

1868.

VICTORIA.

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
ELECTRIC TELEGRAPH
ON THE
ADVANCEMENT AND CONDITION OF HIS DEPARTMENT,
FOR THE YEAR ENDING 31st DECEMBER,
1867;

WITH FOUR APPENDICES AND A CHART.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

By Authority.

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

REPORT.

ELECTRIC TELEGRAPH DEPARTMENT,
(General Superintendent's Office.)
Melbourne, 18th February, 1868.

SIR,

I have the honor to submit the following Report on the condition of this Department for the year ending 31st December, 1867.

EXTENSION OF LINES, ETC.

The line from Beechworth to Morse's Creek (Bright) was opened for communication on the 1st August last.

The Sandhurst and Heathcote direct line was placed in working order on the 3rd August last, and is now used as a second or reserve line between Melbourne, Sandhurst, and Kilmore, in connection with the Beechworth and Eastern intercolonial lines.

The extension from Casterton to the South Australian boundary was opened on the 9th November last, and now forms a portion of the direct interior line between Melbourne and Mount Gambier, *via* Ballarat, Hamilton, and Penola.

The extension from Smythesdale to Linton has been completed, tested, and accommodation for the office, &c., provided; but, owing to the absence of available funds, the communication has not as yet been opened to the public.

The extension of a line from Sale to Bairnsdale has for the present been suspended, but the survey of the route has been completed, and the position for the poles marked out.

The sum of £2,413 16s. 6d. has lapsed on this account, and will require to be re-voted on the Estimates for the current year, in order that the work may be carried out.

The extension proposed during 1866 of a line from Swan Hill to Euston, in connection with the direct interior line from Adelaide to Sydney, *via* Wentworth, Euston, Balranald, Deniliquin, and Hay, still remains undecided; but as I have before discussed the great importance of this extension in relation to our intercolonial business, I consider that it is only necessary now to bring the subject again under notice with the view of urging the matter on your attention. A glance at the map of this colony will show that, although the Southern and Eastern districts are comparatively well provided with telegraphic communication, the very large district extending north and west from Swan Hill is without such a facility for advancement, unless through offices at considerable distances within the adjoining colonies. I trust that this extension may not long be deferred, as the want of the communication is much felt by the Department.

On the 2nd December last I submitted a Report on the extension of a line from Port Albert to Wilson's Promontory (Appendix B).

Since the date of that Report it has occurred to me that, as the proposed new point of communication on the southern coast line of this island would undoubtedly be of great advantage to the maritime interests of the adjoining colonies (New South Wales and South Australia), it might be proper that the Governments of those colonies should be requested to bear some equitable portion of the first cost of the extension, with the understanding that the work should subsequently be maintained at the sole cost of this colony.

The expenditure would thus fall lightly on the three colonies, but, if confined to Victoria alone, the disbursement necessary on account of such a purely non-remunerative work might appear excessive.

The direct interior line between Adelaide and Sydney, referred to in my Report for 1866, was opened for communication on the 1st May last.

The advantages of this line are, of course, largely in favor of the two colonies within whose boundaries it has been constructed, but some indirect benefit also accrues to this colony through the more regular maintenance of intercolonial communication now attainable.

The actual loss in revenue, however, to this Department, through the discontinuance of the business formerly transacted between Sydney and Adelaide *via* Melbourne, amounts to about £1,250 per annum.

The order for a supply of the rapid-writing automatic instruments, mentioned in my last Report, has been cancelled, owing to the enhanced cost of manufacture and the probable gain in the working of the lines being overborne by the large expenditure involved.

I have arranged, however, to be informed at the earliest date when progressive improvements in the instruments employed on some of the most important British and Continental lines, may have removed the objections at present in force on the subject under mention, so far as they may relate to the conditions presented in this colony.

The extensive repairs required, through renewing the decayed poles on several sections of our most important lines, particularly referred to in my previous Report, have been held over for the present, through circumstances beyond my control; but it is most desirable that the renewal of poles, urgently requisite on the line between Melbourne, Williamstown, and Geelong, should be proceeded with at the earliest possible date.

It would be advisable, on economical grounds, that the timber for these poles should be either Swan River mahogany, or sound red-gum, sawn to the proper dimensions. It would not be possible, I fear, to obtain a sufficient supply of red-gum of proper length; but the same difficulty would have no existence as regards the Western Australia mahogany, the Government of South Australia having already employed it in considerable quantity for the electric telegraph lines in that colony.

About 5,000 pieces, in lengths of from 25 to 35 feet, and from 8 to 10 inches square, would be required for present use here.

According to data obtained, through the use of the Swan River mahogany in South Australia during several years past, I estimate the durability of that timber as being at least one-half greater than that of our ordinary native growth (excepting red-gum), and as the cost of the article supplied under contract in South Australia is but very little in excess of the current price for the best red-gum, I have hopes that good results may be attained by introducing in this colony the timber above mentioned for the especial purpose named.

INTERRUPTIONS TO COMMUNICATION.

The Return (Appendix A) is a transcript of record book kept at this office, in which are entered details of the various interruptions to which the lines are subject, embracing also a record of the transmission of English news reports *via* Adelaide.

It will be seen that, on the Melbourne and Gippsland line, the Wood's Point line, the Beechworth line, and the Cape Otway line, no less than thirty-five whole days have been lost, while on other lines a loss of eighty-four hours and a half, in broken periods, has been sustained.

These interruptions have been traced almost wholly to heavy gales, and to the occasional floods in several remote districts. The weather in this respect having been exceptional in many localities during a portion of the spring, the interruptions are considerably above the average.

The interruptions to the intercolonial communication beyond the boundaries of this colony only amounted to one whole day, and, at broken periods, fifty-nine hours.

COMPLAINTS OF ERRORS, DELAYS, ETC.

The record book shows that, during 1867, thirty-three (33) official complaints have been received, in seventeen (17) of which negligence or omission was traced to officers or servants of the Department, and the cases dealt with accordingly under the Civil Service Act.

In the remaining sixteen (16) it was not found that blame could be attached to this service.

In view of the fact that 235,648 telegrams, containing at least 3,980,000 words, were transmitted and received during the past year, I consider that a maximum of only seventeen instances of absolute error, or omission, speaks well for the carefulness and efficiency of the 198 persons engaged in this branch of the public service.

GUARANTEED OFFICES.

As mentioned in my previous Report, offices have been established provisionally for five years at several places in the country districts, under a bond signed by five responsible persons, securing the Department against loss, as between revenue and expenditure, to the extent of £150 and £130 per annum respectively.

The results up to 31st December, 1867, are as follow :—

YEAR 1867.

ELECTRIC TELEGRAPH STATION, PENSURST.

STATEMENT OF REVENUE AND EXPENDITURE FROM 14TH JANUARY TO 31ST DECEMBER, 1867.

	£	s.	d.		£	s.	d.
To Salary of officer in charge	143	9	0	By Revenue paid into Treasury	47	10	4
Stores, and transport of same	42	5	10	Value of messages transmitted on			
Fuel and water, &c.	10	18	0	Government service	15	12	11
Rent of office	20	0	0	Balance	153	9	7
—	216	12	10	—	216	12	10
To Balance brought down	153	9	7	By Amount due by guarantors from 14th			
				January to 31st December, 1867, at			
				£130 per annum	125	9	2
				Loss	28	0	5

YEAR 1867.

ELECTRIC TELEGRAPH STATION, COLERAINE.

STATEMENT OF REVENUE AND EXPENDITURE FROM 19TH AUGUST TO 31ST DECEMBER, 1867.

	£	s.	d.		£	s.	d.
To Salary of officer in charge	41	15	2	By Revenue paid into Treasury	43	15	11
Stores, and transport of same	36	13	11	Value of messages transmitted on			
Fuel	0	10	0	Government service	7	4	4
Rent of office	8	15	0	Balance	36	13	10
—	87	14	1	—	87	14	1
To Balance brought down	36	13	10	By Amount due by guarantors	36	13	10

New offices, under similar conditions, have received your official sanction to be opened at Mansfield and at Serpentine ; but, in the absence of available funds, further action is for the present suspended.

A guarantee bond has also been executed by residents at Stringer's Creek (Walhalla), with the view of securing the extension of a line from Rosedale to that place, and the establishment of an office. Five per cent. per annum is guaranteed to the Government on the expenditure necessary for extending a line, and £150 per annum on account of the office, on the same terms as in the cases already mentioned.

The cost of this extension would not exceed £2,250.

It may be desirable to explain here, that the decision in reference to requiring a guarantee bond securing the Department against absolute loss on opening new stations in remote localities, was brought about through the increasing number of non-remunerative offices, and the pressing necessity for the adoption of the practice, established during many years past in New South Wales, of obtaining a specific bond from responsible persons willing to pay for the facilities obtainable through the opening of a new station where the revenue might only meet a fractional part of the expenditure involved.

FINANCIAL CONDITION OF THE DEPARTMENT.

The following Returns, compiled from the records at this office, will show full particulars relating to the Revenue and Expenditure for the year 1867, together with other information respecting the general business of the past year:—

STATEMENT SHOWING THE CASH REVENUE, AMOUNT CHARGEABLE FOR GOVERNMENT BUSINESS, NUMBER OF MESSAGES TRANSMITTED, AND THE WORKING EXPENSES OF EACH OFFICE IN THE DEPARTMENT, DURING THE YEAR 1867.

