

1866.

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VICTORIA.

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R E P O R T

OF THE

GENERAL SUPERINTENDENT OF ELECTRIC  
TELEGRAPH

ON THE

Advancement and Condition of his Department.

FOR THE YEAR ENDING 31st DECEMBER,

1865;

WITH THREE APPENDICES AND A CHART.

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

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By Authority:

JOHN FERRIS, GOVERNMENT PRINTER, MELBOURNE.

# REPORT.

Electric Telegraph Department  
(General Superintendent's Office),  
Melbourne, 10th February, 1866.

SIR,

I have the honor to submit, for the information of His Excellency the Governor in Council, the following Report on the general condition of the Department under my supervision, for the year ending December 31st, 1865.

## EXTENSIONS OF LINES, ETC.

No lines are at present in progress of construction or under contract, the extensions proposed for 1865 having been deferred, by your direction, until the present year.

The following is a list of the works which remain to be carried out during 1866:—

1. Beechworth to Morse's Creek (Bright).
2. Sandhurst to Heathcote.
3. Casterton to Western Boundary (*en route* to Penola).
4. Smythesdale to Scarsdale and Linton's.

In addition to the above, I have already recommended that provision should be made for an extension from Swan Hill to Euston, to intersect the direct interior intercolonial line, now being constructed between Sydney and Adelaide, *via* Wagga Wagga, Hay, Deniliquin, Euston, and Wentworth.

Also an extension from Sale to Bairnsdale.

The works in progress at the date of my Report for 1864 have been satisfactorily completed, and the undermentioned Stations have been opened:—

St. Arnaud	- - - -	21st January, 1865.
Seymour	- - - -	5th June, „
Echuca (railway office)	- - - -	1st June, „
Runnymede (ditto)	- - - -	1st June, „
Jamieson	- - - -	27th June, „
Casterton	- - - -	4th July „
Malmsbury	- - - -	24th October, „
Wood's Point	- - - -	27th October, „
Collingwood	- - - -	15th November, „

The communication with Wood's Point would have been opened at an earlier date, but for the obstacles encountered and eventually overcome, in constructing the section of line between Jamieson and that place, where transport could be effected only by means of pack-horses, and where during a portion of July and August, the progress of the work was seriously retarded, if not occasionally entirely suspended, through the depth of snow deposited on the route of the line by the heavy storms of that period.

## LOCAL COMMUNICATION.

All the poles have been erected, and two of the wires with insulators, &c., placed in position for the local inter-departmental system of communication.

The connections at present established are—

Her Majesty's Customs, with Departments in the Treasury Buildings.		
General Post Office,	with ditto	ditto.
Public Works Office,	with ditto	ditto.
Lands and Survey,	with ditto	ditto.
Electric Telegraph Office, with	ditto	ditto.

The instruments employed are those known as Wheatstone's, magneto, electric, alphabetical, visual telegraph, noticed by me in a previous report. They work satisfactorily; and I hope to be in a position to effect additional connections, to include an office at the Parliament Houses, when the provision submitted by my estimates for the present year may have become available for expenditure.

#### WORKING OF LINES.

The records of the past year show a considerable increase in the number and duration of interruptions, as compared with 1864; but the working of the various lines continues satisfactory.

It is observable that the principal interruptions have arisen on the lines most remote and unprotected, as, for example, the section between Melbourne and Sale, on which the interruptions amounted to eight (8) whole days, and at irregular periods a loss of fifty-three (53) hours, amounting in the total to more than half the number of days and over one-third the number of hours of the loss sustained on all the remaining lines added together.

Again, the interruptions between Geelong and Cape Otway amounted to three whole days, and in broken periods seventeen hours; it will therefore be seen (*vide* Appendix A) that in by far the majority of instances the absolute loss has occurred on sections of the lines most difficult of access and most liable to injury, owing to the comparatively unimproved—and indeed uninhabited—condition of the country through which these lines are necessarily carried.

Frequent interruptions must likewise be expected on the section of line between Jamieson and Wood's Point during the ensuing two or three years, within which period it may reasonably be expected that most of the prevailing causes of interruption now present will have been to a considerable extent removed. I allude more particularly to the non-existence of any formed road available for wheel traffic, and to danger from the high trees now standing at various points along the route of the line.

The direct western intercolonial line, *viâ* Geelong, Camperdown, Warrnambool, and Portland, to Mount Gambier, has usually worked well; but on the sections east and west of Portland partial interruptions through heavy sea fogs occasionally occur. For this there is no absolute preventive; but I am at present trying the effect of a new insulating material on the second wire along fifty miles of the most sensitive portion of the line, and hope to obtain therefrom some satisfactory results. It is, however, most annoying to find that, after all the care and attention bestowed upon the insulation and other means for securing the most efficient condition of this and other lines, a nugatory effect is too often brought about through the criminal recklessness of persons who wilfully break or otherwise injure the insulators by throwing stones or missiles thereat. The effect of such practices is more particularly felt at points on the western line, as follows:—Barwon Bridge, near Geelong, to Winchelsea, Allansford to Warrnambool, Belfast, and Yambuk, including distances altogether of fully sixty miles. The reward of £25, offered at my suggestion by the Government, with the view of securing a conviction of one or more of the persons guilty of such wanton and inexcusable destruction of property, has not up to this date resulted in the detection of an offender; but the posting of the "reward notice" has no doubt produced a beneficial effect in many localities, even where not followed by more decided action.

