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 11 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 15½ miles, of which 4¾ miles of wire, starting from Tewantin, is carried on the poles of the Gympie-Tewantin line; thence a branch of 10½ 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, 381 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.

 Thornborough to Cairns, 69[‡] 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 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 express pine, the rest of the timber being brigadow, tron-bark, and box. Commencing let May, 1878, the work was finished 18th of March this year.

8. Dallymple to Junetion 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 540½ miles of line and 558½ miles of wire were erected since 11th March, 1878.

We have now 5,6522 miles of line, and 7,3672 miles of wire open for public business.

EXTENSIONS IN PROGRESS.

1. Brisbane to Roma, additional wire, 300½ miles, was commenced at the close of last year, and will be finished shortly; thus bringing Surat, St. George, and Currivildi, 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 the compilated within four (4) worths thesefrons, but owns to wear being and subgrapes. tion, 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 o. Lessurera to warwick.—approximates length or this unit is 50 linies. 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 Bristane and Lephurn, Inglewood, Geondwindi, 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.—Fide 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 Orean Creek, Crow's Nest, Dec River, Fassiforn, Gladstone, Harrivalle, Maytown, Mitchell Downs, Tate, and Waish Liver. Contracts have been entered into and buildings are in progress for offices at Blackall, Charters Towers, Currivalid, Dairpungh, Gyanje, Kilkiwan, Thoraborough, Towonomba, 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 detective part by a piece of a came purchased from the baseon Extension Chains and Austrana telegraphs. 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.

							£	8.	
Cash receipts:	tor Queenslan	d and Interco	lomal	Busine	SS		36,596		5
Cash receipts:	for Internation	nal Business		•••			128	12	10
							36,725	6	3
Value of O.H	.M.S. message	88	•••	***	***		10,390	12	11
		TOTAL					£47,115	19	2
Exclusive of-									
Shipping	and Meteorole	ogical message	es sent	free, v	alue		9,000	0	C
	Bank Business						284	6	5
	ensland Natio February to 30	nal Agricultu th September				1088,	11	12	3
							£9,295		_
		th September	, 90 m	essages 					_
1st I		TOTAL EXPENS	, 90 m	essages 	s, value 		£9,295	18	8
1st I	February to 30	TOTAL EXPENS	, 90 m DITURE	essages 	s, value 		£9,295	18	2
1st I	February to 30	TOTAL EXPENS	, 90 m	essages 	 		£9,295 40,229 18,490	18	2
1st I Salaries Contingencies Refundments	February to 30	TOTAL EXPENS	, 90 m	essages 	s, value 		£9,295 40,229 18,490	18 16 19	2 4
1st I Salaries Contingencies Refundments	February to 30	TOTAL EXPENS	, 90 m	essages 	 		£9,295 40,229 18,490	18 16 19	3 8 2 4

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. 28,102 28. 10, in provining for telegraph omees, operators, &c., at thirty-one (31) railway stations. These offices are established most exclusively to regulate and control railway traffic, whilst the case receipts for the year only adounted to £1,587 Ss. 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 £1,278 16s. 4d, and the income derived was merely £87 Ss. 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 blues. Office and expense of maintaining blues offices and expense of maintaining blues offices 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 lours of attendance, &c.

Contingencies, £18,430 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 13878, 5,410 miles of line, and 7,125 miles of wire to maintain in working order, which cost £4,658 28.11d., being at the rate of a fraction under eighteen shillings per mile of line,—an extremely reasonable expense, considering that so much of it traversee 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 overviled 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 expensions. diture, 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 Depart-

ment 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.

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 report 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.

^{*}Norg.—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

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 repressions to the sum of the sum

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 ets 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 OPPIORES, NUMBER OF MESSAGES TRANSMITTED, and EXCEPTS and EXPENDITURE in each Month during the Year 1878.

