

SECTION XVIII.

POSTS, TELEGRAPHS, AND TELEPHONES.

§ 1. Posts.

1. **The Commonwealth Postal Department.**—Under the provisions of section 51 of the Commonwealth Constitution Act the Commonwealth Parliament was empowered to make laws with respect to the control of the postal, telegraphic, and telephonic services in Australia, and by proclamation, made under section 69 of the same Act, the six separate State Post and Telegraph Departments were amalgamated and taken over by the Federal Executive on the 1st March, 1901. On the 1st December following, the Commonwealth Post and Telegraph Act 1901 came into operation, and the provisions of the various State Acts referring to the postal and telegraphic services thereby ceased to apply; it was, however, specially provided by the Act of 1901 that, until such provisions should be revoked by the Governor-General, all regulations in force, and all rates and charges levied under any State Act should continue in force and be applied in the same manner as if such State Act were not affected by the Commonwealth Act. The administration of the Act of 1901 was placed in the hands of a Postmaster-General, a responsible Minister with Cabinet rank, and of a Secretary having chief control of the Department throughout the Commonwealth under the Postmaster-General, whilst a principal officer in each State was provided for under the style of Deputy Postmaster-General. The rates and charges levied in each State for the transmission of letters, telegrams, and postal articles at the date of Federation remained in force until the Post and Telegraph Rates Act came into operation on the 1st November, 1902. This Act secured uniformity throughout the Commonwealth in the rates charged for the conveyance of newspapers by post, and for the transmission of telegrams, but did not alter the charges made in the individual States for the transmission of letters, cards, parcels, and packets. Uniform postage rates now exist in all the States under the Postal Rates Act of 1910, which came into operation by proclamation on the 1st May, 1911. (See paragraph 6 hereof.)

In previous issues of the Year Book will be found a brief description of the postal services in the earlier period of Australian history. (See Year Book No. 5, page 754.)

2. **Development of Postal Services.**—In 1841 the number of post offices open in Australia was 102, situated mainly in New South Wales and Tasmania. At the end of ten years 101 post offices were open in New South Wales, 44 in Victoria, 72 in South Australia, and 51 in Tasmania. From the year 1851 onwards a remarkable increase in the number of post offices in Australia took place, until, in 1891, the number open on the mainland and Tasmania totalled 4463, of which 1384 were situated in New South Wales, 1729 in Victoria, 307 in Queensland, 629 in South Australia, 86 in Western Australia, and 328 in Tasmania.

On the 31st December, 1911, the postal business had increased to such an extent that 5664 post offices were open for business, of which number 1948 were situated in New South Wales, 1720 in Victoria, 576 in Queensland, 662 in South Australia, 372 in Western Australia, and 386 in Tasmania.

3. **State, Interstate and Oversea Postages for whole Commonwealth.**—In the following table the matter dealt with is divided into (i.) matter posted in the Commonwealth for delivery within the Commonwealth, (ii.) matter received from places outside the Commonwealth, (iii.) matter despatched to places outside the Commonwealth, and (iv.) total postal matter dealt with by the Commonwealth Postal Department in 1901 and from 1907 to 1911, but excluding Interstate Excess.

**STATE, INTERSTATE, AND OVERSEA POSTAGES FOR WHOLE COMMONWEALTH
1901 and 1907-11.**

Year.	Letters and Postcards.	Newspapers.	Parcels.	Packets.
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POSTED FOR DELIVERY WITHIN THE COMMONWEALTH (,000 OMITTED).

1901	...	210,205	92,383	1,253	36,395
1907	...	309,069	92,223	2,363	64,786
1908	...	329,013	96,359	2,508	68,569
1909	...	347,594	107,516	2,741	76,348
1910	...	363,893	118,674	2,956	76,991
1911	...	416,353	122,020	3,205	70,975

OVERSEA RECEIVED (,000 OMITTED).

1901	...	5,682	7,233	81	2,876
1907	...	9,541	8,423	119	3,828
1908	...	13,309*	8,141	107	4,429
1909	...	14,092	9,145	106	3,620
1910	...	15,729	10,042	119	3,852
1911	...	19,445	11,691	142	4,568

OVERSEA DESPATCHED (,000 OMITTED).

1901	...	4,945	3,055	35	1,319
1907	...	10,894	5,548	64	2,356
1908	...	10,624	5,400	68	2,191
1909	...	11,279	5,712	70	2,406
1910	...	13,039	6,003	79	3,076
1911	...	17,265	7,926	83	3,120

**TOTAL POSTAL MATTER DEALT WITH BY THE COMMONWEALTH POSTAL
DEPARTMENT 1901 AND 1907-11, BUT EXCLUDING INTERSTATE EXCESS
(,000 OMITTED).**

1901	...	220,853	102,727	1,369	40,161
1907	...	332,301	105,857	2,554	72,045
1908	...	356,176	110,269	2,680	76,041
1909	...	372,496	119,931	2,898	81,909
1910	...	392,851	132,415	3,155	83,599
1911	...	453,885	139,603	3,419	79,017

* The increase is partly due to the fact that in New South Wales the method of counting was different in previous years.

4. **State, Interstate and Oversea Postages for each State.**—The following table shews separately for each State the postage matter dealt with in 1911 under the same classification adopted in the preceding paragraph :—

STATE, INTERSTATE, AND OVERSEA POSTAGE FOR EACH STATE, 1911.

State.	Letters and Postcards.	Newspapers.	Parcels.	Packets.
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POSTED FOR DELIVERY WITHIN COMMONWEALTH (,000 OMITTED).

New South Wales ...	160,522	59,683	1,572	31,327
Victoria ...	133,737	24,585	580	16,238
Queensland ...	44,210	16,545	637	10,892
South Australia ...	32,206	6,545	186	6,030
Western Australia ...	25,986	5,884	170	4,419
Tasmania ...	19,692	8,778	60	2,069
Commonwealth...	416,353	122,020	3,205	70,975

OVERSEA RECEIVED (,000 OMITTED).

New South Wales ...	8,129	3,035	37	1,315
Victoria ...	5,857	4,355	39	1,452
Queensland ...	2,591	1,927	31	689
South Australia ...	821	1,000	13	394
Western Australia ...	1,515	743	17	430
Tasmania ...	532	631	5	288
Commonwealth...	19,445	11,691	142	4,568

OVERSEA DESPATCHED (,000 OMITTED).

New South Wales ...	6,448	3,714	41	1,556
Victoria ...	5,110	3,200	19	1,214
Queensland ...	1,493	375	9	113
South Australia ...	1,161	188	5	127
Western Australia ...	1,826	263	7	67
Tasmania ...	1,227	186	2	43
Commonwealth...	17,265	7,926	83	3,120

5. **Postal Facilities, 1911.**—The subjoined statement shews the number of post and receiving offices, the area in square miles and the number of inhabitants to each post office (including receiving offices) in each State and in the Commonwealth at the end of the year 1911. It will be observed that the most sparsely populated States have the greatest number of offices in comparison with their population, but in order to judge the relative extension of postal facilities the area of country to each office must also be taken into account. The returns given for South Australia in this and all succeeding tables include those for the Northern Territory. Similarly, the returns for the Federal Capital Territory are included in those for New South Wales.

**SQUARE MILES OF TERRITORY AND NUMBER OF INHABITANTS TO EACH POST
AND RECEIVING OFFICE, 1911.**

State.	* N.S.W.	Vic.	Q'land.	† S.A.	W.A.	Tas.	C'wlth.
Number of post and receiving offices...	2,490	2,544	1,362	746	479	433	8,054
Number of square miles of territory to each post office in State ...	124	313	492	1,211	2,037	60	369
Number of inhabitants to each office...	680	526	456	564	614	446	567
Number of inhabitants per 100 sq. miles	547	1,523	93	46	30	738	153

* Including Federal Capital Territory.

† Including Northern Territory.

6. Rates of Postage.—Prior to the operation of the Postal Rates Act of 1910, the charges made for the postage of newspapers and parcels, and of interstate and foreign letters, were the same in all the States of the Commonwealth. The rates for the transmission of inland letters, however, were not uniform, the Post and Telegraph Act 1901 having specially provided that the rates and charges levied in any State should continue in force. The last-mentioned regulation, however, was repealed by the Postal Rates Act of 1910, which came into force by proclamation on 1st May, 1911.

The following rates on letters, newspapers, and certain other postal articles posted in the Commonwealth for delivery therein came into force on the 1st May, 1911, the date of proclamation of the operation of the Postal Rates Act of 1910 :—

**POSTAL RATES OF CERTAIN ARTICLES POSTED IN THE COMMONWEALTH FOR
DELIVERY THEREIN ON AND AFTER 1st MAY, 1911.**

Postal Articles.	Rates of Postage.
LETTERS	1d. per $\frac{1}{2}$ ounce.
LETTER-CARDS	{ Single, 1d. each.
	{ Reply, 1d. each half.
POST CARDS	{ Single, 1d. each.
	{ Reply, 1d. each half.
PRINTED PAPERS AS PRESCRIBED ...	$\frac{1}{2}$ d. per 2 ounces or part of 2 ounces.
BOOKS PRINTED OUTSIDE AUSTRALIA ...	$\frac{1}{2}$ d. per 4 ounces or part of 4 ounces.
BOOKS PRINTED IN AUSTRALIA ...	$\frac{1}{2}$ d. per 8 ounces or part of 8 ounces.
MAGAZINES.—That is to say—	
(a) magazines, reviews, serials, and other similar publications printed and published in Australia in numbers at intervals not exceeding three months	$\frac{1}{2}$ d. per 8 ounces or part of 8 ounces.
(b) magazines, reviews, serials, and other similar publications (including newspapers) printed and published outside Australia in numbers at intervals not exceeding three months ...	$\frac{1}{2}$ d. per 4 ounces or part of 4 ounces.
HANSARD.—That is, reports of Parliamentary Debates printed and published by the authority of the Commonwealth or of a State	$\frac{1}{2}$ d. per 12 ounces or part of 12 ounces.
COMMERCIAL PAPERS, PATTERNS, SAMPLES, AND MERCHANDISE AS PRESCRIBED ...	1d. per 2 ounces or part of 2 ounces.
NEWSPAPERS (without condition as to the number contained in each addressed wrapper) posted by registered newspaper proprietors, or by news-vendors, or returned by an agent or news-vendor to the publishing office	1d. per 20 ounces on the aggregate weight of newspapers so posted by any one person at any one time.
ALL OTHER NEWSPAPERS	For each newspaper, $\frac{1}{2}$ d. per 10 ounces or part of 10 ounces.

Whilst the bookkeeping sections of the Constitution Act (see Section XIX., § 1, hereinafter) were in force, each State had necessarily to use its own postage stamps, and stamps sold in one State were only allowed to be used on letters posted in that State. The necessity for this arrangement disappeared with the change in the keeping of the Commonwealth accounts, and since the 14th October, 1910, stamps of any State can be affixed to letters, irrespective of the State in which they are posted. There is now a uniform postage stamp for the Commonwealth, a stamp with a design containing characteristic features of Australia having been issued.

(i.) *Letters.* Under the Postal Rates Act of 1910, the charge (1d. for every $\frac{1}{2}$ oz.) for letters posted for delivery within the Commonwealth is now uniform throughout all States. Previous to the 1st May, 1911, various local and interstate rates were in operation within the States. The postage to the United Kingdom was reduced in January, 1891, from sixpence per half-ounce *via* the Red Sea, and fourpence *via* the Cape of Good Hope, to the uniform rate of twopence halfpenny. In 1891 the States were represented at the Congress of the Universal Postal Union held in Vienna, and on the 4th July a convention was signed on their behalf, by which they joined the Union from the 1st October of that year. On that date the rate of postage to all British possessions and to foreign countries included in the Union was reduced to twopence halfpenny. The present charge for postage of interstate letters and of letters to the United Kingdom and to British possessions is now uniformly one penny per half ounce throughout the Commonwealth; the rate on letters to foreign countries (with the exception of New Hebrides, Banks and Torres Islands, where the rate is twopence per half-ounce) is twopence halfpenny for each half-ounce.

