

1869.

VICTORIA.

REPORT

OF THE

GENERAL SUPERINTENDENT OF ELECTRIC TELEGRAPH

ON THE

Advancement and Condition of the Electric Telegraph Department

FOR THE YEAR ENDING 31st DECEMBER,

1868,

WITH THREE APPENDICES.

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, February, 1869.

SIR, I have the honor to submit the following Report on the condition and business of the Department under my supervision for the year ending 31st December, 1868, in accordance with section 26 of 25 Vict. No. 160.

EXTENSION OF LINES, ETC.

The only extension of communication opened during the past year was the short line from Smythesdale to Linton, alluded to in my last Annual Report. The office at Linton was opened to the public on the 23rd October last.

Communication was also opened with Mansfield, on the Wood's Point line, on the 12th November last, under the guarantee system.

The Mansfield office is guaranteed by six responsible persons resident in the locality, under a bond for the sum of £1,000, securing the Government against loss on account of the working and maintenance of the station (as between revenue and expenditure) to the extent of £150 annually.

The office at Redbank was closed on the 6th October last, the receipts at that office having so much fallen off that a loss of about £140 per annum was entailed on the service through excess of expenditure over revenue at that place.

The sum of £1,500, out of £2,413 16s. 6d., lapsed during 1868, on account of the vote for extending a line from Sale to Bairnsdale, was re-voted by Parliament. A contract has been accepted, limited to the smaller sum (on account), and the work is now proceeding satisfactorily. It will be necessary, however, that an additional vote should be obtained before the work can be completed.

This will form a branch line from Sale, and I purpose working it by means of the new ink-recording, direct-acting instruments of Messrs. Seimens and Halske, and Messrs. Wasserlein and Co. of Berlin. Should means be provided in sufficient time, I hope to be able to open the Bairnsdale line during the month of April next.

No steps have yet been taken toward providing the extension of line so much required from Swan Hill to Euston, as a connecting point with the direct intercolonial line between Sydney and Adelaide, alluded to in my two previous Reports.

I have on former occasions so strongly urged the importance of this connection, that any further reference to the subject at the present time is not, I think, required.

The proposed extension of a line from Port Albert to Wilson's Promontory has been strongly urged by shipowners and others during the past year.

I have nothing to add to my Report on that subject (Appendix to Report for 1867), except to state that, on a more close examination of the locality, I find that the estimate of probable cost might be reduced to £4,000, instead of the amount, £4,725, at first named, the difficulties of the route having been somewhat overrated.

The advantages from this line would chiefly accrue to the shipping and mercantile interest, but indirectly to the colony generally. As the necessity for the extension is, I believe, fully understood, it is perhaps unnecessary that I should here discuss the matter further than to observe, that the line might, in my opinion, be made fully self-supporting through the imposition of a small addition (say, less than a halfpenny) to the tonnage dues on vessels engaged in the intercolonial trade.

The extension of line to Walhalla (Stringer's Creek) has not yet been carried out, owing to the absence of funds; but I trust that the requisite provision (£2,250) may be included on the Estimates for the current year.

The office proposed at Walhalla has been guaranteed in the usual manner for a period of five years, at a limit of £150 per annum, as between revenue and expenditure. The course of the line should be as a branch, either from Rosedale or from Shady Creek, as may be determined on future inspection and survey; the basis being, as in the case of all previous telegraph surveys in this colony, the formation of a practicable road, available for ordinary traffic during all seasons.

Contracts for some portions of the extensive repairs referred to in my previous Report as being urgently required on several lines, have been let during the past three months, and the work is now in progress.

The contracts are as follow :—

Western Line.—Melbourne to Williamstown and Geelong, Geelong to junction of Cape Otway line.

Cross-Country Line.—Ballarat to Creswick, Clunes, Daylesford, Talbot, and Maryborough.

North-Western Line.—Ballarat to Beaufort, Portland, and Hamilton, Ararat, and Streatham.

Northern Line.—Sandhurst to Gisborne.

The minimum expenditure authorized on account of these contracts is £2,032 13s. 6d. ; but as a considerable period has elapsed since the poles now being replaced were examined and condemned, an addition to the number must necessarily be provided for in several localities where the action of decay has been more than usually rapid.

The necessity for immediate repairs on the Melbourne, Williamstown, and Geelong line was too pressing to admit of delay sufficient to allow time for obtaining a supply of "jarrah" (Swan River mahogany) for that work; but the repairs now in course will probably preserve the line against actual interruption for some years to come, while in the meantime steps will be taken for adopting some more permanent material as supports for such a line, carrying, as it does, eight wires, and being the most important of all the lines radiating from Melbourne.

I have received from the contractors for telegraph supplies (Messrs. Oppenheimer and Company) eight iron poles of a new design (patented)—four plain, and four galvanized.

These poles are hollow, each 24 feet in length, fitted together in three sections; they are of wrought iron in tubular form, secured by socket fittings, and fastened by strong rings of malleable iron, "chilled" over the socket fitting; they are provided with cast-iron bearers or arms fitted to receive insulating pins and insulators; cross feet at the base of the pole and near the surface of the ground are also provided, secured to the pole by strong bolts and nuts.

I propose to test about one mile of this description of pole on a portion of the main Sydney line with an equal number of redgum poles, the difference in the cost of the respective poles being about 50 per cent., viz., redgum, 20s., and iron, 30s. each. The iron poles are 9 inches in circumference at the base, and 5½ inches in circumference at the top; they have the advantage of being more easily handled than redgum, and are less difficult to transport over swampy ground, while their superiority in regard to durability can scarcely be questioned.

On the other hand, the very durable character of redgum renders it perhaps not inferior to "jarrah," while the present price of the former (about 2s. 4½d per cubic foot) removes any argument on the side of excessive cost, the price of each being nearly the same.

The introduction of the patent galvanized iron poles in New South Wales appears to have been determined upon to a large extent, as I am informed that an order for 4,000 is now being executed for that colony.

Iron poles of nearly similar construction are, I believe, extensively employed on the lines in Prussia; but the conditions in that country are dissimilar to those presented in most portions of Victoria, where suitable timber is comparatively cheap and abundant.

I think, however, that the use of iron poles on the Melbourne and Geelong line, and on some portions of the lines crossing the great western plains, would be attended with much advantage and ultimate economy to this branch of the public service.

Absence of available funds has prevented any immediate action toward re-poling a portion of the main Sydney line between Melbourne and Kilmore and sections of other lines in the southern and western districts; but, so soon as the amount proposed to be provided on the Estimates for 1869 may have been appropriated by Parliament, I purpose submitting the necessary recommendation for your approval.

During the months of November and December an alteration was made in the lines extending southward and eastward from Melbourne (Gippsland, &c.), by removing the poles, wires, and insulators from the roads and streets, and refitting the wires, &c., on the route of the Melbourne and Hobson's Bay United Railway Company, by placing the same on the existing poles of the telegraph belonging to that company up to the intersections of streets in the suburbs, where the lines branch off to their respective destinations.