Name of Station.	Total Cash Revenue.	Value of Messages on Public Service.	Number of Messages Transmitted.			Amount Paid for Salaries and Wages.	Contingencies.	Total Cost of Maintenance of each Station.	Date of Opening Office.
			Private.	C.M.S.	Total.				
£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.	
General supervision, including maintenance and repairs of 2,614 miles of line	.. ..	.. ..	.. ..	.. ..	.. ..	1,941 4 2	2,919 5 5	4,860 13 7	
Melbourne	13,737 18 5	1,848 12 3	32,119	6,831	69,558	5,507 8 6	783 17 6	5,595 6 0	March, 1854
Ararat	222 4 0	102 16 6	4,659	2,067	5,551	551 18 6	28 14 3	578 12 9	November, 1858
Avenel	119 9 4	22 5 0	1,050	185	1,235	474 7 0	37 16 1	442 3 1	March, 1859
Ballarat	3,992 14 3	320 14 5	29,011	1,890	23,101	1,150 3 0	823 8 0	1,289 1 0	December, 1854
Bendworth	623 11 11	132 12 4	3,891	797	4,688	750 6 4	124 10 0	884 15 2	January, 1858
Belfast	389 8 3	174 9 7	2,690	566	3,256	551 18 6	32 3 0	604 0 11	March, 1854
Bendigo	31 14 5	55 16 5	290	183	368	395 3 0	23 11 0	255 16 1	January, 1858
Berwick	85 5 3	475 5 8	403	537	940	473 10 0	64 10 7	538 1 7	May, 1854
Braemar	37 17 2	5 6 11	405	57	462	468 5 0	18 19 5	435 4 0	October, 1852
Bright	45 18 11	5 14 0	386	34	420	62 1 6	118 11 4	180 12 10	October, 1857
Camperdown	156 5 10	56 11 2	1,170	344	1,514	448 13 6	58 12 6	507 6 0	August, 1852
Cape Schanck	9 5 1	6 18 8	74	9	83	178 7 6	44 8 4	217 15 10	September, 1861
Carlsruhe	66 3 1	52 2 11	810	59	879	309 11 8	38 19 5	338 11 1	January, 1851
Castlemaine	422 0 3	119 17 1	4,892	772	4,774	655 13 1	741 18 6	1,397 1 0	January, 1857
Chadwick	135 4 3	27 5 3	1,434	198	1,632	163 6 0	33 8 3	436 13 3	March, 1861
Chilren	125 15 1	12 17 11	1,174	70	1,244	401 15 0	34 5 7	436 0 7	February, 1851
Chester	93 12 11	18 15 3	810	30	860	297 16 8	45 19 8	273 16 4	August, 1853
Coleraine	43 15 11	7 4 4	399	97	496	41 15 2	67 12 7	125 7 9	August, 1857
Collingwood	109 6 5	3 1 0	184	30	214	18 5 0	34 17 1	163 2 1	November, 1855
Crowley	265 7 6	20 10 10	2,093	165	2,258	468 5 0	37 5 7	440 10 7	August, 1855
Daylesford	312 9 7	55 4 3	2,457	242	2,699	278 5 0	49 19 1	438 4 1	August, 1855
Danby	156 6 7	47 2 11	1,584	219	1,803	278 5 0	32 18 0	411 3 6	August, 1859
Edna	487 16 9	174 19 6	8,893	268	3,121	435 11 0	124 16 9	572 8 3	December, 1852
Geelong	1,624 11 5	182 15 6	9,767	848	9,645	1,696 18 10	174 7 5	1,873 6 3	December, 1854
Glebe	17 14 8	3 1 0	184	51	245	135 9 6	21 14 10	155 4 0	February, 1857
Hamilton	50 13 4	123 4 7	737	176	913	182 3 4	41 16 9	224 0 1	October, 1859
Hastings	58 3 6	9 11 0	858	58	916	219 0 3	81 14 10	300 15 3	April, 1858
Hawesbury	103 1 0	27 17 0	856	173	989	549 3 6	35 10 6	584 14 0	October, 1861
Jameson	90 0 9	28 19 10	696	122	818	226 18 6	21 17 1	248 15 7	June, 1861
Kerang	20 18 8	9 12 6	298	35	333	148 13 6	36 11 8	184 5 2	August, 1862
Kyneton	66 17 7	21 11 3	614	182	796	478 13 6	44 14 2	518 7 8	October, 1857
Kyneton	123 18 5	18 16 3	1,229	219	1,448	468 5 0	29 5 0	443 8 8	April, 1857
Liston .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Longwood	37 18 0	8 7 0	311	25	346	473 13 6	75 17 4	549 10 10	November, 1857
Malden	153 31 1	18 10 9	1,399	111	1,473	403 5 0	48 6 11	451 5 11	August, 1859
Melbourne	51 11 6	29 10 4	532	164	716	171 16 8	33 11 0	205 7 2	October, 1855
Mossfield .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Maryborough	237 3 8	159 1 11	2,276	460	2,736	251 18 6	25 13 4	607 4 9	April, 1859
Moorook	112 15 5	6 6 0	678	32	710	148 13 6	44 17 6	196 11 0	June, 1864
Moorook	29 16 9	4 19 10	320	44	370	241 11 8	28 7 9	271 18 8	June, 1862
Moorook	31 8 10	5 7 7	362	50	412	211 19 0	23 11 0	245 1 0	March, 1861
Norwood	29 16 2	9 12 5	358	78	431	148 13 6	26 4 3	174 5 3	October, 1862
Norwood	47 16 4	13 12 11	392	48	460	148 13 6	19 10 11	168 13 5	January, 1867
Portland	340 11 6	71 12 6	1,997	286	2,283	551 18 6	109 8 3	652 6 9	February, 1858
Port Albert	131 8 11	21 5 6	985	167	1,092	241 11 8	23 15 1	265 6 9	December, 1861
Queenscliff	95 2 2	128 2 11	899	897	1,796	468 10 0	103 13 0	571 3 0	January, 1855
Raplan	55 9 4	58 0 2	558	54	612	377 3 4	28 8 6	410 11 10	May, 1858
Redbank	25 0 0	1 16 3	229	11	240	148 13 6	16 0 11	164 5 10	December, 1862
Redbank	111 2 3	8 5 0	794	48	842	121 6 0	18 2 3	139 5 9	March, 1857
Redbank	182 10 7	50 22 5	1,047	163	1,210	493 5 0	36 13 0	439 18 0	August, 1862
Sale	827 8 4	184 13 1	2,382	433	2,815	551 18 6	45 3 7	691 2 1	September, 1864
Sandhurst	861 3 0	150 4 11	2,039	594	2,633	658 2 4	120 3 3	778 5 11	January, 1863
Sandridge	77 5 0	10 7 9	599	88	687	153 6 8	51 6 5	204 13 1	July, 1855
Seymour	58 13 9	103 8 2	622	254	876	188 13 0	16 0 11	204 13 1	June, 1865
Seyleshead	114 17 9	130 4 0	1,063	394	1,457	372 0 0	20 5 0	403 5 0	June, 1863
Staveland	107 12 10	116 6 2	796	150	946	493 5 0	59 2 6	437 7 6	October, 1861
Staveland	58 19 4	23 10 5	433	55	478	148 13 6	54 6 3	202 19 7	July, 1858
St. Armand	105 18 11	94 6 4	637	104	801	214 8 6	25 16 0	240 5 9	January, 1855
Swan Hill	114 2 2	12 8 8	633	49	689	426 14 4	34 12 7	461 7 1	April, 1863
Talbot	195 12 0	959 5 5	2,992	346	3,338	493 5 0	48 0 7	541 5 7	December, 1858
Talbot	34 4 4	10 13 6	63	48	111	148 13 6	16 10 10	179 17 0	November, 1861
Talbot	65 9 4	6 12 9	681	40	721	493 5 0	48 4 8	445 5 5	November, 1859
Talbot	101 8 0	28 2 6	2,322	133	2,455	493 5 0	43 0 7	449 11 7	February, 1861
Talbot	229 19 2	230 19 6	2,879	569	3,448	493 5 0	29 17 0	443 2 0	July, 1858
Talbot	872 11 3	125 14 3	3,845	444	4,289	493 5 0	32 16 6	457 1 0	March, 1858
Williamstown	156 6 10	135 1 10	1,254	943	2,197	493 5 0	68 4 6	561 9 6	April, 1854
Wood's Point	245 4 9	19 13 6	1,055	167	1,222	153 13 6	85 0 0	238 13 2	October, 1855
Woodlands	83 16 10	12 9 11	595	96	691	493 5 0	22 0 3	435 5 2	February, 1861
Albury .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	488 6 8	50 7 7	543 14 3	November, 1858
Albury .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	488 6 8	50 7 7	543 14 3	July, 1858
Albury .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	222 1 0	48 5 0	270 4 0	September, 1859
Albury .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	153 6 8	7 1 11	159 8 7	October, 1861
Albury .. ..	.. ..	.. ..	.. ..	.. ..	.. ..	225 13 4	6 19 2	232 15 7	.. ..
RAILWAY CIRCUIT.									
Spencer-street	183 9 8	265 10 6	1,885	4,876	6,761	.. ..	80 15 11	89 15 11	October, 1861
Williamstown Junction	11 15 11	377 11 8	25	5,851	5,876	.. ..	10 10 1	16 10 1	April, 1862
Wertheim	25 11 2	473 6 4	268	9,379	9,397	.. ..	11 1 10	11 1 10	April, 1862
Little River	11 6 7	360 4 3	120	5,896	6,045	.. ..	8 7 7	8 7 7	November, 1862
Geelong	25 13 11	182 11 2	963	9,379	9,342	.. ..	7 4 0	7 4 0	April, 1862
Norwood	20 19 9	26 5 0	963	541	864	.. ..	10 16 6	10 16 6	April, 1867
Ballarat	95 3 1	167 18 9	294	925	1,119	.. ..	9 3 8	9 3 8	July, 1864
Sandridge	14 8 11	16 13 6	185	258	298	.. ..	3 13 11	3 13 11	February, 1867
Sandridge	25 9 0	160 18 4	333	567	1,268	.. ..	4 12 6	4 12 6	October, 1861
Kyneton	3 0 7	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	April, 1861
Castlemaine	23 14 11	119 4 0	269	1,024	1,293	.. ..	8 5 5	8 5 5	July, 1862
Sandridge	33 10 11	249 19 0	270	1,468	1,738	.. ..	7 3 0	7 3 0	July, 1863
Batemore	33 10 11	141 7 4	344	1,314	2,058	.. ..	12 3 10	12 3 10	June, 1865
Edna	53 4 1	216 6 1	335	1,381	1,647	.. ..	7 9 10	7 9 10	June, 1865
Total	28,875 6 3	9,764 18 10	170,351	50,887	328,448	23,020 4 8	7,439 2 6	40,460 5 2	

* Boundary Reporting Stations. † Look-out shipping Stations. No revenue collected.