				No. of Officers,				RECEI	PT8.					EXPENI	DITURE.	
Months,	No. of Miles of Line.	No. of Miles of Wire.	No. of Stations.	not including Construc- tion or	PAIL	MESSAGES.	о.н.м.	S. MESSAGES,		ENATIONAL ESSAGES.		TOTAL.	Refundment to other Colonies, being proportion			Total
				Mainten- ance Parties.	No. of Messages.	Amount.	No. of Messages.	Amount.	No. of Mes- sages,	Amount Proportn. due Queensland.	No. of Messages.	1	due to them for Intercolonial Business.	Salaries.	Contingencies.	Expenditure.
1877. January February March May June July August September October November December	5,410	7,125	148	327	33,162 30,343 35,600 36,360 34,297 36,447 35,575 32,829 36,346 34,663 35,261 413,887	£ s. d. 3,062 25 2,738 19 9 2,956 6 4 3,194 16 0 3,277 7 7 2,972 11 1 3,218 3 8 3,125 6 2 2,863 7 9 3,164 16 0 2,966 10 7 36,596 13 5	12,399 10,460 10,857 11,008 10,752 9,762 10,381 10,821 8,747 9,855 9,314 9,606	£ s. d. 1,057 4 10 851 9 11 878 1 9 927 13 4 900 4 7 802 0 8 871 7 11 913 14 6 745 3 2 860 12 4 789 13 3 793 6 8 10,390 12 11	57 52 60 64 67 51 70 53 63 64 61	£ s. d. 12 2 3 8 12 3 11 13 0 12 13 4 15 16 9 7 15 9 12 13 9 9 6 6 11 1 7 8 9 7 1 10 3 6 128 12 10	45,618 40,855 43,921 46,672 44,110 46,898 46,439 46,257 44,041 44,928 538,567	£ s. d. 4,131 121 5,599 1 2 3,646 1 1 4,135 2 4 4,193 8 11 3,782 7 6 4,102 5 4 4,048 7 2 3,619 11 11 4,032 16 0 3,855 3 10 3,770 0 9	£ s. d. 11 0 4 6 14 5 746 10 9 24 9 2 18 17 2 725 4 0 9 0 7 19 9 9 669 9 9 7 9 9 7 9 9 8 3 0 600 9 10 2,846 18 6	£ s. d. 3,137 18 11 3,283 15 18 3,492 11 8 3,214 12 4 3,568 11 11 3,243 7 3 3,134 6 4 3,653 6 10 3,133 4 8 3,653 6 0 3,345 13 7 40,229 16 2	£ s. d. 1,349 8 10 1,034 5 0 1,955 19 0 1,218 3 8 830 7 5 4,168 18 6 457 16 5 887 13 6 5 939 6 1 1,083 11 2,090 3 5 18,490 19 4	£ s. d. 4,498 7 2 4,377 1 4 5,986 5 4 7,98 16 11 8,462 14 5 3,710 4 3 4,021 9 7 6,738 3 0 4,026 0 1 6,039 6 10 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 Os. Od.

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 II.

Retuen showing Total Amount of Collections, Number of Messages Transmitted, and Amount Expended in Salabies and Contingencies at the various Telegraph Stations, during the Year 1878.