(ii.) *Newspapers.* The different rates charged for the carriage of newspapers in the various States, prior to Federation, continued after the control of the Postal Departments had been taken over by the Commonwealth, until the 1st November, 1902, when a uniform rate was imposed by the Post and Telegraph Rates Act 1902. At present the rates on all newspapers posted for delivery within the Commonwealth (without condition as to the number contained in each addressed wrapper posted) by registered newspaper proprietors, or by newsvendors, or returned by newsvendor or agent to the publishing office, is one penny per twenty ounces on the aggregate weight. On all other registered newspapers posted within the Commonwealth for delivery therein the charge is a halfpenny per ten ounces for each newspaper. At the end of the year 1911 there were in all 1784 publications registered in the Commonwealth under section 29 of the Post and Telegraph Act 1901 for transmission by post as newspapers. The charge on postage of registered newspapers for transmission to the United Kingdom is one penny for each newspaper not exceeding eight ounces in weight by the ordinary route, and one penny for each newspaper not exceeding sixteen ounces in weight by the All-Sea Route. To other parts of the world the rate is one penny up to four ounces, and a halfpenny for every additional two ounces. Newspapers which are not registered are charged at the same rates as other printed papers.

(iii.) *Parcels.* Parcels may not exceed 11 lbs. in weight, 3 ft. 6 in. in length, or 6 ft. in length and girth combined. The rate for the inland postage of parcels is sixpence up to 1 lb., and then threepence for every additional pound. For interstate transmission the rate is eightpence up to 1 lb., and then sixpence per lb., and for transmission to the United Kingdom the rate is one shilling up to 1 lb., and sixpence for every additional pound.

(iv.) *Packets.* The regulations for the conveyance of packets vary in the several States. The ordinary rate is one penny for each two ounces. Packets must not as a rule exceed 2 ft. in length, 1 ft. in breadth or depth; or, if in a roll, 2 ft. 6 in. in length. Special rates are allowed for the conveyance of commercial papers, patterns, samples, etc.

8. **Registered Letters.**—Under section 38 of the Post and Telegraph Act 1901 provision is made for the registration of any letter, packet, or newspaper upon payment of the prescribed fee, and any person who sends a registered article by post may obtain an acknowledgment of its due receipt by the person to whom it is addressed by paying the prescribed fee (see hereunder) in advance at the time of registration in addition to the registration fee.

(i.) *Registration Fees.* The fee payable upon registration of an article is threepence, and the fee payable in order to obtain an acknowledgment of the delivery of the registered article is twopence halfpenny in addition. Registered letters must, as a rule, be handed in at least half-an-hour before the closing of the mails.

(ii.) *Number of Registered Articles Posted.* The subjoined table shows the number of registered articles posted in each State during the year 1911, classified according to the places to which they were despatched for delivery:—

NUMBER OF REGISTERED ARTICLES POSTED DURING 1911.

(,000 OMITTED.)

State.	Posted in each State for Delivery with-in that State.	Posted in each State for Delivery in other States.	Posted in each State for Delivery in Places outside the C ^o wealth.	Total.
New South Wales ...	1,030	133	87	1,250
Victoria ...	872	105	70	1,047
Queensland ...	446	52	33	531
South Australia ...	218	31	21	270
Western Australia ...	371	35	40	446
Tasmania ...	172	22	8	202
Commonwealth ...	3,109	378	259	3,746

9. **Ocean Mail Services.**—Regular steamship communication between Australia and Europe was established in 1852 by a service run by the Peninsular and Oriental Company between Singapore and Sydney, via King George's Sound, Adelaide, and Melbourne. This service was inaugurated in September, 1852, by the arrival at Melbourne of the "Chusan," and was continued until 1854, when it was stopped in consequence of the Crimean War; in 1856 a line of steamers was again started, and the service was carried on by the Peninsular and Oriental Company, in conjunction with the Royal Mail Company, for some years.

(i.) *Mail Route via San Francisco.* The service via the Red Sea did not at that time give much satisfaction to the public, and was looked upon with a certain amount of disfavour in New South Wales and New Zealand. The effect was to stimulate the colonists to agitate for an improved service, and proposals were made for the establishment of a line of mail packets from Sydney to Panama via Wellington, by rail across the isthmus, and thence to Great Britain. The result was that in 1866 the line was started, and continued in operation until the end of 1868, when it was terminated through the failure of the company by which it had been carried out. The completion of the railway across the American continent in 1869, with its western terminus at San Francisco, opened up a new and agreeable route, and in that year a monthly service was inaugurated by the Union Steamship Company, in conjunction with the Pacific Steamship Company, from Sydney to San Francisco via Auckland. This service was subsidised to the extent of £37,000 per annum, of which New South Wales paid £25,750 and New Zealand £11,250, and was continued until November, 1890, when a new contract was entered into and the amount of the subsidy largely reduced, the amount of the contribution being based upon the weight of mail matter carried. Various extensions of

the contract were made, but the last agreement made between the New Zealand Government and the Oceanic Steamship Company of San Francisco expired on the 10th November, 1906, and has not since been renewed. From that date mails were carried at Postal Union rates until the 12th April, 1907, when the service was discontinued. At present mails to and from Europe *via* San Francisco are carried by the Union Steamship Company, which receives a subsidy from the New Zealand Government, and by the Oceanic Company. Each of these companies carries Australian mails at poundage rates, with a four-weekly service.

(ii.) *Route via Suez Canal.* The establishment of a mail route *via* America had the effect of stimulating the steamship owners who were engaged in the service *via* Suez, and from that time there was a marked improvement in the steamers, as well as in the punctuality and speed with which the mails were delivered. The Peninsular and Oriental Company, and, at a little later date, the Orient-Pacific Company, have carried mails to and from Australia almost since the inception of ocean steam services. Postal matter was carried by contract until 1905, when the contract between the Peninsular and Oriental Company and the Commonwealth Government ceased, although that between the company and the Imperial Post Office is still in force. Mails are still carried from Australia by the Peninsular and Oriental Company, but are carried at Postal Union rates and not under contract with the Commonwealth. On the 25th April, 1905, the Orient-Pacific Company concluded a new contract with the Commonwealth Government for a fortnightly service between England and Australia. The subsidy was at the rate of £124,880 per annum. This contract has now been replaced by the new mail contract referred to in the next sub-section hereof. Fremantle has, since the year 1900, been the first and last port of call for the mail steamers to Europe, in lieu of Albany, the original port of call. The Peninsular and Oriental and Orient-Pacific Companies' steamers sail alternately every week both from London and Australia conveying the homeward and outward mails.

(a) *The New Mail Contract.* On the 1st January, 1906, tenders were invited by the Commonwealth Postmaster-General for a fortnightly mail service between Adelaide and Brindisi, to alternate with a similar service to be provided by the Imperial Government, and a contract was entered into with Sir James Laing and Company Limited, providing for a service at an annual subsidy of £125,000. This contract, however, fell through, and new tenders were accordingly called for. On the 15th November, 1907, an agreement was entered into with the Orient Steam Navigation Company Limited providing for a fortnightly service for a period of ten years, commencing in February, 1910. The mail service is to be carried out by existing vessels belonging to the company and by five new mail ships, which have been specially built, and which are each over 12,000 tons gross registered tonnage and of not less than seventeen knots speed. Two more new vessels were to be added within eighteen months and six years respectively from February, 1910, and under this provision the *Orama* entered into running during November, 1911. The vessels are to call at Fremantle, Adelaide, Melbourne, Sydney, and Brisbane, and at least six of them at Hobart during the months of February to May inclusive. The voyage from Taranto to Adelaide is to be completed within twenty-six days fourteen hours, and from Adelaide to Taranto within twenty-seven days two hours, but the latter period may be exceeded by thirty-six hours during the prevalence of the south-west monsoon. The amount of the subsidy is fixed at £170,000 per annum; but, if the earnings of the company be decreased, or the expenses increased, by reason of any Commonwealth shipping legislation passed subsequently to the date of the agreement, to the extent of not less than £5000 a year, the contractors have the right to terminate the agreement unless the subsidy is increased. Insulated space of not less than 2000 tons of forty cubic feet is to be provided in each of the new vessels, and the freights are not to exceed one halfpenny per lb. for butter and sixty shillings per ton for fruit. White labour only is to be employed, and no discrimination is to be made between unionists and non-unionists. If before or during the sixth year of the period of the contract an accelerated service is provided by any competing line of mail ships, the contractors must, if so required by the

Postmaster-General, provide a service equal to the competing service, at an increased subsidy, to be determined by agreement or arbitration. The Commonwealth flag must be flown on the mail ships, which the Commonwealth has the right to purchase at a valuation at any time. Within six months of the Postmaster-General establishing a permanent wireless telegraphy station at Rottne Island, or at any point on the coast between Fremantle and Brisbane, the company must fit the mail ships with wireless telegraphy installations. The new service was inaugurated on the 11th February, 1910.

(b) *French and German Subsidised Mail Services.* Vessels belonging to the Messageries Maritimes and the Norddeutscher Lloyd, which are under contract respectively with the French and German Governments to convey mails monthly between Marseilles and New Caledonia and between Bremen and Sydney, *via* Genoa, also carry mails for the Commonwealth Government from Australia to Europe at Postal Union rates. The Messageries Maritimes service commenced in November, 1882; the amount of the annual subsidy granted by the French Government is £120,000. The first contract for the establishment and maintenance of a mail steamship line between Germany and Australia was made between the Imperial German Government and the Norddeutscher Lloyd in 1885, and the service was inaugurated in July, 1886, with the steamer *Salier*.

(iii.) *Route via Vancouver and Canadian Pacific Railway.* During the year 1893 a direct monthly service was started between Sydney and Vancouver, in British Columbia, *via* Wellington, in New Zealand, and thence to Liverpool *via* the Canadian-Pacific Railway, the New South Wales Government paying an annual subsidy of £10,000 for the maintenance of this service for a period of three years. In 1896 the agreement was renewed for a further period of three years, and in 1899, was again renewed for four years, subject to the same terms and conditions, except that the route was *via* Brisbane instead of Wellington. The contract was further extended, at an increased subsidy, from time to time until the 31st July, 1911, at a subsidy of £26,626 per annum. This subsidised service has now been discontinued. Mails for Canada are forwarded *via* New Zealand through Sydney at poundage rates.

(iv.) *Other Ocean Mail Services.* In addition to the mails *via* the Suez Canal, a number of other services, both regular and irregular, are maintained between the Commonwealth and various parts of the world, and also between the principal ports in the various States and a number of small ports in the less settled parts of the Commonwealth which are inaccessible by rail. The following statement gives a summary, in so far as returns are available, of all mail services maintained between the Commonwealth and other countries and between ports in the Commonwealth. The amounts of subsidies specified are the amounts payable per annum unless otherwise stated.

SUMMARY OF MAIL SERVICES, COMMONWEALTH OF AUSTRALIA, 30th JUNE, 1912.

Description of Service.	Frequency of Service.	Ports between which Service is maintained.	Particulars regarding Subsidies.
1. <i>To and from Europe, via Suez—</i> (a) Peninsular and Oriental* ...	Fortnightly	Adelaide, Fremantle and London, <i>via</i> Brindisi and Marseilles	Subsidised by Imperial Govt. Mails from Aust. at Postal Union rates.
(b) Orient-Pacific* ...	"	Adelaide, Fremantle & London, <i>via</i> Taranto	Subsidised. Date of agreement, 15th Nov., 1907. Term from Feb., 1910. Amt. of subsidy £170,000.
(c) Messageries Maritimes ...	Every four weeks	New Caledonia and Marseilles, <i>via</i> Fremantle and Adelaide	Subsidised by French Govt. Mails from Aust. at Postal Union rates.
(d) Norddeutscher Lloyd ...	13 voyages yearly.	Fremantle, Adelaide & Bremen, <i>via</i> Genoa	Subsidised by German Govt. Mails from Aust. at Postal Union rates.

* Mails carried also to India *via* Colombo.

SUMMARY OF MAIL SERVICES.—(Continued.)