The arrangement with the railway company (approved by the Honorable the Chief Secretary in May, 1868) is to the effect, that the cost of providing new poles, so far as the Government wires extend,

shall be equally shared by the company and the Government, and that, in consideration of the company conveying the line inspectors, workmen, and materials free of charge, no claim is to be made by the Department on account of labor for erecting any poles along the line of the company's railway.

By this change the Department is saved the cost of maintaining nearly three miles of line, besides gaining the advantage of securing the insulators, &c., more perfectly against loss through breakage, and providing greater protection from accidental injury or interruption to the communication.

INTERRUPTIONS TO COMMUNICATION.

The Return (Appendix A) is a transcript of the entries in the record book kept at this office, in which are noted, daily, details of the interruptions or defects in working occurring on the various lines throughout the colony, including also particulars relating to the transmission of reports of later European news brought by the branch mail steamer *viâ* Adelaide.

The greatest number of interruptions occurred on the Gippsland line, where the stoppages amounted to six whole days, and on eight occasions a loss of sixty hours in broken periods.

The damage appears to have been chiefly caused by trees falling on the line; and considering the heavily timbered district through which the route has necessarily been carried, it is a subject for congratulation that the interruptions have not been more frequent.

The Cape Otway line was interrupted, through similar causes, during three whole days, and in broken periods for six hours.

The importance attached by the public generally to this comparatively non-remunerative branch of our telegraphic system, is more especially noticeable when an interruption occurs; the absence of the usual Cape Otway reports being apparently as much felt at the present day as the temporary interruption during foggy weather of the old flag signals with Hobson's Bay was matter for lament some sixteen years back.

Interruptions on the Wood's Point line only amounted to one day, and on nine occasions, at intervals, a loss of fifty-two hours working time. This shows a considerable improvement on past experience, the same line having been stopped during four whole days, and on five occasions for twenty-six and one-half hours, during 1867.

The interruptions to intercolonial communication during the year have been almost inappreciable, the loss having only amounted to a total of twenty-four hours, at three broken intervals.

On one occasion, when communication with Sydney was suspended (September 9th), messages were forwarded *viâ* Adelaide and the direct interior line between that city and Sydney, *viâ* Wentworth, Deniliquin, &c., thus traversing a distance of fully 1,600 miles to reach their destination.

It is worthy of note that the transmission of the monthly mail news *viâ* Adelaide has not been once interrupted within the past year. I attribute this success partially to the favorable weather we have had, and partially to the effective arrangements for inspection and prompt repair of any accidental defect in the electrical condition of the lines; the latter being a point of vital importance in working long circuits, such as are adopted on the intercolonial communication.

COMPLAINTS OF ERRORS, DELAYS, ETC.

Extracts from the "Complaint Book" kept at this office show that, during 1868, the number of official complaints received was twenty-five (25). These relate chiefly to delays in delivery of telegrams; the remainder relate to errors and omissions.

In fifteen (15) instances the fault was traced to assistant operators and messengers, who were dealt with accordingly.

In ten (10) instances it was clearly ascertained that the fault was not attributable to any irregularity or failure in duty of any officer of this service.

The number of complaints is a decrease to the extent of eight on the number recorded for 1867, while the number of telegrams transmitted and received during 1868 is 41,029 greater than in 1867.

Taking into account the total number of telegrams for the year 1868—276,677, containing at the lowest estimate 2,766,770 words—and remembering that each word has been written out telegraphically by the transmitting, and again transcribed by the receiving operator, and that each telegram has engaged a portion of the duty of 196 persons employed in this service, I am of opinion that the result will bear favorable comparison with any similar service elsewhere.

6.
GUARANTEED OFFICES.

Subjoined are the accounts current for the only two guaranteed offices which can at present be noticed in this Report.

YEAR 1868.

ELECTRIC TELEGRAPH STATION, PENSURST.

Dr.	STATEMENT OF REVENUE AND EXPENDITURE FROM 1ST JANUARY TO 31ST DECEMBER, 1868.			Cr.
To Salary	£	s.	d.	
Stores and transport	149	3	0	By Revenue paid into Treasury
Fuel and incidentals	9	9	0	Value of messages transmitted on }
Rent of office	3	4	0	Government service
	20	0	0	Balance
Total	181	16	0	Total
				181 16 0

YEAR 1868.

ELECTRIC TELEGRAPH STATION, COLERAINE.

Dr.	STATEMENT OF REVENUE AND EXPENDITURE FROM 1ST JANUARY TO 31ST DECEMBER, 1868.			Cr.
To Salary	£	s.	d.	
Stores and transport	130	0	0	By Revenue paid into Treasury
Fuel and incidentals	11	1	11	Value of messages transmitted on }
Rent of office	3	4	0	Government service
	26	5	6	Balance
Total	170	11	5	Total
				170 11 5

The balance due by the guarantors at Coleraine has been duly paid up to the 31st December last, and deposited in the Treasury to account of revenue.

The amount due by the guarantors at Penshurst up to 31st December, 1867 (£125 9s. 2d.), as shown by my previous Report, has also been received and passed to the revenue account.

The sum now due (£111 8s. 6d.), up to 31st December, 1868, has not yet been received.

The expenditure at these and other guaranteed offices is necessarily reduced to the lowest minimum consistent with the efficient working of the communication, and it is hoped that, as the business interests of the several localities become more extended and important, the business of the telegraph will increase proportionally, so that in future years the payments by the guarantors may be reduced to a merely nominal amount.

The guaranteed offices last opened are—at Mansfield and at Serpentine.

Both places named are guaranteed to the extent of £150 per annum each, for a period of five years.

Owing to the absence of provision for the purpose, no active measures have been adopted for extending communication to Walhalla (Stringers' Creek), a guaranteed office; but as you have approved of my recommendation, that the requisite amount (£2,250) should be placed on the Estimates of Expenditure for 1869, the work will, in all probability, be carried out during the present year.

Before deciding on the exact route for the line, it will be necessary that I should examine both tracks proposed, one *vid* Rosedale, the other *vid* Shady Creek, on the Gippsland line. The adoption of the track *vid* Shady Creek would involve placing an operator and instruments, &c., at that place, a contingency which could be avoided by taking the line *vid* Rosedale (where an office has been already established), although the latter is perhaps the least favorable route, keeping in view future probabilities as to a good road available for general traffic.

INCREASED FACILITIES FOR COMMUNICATION.

Under your approval a system for the receipt and despatch of telegrams at places where no telegraph station may have been established, was initiated in the month of December last, and a public notice on the subject was inserted in the *Government Gazette*.

The plan admits of telegrams being received at one hundred and ninety-one country post offices, a list of which is given by the statement marked Appendix B, hereto annexed. Payment of charges is made in postage-stamps. The telegram, together with the amount of charges (in stamps), is then forwarded by first post to the nearest telegraph station, whence transmission is effected, the only additional expense to the sender being the cost of postage necessary to convey the envelope and its contents to the telegraph station. Replies or return telegrams can be forwarded in the same manner on payment of a single postage rate in addition to the telegraph charge, at any telegraph station in Victoria.