			El	CEIPTS.				EXPENDITURE.	
STATIONS.		САЗИ.		O.H.M.S.		TOTAL.			
	No. of Messages.	Amount.	No. of Messages.	Amount,	No. of Messages.	Amount.	Salaries,	Contingencies.	Total.
Allora	684	£ s. d. 44 19 0	51	£ s. d. 4 1 5	735	£ s. d. 49 0 5	£ s. d.	£ s. d. 37 4 9	£ s. d. 177 4 9
Allora Railway‡ Aramae	435	31 13 2	2,324	139 9 9	2,759	171 2 11	104 S 10 50 0 0	40 1 9 31 10 7	144 5 7
Banana†	759 1,259	55 0 6 84 9 5	112 154	10 6 0 15 1 0	871 1,413	65 6 6 99 10 5	165 0 0	277 5 9	442 5 9
Beenleigh Blackall	7,448	774 0 2	608	71 5 5	8,056	99 10 5 845 5 7	226 0 0 211 11 8	150 4 5 238 0 7	376 4 5 449 12 3
Bloomsbury+	253	18 5 7	61	5 12 1	314	23 17 8	137 10 0	43 16 3	449 12 3 181 6 3
Bowen*	5,013	410 0 5	1,549	187 12 11	6,562	597 13 4	1,060 18 3	427 8 9	1,488 7 0
Brisbane Office	85,326	9,165 4 0	14,433	1,409 4 11	99,759	10,574 8 11	4.275 13 2	809 0 10	5,084 14 0
" Works " Signal Station	77	4 12 0	1,145	98 18 10	1,222	103 10 10	119 0 8	17 18 3	136 18 11
" Signal Station Railway‡ "	912	53 13 8	5.763	545 3 6	6,675	598 17 2	158 16 0	65 3 11 13 1 3	223 19 11
Bulwer	279	19 18 9	187	13 10 4	466	33 9 1	80 0 0	13 11 3	133 1 3 93 11 3
Bundaberg	4,225	313 6 9	416	39 6 9	4,641	352 13 6	260 0 0	75 3 3	335 3 3
Bundambel	129	7 5 6	1,334	84 14 6	1,463	92 0 0	110 0 0	22 15 9	132 15 9
Burdekin* Burnett Head	665	55 14 7	61	6 1 6	726	61 16 1	288 14 2	282 11 3	571 5 5
Burnett Head Bustard Head	56	3 1 0	38	2 13 5	94	5 14 5	40 0 0 23 6 8	19 13 9 11 12 10	59 13 9 34 19 6
Cabulturet	636	37 18 11	27	2 4 11	663	40 3 10	150 0 0	81 16 11	34 19 6 231 16 11
Cairns	822	80 4 4 24 5 11	236	23 13 4	1,058	103 17 8	83 12 6	43 11 1	
Camboont	318 914	24 5 11 58 8 3	13 2,285	2 9 5 145 8 2	331 3,199	26 15 4 203 16 5	150 0 0	160 8 9	127 3 7 310 8 9
Cape Bowling Green	914	08 8 8	2,286	0 10 6	8,199	203 16 5 0 10 6	120 0 0 8 1 3	13 1 3	133 1 3
Cape Moreton	40	2 10 11	1,788	140 14 1	1,828	143 5 0	40 0 0	16 6 8	8 1 3 56 6 3
Cape Capricorn	42	2 12 0	60	5 0 5	102	7 12 5	30 0 0	46 0 9	76 0 9
Cardwell Cashmeret	1,220	98 11 9 17 4 6	387	57 5 4	1,607	155 17 1	320 0 0	359 3 6	679 3 6
Charleville*	3,123	17 4 6 296 18 0	334	2 3 4 32 19 1	3,457	19 7 10 329 17 1	180 0 0 480 2 4	618 19 11 478 3 5	798 19 11
Charters Towers	12,239	1,112 0 8	447	51 15 10	12,686	1,163 16 6	320 0 0	478 3 5 69 17 1	958 5 9 389 17 1
Chief Office							4,336 7 3	300 12 5	4,636 19 8
Chinchilla‡ Clermont	2,315 5,953	152 6 1 552 10 0	1,102	115 1 9 62 7 6	3,417	267 7 10	120 0 0	13 1 3	133 1 8
	6,968	36 18 4	55	62 7 6 4 18 8	6,546 627	614 17 6	311 13 4 98 6 8	181 8 2	493 1 6
Clifton!	769	54 19 6	4,127	260 13 10	4,896	315 13 4	120 0 0	53 7 10 13 1 3	151 14 6 133 1 3
Collaroyf	229	14 16 1	3	- 0 10 1	232	15 6 2	137 10 0	68 4 3	205 14 3
Comet‡	5,595 1,168	370 14 6 77 0 2	912 133	67 7 0	6,507	428 1 6	120 0 0	27 17 11	147 17 11
Condamine† Copperfield	3,407	77 0 2 829 5 2	106	10 19 1 10 4 9	1,301 3,513	87 19 3 889 9 11	137 10 0 202 0 0	162 1 10	299 11 10