Description of Service.	Frequency of Service.	Ports between which Service is maintained.	Particulars regarding Subsidies.
2. (a) <i>To and from Europe, via Vancouver!</i> Union Steamship Co. ...	Every four weeks	Sydney and Vancouver, B.C., <i>via</i> Auckland, Fiji, Honolulu, and once every eight weeks to Fanning Island	Poundage rates.
3. (a) <i>To and from Europe, via San Francisco—</i> Union Steamship Company ...	"	Sydney, Wellington and San Francisco	Subsidised by New Zealand Govt. Mails from Aust. at Poundage rates.
(b) Oceanic Steamship Co. ...	"	Sydney, Apia, Honolulu, and San Francisco	Poundage rates.
4. <i>To and from New Zealand—</i> (a) Conjointly by Union S.S. Co. and Huddart, Parker Ltd. ...	Weekly	Sydney, Melbourne, Hobart, Bluff, Dunedin, Christchurch and Wellington	Poundage rates.
(b) Conjointly by Shaw, Savill and Albion Co. & N.Z. Shipping Co.	Fortnightly	Hobart, Bluff, Dunedin, and Wellington	" "
(c) Conjointly by Union S.S. Co. and Huddart, Parker Ltd.	Bi-weekly	Sydney and Wellington, Sydney and Auckland	" "
(d) Other Steamers ...	Irregularly, when convenient	Sydney, Wellington, Auckland, and Lyttelton	" "
5. <i>To and from ports in N.S. Wales—</i> (i.) NORTHERN PORTS— (a) North Coast S.N. Co. ...	Weekly	Sydney, Manning River, Macleay, Nambucca, Bellinger Rivers.	" "
	Twice weekly	Coffs Harbour, Clarence River, Byron Bay, and Richmond River	" "
(b) Cain's Co-Operative S.S. Co. ...	Six times a month	Sydney & Port Macquarie	" "
(ii.) SOUTH COAST PORTS— Illawarra and S. Coast S.N. Co. ...	Twice weekly	Sydney, Eden, Bega and Tathra	" "
6. <i>To and from Northern Ports of Qld.—</i> (a) Australian United Steam Navigation Co. Ltd.	Weekly	Brisbane, Gladstone, Townsville, Cairns, Cardwell, Mourilyan, Geraldton, Pt. Douglas and Cooktown	Subsidised by agreement dated 29th Nov., 1906, for five years; extended to 29th November, 1914. Amount of subsidy, £18,450.
(b) Do. do. do. ...	Once every three weeks	Brisbane, Normanton & Burketown, <i>via</i> Townsville, Cooktown, and Thursday Island	Subsidised by agreement dated 16th Jan., 1906, for five years, extended for three years to Jan., 1914. Amount of subsidy, £6000. Subsidies under 6 (a) and (b) paid by Queensland.
(c) Other steamers ...	Irregularly, when convenient	Various...	Poundage rates
7. <i>To and from Ports in S. Australia—</i> (a) Gulf Steamship Co. ...	Weekly	Pt. Adelaide & Kingscote	Subsidised to 31st December, 1913. Amount of subsidy, (a) £595; (b) £299; (c) £299; (d) £149. Subsidised for three years from 1st January, 1911. Amount of subsidy, £1730. Subsidised without agreement. Amount of subsidy, £36. Subsidies under 7 (i.) (a), (b), (c), (d), (e), (f), paid by South Australia.
(b) " " " ...	Twice a wk.	" Edithburgh	
(c) " " " ...	"	" Stansbury	
(d) " " " ...	Weekly	" Pt. Vincent	
(e) Adelaide Steamship Co. ...	"	" Pt. Lincoln	
(f) Adelaide Steam Tug Co. ...	As required	Port Pirie & Hummocks Hill	
8. <i>Western Australia—</i> (i) INTERSTATE— (a) By P. & O. and Orient Lines	Weekly	Fremantle and Adelaide	P. and O. at Postal Union rates. Orient line subsidised. See above 1 (a) and (b).
(b) Adelaide Steamship, the Australian United S. Navigation, Huddart Parker, Howard Smith, Melb. S.S. Co., and McIlwraith McEacharn lines	Conjointly, weekly	Fremantle, Albany, and Adelaide	Poundage rates.

† Carries also mails to Canada and the United States.

SUMMARY OF MAIL SERVICES.—(Continued.)

Description of Service.	Frequency of Service.	Ports between which Service is maintained.	Particulars regarding Subsidies.
<i>Western Australia—continued—</i>			
(c) Messageries Maritimes, Nord-deutscher Lloyd, and the German and Ausn. lines ...	Every four weeks	Fremantle and Adelaide	Postal Union rates by first two, and poundage rates by last line.
(d) White Star line ...	Monthly	Albany and Adelaide	Poundage rates.
(ii.) TO & FROM PORTS ON N.W. COAST			
(a) State Steamship Service ...	..	Fremantle and Derby	Subsidised by agreement dated 28th February, 1910, for three years. Amount of subsidy, £5500. Subsidy paid by Western Australia. Poundage rates.
(b)	Once each sixty days	Fremantle & Darwin	
(c) West Aust. & Ocean S. Co.'s	Fortnightly	Fremantle and Broome	
(d) Ausn. United S. Navigation and Adelaide S. Co.'s	Irregularly during the cattle season	Fremantle, Derby, and Wyndham	
(iii.) TO AND FROM PORTS ON S. COAST			
(a) State Steamship Service ...	Weekly	Albany and Esperance	Subsidised by agreement dated 1st May, 1912, for three years. Amount of subsidy, £3,250.
(b)	Fortnightly	Albany & Israelite Bay	
(c)	Quarterly	Albany and Eucla	
9. <i>Tasmania—</i>			
(a) Union S.S. Co. and Huddart, Parker Proprietary	3 times a week	Melb'rne & Launceston	Subsidised by agreement dated 1st October, 1912, for two years. Amount of subsidy, £13,000.
(b) Do. do. do. ...	Twice a wk.	.. Burnie	
(c) Do. do. do. ...	Weekly	Sydney, Hobart, and Wellington	Poundage rates.
(d) Union Steamship Co. ...	Fortnightly	Sydney, Eden, Launceston, and Devonport	.. ..
(e) New Zealand mail services, see above New Zealand, 3 (a) & (b)	Twice a wk.	Sydney, Melb'rne, Hobart, Bluff, Dunedin, Christchurch, Wellington and Auckland	.. ..
(f) To and from ports in Western districts	Weekly	Hobart and Strahan	.. ..
(g) Ellerker and Co. ...	..	Melbourne, Burnie, etc.	Subsidised by agreement dated 1st January, 1913, for three years. Amount of subsidy £255 per annum.
(h) Huon Channel and Peninsula Steamship Co. Ltd.	Twice a wk.	Hobart and Tasman Peninsula Ports	
(i) Holyman and Sons Ltd. ...	..	Hobart & Maria Island	Subsidised by agreement dated 1st January, 1913, for three years. Amount of subsidy £25 per annum
(j)	Thrice weekly	Launceston and Furneaux group of Islands	
(k) Stephenson & Gunn ...	..	Launceston and King Island	Subsidised by agreement dated 1st January, 1913, for one year. Amount of subsidy £300 per annum.
10. <i>To and from Northern Territory—</i>			
(i.) NORTHERN TERRITORY—			
(a) The Eastern and Ausn., and the China Navigation Co.'s	Irregularly	(To and from Adelaide, Melb'rne, and Sydney, via North Queensland ports, extending to China and Japan	Poundage rates.
(b) Burns, Philp and Co. ...	Monthly	Melbourne to Darwin, via North Queensland ports en route to Java	Postal Union rates.
(c) Royal Dutch Packet S.N. Co.	Every two months	Darwin and Boroloola, calling half-yearly at Roper River	Poundage rates
(d) Jolly and Co. ...	Four times a year	Darwin and Wyndham	Subsidised by agreement till 30th June, 1913. Amount of subsidy, (d) £1540; (e) £150 per voyage.
(e)	Every eight weeks	Fremantle and Darwin	
(f) State Steamship Service of Western Australia	Every two months		Subsidised by Western Australian Government.

SUMMARY OF MAIL SERVICES.—(Continued.)

Description of Service.	Frequency of Service.	Ports between which Service is maintained.	Particulars regarding Subsidies.
<i>To Eastern Ports—</i>			
(a) Burns, Philp & Co. ...	Monthly	Sydney, Sourabaya, Samarang, Batavia, and Singapore	Subsidised by N.S.W. Govt. Mails at poundage rates.
(b) China Navigation, Eastern & Ausn., and Burns, Philp Co.'s	About three times a month	Sydney, to Hong Kong, Manila, etc., via North Queensland ports	Poundage rates.
(c) Norddeutscher Lloyd ...	Monthly	Via Germ'n New Guinea, Bismarck Archipelago, and Hongkong	Postal Union rates.
(d) Nippon Yusen Kaisha ...	"	Sydney to Manila, China, and Japan, via N. Queensland ports	" "
(e) Royal Dutch Packet S. N. Co.	Monthly	Melbourne to Java, via Sydney and Queensland ports.	Poundage rates.
(f) Various other steamers ...	About monthly	Sydney or Newcastle and ports in Borneo, Java, Sumatra, and Malay Peninsula	" "
(g) W.A.S.N. Co. & Ocean S.S. Co.	Fortnightly	W.A. Ports, Java, and Singapore	" "
12. <i>South Africa—</i> White Star, Lund's, and other Companies	Irregularly	Various ...	" "
13. <i>North America—</i>			
(a) Weir line ...	"	Sydney, San Francisco, and Vancouver	Poundage rates.
(b) Various steamers ...	"	Sydney or Newcastle to San Francisco	" "
(c) Various steamers ...	"	Sydney to Guaymas (Mexico)	" "
(d) Union S.S. Co. ...	13 voyages yearly	Syd., Wellington, Tahiti and San Francisco	" "
(e) " " ...	Every four weeks	Sydney, Auckland, Fiji and Vancouver	" "
14. <i>South America—</i> Various steamers ...	About weekly	Sydney or Newcastle via N. Zealand to ports in Chile, Brazil, Peru, Uruguay, and Argentine.	Poundage rates.
15. <i>Pacific Islands—</i>			
(a) Burns, Philp and Co. ...	Monthly	Sydney to Lord Howe & Norfolk Islands, N. Hebrides	Subsidised by Commonwealth at £19,850 per annum.
(b) " " ...	Every two months	Sydney to Gilbert and Marshall Islands	
(c) " " ...	Every six weeks	Papua	
(d) " " ...	"	Solomon Islands	
(e) Royal Dutch Packet S. N. Co.	Monthly	Melbourne to Papua via Sydney and Queensland ports	Poundage rates.
(f) German S.S. Co. ...	Every 4 months	... ..	Subsidised by German Gov.
16. <i>Noumea—</i>			
(a) Messageries Maritimes ...	Fortnightly	Sydney and Noumea and to Vila (New Hebrides) once a month	Postal Union rates.
(b) Other steamers ...	About fortnightly	Sydney and Noumea	Poundage rates.
17. <i>Fiji—</i>			
(a) Union S.S. Co. ...	Monthly	Sydney and Suva	" "
(b) " " ...	"	Sydney, Auckland, Suva, Tonga, and Samoa	" "
18. <i>Fiji and Noumea—</i> Burns, Philp and Co. ...	"	Sydney and Suva	" "
19. <i>Ocean and Pleasant Islands—</i> Various steamships ...	"	Sydney, Ocean and Pleasant Islands	" "

10. **Amount of Mail Subsidies Paid.**—The following table shews the amounts of subsidies for ocean and coastal mail services as existing on 31st December, 1912, which are paid by the Commonwealth Postal Department.

MAIL SUBSIDIES.—OCEAN AND COASTAL SUBSIDIES, 1912.

Service...	Orient Pacific.	Qu'ensland Ports.	South Australian Ports.	Western Australian Ports.	Tasmanian Ports.
Annual Subsidy ...	£ 170,000	£ 24,450	£ 5,548	£ 8,750	£ 13,830

During the year 1911 the amount paid by the Commonwealth for conveyance of mails at poundage rates by non-contract vessels was £27,100; by road services, £323,872; and by railway services, £311,874.

11. **Average and Fastest Time of Mails to and from London.**—Great progress has been made in regard to the means of postal communication with the United Kingdom and the continents of Europe and America. In 1857 there was an unsatisfactory ocean mail service, which nominally brought monthly mails, with news nearly sixty days old; at the present time, though but fifty years have elapsed, there are four lines of modern ocean steamships, which bring the mails in about twenty-nine days to Adelaide, in addition to services by way of New Zealand, *via* San Francisco and Vancouver. After leaving Fremantle, where the Western Australian mails are landed, the outward mail steamers *via* the Suez Canal all call at Adelaide, where the remaining mails are landed and conveyed to their ultimate destination by rail. The subjoined table shews the average and the fastest times occupied in the conveyance of mails from London to Adelaide and *vice versa* during the year 1911:—

AVERAGE AND FASTEST TIME OCCUPIED IN CONVEYANCE OF MAILS VIA SUEZ CANAL BETWEEN LONDON AND ADELAIDE, AND VICE VERSA, DURING 1911.

