

1894.

QUEENSLAND.

REPORT OF THE POST AND TELEGRAPH DEPARTMENT
OF QUEENSLAND FOR THE YEAR 1893.

Presented to both Houses of Parliament by Command.

To His Excellency General Sir HENRY WYLIE NORMAN, Knight Grand Cross of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Eminent Order of the Indian Empire, Governor and Commander-in-Chief of the Colony of Queensland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to present to Your Excellency the accompanying Annual Report of the Under Secretary and Superintendent of Telegraphs upon the operations of the Post and Telegraph Department for the year 1893.

A Postal Conference was held in New Zealand in March last, and a large number of Post and Telegraph matters dealt with. The Report of the Proceedings will be laid before Parliament.

The question of a Pacific Cable, strongly advocated by me at the Sydney Postal Conference in 1888, and discussed at the New Zealand Conference, has received consideration at the Conference recently held in Canada, which has also dealt with the establishment of a Pacific Mail Service *via* Vancouver.

The Postal Revenue for the year 1893 shows a slight decrease as compared with that of 1892, which was the highest ever received; but there is a considerable improvement exhibited in that for the financial year ended the 30th June, 1894. The Telegraph Revenue, on the other hand, I regret to observe, does not show any sign of expansion, and there is a considerable decrease in the financial year.

The expenditure of the Department for 1893 shows a large decrease as compared with 1892, and the deficiency between revenue and expenditure was reduced from £104,781 in 1892 to £86,053 in 1893, thus bringing the expenditure closer to the revenue by £18,728.

The stringent policy of retrenchment alluded to in my last Report has been continued during the past year, and reductions made as opportunity offered. In addition to the saving in salaries shown in the Report for 1892, of £8,500 per annum, a further decrease in salaries and allowances has been made, amounting to £4,860, exclusive of 10 per cent. temporary deduction from salaries in 1893, equal to an annual rate of £5,350, being a total of £18,710. It is intended to continue this policy of economy as vacancies occur. It may be stated that there are a number of Telegraph Stations which could be closed or amalgamated with Railway Stations and thereby decrease expenditure still further, but whenever any attempt is made in these directions strong opposition is raised by those interested.

The reduction of the rate of letter postage to the United Kingdom and Foreign Countries has not had, as might have been expected, the effect of increasing the correspondence, as there was a falling off in 1893 as compared with 1892, equal to 6.79 per cent., and the loss as compared with the amount received for the higher rate in 1890 was £5,220, or more than one-half. I do not anticipate that for many years to come there will be such an increase in the correspondence as will be sufficient to restore the postal revenue to its former position.

A system of posting in tramcars was introduced by me in June last, and has so far proved a very great convenience to the public.

As the contract for the Torres Straits Mail Service will expire on the 10th February next, under the necessary twelve months' notice, which has been given, the question of continuing the service under altered conditions will have to be considered. If any material alteration is made which would to a great extent remove it from the sphere of postal facilities, I think the subsidy should cease to be borne on the Estimates of this Department.

As the Thursday Island Cable had become worn out, I was compelled to provide for a new cable on a more suitable route. This has been successfully laid, and, in addition, telegraphic communication between Thursday Island and Goode Island, *viâ* Hammond Island, has been arranged for, and will be in operation as soon as the land line across Hammond Island has been erected. The latter line is for defence and signalling purposes.

The Cape Moreton line having become repeatedly interrupted during bad weather, a thorough inspection was ordered, and recommendations made for a partly new route, but as this would involve a considerable sum, I was reluctantly compelled to postpone action for the present; but the line has been placed in fair repair.

As the Telephone Exchange was being utilised for the transmission and receipt of telegrams, I considered it desirable to establish, under Executive authority, the recognition of this system for general purposes.

The Parcels Post has been extended to New South Wales, and this has added considerably to the work of the Department, to the convenience of the public as well as to the general revenue.

An arrangement has been made by me with the Postmaster-General of Canada for a direct exchange of Money Orders by the Vancouver route.

I have endeavoured, by consulting with the Postal authorities of New South Wales and the Railway Commissioners, to arrange for more speedy transit of the Intercolonial and English mails from and to Brisbane, but as yet have not been able to settle a satisfactory time-table. I hope, however, to be in a position shortly to make a change for the better.

The New Caledonia Cable was completed to Bundaberg on 15th October, 1893, and is now worked there by a staff of French officials. The receipts from this service have not been more than sufficient to pay the working expenses for the present; therefore, the full amount of the guarantee will have to be paid.

The important Meteorological information wired to and fro is estimated at an annual value of about £700.

W. HORATIO WILSON.

Post and Telegraph Department,
Brisbane, 1st July, 1894.

ERRATA.

Page 8.—“Inland Service” Table. The years should read 1892 and 1893, instead of 1891 and 1892; and the letter “a” should be transferred from the column “Total Miles Travelled” to the item £86,704 14 8 in that of “Cost of Conveyance, etc.”

Page 10.—“Revenue and Expenditure” Table. The years should read 1892 and 1893, instead of 1892 and 1892.

Page 15.—The total number of parcels dealt with should read as 67,487, instead of 67,489.

REPORT.

INTERCOLONIAL POSTAL CONFERENCE.

An Intercolonial Postal Conference was held in Wellington and Auckland, New Zealand, in March last.

All the Colonies were represented as follows:—

<i>New South Wales :</i>	The Hon. JOHN KIDD, M.L.A., Postmaster-General. S. H. LAMBTON, Esq., Deputy Postmaster-General. P. B. WALKER, Esq., C.E., M.I.E.E., Secretary for Telegraphs.
<i>Victoria :</i>	The Hon. AGAR WYNNE, M.L.C., Postmaster-General. J. SMIBERT, Esq., Deputy Postmaster-General.
<i>South Australia :</i>	The Hon. JOHN ALEXANDER COCKBURN, M.D., Lond., Minister of Education and Agriculture. Sir CHARLES TODD, K.C.M.G., M.A., F.R.S., &c., Postmaster-General and Superintendent of Telegraphs.
<i>Queensland :</i>	The Hon. WALTER HORATIO WILSON, M.L.C., Postmaster-General and Minister of Education. J. McDONNELL, Esq., Under Secretary, Post and Telegraph Department, and Superintendent of Telegraphs.
<i>Western Australia :</i>	The Hon. STEPHEN HENRY PARKER, Q.C., M.L.C., Colonial Secretary. R. A. SHOLL, Esq., Postmaster-General.
<i>Tasmania :</i>	The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner, New Zealand.
<i>New Zealand :</i>	The Hon. JOSEPH GEORGE WARD, M.H.R., Colonial Treasurer, Postmaster-General, and Electric Telegraph Commissioner. W. GRAY, Esq., Secretary, Post and Telegraphs. J. K. LOGAN, Esq., C.E., Telegraph Engineer.