Cooktown	19,727	1,820 8 7	1,581	217 16 5	21,308	2,038 5 0	880 13 4	171 2 4 292 17 3	373 2 4 1,173 10 7
Cootharaba	704	50 16 10	17	1 9 6	721	52 6 4		202 17 0	
Crow's Nest	201	11 19 5	105	8 7 4	306	20 6 9	150 0 0	55 18 3	205 18 3
Creen Creek† Cunnamulla	311 2,759	26 19 1 328 14 1	45 286	6 4 3 36 10 2	356	83 3 4 365 4 3	179 11 8	361 16 4	541 8 0
Curriwildi†	295	28 19 9	19	2 17 6	314	31 17 3	215 0 0 150 0 0	269 4 11 112 13 1	484 4 11 262 13 1
Dalby	10,076	713 12 6	545	58 5 5	10.621	771 17 11	460 6 8	182 0 5	
Dalby Railway‡	1,203	75 8 0	3,704 130	292 13 8	4,907	368 1 8	115 6 8	30 4 9	145 11 5
Dalrymple Dee Rivert	1,276	106 0 3 10 14 6	10	15 19 0 0 17 9	1,406	121 19 3 11 12 3	150 0 0 137 10 0	119 15 1	269 15 1
Drayton	263	17 15 7 2 10 8	8	1 1 4	271	18 16 11	137 10 0 40 0 0	62 13 4	200 3 4 53 1 3
Duaringa‡	35				35	2 10 8	20 0 0		00 1 0
Dundathu	542 112	35 13 11 6 14 3	14 580	1 7 0 78 1 8	556 692	37 0 11	000	12 1 4	12 1 4
Dursh†	108	8 0 10	8	78 1 8 1 15 1	116	84 15 11 9 15 11	20 0 0 137 10 0	49 17 10 54 0 1	69 17 10
Elliottown†	127	7 12 9	3	0 5 11	130	7 18 8	50 0 0	54 0 1 47 14 8	191 10 1 97 14 8
Emu Creek‡	159	8 16 2	3,151	192 10 10	3,310	201 7 0	120 0 0	13 1 3	133 1 3
Esk† Fassiforn†	767 149	50 15 0 10 3 0	27	203	794 153	52 15 3 10 9 7	150 0 0	56 3 3	206 3 3
Fernyale	339	21 4 4	4	0 7 10	343	21 12 2	150 0 0 108 6 8	81 5 5 15 12 3	231 5 5 123 18 11
Five-Mile Camp	199	12 8 4	59	5 13 9	258	18 2 1	120 0 0	47 0 3	123 18 11 167 0 3
Flat-Top Island	97	6 19 7	40	7 15 0	137	14 14 7	40 0 0	13 1 3	53 1 3
	2,088 856	150 13 2 49 10 4	1,600	0 11 1 112 19 7	2,095	151 4 3	137 6 8	126 7 1	263 13 9
Gatton; Gayndah	1.727	127 8 4	1,600	112 19 7 16 0 2	2,456 1,856	162 9 11 143 8 6	115 0 0 311 13 4	13 1 3 62 11 5	128 1 3
Georgetown	2,180	199 14 11	620	80 9 4	2,800	280 4 3	311 13 4	62 11 6 254 16 8	374 4 9 624 16 8
Gilbert River	110	9 11 9	86	4 2 5	146	13 14 2	180 0 0	370 11 11	550 11 11
Gin-Gin* Gladstone	954 2,791	80 7 7 196 10 6	46 850	4 10 10 81 9 4	1,000 3,141	84 18 5 227 19 10	840 0 0	59 13 11	399 13 11
Goodnat	502	31 1 4	3,765	239 19 0	4.267	227 19 10 271 0 4	342 18 0 110 0 0	253 11 9 23 4 0	596 9 9
Goondiwindi	2,046	224 2 8	218	21 0 11	2.264	245 3 7	262 12 6	188 16 3	133 4 0 451 8 9
Gowrie Junction	159	9 17 7	2,606	167 3 11	2,765	177 1 6	120 0 0	15 9 3	135 9 3
Grandchester‡ Gympie*	560 9,522	82 7 4 697 14 10	3,571 393	203 16 0 38 11 11	4,131 9,915	736 6 9	120 0 0	13 1 8	133 1 3
Hawiswille	321	19 5 7	22		343	736 6 9	120 0 0	109 16 8 16 7 9	521 16 8 136 7 9
Hawkwood*	405	35 16 8	5	0 7 7	410	86 4 3	320 0 0	52 7 8	136 7 9 372 7 8
Helidoni	646	36 1 3	8,202	202 19 11	3,848	239 1 2	120 0 0	13 4 7	133 4 7
Herbert River Highfields‡	1,368 178	102 9 6	125 2,991	11 19 11 193 4 6	1,493	114 9 5 203 14 1	150 0 0	61 17 10	211 17 10
					3,169	203 14 1	120 0 0	18 1 3	133 1 3
Carried forward	213,139	19,785 19 11	70,899	5,882 19 2	284,038	25,618 19 1	22,061 13 3	8,992 13 8	31,054 6 11
					,			.,	1, 0 11
		******	otine Static				40/10/2015		

