 0	1,163 11 1	4,855 0 1		
December ...					35,261	2,966 10 7	9,606	793 6 8	61	10 3 6	44,928	3,770 0 9	600 9 10	3,348 13 7	2,090 3 5	6,039 6 10		
					413,887	36,596 13 5	123,962	10,390 12 11	718	128 12 10	538,567	47,115 19 2	2,846 18 6	40,229 16 2	18,490 19 4	61,567 14 0		

REMARKS.—Total Expenditure in excess of total Revenue, £14,451 14s. 10d.

Received from Australian Colonies, 52,475 messages, value £8,496 2s. 8d.

Total amount received in Queensland for International messages, £2,985 0s. 0d.

Savings Bank business sent free, 2,933 messages, value £284 6s. 6d.

Messages transmitted free on business of the Queensland National and Agricultural Society, from 1st February to 30th September, 1878, 90 messages, value £11 12s. 3d.

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

Amount expended to 31st December, 1878, in construction of Lines and Stations, £357,790 18s. 1d.

Table III.

RETURN showing AMOUNT EXPENDED in each MONTH during the Year 1878.

1878.	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.	£ s. d.
January ...	3,137 18 0	346 17 9	...	621 4 8	27 16 8	159 1 11	36 13 4	47 16 6	50 13 4	59 4 8	1,349 8 10	
February ...	3,336 1 11	193 9 6	76 14 0	507 6 7	12 2 3	91 9 10	4 12 9	13 0 0	132 2 6	3 7 7	1,034 5 0	
March ...	3,283 15 8	260 11 8	9 0 0	349 16 8	20 0 6	93 9 6	645 4 8	181 12 7	133 18 8	262 4 9	1,955 19 0	
April ...	3,492 11 8	179 12 6	58 0 0	570 14 11	40 6 5	38 6 8	109 12 10	52 10 0	110 2 7	58 17 9	1,218 3 8	
May ...	3,214 12 4	187 9 0	6 0 0	365 2 1	12 0 6	30 2 3	4 8 2	25 0 0	174 14 6	25 10 11	830 7 5	
June ...	3,568 11 11	1,116 10 9	391 0 4	524 16 0	118 16 1	479 15 9	768 18 9	231 19 8	191 8 3	345 12 11	4,168 18 6	
July ...	3,243 7 3	176 0 10	12 18 6	165 7 10	13 0 9	18 8 6	...	...	72 0 0	...	457 16 5
August ...	3,184 6 4	144 12 8	98 10 0	417 1 6	11 12 2	82 10 2	...	7 10 0	103 7 0	2 10 0	867 13 6	
September ...	3,653 6 10	249 17 3	109 8 6	422 3 9	45 18 3	120 2 2	755 5 8	207 4 5	163 11 3	341 15 2	2,415 6 5	
October ...	3,133 4 8	126 3 10	94 10 0	328 16 1	41 5 3	161 19 11	34 14 7	32 12 4	104 0 0	15 4 1	939 6 1	
November ...	3,683 6 0	404 19 11	96 6 2	351 5 10	18 3 6	164 8 4	...	19 14 3	100 2 5	8 10 8	1,163 11 1	
December ...	3,348 13 7	335 17 7	64 16 0	234 7 0	38 7 8	96 14 5	658 9 4	174 15 8	118 18 8	367 17 1	2,090 3 5	
TOTAL ...	40,229 16 2	3,722 3 3	1,017 3 6	4,858 2 11	399 10 0	1,536 9 5	3,018 0 1	993 15 5	1,454 19 2	1,490 15 7	18,490 19 4	

Table V.—continued.