The following subjects were dealt with:—

OCEAN MAILS.

1. Federal Mail-service, *viâ* Suez : Report on, also consideration of London Post Office letter of 1st September, 1893.
2. Vancouver Service—
(a) Report by Queensland.
3. San Francisco Service—
(a) Report by Queensland.
4. Mail-train, Brisbane to Adelaide, Acceleration of.
5. Postages—
(a) Division of, between the United Kingdom and the Colonies.
(b) On newspapers to United Kingdom.
6. Question of landing English mails in certain cases at Glenelg, instead of Semaphore.

UNIVERSAL POSTAL UNION.

7. Convention and detailed regulations: Unimportant amendments to, during recess of International Congresses.
8. Vienna Postal Union Convention, Revision of.
9. Australasian delegate to next Postal Union Congress.
10. Metric system of weights: As to avoirdupois equivalent for 350 grammes.

11. Sea surtax : As to charging of, by Italy.
12. Glassware : Transmission of samples of.
13. Demonetization of stamps (question of uniformity of practice).
14. Acknowledgment of receipt of registered letters.

PARCEL-POST.

15. United States—
 - (a) Exchange of parcels with.
 - (b) Report by Queensland of action taken.
16. Cape Colony : Exchange of parcels with.
17. Sea-transit rates—intercolonially.
18. Uniform conditions of transmission of transit parcels for foreign offices.

POSTAL-NOTES.

19. Poundage on : Suggestion by Hobart that payee receive face-value when having postal-note cashed, instead of having to affix stamps to the amount of the poundage.
20. Exchange of postal-notes between other colonies and New Zealand.
21. United Kingdom : Exchange of postal-notes with.

AUSTRALASIAN POSTAL CONVENTION.

22. Consideration of Convention, generally, including following subjects :—
 - (a) Verification certificates.
 - (b) Question whether the Colonies might not fairly object to deliver English packets prepaid $\frac{1}{2}$ d., whilst 1d. is levied in England.
 - (c) Commercial papers—
 - (1) Rate for.
 - (2) What printed matter, if any, should appear in rate notices ?
 - (3) "Expiry" notices of fire policies, &c.
 - (d) Should letters or commercial papers enclosed in envelopes bearing advertisements be allowed to pass at ordinary rates ?
 - (e) Invoices : (1) As to nature of remarks, or instructions to customers, which may appear in addition to the name of the firm and a description of its business—
 - (2) Printed with code-letters having a secret meaning.
 - (3) Should printed detached papers accompanying invoices be allowed or forbidden ?
 - (f) Type-writing : Facsimiles of.
 - (g) Printed papers—
 - (1) Special rate for publications such as "Australasian Ironmonger," and for magazines, Christmas numbers, &c.
 - (2) Minimum amount on printed papers to be $\frac{1}{2}$ d.
 - (h) Travellers' cards—
 - (1) Conformity with Postal Union Regulations, as regards insertion of name and date of visiting in writing.
 - (2) Postage on.
 - (i) Charge made on packets closed against inspection. As to practice of colonies.
 - (j) Unclaimed letters.
 - (k) Uniformity of statistics.
 - (l) Letter cards : Intercolonially.

TELEGRAPH AND TELEPHONE.

23. Duplicate cable : Subsidy.
24. Pacific Cable—
 - (1.) Report by Queensland on action taken.
25. Telephone systems : Regulations.
26. Press messages : Regulations.
27. Intercolonial repeats—
 - (1.) Despatch *re* joining Telegraph Union.
 - (2.) For corrections.

28. Telegraph money-orders—
 (1.) Report by Queensland on action taken.
29. Standard dictionary : Whether it is possible to fix upon a standard dictionary.
30. Rectifying telegrams.
31. Telegrams addressed to initials or fictitious names : Whether telegrams so addressed should be accepted for transmission, or any distinction made between telegrams deliverable by letter-carrier or *poste restante*, and telegrams deliverable in the ordinary way by messenger.
32. Complaints of errors in telegrams transmitted to and from London *via* the Roebuck Bay cable and Western Australia.
33. Collect telegrams.

ELECTRIC TRAMWAYS, LIGHT, AND POWER.

34. Regulations for electric-light and power-wires : Consideration of committee of experts' report.

MISCELLANEOUS.

35. Express messenger system, and express companies.
36. Payment to masters of vessels for carriage of mails.
37. Reply-paid envelopes.
38. Hour-zone system.
39. Registered letters for promoters of racing lotteries : Should obstacles be placed in the way of their registration ?
40. Should any inquiry be made after non-registered articles ? If so, should a fee be paid ?
41. Postal Guide : Mutual arrangement to be made for insuring the latest information appearing in respective Quarterly Postal Guides of each Colony.
42. Postal rates : Consideration of Mr. Henniker Heaton's proposal to the Chancellor of the Imperial Exchequer, that Great Britain adopt the penny postage to Australia, the postage from Australia to remain as at present.
43. Circulars sent in bulk to Sydney for posting to New Zealand.
44. Remitting through Treasury Department.
45. Re-direction : That procedure of British Post Office be adopted in regard to charge for.
46. Representation of Fiji at the Postal Union Congresses and Intercolonial Conferences.
- A full report of the proceedings will be laid before Parliament.

POSTAL UNION.

COMMERCIAL PAPERS FOR THE UNITED KINGDOM AND FOREIGN PLACES.

Some time since the Australasian Colonies, at the instance of the Universal Postal Union, were compelled to increase the postage on newspapers that the Regulations of the Union in that respect might be complied with. Similar representations with respect to the rates on commercial papers have been made by the Union Office, at Berne, and again the Colonies have had to give way and increase the postage charges on this class of mail matter ; therefore, from 1st July the new rates, as under, will be in force :—

	Present Rates.	New Rates.
Not exceeding 2 ounces	2½d.	3d.
2 to 4 ounces	2½d.	3½d.
4 to 6 ounces	3d.	4d.
6 to 8 ounces	4d.	4½d.
8 to 10 ounces	the rate remains as at present, as well as for all higher weights.	

ENGLISH MAILS *VIA* TORRES STRAITS.