STATEMENT SHOWING THE ACTUAL CASH REVENUE DERIVED FROM EACH ELECTRIC TELEGRAPH STATION IN VICTORIA DURING THE YEAR 1867.

Month.	Melbourne.	Amarat.	Arcoa.	Ballarat.	Beechworth.	Belmont.	Delreir.	Donnita.	Hardin- gong.	Bright.*	Camp- down.	Cape Schneck.
January	£ s. d. 1,320 7 7	£ s. d. 19 0 0	£ s. d. 9 0 0	£ s. d. 352 1 0	£ s. d. 26 4 0	£ s. d. 38 5 1	£ s. d. 2 1 7	£ s. d. 4 12 9	£ s. d. 2 4 8	£ s. d. ..	£ s. d. 12 17 8	£ s. d. 6 11 3
February	1,341 4 5	19 12 0	7 3 7	248 17 9	32 17 9	40 15 1	2 15 3	8 2 8	2 1 3	..	16 8 7	9 10 6
March	1,690 10 5	23 12 0	10 10 0	234 16 3	29 11 8	43 3 9	2 3 9	10 13 1	4 16 1	..	15 7 9	6 12 8
April	1,694 5 6	18 3 7	11 12 7	207 14 3	20 11 8	35 11 8	3 3 10	10 2 2	2 3 6	..	12 2 0	6 4 0
May	1,364 8 7	15 13 7	11 11 10	255 2 6	32 6 6	43 3 10	3 4 10	10 10 6	2 3 6	..	13 12 0	6 9 2
June	1,046 5 10	17 15 6	8 3 4	251 7 5	43 4 4	28 1 10	1 7 11 5	5 0 11	..	..	12 0 3	3 10 8
July	1,164 0 5	17 17 0	5 1 2	245 5 3	25 13 10	39 13 6	3 13 8	6 19 10	2 7 7	..	12 10 3	6 9 10
August	1,117 1 8	17 12 4	11 16 9	245 11 6	47 17 6	28 17 1	2 20 5	5 8 10	3 0 5	7 14 4	10 8 11	1 0 6
September	1,002 9 1	14 10 9	7 12 7	188 15 4	45 14 9	24 2 2	1 4 10	7 2 3	2 3 8	7 17 9	14 16 5	0 10 8
October	1,266 7 7	13 9 2	6 2 3	291 4 7	44 3 6	28 13 0	4 1 9	7 10 6	2 4 10	8 3 6	11 15 2	0 5 8
November	1,118 15 9	21 7 5	8 15 11	245 2 9	35 19 6	24 14 5	3 4 8	5 11 2	4 5 10	14 4 4	12 10 7	0 5 8
December	1,251 18 5	22 2 8	6 6 4	253 7 7	33 2 9	24 14 5	3 4 8	5 11 2	4 5 10	14 4 4	12 10 7	0 5 8
Total	13,750 18 5	222 4 5	110 4 4	3,922 14 5	633 11 11	209 8 3	31 14 3	55 8 5	37 17 2	45 18 11	150 5 10	9 3 1

Month.	Carisbrook.	Castlemaine.	Casterton.	Chiltern.	Clunes.	Colac.	Coleraine.†	Colling- wood.	Creswick.	Daylesford.	Dansby.	Echuca.
January	£ s. d. 3 2 9	£ s. d. 26 7 6	£ s. d. 13 13 0	£ s. d. 14 8 4	£ s. d. 15 2 9	£ s. d. 7 14 2	£ s. d. ..	£ s. d. 12 2 0	£ s. d. 9 15 5	£ s. d. 30 6 9	£ s. d. 8 10 3	£ s. d. 24 14 11
February	4 12 0	23 13 0	14 8 4	15 2 9	7 14 2	..	..	9 15 5	30 6 9	8 10 3	24 14 11	..
March	6 4 10	33 17 1	9 14 11	8 15 4	16 9 3	7 5 0	..	9 14 3	31 13 5	27 15 2	9 9 6	24 10 10
April	5 6 9	32 13 7	12 8 9	8 8 20	20 8 9	9 8 0	..	8 2 0	32 9 6	31 1 5	15 10 8	20 19 0
May	6 12 5	30 18 1	10 4 2	14 10 10	13 13 1	7 5 0	..	7 4 2	34 7 4	27 8 3	12 8 3	26 3 7
June	5 13 8	33 7 0	5 19 4 10	7 5 11	11 19 5	6 5 4	..	5 2 9	32 3 3	22 16 0	15 6 8	20 16 1
July	5 9 1	31 7 8	9 16 9	13 11 1	17 8 10	6 10 10	..	11 7 7	31 15 4	24 12 3	11 11 1	35 12 8
August	4 15 11	35 6 7	11 8 11	11 5 9	15 17 9	6 15 2	5 0 6	8 18 6	36 16 4	32 3 10	18 12 11	31 4 6
September	3 5 9	34 19 6	7 14 4	9 11 2	12 12 9	9 9 3	8 4 5	9 11 1	33 1 5	28 11 3	12 4 1	43 19 9
October	7 15 5	27 10 8	7 3 5	11 2 6	14 19 0	7 6 2	7 15 1	9 4 8	34 12 0	24 9 10	9 18 2	54 1 8
November	5 3 7	38 8 3	13 8 2	10 2 11	16 14 8	7 4 8	10 16 11	8 17 0	33 16 1	30 13 9	14 19 8	50 14 9
December	6 7 4	45 4 8	10 9 3	11 7 16	17 16 7	10 6 3	11 19 0	8 11 8	36 0 9	21 16 0	16 14 3	65 15 10
Total	66 3 1	422 0 3	129 9 7	180 4 3	195 15 1	93 13 11	43 15 11	109 6 5	165 7 4	513 9 7	156 6 7	487 16 7

Month.	Geelong.	Gleburne.	Hamilton.	Heathcote.	Heatham.	Ingleswood.	Jamieson.	Kerang.	Kilmore.	Kyneton.	Liston.	Longwood.
January	£ s. d. 90 0 9	£ s. d. 3 16 8	£ s. d. 46 6 3	£ s. d. 12 8 2	£ s. d. 5 12 3	£ s. d. 9 13 7	£ s. d. 9 4 5	£ s. d. 1 13 11	£ s. d. 6 12 9	£ s. d. 9 6 3	£ s. d. ..	£ s. d. 8 7 0
February	70 15 4	2 4 11	33 14 3	7 16 7	7 4 10	7 11 10	10 14 1	1 8 2	6 12 9	9 15 0	..	3 9 6
March	62 5 4	1 11 9	32 11 9	8 4 9	4 6 10	11 9 4	4 13 2	6 10 8	6 29 10	11 14 2	..	8 15 4
April	86 0 0	1 4 39	29 16 10	5 14 7	4 10 6	2 8 16 7	9 8 5	8 16 7	9 8 5	11 2 5	..	2 6 6
May	82 5 1	1 2 4	34 3 1	7 16 3	3 11 8	8 16 1	7 14 7	3 4 7	7 5 1	10 16 0	..	2 13 6
June	78 1 11	1 11 9	34 7 10	6 0 0	1 23 8	8 7 8	7 13 8	2 12 10	3 5 5	10 9 3	..	8 5 9
July	80 6 3	1 3 3	33 1 0	9 8 0	3 5 2	7 1 6	6 9 11	4 8 2	4 19 10	12 12 3	..	3 19 5
August	76 6 5	1 17 2	29 3 3	7 1 11	4 15 6	8 7 8	3 9 7	3 9 7	4 19 10	11 10 0	..	7 18 1
September	78 5 8	1 17 2	29 3 3	4 3 4	3 29 3	6 10 11	4 2 7	1 10 5	4 19 10	7 2 8	..	3 2 0
October	114 4 9	1 11 9	36 10 10	7 16 0	2 10 7	9 15 5	6 6 3	8 4 4	4 11 6	8 6 4	..	5 6 6
November	105 10 0	1 11 1	37 17 0	7 6 6	2 1 10	8 15 0	5 14 10	2 11 4	5 5 3	8 12 0	..	3 8 0
December	109 4 1	1 6 11	41 15 8	7 8 8	10 8 11	9 3 1	5 13 1	2 4 10	4 18 3	13 4 5	..	2 7 4
Total	1,094 11 5	17 14 3	427 6 1	90 13 4	58 3 6	103 1 0	92 0 9	29 18 1	66 17 1	123 18 5	..	37 18 6