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

STATION.	Superintendent.	Assistant Superintendent.	General Inspector, Northern District.	Accountant.	Instrument Fitter.	Assistant 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	1	23	61	45	13	31	28	29	4	248
Flot-Top Island ...											1							1
Bloomsbury ...														1				1
Bowen ...												7			1			8
Burdekin ...										1					1			2
Cape Bowling Green ...											1							2
Ravenwood ...														1	1			2
Millichester ...										1					1			2
Charters Towers ...										1					1			2
Dalrymple ...														1				1
Townsville ...										1		2			1	1		5
Waterview ...														1			1	2
Herbert River ...														1				1
Cardwell ...										1					1			2
Cashmere ...														1				3
Junction Creek ...										1					1			3
Georgetown ...										1					1			3
Gilbert River ...														1				2
Oreen Creek ...														1				2
Normanton ...										1					1			2
Kimberley ...														1				2
Tate ...										1		1			1			5
Thornborough ...										1					1			2
Kingsborough ...											1							1
Cairns ...										1					1			2
Walsh ...														1				2
Maytown ...										1					1			2
Palmerville ...														1	1			3
Laura ...														1				2
Cooktown ...										1		2			1	2		6
Relieving Operators ...												3						3
TOTAL ...	1	1	1	1	1	1	1	1	1	41	64	60	13	43	44	32	21	327

Table VI.

AMOUNT EXPENDED ON CONSTRUCTION OF LINES.

		£	s.	d.	£	s.	d.
SURPLUS REVENUE	Expended to 31st December, 1877—						
	Surplus Revenue ...	34,440	3	7			
	Loan ...	297,843	11	3			
					332,283	14	10
LOAN	Expended during year 1878—						
	Charleville to Tambo ...				173	3	6
	Gympie to Tewantin ...	13	0	0			
	Palmer to Cooktown ...	859	8	2			
	Rockhampton to Maryborough (additional wire) ...	1,006	0	11			
	St. George to Currivillighi ...	477	13	0			
	Tate to Thornborough ...	895	11	5			
	Gladstone to Bustard Head ...	113	14	6			
	Dalby to Roma ...	2,342	16	8			
	Gympie to Kilkivan ...	1,121	5	7			
	Thornborough to Cairns ...	4,379	3	2			
	Burdekin to Cape Bowling Green ...	1,620	14	1			
	Blackall to Aramac ...	3,280	13	4			
	Junction Creek to Palmer ...	896	11	3			
	Station Buildings (1875) ...	176	0	0			
	Toowoomba to Highfields ...	877	1	0			
	Dalrymple to Junction Creek ...	3,513	13	7			
	Station Buildings (1876) ...	693	11	0			
	General Account ...	2,807	8	7			
	Iron Poles, Gulf Line ...	24	5	0			
	Ipswich to Fassifern ...	608	18	0			
	Roma to Charleville ...	595	7	0			
	Charleville to Cunnamulla ...	2	2	6			
	Tambo to Blackall ...	25	1	0			
					25,333	19	9
	Total Expenditure to 31st December, 1878 ...				357,790	18	1

Table VII.

COMPARATIVE STATEMENT of REVENUE and EXPENDITURE from 1874 to 1878 inclusive.

	CASH.			O.H.M.S.		Expenditure.		
	Number of Messages.	—		Number of Messages.	Value.			
		£	s. d.				£	s. d.
1874... ..	226,370	21,396	6 6	85,044	7,039	19 10	37,101	18 5
1873... ..	124,804	20,756	19 1	81,804	6,386	12 0	27,774	6 3
Increase during 1874... ..	101,566	639	7 5	53,240	653	7 10	9,327	12 2
1875... ..	285,308	25,938	6 8	123,692	10,085	10 10	44,680	10 8
1874... ..	226,370	21,393	6 6	85,044	7,039	19 10	37,101	18 5
Increase during 1875... ..	58,938	4,542	0 2	38,648	3,045	11 0	7,578	12 3
1876... ..	329,404	29,684	17 11	149,669	12,372	6 0	49,581	15 8
1875... ..	285,308	25,938	6 8	123,692	10,085	10 10	44,680	10 8
Increase during 1876... ..	44,096	3,746	11 3	25,977	2,286	15 2	4,901	5 0
1877... ..	373,220	33,468	5 8	138,873	11,794	1 1	54,198	8 5
1876... ..	329,404	29,684	17 11	149,669	12,372	6 0	49,581	15 8
Increase during 1877... ..	43,816	3,783	7 9	...	Decrease	...	4,616	12 9
1878... ..	414,605	36,725	6 3	123,962	10,390	12 11	61,567	14 0
1877... ..	373,220	33,468	5 8	138,873	11,794	1 1	54,198	8 5
Increase during 1878... ..	41,385	3,257	0 7	...	Decrease	...	7,369	5 7