Service.	London to Adelaide.				Adelaide to London.			
	Average Time.		Fastest Time.		Average Time.		Fastest Time.	
	Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.
Peninsular and Oriental S.N. Co., <i>via</i> Brindisi and Colombo ...	28	4½	27	23	29	16	29	7
Orient Pacific S. N. Co., <i>via</i> Naples and Suez ...	28	5	28	1	30	12	30	2
*Messageries Maritimes, <i>via</i> Mar- seilles ...	...	...	...	...	34	1	32	2
*Norddeutscher Lloyd, <i>via</i> Genoa	...	...	...	...	32	21	31	14

* No mails were received from London by the Messageries Maritimes or by the Norddeutscher Lloyd services.

The journey by rail from Adelaide, where the mails for the eastern States are landed, to Melbourne takes 17½ hours; from Adelaide to Sydney, 42 hours, including a stop of about seven hours at Melbourne; while the through journey from Adelaide to Brisbane takes just over three days. The journey from Melbourne to Hobart occupies about 29 hours, *via* Launceston, and about 32 hours direct.

The average time occupied in the conveyance of mails from London to Sydney *via* Vancouver is a little over 37 days, and from Sydney to London by the same route nearly 35. A table shewing the average and fastest times of this service was given in previous issues (see Year Book No. 5, p. 766), but the discontinuance of the contract with the company operating between Australia and Vancouver renders the table no longer desirable.

12. **Money Orders and Postal Notes.**—The issue of money orders and postal notes in the Commonwealth is regulated by sections 74 to 79 of the Post and Telegraph Act 1901. A money order, which may be issued for payment either within the Commonwealth or abroad, may not be granted for a larger sum than £20, nor a postal note, which is payable only within the Commonwealth, for a larger sum than twenty shillings. Money orders are sent direct from the Commonwealth to the United Kingdom, and to most of the British colonies and possessions; to the German Empire and German colonies; to Italy; and to the United States of America. Money orders, payable in Japan and China, are sent *via* Hong Kong; orders payable in all other countries are sent through the General Post Office in London, where new orders are issued and forwarded to the addresses of the payees, less threepence for every £5, or part thereof. In order that the full amount of the original order may be forwarded to the payee, this extra commission must be paid by the remitter.

(i.) *Value of Orders Issued and Paid and of Notes Sold.*—The following table shews the total value of money orders issued and paid, and of postal notes sold in each State and in the Commonwealth during the year 1911, together with the total amount of commission on money orders and poundage on postal notes received by the Postal Department:—

VALUE OF MONEY ORDERS ISSUED AND PAID AND OF POSTAL NOTES SOLD, TOGETHER WITH THE TOTAL AMOUNTS OF COMMISSION AND POUNDAGE RECEIVED IN EACH STATE DURING 1911.

State.	Value of Money Orders Issued.	Value of Money Orders Paid.	Net Money Order Commission Received.	Value of Postal Notes Sold.	Poundage Received on Postal Notes
	£	£	£	£	£
New South Wales ...	2,819,183	2,949,264	21,677	1,194,025	23,389
Victoria ...	1,139,505	1,437,537	10,021	935,042	18,243
Queensland ...	937,710	752,958	9,888	310,328	5,993
South Australia ...	375,103	348,436	3,908	206,416	4,123
Western Australia ...	1,053,261	741,187	8,335	255,986	4,550
Tasmania ...	259,161	225,864	2,537	115,520	2,264
Commonwealth ...	6,583,923	6,455,246	56,366	3,017,317	58,567

(ii.) *Rates of Commission on Money Orders.* The rates of commission chargeable for the issue of money orders are as follows:—

RATES OF COMMISSION, MONEY ORDERS, 1912.

If Payable in—	For sums—								
	Not exceeding £2.	Exceeding £2, but not exceeding £5.	Exceeding £5, but not exceeding £7.	Exceeding £7, but not exceeding £10.	Exceeding £10, but not exceeding £12.	Exceeding £12, but not exceeding £15.	Exceeding £15, but not exceeding £17.	Exceeding £17, but not exceeding £20.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
The Commonwealth...	0 6	0 6	1 0	1 0	1 6	1 6	2 0	2 0	
New Zealand and Fiji	0 6	1 0	1 6	2 0	2 6	3 0	3 6	4 0	
Papua	0 9	0 9	1 6	1 6	2 3	2 3	3 0	3 0	
U. Kingdom & other countries	Sixpence for any amount up to £2 and 3d. for each additional £1 or fraction thereof.								

Remittances may also be made by telegraph to and from money order offices in the Commonwealth which are also telegraph or telephone offices, and to New Zealand.

The charge for a telegraph money order is the cost of the telegram of advice in addition to the ordinary commission. The remitter must also send a telegram to the payee advising the transmission of the money, which telegram must be produced by the payee when applying for payment.

(iii.) *Rates of Poundage on Postal Notes.* The values of the notes issued have been so arranged that any sum of shillings and sixpences up to £1 can be remitted by not more than two of these notes. Broken amounts not exceeding fivepence (but not fractions of a penny) may be added by affixing postage stamps. The poundage or commission charged on notes of different denominations is as follows :—

POUNDAGE RATES, POSTAL NOTES, 1912.

Denomination of Note ...	6d. to 1s. 6d.	2s. to 4s. 6d.	5s.	7s. 6d.	10s. to 20s.
Poundage charged ...	$\frac{1}{2}$ d.	1d.	1 $\frac{1}{2}$ d.	2d.	3d.

13. Number and Value of Money Orders and Postal Notes Issued and Paid.—The following table shews the total number and face value of money orders and postal notes issued and paid in the Commonwealth during 1901 and from 1907 to 1911 :—

NUMBER AND VALUE OF MONEY ORDERS AND POSTAL NOTES ISSUED AND PAID, 1901 and 1907-11.

Year.	Money Orders.				Postal Notes.			
	Issued.		Paid.		Issued.		Paid.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
	No. (,000).	£ (,000).	No. (,000).	£ (,000).	No. (,000).	£ (,000).	No. (,000).	£ (,000).
1901 ...	1,318	4,193	1,339	4,081	3,515	1,292	3,522	1,293
1907 ...	1,387	5,538	1,374	5,508	6,057	2,274	6,057	2,274
1908 ...	1,437	5,733	1,402	5,725	6,319	2,391	6,322	2,389
1909 ...	1,460	6,093	1,426	6,041	6,872	2,598	6,867	2,595
1910 ...	1,500	6,368	1,424	6,259	7,446	2,796	7,446	2,796
1911 ...	1,583	6,584	1,448	6,455	8,042	3,017	8,042	3,017

14. Classification of Money Orders Issued and Paid.—The following table shews the number and value of money orders issued in each State during the year 1911 and classified according to the country where payable :—

MONEY ORDERS ISSUED IN EACH STATE, CLASSIFIED ACCORDING TO COUNTRY WHERE PAYABLE, 1911.

State in which Issued.	Where Payable.				Total.
	In the Commonwealth.	In New Zealand.	In the United K'dom.	In Other Countries.	
NUMBER.					
New South Wales	541,265	11,498	75,384	12,260	640,357
Victoria ...	223,249	6,165	39,306	10,902	279,622
Queensland ...	204,141	2,075	34,229	6,552	246,997
South Australia ...	78,795	1,124	17,933	4,578	102,430
Western Australia	192,170	1,332	35,005	5,124	233,631
Tasmania ...	71,380	1,934	5,589	1,212	80,115
Commonwealth	1,311,000	24,128	207,396	40,628	1,583,152

MONEY ORDERS ISSUED IN EACH STATE, Etc.—(Continued).

State in which Issued.	Where Payable.				Total.
	In the Commonwealth.	In New Zealand.	In the United Kingdom.	In Other Countries.	
VALUE.					
	£	£	£	£	£
New South Wales	2,579,819	33,879	164,449	41,036	2,819,183
Victoria ...	1,014,491	19,526	78,285	27,203	1,139,505
Queensland ...	813,414	7,116	77,665	39,515	937,710
South Australia ...	320,054	3,440	35,422	16,187	375,103
Western Australia	921,619	6,177	81,982	43,483	1,053,261
Tasmania ...	240,191	7,055	9,494	2,421	259,161
Commonwealth	5,889,588	77,193	447,297	169,845	6,583,923

The following table shews the number and value of money orders paid in each State during the year 1911, and classified according to the country where issued :—

MONEY ORDERS PAID IN EACH STATE, CLASSIFIED ACCORDING TO THE COUNTRY OF ISSUE, 1911.

State in which paid.	Where Issued.				Total.
	In the Commonwealth.	In New Zealand.	In the United K'dom.	In Other Countries.	
NUMBER.					
New South Wales	541,493	34,672	19,310	13,312	608,787
Victoria ...	292,538	24,241	12,934	8,671	338,384
Queensland ...	175,072	2,734	7,533	3,012	188,351
South Australia ...	77,801	1,660	3,237	1,313	84,011
Western Australia	150,393	1,936	5,986	1,174	159,489
Tasmania ...	58,290	6,219	2,066	2,116	68,691
Commonwealth	1,295,587	71,462	51,066	29,598	1,447,713

VALUE.

	£	£	£	£	£
New South Wales	2,721,479	95,869	75,148	56,768	2,949,264
Victoria... ...	1,298,664	61,959	43,705	33,209	1,437,537
Queensland ...	700,314	9,954	29,931	12,759	752,958
South Australia ...	327,537	4,938	11,046	4,915	348,436
Western Australia	707,359	5,205	23,679	4,944	741,187
Tasmania ...	200,994	14,425	5,387	5,058	225,864
Commonwealth	5,956,347	192,350	188,896	117,653	6,455,246

In the above tables money orders payable or issued in foreign countries, which have been sent from or to the Commonwealth through the General Post Office at London, are included in those payable or issued in the United Kingdom.

15. Classification of Postal Notes Paid.—The subjoined table shews the number and value of postal notes paid during the year 1911 in each State and in the Commonwealth, classified according to the State in which they were issued.

Particulars regarding the total number and value of postal notes issued and paid during previous years since the inauguration of the Commonwealth have already been given in paragraph 13 hereof.

**NUMBER AND VALUE OF POSTAL NOTES PAID, CLASSIFIED ACCORDING TO
STATE OF ISSUE, 1911.**

State in which Paid.	Postal Notes Issued in—						
	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
NUMBER.							
New South Wales	2,586,323	110,425	127,682	38,776	23,234	21,910	2,908,350
Victoria ...	179,584	2,061,221	34,071	60,149	45,763	53,462	2,434,250
Queensland ...	44,849	10,640	623,371	2,261	1,610	920	683,651
South Australia ...	34,695	23,249	1,958	426,255	14,080	1,140	501,377
Western Australia	6,021	11,196	993	5,187	450,256	692	474,345
Tasmania ...	388,113	336,190	26,345	44,473	8,549	236,261	1,039,931
Commonwealth	3,239,585	2,552,921	814,420	577,101	543,492	314,385	8,041,904

VALUE.