The cost of English mails *via* Torres Straits in 1893 was as follows, viz.:-

Subsidy	...	...	...	...	...	£19,800	0	0
Premiums	...	...	...	...	...	150	0	0
Charges	...	...	...	...	...	14	3	0
						£19,964	3	0
Less sea conveyance for other Colonies	...	£98	6	0				
Less land conveyance for other Colonies	...	3	18	10				
						102	4	10
						£19,861	18	2
Proportion of Coastal Branch Services	...	...	...	...	...	1,800	0	0
						£21,661	18	2

FEDERAL MAIL SERVICE—CONTRACT WITH P. AND O. AND ORIENT COMPANIES.

Queensland's share of the subsidy for the present year (1894), calculated on the basis of population, is £9,547 as against £9,519 for 1893.

The division of the subsidy between the Colonies is as follows:—

	Population, 31st December, 1893.	Proportion of Subsidy for 1894.
Victoria	1,174,022	£25,928
New South Wales	1,223,370	27,017
Queensland	432,299	9,547
South Australia	346,874	7,661
Western Australia	65,064	1,437
Tasmania	154,424	3,410
Total	3,396,053	75,000

TRANSIT OF ENGLISH MAILS.

The AVERAGE TIME occupied in the TRANSIT of the ENGLISH MAILS conveyed by CONTRACT and other STEAMERS during 1893 was as follows:—

Name of Company.	Brisbane to London.			London to Brisbane.		
	days.	hrs.	min.	days.	hrs.	min.
Peninsular and Oriental Company	36	11	4	34	5	32
Orient Company	35	22	9	35	12	0
Messageries Maritimes	33	4	43	34	0	0
Norddeutscher Lloyd's	40	0	0	36	0	0
Union S.S. Company (<i>via</i> San Francisco)	40	9	13	39	16	37
Canadian-Australian (<i>via</i> Vancouver)	39	0	0			
Queensland Royal Mail Line (<i>via</i> Torres Straits)	44	12	0	46	8	38

REDUCTION OF POSTAGE TO THE UNITED KINGDOM AND FOREIGN PLACES.

The decrease in the correspondence despatched to the United Kingdom and Foreign Places during the year 1893 has been marked, in spite of the reduction in 1891-2 to the universal rate of 2½d. per ½ oz. letter, the decrease being 29,164, or a per centage of 6·79 under 1892. The loss as compared with the amount received from the higher rate obtaining in 1890 was £5,220, or more than one-half. This would go far to show that there is but a limited number of persons in Queensland who correspond with the United Kingdom and Foreign Countries.

The number of letters despatched by all routes was 400,320, and those received amounted to 603,453, so that it would appear that more than one-third (or 203,133) of the letters received have not been replied to.

There was also a falling off in the correspondence received as compared with 1892, of 21,571.

The following is a statement of the British and Foreign letter correspondence despatched in 1893, and the seven years preceding:—

Year	Number of Letters	Estimated Revenue.
1886	365,949	...
1887	372,342	...
1888	380,310	...
1889	379,672	...
1890	367,972	*£9,347
1891	410,699	†5,010
1892	429,484	‡4,392
1893	400,320	4,127

* At higher rates.

† At partly reduced rates.

‡ At universal rate of 2½d.

CORRESPONDENCE BY OCEAN MAIL ROUTES.

The letter correspondence received and despatched by all routes during 1893, *vide* Appendix, was as follows:—

	RECEIVED.	DESPATCHED.
Torres Straits	40,244	37,389
P. and O.	252,553	159,252
Orient	268,105	173,227
French packet	1,139	1,947
German packet	3,365	2,059
San Francisco	29,799	15,798
Vancouver	1,380	5,505
Other Routes	6,838	5,143
	<u>603,453</u>	<u>400,320</u>

LETTERS, NEWSPAPERS, AND PACKETS.

There was an increase in the total number of letters and a large increase in packets in 1893, as compared with the previous year.

The large increase in the packets of 38·88 per cent. was principally due to the great number of circulars and prospectuses issued by societies.

The following statement shows the increase per cent. in the total correspondence in each year, as compared with that preceding, during the last twelve years:—

	Letters.	Newspapers.	Packets.
1880	3·64	9·74	14·14
1881	13·14	4·71	25·53
1882	14·94	9·49	32·92
1883	21·96	18·30	19·51
1884	22·05	26·92	25·19
1885	10·33	18·06	41·80
1886	7·43	6·78	14·25
1887	10·32	3·84	16·13
1888	8·02	4·45	19·12
1889	9·05	8·83	6·80
1890	8·14	3·39	9·22
1891	4·44	7·19	21·19
1892	*2·24	Decrease 7·99	*14·49
1893	3·40	„ 5·24	38·88

There was a decrease in the number of newspapers in 1893.

LETTERS, NEWSPAPERS, AND PACKETS, 1893.

	POSTED IN QUEENSLAND.						RECEIVED INTO QUEENSLAND.			TOTAL.		
	For Delivery within the Colony.			For Despatch beyond the Colony.			Letters.	Papers.	Packets.	Letters.	Papers.	Packets.
	Letters.	Papers.	Packets.	Letters.	Papers.	Packets.						
1892	11,770,987	6,101,514	1,934,110	2,062,064	1,100,721	358,401	1,928,334	3,836,281	619,776	15,761,385	11,128,516	2,910,287
1893	11,838,775	5,595,039	2,627,893	2,393,665	1,214,650	715,204	2,065,387	3,735,496	582,319	16,297,827	10,545,185	3,925,415
Increase, 1893	67,788	...	693,783	331,601	23,929	358,803	137,053	...	...	536,442	...	1,015,128
Number per cent.	0·57	...	35·37	16·08	2·00	100·67	7·10	...	...	3·40	...	38·88
Decrease, 1893	...	506,475	...	...	...	...	...	100,785	37,458	...	533,331	...
Number per cent.	...	8·30	...	...	...	...	...	2·62	6·04	...	5·24	...

Newspapers sent loose by coach or other means, or delivered direct by publishers, were included in the returns to the end of 1891, but omitted from 1st January, 1892, when newspaper postage commenced.

POSTED IN 1893.

	Letters.	Newspapers.	Packets.
For delivery within the Colony	11,838,775	5,595,039	2,627,893
For despatch Intercolonially	1,993,345	915,852	662,373
For despatch to British and Foreign Places	400,320	298,798	52,831
Totals	<u>14,232,440</u>	<u>6,809,689</u>	<u>3,343,097</u>

* Adjusted.

INLAND SERVICE.

