

6629-10075
Post Office Building
Auburn

AUBURN - POST OFFICE & TELEGRAPH STATION

Ref. Colonial Architect Outgoing Correspondence
148/62

The building for Telegraph Station and Post Office at Auburn finished ready for occupation April, 24th 1862.

109/67 21/1/1867 to Mr. H. Threadgold, Auburn

Tender for works at Auburn Telegraph Station accepted

p.861 1875

Roof of Post Office & Telegraph Station at Auburn needs repair.

58/79 21/10/1879

Erection of verandah at Auburn Post Office

5/63 6/1/1863 to Mr. Threadgold

I shall be glad if you will provide and fix outside the footpath in front of the Telegraph Station at Auburn two strong Red Gum posts with strong bridle hooks and rings and repair the battens on the gate.

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St Vincent Street,
Auburn by Collwell
and Finch - 1973

43/19/03
Collwell & Finch - 1973

ST VINCENT STREET, Auburn

In an age of fast motor transport, visitors to country towns often miss points of historical interest when they travel only on highways and main streets.

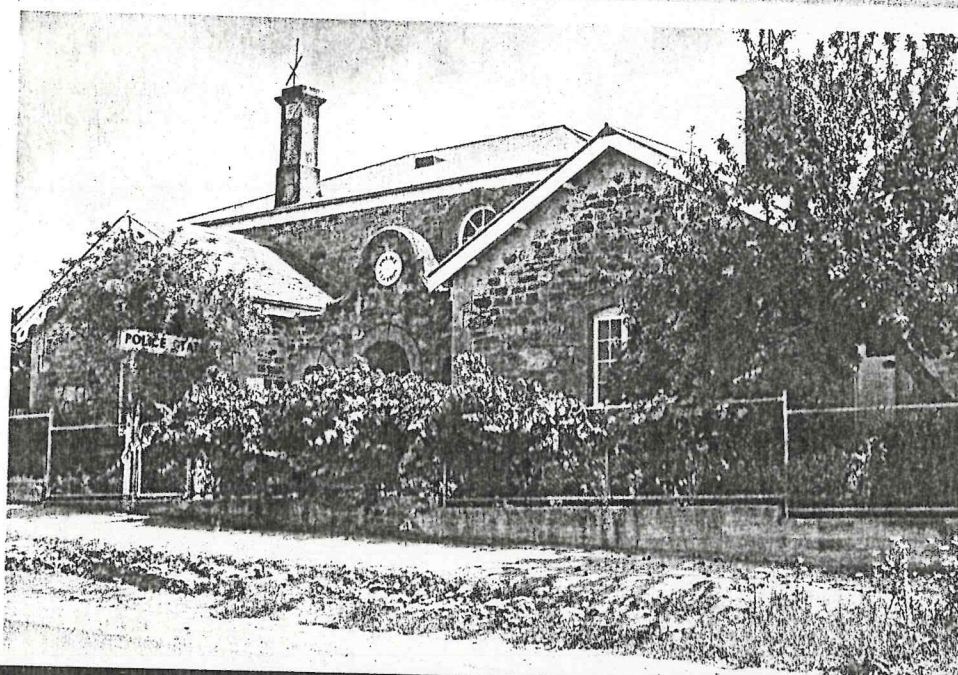
St Vincent Street in Auburn, a town in the mid-north of South Australia, is an example.

In the mid-1800s it was part of the route used by bullock drivers carting copper from the mines at Burra to Port Wakefield for shipment by ketch to Port Adelaide.

This traffic led many people to believe that it would become the main street of a town and when the area needed a Church, Council Chambers, Police Station, Court House, and Post Office they were erected in St Vincent Street.



Top: The Post Office, Auburn, with Postmaster's residence on the upper floor. A horse trough and hitching rail in the street were provided for customers during the early days.



Bottom: The solid stone Police Station and residence at Auburn, with its three-arched entrance and matching window surround, stands next to the Post Office in St Vincent Street.

The development of the Post and Telegraphic Services throughout South Australia reflected the spread of settlement. It was an important factor in strengthening the influence of the central administration. Few other classes of buildings reflect the progress of settlement as do those buildings which are associated with posts & telegraphs. In addition the Post Office was frequently a staging point on the many overland coaching routes.