	£	£	£	£	£	£	£
New South Wales	977,451	46,234	50,010	14,268	10,980	7,621	1,106,564
Victoria ...	77,109	770,741	12,741	24,537	24,999	21,077	931,204
Queensland ...	19,507	4,739	236,501	960	910	387	263,004
South Australia ...	17,052	10,239	888	149,481	8,106	499	186,265
Western Australia	2,744	5,333	480	2,531	206,909	252	218,249
Tasmania ...	100,162	97,755	9,709	14,639	4,078	85,684	312,027
Commonwealth	1,194,025	935,041	310,329	206,416	255,982	115,520	3,017,313

16. The Value Payable Post. This is a system under which the Postal Department undertakes to deliver registered articles sent by parcel post within the Commonwealth, and to recover from the addressee on delivery a specified sum of money fixed by the sender, and to remit the sum to the sender by money order, for which the usual commission is charged. The object of the system is to meet the requirements of persons who wish to pay at the time of receipt for articles sent to them, and also to meet the requirements of traders and others who do not wish their goods to be delivered except on payment. In addition to the ordinary postage, commission on the value of the articles transmitted at the rate of twopence on sums not exceeding ten shillings, and one penny

for each additional five shillings or part thereof, must be prepaid by postage stamps affixed to the articles distinct from the postage and marked "commission." The registration fee (threepence) and the proper postage must also be prepaid. If the addressee refuse delivery, the parcel is returned to the sender free of charge. Any article that can be sent by parcel post may be transmitted as a value-payable parcel. Letters may also be sent as value-payable parcels, if prepaid at the letter rate of postage and handed to the parcels clerk in the same manner as in the case of parcels. The subjoined statement gives particulars of the number and value of parcels sent through the Value Payable Post in each State during the years 1907 to 1911. From these figures it will be seen that the business in Queensland is greatly in excess of the combined transactions of all the other States, owing to the fact that the system has been established in that State for some years, but was only extended to the whole Commonwealth with the advent of Federal control of the post office. Western Australia is the only other State to make use of this system to any extent, the business transacted by that State and Queensland amounting to 84 per cent. of the total for the Commonwealth.

VALUE PAYABLE PARCELS POST.—NUMBER POSTED, VALUE COLLECTED, AND REVENUE, 1907 to 1911.

	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tasmania.	C'wealth.
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NUMBER OF PARCELS POSTED.

	No.	No.	No.	No.	No.	No.	No.
1907 ...	4,814	617	27,729	42	9,236	72	42,510
1908 ...	6,400	856	26,865	125	13,093	62	47,401
1909 ...	7,585	1,051	31,765	149	19,250	42	59,842
1910 ...	7,901	894	34,917	214	21,940	110	65,976
1911 ...	9,198	1,142	37,803	195	21,391	66	69,795

VALUE COLLECTED.

	£	£	£	£	£	£	£
1907 ...	7,763	1,075	36,876	76	15,782	83	61,655
1908 ...	11,755	1,342	36,924	236	21,331	132	71,720
1909 ...	10,926	1,697	39,351	234	30,712	93	83,013
1910 ...	14,736	1,656	43,478	288	34,697	344	95,199
1911 ...	15,314	2,312	52,628	413	35,659	165	106,491

REVENUE, INCLUDING POSTAGE, COMMISSION ON VALUE, REGISTRATION AND MONEY ORDER COMMISSION.

	£	£	£	£	£	£	£
1907 ...	702	96	3,954	5	1,333	7	6,097
1908 ...	985	135	3,713	18	1,869	9	6,729
1909 ...	937	164	4,112	22	2,603	6	7,844
1910 ...	1,201	162	4,634	19	3,178	18	9,212
1911 ...	1,087	225	5,241	28	2,943	9	9,533

17. Transactions of the Dead Letter Office.—Under sections 45 to 53 of the Post and Telegraph Act 1901 the Postmaster-General may cause all unclaimed and undelivered postal articles originally posted within the Commonwealth which have been returned from the place to which they were forwarded to be treated as unclaimed

articles and opened. Every unclaimed letter and postal article must be kept for the prescribed period at the office to which it has been transmitted for delivery, and must then be sent to the General Post Office. Letters and packets originally posted elsewhere than in the Commonwealth are returned to the proper authorities in the country in which they were so posted, or, if originally posted in another State, are returned to the General Post Office of that State; but unclaimed or undelivered newspapers may be forthwith sold, destroyed, or used for any public purpose. Opened postal articles not containing anything of value are returned to the writer or sender if his name and address can be ascertained, but may otherwise be destroyed forthwith. As regards opened letters and packets containing valuable or saleable enclosures, a list and memorandum of the contents are kept, and a notice is sent to the person to whom the letter or packet is addressed if he be known, or otherwise to the writer or sender thereof if he be known. Upon application within three months of the date of such notice the letter or packet may be claimed by the addressee, or, failing him, by the writer or sender. If unclaimed within three months, the letter and contents may be destroyed or sold, and the proceeds paid into the consolidated revenue fund. The following table shows the total number of letters, postcards, and packets dealt with by the Dead Letter Offices in the Commonwealth during the year 1911, together with the number of inland, interstate, and international letters either returned to writers, delivered, etc., destroyed, or returned as unclaimed:—

TRANSACTIONS OF DEAD LETTER OFFICES IN THE COMMONWEALTH, 1911.

Particulars.	N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'with.
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LETTERS (,000 OMITTED).

Returned to writers, delivered, etc. ...	354	310	130	51	108	53	1,006
Destroyed in accordance with Act ...	105	59	16	15	10	7	212
Returned to other States or Countries as unclaimed	81	53	37	23	36	39	269
Total	540	422	183	89	154	99	1,487

POSTCARDS (,000 OMITTED).

Returned to writers, delivered, etc. ...	4	7	16	7	19	3	56
Destroyed in accordance with Act ...	48	7	5	7	4	3	74
Returned to other States or Countries as unclaimed	6	7	3	3	4	1	24
Total	58	21	24	17	27	7	154

PACKETS (,000 OMITTED).

Returned to writers, delivered, etc. ...	465	61	98	49	43	5	721
Destroyed in accordance with Act ...	27	319	23	46	5	...	420
Returned to other States or Countries as unclaimed	4	64	36	19	33	16	172
Total	496	444	157	114	81	21	1,313
Grand Total (letters, postcards, & packets)	1,094	887	364	220	262	127	2,954

18. **Post Offices and Receiving Offices and Employees.**—The following tables shew, as far as returns are available, the numbers of post and receiving offices and the corresponding numbers of employees in each State and in the Commonwealth at the end of the year 1901, and from 1907 to 1911 inclusive :—

NUMBER OF POST OFFICES AND RECEIVING OFFICES, 1901 and 1907-11.

State.	1901.		1907.		1908.		1909.		1910.		1911.	
	Post Offices.	Receiving Offices.	Post Offices.	Receiving Offices.	Post Offices.	Receiving Offices.	Post Offices.	Receiving Offices.	Post Offices.	Receiving Offices.	Post Offices.	Receiving Offices.
New South Wales	1,684	524	1,809	510	1,842	526	1,884	513	1,911	526	1,948	543
Victoria	1,637	18	1,656	670	1,633	713	1,642	728	1,655	765	1,720	824
Queensland*	411	823	480	909	499	896	522	856	558	822	576	786
South Australia	699	...	704	12	686	29	631	92	648	90	662	84
Western Australia	187	28	298	67	320	72	331	82	343	87	372	107
Tasmania†	376	...	375	31	378	36	377	40	391	38	386	47
Commonwealth	4,994	1,393	5,322	2,199	5,358	2,272	5,387	2,311	5,506	2,328	5,664	2,390

* For the year 1901 the number of receiving offices is included in post offices in the official returns, and separate figures here given are estimated. † The return for 1901 includes both post offices and receiving offices.

NUMBER OF EMPLOYEES AND NUMBER OF MAIL CONTRACTORS, 1901 and 1907-11.

State.	1901.		1907.		1908.		1909.		1910.		1911.	
	Employees.	Mail Contractors.	Employees.	Mail Contractors.	Employees.	Mail Contractors.	Employees.	Mail Contractors.	Employees.	Mail Contractors.	Employees.	Mail Contractors.
New South Wales	5,636	984	6,964	1,072	7,343	1,305	7,469	1,553	8,622	1,602	10,844	1,733
Victoria	3,962	890	5,744	758	5,989	776	6,285	804	7,043	848	8,533	866
Queensland*	2,616	—	3,021	640	3,073	550	3,146	589	3,247	720	4,455	747
South Australia†	1,945	—	1,767	261	1,871	237	1,896	259	1,905	268	2,296	361
Western Australia	1,303	140	1,579	208	1,670	206	1,736	234	1,894	233	2,621	251
Tasmania†	865	—	814	172	843	177	874	186	969	189	1,178	260
Commonwealth	16,327	2,014	19,889	3,111	20,789	3,251	21,406	3,625	23,680	3,860	29,929	4,218

* Country postmasters and receiving officers included in employees. † Non-official postmasters are included in employees. ‡ The return for 1901 includes all persons in the pay of the Postal Department.

19. **Postal Routes.**—The following table shews the length of postal routes and the number of miles travelled by mail conveyances during the year 1911 :—

POSTAL ROUTES, 1911.

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tasmania.	C'wealth.
MILES OF ROUTE.							
Railway	3,725	3,388	4,264	2,225	2,376	655	16,633
Water	2,928	57	2,267	9,179	2,951	911	18,293
Other	37,102	11,730	27,916	8,668	10,336	2,077	97,829
Total...	43,755	15,175	34,447	20,072	15,663	3,643	132,755

POSTAL ROUTES, 1911—Continued.

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tasmania.	C'wealth.
MILES TRAVELLED BY MAIL CONVEYANCES (,000 omitted.)							
Railway ...	5,475	4,339	3,602	1,781	1,524	820	17,541
Water ...	577	22	180	297	155	210	1,441
Other ...	9,439	3,841	5,072	1,607	881	885	21,725
Total ...	15,491	8,202	8,854	3,685	2,560	1,915	40,707

20. **Gross Revenue of Postal Department.**—The following table shows the gross revenue of the Postal Department for the years ended 30th June, 1901 and 1907 to 1912 inclusive, under three heads, viz., the Postal, the Telegraph, and the Telephone branches. In the Postal branch is included the revenue derived from money-order commissions, poundage on postal notes, private boxes and bags, and miscellaneous sources. The introduction of penny postage throughout the Commonwealth is responsible for an estimated loss to the Department of approximately £470,000 for the year 1911-12.

GROSS REVENUE OF POSTAL DEPARTMENT, 1901 and 1907-12.

Year ended 30th June.	Postal Branch.	Telegraph Branch.	Telephone Branch.	Total.
	£	£	£	£
1901* ...	516,181	224,484†	†	740,665
1907 ...	2,125,365	614,983	388,226	3,128,574
1908 ...	2,239,874	649,481	410,741	3,300,096
1909 ...	2,325,326	642,548	441,551	3,409,425
1910 ...	2,541,080	681,038	509,623	3,731,741
1911 ...	2,646,730	740,428	518,857	3,906,015
1912 ...	2,382,967	781,101	752,531	3,916,599

* Period from 1st March to 30th June, 1901. † Including telephone revenue. ‡ Included in telegraph revenue.

The following table gives an analysis of the gross earnings of the Postal Department in each State and in the Commonwealth during the year ended 30th June, 1912:—

ANALYSIS OF GROSS REVENUE OF POSTAL DEPARTMENT, 1911-12.

Particulars.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	C'with.
	£	£	£	£	£	£	£
Postage ...	815,501	602,994	282,712	178,181	134,976	81,800	2,066,164
Telegraphs ...	262,611	152,997	140,571	111,371	90,841	22,710	781,101
Telephones ...	305,199	216,491	96,054	60,526	51,714	22,547	752,531
Money order commission ...	48,490	23,785	16,421	8,352	13,780	5,237	121,065
Poundage on postal notes ...	9,154	4,720	4,788	2,234	1,890	1,002	23,788
Private boxes and bags ...	45,631	33,755	23,377	19,969	13,629	5,589	141,950
Miscellaneous ...							
Total ...	1,486,586	1,039,742	563,923	380,633	306,830	138,885	3,916,599

21. **Expenditure in respect of the Postal Departments.**—The subjoined table shows the total expenditure in respect of the Postal Department in the Commonwealth for each of the years ended 30th June, 1902 and 1907 to 1912 inclusive. The figures given include certain items of expenditure, such as rent, repairs and maintenance of buildings, fittings and furniture, sanitation, water supply, new buildings and additions, which are under the control of the Department of Home Affairs, and interest on transferred properties.

TOTAL EXPENDITURE IN RESPECT OF POSTAL DEPARTMENT, 1901-2 and 1907-12.

Year.	1902-3.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Expenditure ...	£ 2,568,846	2,966,099	3,345,841	3,611,678	3,786,756	4,343,231	5,345,803

The following table shews the distribution of expenditure on various items in each State during the year ended 30th June, 1912 :—

DISTRIBUTION OF EXPENDITURE OF POSTAL DEPARTMENTS, 1911-12.