The following table shows the extent and cost of the Inland Mail Services during the years 1892 and 1893 :—

Year.	Extent in miles.	Total Miles Travelled.	Cost of Conveyance, including Landing and Shipping.	Cost per mile travelled in 1892.	Number of Post Offices.	Number of Receiving Offices.
			£ s. d.	d.		
1891	27,960	5,191,672	89,099 6 1	$\left. \begin{matrix} b \ 2\frac{7}{8} \\ c \ 4\frac{1}{8} \\ d \ 5 \end{matrix} \right\}$	383	568
1892	28,548	5,298,730	86,707 14 8	$\left. \begin{matrix} b \ 2\frac{1}{8} \\ c \ 4 \\ d \ 5 \end{matrix} \right\}$	383	580
Increase	588	107,058	...	...	...	12
Decrease ... ..	...	...	2,391 11 5	...	...	...

a Includes £675 17s. 4d., unpaid, on account of Inland Mail Service. b By horse. c By vehicle. d By railway.

The extent of mail lines on 31st December, 1892 and 1893, was as follows :—

	1892.	1893.
By railway	2,326	2,447
By coach	8,064	9,053
By horse	17,570	17,048
Total miles	27,960	28,548

The cost of Inland mails in 1893 as compared with 1892 shows a reduction of £2,391 11s. 5d., and the cost per mile travelled by horse was reduced from $2\frac{7}{8}$ d. to $2\frac{1}{8}$ d., and by vehicle from $4\frac{1}{8}$ d. to 4d.

REVENUE AND EXPENDITURE.

The Postal revenue for 1893 was £135,518, being a decrease of £204 as compared with the previous year, but as compared with 1891 it shows an increase of £8,075. The amount received for 1892 was the highest ever received.

The Telegraph revenue shows a decrease of £1,749 in 1893 as compared with 1892, and was less than the revenue of 1885.

The expenditure of the Post and Telegraph Department for 1893—£301,334—shows a decrease to an approximate with the year 1885, the nearest in amount for purposes of comparison, the expenditure being £295,892, while the revenue in 1885 was £178,973, and in 1893 £216,721; the deficiency in 1885 being £117,919, and in 1893 £84,613, a reduction of £33,306 in the latter year, or if compared with 1886 the reduction of the deficiency would be £38,716.

The expenditure for 1893 shows a decrease of £20,680 as compared with 1892, and the deficiency between revenue and expenditure was reduced from £104,781 in 1892 to £86,053 in 1893, thus narrowing the gap by £18,728.

POST OFFICE.				TELEGRAPH OFFICE.			
Year.	Amount.	Increase.	Decrease.	Year.	Amount.	Increase.	Decrease.
	£	£	£		£	£	£
1883	77,476	4,958		1883	70,583	10,420	
1884	88,769	11,293		1884	77,118	6,535	
1885	97,650	8,881		1885	82,037	4,919	
1886	105,805	8,154		1886	82,958	921	
1887	116,531	10,726		1887	88,061	103	
1888	131,305	14,773		1888	108,790	20,728	
1889	134,843	3,538		1889	93,296	...	10,493
1890	130,999	...	3,843	1890	91,779	...	1,516
1891	127,443	...	3,556	1891	95,146	3,367	
1892	135,722	8,279		1892	82,952	...	12,194
1893	135,518	...	204	1893	81,203	...	1,749

The following statement shows the Revenue of the Post and Telegraph Department during the years 1892 and 1893:—

Year.	Sale of Stamps.	Postage on Unpaid Letters, &c.	Fees for Private Boxes and Bags.	Money Order Commission.	Postal Note Revenue	Received from other Colonies on Parcel Post Account.	Received from other Colonies for Conveyance of Mails <i>via</i> Torres Straits.	Totals.	
								Post Office.	Electric Telegraph.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1892	124,082 8 6	2,545 15 11	3,273 0 0	5,391 2 0	415 7 5	14 17 7	...	135,722 11 5	82,952 2 9
1893	124,101 19 9	2,225 14 6	3,189 5 3	5,400 0 0	540 8 1	44 15 6	16 6 9	135,518 9 10	81,203 0 10
Increase	19 11 3	...	...	8 13 0	125 0 8	29 17 11	16 6 9	...	...
Decrease ... ..	...	320 1 5	83 14 9	...	...	...	...	204 1 7	1,740 1 11

The following statement shows the Expenditure of the Post and Telegraph Department during the year 1893, exclusive of Loan Expenditure (see Appendix):—

Votes.	—		Total.	
	£	s. d.	£	s. d.
Salaries, including Country Post Offices throughout the Colony ... ..	...	...	124,443	8 7
Conveyance of Mails—				
*Mail Service <i>via</i> Torres Straits	20,364	3 0		
Inland Mails and Landing and Shipping	48,424	13 8		
Coastwise Mails	12,594	10 0		
<i>Via</i> Adelaide and San Francisco	11,632	4 1		
Gratuities to Masters, &c.	3,172	0 11		
By Railways	40,000	0 0		
			136,187	11 8
Miscellaneous Services—				
Mail Bags, Uniforms, &c.	4,273	5 1		
Instruments, Batteries, &c.	3,998	5 9		
Maintenance and Repair of Lines	10,870	6 10		
Fuel, Light, and Water	2,146	8 3		
Travelling Expenses, &c.	2,034	4 3		
Forage Allowances generally	7,076	11 7		
Rent of Temporary Offices, &c.	1,221	12 5		
Labourers for Protection of Stations	1,858	12 9		
Allowance to cover extra Cost of Provisions	5,246	8 9		
Stores and Stationery generally	3,418	9 9	42,144	5 5
Total, 1893 ... ..	...	...	£ 302,775	5 8
Expended in 1892 ... ..	...	...	£ 323,455	19 8
Decrease ... ..	...	...	£ 20,680	14 0

The above includes £1,441 5s. on account of previous years.

* Includes £400 on account of previous years.

METEOROLOGICAL BRANCH.

Salaries	£845	0 0
Contingencies	371	13 7
Total, 1893	£1,216	13 7
Expended in 1892	1,368	0 8
Decrease	£151	7 1

EXPENDITURE, 1892 AND 1893.

	1892.		1893.	
	£	s. d.	£	s. d.
Expenditure during the year	323,455	19 8	302,775	5 8
Included on account of previous years	8,746	11 9	1,441	5 0
	314,709	7 11	301,334	0 8
Amount unpaid on account of 1892 and 1893	1,168	9 3	962	3 5
Net expenditure for the year	£315,877	17 2	£302,296	4 1

Net decrease on account of 1893, £13,581 13s. 1d.

REVENUE AND EXPENDITURE, 1892 AND 1893.

YEAR.	REVENUE.			EXPENDITURE.	DEFICIENCY.
	Post Office.	Electric Telegraphs.	Total.		
1892	£ s. d. 135,722 13 5	£ s. d. 82,952 2 9	£ s. d. 218,674 16 2	£ s. d. 323,455 19 8	£ s. d. 104,781 3 6
1893	135,518 9 10	81,203 0 10	216,721 10 8	302,775 5 8	86,053 15 0
Decrease	204 3 7	1,749 1 11	1,953 5 6	20,680 14 0	18,727 8 6

The expenditure includes the amount paid on account of previous years.