The police are deserving of praise for their watchful care in noticing and reporting injuries or accidents to the lines throughout the Colony; and I have to thank the Chief Commissioner, Captain Standish, for the promptness with which his instructions to the force have been in all cases carried out, so far as they related to this department.

The additional connection with Mount Gambier, alluded to in my Report for 1864, by means of the proposed extension from Casterton to Penola, has not yet been accomplished, owing to the non execution of any of the works during 1865, as before mentioned; but I trust that within the present year, means may be provided for effecting this extension,

the advantages being, I think, sufficiently obvious without requiring extended or further discussion on my part, at the present time.

### ENGLISH NEWS REPORTS.

The following Return, prepared from the records at the chief office, show particulars connected with the transmission of "Press Reports" of later English news, forwarded from Adelaide on the arrival of each branch mail steamer during 1865:—

#### RETURN SHOWING PARTICULARS RELATING TO THE TRANSMISSION OF REPORTS OF ENGLISH NEWS FROM MOUNT GAMBIER TO MELBOURNE, DURING THE YEAR 1865.

Commenced.		Ended.		Average Number of Words per hour.	Remarks as to Weather and Working of Lines.
Date.	Hour Min.	Date.	Hour Min.		
1865.					
16th January ...	1.15 p.m.	16th January ...	4.30 p.m.	1,000	Lines worked well—weather fine
10th February ...	5.45 p.m.	10th February ...	11.30 p.m.	850	Lines worked badly—atmospheric disturbances
14th March ...	5.50 p.m.	15th March ...	5.20 a.m.	900	Lines worked badly west of Mount Gambier
18th April ...	8.45 p.m.	19th April ...	4.50 a.m.	1,100	Lines worked well—weather fine
23rd June ...	3.25 p.m.	23rd June ...	9.30 p.m.	1,100	Ditto ditto
12th July ...	8.20 a.m.	12th July ...	4.40 p.m.	800	Lines worked badly—atmospheric disturbances
11th August ...	8.20 a.m.	11th August ...	2.40 p.m.	1,200	Lines worked well—weather fine
16th September ...	10.30 a.m.	16th September ...	4.30 p.m.	1,400	Ditto ditto
11th October ...	3.40 a.m.	11th October ...	11 a.m.	900	Lines worked badly west of Mount Gambier
17th November ...	2.20 p.m.	17th November ...	7.40 p.m.	1,000	Lines worked well
15th December ...	5.40 p.m.	16th December ...	12.45 a.m.	1,000	Ditto

Chief Electric Telegraph Office, Melbourne, 10th February, 1866.

NOTE.—No reports of English news received from Adelaide in May. Communication totally interrupted west of Mount Gambier and west of Portland, from the 12th to the 17th. E. M. steamer arrived at the Heads on the 12th—Severe storm.

#### RETURN SHOWING PARTICULARS RELATING TO THE TRANSMISSION OF REPORTS OF ENGLISH NEWS FROM MELBOURNE TO ALBURY, DURING THE YEAR 1865.

Commenced.		Ended.		Average Number of Words per hour.	Remarks as to Weather and Working of Lines.
Date.	Hour Min.	Date.	Hour Min.		
1865.					
16th January ...	1.15 p.m.	16th January ...	4.30 p.m.	1,200	Lines worked well—weather fine
10th February ...	5.45 p.m.	10th February ...	11.30 p.m.	1,200	Ditto ditto
14th March ...	5.50 p.m.	15th March ...	5.20 a.m.	1,200	Ditto ditto
18th April ...	8.45 p.m.	19th April ...	4.50 a.m.	1,200	Ditto ditto
14th May ...	2.50 p.m.	14th May ...	8.15 p.m.	1,000	Lines worked badly—heavy rain
23rd June ...	3.25 p.m.	23rd June ...	9.30 p.m.	1,300	Lines worked well—weather fine
12th July ...	8.20 a.m.	12th July ...	4.40 p.m.	1,000	Lines worked badly—atmospheric disturbances
11th August ...	8.20 a.m.	11th August ...	2.40 p.m.	1,400	Lines worked well—weather fine
16th September ...	10.30 a.m.	16th September ...	4.30 p.m.	1,500	Ditto ditto
11th October ...	3.40 a.m.	11th October ...	11 a.m.	1,200	Ditto ditto
17th November ...	2.20 p.m.	17th November ...	7.40 p.m.	1,400	Ditto ditto
15th December ...	5.40 p.m.	15th December ...	10.25 p.m.	1,400	Ditto ditto

Chief Electric Telegraph Office, Melbourne, 10th February, 1866.