Particulars.	Central Office.	N.S.W.	Vic.	Q'land.	S. Aust.	W. Aust.	Tas.	O'wlth.
	£	£	£	£	£	£	£	£
Salaries and Contingencies ...	13,734	732,033	493,797	231,826	173,383	186,566	63,446	1,894,785
Conveyance of mails ...	...	276,726	136,299	161,864	75,002	67,543	41,530	758,964
Contingencies ...	4,793	344,406	240,479	170,096	79,350	106,237	41,471	986,832
Cables ...	20,092	...	...	...	...	...	...	20,092
Ocean mails ...	170,000	...	...	...	...	...	...	170,000
Vancouver mails ...	6,145	...	...	...	...	...	...	6,145
Miscellaneous ...	513	875	616	1,458	303	2,024	287	6,076
Pensions & Retiring Allowances ...	...	15,548	15,578	2,647	...	3,121	...	36,894
Rent, Repairs, Maintenance ...	1,254	32,182	19,922	6,717	5,392	5,148	1,908	73,523
Supervision of Works ...	...	4,274	658	983	1,284	1,146	85	8,430
Proport'n of Audit Office exa. ...	...	1,061	864	394	267	186	122	2,894
Unforeseen expenditure ...	58	105	199	48	15	44	40	509
New Works—								
Telegraph and Telephone ...	...	269,402	320,874	123,433	58,125	72,708	19,065	863,607
New Buildings, etc. ...	...	47,693	15,661	7,227	14,731	18,254	1,167	104,733
Interest at 3 per cent. for 2 years on transferred properties ...	...	140,266	79,741	55,454	50,343	29,947	12,894	368,645
Purchase of Sites* ...	44,674	...	...	...	...	...	...	44,674
Total ...	261,263	1,864,571	1,324,688	762,147	458,195	492,924	182,015	5,345,803

* Particulars of apportionment to each State not yet available.

22. Royal Commission on Postal Services.—On 22nd June, 1908, a Royal Commission was appointed to report upon the Postal, Telegraphic, and Telephonic Services of the Commonwealth, and more particularly in relation to the following matters :—(a) Management; (b) Finance; (c) Organisation, including discipline; (d) Extensions in country districts, and particularly in remote or sparsely-populated parts of the Commonwealth; and (e) Complaints in relation to the services. The inquiry was commenced in July, 1908, and occupied 228 sittings. The Commissioners visited every State and took evidence at each State capital and also at Fremantle, Kalgoorlie, and Launceston. In addition, personal visits of inspection were made to all the General Post Office buildings and many branch telephone exchanges and suburban post-offices of Sydney and Melbourne. The number of witnesses examined by the Commissioners was 190, including representatives of public and commercial institutions, experts, and prominent members of the Commonwealth Public Service. Recommendations numbering 175 were made by the Commission in a report laid before Parliament on 30th September, 1910. These refer to a great variety of subjects and matters, but owing to exigencies of space particulars in regard thereto cannot be given in this publication.

§ 2. Telegraphs.

1. First Lines Constructed.—The electric telegraph was first introduced into Australia for use by the public in the year 1854, when a line from Melbourne to Williamstown was opened. The first line in South Australia, from Adelaide to Port Adelaide, was opened in 1856, while the first line in New South Wales was brought into operation in 1858, when the line from Sydney to Liverpool, twenty-two miles in length, was opened. In Tasmania the first telegraphic line was completed in 1857, while in the following year communication was established between Sydney, Melbourne, and Adelaide. The first line to be constructed in Queensland was that between Brisbane and Rockhampton,

a distance of 396 miles, which was opened in 1864. In Western Australia the first telegraph constructed was from Perth to Fremantle, a distance of twelve miles, which was brought into use in 1869, and in the same year the cable joining Tasmania with the continent of Australia was completed.

2. Development of Services.—During the period from 1871 to 1881 great progress was made throughout Australia in the way of telegraphic construction, over 14,000 miles of line, exclusive of railway telegraph lines, being opened for use during the period mentioned, making the total length of the line open at the end of the year 1881, 25,470 miles. In the case of South Australia this increase was to a large extent due to the construction of the transcontinental lines (a) from Adelaide to Darwin (a distance of 2230 miles), which was completed on the 22nd August, 1872, at a cost of nearly half a million sterling, and (b) from Port Augusta to Port Lincoln, and thence along the coast of the Great Australian Bight as far as Eucla, on the Western Australian border. In Queensland there was a large increase resulting from the construction of the line to Normanton, on the Gulf of Carpentaria, while in Western Australia the line from Perth to Albany was extended as far as Eucla on the 9th December, 1877, thus establishing telegraphic communication between the six capital towns, Brisbane, Sydney, Melbourne, Adelaide, Perth, and Hobart. At the present time the systems of telegraph lines throughout Australia are well developed. The longest line extends from Thursday Island, in Torres Straits, by submarine cable to Paterson, on the mainland of Cape York Peninsula; from Paterson the line runs in a southerly direction as far as Brisbane, where it joins the main interstate line to Sydney, Melbourne, and Adelaide; from Adelaide it runs to Port Augusta, then on to Port Lincoln, on Eyre's Peninsula, and thence to Eucla, on the Western Australia boundary; from Eucla the line extends along the coast of the Great Australian Bight to Albany, and thence it runs adjacent to the west coast of Western Australia as far as Onslow, *via* Perth, Geraldton, and Carnarvon. From Onslow connection extends to Broome, in Roebuck Bay, from which place communication is made to Singapore by the Eastern Extension Company's cable. From Roebuck Bay the line crosses the Kimberley district in an easterly direction, and then runs north as far as the terminus at Wyndham. In Queensland a line runs to Burketown, near the coast of the Gulf of Carpentaria, *via* Normanton; another line extends to Cloncurry and Urandangi, in the extreme west of the State. Branch lines extend to all important coastal and inland towns, while considerable networks of lines converge from the country districts towards the centres of population. From Adelaide the transcontinental line, referred to above, runs in a northerly direction to Darwin, from which place communication is provided with Europe by submarine cable by way of Batavia, Singapore, and Madras. In Western Australia a line runs from Eucla to the Coolgardie goldfields *via* Balladonia and Dundas, and from Coolgardie communication is provided with Perth and with Sir Samuel, in the East Murchison district.

3. Number of Telegraph Offices and Length of Lines and Wire Open.—The following table shews the number of telegraph offices and the length of telegraphic lines and of telegraph wire, exclusive of railway telegraphs, available for use in the Commonwealth at the end of the year 1901, and from 1907 to 1911 inclusive:—

NUMBER OF TELEGRAPH OFFICES, LENGTH OF LINE AND WIRE, AVAILABLE FOR USE, 1901 and 1907-11.

Particulars.			1901.	1907.	1908.	1909.	1910.	1911.
No. of Offices	...	No.	2,567	3,211	3,445	3,597	3,883	4,041
Length of Line	...	miles*	41,951	43,384	43,455	43,849	43,657	44,013
„ Wire	...	„ †	101,708	85,173	90,646	92,909	96,825	97,053

* Including telephone and railway telegraph lines in New South Wales, up to and including 1908, and including railway telegraph lines in South Australia up to and including 1905. † Including telephone and railway telegraph wires in New South Wales up to and including 1906, and including railway telegraph wires in South Australia up to and including 1905.

The following table gives corresponding particulars for each State for the year 1911. The figures are exclusive of railway telegraphs:—

NUMBER OF TELEGRAPH OFFICES, LENGTH OF LINE AND WIRE IN EACH STATE, 1911.

Particulars.		N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wlth.
No. of Offices	No.	1,406	987	639	390	353	266	4,041
Length of Line	miles	15,057	4,055	10,568	5,713	6,914	1,706	44,013
„ Wire	„	31,123	12,420	23,525	14,149	12,229	3,607	97,053

4. Revenue and Expenditure.—Particulars as to the revenue from the telegraph systems for the years 1901 and 1907-12 are given on page 765, while particulars as to the expenditure on telegraph works for the year 1910-11 are given on page 766.

5. Number of Telegrams Despatched.—The following table shews the total number of telegrams despatched in the Commonwealth in 1901 and in each of the years 1907 to 1911 inclusive:—

NUMBER OF TELEGRAMS DESPATCHED, (,000 OMITTED), 1901 and 1907-11.

Year	...	...	...	1901.	1907.	1908.	1909.	1910.	1911.
Number*	...	...	...	8,003	10,893	11,324	11,345	12,238	12,821

* Including interstate cablegrams.

The following table shews the number of telegrams despatched in each State in 1911 for delivery in that State, and the number despatched in each State for delivery in other States, and also the total number of telegrams—exclusive of cablegrams—despatched in each State:—

NUMBER OF TELEGRAMS DESPATCHED IN EACH STATE, 1911 (,000 OMITTED).

State, etc.	...	...	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'wealth.
Inland (counted once)			3,420	2,018	1,772	898	1,432	240	9,780
Interstate*	...		894	791	464	396	350	146	3,041
Total	...	...	4,314	2,809	2,236	1,294	1,782	386	12,821

* Including interstate cablegrams.

6. Rates for Transmission of Telegrams.—The present rates for the transmission of telegrams within the Commonwealth were fixed by section 7 of the Post and Telegraph Rates Act 1902, and came into force on the 1st November, 1902. Under this Act charges are made for telegrams according to whether they are “ordinary” or “press” telegrams. “Press” telegrams are defined to mean those the text of which consists of political, commercial, etc., information, and of news intended for publication in a newspaper. The telegram must be sent by an authorised correspondent, and must be addressed to a registered newspaper or recognised news agency. The subjoined tables shew the scales of charges:—

SCALE OF CHARGES FOR ORDINARY TELEGRAMS, 1912.

Particulars.	Town and Suburban, within Prescribed Limits, or within 15 Miles from the Sending Station.	Other Places within the State, except Town and Suburban.	Interstate.
	s. d.	s. d.	s. d.
Including address and signature—			
Not exceeding 16 words ...	0 6	0 9	1 0
Each additional word ...	0 1	0 1	0 1

Double the foregoing rates are imposed for the transmission of telegrams on Sunday, Christmas Day, and Good Friday, and between the hours of 8 p.m. and 9 a.m., and for telegrams sent on "urgent" forms.

SCALE OF CHARGES FOR PRESS TELEGRAMS, 1912.

Particulars.	Within any State.	Interstate.	Relating to Parlia- mentary, Executive, Departmental, and other Common- wealth Proceedings as may be prescribed.
	s. d.	s. d.	s. d.
Not exceeding 25 words ...	0 6	1 0	...
From 26 to 50 words ...	0 9	1 6	...
From 51 to 100 words ...	1 6	3 0	...
Every additional 50 words ...	0 6	1 0	...
Within the Commonwealth.			
Not exceeding 25 words ...	...	...	1 0
From 26 to 100 words ...	...	...	1 6
Every additional 50 words ...	...	...	0 6

7. **Wireless Telegraphy.**—Under the Wireless Telegraphy Act 1905 the Postmaster-General is given the exclusive privilege of establishing and using stations and appliances for receiving and transmitting messages by wireless telegraphy within Australia. While he is empowered to grant licenses to establish and use stations and appliances for wireless telegraphy, the only licenses so far issued have been for experimental work. The Act does not apply to ships belonging to the King's Navy. Viewing the insular position of Australia, it was evident that, for an effective system of radio-telegraphic communication to be given, not only must the service offered be continuous, but the distances separating the stations must to a great extent be governed by the normal working range of the vessels with which communication would have to be established. With this object in view, up to the end of 1912 approval was given by the Commonwealth Government for the construction and erection of nineteen stations at or near the following localities:—Port Moresby, Thursday Island, Cooktown, Townsville, Rockhampton, Brisbane, Sydney, Gabo Island, Melbourne, Hobart, Mount Gambier, Adelaide, Esperance, Perth, Geraldton, Broome, Roeburne, Wyndham, and Darwin. In February, 1912, the first official wireless station was opened at Melbourne, and since then stations have been opened for the transaction of public business at Perth, Adelaide, Sydney, Brisbane, Hobart, Mount Gambier, Thursday Island, Port Moresby, Rockhampton, Geraldton, and Esperance; while the stations at the other localities named will probably be completed by the end of June, 1913. It is intended eventually to increase the number of stations to thirty-two. To complete the external scheme of radio-telegraphic communication, and so form the Australian unit of the Imperial

scheme, high power stations were essential. The stations at Sydney and Perth are of this nature, the former city being capable of communication with New Zealand and the radio-telegraphic stations in the Pacific, and the latter with Cocos Island. A third high power station is in course of erection at Darwin, and will operate with Singapore and the Islands of the Pacific.