Month.	Malden.	Malden- bury.	Mans- field.	Mary- borough.	Mortlake.	Moss- field.	Morrison- ton.	Neerstead.	Pemberton.	Portland.	Port Albert.	Queens- cliff.
January	£ s. d. 17 10 0	£ s. d. 5 14 4	£ s. d. ..	£ s. d. 23 11 8	£ s. d. 7 11 10	£ s. d. 1 16 10	£ s. d. 6 2 10	£ s. d. 2 8 8	£ s. d. 2 17 0	£ s. d. 36 10 3	£ s. d. 11 11 4	£ s. d. 16 18 8
February	15 14 5	4 5 8	..	29 18 0	8 9 9	1 17 2	3 0 6	2 29 1	2 8 8	30 3 11	10 1 4	12 6 1
March	14 8 5	5 10 10	..	18 15 4	5 8 5	1 19 6	3 0 1	6 10 8	6 2 1	29 17 11	27 14 1	11 15 5
April	14 4 11	4 15 1	..	14 15 10	3 12 4	3 12 4	3 12 4	1 19 6	4 4 6	25 12 2	11 10 1	7 18 1
May	15 17 0	4 1 5	..	21 11 1	7 11 7	2 13 8	0 16 2	1 17 3	4 14 7	28 18 7	10 15 1	8 19 0
June	11 14 10	4 2 11	..	29 1 3	7 17 9	1 16 4	1 5 8	3 11 3	4 13 7	21 12 1	11 10 2	3 16 10
July	10 0 5	3 8 2	..	24 17 7	7 3 10	3 15 1	2 3 11	4 4 2	2 22 6	27 19 0	13 11 0	3 17 8
August	11 7 0	3 5 9	..	18 13 8	9 16 5	1 16 1	1 24 10	1 19 2	3 14 0	22 9 8	13 17 10	4 1 3
September	9 19 9	3 14 2	..	16 8 7	7 11 1	1 16 1	0 16 3	3 3 11	3 17 7	23 17 7	6 4 8	16 1 1
October	8 11 8	3 2 3	..	17 7 1	15 4 7	3 11 3	1 19 8	1 14 2	2 15 2	22 18 5	9 5 3	8 4 7
November	10 3 5	4 3 3	..	18 8 11	10 2 0	4 0 6	1 19 0	1 4 7	3 14 4	22 7 2	8 3 3	6 4 7
December	11 8 6	5 18 8	..	16 14 9	10 18 7	2 3 9	2 12 8	2 18 4	4 2 0	23 3 3	7 6 2	6 2 1
Total	153 3 11	34 11 6	..	237 8 8	112 11 5	30 16 9	21 8 10	39 10 0	47 16 4	340 11 4	128 8 11	96 9 2

Month.	Bagin.	Bodbank.	Bosedale.	Bather- ston.	Sale.	Sandhurst.	Sandridge.	Seymour.	Smythes- dale.	Stawell.	Stratham.	St. Arnaud.
January	£ s. d. 4 31 4	£ s. d. 1 10 1	£ s. d. ..	£ s. d. 8 9 9	£ s. d. 43 11 1	£ s. d. 86 12 7	£ s. d. 7 15 9	£ s. d. 5 10 0	£ s. d. 7 19 1	£ s. d. 7 2 3	£ s. d. 6 0 2	£ s. d. 10 4 4
February	3 5 7	1 6 1	..	7 5 9	41 17 6	70 13 6	7 19 4	3 16 0	10 1 8	6 15 11	8 16 8	9 10 8
March	5 19 2	2 5 4	6 11 7	12 0 2	53 10 3	103 19 3	5 18 2	3 18 10	10 6 9	8 9 11	4 12 4	7 6 1
April	6 9 8	1 2 0	8 15 8	7 8 8	43 17 1	80 20 5	5 4 4	2 19 10	7 3 8	8 4 11	6 6 5	8 7 8
May	4 17 0	2 30 6	33 1 11	12 2 6	36 12 4	73 6 7	3 8 9	3 19 10	16 19 10	9 17 1	7 4 8	7 18 1
June	4 17 11	1 15 5	30 6 11	6 2 8	49 10 10	67 17 7	4 18 6	3 8 7	7 16 11	7 15 5	4 17 11	6 1 8
July	4 1 6	5 7 6	8 12 1	9 13 1	51 16 9	62 10 6	3 2 11	3 12 0	9 8 4	10 9 11	2 17 4	10 8 11
August	5 5 6	3 0 5	10 7 11	7 5 4	39 5 2	68 0 8	4 7 2	3 5 5	11 4 10	8 3 5	2 6 10	10 19 7
September	3 3 1	1 14 2	14 17 8	9 16 7	36 5 8	65 0 1	6 7 6	3 12 3	10 17 0	8 1 3	3 39 0	5 2 7
October	3 17 1	1 19 9	20 14 9	6 18 11	42 8 8	74 8 4	4 17 6	10 3 0	10 3 0	7 14 1	5 17 8	7 18 1
November	8 11 8	3 2 3	11 6 11	12 2 6	12 2 6	68 0 0	9 19 9	8 3 8	8 7 8	11 13 1	5 35 10	12 18 0
December	5 15 10	1 12 2	7 6 5	9 19 7	43 8 3	37 1 1	7 9 0	6 8 6	9 3 7	12 8 11	2 29 8	10 8 0
Total	55 9 4	25 0 0	111 3 3	102 10 7	527 3 4	861 2 0	77 5 6	50 13 9	114 17 9	107 12 10	58 19 4	105 18 11

Month.	Swan Hill.	Talbot.	Taradale.	Tarragulla.	Wahgunyah.	Wanganatta.	Warran-nool.	Williams-town.	Wood's Point.	Yackand-onah.	Spencer street.	Williamstown.
	£ 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	9 9 6	33 5 0	4 15 0	3 4 5	13 5 7	19 7 9	42 16 6	18 17 4	29 14 4	7 6 8	15 16 8	0 7 2
February	9 17 6	18 17 0	3 13 2	4 13 4	14 13 11	91 8 8	50 0 0	13 8 10	25 8 6	7 18 11	18 19 5	0 8 6
March	8 12 4	18 0 0	5 9 0	6 15 0	15 10 0	15 15 6	55 11 2	23 12 0	23 2 0	8 5 6	14 1 6	0 1 0
April	6 1 7	20 14 1	2 19 2	5 9 8	16 16 7	18 8 1	48 15 0	14 10 0	18 6 4	7 18 2	12 17 3	0 5 0
May	11 9 9	18 12 1	5 1 10	6 17 1	14 9 2	13 7 10	45 12 3	11 11 7	22 11 9	6 17 9	5 8 6	0 3 6
June	8 9 2	19 8 9	3 7 8	6 2 2	16 15 4	19 14 11	50 14 3	3 2 11	39 19 2	7 14 1	15 13 2	0 9 2
July	10 10 3	12 5 4	3 19 4	5 7 0	21 5 11	17 9 0	55 10 10	19 9 11	14 14 9	8 9 3	17 5 0	0 1 0
August	7 1 2	9 19 6	3 5 5	5 9 0	38 17 1	13 18 1	49 0 8	3 2 3	23 1 8	5 3 4	12 6 5	0 1 0
September	9 13 8	11 5 10	3 13 7	3 5 11	23 3 1	18 3 11	50 8 2	11 16 9	18 16 3	5 5 6	11 0 8	..
October	14 10 0	11 16 6	4 0 3	6 2 4	23 7 10	14 21 2	38 4 3	13 15 7	21 2 8	7 14 3	19 2 4	0 6 6
November	8 14 4	19 3 9	5 13 11	5 7 10	23 18 4	28 13 3	35 8 1	11 17 8	29 17 11	6 4 3	18 14 9	0 1 2
December	9 15 8	12 18 9	6 6 6	5 8 3	32 12 10	34 0 5	44 14 9	17 6 4	34 10 1	4 19 0	17 29 6	0 3 0
Total	114 3 2	196 12 6	34 4 4	66 9 4	261 8 0	229 19 2	572 11 2	196 6 10	243 4 9	83 16 10	383 9 8	1 15 11

STATEMENT SHOWING THE ACTUAL CASH REVENUE, ETC.—continued.

Month.	Western.	Little River.	Geelong.	Meredith.*	Ballarat.	Sunbury.†	Woodend.	Kyneton.‡	Cottles- ton.	Stanhurst.	Russey- made.	Edmore.
	£ 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 ..	1 11 8	3 0 4	3 3 2	..	8 19 6	..	3 8 0	3 0 7	4 1 8	2 11 11	2 5 8	8 9 7
February ..	1 17 8	0 10 0	2 4 0	..	1 15 0	1 0 2	2 5 6	..	1 5 6	2 3 2	2 13 8	5 13 8
March ..	3 14 3	0 12 8	2 7 5	..	1 11 8	1 7 4	2 6 10	..	1 95 4	4 6 6	2 0 11	0 4 11
April ..	1 8 8	0 16 11	3 11 4	6 18 3	2 5 2	4 1 10	2 15 7	..	2 11 5	2 1 11	2 8 10	6 12 7
May ..	1 17 13	0 19 7	3 13 4	1 10 2	1 7 6	0 14 9	1 17 5	..	0 17 0	2 5 0	1 19 11	4 3 8
June ..	1 19 3	0 15 4	2 8 6	2 15 0	1 4 8	1 5 4	1 5 1	..	1 19 1	2 13 8	0 18 6	3 0 0
July ..	1 19 4	2 0 6	2 22 10	3 14 2	3 1 3	1 0 0	1 11 6	..	2 4 4	1 6 10	2 8 2	2 8 0
August ..	1 12 4	0 15 6	2 8 7	2 0 6	2 6 2	0 14 9	1 6 5	..	2 11 9	2 2 2	1 15 3	1 17 10
September ..	1 2 4	0 13 4	2 10 7	3 14 3	1 13 2	0 15 9	1 12 1	..	1 18 10	3 2 8	3 16 8	1 10 10
October ..	4 11 5	0 10 5	3 9 5	1 2 10	2 2 4	0 16 4	1 13 9	..	1 9 1	3 17 1	4 15 11	4 3 3
November ..	2 14 4	0 11 11	3 7 4	2 16 5	2 29 6	1 13 6	9 13 0	..	1 16 10	4 1 2	3 12 5	3 12 6
December ..	3 14 6	0 8 3	3 12 10	3 5 0	1 13 8	1 4 2	2 14 10	..	5 3 7	3 10 10	3 1 0	4 18 8
Total ..	35 11 2	11 6 7	35 13 11	29 19 2	25 3 1	14 8 11	25 3 6	3 0 7	25 14 11	33 39 11	33 15 11	53 4 1

* Office opened 17th April, 1867.