Already advantage has been taken in several localities of the facilities thus offered, but sufficient time has not yet passed to admit of an opinion being formed as to the general success of the scheme. I am of opinion, however, that it will work satisfactorily.

It has already been tried by the New Zealand administration, and I am informed that the public have availed themselves of the post offices for telegraphic transmission to a considerable extent.

In the absence of actual telegraphic intercourse, the medium of communication afforded in the manner described is undoubtedly a great convenience, and there is nothing in the working details to retard the practical success of the arrangement.

FINANCIAL CONDITION OF THE DEPARTMENT.

In the following Returns, compiled from the records kept at this office, will be found full particulars relating to the Revenue and Expenditure for 1868, embracing also 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 RECEIVED, AND THE WORKING EXPENSES OF EACH OFFICE IN THE DEPARTMENT, DURING THE YEAR 1868.

Name of Station.	Total Cash Revenue.	Value of Messages on Public Service.	Number of Messages transmitted.			Number of Messages received.	Amount paid for Salaries and Wages.	Contingencies.	Total Cost of each Station.	Date of Opening Office.
			Private.	O.H.M.S.	Total.					
General supervision, including maintenance and repairs of 2,613 miles of line										
	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Mohororo	18411 17 6	1700 18 1	64,906	6,473	71,441	73,808	5,307 4 3	1,829 5 2	6,329 11 5	March, 1854
Ararat	199 0 0	191 4 1	2,510	486	1,862	2,808	577 13 0	36 2 0	433 15 5	November, 1858
Avoca	115 0 6	40 13 1	1,090	236	1,296	1,152	428 20 0	24 0 3	462 10 3	March, 1859
Baharut	4,984 11 11	207 15 5	31,797	659	32,688	30,705	1,707 7 6	389 15 3	1,458 2 3	December, 1856
Beecham	43 8 3	11 8 1	324	74	378	276	224 6 3	41 11 4	266 3 1	May, 1855
Bellarsworth	759 2 3	59 0 0	5,129	564	6,104	6,236	793 0 8	86 2 2	879 8 23	January, 1856
Belfast	3,322 15 7	89 8 5	2,583	314	3,964	3,990	481 14 0	43 6 11	525 0 11	March, 1858
Belvoir	60 19 11	24 15 7	359	168	526	479	350 9 0	21 15 11	379 15 11	January, 1856
Bendina	34 15 9	334 12 3	459	1,245	1,763	429 3 0	44 0 3	843 3 9	May, 1858	
Bright	343 11 3	24 4 2	1,070	105	1,173	1,038	177 16 3	27 4 3	205 1 4	August, 1857
Bunoyong	39 15 7	61 16 9	465	140	608	325	415 10 0	17 15 4	437 7 4	October, 1852
Camperdown	163 11 2	41 3 5	1,171	169	1,340	1,213	474 3 0	90 4 2	564 7 2	October, 1852
Cape Schank	183 15 9	19 18 4	25	25	50	100	153 17 6	22 6 3	276 3 1	September, 1851
Carlisle	69 11 0	17 14 4	785	91	876	504	295 13 4	35 7 3	341 0 7	January, 1851
Castlemaine	268 7 2	209 11 3	3,623	707	4,380	4,458	673 14 9	73 12 3	753 6 3	January, 1857
Casterton	111 2 9	18 14 11	855	75	930	724	180 0 0	29 12 11	217 12 11	July, 1855
Chilren	668 17 2	568 17 2	1,873	418	1,925	1,825	415 19 0	25 9 0	441 8 0	February, 1857
Chilren	318 6 0	28 3 3	3,782	109	3,888	3,407	428 20 0	45 0 0	470 19 9	February, 1851
Clece	82 0 3	53 13 3	744	65	810	921	250 16 8	29 10 2	280 6 10	August, 1854
Coburne	139 12 9	8 18 2	256	49	305	591	130 0 0	15 16 11	145 16 11	August, 1857
Collingwood	183 15 9	19 18 4	23	23	46	179	18 10 0	5 10 3	23 0 3	November, 1855
Daylesford	180 10 9	69 19 10	619	270	1,079	2,032	403 10 0	43 14 2	472 4 2	August, 1859
Daylesford	219 11 4	83 18 3	1,857	262	2,459	1,616	328 0 0	44 7 7	462 4 7	August, 1858
Dunolly	113 13 3	41 18 8	1,413	121	1,644	1,497	399 10 0	46 16 7	496 6 7	August, 1859
Echuca	209 16 9	59 19 7	2,425	159	2,824	2,428	424 9 0	120 11 0	545 0 0	September, 1853
Echuca	1,268 16 9	15 15 9	80,605	11,468	92,073	1,568 4 0	171 11 9	1,291 15 9	December, 1854	
Gisborne	39 4 7	1 19 19	128	19	147	181	70 6 3	25 7 6	95 13 3	February, 1857
Hamilton	419 10 1	189 2 9	2,125	325	3,506	3,668	499 3 0	43 9 3	542 9 9	March, 1851
Hamilton	72 13 6	30 10 0	2,610	530	3,199	450	399 8 0	37 0 0	436 8 0	October, 1856
Hamilton	18 15 2	9 11 3	33	33	66	100	49 3 0	6 10 0	55 3 0	April, 1853
Inglewood	67 7 11	25 3 0	625	119	812	889	577 13 0	34 0 8	611 13 8	October, 1851
Jamieson	41 8 4	21 3 3	504	147	651	613	227 13 0	35 8 5	263 1 5	June, 1856
Kerang	35 15 3	3 12 3	342	16	358	345	449 3 0	29 9 0	478 2 0	February, 1857
Kilmore	77 10 0	12 16 2	742	277	1,019	961	429 3 0	29 10 3	549 12 0	October, 1857
Kyrenon	107 15 9	204 13 1	1,145	576	1,721	1,664	428 10 0	33 8 7	466 18 7	April, 1857