Post and Telegraph Department.

The postal and telegraphic system, with its adjuncts of telephone exchanges and money-order offices, is one of the most important agencies in the life of the community. It is the main channel of inter-communication as well as of communication with the rest of the world. There is propriety in the fact of the premises where the headquarters are situated being architecturally among the finest buildings of the metropolis. The Victoria Tower, the foundation-stone of which was laid by H.R.H. the Duke of Edinburgh, affords the finest available view of the city and suburbs, the clock is visible from every point of the compass, its chimes are musical, and the hour-bell can be heard at a distance of several miles.

The report for 1906 gives the following interesting particulars concerning the work of the department in South Australia, and incidentally shows a gratifying increase of business all round:—

Employees (exclusive of mail contractors)	1,731
Number of post-offices	706
Number of letters posted (including postcards)	27,272,171
Number of articles registered in the State	269,869
Number of newspapers posted	6,959,176
Number of books, packets, etc., posted	1,742,762
Number of parcels posted	132,696
Number of telegraph and telephone offices	304
Number of telegrams forwarded—	
Originating in the State	1,002,582
In transit to and from other States...	556,276
Number of miles of telegraph line ...	6,129
Number of miles of wire	21,617
Number of telephone exchanges...	11
Number of telephone connections ...	2,521
	£
Amount of money orders issued ...	268,377
Amount of postal notes issued	138,966
Amount of money orders paid	294,318
Revenue (net)	301,820
Expenditure	262,313

When the department was taken over by the Commonwealth, Sir Charles Todd, who had been Postmaster-General and Superintendent of Telegraphs for many years, became Deputy Postmaster-General, and on his retirement he was succeeded by Mr. R. W. M. Waddy, J.P., who had entered the service at the bottom of the ladder, and by his personal qualities won his way to the top.

In the history of both branches of the service—the postal and the telegraphic, and especially the latter—there are many elements of romance. It has its chapters of adventure; its stories of courage, resourcefulness, and fortitude; its tragic, pathetic, and humorous incidents; but withal it is an account of a growing business concern, which, under good management, has achieved great success.

For thirty-three years after the foundation of the colony the post-office was conducted independently, and when the telegraphic system was introduced it was as a separate establishment: but in 1869 an amalgamation of the two branches of the service, which are naturally associated, was effected. The earlier postal arrangements were necessarily crude and primitive, like everything else in those days. On the first establishment of the colony, Mr. Thomas Gilbert, the Colonial Storekeeper, was directed to act as Postmaster, and received the modest allowance of £30 a year for this addition to his other duties. The mails were received, sorted, and delivered at Mr. Gilbert's residence, and a uniform charge of a penny was made on all letters received or dispatched, the money being handed as a gratuity to the captains of the vessels conveying the mailbags.

This arrangement seems to have continued until the end of 1838, by which time a change of Governors had taken place, and Adelaide had become relatively much more populous. There is no doubt, however, that many irregularities occurred, some of which caused great trouble and inconvenience. The following singular notice appeared in the *Sydney Monitor*, and was apparently intended to convey a friendly hint as to what became of the "missing letters" that were frequently complained about:—"Post-office in South Australia. The Governor ought to be reminded that owners and masters of vessels trading to new colonies are deeply interested in destroying all letters between the new colony and the colony they trade with, and that until a judicious law regulating the mails between Adelaide and these colonies be passed and regularly enforced, letters and newspapers will continue to be purloined, as they have hitherto been, and now are."

Perhaps the most serious irregularity that ever came to light, and certainly that which was most loudly condemned at the time, was perpetrated by Governor Hindmarsh himself. In June, 1838, he paid a visit to Kangaroo Island on board of H.M.S. "Pelorus," and

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The Cyclopaedia of
South Australia -
'Post and Telegraph
Department'

There a mail arrived. The captain was naturally anxious to know if there were any despatches for him. His Excellency, who perhaps had a similar curiosity, regarded his authority as supreme, and was good-naturedly willing to oblige his host, dubbed one officer of the "corus" Postmaster-General for the nonce, and in his presence opened the mail. Of course, this action was highly censured when the news reached Adelaide.