The irregularities observable in the speed of transmission, although in some instances due to imperfect working of the lines, might yet to a considerable degree be overcome were all the telegraphists employed of equal efficiency; but it sometimes happens, that a slow or imperfect operator will unhappily, through oversight or obtuseness, directly retard the rapidity of transmission by what is termed "keeping key open," or unnecessarily "breaking circuit" for minor adjustments which should have been long previously corrected. Indisposition to acquire and practise the use of the abbreviated code is also another fruitful source of delay in the rapid transmission of "news reports."

I trust, however, eventually to see these causes of retardation removed, and that the officers of this service will so improve their qualifications as telegraphists, as to bear favorable comparison with the officers of any corresponding service, either in other colonies or in other parts of the world.

#### COMPLAINTS OF ERRORS, DELAYS, ETC.

The "Record of Complaints Book," kept at my office, shows that during 1865 twenty-three instances occurred in which formal complaints were received in connection with the business of this department.

In nine cases the complaints related to delays in delivering telegrams; but in five only the clerks and messengers were blameable.

In five cases errors in transcribing were complained of and traced to the operators engaged in receiving the telegrams.

In one case only was delay in transmission made the subject of complaint; and in another, an omission after the signature to the message was complained of, and both traced to officers employed.

Two cases referred to, omissions in reporting shipping, traced to officers employed; one case to apparent delay in answering signals in which the officer was exonerated.

One case in which an officer was absent from duty without leave, and was in consequence the cause of delay in the receipt of a telegram.

In one instance complained of, it was satisfactorily ascertained that the telegram had never been presented for transmission.

In two cases complaints against messengers for inattention to instructions; one was exonerated from censure and another found to be in fault.

Making in all twenty-three cases during the past year, and being three less than in the preceding year.

The penalty imposed in all cases where the fault was clearly attributable to omission or negligence varied from ten shillings to five pounds, according to circumstances.

In two instances the officers in fault were required to refund to the persons interested the amount of charges disbursed on account of the telegrams under report.

The facility for insuring, as far as practicable, absolute correctness and certainty in the despatch or receipt of telegrams offered to the public by the concluding paragraph of Clause 10 of the Regulations, &c., is being more generally availed of, and may, I trust, eventually secure a greater amount of confidence in the value of the Telegraph service than has been hitherto attained. Under the Regulations to which I refer, the sender of any telegram may, if required, obtain a true copy of the transmitted message as delivered into the hand of the person addressed, on payment of a half rate additional charge.

I believe that if persons using the Telegraph were to avail themselves more largely of this Regulation in all cases where there might be reason to require positive proof of accuracy and promptness in connection with a telegram, the occasion for many complaints would be entirely removed.

Considering the fact that during 1865 the number of telegrams transmitted through the eighty offices of this Department amounted to 279,741, containing, at a moderate estimate, not less than 4,196,115 words, and that these messages were necessarily passed through the hands of at least one hundred and sixty persons during the process of reception, transmission, transcription, entering, and delivery, I do not look upon the complaint list above referred to as bearing any unfavorable proportion to the amount of work actually performed. On the contrary, I apprehend that on the whole it will bear creditable comparison with the results of any similar service in other parts of the world.

There are no doubt many points in which the Telegraph service may yet be considerably improved, and it will be my desire to occasionally introduce such beneficial modifications as the experience obtainable through the older establishments in Europe and America may from time to time develop.

**FINANCIAL COMMISSION OF THE DEPARTMENT.**

The following Statement fully details all particulars relating to the Revenue and Expenditure for the Year 1885.

**STATEMENT SHOWING THE ACTUAL GROSS REVENUE DERIVED FROM EACH ELECTRIC TELEGRAPH STATION IN VICTORIA DURING THE YEAR 1885.**

Station	Millions	Amount	Area	Revenue	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

Station	Millions	Amount	Area	Revenue	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

Station	Millions	Amount	Area	Revenue	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance	Receipts	Expenditure	Profit	Loss	Balance
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24

1. Offer opened 25th July, 1885. 2. Offer opened 25th December, 1885. 3. Offer opened 15th June, 1885. 4. Offer opened 15th October, 1885. 5. Offer opened 15th June, 1885. 6. Offer opened 15th January, 1885.



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 1893.