Table II .- continued.

Refuen showing To	TAL AMO	UNT OF COLLE	crions, he variou	Number of M is Telegraph	Tessages Station	TBANSMITTED s, during the Y	and Amount	EXPENDED	in Salaries
			R	ECEIPTS.				EXPENDITURE	
STATIONS.		CASH.		O.H.M.S.	1	TOTAL			
	No. of Mossages.	Amount.	No. of Messages.	Amount.	No. of Messages.	Amount.	Salaries.	Contingencies.	Total.
Brought forward	213,139	£ s. d. 19,735 19 11	70,899	£ s. d. 5,882 19 2	284,038	£ s. d. 25,618 19 1	£ s. d. 22,061 13 3	£ s. d. 8,992 13 8	£ s. d. 31,054 6 11
Indooroopilly‡ Inglewood†	150 512	10 6 10 36 12 1	1,333	90 13 0 7 12 1	1,483	100 19 10 44 4 2	120 0 0 150 0 0	26 3 9 88 19 6	146 3 9 238 19 6
Inskip Point	9,875	13 4 4 708 7 2	643 344	57 5 8 27 11 1	833 10,219	70 10 0 735 18 3	40 0 0	13 1 3	53 1 3
Ipswich Railway!	1,098	64 9 6	4,018	344 12 8	5,116	409 2 2	655 6 1 238 6 8	149 12 6 16 6 3	804 18 7 254 12 11
Jimbour Jondaryan‡	1,122	33 3 4 72 17 4	3,619	0 2 11 243 10 2	4,741	33 6 3 316 7 6	120 0 0	13 13 3	133 13 3
Junction Creek*	501	50 8 5	12	1 16 1	513	52 4 6	358 6 8	360 17 4	719 4 0
Keppel Bay Kilkivan	172 284	14 14 9 20 3 0	219 25	18 7 3 1 19 6	391	33 2 0 22 2 6	105 8 4 75 0 0	111 12 7 68 10 6	217 0 11 143 10 6
Kimberley	207	21 18 5	46	7 7 0	253	29 5 5	182 10 0	362 13 0	545 3 0
Kingsborough Laidley1	768 404	67 17 0 23 8 6	2,568	1 11 5 143 18 10	781 2.972	69 8 5 167 7 4	75 0 0 103 6 8	78 16 4 14 11 3	153 16 4 117 7 11
Leyburn†	733	46 17 4	173	16 5 1	906	63 2 5	165 0 0	164 7 4	329 7 4
Lytton Laura†	55 553	3 7 3 41 11 9	377 161	32 12 8 20 2 7	432 714	35 19 11 61 14 4	115 0 0 195 0 0	17 4 0 389 2 4	132 4 0 584 2 4
Mackay	9,299	923 14 9 33 7 1	639	89 1 3 3 14 0	9,937	1,012 16 0	391 19 11	239 13 7	631 13 6
Marlborough† Maroochie†	344	20 18 6	17	1 12 11	361	37 1 1 22 11 5	180 0 0 150 0 0	64 16 7 80 6 7	244 16 7 230 6 7
Maryborough*	22,900 6,497	1,963 5 9 602 9 2	1,883	168 16 0 54 11 3	24,783 6,981	2,132 1 9	835 6 8	235 4 11	1.070 11 7
Maytown Miles‡	1,481	81 10 11	381	47 14 2	1,862	657 0 5 129 5 1	356 3 2 45 3 2	174 3 7 10 18 4	530 6 9 56 1 6
Millchester	1,295	116 11 3 43 1 5	238 17	1 6 7	1,533	146 11 7 44 8 0	310 0 0	52 9 10	363 9 10
Mitchell Downst	2,425	209 2 . 7	173	15 15 5	2,598	224 18 0	150 0 0 150 0 0	61 14 11 294 3 3	211 14 11 444 3 3
Mungar	826 232	60 12 1	4,090	0 8 6 249 16 2	832 4,322	61 0 7 262 0 6	120 0 0	15 6 3	135 6 3
Nanango	943	61 16 11	67	7 1 5	1,010	68 18 4	150 0 0	15 2 3 58 6 3	135 2 3 208 6 3
Nebo* Nerang Creek†	797 544	60 6 10 37 1 2	88 64	9 1 6 6 9 8	885 608	69 8 4 43 10 10	400 0 0 150 0 0	128 19 11 64 5 6	528 19 11
Nivet	1.207	96 14 1	15	2 6 5	1.222	99 0 6	150 0 0	85 6 3	214 5 6 235 6 3
Normanton Oakey Creek‡	2,003 253	214 16 3 16 4 0	419 2,757	52 19 4 174 4 0	2,422 3,010	267 15 7 190 8 0	340 0 0 120 0 0	494 11 7 14 1 3	834 11 7 134 1 3
Oxleyt	258	15 15 11	3,854	248 0 4	4,112	263 16 3	100 0 0	17 3 9	117 3 9
Palmerville* Parliament House	1,611	134 5 5	206	24 15 1	1,817	159 0 6	310 0 0 70 0 0	357 10 6	667 10 6 70 0 0
Pimpama	46	2 16 8	3	0 5 10	49	3 2 6		12 16 2	12 16 2
Ragian† Ravenswood†	12 2,595	0 17 7 197 6 8	223	22 3 3	2.818	0 17 7 219 9 11	25 0 0 272 10 0	28 9 1 132 12 1	53 9 1 405 2 1
Rockhampton*	31,512	2,720 11 3	3,121	355 7 0	34,633	3,075 18 3	1,776 13 0	620 17 2	2.397 10 2
Receiving Office, G.P.O. Relieving Operators							168 0 0 407 15 6		168 0 0 407 15 6
Roma*	9,774	817 2 3 30 3 7	861 1,546	89 2 0 107 8 3	10,635	906 4 3 137 11 10	463 19 9 120 0 0	318 5 2 13 1 3	782 4 11
Sandgate	1,079	68 16 9	56	4 19 1	1,135	73 15 10	120 0 0	43 7 11	133 1 3 163 7 11
Sca Hill South Brisbane	163	11 7 11 128 17 7	163	11 6 2	326 1,793	22 14 1 130 4 4	22 10 0 137 6 8	23 0 3 94 19 2	45 10 3
South Passage	31	1 15 4	764	45 16 10	795	47 12 Z	40 0 0	39 0 7	79 0 7
Springsure† Stanthorpe	2,957 2,825	255 6 4 209 19 11	474 270	51 4 0 26 7 9	3,431	306 10 4 236 7 8	270 0 0 321 13 4	438 8 4 84 5 4	708 8 4 405 18 8
St. George	6,275	640 4 8	470 297	58 10 11	6,745	698 15 7	289 15 2	196 16 2	486 11 4
St. Lawrence Surat†	2,515 1,866	191 17 2	164	34 16 9 16 16 5	2,812 2,030	240 9 1 208 13 7	310 0 0 150 0 0	56 11 9 78 15 1	366 11 9 228 15 1
Tambo*	5,790	537 1 7 90 13 0	441 152	45 13 .4 21 4 4	6,231 1,298	582 14 11	232 7 3	356 5 2	588 12 5
Tarcom	1,146	16 18 4	14	1 8 3	200	18 6 7	137 10 0 395 16 8	88 7 8 398 17 4	225 17 8 794 14 0
Teningering Tenterfield*	1,062	76 14 3	58	5 12 0	1,120	82 6 3	320 0 0 873 10 11	150 11 0 49 5 0	470 11 0 922 15 11
Tewantin	1,547	105 1 11	58	5 17 4	1,605	110 19 3	150 0 0	57 14 3	207 14 3
Thornborough* Tiaro†	7,527	758 14 2 49 18 1	722 36	108 2 4 3 6 5	8,249	866 16 6 53 4 6	372 10 0 150 0 0	294 15 0 61 11 11	667 5 0 211 11 11
Toowoomba	14,551	1,152 13 10	1.309	128 2 0	15.860	1,280 15 10	692 17 6	293 3 9	986 1 3
", RailwayStation‡ Toowong‡	1,700	108 15 4 16 3 6	5,927 171	521 16 10 16 4 2	7,627	630 12 2 32 7 8	240 0 0 109 6 8	25 13 3 13 11 3	265 13 3 122 17 11
Townsville	18,581 256	1,637 3 5	1,891 517	238 10 9 37 12 6	20,472	1,875 14 2	710 6 8	204 12 9	914 19 5
Walloon‡ Warwick*	8,279	592 3 8	650	61 1 11	8,929	653 5 7	99 8 2 432 0 0	20 2 8	119 10 10 633 10 7
" Railway Station 1	494 318	34 3 11 26 4 0	2,198 57	172 3 8 4 15 7	2,692 375	206 7 7 30 19 7	101 13 4 178 15 0	13 1 3	114 14 7
Warrat	695	45 0 10	771	48 15 4	1,466	93 16 2	120 0 0	13 1 3	478 17 11 133 1 3
Waterview† Westwood	445 864	36 6 4 53 1 10	17	3 5 8 9 18 3	462 985	39 12 0 63 0 1	150 0 0 160 0 0	243 16 2 21 13 0	393 16 2
Woody Island	104	7 17 11	364	40 6 1	468	48 4 0	80 0 0	61 5 5	181 13 0 141 5 5
Yaamba† Yengarie	370 801	23 8 6 59 18 10	49 17	4 0 5 1 3 3	419 818	27 8 11 61 2 1	150 0 0 120 0 0	82 0 1 26 2 3	232 0 1 146 2 3
TOTAL	413,887	36,596 13 5	123,962	10,390 12 11	537,849	46,987 6 4		18,490 19 4	58,720 15 6

Table III.
RETURN showing Amount Expended in each Month during the Year 1878.