Table VIII.

TABLE showing the PROGRESS of the DEPARTMENT with the ESTIMATED POPULATION since 1861, also EXCESS of EXPENDITURE over REVENUE since 1874.

Year.	Miles of Line.	Miles of Wire.	No. of Stations.	No. of Officers.	Total No. of Messages Transmitted.	Gross Receipts Cash.		O.H.M.S. Business.	Approximate of Free Business, Shipping, etc.		Gross Expenditure.		Total Expenditure in Excess of Revenue.		Population.
						£	s. d.		£	s. d.	£	s. d.	£	s. d.		£	s. d.
1861	169½	169½	7	13	5,678	988	14 9	122	12 2	...	1,652	5 6	...	...	34,367
1862	169½	169½	7	18	16,833	3,724	10 0	701	12 10	...	3,560	13 4	...	...	45,077
1863	221	221	8	21	19,219	4,152	1 10	945	6 8	...	5,662	13 0	...	...	61,640
1864	298	298	11	25	27,246	5,713	3 10	1,405	5 7	...	6,604	12 1	...	...	74,036
1865	1,042	1,131½	25	52	47,697	10,343	9 5	3,039	2 5	...	12,226	14 11	...	...	87,775
1866	1,476	1,665	33	66	55,610	11,120	4 3	4,158	10 5	...	14,001	1 1	...	...	96,172
1867	1,663	1,752½	33	66	56,143	10,985	2 6	4,459	3 8	...	15,382	6 11	...	...	99,849
1868	1,722	1,811½	35	69	59,632	11,256	7 1	5,791	0 2	...	15,601	9 5	...	...	107,427
1869	2,039	2,182½	41	74	70,112	11,634	19 10	6,776	11 7	...	16,100	12 8	...	...	109,897
1870	2,132	2,221½	43	78	81,483	11,774	16 8	5,424	6 6	9,000 0 0	17,121	9 9	...	...	115,567
1871	2,525	2,614½	51	91	82,630	11,691	12 10	3,956	2 6	9,000 0 0	19,073	17 11	...	...	125,146
1872	2,815	3,368	59	122	121,998	18,794	7 3	5,094	11 11	9,000 0 0	24,081	3 9	...	...	133,553
1873	3,059½	3,609½	73	150	156,268	20,759	1 3	6,386	12 0	9,000 0 0	27,776	8 5	...	...	146,690
1874	3,616½	4,891½	80	201	311,414	21,396	6 0	7,039	19 10	9,000 0 0	37,101	18 5	8,665	12 1	163,517
1875	3,956½	5,229	112	239	409,000	25,938	6 8	10,085	10 10	9,000 0 0	44,680	10 8	8,656	13 2	181,288
1876	4,663	6,081½	118	265	479,073	29,684	17 11	12,372	6 0	9,000 0 0	49,581	15 8	7,524	11 9	187,100
1877	5,033	6,778	136	294	512,093	33,468	5 8	11,794	1 1	9,000 0 0	54,198	8 5	8,936	1 8	203,094
1878	5,410	7,125	148	327	638,567	36,725	6 3	10,390	12 11	9,000 0 0	61,567	14 0	14,451	14 10	210,500