Name of Station.	Total Cash Revenue.			Value of Messages on Public Service.		Number of Messages.		Total Number of Messages transmitted.	Amount paid for Salaries and Wages.			Costing charges.			Total Cost of Maintenance of each Station.		
	\$	¢	d.	\$	¢	Private.	U. S. M. S.		\$	¢	d.	\$	¢	d.	\$	¢	d.
General provisions, including maintenance and repairs of M. S. wires of year	—			—		—		—			1,806 13 0			4,427 8 4			
Baltimore	24,000	00	00	2,000	00	40,000	4,000	4,000	4,700	00	00	700	00	00	2,000	00	00
Ann Arbor	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Atlanta	2,000	00	00	2,000	00	20,000	2,000	2,000	2,000	00	00	200	00	00	2,000	00	00
Boston	3,000	00	00	3,000	00	30,000	3,000	3,000	3,000	00	00	300	00	00	3,000	00	00
Buffalo	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Chicago	4,000	00	00	4,000	00	40,000	4,000	4,000	4,000	00	00	400	00	00	4,000	00	00
Cincinnati	2,500	00	00	2,500	00	25,000	2,500	2,500	2,500	00	00	250	00	00	2,500	00	00
Cleveland	2,000	00	00	2,000	00	20,000	2,000	2,000	2,000	00	00	200	00	00	2,000	00	00
Denver	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Des Moines	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Detroit	2,000	00	00	2,000	00	20,000	2,000	2,000	2,000	00	00	200	00	00	2,000	00	00
Indianapolis	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Keokuk	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
London, Ont.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Madison	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Marquette	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Memphis	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Minneapolis	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Mobile	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Montgomery	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
New York	5,000	00	00	5,000	00	50,000	5,000	5,000	5,000	00	00	500	00	00	5,000	00	00
Newark	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Omaha	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Philadelphia	3,000	00	00	3,000	00	30,000	3,000	3,000	3,000	00	00	300	00	00	3,000	00	00
Pittsburgh	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
Portland	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Portland, Me.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
Rochester	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
St. Louis	2,000	00	00	2,000	00	20,000	2,000	2,000	2,000	00	00	200	00	00	2,000	00	00
St. Paul	1,500	00	00	1,500	00	15,000	1,500	1,500	1,500	00	00	150	00	00	1,500	00	00
St. Petersburg	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Vincent	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Yves	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans, N. H.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Catharines	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Charles	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John, N. S.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Lawrence	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Mary	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Mary, Ont.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Paul, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Peter	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Peter, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Vincent	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Yves	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans, N. H.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Catharines	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Charles	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John, N. S.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Lawrence	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Mary	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Mary, Ont.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Paul, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Peter	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Peter, N. B.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Vincent	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Yves	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Albans, N. H.	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Catharines	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. Charles	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00	100	00	00	1,000	00	00
St. John	1,000	00	00	1,000	00	10,000	1,000	1,000	1,000	00	00						

## YEAR 1865:

## EXPENDITURE UNDER THE CONTROL OF THE PUBLIC WORKS DEPARTMENT.

Total Expenditure for Lines, Stations, &c., as per previous Statement up to 31st December, 1864	£	s.	d.	£	s.	d.
...	...	...	...	238,696	5	11
EXPENDITURE DURING 1865.						
Main extension of lines	6,000	0	0			
Local communication	500	0	0			
Extensions, repairs, &c., to buildings	3,500	0	0			
Fittings and furniture	300	0	0	10,300	0	0
				248,996	5	11
CURRENT EXPENDITURE DURING 1865.						
Rent of chief office	812	0	0			
Rent of temporary offices	181	10	4			
				993	10	4

## YEAR 1865:

## THE DEPARTMENT OF RAILWAYS IN ACCOUNT WITH THE DEPARTMENT OF ELECTRIC TELEGRAPH.

<i>Dr.</i>	£	s.	d.	<i>Cr.</i>	£	s.	d.
To value of stores, stationery, acids, &c., supplied to Railway Telegraph Offices...	105	7	5	By cash revenue collected for the transmission of private telegrams...	511	17	0
To proportionate cost of maintenance of Railway Telegraph lines	228	3	0	By balance carried down in favor of Electric Telegraph Department		7	6
To salary of an operator for Railway Telegraph Circuit at Melbourne Station	146	13	4				
To moiety of wages of messenger at Williamstown	39	0	0				
	519	3	9				
1865.—To Balance brought down in favor of Electric Telegraph Department	7	6	9	Nominal value of charges on telegrams for Railway service transmitted from the several Railway Telegraph Offices	4,862	9	0

NOTE.—The Railway Department has not been charged with the services of operators employed in connection with the Railway Telegraph Circuit at Geelong, Ballarat, Sandhurst, and Castlemaine.

## COMPARATIVE STATEMENT.

Year 1865.—Cash Collections (within the Colony)	£34,770	2	10
Year 1864.—Ditto ditto	29,121	18	1
In favor of 1865	£5,648	4	9
Year 1864.—Cash Collections (Intercolonial Account)	£1,479	19	10
Year 1865.—Ditto ditto	997	14	6
In favor of 1864	£482	5	4
Total increase in favor of 1865	£5,165	19	5

The returns of telegrams transmitted shows the following comparison:—

1865.—Total number of telegrams transmitted	279,741
1864.—Ditto ditto ditto ditto	256,380
Increase in favor of 1865	23,361

The actual state of the account as between working expenses and revenue for 1865, laying aside charges for Government business, is £37,846 17s. 5d. for expenditure, and £35,767 17s. 4d. for income, leaving an apparent deficiency of £2,079 0s. 1d.

That the amounts justly chargeable for the transmission of telegrams on behalf of the several Government Departments should be brought to account in favor of this Department cannot, I think, be questioned on equitable grounds; as well might the revenue derived by the water supply, the railways, or the penal departments, and carried to their credit account for services rendered to other departments of the Government, be withdrawn,

as that the Electric Telegraph service should be denied the same privilege for the transmission of telegrams involving expenditure of both labor and material, besides effecting, directly and indirectly, a very large saving to the General Government of the country.

In thus urging the subject on your consideration, I beg to point out that nothing more is sought for than has been already conceded to the Electric Telegraph Departments of New South Wales and South Australia, where Government and private business is classed alike, and carried to the account of the department.