By the end of 1838 the work of the office had so increased as to justify the appointment of Mr. Henry Watts as Postmaster-General, with a clerk, who also acted as messenger. The first local Post-office Act was passed in the following year, when the rate of inland postage was fixed at 3d. per letter, irrespective of size

In the same year (1839) that the first Act was passed, Port Adelaide was given a post-office, with a daily mail from the city. The first letter-carrier was also appointed, but during the time of severe retrenchment in Captain Grey's regime, it was announced that "in consequence of the reduction in the post-office department the services of the letter-carrier to North Adelaide would be dispensed with." A post-office was also opened at Port Lincoln, and the first country mail route selected between Adelaide and Encounter Bay, *via* Willunga, a fortnightly mail being carried by the police.

Mr. Henry Watts having resigned, Captain Watts was appointed as his successor on April 1, 1841. At that time there were only six post-offices in the colony,

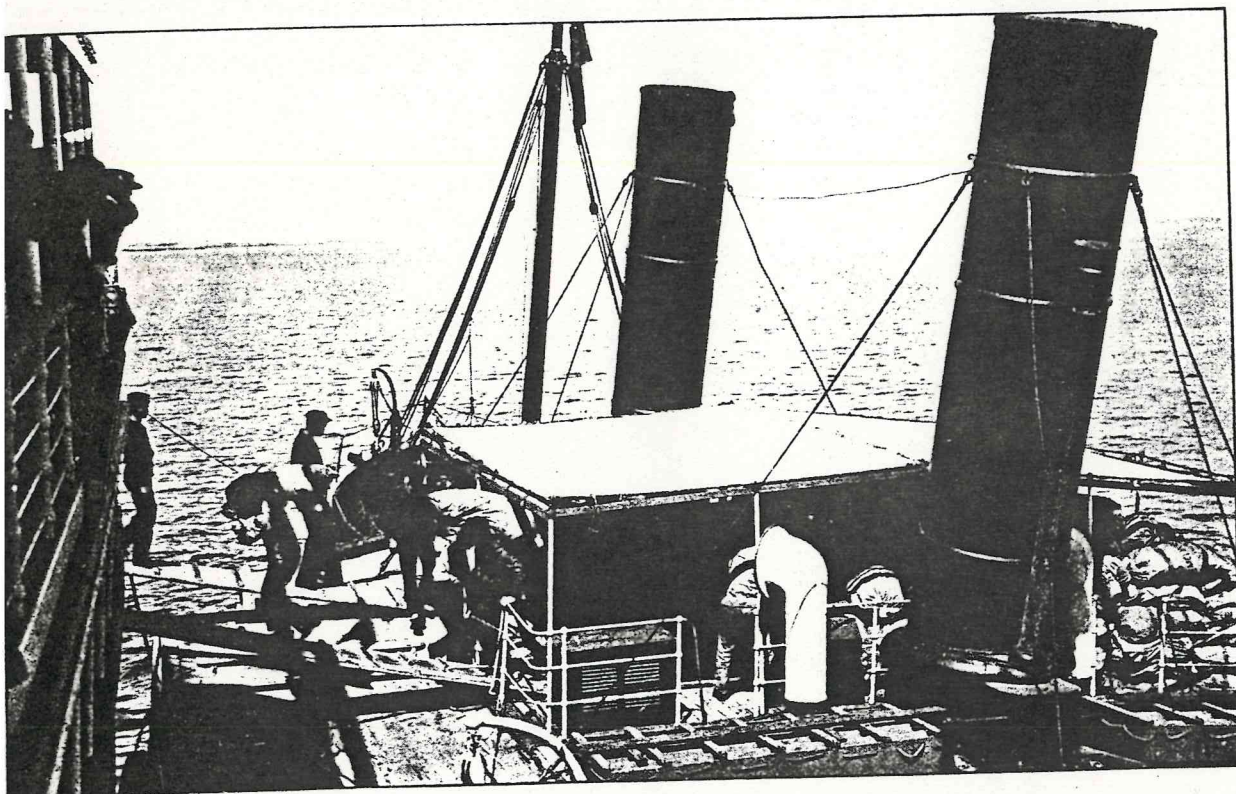


Photo by H. Krischock.