					CONTI	NGENCIES.				
1876.	SALARIES,	Incidental Repairs Expenses, to Buildia	Maintenance and Bepair of Lines.	Puel, 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	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
Мау	3,214 12 4	187 9 0 6 0	0 365 2 1	12 0 6	30 2 3	482	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	3,134 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
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
				1	<u> </u>		,			

Dr.

Carried forward

1 1 1

Dr.					DE	BIT AND	CE	BDIT	STAT	EME	er.								C	r.
1878. To Total Expend Salaries Contingenc	***		40	£ s. ,229 16 ,490 19	d. 2 4	£	s. d	B	187 On on	sh pe	id ir	to the	e Tr	essur	y 3	£ 16,596 1	s. d.		£	s.
lo Refundments being proport for Intercolor	to other (Colonies		,	-	58,720	15 6	В	on Bu	h pa acco	unt	to the	terns	easur tions	3	128 1	12 10			
New South Victoria South Aust	Wales		°	303 8 247 13 63 15	5			В	y va	lue o	of M	essag	88 86	nt a	8	*		1	5,725 0,390	6
Tasmania Tasmanian	Cable Co	mpany	_	6 2 72 12	0	2,693	11 8	В	y Ba										,451	
To Refundment Wales on a Zealand Busin due to New	ecount of less, being Zealand	of New gamoun Cable	t			.,														
Company, ar Wales	d New	South		•••		153		-1							Ì					
			_		_	61,567	14 (1.										61	,567	14
				_								-								
TUBN showing	the STRE	NGTH :	and I	DISTRIB	UTION	of the		ole T		reca	BIC .	Pele	GEAP	н Di	PAR	IMENT	durir	ıg th	e Ye	ar 18
•			넘	#	setor,		itter.	Fitter.	of Lines.			ž	barge.			g g	1			
STATIO	ot.		Superintendent	Assistant Superintendent	General Inspector Northern District.	Accountant,	Instrument Pitter.	Assistant Instrument F	Inspector of L	fustructor.	Storekeeper.	Station Masters	Operators in Charge	Operators.	Clerks,	Line Repairers i Charge.	Line Repairers	Messengers.	Labourers.	Potel
aperintendent's	Office		1	1	1	1	1	1	1	1	1	-	Ĭ		6			1	4	2
G. P. O.	ring Br	anch,		:::	:::		:::	:::	:::	:::	:::		:::	18	1	:::	1	12	:::	3
risbane Signal S arliament Hous	tation	:::											1	1						
ortitude Valley								:::	:::	:::			ï				:::	ï	:::	
outh Brisbane			•••		***							ï	1	ï	•••		ï	1		
oowoomba					***		:::					1		2			i	i	:::	1
arwick	•••					1						î					ī	ī		
eyburn nglewood	***			****	***			•••		***						. 1				
oondiwindi							:::	***				ï				1	ï			
anthorpe												1					î			
arrisville		:::						***				1	ï	4		***				
assifern													1			ï				
ernvale sk	***		***										1							
anango		:::							1:::						***	1				
ive-Mile Camp	***												ï							1
rows' Nest			•••		***			***								1		ï		
impama						1		***				1	ï						:::	į :
crang Creek	***															1				
ytton leveland													ï							
nnwich					:::	1				:::	:::		1			:::				
uth Passage	***												1							1
ılwer pe Moreton		:::											1							
isbane Works (Office					- :::					i		1							1
risbane Railway	Station								1			111	î							i
owong Railway	Station	tion				3.00							1							-
rley Railway St	ation	1010	***							:::	:::		1					:::		
oodna	***												1							
andamba	***					100							1							
swich	***	***											1	1					***	1
osewood									:::				1							
randchester	***												î							
aidley atton													1							1 8
elidon	***		***			1							1							
urphy's Creek						***							1							1
ighfields													i							1 5