Until a similar concession be made in Victoria, I feel that it will be quite impossible to arrive at any satisfactory conclusion as to the practical or commercial value of this department, as one of the items classed under the head of public works of the colony.

In accordance with your instructions, I have caused an exact account to be kept of the work performed for each Department in the Public Service in the transmission of telegrams during 1865, and I now submit the same as follows:—

## YEAR 1865:

RETURN SHOWING THE AMOUNTS ACTUALLY CHARGEABLE TO EACH GOVERNMENT DEPARTMENT FOR TELEGRAMS TRANSMITTED DURING THE YEAR ENDING 31st DECEMBER, 1865.

Department.	Amount.	Department.	Amount.
<b>CHIEF SECRETARY:—</b>	£ s. d.	<b>TREASURER:—</b>	£ s. d.
Legislative Library ... ..	0 10 8	Treasury ... ..	94 11 3
Chief Secretary's Office ... ..	87 5 0	Stores and Transport ... ..	8 16 10
Registrar-General ... ..	8 12 11	Government Printer ... ..	2 17 8
Gaols ... ..	3 11 5	Volunteers ... ..	90 15 11
Penal Establishments ... ..	0 8 10	Military ... ..	15 1 9
H.M.C.S. Victoria ... ..	1 7 0	Royal Engineers ... ..	0 5 9
Chief Medical Office ... ..	37 14 10		
Police ... ..	6,692 10 10	Total ... ..	212 9 2
Magnetic Survey ... ..	5 6 0		
Botanical Gardens ... ..	0 7 2	<b>COMMISSIONER OF LANDS AND SURVEY:—</b>	
Audit ... ..	9 8 0	Crown Lands ... ..	921 15 2
Educational ... ..	40 10 2	* Geological Survey ... ..	68 3 8
Electoral ... ..	35 14 7		
Total ... ..	6,943 7 5	Total ... ..	989 18 10
		<b>PUBLIC WORKS ... ..</b>	<b>189 14 11</b>
<b>ATTORNEY-GENERAL:—</b>		<b>COMMISSIONER OF TRADE AND CUSTOMS:—</b>	
Judges ... ..	8 13 0	Customs ... ..	386 11 6
Law Officers of the Crown ... ..	115 4 6	Distilleries ... ..	13 1 4
Prothonotary ... ..	1 11 8	Immigration ... ..	31 12 7
Chief Commissioner of Insolencies	0 5 3		
Master in Equity ... ..	...	Total ... ..	431 5 5
Sheriff ... ..	66 7 1	<b>POST OFFICE ... ..</b>	<b>178 4 7</b>
Total ... ..	192 1 6	<b>MINES ... ..</b>	<b>142 18 6</b>
		<b>COMMISSIONER OF RAILWAYS AND ROADS:—</b>	
<b>MINISTER OF JUSTICE:—</b>		Railways ... ..	114 14 4
County and other Courts ... ..	60 9 1	Roads ... ..	47 4 3
Police Magistrates ... ..	68 5 6		
Coroners ... ..	26 5 9	Total ... ..	161 18 7
Total ... ..	155 0 4		

## RECAPITULATION.

Departments under the—	£ s. d.	Departments under the—	£ s. d.
Chief Secretary ... ..	6,943 7 5	Minister of Mines ... ..	142 18 6
Attorney-General ... ..	192 1 6	Commissioner of Railways and Roads	161 18 7
Minister of Justice ... ..	155 0 4	Miscellaneous, including free trans-	
Treasurer ... ..	212 9 2	mission of shipping intelligence	
Commissioner of Lands and Survey	989 18 10	to fifteen (15) stations ... ..	1,950 0 0
Commissioner of Public Works ... ..	189 14 11		
Commissioner of Trade and Customs	431 5 5	Total ... ..	£11,546 19 3
Postmaster-General ... ..	178 4 7		

Electric Telegraph Department,  
General Superintendent's Office,  
Melbourne, 10th February, 1866.

Certified correct,

SAML. W. MCGOWAN,  
General Superintendent of Electric Telegraph.

I am aware that it was intended, under the approval of the Honorable the Treasurer, to have caused provision to be introduced on the Estimates for 1865, to meet charges for Government telegrams, but circumstances ultimately rendered it necessary to defer action on my previous suggestion on this subject. I would now, however, confidently hope that the matter may demand such consideration as I conceive should be fairly accorded to it upon its merits, and that the requisite provision may be made in the Estimates for the present year.

I trust that the remarks already made upon this branch of my Report may have rendered the case sufficiently clear to justify the expectation here conveyed, and that the circumstances will receive the early attention of the Government.

In my Report for 1864 I showed that a considerable number of stations were maintained at a serious loss to this Department, and pointed out the desirability of avoiding any increase in the number of such establishments; you then directed that no appointment above the 5th Class should be made during the Year 1865, and that all possible reductions should be effected.