TRANSFERRING MAILS FROM LAUNCH TO OCEAN STEAMER, LARGES BAY.

weight, but on ship letters only a penny was charged, to cover the gratuity to ships. The practice of franking letters, which prevailed for a long period in Great Britain, obtained to some extent in South Australia. The Governor and other members of the Executive and His Excellency's private secretary exercised the privilege of franking other person's letters, not on public service, as well as their own. The operation of the uniform rate of inland postage had many amusing illustrations, and among the rest, according to a report by one of the Postmaster-Generals, advantage was taken of it to send a pot of tea by post, but this was a small matter compared with some of the burdens imposed on the Postal Department during the good old times in England.

viz., the General Post-office, Port Adelaide, Port Lincoln, Morphett Vale, Willunga, and Encounter Bay. The business conducted in 1840 was as follows:—Letters, 41,103; newspapers, 51,101; revenue, £232 4s. 5d.

In a new Post-office Act passed in 1841 the principle of charging postage according to distance was embodied. It was against this method that Sir Rowland Hill conducted the long and vigorous campaign which brought about postal reform in Great Britain, and established guiding lines of action, which have now spread throughout the greater part of the civilized world. Inland letters were charged according to mileage up to a maximum of 2s. 6d., however weighty, and the postage on newspapers was abolished. During the following year the in-

land rate of postage was imposed in addition to the ship rate on all ship letters posted or delivered at country post-offices. According to Captain Watts, the effect was that persons directed their correspondence to be left at the General Post-office till called for.

Extension was not very rapid for several years. A post-office was opened at Gawler in 1841, and a service to Mount Barker commenced in 1842. The northern mails were only extended to Angaston in 1846, but in that year an eastern mail to Mount Gambier was established, which provided for a fortnightly overland mail service between Adelaide and the eastern colonies. The last annual report presented by Mr. J. W. Lewis, and dated 1868, showed that there were then 260 post-offices in all, and in the following year—that of the amalgamation of the Postal and Telegraph Departments—sixteen more were opened.

Prior to 1855 the postage on letters, whether payable by senders or receivers, had to be paid in cash. A large correspondence, especially oversea, was a somewhat expensive luxury for a considerable time. In 1847 the charge on ship letters inwards, which had been 8d. per $\frac{1}{4}$ oz., was reduced to the outward rate of 6d. per $\frac{1}{4}$ oz. It is scarcely surprising that letters were commonly veritable epistles, and that the troublesome practice (for readers) of crossed letters was common. Two-penny stamps were introduced on January 18, 1855, and penny and sixpenny stamps on October 25, after which date prepayment by means of stamps was made compulsory. According to tradition, the earlier issues of stamps were not entirely satisfactory. The perforating-machine had not been invented, the adhesive gum was not always trustworthy and not infrequently had to be reinforced by the insertion of a pin. It may be mentioned here that postcards were introduced on December 8, 1876, and reply postcards on March 1, 1883. Newspapers were carried free until 1881, but a Post-office Amendment Act passed that year imposed a half-penny rate, which came into force with the beginning of the following year. From the year 1855 onward stamps of different values were issued according to the requirements of varying rates, and in some cases their values were altered by printing another amount across the face. Specimens of some of these issues should be interesting to philatelists.

The oversea postal service has always been of special importance to colonists, and the contrast between the present and past arrangements is most suggestive. Prior to 1844 mails were received and dispatched in an extremely irregular and casual manner, as opportunity occurred. In that year, however, a regular line of sailing packets having been established between Sydney and London, the bulk of correspondence with the mother country was forwarded by that route. This was continued for several years, the average time occupied being 158 days.

Not by any means the least interesting of the records of the Post-office Department are those relating

to the European service for mail steamers. They are necessarily voluminous, and in some parts intricate, as they include calculations of an elaborate character, but they show throughout uninterrupted effort to secure for South Australia the advantages of its geographical position and a regular, speedy, and efficient service at a fair proportion of cost.

The official reports state that the first regular steam communication was established in 1852 *via* the Cape of Good Hope, the contract time from Plymouth to Adelaide being sixty-eight days, and the first mail, consisting of 1,799 letters and 3,618 papers, was brought out by the steamship "Australian," which arrived on August 29. This service was abruptly terminated by the failure of the Company, and clipper vessels were resorted to for a short time, till another contract was entered into the same year with the General Screw Steam Shipping Company, for a service direct to Melbourne, with a branch to Adelaide by the steamer "Bosphorus."