Linton	9 0 11	1 3 3	59	8	67	117	57	28 0 2	30 6 2	October, 1858
Longwood	48 19 9	19 8 9	528	162	710	540	429 2 0	25 12 0	454 12 0	November, 1857
Malden	114 15 2	13 13 11	915	107	1,042	1,129	429 3 0	32 6 0	464 0 0	August, 1856
Malden	43 12 3	18 13 7	482	189	694	963	180 0 0	29 3 8	209 3 8	October, 1858
Mansfield	16 14 11	4 4 8	114	27	143	96	24 14 0	14 10 0	39 4 0	November, 1856
Maryborough	224 10 3	59 5 6	2,201	41	2,247	2,182	577 13 0	37 15 3	614 8 3	April, 1853
Methuen	74 12 9	17 16 5	31	31	62	100	74 16 0	34 16 0	108 16 0	June, 1854
Mossburn	39 16 11	59 8 4	303	72	372	377	288 10 0	24 0 0	312 10 0	June, 1853
Mossburn	22 6 2	7 16 7	364	41	405	445	232 6 3	38 3 3	270 10 2	March, 1851
Morvenston	36 16 3	83 17 3	336	190	456	346	149 3 0	15 2 3	167 5 3	October, 1857
Morvenston	12 14 2	12 14 2	66	46	114	66	41 10 0	19 10 0	60 0 0	January, 1857
Portland	325 2 1	24 11 9	2,446	277	2,455	2,889	577 13 0	54 1 10	631 14 0	February, 1858
Port Albert	101 1 11	22 18 5	901	107	1,010	1,119	238 10 0	21 2 3	279 11 3	December, 1854
Rosedale	91 5 1	163 16 1	835	955	1,790	1,636	441 13 0	93 14 1	535 4 1	January, 1855
Rosedale	14 12 9	17 16 5	19	19	38	157	14 10 0	144	158 10 0	February, 1852
Rosedale	38 19 5	4 15 5	647	43	690	569	149 3 0	24 9 4	173 12 4	March, 1857
Rutherford	104 8 8	126 17 0	1,249	213	1,249	1,280	428 10 0	30 17 0	459 7 10	August, 1857
Sale	409 19 9	59 25 10	5,026	305	5,241	5,294	577 13 0	54 19 6	632 12 6	September, 1854
Sandhurst	759 17 11	162 26 3	5,795	629	6,225	6,225	628 16 8	127 6 11	756 2 9	January, 1857
Sandridge	67 19 11	5 34 7	469	50	519	738	180 0 0	21 13 10	201 13 10	July, 1855
Serpentine	50 5 1	174 15 3	643	351	994	735	149 3 6	9 15 6	159 1 0	June, 1855
Serpentine	22 3 9	14 16 6	124	17	141	174	40 5 8	24 4 8	65 0 0	October, 1851
Sheep	501 9 2	68 11 10	1,830	194	1,830	1,830	428 10 0	25 11 0	453 11 0	June, 1851
Sheep	41 12 10	6 15 10	282	31	333	264	149 3 0	20 10 9	129 13 9	July, 1856
St. Armand	106 0 5	224 9 9	459	172	632	764	227 13 0	26 2 0	253 15 0	January, 1855
Swan Hill	85 17 4	16 17 7	64	64	128	465	428 10 0	21 11 0	449 11 0	January, 1855
Talbot	166 3 0	24 12 0	1,174	136	2,670	1,808	428 10 0	29 2 11	458 12 11	December, 1851
Taradale	56 3 0	12 11 0	682	138	795	735	180 0 0	21 2 8	201 2 8	November, 1852
Taradale	65 19 6	4 13 6	623	36	731	702	428 10 0	28 12 1	457 0 1	November, 1856
Wagtails	234 15 4	90 0 9	2,132	168	2,160	2,160	428 10 0	46 16 0	474 16 0	February, 1851
Wagtails	234 15 4	90 0 9	2,132	168	2,160	2,160	428 10 0	46 16 0	474 16 0	February, 1851
Warrambool	496 5 6	328 26 6	3,071	913	4,374	3,568	429 5 0	48 19 8	488 5 2	March, 1858
Williamstown	169 16 2	93 13 9	3,032	916	5,249	3,229	428 10 0	66 4 2	494 14 2	March, 1854
Woods Point	160 10 6	19 17 11	1,663	98	1,899	1,848	329 10 0	96 6 11	425 6 11	October, 1855
Yackandandah	86 3 2	162 6 3	1,391	591	2,082	1,892	452 10 0	31 1 3	483 11 3	February, 1851
Albion's Bay	..	..	15,772	14,457	30,229	0	11 17 8	..	541 17 3	November, 1853
Mount Gambier*	..	..	6,443	174	6,617	4,634	532 0 0	56 12 1	588 12 1	July, 1858
Cape Oway*	..	19 13 4	413	81	492	..	189 0 0	182 1 3	371 1 3	September, 1859
Point Lonsdale*	..	..	..	..	..	..	189 0 0	..	187 0 0	October, 1851
Local Communication	..	..	..	..	..	..	380 0 0	..	275 0 10	..
RAILWAY CIRCUIT.										
Spencer-street	142 4 6	529 8 2	1,283	3,473	4,678	5,025	..	81 3 8	81 3 8	October, 1851
Williamstown Junction	2 2 99	329 13 8	..	4,737	4,737	4,346	..	3 4 2	3 4 2	April, 1852
Warrles	22 16 9	473 18 1	221	3,293	3,639	3,639	..	13 10 8	13 10 8	April, 1852
Little River	..	..	124	1,417	1,523	1,523	..	..	..	November, 1852
Geelong	29 19 6	193 1 9	481	2,702	3,183	2,601	..	4 15 9	4 15 9	April, 1852
Meredith	..	65 13 0	434	1,061	1,497	833	..	3 7 7	3 7 7	April, 1857
Ballara	32 0 1	124 8 9	345	1,711	2,056	1,665	..	10 15 3	10 15 3	July, 1857
Banyary	..	88 17 7	391	1,062	1,453	944	..	3 3 10	3 3 10	February, 1857
New Gisborne	..	3 7 8	234	54	278	344	..	35 5 0	35 5 0	July, 1858
Woodend	23 14 2	99 11 11	338	712	1,040	918	52 6 8	12 19 9	66 6 5	October, 1851
Castlemaine	16 5 3	97 17 9	154	1,083	1,247	1,129	..	6 7 0	6 7 0	July, 1852
Ballinacorney	7 14 6	268 21 6	124	1,068	1,200	1,194	..	4 15 3	4 15 3	July, 1852
Bunoyong	45 5 2	162 18 11	485	1,506	2,003	1,232	..	18 0 7	18 0 7	June, 1858
Echuca	61 8 8	220 10 8	272	1,723	1,995	1,837	..	3 15 9	3 15 9	June, 1856