All the other stations are of a lower power, and constitute the internal scheme of inter and ship-to-shore communication. The working range by day—and under unfavourable conditions—of the low power stations is 400 miles; that of the high power stations being 1250 miles, though the installation in course of construction at Darwin will have a day range of over 2000 miles. Under more favourable conditions, however, messages can be transmitted over much greater distances, extending in the case of low power stations to over 1500 miles.

The ordinary ship-to-shore communication rates are 10d. per word, allocated as follows:—6d. for land station, and 4d. for the ship station charge, to which must be added the inland forwarding charge. Between Port Moresby and Thursday Island the rate is 2d. per word plus the inland forwarding rate.

In December, 1909, a conference of representatives of the Commonwealth, New Zealand, the High Commissioner for the Western Pacific, Fiji, the Admiralty, and the Pacific Cable Board was convened at Melbourne to report upon the establishment of wireless telegraphy in the Pacific. The chief recommendations of this Conference were:—(a) That high-power stations be established at Sydney, Doubtless Bay (New Zealand), Suva (Fiji), and Ocean Island, and (b) that medium-power stations be established at Tulagi (Solomon Islands), and Vila (New Hebrides). The total cost of construction of the scheme covered by these recommendations was £42,000, while the total annual cost was estimated at £13,820 for a continuous service, and £9970 for a restricted service. It was proposed to apportion the cost between Great Britain, New Zealand, Fiji, and Australia. These recommendations were adopted by the Commonwealth Government, but the British Government would not agree to the erection of high-power stations at Suva and Ocean Island. Up to the present no further concerted action has taken place, but radio-telegraphic stations have been erected at Suva, Vila and Tulagi, under the control of the High Commissioner of the Pacific, while the New Zealand Government has erected a high-power station at Awanui, in the North Island, and is also proceeding with the construction and erection of stations at the Bluff, Wellington, Gisborne, New Plymouth, and Christchurch.

§ 3. Submarine Cables.

1. First Cable Communication with the Old World.—As far back as 1857 the question of connecting Australia with the old world by means of submarine cables was brought forward in South Australia. No steps, however, were taken in the direction of constructing the cable until the year 1869, when various schemes were proposed. About this time the British Australian Telegraph Company was formed for the purpose of laying a cable to Australia without subsidy or guarantee. Communication had already been provided between London and Singapore *via* Bombay and Madras, and also through Java from Batavia to Banjoewangie. The proposal of the above company was to lay cables from Singapore to Batavia, and from Banjoewangie to Port Darwin, from which place connection would be made overland with the Queensland telegraph system at Normanton. It was, however, subsequently decided that the company's line should end at Port Darwin, the South Australian Government undertaking to construct an overland line from Port Augusta to Port Darwin, a distance of 1971 miles. In November, 1871, the submarine cable was completed, and communication was established between Port Darwin and London. On the 22nd August, 1872, the construction of the line from Port Darwin to Adelaide was accomplished at an expenditure of nearly £500,000. The cable from Port Darwin is now under the control of the Eastern Extension Telegraph Company.

2. The Tasmania-Victoria Cables.—In the meantime the cable joining Tasmania to the continent of Australia had been laid, and was open for use in 1869, the total length being 170 miles. The line was owned by the Eastern Extension Telegraph Company, and was subsidised by the Tasmanian Government until the year 1909. On the 28th February, 1908, the Postmaster-General entered into an agreement with Messrs. Siemens Brothers and Company Ltd., of London, for the manufacture and laying of two submarine cables between Tasmania and Victoria. The new cables were taken over on the 24th March, 1909, and opened to the public on the 1st May, 1909, the day following the expiration of the agreement with the Eastern Extension Company. Their aggregate length is approximately 350 nautical miles of main cable, and 20 nautical miles each of intermediate and shore-end cable, making a total of 390 nautical miles. The contract price was £52,447.

3. The Eastern Extension Company's Cables.—In addition to the first Victoria-Tasmania cable and the original cable from Port Darwin referred to above, the Eastern Extension Company has constructed several other cables connecting with various places in the Commonwealth. (a) In 1879 the original cable *via* Banjoewangie was duplicated, the States of New South Wales, Victoria, South Australia, Western Australia and Tasmania having agreed to pay the above company a subsidy of £32,400 per annum for a period of twenty years, the amount to be divided between the States on a population basis. (b) In 1881 a cable was constructed connecting Broome, in Roebuck Bay, W.A., with Banjoewangie; from Broome there is direct telegraphic communication with Perth, from which place communication is made with the Eastern States by the interstate line *via* Albany, Eucla, and Port Augusta. (c) In July, 1899, the company offered to lay a cable direct to Great Britain *via* the Cape of Good Hope, and also offered reductions in the rates charged, if the States would agree to certain conditions giving the company the right of direct dealing with the public. The States of South Australia, Western Australia and Tasmania accepted the terms offered, and New South Wales entered into the agreement in January, 1901. The cable was opened *via* Fremantle and Durban in October, 1901. (d) Another submarine cable from Fremantle to Adelaide forms an alternative line of communication between the eastern States and Western Australia. (e) There is an alternative route, partly belonging to the Eastern Extension Company and connecting the Port Darwin-Singapore cable with London, *via* Hong Kong, Shanghai, Possiet Bay (Pacific Russia), Libau (Russian Baltic), and Newbiggin (England). (f) In 1909 a cable was laid from Java to Cocos Island, thus affording another route from Australia to South Africa, whilst in April, 1911, a radio-telegraphic station was opened at Cocos Island, thus strengthening the line of communication between Australia and the East.

4. The Pacific Cable.—In July, 1898, a conference of representatives of Great Britain, Canada, New South Wales, Victoria, Queensland, South Australia and New Zealand was held for the purpose of considering a project for a cable to be laid across the Pacific Ocean, touching only British territory on its way from Australia to Canada, thus providing an "All Red" route, as it is termed, for a cable system between England and Australia. In the following year it was agreed at a meeting held by representatives of the countries interested that the cable should be laid and that Great Britain and Canada should each pay five-eighteenths of the cost, and the States of New South Wales, Victoria, Queensland, and the Dominion of New Zealand should each pay one-ninth. The construction and management of the cable were placed under the control of a Board composed of seven members—two each from Great Britain, Canada, and Australia, and one from New Zealand—called the Pacific Cable Board. The Australian shore-end of the cable was landed at Southport, Queensland, in March, 1902, and the cable was completed on the 31st October, 1902, and opened for traffic on the 7th December of the same year. There are cable-stations at Norfolk Island, Fiji, and Fanning Island, and a branch cable runs from Norfolk Island

to New Zealand. In 1910 the Board leased a wire from Bamfield, British Columbia, to Montreal, thus extending the Pacific cable system from Queensland to Montreal. The traffic is then carried across the Atlantic to the United Kingdom by the cables of the Anglo-American and Commercial Companies. The following table shows particulars of the revenue, expenditure, total loss, and the proportion of the loss payable by the Commonwealth for each financial year since the opening of the cable :—

**REVENUE, EXPENDITURE, AND LOSS ON WORKING OF PACIFIC CABLE,
1903 to 1911.**

Year ended the 31st March.	Revenue.	Expenditure (in- cluding Annuities and Renewal Fund).	Loss.	Commonwealth Proportion of Loss.
	£	£	£	£
1903 ...	...	...	90,518	30,172
1904 ...	80,118	167,869	87,751	30,514
1905 ...	87,446	163,296	75,850	29,250
1906 ...	91,952	164,508	72,556	25,290
1907 ...	113,516	167,439	53,923	24,221
1908 ...	110,160	172,523	62,363	18,336
1909 ...	113,093	173,981	60,888	20,797
1910 ...	111,724	171,312	59,588	20,307
1911 ...	138,678	186,888	48,210	19,863
1912 ...	159,150	199,649	40,499	16,070

* To 30th June in each year.

The total cost of construction to the 31st March, 1911, was £1,996,703, originally paid by Great Britain. The proportions of this cost payable by the other countries are to be paid off by 50 annual instalments. The total amount of the annuity paid to Great Britain during the year 1911-12 was £77,545, while the amount paid to the renewal fund was £32,350.

5. New Zealand Cables.—A submarine cable joining New Zealand to the Australian Continent was laid in 1876. The line is 1191 miles in length. The Australian shore-end of the cable is at Botany Bay, while the New Zealand terminus is at Wakapuaka, near Nelson, in the Middle Island, from which place another cable, 109 miles in length, is laid to Wanganui, in the North Island. For a period of ten years after its opening the cable was subsidised by the New South Wales and New Zealand Governments, the total contributions amounting to £10,000 a year. The branch from Norfolk Island to New Zealand of the Pacific cable was opened on the 23rd April, 1902. The length of this cable is 597 miles, the New Zealand terminus being at Doubtless Bay in the north of the North Island. During 1911 a scheme to lay a second cable between New Zealand and Australia (Auckland to Sydney) was adopted by the various Governments concerned, and the necessary machinery legislation was passed. The new cable will have the effect of shortening the distance between the two Dominions and will also improve the connection between Australia and Canada by reducing by two the number of transmitting stations.

6. The New Caledonian Cable.—In April, 1892, a French company, known as the Compagnie Française des Câbles Télégraphiques, entered into an agreement with the French, the New South Wales, and the Queensland Governments to lay down a submarine cable between New Caledonia and Queensland in return for guarantees by the French Government to the extent of £8000, and by the Governments of New South Wales and Queensland to the amount of £2000 each annually for a period of thirty years. The cable was opened for use in October, 1893, the Australian shore-end being at Bundaberg. The guarantees of the Governments of New South Wales and Queensland have now been transferred to the Commonwealth Government.

7. **Number of Cablegrams Received and Despatched.**—The subjoined table shows the number of cablegrams received and despatched in the Commonwealth from 1909 to 1911 :—

CABLEGRAMS RECEIVED AND DESPATCHED, COMMONWEALTH, 1909-11.

Particulars.	Cablegrams Received.			Cablegrams Despatched.			Total Cablegrams Received and Despatched.		
	1909.	1910.	1911.	1909.	1910.	1911.	1909.	1910.	1911.
Number...	221,442	241,723	256,912	231,701	254,666	271,540	453,143	496,389	528,452

The following table shows the total number of cablegrams received and despatched in each State during the year 1911. The figures given are exclusive of interstate cablegrams, which are classed as interstate telegrams (see § 2 hereof) :—

NUMBER OF CABLEGRAMS RECEIVED AND DESPATCHED IN EACH STATE, 1911.

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.*	C'wealth.
Number received ...	123,910	84,129	10,574	18,219	13,985	6,095	256,912
„ despatched...	129,809	86,264	13,318	17,217	18,548	6,384	271,540
Total ...	253,719	170,393	23,892	35,436	32,533	12,479	528,452

* Exclusive of interstate cablegrams, which are included with interstate telegrams (see § 2 ante).

8. **Lengths of Cable Routes.**—The following table gives the lengths of various cable routes :—

LENGTHS OF CABLE ROUTES.