In 1853 another contract was arranged with the Peninsular and Oriental Company for a mail every two months between England and Australia, *via* Singapore, calling at King George's Sound, Adelaide, Melbourne, and Sydney. The first vessel under this contract was the "Shanghai," which arrived on May 14, but the arrangement was short-lived, as in 1855 the steamers of the P. & O. Company were taken off in order to convey troops during the Crimean War. Clipper vessels were again brought into requisition, Adelaide mails being forwarded to Melbourne for dispatch thence twice a month.

A contract for a monthly mail between England and Australia, at the rate of £185,000 per annum, was entered into by the Home Government with the European and Australian Royal Mail Company in 1857. No provision being made in this contract for calling at South Australia, the Government refused to contribute to the subsidy. Thereupon, at a Postal Conference held in Melbourne, attended by the Postmaster-Generals of New South Wales, Victoria, and Tasmania, it was resolved that mails from South Australia should not be sent by the contract packet until this colony became a party to the arrangement. The curious situation followed that mails from England were received in due course, but mails to England had to go by sailing vessels until the Imperial Government altered the terms. This service came to grief in 1859 through the inefficient performance of the contract and the failure of the Company.

In that year a second contract was made with the P. & O. Company for a monthly service, *via* Mauritius, the South Australian mails being received and delivered at Kangaroo Island. The Company, however, altered its route in 1860, the Australian line branching off at Galle, to Melbourne and Sydney, *via* King George's Sound, and South Australia was ignored, the mails being carried

past its doors. It was understood at first that the ocean steamers would call at Kangaroo Island if a lighthouse were erected at Point Marsden and telegraphic communication established. A submarine cable and lantern were thereupon ordered from England, but as the Company still objected to their steamers calling at the island the arrangement fell through. To obviate the inconvenience and delay of the South Australian mails being carried to Melbourne, a contract for a branch service between Adelaide and King George's Sound was entered into, at the sole cost of South Australia, a deduction being made from the subsidy payable by this colony on account of the ocean service. This arrangement continued until January, 1874.

Apart from the historic interest of the foregoing narrative, it suggestively indicates the difficulties which the local post-office authorities had to contend with in securing for South Australia the advantages of its geographical situation, and the persistent resolution with which those difficulties were met. During all but the latest years of the period that has been reviewed the only channels of communication between Australia and the rest of the world were the ocean mail routes. Not until October, 1872, was regular telegraphic communication established *via* Port Darwin, and, accordingly, prior to that time mail news had a value it does not now possess. In times of excitement it was awaited with almost feverish eagerness, and the delay of a few days or hours produced anxiety and irritation. Adelaide being connected with the eastern colonies by telegraph, the early delivery of intelligence at that point became a matter of great public interest, and there were occasions when lengthy press telegrams kept the operators at the termini and repeating stations for many hours together on the full stretch.

It is not proposed to continue this outline of the arrangements for an ocean mail service up to the present time, but it is proper to remark that the efficiency with which the colonies are served is largely due to the enterprise of the Orient Company, which was the first of several rivals to the P. & O. Company to enter the field. Sir Charles Todd, in a voluminous report, remarks that this Company may fairly be regarded as the pioneers, being the first to prove that a line of first-class ocean steamers can be run with almost the punctuality of a subsidized mail service, without any support other than that derived from passengers and cargo. The first steamer of this line to visit South Australian waters was the "Chimborazo," which left Plymouth on August 15, 1877, and arrived at Port Adelaide on September 25. After proceeding to Melbourne and Sydney, she left Port Adelaide on her return voyage on November 9, and reached Plymouth on December 24. The "Chimborazo" was followed by other vessels at intervals of six weeks. In 1878 monthly trips were commenced, and every four weeks in 1879. In January of the following year the Com-

pany, in conjunction with the Pacific Company, commenced a fortnightly service, generally alternating with the mail packets, which, notwithstanding several serious and costly disasters, was efficiently maintained up to the time of Sir Charles Todd's report.

MONEY ORDERS AND THE SAVINGS BANK.