† Office opened 1st February, 1867.

‡ Office closed 31st January, 1867.

DEBTOR AND CREDIT STATEMENT.

Dr.

To total cost of working and maintenance of lines, from 1st January to 31st December, 1867:—

Salaries and Wages

Contingencies

£ s. d.

33,023 6 8

7,439 2 6

40,462 9 2

Cr.

By total cash receipts paid into Treasury on account of collections, from 1st January to 31st December, 1867:—

By amount due on account of Intercolonial business for same period:—

New South Wales

South Australia

Queensland

£ s. d.

88 13 10

105 5 9

79 6 4

273 5 11

By value of charges on Government business

Less value of charges on telegrams for railway service transmitted from the several railway telegraph offices

9,744 18 10

3,156 0 10

By value of public telegrams relating to shipping, &c.

By balance

6,588 18 0

1,561 13 0

3,163 6 0

40,462 9 2

YEAR 1867.

EXPENDITURE UNDER CONTROL OF PUBLIC WORKS DEPARTMENT.

	£ s. d.	£ s. d.
Total expenditure for lines, stations, &c., as per previous statement, to December 31st, 1866	...	256,951 7 3
Expenditure during 1867:		
Main extension of lines	3,730 6 9	
Extension of telegraphic communication to Houses of Parliament, and provision for electric bell signals within the buildings	372 3 0	
New buildings, and repairs to existing buildings	1,458 18 4	
Fittings and furniture	104 3 6	5,065 11 7
		262,616 18 10
Current Expenditure during 1867:		
Rent of chief office	815 0 0	
Rent of temporary offices	196 17 0	
		1,011 17 0

YEAR 1867.

THE DEPARTMENT OF RAILWAYS IN ACCOUNT WITH THE DEPARTMENT OF ELECTRIC TELEGRAPHS.

<i>Dr.</i>	£ s. d.	<i>Cr.</i>	£ s. d.
To value of stores, stationery, acids, &c., supplied to railway telegraph offices ...	141 11 7	By revenue collected for the transmission of private telegrams ...	493 4 5
To proportionate cost of maintenance of railway telegraph lines ...	248 2 10	By balance carried down in favor of Electric Telegraph Department ...	217 15 10
To special allowance to inspector of railway telegraph circuits ...	50 0 0		
To salary of an operator for railway telegraph circuit at Melbourne station ...	180 0 0		
To salary of messenger at Woodend ...	52 3 4		
To moiety of salary of messenger at Willemsstown ...	39 2 6		
—	711 0 3		711 0 3
To balance brought down in favor of Electric Telegraph Department ...	217 15 10		
To nominal value of charges on telegrams for railway service transmitted from the } railway telegraph offices ... } £3,156 0 10			

The returns of cash revenue for 1867 show an apparent total decrease of £7,030 5s. 2d. as compared with those of 1866.

Of this sum an amount of £833 16s. 4d. may be placed to the credit of the new direct line between Sydney and Adelaide, that sum being the proportional average for eight months (1st May to 31st December) accruing to the Department in this colony on account of *through* intercolonial business passing over the Victorian lines.

The balance, £6,196 8s. 10d., is therefore the actual decrease in the business of the Department for the year 1867.

The decrease in the total number of telegrams transmitted amounts to 42,139, of which 3,619 were despatches on the service of the Government.

The decrease in the amount of charges for Government telegrams (exclusive of public telegrams relating to shipping, &c.) is shown as £6,310 18s.

It will be seen on reference to the following statement, showing particulars of the business of this service during the fourteen years from 1854 to 1867 inclusive, that fluctuations in the amount of business performed have previously occurred, although not proportionally to the same extent.

ELECTRIC TELEGRAPH DEPARTMENT.

TABLET STATEMENT SHOWING STATISTICS OF BUSINESS FROM 1854 TO 1867 INCLUSIVE.

Year.	Cash Revenue.	Charges for Government Telegrams.	Number of Government Telegrams.	Total Number of Telegrams.
	£ s. d.	£ s. d.		
1854 ...	223 2 7	1,057 0 5	1,570	3,869
1855 ...	3,162 13 11	3,074 11 8	2,559	12,241
1856 ...	3,225 13 5	2,422 2 3	2,685	13,174
1857 ...	10,024 16 10	3,023 12 2	6,628	60,058
1858 ...	16,474 17 10	10,126 15 10	17,834	131,486
1859 ...	25,249 17 0	21,301 8 7	31,699	197,320
1860 ...	24,955 18 2	21,270 12 2	49,918	167,872
1861 ...	25,217 5 4	8,566 13 11	40,818	184,688
1862 ...	26,834 19 8	15,466 0 9	49,038	211,685
1863 ...	25,768 15 8	18,289 8 2	78,038	234,520
1864 ...	36,601 17 11	14,375 12 0	71,339	256,380
1865 ...	35,767 17 4	11,546 19 3	68,946	279,741
1866 ...	36,178 17 4	12,899 16 0	63,506	277,787
1867 ...	29,348 12 2	6,888 18 0	59,887	235,648
Total ...	292,835 5 2	149,989 11 2	545,065	2,266,469

Looking, however, to the probable causes which have principally tended to these results, viz., the fluctuations in the mining interests at various important points, chiefly Ballarat, Daylesford, Rutherglen, Wood's Point, Sale, Smythesdale, and Melbourne, it is fair to anticipate that the present depression may not be of a permanent character, and that the revenue will eventually regain its former proportions, to be sustained in future years by a progressive increase, equal at least to that already experienced.

In the following Statement will be found a record of the comparative revenue for 1866-7 at each station in the Department.

STATEMENT SHOWING THE COMPARATIVE REVENUE FOR THE YEARS 1866 AND 1867.

Name of Station.	Revenue, 1866.			Revenue, 1867.			Increase, 1867.			Decrease, 1867.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne	16,546	11	9	13,797	18	5				2,768	13	4
Ararat	229	0	11	222	4	5				6	16	6
Avoca	154	6	6	110	4	4				44	2	2
Ballarat	3,843	8	1	3,022	14	5				840	13	8
Beechworth	689	3	8	623	11	11				65	11	9
Belfast	531	0	7	399	8	3				131	12	4
Belvoir	40	4	2	31	14	5				8	9	9
Benalla	126	12	3	89	5	5				37	6	10
Bunyong	61	10	4	37	17	2				23	13	2
Bright				46	18	11	46	18	11			
Camperdown	189	16	0	156	5	10				33	10	2
Cape Schanck	10	12	11	9	3	1				1	9	10
Carisbrook	71	4	6	66	3	1				5	1	5
Castlemaine	476	1	0	422	0	3				54	0	9
Casterton	148	16	3	129	0	7				19	15	8
Chiltern	182	0	4	136	4	3				45	16	1
Clunes	179	2	7	195	15	1	16	12	6			
Colac	119	0	4	93	13	11				25	6	5
Coleraine				43	15	11	43	15	11			
Collingwood	106	16	11	109	6	5						
Creswick	156	16	9	165	7	6	8	10	9			
Daylesford	385	7	0	313	9	7				71	17	5
Dunolly	169	0	5	156	6	7				12	13	10
Echuca	606	8	6	487	16	9				118	11	9
Geelong	1,129	0	6	1,024	11	5				104	9	1
Gisborne	34	18	11	17	14	3				17	4	8
Hamilton	533	15	6	427	6	1				106	9	5
Heathcote	131	18	2	90	13	4				41	4	10
Hexham	44	1	8	53	3	6	9	1	10			
Inglewood	147	14	3	103	1	0				44	13	3
Janieson	176	6	1	92	0	9				84	5	4
Kerang	38	0	11	39	18	1	1	17	2			
Kilmore	94	3	11	66	17	7				27	6	4
Kyneton	139	14	8	123	18	5				15	16	3
Longwood	44	4	6	37	18	6				6	6	0
Maldon	226	6	4	153	3	11				73	2	5
Malden	61	13	10	51	11	6				10	2	4
Maryborough	303	1	0	237	3	8				65	17	4
Mortlake	123	4	11	112	11	5				10	13	6
Moonambel	34	4	0	36	16	9				3	7	3
Mornington	37	19	4	31	8	10				6	10	6
Newstead	32	5	4	29	10	2				2	15	2
Pemhurst				47	10	4	47	10	4			
Portland	487	1	9	340	11	6				146	10	3
Port Albert	200	17	0	131	8	11				69	8	1
Queenscliff	100	2	8	96	2	2				4	0	6
Ruglan	79	8	2	55	9	4				23	18	10
Redbank	23	19	3	25	0	0	1	0	9			
Rosedale				111	3	3	111	3	3			
Rutherglen	160	19	6	102	10	7				58	8	11
Sale	770	12	10	527	3	4				243	9	6
Sandhurst	1,051	19	6	851	2	0				190	17	6
Sandridge	107	5	7	77	5	0				30	0	7
Seymour	45	13	9	50	13	9	5	0	0			
Smythesdale	224	4	10	114	17	9				109	7	1
Stawell	117	3	9	107	13	10				9	9	11
Streatham	68	3	11	58	19	4				9	4	7
St. Arnaud	101	8	3	105	18	11	4	10	8			
Swan Hill	197	13	4	114	3	2				83	10	2
Talbot	281	6	3	196	12	6				84	13	9
Turadale	79	14	2	54	4	4				25	9	10
Turaogulla	85	15	2	66	9	4				19	5	10
Wahgunyah	323	8	5	261	8	0				62	0	5
Wangaratta	243	0	9	229	19	2				13	1	7
Warrnambool	621	14	7	572	11	3				49	3	4
Williamstown	148	9	11	156	6	10	7	16	11			
Wood's Point	655	17	10	243	4	9				412	13	1
Yackandandah	99	3	5	83	16	10				15	6	7
RAILWAY CIRCUIT.												
Spencer Street	218	9	4	183	9	8				34	19	8
Williamstown Junction	5	16	9	1	15	11				2	0	10
Werribee	25	18	0	25	11	2				0	6	10
Little River	8	8	7	11	6	7	2	18	0			
Geelong	34	3	0	35	13	11	1	10	11			
Merodith				20	19	9	20	19	9			
Ballarat	23	18	8	25	3	1	2	4	5			
Sanbury				14	8	11	14	8	11			
Woodend	47	13	4	25	9	0				22	6	4
Kyneton	22	8	1	3	0	7				19	7	6
Castlemaine	21	11	4	25	14	11	4	3	7			
Sandhurst	31	2	7	33	10	11	2	8	4			
Runnymede	46	19	6	33	15	11				13	3	7
Echuca	130	17	9	53	4	1				77	13	8
Total	35,285	9	1	28,875	6	3	355	2	5	6,745	5	3