STATEMENT showing the APPROXIMATE COST to QUEENSLAND of OCEAN MAILS for the Year 1893.

	£ s. d.	£ s. d.
<i>Torres Straits Service—</i>		
Subsidy	19,800 0 0	
Premiums	150 0 0	
Charges	14 3 0	
	<u>19,964 3 0</u>	
Less Conveyance for other Colonies	£98 6 0	
Less Land Transit for other Colonies	3 18 10	
	<u>102 4 10</u>	19,861 18 2
<i>Coastal Branch Service</i>		1,800 0 0
<i>P. & O. and Orient—</i>		
Subsidy—		
Month of January, @	£9,425 0 0	
1st February to 31st December, @	9,519 0 0	
	<u>9,511 3 4</u>	
Exchange on remittances	£89 6 3	
Cablegrams notifying arrival of Mails in London	3 17 6	
	<u>93 3 9</u>	
	<u>9,604 7 1</u>	
Less from non-contracting Colonies	£23 0 2	
Less Territorial Transit on Mails from London	28 1 1	
Do. do. do.	8 2 4	
	<u>59 3 7</u>	
	<u>9,545 3 6</u>	
<i>San Francisco Service</i>	348 12 10	9,893 16 4
Sea Conveyance to India	£3 3 6	
Expenses, International Bureau	1 1 0	
Parcels Account to Western Australia... ..	2 9 5	
Transshipping at Sydney	18 0 0	
Cartage at Brisbane	3 17 0	
Gratuities for Sea Transit	96 6 0	
	<u>124 16 11</u>	
Special Trains, Victoria	£81 12 2	
Special Trains, South Australia	68 6 0	
	<u>149 18 2</u>	
Land Transit to New South Wales	£287 16 9	
Land Transit to Victoria	272 1 4	
Land Transit to South Australia	273 15 3	
	<u>833 13 4</u>	
Land Transit, Brisbane to Wallangarra	326 0 0	1,434 8 5
		<u>32,990 2 11</u>
Estimated amount due to the United Kingdom for Transit		1,280 0 0
Total estimated Cost of the Services in 1893		<u>34,270 2 11</u>
Actual Cost of 1892		35,308 0 6

The amount of postage collected on British and Foreign Correspondence despatched in 1893 is estimated at £5,976.

RETRENCHMENT.

In the Report for 1892 reference was made to the very great reduction in the staff of the Post and Telegraph Department during 1890, 1891, and 1892, amounting to a net decrease of 47 officers, involving a saving of nearly £8,500 per annum. This stringent policy has been continued during the past year, and every opportunity has been taken to effect savings and amalgamate or close offices.

The following have been dealt with from the 1st January to the 31st December, 1893 :—

	Saving.
Green Creek, closed	£377
Bibohra, closed	245
Cooktown, Post and Telegraph amalgamated	150
Gladstone, Post and Telegraph amalgamated	194
Eton, transferred to Railway Department	276
Karumba, transferred to Marine Department	153
Labourers for protection of Northern stations dispensed with	847
Maintenance party, Northern district, dispensed with ...	750
Forage allowance reduced	900
House allowance discontinued	223
Salary Superintendent abolished	700
Sundries	45
Total	<u>£4,860</u>

Exclusive of 10 per cent. off salaries, annual rate £5,350.

During the present year 1894 various reductions have been made from time to time ; amongst others, the travelling and provision allowances have been reduced considerably.

POSTAL NOTES.

The Postal Note system was extended to New South Wales on the 1st October, 1893.

There was a considerable increase in the sale of Postal Notes in 1893 as compared with the previous year. The number of transactions were 181,019, or an increase over 1892 of 70·46 per cent.

The amount was £66,716 11s. 3d., or an increase of 92·30 per cent.

POST AND RECEIVING OFFICES.

Eight Post Offices were opened and eight closed during 1893, leaving 383 on 31st December.

There was an increase of 12 in the Receiving Offices, making 580 on 31st December.

Seven additional receivers for letters were erected during 1893, making a total of 169.

MONEY ORDERS.

One additional Money Order Office was opened in 1893, leaving 108 on 31st December.

The number of transactions was 231,524, which was an increase of 15·29 per cent. over 1892.

The amount was £824,466, or an increase of 21·17 per cent. as compared with the previous year.

CORRESPONDENCE BRANCH.

The number of documents received and entered in the Registers during 1893 was 41,417 ; the number of letters written, 38,238 ; and the number of mail way-bills examined, about 80,235.

ACCOUNTS BRANCH, CHIEF OFFICE.

The number of vouchers paid in 1893 was 13,971; the number of cheques drawn, 11,284; and the number of letter bills examined, about 511,000.

TRANSACTIONS.

Revenue:—				
Post Office	...	...	...	£135,518 9 10
Electric Telegraph Office	...	...	...	81,203 0 10
Total	...	...	...	<u>£216,721 10 8</u>
Expenditure:—				
Post and Telegraph	...	...	...	£302,775 5 8
Meteorological Observer	...	...	...	1,216 13 7
Loan	...	...	...	2,533 12 9
Total	...	...	...	<u>£306,525 12 0</u>
Money Orders	...	...	...	£824,466 2 3
Postal Notes	...	...	...	66,716 11 3
Grand Total	...	...	...	<u>£1,414,429 16 2</u>

The increase in transactions as compared with 1892 amounted to £152,111.

POST OFFICES, 1893.

		Opened.	Closed.		
		Coen Degilbo Eton Railway Kyabra Mareeba Monal Percy River Tate Tin Mines Wallumbilla	Boggo Biboohra Biggenden Breakfast Creek Canterbury Childers Eton Myola Union Camp.		
		NUMBER OF OFFICES ON 31ST DECEMBER, 1893.		NUMBER OF RECEIVERS ON 31ST DECEMBER, 1893.	
		Post Offices.	Receiving Offices.	Brisbane.	Country.
1892	...	383	568	84	78
1893	...	383	580	87	82
Increase	...	...	12	3	4

ACCELERATION OF MAIL TRAINS BETWEEN BRISBANE AND SYDNEY, &c.

At the Conference in Wellington this matter was brought forward, and a recommendation made that further efforts should be taken to expedite the transit of intercolonial and English mails. Several consultations have been held between the Post and Railway Departments, but up to the present time nothing definite has been settled. The subject is, however, still in process of adjustment.

MAIL WORK OF THE CHIEF OFFICE.

