

When Interrupted.	When Restored.	Where between.
1875.		
September 2 ...	September 16 }	Batavia and Singapore.
November 5 ...	November 8 }	
November 15 ...	December 24	Penang and Madras.
1876.		
March 28 ...	August 24 ...	Penang and Madras.
April 24 ...	August 7 ...	Port Darwin and Java.
October 22 ...	November 30	Batavia and Singapore.
1877.		
February 26 ...	March 2 ...	Batavia and Singapore.
July 15 ...	July 17 ...	Singapore and Penang.
September 26 ...	October 13 ...	Batavia and Singapore.
October 19 ...	October 31 ...	Singapore and Penang.
November 8 ...	December 15	Port Darwin and Banjoewangie.
1878.		
January 22 ...	February 3 ...	Batavia and Singapore.
March 11 ...	March 13 ...	Land line between Sitoenda and Sourabaya.

C. TODD,

Postmaster-General and Superintendent of Telegraphs.

General Post Office, Adelaide, March 29th, 1878.

No. 5.

F. 248/70.

SIR,

Electric Telegraph Department,

Adelaide, 18th April 1870.

Having had several interviews with Commander Noel Osborn, R.N., at which the objects of his mission were discussed, I have now the honor to submit the following remarks and suggestions for the early consideration of the Government, it being desirable that some decision should be arrived at before the next outgoing mail.

Commander Osborn represents the Telegraph Construction and Maintenance Company, who have entered into contracts for the construction of the line projected by the British-Australian Telegraph Company, a copy of whose prospectus was lately received from the Agent-General, and is herewith appended.

Every offer hitherto has involved the payment of large subsidies; but, so far as appears, the proposition now submitted requires no such responsibility, but relies wholly on the traffic for payment. We have a scheme well considered and supported by an experienced and powerful company, capable of carrying out the work to a successful completion. All that is asked of us are the necessary facilities for bringing the cable to our shores, land for stations, and that we should assist by defining a track for the land section.

It is no unimportant consideration that the cable to be laid will actually form a portion of an integral through line practically under one management; free, therefore, from the complications and delays incidental to divided control and foreign operators.

Such are the altered and favorable conditions under which the scheme is now placed before us. I would therefore, in view of the importance of telegraphic communication with our Northern Territory, and the desirability of opening up an overland route, strongly advise that every effort should be made before Commander Osborn leaves us to secure the landing of the cable at Port Darwin; for although that place is named in the prospectus, I understand that it is by no means certain that it will be actually taken there unless South Australia take some steps to secure it.

English capitalists have, very naturally, great reluctance to encounter unknown obstacles and dangers—even though the dangers may be more imaginary than real—in erecting and maintaining a land line through an unsettled country. They feel, and correctly too, that the local governments are in a far better position for carrying out this part of the work; and it would consequently require very little argument on the part of Queensland to induce the company to abandon all idea of a land line and carry their cable instead direct to the shores of Carpentaria, thus excluding our Northern Territory from all participation in the advantages to be derived from telegraphic communication. And I would here respectfully remind you, that New South Wales and Queensland mutually agreed to subsidize Mr. Frazer's scheme to the extent of £17,500 per annum unaided.

Commander Osborn informs me that, if the land line between Port Darwin and Burketown is finally decided on, it will take Stuart's track as far as the Roper River, where it meets Gregory's, which will then be followed to Burketown, connecting there with the Queensland system.

The question for South Australia to consider (and fortunately it is a question in which the other colonies as well as the company are all equally interested) is, whether we shall be content to depend on so great a length of single line necessarily exposed to frequent interruption, or whether it will not be for