The item of charges for Government telegrams remains at present as noted in my previous reports, although there can be no doubt that the financial statement would present a more satisfactory appearance in this respect were the same practice adopted in this branch of the service as has long prevailed in the Railways, Water Supply, Penal, and other departments, where every service rendered is duly accounted for, paid in cash, and properly carried to the credit of revenue.

The same rule has also been in force, with much advantage, for many years past in the Electric Telegraph Departments of other colonies, I therefore trust that the importance of this subject may suggest itself to your attention.

The usual record has been kept at this office, in accordance with your instructions, showing the details of telegrams on Her Majesty's service transmitted by each Department throughout the year.

The following is the return for that period :—

RETURN SHOWING THE AMOUNTS ACTUALLY CHARGEABLE TO EACH GOVERNMENT DEPARTMENT FOR TELEGRAMS TRANSMITTED DURING THE YEAR ENDING 31st DECEMBER, 1867.

DEPARTMENTS UNDER CHIEF SECRETARY :	£ s. d.	DEPARTMENT—continued.	£ s. d.
Legislative Assembly	0 1 6	Government Printer	1 0 11
Library	0 15 4	Military	5 5 1
Chief Secretary's Office	311 11 0	Royal Engineers	0 4 8
Registrar-General	4 9 7	Total	226 7 8
Gaols	2 17 4		
H.M.C.S. Victoria	8 18 2	DEPARTMENTS UNDER COMMISSIONER OF LANDS	
Chief Medical Officer	9 19 10	AND SURVEY :	
Lunatic Asylum	13 14 7	Crown Lands	653 10 11
Police	3,710 1 9	Geological Survey	19 1 0
Magnetic Survey	2 1 9	Total	672 11 11
Botanical Gardens	1 8 8		
Audit	9 15 2	DEPARTMENT OF PUBLIC WORKS :	
Educational	42 9 1	Public Works	275 16 9
Electoral	21 10 10		
Total	4,139 14 7	DEPARTMENTS UNDER COMMISSIONER OF	
		TRADE AND CUSTOMS :	
DEPARTMENTS UNDER ATTORNEY-GENERAL :		Customs	383 8 9
Judges	11 6 1	Distilleries	1 8 8
Law Officers of the Crown	169 17 0	Immigration	22 16 8
Prothonotary	1 9 9	Total	407 14 1
Chief Commissioner of Insolencies	0 6 4		
Sheriff	96 5 1	DEPARTMENT OF POST OFFICE :	
Total	279 4 3	Post Office	171 13 10
DEPARTMENTS UNDER MINISTER OF JUSTICE :		DEPARTMENT OF MINES :	
County and other Courts	101 13 1	Mines	247 2 3
Police Magistrates	66 11 6		
Coroners	13 12 3	DEPARTMENT UNDER COMMISSIONER OF RAIL-	
Total	181 16 10	WAYS AND ROADS :	
		Railways	3,100 10 10
DEPARTMENTS UNDER TREASURER :		Roads and Bridges	42 5 10
Treasury	113 12 8	Total	3,142 16 8
Volunteers	104 13 9		
Stores and Transport	1 10 7		

RECAPITULATION.

Departments under—	£ s. d.	Departments under—	£ s. d.
Chief Secretary	4,139 14 7	Commissioner of Trade and Customs ...	407 14 1
Attorney-General	279 4 3	Postmaster-General	173 13 10
Minister of Justice	181 16 10	Minister of Mines	247 2 3
Treasurer	296 7 8	Commissioner of Railways and Roads ...	3,142 16 8
Commissioner of Lands and Survey	672 11 11	Total	9,744 18 10
Commissioner of Public Works ...	275 16 9		

Electric Telegraph Department,
General Superintendent's Office,
Melbourne, 18th February, 1868.

SAM'L W. MCGOWAN,
General Superintendent of Electric Telegraph.

Allowing the charges for Government telegrams to be carried to account as already suggested, the result to the Department on the transactions of 1867 would be as follows :—

YEAR 1867.

	£ s. d.
Total revenue from all sources	37,399 3 2
Annual saving on Post Office expenditure through combined offices (as shown by previous Reports)	2,500 0 0
Total expenditure under all heads	39,799 3 2
Apparent loss	40,462 9 2
	663 6 0

In view of the falling off in business, and from other causes, savings in the votes for this Department for 1867 have been effected to the extent, under salaries and contingencies, of £3,688 15s. 4d.; and further savings will be recommended during the present year in such cases as may be practicable without detriment to the efficiency of the service.

LINES IN OTHER COLONIES.

Up to the present date I am not in receipt of any official reports from the Superintendents of the Departments in New South Wales, South Australia, and Queensland, relating to the business of 1867, but I have ascertained by telegraph that the revenue in New South Wales for 1867 was £30,005, and number of messages transmitted 130,447.

In South Australia the revenue was £12,673 6s. 9d., and number of messages 122,138.

In Queensland the revenue was £15,444 6s. 2d., and number of messages 56,143.

In New South Wales the amount of revenue was £2,085 15s. 6d. less than the sum collected in 1866.

In South Australia the amount was £259 10s. 4d. in excess of 1866, and in Queensland £165 11s. 6d. greater than in the previous year.

It must be remembered, however, that in the three colonies named, extensions have been carried out and a number of new stations opened during the year, which may, to some extent, account for the increase in business in South Australia and Queensland; while in this colony only four new offices have been opened, viz., Penshurst, Rosedale, Bright, and Coleraine, and the extensions of lines, previously alluded to, have for the present been suspended.

TELEGRAPHIC COMMUNICATION WITH ENGLAND VIA JAVA AND INDIA.

Since the date of my previous Report very little, if any, practical progress has been made with this important project.

The prospectus of the Indo-European Telegraph Company, recently issued, does not embrace any prospective extension to Australia, but refers chiefly to certain new lines proposed to be constructed, connecting with the Indian lines at Kurrachee, *via* Hamburg, Warsaw, Odessa, Kertch, Poti, Tiflis, Teheran, Ispahan, Bushire, and Gwadel.

The lines on this route, if properly maintained, would undoubtedly accelerate telegraphic business with India and the East; but it is to be regretted that there appears to be little immediate prospect of the Indo-Australian scheme being taken up.

I attribute the apathy, in this respect, as due, at least to a large extent, to the decision of the Imperial Government communicated through "Treasury minute, dated 18th January, 1867, relative to telegraphic communication between the United Kingdom and its Dependencies," on which I had the honor to report on the 5th August last, copy attached—Appendix C.

I consider that, in the absence of any guaranteed subsidy, many years must elapse before a company or proprietary will be found willing to accept the responsibility of so serious a risk as will necessarily attach to the extension of submarine cables across Torres Straits.

The recent survey of a line of soundings by officers of H. M. S. *Salamander*, between Cape York and Timor, has materially added to the knowledge previously possessed of the nature of the bottom, but a closer and more detailed examination would be necessary before a satisfactory determination could be arrived at in reference to the proper route on which a cable might be safely laid.

The soundings obtained show on the whole a very uneven bottom, but the formation would appear to consist chiefly of mud; the depth varies irregularly from 50 to 1,700 fathoms.

I pointed out, by my last report, that a certain means might readily be found for facilitating our telegraphic intercourse with the mother country, by extending a line from Port Augusta, the western terminal of the South Australian lines, direct to King George's Sound, *via* Strenky Bay, and Fowlers' Bay.

Telegraphic communication with King George's Sound would reduce the time occupied by correspondence with Europe, under our existing mail contract, to the lowest limit practicable, and as it is more than probable that a superior mail route for the southern colonies will not be discovered for many years to come, I think that the subject is worthy of serious consideration.