The returns show an increase in most items of business. In mails received there was a net increase of 16,953, and of letters 181,997, but packets and newspapers decreased by 11,562 and 61,411 respectively.

The mails despatched numbered 3,905 more than those of 1892, and there was a net increase of 195,112 letters, 310,951 packets, and 28,206 newspapers.

LOOSE SHIP LETTERS.

There was an increase in this class of correspondence from the South, the numbers being 1,683 as against 752 in 1892, but from the Northern ports there were only 8,606 received, while the previous year brought 11,036.

TRAVELLING POST OFFICES.

These offices, both on the Southern and Western and Central Lines of Railway, continue to perform very essential work in connection with the Postal System of the Colony, and it is worthy of note that in Queensland as one result of the Travelling Post Office, the towns in the Southern District receive their British and Foreign correspondence a day earlier than it can be delivered in Brisbane, and they have also a later opportunity for reply.

On the Southern and Western Lines there was a falling off as compared with the previous year of 15,560 in the number of letters posted, which tends to show that the Travelling Post Office is now doing its legitimate work in connection with *bonâ fide* late letters only, and not interfering, as formerly, with the postal business of the towns on the line. Packets and newspapers show a small increase, and there was an increase of 61,476 in the number of letters received, and a proportionate increase in those despatched.

On the Central Railway the work is very much lighter than on the Southern and Western, but the year shows small increases in almost every item of the returns.

COLLECTION OF CUSTOMS DUTY.

In addition to the duties collected on parcels elsewhere referred to, 4,477 letters and packets were examined at the Chief Office during the year for Customs purposes. Of these 2,562 contained articles liable to duty, valued at £2,730 5s. 9d., and £499 19s. 7d. was collected and paid into the Customs. Customs duties are also collected through the Post Offices at the various ports and border towns.

REGISTRATION.

The registration returns for the Colony show an increase of articles registered during the year of 10,381, the numbers being 257,388 for 1892 and 267,719 for 1893.

At the Chief Office, although there was a decrease of 3,593 in the number of articles registered, there was an unprecedented increase in the number received of 106,722, the total for the year being 271,462, and for 1892, 164,770.

DEAD LETTERS.

Notwithstanding the increased number of letters posted and received into the Colony, those reaching the Dead Letter Office as unclaimed have again decreased to an extent that cannot fail to be highly satisfactory. The number received in 1892 was 113,761, while in 1893 only 87,023 were received, and of these 1,985 were irregularly posted; the decrease was 26,738. These figures prove conclusively that the method of dealing with correspondence which commenced in 1892—namely, retaining it for a longer period at the office to which it is addressed, instead of at the Dead Letter Office, is producing good results.

During the year 996 letters were opened in the Dead Letter Office, containing property of the value of £9,062 9s. 9d.; of these letters, 561 were unregistered, and had enclosures amounting to £8,012 17s. 9d. The contents of 41 letters for which no owner could be found, were paid into the Treasury, 943 were returned or delivered, and 12 remain on hand.

Several registered letters were received into the Dead Letter Office as unclaimed, containing bank-notes, but as there was no other enclosure except a slip of paper with a name written on it, which was unknown at offices of origin and destination, no clue to the sender could be obtained. The letters were evidently all sent by the same person.

MISSING LETTERS.

The number of letters reported as having failed to reach the persons to whom they were addressed was 961, rather less than in 1892, when the number was 1,017. Of the letters thus reported as missing, 678 were traced; of 271 no trace could be found, and inquiries as to the remaining 12 are still pending. In the majority of instances the failure to deliver to the addressee was caused by the inaccuracy, illegibility, or insufficiency of the address, and in many instances it was found that the letters inquired for had not been posted, or that they had been posted at a later date than was supposed, and had reached in due course. The fact that 1,985 irregularly posted letters were sent to the Dead Letter Office during the year would account for a good many disappointments. It cannot be too frequently impressed on the minds of the public that the Post Office cannot accept any responsibility for letters that are not regularly posted, but are sent loose either by steamers or through

any other channel. The facilities offered for the conveyance of loose letters are doubtless a great convenience, but the risk of loss or detention is largely increased by this method of transmission. It should also again be mentioned that unregistered articles can very seldom be traced through the post, as without registration there can be no satisfactory proof of either posting or delivery.

INFRINGEMENTS OF THE POSTAL LAWS.

It is necessary again to direct attention to the number of attempts made to put off stamps that have been previously used, and in some cases, by erasure and otherwise, to remove the traces of obliteration. Some cases are now in the hands of the police, and if the necessary evidence can be obtained the offenders will be proceeded against for the penalties provided by law.

POST AND TELEGRAPH STORES.

The conduct of the Stores Branch has been satisfactory throughout the year. The most stringent economy consistent with the efficiency of the Department has been consistently maintained, and a material saving effected both in the prices and quantities of the stores supplied to, and issued by, the Departmental Storekeeper.

PRIVATE LOCK-BOXES.

There are now 1,110 lock-boxes in various offices throughout the Colony, viz.:—

Office.	No.	Office.	No.	Office.	No.
Barcaldine	5	Eidsvold	4	Queenton	1
Blackall	12	Fortitude Valley	9	Rockhampton	99
Bowen	13	Geraldton	11	St. George	7
Brisbane	243	Gladstone	12	South Brisbane	2
Bundaberg	62	Gympie	18	Stanthorpe	2
Burketown	4	Herberton	13	Thargomindah	8
Cairns	34	Hughenden	14	Thursday Island	14
Charleville	35	Ipswich	26	Toowoomba	23
Charters Towers	95	Laidley	5	Townsville	87
Cloneuray	6	Mackay	28	Warwick	23
Clermont	12	Maryborough	57	Winton	11
Cooktown	25	Muttaburra	4	Woolloongabba	7
Croydon	42	Normanton	20		
Cunnamulla	12	Port Douglas	5		

DELIVERY BY LETTER-CARRIERS.

One additional letter-carrier was appointed in 1893—viz., at Croydon, where the delivery was established.

LETTER-CARRIERS.

The following list shows the number of letter-carriers employed throughout the Colony:—

Office.	Number, 31st December, 1892.	Number, 31st December, 1893.	Additions in 1893.
Brisbane	31	31	...
Albion	2	2	...
Bundaberg	4	4	...
Cairns	1	1	...
Charters Towers	5	5	...
Cooktown	1	1	...
Croydon ... ..	...	1	1
Dalby	1	1	...
Fortitude Valley	4	4	...
Gympie	3	3	...
Ipswich	4	4	...
Mackay	1	1	...
Maryborough	4	4	...
Mount Morgan	1	1	...
Normanton	1	1	...
One-Mile	1	1	...
Rockhampton	6	6	...
Roma	1	1	...
Toowong	3	3	...
Toowoomba	3	3	...
Townsville	6	6	...
Warwick	1	1	...
Woolloongabba	7	7	...
	91	92	1

THE PARCEL POST.