STATEMENT SHOWING THE ACTUAL CASH REVENUE DERIVED FROM EACH ELECTRIC TELEGRAPH STATION IN VICTORIA, DURING THE YEAR 1868.

Month.	Melbourne.	Ararat.	Avoca.	Ballarat.	Deerport.	Beechworth.	Belfast.	Belvoir.	Bena.	Bright.	Brim- yong.	Camper- down.
January	£ 1,284 14 4	£ 16 19 11	£ 10 2 0	£ 463 10 6	£ 3 19 3	£ 50 18 11	£ 29 17 11	£ 3 10 7	£ 5 7 0	£ 9 15 5	£ 0 11 9	£ 15 15 4
February	1,324 15 2	18 4 9	11 10 0	451 10 6	3 10 0	52 14 3	28 15 11	3 8 0	5 11 0	10 11 9	0 11 9	14 17 4
March	1,308 17 0	14 11 10	11 10 10	338 15 6	5 10 10	47 12 3	43 17 0	10 7 0	6 6 0	16 2 10	2 16 0	12 3 0
April	1,234 0 3	13 19 0	6 2 11	333 12 1	4 8 11	29 17 3	63 12 11	2 15 5	5 8 8	7 19 11	3 1 0	16 11 7
May	1,178 7 3	11 11 0	6 2 11	321 8 0	3 9 9	57 14 2	57 15 6	1 21 5	6 9 11	9 12 11	3 1 0	16 11 7
June	1,178 7 3	11 11 0	6 2 11	321 8 0	3 9 9	57 14 2	57 15 6	1 21 5	6 9 11	9 12 11	3 1 0	16 11 7
July	1,177 9 8	14 10 1	7 3 4	343 13 7	3 11 8	64 11 2	80 11 5	1 15 6	6 8 10	10 11 11	3 1 0	11 19 7
August	1,162 4 11	16 2 4	8 3 0	351 4 2	2 15 11	63 10 0	56 18 6	6 2 2	6 6 5	8 15 7	3 9 3	16 11 7
September	1,238 15 2	18 4 9	11 10 0	338 15 6	5 10 10	47 12 3	43 17 0	10 7 0	6 6 0	16 2 10	2 16 0	12 3 0
October	1,189 4 1	18 7 7	11 10 0	338 15 6	5 10 10	47 12 3	43 17 0	10 7 0	6 6 0	16 2 10	2 16 0	12 3 0
November	1,057 14 7	16 7 8	12 4 10	349 10 6	3 19 7	71 5 2	29 1 0	3 11 3	7 13 10	15 3 10	2 10 8	14 4 0
December	1,311 2 4	18 5 11	12 5 8	450 15 2	3 17 11	81 18 0	26 15 10	7 10 0	7 8 2	14 3 2	4 5 0	14 4 0
Total	14,611 17 6	199 0 8	112 0 8	4,364 11 11	63 0 5	708 2 3	532 15 7	49 19 11	98 2 2	143 11 2	39 15 7	163 11 4

Month.	Cape Sobieski.	Chara- brook.	Castlemaine.	Casterton.	Chilfers.	Clunes.	Colac.	Coleraine.	Colling- wood.	Creswick.	Daylesford.	Dumolly.
January	£ 32 0 4	£ 7 2 2	£ 31 16 9	£ 14 7 4	£ 4 4 11	£ 17 10 0	£ 7 7 7	£ 13 11 1	£ 1 1 3	£ 15 19 0	£ 6 0 0	£ 11 7 8
February	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
March	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
April	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
May	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
June	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
July	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
August	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
September	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
October	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
November	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
December	30 8 6	7 2 2	31 16 9	14 7 4	4 4 11	17 10 0	7 7 7	13 11 1	1 1 3	15 19 0	6 0 0	11 7 8
Total	6 17 4	69 11 0	298 7 7	111 2 5	183 8 7	268 6 5	82 0 3	129 12 7	83 7 3	182 10 9	219 11 4	133 13 3

Month.	Echoon.	Geelong.	Glabarns.	Hamilton.	Heathcote.	Heatham.	Ingwood.	Jamieson.	Kerang.	Kilmore.	Kyneton.	Linton.
January	£ 42 9 2	£ 144 2 6	£ 7 16 1	£ 36 8 11	£ 7 2 4	£ 3 9 4	£ 6 6 4	£ 4 13 8	£ 5 12 8	£ 7 6 1	£ 20 1 10	£ 9 1 9
February	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
March	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
April	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
May	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
June	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
July	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
August	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
September	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
October	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
November	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
December	42 9 2	144 2 6	7 16 1	36 8 11	7 2 4	3 9 4	6 6 4	4 13 8	5 12 8	7 6 1	20 1 10	9 1 9
Total	390 2 0	1,368 16 5	10 4 7	416 10 1	72 15 6	41 9 0	87 1 11	64 7 2	35 12 3	77 9 9	167 18 5	9 0 11

Month.	Longwood.	Maldon.	Malmes- bury.	Manfield.	Mary- borough.	Mortlake.	Moorabool.	Morning- ton.	New- stead.	Pens- hurst.	Portland.	Port Albert.
January	£ 3 15 6	£ 50 17 0	£ 8 14 10	£ ..	£ 13 3 10	£ 10 12 8	£ 3 13 3	£ 2 11 9	£ 3 10 10	£ 37 9 2	£ 22 7 2	£ 2 7 2
February	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
March	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
April	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
May	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
June	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
July	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
August	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
September	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
October	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
November	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
December	10 15 7	50 17 0	8 14 10	..	13 3 10	10 12 8	3 13 3	2 11 9	3 10 10	37 9 2	22 7 2	2 7 2
Total	49 19 7	114 15 2	43 12 3	16 14 1	29 19 3	74 12 9	29 16 11	32 6 2	26 16 3	57 12 9	353 2 1	118 11 2

Month.	Queenscliff.	Redbank.	Rosedale.	Ruther- glen.	Sale.	Sandhurst.	Sandridge.	Serpent- ine.	Seymour.	Smythes- dale.	Stawell.	Strea- tham.
January	£ 29 4 11	£ 4 49 9	£ 11 14 1	£ 9 9 2	£ 47 17 11	£ 65 12 5	£ 5 7 7	£ ..	£ 5 19 3	£ 13 15 2	£ 19 15 10	£ 3 9 9
February	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
March	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
April	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
May	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
June	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
July	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
August	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
September	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
October	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
November	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
December	29 4 11	4 49 9	11 14 1	9 9 2	47 17 11	65 12 5	5 7 7	..	5 19 3	13 15 2	19 15 10	3 9 9
Total	91 5 1	14 9 9	63 19 5	103 8 8	499 19 3	769 17 11	67 19 11	..	55 6 1	92 16 5	303 9 7	41 12 10

Month.	St. Arnaud.	Swan Hill.	Talbot.	Taradale.	Targa- gulla.	Web- gunyah.	Wan- garatta.	Werr- nambool.	William- stown.	Wood's Point.	Yackan- dandah.	Spencer- street.
January	£ 8 14 1	£ 3 17 10	£ 15 6 1	£ 4 0 7	£ 3 2 7	£ 38 11 11	£ 33 12 5	£ 29 10 0	£ 18 4 9	£ 15 17 0	£ 7 6 0	£ 14 17 8
February	8 14 1	3 17 10	15 6 1	4 0 7	3 2 7	38 11 11	33 12 5	29 10 0	18 4 9	15 17 0	7 6 0	14 17 8
March	8 14 1	3 17 10	15 6 1	4 0 7	3 2 7	38 11 11	33 12 5	29 10 0	18 4 9	15 17 0	7 6 0	14 17 8
April	8 14 1	3 17 10	15 6 1	4 0 7	3 2 7	38 11 11	33 12 5	29 10 0	18 4 9	15 17 0	7 6 0	

YEAR 1868.

ELECTRIC TELEGRAPH DEPARTMENT.

Dr.

		£	s.	d.
To total cost of working and maintenance of lines from 1st January to 31st December, 1868 :—				
Salaries and wages	...	34,694	19	5
Contingencies	...	7,080	3	11
		41,715	3	4

Cr.