The expense of the work would not, in all probability, exceed £120,000, and the annual cost for maintenance, &c., £6,000, while the benefits to the colonies would always be largely in excess of any probable deficiency as between actual revenue and expenditure.

As a tentative measure, I would beg to suggest, that I should be authorized (after communications on the subject between the several Governments might have been initiated), to confer personally with the Superintendent of Electric Telegraphs in South Australia, in order that our views might be embodied in a joint Report for the consideration of the Governments of the two colonies chiefly interested.

TELEGRAPHIC COMMUNICATION BETWEEN TASMANIA AND VICTORIA.

During the past twelve months active measures have been in progress for re-establishing the Telegraphic connection across Bass' Straits.

On the 20th August last a paper was laid before the Parliament of Tasmania, giving particulars of the negotiations then pending between Captain George Gilmore (acting on behalf of the colony), and the Directors of the Telegraph Construction and Maintenance Company.

I have since been informed that the company have been authorized to proceed with the manufacture of the cable, and there is every probability that the work will be satisfactorily completed within the ensuing twelve months.

In order to meet the Tasmanian cable a special additional wire will be required on the Cape Schanck line, and a considerable portion of that line will require to be re-poled ; provision for this purpose has been included in the draft estimates for 1868.

EXTENT OF LINES.

The Return herewith—Appendix D—exhibits, in a tabular form, the extent and arrangement of all the lines in Victoria, names of stations, &c.

I have the honor to be, Sir,

Your obedient servant,

SAML. WALKER MCGOWAN.

The Honourable the Chief Secretary,

&c., &c., &c.

APPENDICES.

APPENDIX A

RETURN showing the Interruptions to Telegraphic Communication in Victoria, including also a Statement of Interruptions to Intercolonial Communication between Adelaide, Melbourne, and Sydney, from 1st January to 31st December, 1867, inclusive.

Date.	Designation of Line.	Points of Interruption.	Period of Interruption.	Supposed or ascertained Cause of Interruption.
January 7 ...	Gippsland Line	Between Melbourne and Sale	1 day	Trees fell across line
" 8 ...	" "	" " " "	3 hours	" "
" 10 ...	" "	" " " "	2 "	" "
" 11 ...	" "	" " " "	1 day	" "
" 21 ...	Wood's Point Line	Jamieson and Wood's Point	3½ hours	" "
" 22 ...	" "	" " " "	4 "	" "
" 28 ...	" "	" " " "	6 "	" "
February 4 ...	Wahgunyah Line	Beechworth and Yackandandah	5½ "	" "
" 15 ...	Gippsland Line	Melbourne and Sale	8½ "	" "
" 16 ...	" "	" " " "	1 day	" "
March 9 ...	Wood's Point Line	Jamieson and Wood's Point	3 hours	" "
" 26, 27, & 28	Cape Otway Line	Geelong and Cape Otway	3 days	" "
" 29 ...	" "	" " " "	7 hours	" "
April 6 ...	Wood's Point Line	Jamieson and Wood's Point	10 "	" "
" 16 ...	Western Lines	Belfast and Portland, Hamilton and Portland	9 "	Heavy gale; several posts blown down
" 16 and 17	Cape Otway Line	Geelong and Cape Otway	2 days	Heavy gale; trees fell across line
June 8 ...	Gippsland Line	Melbourne and Rosedale	8 hours	" "
" 15, 18, 20, 21, and 22	Cape Otway Line	Geelong and Cape Otway	5 days	" "
" 28 and 29	Gippsland Line	Melbourne and Rosedale	2 "	" "
July 3 ...	Wood's Point Line	Jamieson and Wood's Point	1 "	" "
" 16, 17, & 18	Cape Otway Line	Geelong and Cape Otway	3 "	" "
September 14	Wood's Point Line	Jamieson and Benalla	7 hours	" "
" 20 ...	" "	" " " "	1 day	" "
" 23 and 24	Cape Otway Line	Geelong and Cape Otway	2 "	" "
" 26 ...	Wood's Point Line	Jamieson and Wood's Point	1 "	" "
" 28 and 30	Gippsland Line	Melbourne and Rosedale	2 "	Heavy floods
October 1 and 2	" "	" " " "	2 "	" "
" 3, 4, 7, 8, & 9	Bright Line	Beechworth and Bright	5 "	" "
" 16 ...	St. Arnaud Line	Redbank and St. Arnaud	1 "	" "
November 11	Wood's Point Line	Benalla and Jamieson	8 hours	" "
Dec. 20 and 21	Cape Otway Line	Geelong and Cape Otway	2 days	" "
" 30	Gippsland Line	Melbourne and Rosedale	1 "	" "
" 31	Wood's Point Line	Jamieson and Wood's Point	1 "	" "

REMARKS.

January 14.—All lines worked badly after four p.m.; atmospheric disturbances.
 January 28.—Large bush fires in Western district.
 January 29.—All lines affected by wet weather.
 February 6.—Western lines worked badly; wet weather.
 February 14.—All lines worked badly during afternoon; atmospheric disturbances.
 April 6.—Cross-country lines worked badly all day; wet weather.
 April 16.—Heavy gale on all lines; several posts blown down. Western lines worked badly; communication interrupted occasionally with all stations west of Colac.
 June 18.—All lines worked badly during afternoon; heavy gale, with rain.
 September 24.—Western lines worked badly; atmospheric disturbances.
 October 22.—All lines affected by thunder storms during afternoon.
 December 27.—All lines worked badly after four p.m.; atmospheric disturbances.

INTERCOLONIAL.

Date.	Colony.	Locality of Interruption.	Period of Interruption.
January 17	South Australia	West of Mount Gambier	4 hours
" 17	New South Wales	East of Albury	6 "
February 1	" "	" "	6 "
April 8	" "	" "	5 "
" 10	" "	" "	8 "
June 20	" "	" "	8 "
" 21	" "	" "	1 day
October 7	" "	" "	7 hours
" 24	" "	" "	9 "
December 23	" "	" "	6 "

RETURN showing particulars relating to the Transmission of Reports of English News from Mount Gambier to Melbourne during the Year 1867.

Commenced.		Ended.		Average Number of Words per Hour.	Remarks as to Weather, &c.
Date.	Hour and Minute.	Date.	Hour and Minute.		
Jan. 10 ...	7.40 a.m.	Jan. 10	12.35 p.m.	1,200	Line worked well; weather fine.
Feb. 11 ...	9.45 a.m.	Feb. 11	3.50 p.m.	1,000	Lines worked badly; atmospheric disturbances.
April 13 ...	11.45 p.m.	April 14	5.10 a.m.	900	" " weather misty.
May 9 ...	3.45 p.m.	May 9	10.30 p.m.	1,800	Lines worked well; weather fine.
June 9 ...	11.40 a.m.	June 9	3.10 p.m.	1,200	" " " "
July 9 ...	2 p.m.	July 9	9 p.m.	1,200	" " " "
Aug. 8 ...	4.50 p.m.	Aug. 8	9 p.m.	1,200	" " " "
Sept. 8 ...	5.29 p.m.	Sept. 8	9.25 p.m.	1,200	" " " "
Oct. 13 ...	12.40 a.m.	Oct. 13	10.30 a.m.	900	Lines worked badly; atmospheric disturbances.
Nov. 12 ...	7 p.m.	Nov. 12	10.45 p.m.	1,400	Lines worked very well; weather fine.
Dec. 15 ...	10.40 a.m.	Dec. 15	2.10 p.m.	1,200	Lines worked well; weather fine.

Note.—On the 16th March R.M. steamer *Assa* arrived at the Heads at 7 a.m., and the bench mail steamer arrived at Port Adelaide at 9 a.m. same date. No English news received from Adelaide.

Central Electric Telegraph Office,
Melbourne, 18th February, 1868.

APPENDIX B.

REPORT ON THE PROPOSED EXTENSION OF TELEGRAPHIC COMMUNICATION TO WILSON'S PROMONTORY.

Electric Telegraph Department, General Superintendent's Office,
Melbourne, 2nd December, 1867.

Sir,

The subject of establishing telegraphic communication with Wilson's Promontory Lighthouse, now brought under notice by the accompanying correspondence, through the Victorian Shipowners Association, was reported upon by me in a communication addressed to the Honorable the Commissioner of Trade and Customs, in the month of March, 1864; but as I have since that date been enabled to acquaint myself to some extent with the nature of the country to be traversed, the facilities available for obtaining suitable poles, and the means of transport along the land route from Port Albert to the Promontory, I am in a position at present to report with greater certainty in the matter.

Consideration of the heavy expenses, and many risks attending submarine cables, has caused me to discard the idea of employing such a means for attaining the object desired in the present case, although the distance between the two points might be considerably reduced, by laying down a short length of cable, as compared with the more circuitous route sketched out as per chart tracing attached.

I feel convinced, however, that, on the ground of ultimate economy and for the future permanence of the work, the course I have approximately indicated on the chart tracing will be found most desirable.

The length of the line, allowing for some occasional deviations to avoid swamps and high ranges, would be about sixty-five (65) miles.

My estimate of the cost of carrying out the work is as follows:—

	£	s.	d.
Preliminary survey for marking line of route ...	...	350	0 0
Poles, insulators, wire, and labor in clearing and erecting line ...	...	3,575	0 0
Instruments, batteries, fittings, &c. ...	...	300	0 0
Buildings ...	...	500	0 0
	£4,725	0 0	

I am of opinion that little, if any, doubt can be entertained as to the great value, in a commercial point of view, of a telegraphic connection with Wilson's Promontory, although in a pecuniary light there might be no immediately tangible return for the outlay; but as a convenient means for communicating with the very large shipping traffic, foreign as well as intercolonial, passing through Bass' Straits, the establishment of a telegraph station at the Promontory would be a most important acquisition to this colony.