In compliance with your instructions reductions have been effected during last year at the following offices:—Melbourne, Cape Schanck, Chiltern, Colac, Dunolly, Geelong, Gisborne, Maldon, Mount Gambier, Raglan, Sandhurst, Swan Hill, and Port Albert, to the total extent of £1,100 6s. 3d. on the annual expenditure, and no appointments higher than the 5th Class have been recommended. Whenever it may be practicable, consistent with the efficiency of the service, to secure further reductions at other offices, a similar course will be steadily pursued; but unless when a vacancy occurs in a higher class capable of being filled by an officer of the class below, without promotion, it is not possible to effect large and immediate reductions in such expenditure. No opportunity shall be overlooked, however, of bringing the working expenses within the most economical limit as occasions may be presented.

The loss through the number of non-remunerative offices still amounts, I regret to say, to little short of £7,000 per annum, but as the returns from the profitable stations nearly cover this deficiency, the burden to the Department is not so severely felt. It is, of course, desirable that the number of non-remunerative offices should at least be not increased, creating as they do a drag upon the general efficiency of the service, and in this view I have been compelled to oppose several applications for additional offices in comparatively remote localities, where no possible hope could be entertained of any adequate return being received proportioned to the expenditure. I am still of opinion, however, as mentioned in my previous report, that a system of guarantee to the Government by the inhabitants of the locality interested, such as has been practised in New South Wales for some years past, might be arranged to work satisfactorily in this Colony. I believe that in many parts of Victoria such a provisional security against actual loss by the Department, would be readily obtainable.

The following statement affords full details in reference to the combination of the Post Office and Telegraphic duties at offices of this Department, and of the gain or loss to each branch of the service concerned.

STATEMENT SHOWING THE ESTIMATED SAVING TO THE POST OFFICE DEPARTMENT BY THE COMBINATION OF THE POST AND TELEGRAPH DUTIES AT THE UNDER-MENTIONED STATIONS.

NAME OF OFFICE.	Allowance formerly made of Expenditure incurred annually by Post Office Department for Salaries and Wages previous to the offices being combined.	Annual Expenditure now borne by the Post Office Department.	Estimated Saving.		Estimated Loss.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ararat ... ..	497 14 0	160 10 0	337 4 0	...	...	...
Avoca ... ..	100 0 0	117 0 0	...	...	17 0 0	...
Belvoir ... ..	30 0 0	14 14 3	15 5 9	...	...	...
Belfast ... ..	30 0 0	78 0 0	...	...	48 0 0	...
Benalla ... ..	40 0 0	42 18 0	...	...	2 18 0	...
Buninyong ... ..	100 0 0	...	100 0 0	...	...	...
Camperdown ... ..	50 0 0	9 15 0	40 5 0	...	...	...
Carisbrook ... ..	60 0 0	12 14 10	47 5 2	...	...	...
Chiltern ... ..	100 0 0	78 0 0	22 0 0	...	...	...
Clunes ... ..	100 0 0	78 0 0	22 0 0	...	...	...
Colac ... ..	60 0 0	7 17 6	52 2 6	...	...	...
Creswick ... ..	300 0 0	305 6 0	...	...	5 6 0	...
Daylesford ... ..	50 0 0	254 3 0	...	...	204 3 0	...
Dunolly ... ..	350 0 0	78 0 0	272 0 0	...	...	...
Echuca ... ..	50 0 0	120 18 0	...	...	70 18 0	...
Gisborne ... ..	80 0 0	20 0 0	60 0 0	...	...	...
Heathcote ... ..	425 0 0	132 12 0	292 8 0	...	...	...
Hexham ... ..	20 0 0	...	20 0 0	...	...	...
Hamilton <sup>a</sup> ... ..	350 0 0	415 2 0	...	...	65 2 0	...
Inglewood ... ..	457 0 0	78 0 0	379 0 0	...	...	...
Jamieson <sup>b</sup> ... ..	201 17 6	105 18 7	93 15 0	...	...	...
Kilmore ... ..	433 9 0	245 18 8	187 10 4	...	...	...
Kerang ... ..	30 0 0	45 0 0	...	...	15 0 0	...
Kyneton ... ..	350 0 0	231 17 4	118 2 8	...	...	...
Longwood ... ..	20 0 0	42 18 0	...	...	22 18 0	...
Maldon ... ..	100 0 0	132 12 0	...	...	32 12 0	...
Malmsbury <sup>c</sup> ... ..	91 13 4	...	18 6 8	...	...	...
Moonambel ... ..	70 0 0	20 0 0	50 0 0	...	...	...
Mortlake ... ..	60 0 0	30 0 0	30 0 0	...	...	...
Mornington ... ..	40 0 0	50 0 0	...	...	10 0 0	...
Newstead ... ..	40 0 0	20 0 0	20 0 0	...	...	...
Port Albert ... ..	110 0 0	30 0 0	80 0 0	...	...	...
Portland ... ..	300 0 0	208 0 0	92 0 0	...	...	...
Raglan ... ..	50 0 0	133 13 0	...	...	83 13 0	...
Redbank ... ..	50 0 0	20 0 0	30 0 0	...	...	...
Rutherglen ... ..	60 0 0	...	60 0 0	...	...	...
Sale ... ..	110 0 0	112 15 0	...	...	2 15 0	...
Sandridge ... ..	50 0 0	78 0 0	...	...	28 0 0	...
Stawell ... ..	300 0 0	32 7 0	267 13 0	...	...	...
Smythesdale ... ..	160 0 0	138 8 7	21 11 5	...	...	...
Streatham ... ..	40 0 0	25 0 0	15 0 0	...	...	...
Swan Hill ... ..	60 0 0	42 18 0	17 2 0	...	...	...
Talbot ... ..	200 0 0	345 4 0	...	...	145 4 0	...
Taradale ... ..	100 0 0	...	100 0 0	...	...	...
Tarnagulla ... ..	60 0 0	5 15 0	54 5 0	...	...	...
Wahgunyah ... ..	40 0 0	...	40 0 0	...	...	...
Warrnambool ... ..	300 0 0	250 14 0	49 6 0	...	...	...
Wangaratta ... ..	60 0 0	42 18 0	17 2 0	...	...	...
Wood's Point <sup>d</sup> ... ..	385 3 11	49 11 9	45 0 0	...	...	...
Yackandandah ... ..	60 0 0	...	60 0 0	...	...	...
	7,181 17 9	4,442 19 6	3,126 4 6		753 9 0	