		£	s.	d.
By Cash receipts paid into Treasury on account of collections from 1st January to 31st December, 1868				
	£31,058	6	8	
Less amount due to other colonies on account of intercolonial business for same period—				
New South Wales	£401	17	11	
South Australia	81	10	3	
	483	8	2	
		30,574	18	6
Amount due by Queensland on account of intercolonial business for the same period	...	60	2	8
Amount paid by guarantors on account of guaranteed offices for the year 1867	...	125	9	2
Value of charges on Government business	£9,916	1	11	
Less value of charges on telegrams for railway service transmitted from the several railway telegraph offices				
	2,592	7	3	
		7,323	14	8
Value of public telegrams relating to shipping, &c.	...	2,950	0	0
Balance	...	680	18	4
		41,715	3	4

Electric Telegraph Department, General Superintendent's Office,
Melbourne, January, 1869.

YEAR 1868.

EXPENDITURE UNDER CONTROL OF PUBLIC WORKS DEPARTMENT.

		£	s.	d.
Total expenditure for lines, stations, &c., as per previous statement, to 31st December, 1867		262,616	18	10
EXPENDITURE DURING 1868.				
Main extension of lines	£4,500	0	0	
New buildings and repairs to existing buildings	486	2	7	
		4,986	2	7
		267,603	1	5
CURRENT EXPENDITURE DURING 1868.				
Rent of chief office	£810	4	0	
Rent of temporary offices	235	3	10	
		1,045	7	10

YEAR 1868.

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

Dr.	£	s.	d.	Cr.	£	s.	d.
To Value of stores, stationery, acids, &c., supplied to railway telegraph offices	210	0	6	By Revenue collected for the transmission of private telegrams	450	7	2
Proportionate cost of maintenance of railway telegraph lines	199	3	0	Balance carried down in favor of Electric Telegraph Department	280	8	0
Special allowance to Inspector of railway telegraph circuits	50	0	0				
Salary of an operator for railway telegraph circuit at Melbourne station	180	0	0				
Salary of messenger at Woodend	52	6	8				
Molety of salary of messenger at Williams-town	39	5	0				
	730	15	2				
To Balance brought down in favor of Electric Telegraph Department	280	8	0				
					730	15	2

To Nominal value of charges on telegrams for railway service transmitted from the }
railway telegraph offices } £2,592 7 3

The amount creditable to cash revenue during 1869 amounts to £30,760 10s. 4d., being an increase on the revenue of 1867 (£29,148 12s. 2d.) to the extent of £1,611 18s. 2d.

The increase in the number of telegrams transmitted is 41,029.

The following statement presents a comparison of the business transacted at each station for the years 1867 and 1868:—

STATEMENT SHOWING THE COMPARATIVE REVENUE FOR THE YEARS 1867 AND 1868.

Name of Station.	Revenue 1867.			Revenue 1868.			Increase 1868.			Decrease 1868.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne	13,797	18	5	14,411	17	6	613	19	1	...	...	...
Ararat	292	4	5	199	0	8	...	...	...	23	3	9
Avoca	110	4	4	112	0	6	1	16	2	...	...	...
Ballarat	3,022	14	5	4,344	11	11	1,321	17	6	...	...	...
Beaufort	55	9	4	43	0	5	...	...	...	13	8	11
Beechworth	623	11	11	758	2	3	134	10	4	...	...	...
Bolfast	399	8	3	532	15	7	133	7	4	...	...	...
Belvoir	31	14	5	40	19	11	9	5	6	...	...	...
Benalla	89	5	5	98	12	2	9	6	9	...	...	...
Bright	46	18	11	143	11	8	96	12	9	...	...	...
Buninyong	37	17	2	39	15	7	1	18	5	...	...	...
Camperdown	156	5	10	163	11	9	7	5	11	...	...	...
Cape Schanck	9	3	1	6	17	4	...	...	...	2	5	9
Carisbrook	66	3	1	69	11	0	3	7	11	...	...	...
Castlemaine	422	0	3	398	7	1	...	...	...	23	13	2
Casterton	129	0	7	111	2	5	...	...	...	17	18	2
Chiltern	136	4	3	183	8	7	47	4	4	...	...	...
Clunes	195	15	1	318	6	5	122	11	4	...	...	...
Colac	93	13	11	82	0	3	...	...	...	11	13	8
Coleraine	43	15	11	139	12	7	95	16	8	...	...	...
Collingwood	109	6	5	83	3	7	...	...	...	26	2	10
Creswick	165	7	6	182	10	9	17	3	3	...	...	...
Daylesford	313	9	7	219	11	4	...	...	...	93	18	3
Dunolly	156	6	7	133	13	3	...	...	...	22	13	4
Echuca	487	16	9	380	2	0	...	...	...	107	14	9
Geelong	1,024	11	5	1,368	16	5	344	5	0	...	...	...
Gisborne	17	14	3	10	4	7	...	...	...	7	9	8
Hamilton	427	6	1	410	10	1	...	...	...	16	16	0
Heathcote	90	13	4	72	13	6	...	...	...	17	19	10
Hexham	53	3	6	41	9	0	...	...	...	11	14	6
Inglewood	103	1	0	87	1	11	...	...	...	15	19	1
Jamieson	92	0	9	64	7	2	...	...	...	27	13	7
Kerang	39	18	1	35	12	3	...	...	...	4	5	10
Kilmore	66	17	7	77	9	0	10	11	5	...	...	...
Kyneton	123	18	5	107	18	5	...	...	...	16	0	0
Linton ... ..	...	...	...	9	0	11	9	0	11	...	...	...
Longwood	37	18	6	48	19	7	11	1	1	...	...	...
Maldon	153	3	11	114	15	2	...	...	...	38	8	9
Malmsbury	51	11	6	43	12	3	...	...	...	7	19	3
Mansfield ... ..	...	...	...	16	14	11	16	14	11	...	...	...
Maryborough	237	3	8	224	10	3	...	...	...	12	13	5
Morlake	112	11	5	74	12	9	...	...	...	37	18	8
Moonambel	30	16	9	29	16	11	...	...	...	0	19	10
Mornington	31	8	10	32	6	2	0	17	4	...	...	...
Newstead	29	10	2	26	16	3	...	...	...	2	13	11
Penshurst	47	10	4	57	12	9	10	2	5	...	...	...
Portland	340	11	6	325	2	1	...	...	...	15	9	5
Port Albert	131	8	11	118	1	11	...	...	...	13	7	0
Queenscliff	96	2	2	91	5	1	...	...	...	4	17	1
Redbank	25	0	0	14	10	9	...	...	...	10	9	3
Rosedale	111	3	3	83	10	5	...	...	...	27	12	10
Rutherglen	102	10	7	103	8	8	0	18	1	...	...	...
Sale	527	3	4	409	19	3	...	...	...	117	4	1
Sandhurst	861	2	0	769	17	11	...	...	...	91	4	1
Sandridge	77	5	0	67	19	11	...	...	...	9	5	1
Seymour	50	13	9	55	6	1	4	12	4	...	...	...
Smythesdale	114	17	9	92	16	5	...	...	...	22	1	4
Stawell	107	13	10	201	9	7	93	15	9	...	...	...
Streatham	58	19	4	41	12	10	...	...	...	17	6	6
St. Arnaud	105	18	11	106	0	5	0	1	6	...	...	...
Swan Hill	114	3	2	85	17	4	...	...	...	28	5	10
Talbot	196	12	6	165	12	10	...	...	...	30	19	8
Taradale	54	4	4	56	3	0	1	18	8	...	...	...
Tarnagulla	66	9	4	65	19	6	...	...	...	0	9	10
Wahgunyah	261	8	0	234	8	1	...	...	...	26	19	11
Wangaratta	229	19	2	295	15	4	65	16	2	...	...	...
Warrenambool	572	11	3	646	5	6	73	14	3	...	...	...
Williamstown	136	6	10	169	16	2	13	9	4	...	...	...
Wood's Point	243	4	9	160	10	6	...	...	...	82	14	3
Yackandandah	83	16	10	95	3	2	11	6	4	...	...	...