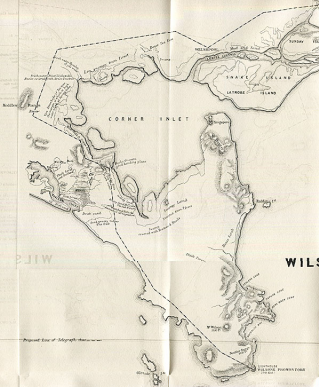
Should it be contemplated to proceed with the proposed extension before the close of the present favorable season, I would be prepared to make a personal inspection of the locality, on receiving an intimation to that effect, with the view of obtaining information as to the most economical course of proceeding.

I have the honor to be, Sir,

Your obedient servant,

(Signed) SAM'L. W. MCGOWAN.

The Honorable the Chief Secretary, &c., &c., &c.



Sketch showing route of
Electric Telegraph Line

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PORT ALBERT

to the Right House of

WILSONS PROMONTORY

Twelve, 3 Miles to One Inch.

APPENDIX C.

Electric Telegraph Department, General Superintendent's Office,
Melbourne, 5th August, 1867.

Sir, With reference to the papers, noted as per margin, forwarded to me by your direction, I have the honor to submit the following observations.

During many years past it has been the practice of the Imperial Government to grant subsidies to the proprietors of submarine cables, in the form of a stated guarantee of interest on the capital absolutely invested in carrying out such works, in certain cases where, on the ground of vast public advantage, it might appear desirable to secure facility for electric communication between given points.

Such a guarantee was secured in the case of the first Atlantic Telegraph Company, the Red Sea and India Telegraph, the Sardinia, Malta, and Corfu Telegraph, and the Malta, Alexandria Telegraph; the latter work being ultimately made the property of the Government, but subsequently leased to the present contractors under certain conditions.

It would now appear that, in consequence of the recent success of the Atlantic Telegraph cables (carried out without the aid of a subsidy from Government), the policy of directly assisting in extending submarine telegraphs is to be abandoned, and that the advantages of aid from Her Majesty's ships in effecting surveys or otherwise furthering the successful execution of such undertakings, and the intervention of the British Government with any Foreign Government, through whose territories the lines or cable may be carried, are alone to be granted.

The arguments originally urged in favor of the guarantee system have undoubtedly, at the present period, lost much of their former force in relation to works of magnitude, within a comparatively limited area, in the northern hemisphere; but when the question is considered in its bearings on the prospective extension of telegraphic communication to Eastern India, China, and Australia, I consider that the principle of guarantee has not in any appreciable degree been disturbed by the occurrences which have tended to the change in practice notified through the official communication now under report.

The points to be most prominently borne in mind, are—

1. The unprecedentedly large expenditure involved in preparing suitable steamships, and fitting out a telegraphic cable-laying expedition for the Eastern seas.
2. The exceptional nature of the work, in being so far removed from the source of supply, and so isolated in all particulars relating to essential details, rendering necessary special and most expensive provision to meet this contingency.
3. The comparatively limited extent of business to be anticipated during, at least, a considerable period, and the consequent effect upon the value of the works as a transferable investment. When these propositions, correctly expressed, I believe, are fairly weighed on the one hand, with the immense public advantages present on the other, I am forced to the conclusion, in regard at least to the Australian connection, that a guarantee of interest would not only be equitable in character, but that some such security would be absolutely indispensable, to enable the requisite amount of funds to be raised for carrying out the work.

Until the population of the Australian colonies might have been largely augmented, and a corresponding increase in the extent of commercial and mercantile interests should have been developed, it could not, I submit, be reasonably expected that the business of the Indo-Australian section of the Eastern system of telegraphic extension would be of sufficient extent to warrant the very large expenditure necessarily involved, (amounting to at least £200,000), under the hope of realizing a satisfactory pecuniary return; on this ground, therefore, in addition to the other conditions already indicated, I am of opinion that, in order to secure at an early day a telegraphic connection between Australia and the existing lines in India and Europe, it will be essentially necessary that the company, or proprietors, who shall assume the responsibility of carrying out such a work, should be encouraged by a guaranteed return of some moderate interest upon the outlay, limited to a stated term of years, under stipulated conditions, the basis of which should be—

1. The execution of the work within a certain time to be limited, and—
2. The subsequent permanent maintenance and working of the communication between a point on the northern coast of this territory and Singapore, or such other place on the southern shore of India as might be selected.

The present consideration of this question, on its general merits, induces me to the belief that a very considerable period must elapse before any practical measures will be adopted for extending telegraphic communication to Australia in the manner proposed; and as the importance to these colonies of possessing the utmost facilities for rapidity of intercourse with Great Britain and Europe can scarcely be over estimated, I venture to suggest, as already submitted by me in my last Annual Report and previous Parliamentary papers, that legislative steps should be taken for extending our present local lines from Port Augusta in South Australia to King George's Sound (Allardyce) in Western Australia.

This work might be executed at a cost under £120,000, and the advantages of such an extension to the general community are, I feel sure, sufficiently obvious. A telegraphic connection with King George's Sound would place the colonies within sixteen days (telegraphic) of London, possibly less with increased steaming speed between Point de Galle and King George's Sound.

I would respectfully commend this project to your earnest consideration, and would suggest that a communication on the subject should be made to the Government of South Australia, bringing the matter under notice, and inviting the opinion of that Government as to the means by which the requisite expenditure should be met, and the proportional distribution of the responsibility on account of the same.

In support of my proposition for this extension, I may state that from the present demand for the earliest telegraphic correspondence with Great Britain and Europe, even through the inadequate means now available by course of post to Galle, I consider that the amount of business likely to pass over the line to King George's Sound might be safely estimated at an average of one hundred pounds (£100) per month for each of the four colonies (Queensland, New South Wales, Victoria, and South Australia), while the press reports of European intelligence would certainly average one hundred pounds (£100) monthly on the arrival of each mail steamer.

This would yield a revenue of £6,000 per annum.

The working expenses would not exceed the following estimate:—

	£
Twelve stations, average annual cost £300 each...	3,600
Superintendence and maintenance	1,400
	<hr/>
	£5,000

leaving a margin of one thousand pounds (£1,000) per annum to meet unforeseen contingencies.

I have the honor to be, Sir,

Your obedient servant,

(Signed) SAM'L W. MCGOWAN.

The Honorable the Chief Secretary,
Sec. Sec. &c.

ORIGINAL. 12th May, 1867, enclosed copy of a report explaining the principles by which the Lords of the Treasury will be governed in encouraging the extension of telegraphic communication between the United Kingdom and its Dependencies.

APPENDIX D.

STATEMENT SHOWING THE NAMES OF THE SEVERAL ELECTRIC TELEGRAPH STATIONS AND THE LINES OF TELEGRAPH NOW IN OPERATION IN THE COLONY OF VICTORIA.

Main Lines.	Extent in Miles from the Melbourne Office.	Name of Station.	Branch Line.	Name of Station.	Extent in Miles.
SOUTHERN COAST LINE	126	Melbourne Williamstown Geelong Queenscliff Point Lonsdale Sandridge Mornington Cape Schanck Mount Gambier Portland Belfast			
WESTERN COAST LINE...	303	Warrnambool Camperdown Colac			
		Ballarat ...	Buninyong Branch Linton Branch ...	Buninyong ... Smythesdale ... Linton* ...	7 from Ballarat 23 from Ballarat
CROSS-COUNTRY WESTERN LINE ...	315	Raglan ... Streatham Hexham ... Penshurst Hamilton ... Coleraine Casterton	Stawell Branch ... Mortlake Branch... Portland Branch ...	Stawell ... Mortlake	49 from Raglan 9 from Hexham 53 from Hamilton
CAPE OTWAY LINE ...	140	Otway Creswick Daylesford Malden Dunolly Carisbrook			
CROSS-COUNTRY LINE...	312	Maryborough Aveca Mossambel Redbank St. Arnaud Tarnagulla Inglewood Kerang	Clunes Branch ...	Talbot Clunes ...	20 from Maryborough
SWAN HILL LINE ...	231	Swan Hill Collingwood Gisborne Kyneton Malmesbury Taradale Castlemaine			
NORTHERN LINE ...	156	Sandhurst Echuca Kilmore ... Seymour Longwood Benalla ...	Newstead Branch Heathcote Branch Wood's Point Branch	Newstead ... Heathcote ... Mansfield* ... Jamieson ... Wood's Point Yackandandah Chiltern ... Wahgunyah ... Rutherglen ... Bright ...	10 from Castlemaine 31 from Kilmore 25 from Sandhurst 83 from Benalla 30 from Beechworth 36 from Beechworth
NORTH-EASTERN LINE	200	Wangaratta Beechworth ...	Wahgunyah Branch Bright Branch ...		
GIPPSLAND LINE ...	181	Belvoir Albury Rosedale Sale Port Albert			
		RAILWAY CIRCUIT. Spencer Street Sunbury Woodend Castlemaine Sandhurst Russhymede Echuca Williamstown Junction Werribee Little River Geelong Merodith Ballarat West			
NORTHERN LINE ...	154			SPECIAL WIRES. Geelong Line (1) Williamstown Line (1) ... Melbourne to Albury (1) ... Melbourne to Mt. Gambier (1)	45 9½ 200 303
WESTERN LINE ...	97½				

Showing a total of 87 Stations or Offices; 2,613½ miles of line, provided with 3,171 miles of wire.

* Denotes Stations not yet opened.