<sup>a</sup> Combined since September. <sup>b</sup> Combined offices since August. <sup>c</sup> Combined since November. <sup>d</sup> Combined since November.

The balance of saving here shown in favor of the Electric Telegraph Department, added to the total amount of revenue for 1865, gives the following result:—

	£ s. d.	£ s. d.
1865.—Gross Revenue ... ..	35,767 17 4	...
1865.—Saving to Post Office Department on account of combined offices ... ..	2,372 15 6	...
1865.—Gross Expenditure ... ..	...	38,140 12 10
Actual gain ... ..	...	£293 15 5

It must be borne in mind that even at places where an apparent loss accrues to the Post Office Department, through the double establishment, the advantage of having the offices placed under the charge of an officer directly responsible to the Government, instead of, as in former instances, under the care of a storekeeper, should not be overlooked, more

particularly in localities where a branch of the Money Order system, and Post Office Savings Banks, may have been opened; in such cases I consider that the advantages preponderate in favor of this Department.

#### LINES IN OTHER COLONIES.

Since the date of my previous Report, I am in receipt of valuable and interesting Reports from C. Todd, Esq., Astronomical Observer and Superintendent of Telegraphs, Adelaide; W. J. Cracknell, Esq., Superintendent of Telegraphs, Queensland; and J. Richardson, Esq., Postmaster-General, New Zealand.

I am not in receipt of any Report on the Electric Telegraph Department of New South Wales later than 1862, but the following information has been conveyed to me through the courtesy of the Acting Superintendent at Sydney:—

Electric Telegraph Department, N. S. Wales, 1865.—Revenue receipts, £31,362 5s. 5d.; miles of line open, 2,545; miles of wire, 3,072; new stations opened, Araluen, Cooma, Cassilis, and Merriwa.

From Mr. Todd's Report I learn that the South Australian service continues to render satisfactory returns, and that extensions are being steadily pushed forward. Offices were opened at Lobethal, Riverton, and Hahndorf, in 1864; and offices have been opened at Milang, Victor Harbor, Blanchetown, and Moonta, during 1865; and in January, 1866, at Lyndoch, Tanunda, and Waterville.

The financial return for 1864 was as follows:—

Net receipts	...	...	...	...	...	£10,791	2	10
Working expenses	...	...	...	...	...	9,416	11	10
Balance profit	...	...	...	...	...	£1,374	11	0

This is of course inclusive of Government business, the charges for which are carried to account in the manner already stated.

£28,450 had been voted to meet expenditure for extensions, and for renewing the poles on a portion of the intercolonial coast line.

The number of miles of line opened at the close of 1864 was 766, with 1084 miles of wire connecting 41 stations.

The number of messages transmitted during the year named amounted to 106,874.

The Report of Mr. Cracknell, superintendent of the Queensland Department, states that up to June, 1865, the extent of Telegraph lines in effective working order in that Colony amounted to 1022½ miles, connecting twenty-four stations, viz., Brisbane, Woogaroo, Ipswich, Bigge's Camp, Gatton, Toowoomba, Warwick, Tenterfield, Lytton, Cleveland, Dunwich, Pilot Station, Rockhampton, Marlborough, St. Lawrence, Gayudah, Golden Fleece, Maryborough, Gladstone.

The total number of messages transmitted during 1864 amounted to 27,246, and the total collections (including Government business) to £7,118 9s. 5d. The expenditure for maintenance and working (including a sum of £1,525 2s. 7d. remitted to other colonies on account of intercolonial business) amounted to £6,604 12s. 1d., leaving a balance to profit of £513 7s. 4d.

An extension to Port Denison was in progress, and further extensions toward a point, not then determined, on the banks of the Albert River and Gulf of Carpentaria, projected and under discussion.

The Report respecting the Telegraph Department in New Zealand, dated from Christchurch, August, 1865, shows that 431 miles of line had been completed, of which 371 had been opened for business, connecting the following places, viz., Bluff, Invercargill, Dunedin, Omaru, Timara, Christchurch, Heathcote Valley, Lyttleton.