Via Roebuck Bay.		Via Darwin.		Via South Africa.	
	Miles.		Miles.		Miles.
Perth to Roebuck Bay ...	1,485	Adelaide to Darwin ...	2,134	Perth to Mauritius ...	4,417
Roebuck Bay to Banjoewangie ...	970	Darwin to Banjoewangie ...	1,150	Mauritius to Durban ...	1,786
Banjoewangie to London ...	9,841	Banjoewangie to London ...	9,841	Durban to Cape Town ...	800
				Cape Town to Madeira ...	5,715
				Madeira to Penzance ...	1,341
				Penzance to London ...	260
Total ...	12,296	Total ...	13,125	Total ...	14,319

Via Vancouver.		Via Russia.	
	Miles.		Miles.
Southport (Queensland) to Norfolk Island ...	963	Sydney to Darwin ...	2,992
Norfolk Island to Suva (Fiji) ...	1,129	Darwin to Hong Kong ...	4,237
Suva to Fanning Island ...	2,351	Hong Kong to Possiet Bay ...	2,647
Fanning Island to Bamfield (Canada) ...	3,980	Possiet Bay to Libau ...	6,399
Across Canada ...	3,450	Libau to Newbiggin (England) ...	1,657
Canada to Ireland ...	2,450		
Total ...	14,323	Total ...	17,992

9. **Cable Rates.**—In 1872 the cable rate to England was nine guineas for twenty words, but when word rates were brought into general use in 1875, the rate between Great Britain and Australia was fixed at ten shillings and sixpence, subsequently altered to ten shillings and eightpence. In 1886 the Eastern Extension Telegraph Company reduced the rate to nine shillings and fourpence a word for ordinary messages, to seven shillings and a penny for Government messages, and to two shillings and eightpence a word for press messages. At a conference of the postal and telegraphic authorities held in March, 1891, the proposal to reduce the rates to four shillings a word for ordinary messages, three shillings and eightpence for Government, and one shilling and tenpence for press messages was agreed to, the States of New South Wales, Victoria, South Australia, Western Australia, and Tasmania undertaking to make good half the loss which the Eastern Company might suffer through such reductions. The States guaranteed to the company one-half of the amount of receipts short of the sum of £237,736—the amount received by the company in 1889 in respect of cable charges—the other half to be borne by the company. The Government of South Australia was also guaranteed by the other contracting States against any loss to the revenue which the lower cable rates might cause in the working of the overland lines. Queensland subsequently joined the other States in these guarantees. In 1893, however, owing to the heavy losses incurred, the rates for ordinary messages were increased to four shillings and ninepence per word, and at the same time New Zealand joined the guarantees to the company and to South Australia.

(i.) *Present Rates to Great Britain.* On the acceptance by three of the States of the terms offered by the Eastern Extension Telegraph Company for the construction of a cable *via* South Africa the rate for ordinary messages was reduced in May, 1900, to four shillings a word. It was further reduced to three shillings and sixpence in January, 1901, and to three shillings in January, 1902, at which amount the standard rate by all routes for cablegrams to Great Britain has since remained. The scale of reductions is governed by a revenue standard, and when the latter averages £330,000 per annum a further reduction to two shillings and sixpence will be made. In July, 1909, the "through" charge for press cables was reduced from one shilling to ninepence per word.

(ii.) *Deferred Cablegrams.* With a view to affording additional cable facilities and to keeping the Pacific cable fully occupied during the whole twenty-four hours, proposals were made by the Postmaster-General's Department for the adoption of a system of deferred cablegrams, *i.e.*, for cablegrams to be delivered after a lapse of twenty-four hours at reduced rates of one shilling and sixpence per word for cablegrams in code, and one shilling per word for cablegrams in plain language. A meeting of representatives of the Administrations and companies concerned was held in London in November, 1910, and the new rates came into force on the 1st January, 1912. Messages can only be transmitted after non-urgent private cablegrams and press cablegrams. Those which have not reached their destination within a period of twenty-four hours from the time of handing in are transmitted in turn with cablegrams charged full rate. They may be sent *via* the Pacific or Eastern routes to all countries to which the ordinary rate exceeds tenpence per word.

On the 15th December, 1911, a system of deferred press cablegrams between Vancouver and Australia was instituted. The rate charged is one penny three-farthings per word, and the conditions of despatch are the same as those for private deferred cablegrams.

(iii.) *Rates to New Zealand.* As a result of the completion of the New Zealand branch of the Pacific cable in 1902, the rates charged for cablegrams between Australia and New Zealand, except to and from Tasmania, were uniformly reduced to fourpence-halfpenny per word. Between New Zealand and Tasmania the charge was fixed at

fivepence-halfpenny a word, but it has since been reduced to fourpence-halfpenny. The charge for ordinary cablegrams from New Zealand to Great Britain was reduced from the 1st June, 1902, from five shillings and twopence to three shillings and fourpence a word, and has since been further reduced to three shillings a word.

10. Subsidised Press Cable Service.—In October, 1909, a Select Committee of the Commonwealth Senate was appointed to report upon the question of the supply, conditions of sale, and distribution, which control the Press Cable Service within and from outside the Commonwealth. A majority report of this Committee was issued in December, 1909, and recommended (a) the completion of an "All Red" cable route *via* Canada, (b) the conditional subsidisation of a press cable association, (c) the utilisation of the High Commissioner's office for the dissemination in Australia of Empire news, and (d) the amendment of the Copyright Act in regard to cables.

In accordance with the recommendations of this Committee the Commonwealth has granted a subsidy of £6000, extending over a period of three years, to the Independent Press Cable Service, on the conditions that at least 6000 cable words are supplied each week, to be sent *via* Pacific, and that any newspaper proprietary in the Commonwealth is permitted to become a subscriber at rates approved by the Government.

11. Cable Subsidies paid by each State.—The agreement between the State Governments and the Eastern Extension Telegraph Company expired on the 30th April, 1900. Since the year 1895 the amounts guaranteed—£237,736 to the company and £37,552 to South Australia—have been met by the receipts, and the contracting States have, therefore, not been called upon to contribute.

(i.) *Total Subsidies Paid.* The following table shews the total amounts paid by way of cable subsidies for the years 1906-7 to 1911-12:—

TOTAL AMOUNT OF CABLE SUBSIDIES PAID, 1906-12.

Year.	1906-7.	1907-8.	1908-9.	1909-10.	1910-11.	1911-12.
Amount	33,035	29,963	30,141	24,307	24,978	20,092

(ii.) *Subsidies Paid by each State.* The total amount of cable subsidies paid prior to the year 1910 included the subsidy paid in respect of the Tasmania-Victorian cable service, which in 1908-9 amounted to £11,265.

As the agreement in connection with the Tasmanian cable expired in 1909, and as new cables have been laid by the Commonwealth Government (see page 771 *ante*), the guarantees were, in the course of the year 1910, reduced to those in connection with the New Caledonia and Pacific cables. The amount of cable subsidies paid by the Commonwealth in 1911-12 was £4022 in respect of the New Caledonian cable guarantee, and £16,070 in respect of the loss on the Pacific cable.

§ 4. Telephones.

1. Development of Telephone Services.—The Postal Department has established telephone services in all the capital towns and in many of the important centres of population throughout the Commonwealth. Particulars as to the revenue from telephone services in each State for the years 1901 and 1907-12 are given on page 765 *ante*, while particulars of the expenditure on telephone works in each State for the year 1910-11 are given in a table on page 766.

(i.) *Number of Telephone Exchanges, etc., in Commonwealth.* The following table shews the number of telephone exchanges, the number of telephone connections, and the length of telephone wire, exclusive of telegraph and railway telephone wire, in the Commonwealth at the end of the year 1901 and from 1907 to 1911 inclusive:—

NUMBER OF TELEPHONE EXCHANGES AND CONNECTIONS AND LENGTH OF WIRE, 1901 and 1907-11.

Particulars.	1901.	1907.	1908.	1909.	*1910.	*1911.
Telephone Exchanges ... No.	119	226	285	328	678	927
„ Connections ... „	24,583	47,205	54,512	62,091	74,975	85,458
Length of Wire ... miles	47,276	119,052	145,572	166,489	220,174	282,498

* Including all places at which two or more subscribers are connected and which are now classified as "telephone exchanges." Prior to 1910 the classification in the several States was not uniform.

(ii.) *Number of Telephone Exchanges, etc., in each State.* The following table gives corresponding particulars for each State at the end of 1911:—

TELEPHONE EXCHANGES, CONNECTIONS, AND LENGTH OF WIRE IN EACH STATE, 1911.

Particulars.	N.S.W.	Victoria.	Q'land.	S. Aust.	W. Aust.	Tas.	C'with.
Tel. Exchanges* No.	353	238	131	82	62	61	927
„ Connections „	34,551	23,504	10,242	6,086	8,404	2,671	85,458
Length of Wire miles	101,240	115,740	25,328	17,147	19,975	3,068	282,498

* See note to previous table.

2. Telephone Rates.—The charges mentioned in the table hereunder are payable for the different classes of telephone services specified therein:—

TELEPHONES.—RENTAL CHARGES, 1911-12.

In Telephone Networks having a Population of—	Radius of Network with Main Exchange as Centre.	Minimum Annual Charge—		
		For an Exclusive Service.	For each Subscriber or Instrument on a Two-party Line.	For each Subscriber or Instrument on a Three or more party Service.
	Miles.	£ s. d.	£ s. d.	£ s. d.
From 1 to 10,000 ...	5	3 0 0	2 10 0	2 0 0
„ 10,001 to 100,000 ...	10	3 10 0	2 15 0	2 5 0
„ 100,001 upwards ...	10	4 0 0	3 0 0	2 10 0

It is provided that for all effective calls originated the subscriber will be charged the following rates:—(a) For calls not exceeding 2000 half-yearly, two calls for one penny; and (b) for calls above 2000 half-yearly, three calls for one penny.

Another regulation permits persons occupying offices in the same building, or occupying the same private residence, to subscribe jointly under one exchange number (in addition to rental as for one person at the respective rates prescribed) on payment of

£1 per annum for each additional subscriber. This fee covers the insertion of the additional subscriber's name in the telephone list. If additional instruments are required the subscribers must pay the rates prescribed for party lines.

3. **Miscellaneous Particulars.**—The following table gives various interesting particulars of the operation of the telephone services in each State for the year 1911 :—

PARTICULARS OF OPERATION OF TELEPHONE SERVICES, 1911.

Particulars.				N.S.W.	Vic.	Qld.	S.A.	W.A.	Tas.	C'wlth.
Telephone Exchanges*	...	...	No.	353	238	131	82	62	61	927
Public Telephones†	...	...	No.	722	613	291	322	203	293	2,444
Extension Lines—										
Metropolitan	...	...	No.	4,616	4,767	727	418	1,313	71	11,912
Country	...	...	No.	823	905	658	94	326	96	2,902
Total	...	...	No.	5,439	5,672	1,385	512	1,639	167	14,814
Private Lines—										
Metropolitan	...	...	No.	501	307	39	238	161	71	1,317
Country	...	...	No.	442	218	129	101	53	26	969
Total	...	...	No.	943	525	168	339	214	97	2,286
Connections—										
Central Exchange	...	...	No.	7,028	7,729	3,202	3,922	2,457	1,185	25,523
Suburban Exchanges	...	...	No.	15,448	9,077	799	943	1,426	75	27,768
Country Exchanges	...	...	No.	12,075	6,698	6,241	1,076	2,652	1,323	30,065
Total	...	...	No.	34,551	23,504	10,242	5,941	6,535	2,583	83,356
Telephone instruments in use—										
Subscribers' instruments	...	No.	40,313	29,139	12,086	8,298	7,885	3,038	355	...
Trunk Line	...	No.	1,033	256						
All other	...	No.	2,719	645						
Total	...	No.	43,032	30,817	12,086	8,896	8,458	3,573	106,862	
Rental received‡	...	£	11	140,530	59,131	42,739	40,416	10,037	\$292,853	
Length of wire opened during year...	Miles	18,221	32,289	3,132	3,927	4,710	351	62,630		
Total length of wire at end of year...	Miles	101,240	115,740	25,328	17,146	19,975	2,068	281,497		
Total cost to end of year	...	£	1,097,659	868,626	371,489	310,879	242,877	95,615	2,987,145	

* See note to first table on previous page. † Comprises slot machines within telephone networks. The information furnished under this heading for 1909 (see Year Book No. 4, page 793) included public telephone stations, i.e., trunk line offices. The latter have now been omitted, as it is thought that they do not rightly come under the heading of "public telephones." ‡ For the year ended 30th June, 1911. § Not available. ¶ Exclusive of New South Wales.

In 1911 the mileage of telephone cables (aerial and underground) was 1363, the length of telephone conduits in duct miles 781.38, whilst the mileage of telephone tunnels was 12.21. The total mileage of telephone trunk lines for the Commonwealth for the same period was 39,087, of which number 12,256 were composed of single wire circuits, 8101 metallic circuits, and 18,730 superimposed circuits.

4. **Financial Position of Telephone Branch.**—In 1909 an investigation into the financial position of the telephone branch of the Postmaster-General's Department was commenced, and in December of that year a report was issued dealing with the telephone accounts of the system in the State of Victoria. This report shews that during each of the years 1901 to 1908 there was a profit on the working of the system, amounting in all to £150,580; in the financial year 1908-9 there was a loss of £7789, giving a net profit up to the 30th June, 1909, of £142,791.