Return	sho	wing th	ne S	rreng:	гн and	Disti		le V.				f the	Тез	EGE	грн	DEP	ARTME;	NT-C	onti	nued	
ST.	ATION.			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 Repairers in Charge.	Line Repairers.	Meteongers.	Labourers.	Total.
Broug	ht for	rward		1	1	1	1	1	1	1	1	1	8	29	28	11	7	6	20	4	122
Toowoomba		***			'									1	1						2
Gowrie Juncti Oakey Creek	ion						:::			,			:::	1	:::	:::	:::	:::	:::	:::	1
Jondaryan														1							1
Dalby Warra														1		:::	:::		:::		1
Chinchilla Miles	***													1							1
Drayton								:::						1		:::	:::				1
Cambooya Rai	lway					1000								1							1
Emu Creek Clifton								:::						1		:::					1
Allora				1000		***								1							1
Allora Railway Warwick	Stat	ion									***			1	:::						1
Dalby					***								1		1			ï	ï		4
Jimbour Condamine														1			ï				1
Roma		***			***		***						ï		ï			ï	1		4
Surat St. George		***											ï				ï	ï	:::	:::	1
Curriwildi		***		•••													ï				1
Mitchell Down Charleville								:::					ï		2		1	ï			4
Cunnamulla													î				***	î			2
Nive Tambo						:::		:::		:::			ï				ï	ï			2
Blackall													î					1			2
Aramac Springsure									:::	:			:::		:::		1	ï			1 2
Copperfield	***																î	ï	1		2
Clermont Durah												:::	1		:::		ï	1			2
Camboon		***															1				1
Banana Dec River	***				:::			:::				:::					1.				1
Westwood									***					ï							1
Duaringa Comet														1							1
Sandgate	***	***												î							1
Cabulture Maroochie		***						:::						:::			1				1
Gympie Kilkivan		***	***				***						ï			:::		ï	ï		3
Kilkivan Tewantin		***	***												:::		1				1
Cootharaba														1			ï				1
Tiaro Mungar										:::				ï							1
Yengarie		***												1			***				1
Maryborough	•••		:::		:::	:::	:::		***				1	ï	3			1	2		7 1
Woody Island Woody Island	N.	***				***	***							1							1
Woody Island Inskip Point	S.	***	:::	:::	:::	:::	:::		:::	:::				1							1 1
Elliottown		***													:::		ï	1			î
Gayndah Hawkwood					:::	:::	:::		:::				1					1		***	2
Taroom																	ï				2 2 1 2
Gin Gin Bundaberg				***	:::	***							1		***	:::		1			2
Burnett Head	B	•••	•••											ï							ű
Teningering Miriam Vale					:::		:::	:::	:::	:::		:::	ï	:::		:::	"ï	ï			2 1 2 1
Gladstone		***											ï					ï		:::	2
Bustard Head Ragian					:::		:::							1			"ï				1
Rockhampton		***					:::						ï		8	2		ï	2		14
Sea Hill Keppel Bay	•••								:::					1				ï			1 2
Cape Capricor	n	***		***							";	:::		1	:::	:::				:::	1
Yaamba Marlborough						•••											1				1
St. Lawrence		•••			:::		:::	:::		:::		:::	ï				1	ï			2
Collaroy Nebo			•••										ï		1		1	ï			1 3
Mackay			:::							:::			1					1	ï		3
Carrie	d for	ward		1	1	1	1	1	1	1	1	1	28	61	45	13	31	28	29	4	248

Table V.—continued.

Retuen showing the Sternoth and Distribution of the Stern of the Telegraph Department—continued.

STA	TION.			Superintendent,	Assistant Superintendent,	General Inspector, Northern District,	Accountant,	Instrument Pitter.	Assistant Instrument Pittor.	Inspector of Lines.	Instructor.	Storekesper.	Station Masters.	Operators in Charge.	Operators.	Clerks.	Line Repairers in Charge.	Line Repairers.	Mossongora.	Labourers.	Total.
Brough	t forw	ard		1	1	1	1	1	1	1	1	1	28	61	45	13	31	28	29	4	248
Flat-Top Islan	1													1							1
Bloomsbury			1														1				1
Bowen .	***														7			1			8
Burdekin													1					1			2
Cape Bowling	Freen													1							1
					100000												1	1			2
				***									ï					l î			2
Charters Tower		•••		•••									î					lî			2
				***	***		***		***	,							ï				l i
	•••	***	***	***						***	***		ï		2			ï	ï	***	ŝ
	•••					***	•••			***	***	***					***	_		ï	2
		***	***	***			***	***		***	***						1	***		١.	1 2
Herbert River							***		***]	***		***		***			1			***	1
Cardwell	***	***	***		***	****	***		1	***		***	1		***			1		100	2
Cashmere						***						***					1			2	3
Junction Creek											***		1					1		1	1
Georgetown													1					1			1 2
Gilbert River																	1			2	1 8
																	1			2	1 8
37													1					1			1 2
				11.0													i			2	1 3
		•••					•••						ï		1			ï		2	i
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Cairns Walsh	***					***	***					•••			***		***	1	***	***	3
							***					***		**			1			2	
Maytown				***			***					***	1				***	1	***		1 5
														***	***		1	1	***	1	3
Laura			1														1			2	8
													1		2			1	2		. €
Relieving Oper	ators														3	***					8
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.