During the year the Parcel Post has made satisfactory progress, and has proved a great convenience both socially and commercially. The increase of business marks the appreciation of the public.

The returns for the Colony show that there were posted for inland delivery 54,876 parcels, weighing 204,257 lb. The intercolonial parcels numbered 3,079, or nearly three times the number posted during the previous year; while the British and Foreign amounted to 1,427, a slight increase on the return of the last year. In addition to the number posted there were received into the Colony 3,723 parcels from other Colonies, and 4,382 British and Foreign. The total number of parcels dealt with was 67,489, weighing 232,188 lb. The revenue from parcels for the year was £4,173 15s. 11d., a considerable increase on that of the former year, which amounted to £2,926. The Customs duty collected was £1,145 19s. 11d., a small increase on that in 1892.

In the Chief Office 50,284 parcels were dealt with; of these 32,883 were received over the counter, weighing nearly 59 tons. From beyond the Colony 6,027 parcels were received, valued at £5,991 11s. 6d., and there were despatched to places outside this Colony 2,552 parcels, having a declared value of £1,234 1s. 7d.

The establishment of an Intercolonial Parcel Post in New South Wales during the year added materially to the business of this branch.

DIRECT SYSTEM OF MONEY ORDERS WITH CANADA.

A convention has been entered into between the Postmasters-General of Queensland and Canada for the direct exchange of Money Orders, to take effect from 1st July, 1894. The business has hitherto been transacted through the medium of the United States, but it is considered that the new arrangement will be of advantage to the public as well as to the Post and Telegraph Department, as the delay which has occurred in paying Money Orders which are carried by the Vancouver route will be avoided, and transactions in special cases which necessitate inquiry or explanation will be facilitated. The Department has now a direct exchange and settlement of accounts with fifteen different countries.

ELECTRIC TELEGRAPHS.

LINES—EXTENSIONS COMPLETED AND IN PROGRESS.

Since the last Annual Report (30th June, 1893) telegraph construction has been practically at a standstill. No new lines have been erected during the year, excepting two short loops on the Racecourse (Brisbane) and Cairns Railway circuits, an additional mileage of $1\frac{1}{2}$ miles of line and $8\frac{3}{4}$ miles of wire.

A very considerable amount of heavy work has been done, however, since the disastrous floods of February, 1893, in raising the main wires between Brisbane and Ipswich, and from South Brisbane to Corinda. Maintenance parties (two) were busily engaged for some months in carrying out the necessary alterations, and work was completed satisfactorily in April last. Everything possible has been done on the sections under notice, the wires on which may be stated to be now above the limit of any flood yet recorded. In connection with what may be termed "flood lines," a contract was let in March last for the erection of a new line of telegraph along the Brisbane Valley Railway route to Esk, including the dismantling of the existing line, in order to avoid the low country in the district. Work is not progressing so satisfactorily as could be wished, and the contractors are being urged to push forward more rapidly. The contract time for the completion of the whole work expired on 21st June, but two months' extension of time has been applied for and allowed.

The wire near Woodford has been placed on higher poles above flood mark, and the span at Deep Creek, near Gympie, has also received attention.

Communication with Cape Moreton became frequently interrupted during bad weather in the early part of this year. Necessary repairs were carried out by a small party without delay, and a thorough survey was made; but as the recommendation for alterations to the line involved considerable expense, further action was postponed.

PATERSON TO PEAK POINT, &C.—This extension is more particularly referred to under the heading of "Cables."

MILEAGE OF LINE AND WIRE.

There are now 10,004 $\frac{1}{2}$ miles of line, and 17,810 $\frac{1}{2}$ miles of wire open for public business.

NUMBER OF STATIONS.

At the close of 1893 there were 360 stations in daily operation.

NEW STATIONS.

Since the 16th June, 1893, the undermentioned new stations have been opened:—

Mareeba (R.T.S.)	...	...	...	1st August, 1893
Degilbo	„	...	...	9th August, 1893
Tangaluma (Official)	...	...	...	18th August, 1893
Prairie (R.T.S.)	...	...	...	21st August, 1893
Racecourse (near Brisbane) (R.T.S.)	...	...	...	21st August, 1893
Port Alma	...	...	...	4th September, 1893
Eton (R.T.S.)	...	...	...	23rd December, 1893
Childers (re-opened)	...	...	...	17th January, 1894
Balfe's Creek (R.T.S.) (temporary)	...	...	...	24th January, 1894
Nobby (R.T.S.)	...	...	...	13th March, 1894

STATIONS CLOSED.

Creen Creek	...	...	...	11th August, 1893
Biboohra	...	...	...	31st August, 1893
Biggenden (R.T.S.)	...	...	...	21st September, 1893
Antigua	„	...	...	18th December, 1893
Childers (transferred to railway station)	...	...	...	19th December, 1893
Eton	„	„	...	22nd December, 1893
Hemmant (R.T.S.)	...	...	...	31st December, 1894
Balfe's Creek	„	...	...	27th January, 1894
Morningside	„	...	...	7th February, 1894
Welford Lagoon	...	...	...	17th April, 1894
Hannam's Gap (R.T.S.)	...	...	...	31st May, 1894

Beauaraba Junction (R.T.S.) altered to Wyreema, and Degilbo (R.T.S.) to Woowoonga.

WORKING OF LINES.

SOUTHERN AND WESTERN DISTRICTS.—During the year there have been 709 interruptions to communication, the average duration being thirteen hours. The principal causes of interruption have been timber blown on lines, office faults, maintenance parties at work, broken pins and insulators, crosses with telephone wires, storms, faults in railway offices, bush fires, decayed poles, and floods.

In many instances the business was provided for in being sent by an indirect route.

The principal interruptions were as follows:—In April last year, between Morven and Charleville, caused by the wire snapping; also between Caboolture and Gympie on two occasions, through a piece of fine wire and timber on the line. In June, communication was stopped between Gayndah and Eidsvold by the span over the Boyne River being broken by flood; and between Leyburn and Inglewood, pole washed away by flood; also between Lowood and Esk, where the line was submerged by flood waters. On the 6th September, a team was driven against a pole on the Ayrshire Downs—Cloncurry section, which caused an interruption of seventy hours' duration. During the present year, in January, the lightning broke insulators and wire on two different sections in the far West; and in the month following wilful damage was done to the wire between Banana and Westwood by persons unknown. Lengthy stoppages occurred between Muttaborra and Winton (199 hours), through the wire being broken by a storm, and on the Springsure-Tambo line (102 hours) owing to a broken pin. In March, the wires between Isisford and Windorah, and Camooweal and Urandangie were submerged by floods, causing interruptions of 104 and 369 hours respectively. A broken tie-wire between Mackinlay and Cloncurry, a defective pin on the Blackall-Isisford section, and a broken insulator between Cloncurry and Donaldson were responsible for interruptions also during the same month.