The stations had not apparently been a sufficient period in operation to admit of a fair conclusion being formed as to the probable financial success of the system, but the revenue for the current year was estimated at the rate of £5,786 per annum,

The expenditure for maintenance and working was not stated.

In connection with the subject of the Telegraph in New Zealand, I have accompanied this Report with a copy of correspondence (Appendix B) forwarded from my office in the month of July last, on a proposition for connecting the northern and middle islands of New Zealand by submarine cable.

From Parliamentary papers subsequently received by me, through the courtesy of the Honorable the Postmaster-General at Wellington, I have learned that an order for the requisite supplies has been despatched to England. It is, therefore, not improbable that the work of connecting Wellington and Nelson by telegraph may be accomplished within the present year.

#### TELEGRAPHIC COMMUNICATION WITH ENGLAND VIA JAVA AND INDIA.

I am unable to report that any direct progress toward the successful development of the scheme of the Anglo-Australian and China Telegraph Company, in so far as it relates to Australia, has been effected since the date of my last report.

It is, however, evident, from the tenor of the official correspondence, printed by order of the House of Commons in April last, that the directors are pressing the claims of the company with much energy.

I am not at present in possession of authentic information as to the actual progress on the first section of line proposed to be laid down, viz., from Rangoon to Singapore (1200 nautical miles), but I believe it may be safely stated that the cable is rapidly advancing toward completion, and that, in all probability, the connection above mentioned will be effected during the present year.

I gather from the correspondence under mention that the Netherlands Indian Government had sanctioned the laying down of a cable between Batavia and Singapore, *viâ* Palembang and Malacca, the Government granting a subsidy of 120,000 dollars per annum, and to advance 1,000,000 dollars free of interest.

It was stipulated that the work should be completed and in working order by the end of 1864, but I am not yet in receipt of further particulars.

The efforts of the Anglo-Australian and China Telegraph Company to obtain, through the Lords Commissioners of the Admiralty, a survey of the sea between the east end of Java, Timor, and Port Essington, for the cable proposed to be laid down, do not appear to have been attended with success, the Admiralty having declined to accede to the company's request, unless the latter might be prepared to expend £24,000 for the purpose. This portion of the projected connection with the northern extremity of Australia therefore remains for the present in abeyance.

Should it be possible at some future date to effect at Port Essington a connection with the Indian and European lines in the manner now proposed, I am clearly of opinion, as stated by me in previous reports on this subject, that a main central land line should be constructed from Port Essington southward to some point on the northern and western extremes of the colonies now in existence in the southern districts, as nearly as practicable equidistant from the nearest telegraph station in each colony. The cost of the main line to be divided proportionably between the colonies of Queensland, New South Wales, Victoria, and South Australia.

The cost of connecting converging lines to the central terminal of the main line to be borne by each colony concerned.

Such an arrangement would obviously be the most equitable method of dealing with the question, and would, I feel certain, if agreed to, be found practically feasible in all working details. It would certainly be preferable to reliance upon a single line of communication *viâ* Rockhampton, Rockingham Bay, and the southern shores of the Gulf of Carpentaria.

Independently of considerations affecting the projected telegraphic connection at Port Essington, I am inclined to believe that an extension from Adelaide to King George's Sound would be well deserving of support.

The cost would certainly not exceed £150,000, and this amount, if proportionably divided among the three colonies chiefly concerned (South Australia, Victoria, and New South Wales), would not be severely felt.

The working and maintenance could be brought within £7,000 per annum, and I have no hesitation in stating my belief that the receipts would at least cover working expenses.

The commercial gain to be derived by residents in these colonies from the existence of such a line would obviously, in itself, be very great, irrespective of other advantages, political and social.

The Australian Colonies would then be within fourteen to sixteen days telegraphing distance from London.

I am aware that the subject was recently brought under the notice of Parliament in South Australia, but no practical result, so far as I have been informed, was attained. I trust, however, that the matter may not be lost sight of, as its importance is, in my opinion, so self-evident as to demand that, at least, some initiatory movement therein should be made at an early day.

#### WEATHER REPORTS, ETC.

The usual meteorological reports from the stations at Portland, Cape Otway, Queenscliff, Cape Schanck, and Port Albert, continue to be forwarded daily at 9.30 a.m. and 3.30 p.m. These, together with similar reports from Sydney, Adelaide, Albury, Wahgunyah, and occasionally other places, are publicly notified at the Melbourne office twice a day.

Coast barometers have been placed in suitable positions at Williamstown, Sandridge, and Queenscliff. Similar instruments are shortly to be provided at ports on the western and eastern coasts.

Preparations are now being made for shortly commencing the system of weather "forecast signals" alluded to in my last report.

#### EXTENT OF LINES.

I have attached hereto (Appendix C) a tabular statement showing all the lines at present completed and in operation within this colony, but have not considered it necessary to submit a corrected chart of the lines later than that furnished last year, no new lines having been constructed during 1865.

I have the honor to be, Sir,

Your obedient servant,

SAML. WALKER McGOWAN.

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