				Expended to 318											
				Surplus Revo	nue	***	***	***		34,440	8	7	1		
				Loan	***			***		297,813	11	3		- 2-2	
					****						_		332,283	14	10
UBPLUS R	EVENUE	***	***	Expended during	year 1878-				- 1				7,000		
				Charleville to	Tambo		***	***					173	3	•
MAO		***	***	Gympie to T	ewantin		***	***		13	0				
				Palmer to Co	oktown					859		2	Į		
				Rockhampton	to Marybor	ough (ac	ditions	d wire)		1,006	0	11	1		
				St. George to	Curriwilling	hi				477	13	0			
				Tate to Thor			***	***		895	11	5	1		
				Gladstone to	Bustard Hes					112		6	1		
				Dalby to Ron	ns.		***			2,342		8	1		
				Gympie to K	ilkivon		***			1,121		7			
				Thornboroug	to Coime					4,379	3	2	ł		
				Burdekin to			***	***		1,620	14	ī	1		
				Blackall to A	cape Downi		***		•••	3,280	19	4			
				Junction Cre			***		***	896	11	3	l .		
				Sunction Cre	ek to raimer		***	***	***	176	0	ő	l		
				Station Build	mgs (10/0)	***	***	***		877	ĭ	ő	l		
				Toowoomba t			***	***	***			7	1		
				Dalrymple to	Junction Cr	Bek .	***	***	***	3,518	13		1		
				Station Build	ings (1876)	***		***		693		0	ı		
				General Acco		***	***	***		2,807		7	1		
				Iron Poles, G			***	***		24	5	0	1		
				Ipswich to F	ssifern		***	***			18	0	l		
				Roma to Cha		***	***	***		595	7	0			
				Charleville to	Cunnamulla					2	2	6	1		
				Tambo to Bla	okall		***	***		25	1	0			
									ŀ				25,333	19	J
				T	otal Expendi	ure to 3	at Dec	ember 18	78				357,790	18	_

Table VII.

COMPARATIVE STATEMENT OF REVENUE and EXPENDITURE from 1874 to 1878 inclusive. *

					Cash.		0	H.M.S.				
				Number of Messages.	_		Number of Messages.	Value		Expend	litur	е.
1874 1873				226,370 124,804	£ s. 21,396 6 20,756 19	d. 6 1	85,044 31,804	£ 4 7,039 1 6,386 1	9 10	£ 37,101 27,774	s. 18 6	d. 5 3
Increase during 1874				101,566	639 7	5	53,240	653	7 10	9,327	12	2
1875 1874	:::	:::		285,308 226,370	25,938 6 21,393 6	.8	123,692 85,044	10,085 1 7,039 1		44,680 37,101		8
Increase during 1875				58,938	4,542 0	2	38,648	3,045 1	1 0	7,578	12	3
1876 1875	:::			329,404 285,308	29,684 17 25,938 6	11 8	149,669 123,692	12,372 10,085 1	6 0 0 10	49,581 44,680	15 10	8
Increase during 1876				44,096	8,746 11	3	25,977	2,286 1	5 2	4,901	5	0
1877 1876	:::	:::	:::	373,220 329,404	33,468 5 29,684 17	8 11	138,873 149,669		1 1 6 0	54,198 49,581		5 8
Increase during 1877				43,816	3,783 7	9		Decres	ве	4,616	12	9
1878 1877	:::			414,605 373,220	36,725 6 33,468 5	8	123,962 138,873	10,390 1 11,794	2 11	61,567 54,198	14 8	5
Increase during 1878				41,385	3,257 0	7		Decrea	se	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 Traus- mitted.	Gr Reco Ca	cipts		O.H. Busi	M.S ness	:		Free iness		Gr Expen	oss ditu	re.	Expend	cess		Population.
			1			£	8.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	8.	d.	
1861	1691	1691	7	13	5,678	938	14	9	122	12					1,652	5	6	- C. 3			34,367
1862	1691	1691	7	18	16,833	3,724	10	0	701	12	10				3,560	13	4	0.5			45,077
1863	221	221	8	21	19,219	4,152	1	10	945	6	8				5,662		0				61,640
1864	298	298	11	25	27,246	5,713	3	10	1,405	5	7	١.	••		6,604		1				74,036
1865	1,042	1,1311	25	52	47,697	10,343	9	5	3,039	2	5				12,226	14					87,775
1866	1,476	1,565	33	66	55,610	11,120	4	3	4,158		5				14,001	1	1				96,172
1867	1,663	1,7524	33	66	56,143	10,985	2	6	4,459	3	8	1 1			15,382	6	11				99,849
1868	1,722	1,8111	35	69	59,632	11,256	7	. 1	5,791	0	2				15,601	9	5				107,427
1869	2,039	2,1823	41	74	70,112	11,634					7				16,100		8				109,897
1870	2,132	2,2214	43	78	81,483	11,774		8	5,424	6	6	9,000		0	17,121	9	9	9			115,567
1871	2,525	2,6144	51	91	82,630	11,691		10	3,956	2	6	9,000	0	0	19,073		11	1			125,146
1872	2,818	3,368	59	122	121,998	18,794		3	5,094			9,000	0	0	24,081	3	9				183,553
1873	3,0591		73 80	150	156,268	20,759	6	3	6,386		10	9,000	0	0	27,776	18	5				146,690
1874	3,616			201	311,414	21,396			7,039			9,000	0	Ö	37,101			8,665	12	1	163,517
1875	3,9561		112	239	409,000	25,938	- 6	.8	10,085			9,000	0	0	44,680		8	8,656	13	2	181,288
1876	4,663	6,0811	118	265 294	479,073	29,684		11	12,372		0	9,000	0	0	49,581		5	7,524		9	187,100
1877	5,033	6,778			512,093	33,468		8	11,794	1	.1	9,000		0	54,198			8,986		8	203,084
1878	5,410	7,125	148	327	538,567	36,725	6	3	10,390	12	11	9,000	0	U	61,567	14	0	14,451	12	10	210,500