NORTHERN DISTRICT.—The lines, as a rule, have worked well, but the Chief Manager, Northern District, considers that the want of a better wire for quadruplex working on that portion of the Brisbane-Bowen line between Rockhampton and Bowen is much felt and should receive consideration as soon as the finances permit.

Heavy floods and gales caused long interruptions and serious damage in April last to the lines running near the eastern seaboard, especially between Geraldton and Clare. Bad breaks also occurred between Cairns and Mareeba, and Townsville and Charters Towers, along the railway lines. It will cost a considerable sum before all lines are in thorough order again. In many other places the flood waters submerged the wires, causing lengthy interruptions, but not much damage.

At the time of the occurrences above recorded, a number of the line repairers in the Northern District experienced a very rough time, and the Chief Manager, Northern District, is glad to report that they did their duties bravely and well.

MAINTENANCE AND REPAIRS.

Six parties have been constantly employed during the past year—four in the South, and two in the Northern portion of the Colony. As stated elsewhere, two of the gangs were engaged for some months on extensive alterations to "flood lines," but all parties are again at their ordinary work. One camp is now on the Western Railway between Roma and Dalby, principally engaged in erecting a large number of new poles which have been found necessary on that section. Another party is effecting general repairs on the main Northern route between Hawkwood and Westwood where this important line has been requiring attention for some time past. A third party has recently made a flying trip over the Gympie section, Maryborough side, and is now occupied in erecting new poles, supplied by contract, in the same locality. The remaining gang employed in the Southern District is doing important work on the line from Ipswich to Warwick direct, which carries the Sydney quadruplex wire.

The two Northern parties are fully occupied with useful labour in the Cairns and Junction Creek districts. A deviation of the line near Halifax between Ingham and Dungeness has been necessitated through the disappearance of a portion of that line during the floods. It is proposed to do this by contract, and at the same time to have other necessary repairs—clearing and renewal of poles, &c.—carried out in a similar manner on the Ingham-Cardwell and Cardwell-Geraldton sections.

CABLES.

SOUTHERN DISTRICT.—The interruption of the Woody Island—White Cliffs section mentioned in last year's Report was attended to in July, 1893, but communication ceased again in a week or two afterwards. Owing to pressure of work in other directions, no action could be taken in the matter of further repairs until April last, when the Acting Electrician and Mechanician, with considerable difficulty, made the circuit workable, although not perfectly free from leakage. This cable, which is a very old one, is in a really bad condition (quite beyond repairing), and a new cable may be found necessary at any time.

During the gales and rough weather on the coast in February last, the Cleveland-Dunwich cable ceased working on two occasions. Repairs were executed with all possible despatch, and no further trouble has been experienced.

NORTHERN DISTRICT.—All the submarine cables in this district have been interrupted during the last year, and have been repaired with the exception of that between Cape Pallarenda and Magnetic Island.

THURSDAY ISLAND CABLES.—On communication becoming interrupted by the breakdown of the cable in August last, the Acting Electrician was sent up to make the necessary examination, and, if possible, to effect repairs. In the meantime a service by cutter was provided between Thursday Island and Paterson, the Telegraph Station on the coast, and messages were transmitted as regularly as possible. The examination of the cable and its repairs were, in the absence of a proper repairing ship, matters of considerable difficulty; and to replace unsound portions of the cable it was found necessary during the progress of the work to direct the Chief Manager, Northern District, to recover and take up a quantity of spare cable similar to that used on the Magnetic Island and Sandy Cape lines. Communication by means of this cable was subsequently restored (December last), but it soon became interrupted again.

A thorough examination of the locality was thereupon made by the officers mentioned, with the result that a new route altogether was determined upon—viz.: from Thursday Island to Horn Island, thence by a land line across Horn Island, thence by about $10\frac{1}{2}$ knots of new cable to Peak Point, and from that place by an extension of about ten miles of land line to join the present line at Paterson. In April last the Eastern Extension Australasian and China Telegraph Company's offer to carry out the necessary cable work was approved, and an officer was also sent to construct the land line across Horn Island. Communication is now restored satisfactorily between Thursday Island and the mainland, and temporary provision made for the transmission of business right through. A contract has been let for the erection of the necessary extension of the line from Paterson to Peak Point, which it is expected will be completed in the course of a few weeks.

The establishment of telegraphic communication with Goode Island, *via* Hammond Island, is included in the above work. The requisite cables, obtained from sound portions of the old Thursday Island cable, have been put down by the E.E.A. and C. Telegraph Company's ship, and the connecting land lines will be attended to by the contractor for the mainland section.

The New Caledonia cable was completed on 15th October, 1893, and is worked by a staff of French officers at Bundaberg. The length is 792 knots, and the terminal station at New Caledonia is at Gomen.

TELEPHONES.

There is little, if anything, unusual to record regarding the different exchanges. The working has been generally satisfactory, and the number of subscribers to country exchanges remains about the same as last year. Bundaberg and Charters Towers show a small increase, Maryborough two less, while Rockhampton and Townsville continue the same as last reported.

SUMMARY TELEGRAPH SERVICE, 1893.

Number of telegraph stations	...	...	...	...	...	...	...	360
Miles of line	...	...	...	...	...	...	...	10,004 $\frac{1}{4}$
Miles of wire	...	...	...	...	...	...	...	17,810 $\frac{1}{2}$
Cost of construction (including buildings)	...	...	...	...	...	...	£838,491	10s. 6d.
Number of messages transmitted and received (including international)								1,070,702	
Revenue (excluding O.H.M.S., value £8,164 6s. 1d.)	...	...	...	...	...	...	£76,170	6s. 4d.

METEOROLOGY.

Monthly Reports and Daily Forecasts for all the Australasian Colonies and the adjacent Seas are now published by the Government Meteorologist.

For economical reasons, the Appendices hitherto published have been omitted from the Report.

JOHN McDONNELL,

Under Secretary and Superintendent of Telegraphs.

Post and Telegraph Department,
Brisbane, 30th June, 1894.

Price 8d.]

By Authority: EDMUND GREGORY, Government Printer, William street, Brisbane.