STATEMENT SHOWING THE COMPARATIVE REVENUE FOR THE YEARS 1867 AND 1868—continued.

Name of Station.	Revenue 1867.			Revenue 1868.			Increase 1868.			Decrease 1868.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
RAILWAY CIRCUIT.												
Spencer street	183	9	8	142	4	5	...	...	...	41	5	3
Williamstown Junction	1	15	11	2	2	10	0	6	11	...	...	...
Werribee	25	11	2	21	16	7	...	...	...	3	14	7
Little River	11	6	7	7	14	6	...	...	...	3	12	1
Geelong	35	13	11	39	19	6	4	5	7	...	...	...
Mercedith	20	19	9	27	12	9	6	13	0	...	...	...
Ballarat	25	3	1	34	5	1	9	2	0	...	...	...
Sunbury	14	8	11	14	1	4	...	...	...	0	7	7
New Gisborne ... ..	...	...	...	8	16	7	8	16	7	...	...	...
Woodend	25	9	0	24	14	2	...	...	...	0	14	10
Castlemaine	25	14	11	16	5	7	...	...	...	9	9	4
Sandhurst	33	10	11	24	0	3	...	...	...	9	10	8
Runnymede	33	15	11	45	5	2	11	9	3	...	...	...
Echuca	53	4	1	41	8	5	...	...	...	11	15	8
Kyneton	3	0	7	...	...	...	...	...	...	3	0	7
Total	28,875	6	3	31,058	6	8	3,325	2	1	1,142	1	8

The large increase at Ballarat is most observable, and from present experience is likely to continue.

The revenue has increased at 37, and decreased at 48 stations; but the amount of increase has exceeded the sum of decrease to the amount of £2,183 0s. 5d.

It is proposed to close many of the least remunerative stations (unless in cases where a guarantee may be offered), and when this may have been done, the Dr. and Cr. account will, perhaps, show more favorably in a commercial point of view.

The following Return gives a recapitulation of the business of the Department since its establishment in 1854 up to the end of 1868, and may be instructive as illustrating the fluctuations of trade, on which the revenue from telegrams is chiefly dependent:—

ELECTRIC TELEGRAPH DEPARTMENT.

TABULAR STATEMENT SHOWING STATISTICS OF BUSINESS FROM 1854 TO 1868 INCLUSIVE.

Year.	Cash Revenue.			Charge for Government Telegrams.			Number of Government Telegrams.	Total Number of Telegrams.
	£	s.	d.	£	s.	d.		
1854	223	2	7	1,037	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	21,370	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	30,601	17	11	14,375	12	0	71,939	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	29,148	12	2	6,588	18	0	59,887	235,648
1868	31,058	6	8	9,916	1	11	57,047	276,677
Total	323,893	11	10	159,905	13	1	602,112	2,543,146

Nothing has yet been determined respecting payment for telegrams transmitted on the service of the Government, a subject alluded to by me in former Reports.

The practice of obtaining payment for *all* telegrams has long been adopted with most satisfactory results in the adjoining colonies, and I have already urged the matter on your consideration.

There can be little doubt that, until the same course may have been introduced in this colony, the means for determining, with a proper degree of accuracy, the real pecuniary value of the telegraph will be comparatively unattainable.

I believe that, at the present time, there are not more telegrams forwarded on Her Majesty's Service than may be actually necessary for facilitating the multifarious business of governmental administration in this colony; but I consider that, if such telegrams were paid for (as should be the case), and the revenue from that source duly carried to the credit of this service, the senders and

receivers of telegrams on Her Majesty's Service would attach much more importance to those communications than at present, when the knowledge that the service is rendered gratuitously detracts to a certain extent from the absolute value of the document.

All services rendered by the Railways, Water Supply, Penal Establishment, and some other Departments, are regularly paid for and carried to revenue account in the ordinary manner. I am therefore of opinion that it would be only equitable to extend the same privilege to the Electric Telegraph, for obvious reasons.

The usual accounts for telegrams transmitted on the service of the several Departments during 1868 give the following results:—

RETURN SHOWING THE AMOUNTS ACTUALLY CHARGEABLE TO EACH GOVERNMENT DEPARTMENT FOR TELEGRAMS TRANSMITTED DURING THE YEAR ENDED 31st DECEMBER, 1868.

DEPARTMENTS UNDER CHIEF SECRETARY:	£ s. d.	TREASURER—continued.	£ s. d.
Legislative Assembly	1 3 4	Government Printer	14 18 2
Legislative Library	2 1 6	Military	6 1 3
Chief Secretary's Office	252 17 6	Royal Engineers	0 2 8
Registrar-General	5 16 8	Total	219 13 9
Goals	1 17 9	DEPARTMENTS UNDER COMMISSIONER OF LANDS	
H.M.C.S. Victoria	12 0 10	AND SURVEY:	
Chief Medical Officer	10 18 2	Crown Lands	659 7 10
Lunatic Asylums	25 9 8	Geological Survey	12 3 10
Police	4,482 17 3	Total	671 11 8
Magnetic Survey	6 15 7	DEPARTMENT OF PUBLIC WORKS:	
Audit	10 15 4	Public Works	160 8 11
Educational	51 19 3	DEPARTMENTS UNDER COMMISSIONER OF TRADE	
Electoral	75 15 10	AND CUSTOMS:	
Total	4,940 8 8	Customs	324 19 6
DEPARTMENTS UNDER ATTORNEY-GENERAL:		Distilleries	4 0 9
Judges	8 0 4	Immigration	15 7 0
Law Officers of the Crown	203 11 5	Total	344 7 3
Prothonotary	1 10 1	DEPARTMENT OF POST OFFICE:	
Chief Commissioner of Insolencies	1 19 0	Post Office	153 5 9
Sheriff	96 13 4	DEPARTMENT OF MINES:	
Total	311 14 2	Mines	189 10 0
DEPARTMENTS UNDER MINISTER OF JUSTICE:		DEPARTMENTS UNDER COMMISSIONER OF RAIL-	
County and other Courts	132 15 4	WAYS AND ROADS:	
Police Magistrates	32 0 1	Railways	2,707 5 1
Coroners	15 8 3	Roads and Bridges	17 13 0
Total	200 3 8	Total	2,724 18 1
DEPARTMENTS UNDER TREASURER:			
Treasury	154 17 6		
Volunteers	43 3 0		
Stores and Transport	0 11 2		

RECAPITULATION.

Departments under—	£ s. d.	Departments under—	£ s. d.
Chief Secretary	4,940 8 8	Commissioner of Trade and Customs... ..	344 7 3
Attorney-General	311 14 2	Postmaster-General	153 5 9
Minister of Justice	200 3 8	Minister of Mines	189 10 0
Treasurer	219 13 9	Commissioner of Railways and Roads	2,724 18 1
Commissioner of Lands and Survey	671 11 8	Total	9,916 1 11
Commissioner of Public Works	160 8 11		

Electric Telegraph Department,
General Superintendent's Office,
Melbourne, January, 1869.

Carrying to account the amount of charges for the transmission of telegrams on Government service, as detailed by the foregoing statement, the correct financial position of the Department for 1868 will stand thus:—

YEAR 1868.

Total revenue from all sources	41,034 5 0
Annual saving on Post Office expenditure through combined offices (as shown by previous Reports)	2,500 0 0
	43,534 5 0
Total expenditure under all heads	41,715 3 4
BALANCE PROFIT	1,819 1 8

Leaving out the annual saving on postal expenditure, particularly detailed by my Report for 1866, the actual balance on the transactions of 1868 leaves only a sum of £680 18s. 4d. against the

Department; but as the amount of annual saving on other expenditure should, I think, be taken into account, the sum to the credit of the Department will be fairly shown, as above stated, at £1,819 1s. 8d. for the year 1868.

The savings effected on the votes for salaries and contingencies (1868) amount collectively to the sum of £3,405 7s. 8d.—viz., salaries, £1,205 7s. 8d.; contingencies, £2,200.

The latter item will not be a permanent saving, as a large proportion of the amount provided was not expended, owing to the temporary suspension of Government payments.

LINES IN OTHER COLONIES.

No official reports for 1868 have yet been received from the Superintendents of the Telegraph Departments in other colonies; but, through the courtesy of the Messrs. Cracknell, in New South Wales and Queensland, and of Mr. Todd, in South Australia, I have received the following particulars by electric telegraph:—

NEW SOUTH WALES, 1868.							£	s.	d.	
Revenue from all sources	...	...	...	...	...	...	30,817	15	11	
Expenditure	...	...	...	...	...	...	26,872	2	4	
PROFIT							...	3,945	13	7
Number of telegrams transmitted							...	132,872		
Number of miles of line, including lines now in progress							...	5,015		

QUEENSLAND, 1868.							£	s.	d.	
Revenue from all sources	...	...	...	...	...	...	17,077	0	3
Expenditure	...	...	...	...	...	...	15,631	2	5
PROFIT							...	1,445	17	10
Number of telegrams transmitted							...	59,632		

SOUTH AUSTRALIA.							£	s.	d.	
Revenue from all sources	...	...	...	...	...	...	11,334	11	1	
Expenditure	...	...	...	...	...	...	15,519	13	1	
Loss							...	4,185	2	0
Number of telegrams transmitted							...	110,400		
Number of miles of wire							...	1,642½		

TELEGRAPHIC COMMUNICATION WITH EUROPE VIA JAVA AND INDIA.

I am not in receipt of any positive information on this subject further than that furnished by my Report for 1867, but I believe that the works of the new Indo-European Telegraph Company are now being pushed forward vigorously.

It does not appear, however, that any connection with Australia is immediately in contemplation, nor do I think that any private proprietary will readily invest its capital in submarine cables across Torres Straits so long as the Imperial Government adheres to the "Treasury Minute, dated 18th January, 1867, relative to telegraphic communication between the United Kingdom and its Dependencies." For correspondence, *vide* Appendix C of Report for 1867.

TELEGRAPHIC COMMUNICATION BETWEEN TASMANIA AND VICTORIA.

The latest advices received by me from Captain Sherard Osborn, R.N., Chairman of the Telegraph Construction and Maintenance Company, announced that the *Investigator*, S.S., might be expected to arrive here early in March with the cable on board.

A letter received subsequently from Captain George Gilmore, agent to the Tasmanian Government, states that on the 1st January upwards of one hundred miles of the cable had been shipped on board the *Investigator* at North Woolwich, and that the remainder would probably be shipped in the course of a week, so that the ship would be ready to take her departure for Australia about the 10th January, and might be expected to arrive by the end of March.

It is intended to lay the cable down between a point (yet to be determined) to the eastward of Cape Schanck and the most eligible landing-place near the mouth of the Tamar river, on the north coast of Tasmania, so as to connect with the land lines in that colony at or near George Town.

The work is being carried out under a contract between the Government of Tasmania and the Telegraph Construction and Maintenance Company, the chief conditions of which are, that the company are to receive a payment annually of 6 per cent. on their expenditure on account of the cable (limited to £70,000) for a period of thirty years. The company to maintain and work the cable at their own risk and expense; but any profit beyond 10 per cent. obtained through the transmission of telegrams between the two colonies, is to be allowed as a rebate on the amount of percentage guaranteed (6 per cent.).

The Colony of Tasmania has for the present assumed the whole responsibility of the charge (£4,200 per annum), the Government of this colony having declined to meet any share of the expenditure further than may be involved in providing a land line to meet the cable on the Victorian coast, and to afford such facilities as may be possible in furthering the work on the northern shores of Bass's Straits.

It is anticipated that a short length of about seven miles of land line will be required from Cape Schank to a point on the eastern side of Western Port Bay, and one additional wire will be necessary on the present poles between Melbourne and the 37th mile on the main Point Nepean road, near Mornington.

The expenditure involved will not exceed £750, and the work should be executed with all possible despatch, in order to avoid delay in opening the communication with Tasmania when the cable may have been laid.

EXTENT OF LINES.

Attached is a Return (Appendix C) showing all the lines of telegraph at present constituting the telegraphic system of this colony.

In conclusion, as I have been officially informed that the practice hitherto adopted of conducting the administration and working of this Department as a distinct branch of the public service will be discontinued on and after the 1st proximo, when my present office is to be abolished, and the telegraphs combined under the administration of the Postal Department, I beg to express my sense of the zeal, assiduity, and ability which, with very few exceptions, has marked the conduct of the various officers and men who have served under my directions during the past fifteen years.

The many important and confidential duties entrusted to them have been well and faithfully performed; and I have no doubt that, under the prospective change in departmental administration, their past good service will be continued in the future.

I have the honor to be,

Sir,

Your obedient servant,

SAML. WALKER McGOWAN,

General Superintendent of Telegraphs, Victoria.

The Honorable the Postmaster-General,

&c., &c., &c.