Among the valuable services which the post-office is able to render the community is that of facilitating business by making provision for the safe transmission of small amounts. The money-order system has been a great boon to persons who have no banking account, and whose transactions individually relate to comparatively trifling sums. It was introduced in South Australia on March 1, 1859, when fifteen offices were opened. In the first instance it was limited to South Australia, but its advantages were found to be so great that it gradually became extended to other States, and then to Great Britain and foreign countries. It is now possible to send money by this method to almost any part of the civilized world.

The regulations under which money-order offices were instituted provided for the transmission of money advices by telegraph, and it is an interesting fact that in this matter South Australia was far in advance of the mother country. Twenty-five years after it had been in operation Sir Charles Todd reported that he had recently received enquiries from the Imperial Postmaster requesting information as to the methods in use.

During the first two years the business done was not large, the total number of orders issued being only 1,236. After that time, however, there was a steady and rapid increase. In 1874 there were 10,009 inland orders issued, and 8,870 payable in other countries and colonies, for a total amount of £18,879. The total number of orders issued in 1883, inland and foreign, was 49,415, and the amount £146,868. At that time there were no postal notes, which, since they were issued, have largely taken the place of money orders for sums below one pound: but in 1906, as appears elsewhere in this article, the value of money orders issued was £268,377, and there was also issued £136,966 in postal notes.

While the money-order system in conjunction with the post-office manifestly facilitates business, the Savings Bank agencies in connection with the same institution encourage thrift. After experimenting with country branches, which were not found satisfactory, the Trustees of the Savings Bank, with the concurrence of the Government, decided in 1866 to establish agencies at telegraph offices, seven of which were opened at the commencement of the year, and there were eleven in operation before its close. Fifteen years afterwards the number of telegraph agencies had increased to 76. In connection with them there were 33,143 separate deposits, and the total amount deposited was £223,411. A

friendly critic has recently remarked that Australians are the most cautious and the most thrifty people in the world. The first quality is said to be shown by the fact that they insure their lives more generally than is done anywhere else, and the second to be evidenced by the Savings Bank statistics, which prove that there is a larger proportion of depositors to the population than anywhere else, and that the average per depositor is also higher, being twice as much as obtains in England. Towards the development of this praiseworthy national characteristic, of which South Australia sets, perhaps, the best example, the Post-office Savings Bank agencies have undoubtedly done their share.

INTRODUCING THE TELEGRAPH.

To the man in the street the telegraph and telephone wires are as familiar as the pavement on which he treads, and he seldom notices them unless they obstruct his view or the repairers get in his way. Then he votes them a nuisance. The same man when he reads his penny paper packed with information that has come along the lines—some of it from the ends of the earth, probably grumbles that it is uninteresting, and possibly regrets the outlay. The man of business uses the apparatus with such facility developed by custom that he gets through what would once have been a week's work in a few hours, and thinks nothing of it except to wonder how people managed before they had electricity to carry their messages. To both the method of communication and the system into which it is organized, are as prosaic and commonplace as the water supply, yet the story of the telegraph in South Australia is by no means prosaic and commonplace, but is replete with human interest, besides being a record of success. Adventure, pluck, fortitude, heroism, and tragedy will all find a place in the narrative, if ever it is adequately told.

When the South Australian Government in the early fifties desired to establish telegraphic communication between Adelaide, the Port, and the Semaphore, the first thing to be done was to send to England for a competent superintendent of the work. At that time there was not a yard of telegraph wire hung in any city of Australia, and the only line in existence was a short length, connecting Sandhurst and Williamstown, in Victoria, which was opened in March, 1854. The Secretary of State for the Colonies was requested to appoint a Superintendent of Telegraphs, and it was suggested that he should bring out with him the necessary instruments and a staff of operators. It was also intimated that the gentleman selected should be competent to act as Government Astronomer.

At that time Mr. (afterwards Sir) G. B. Airy, C.B., was Astronomer Royal at Greenwich, and among his assistants was Mr. Charles Todd, to whom the South Australian appointment was offered. With a touch of the humour that always characterized him he replied

that he must first consult someone else; but the consultation proving favourable, Lord John Russell confirmed the appointment in February, 1855, and in November of that year, Mr. and Mrs. (afterwards Sir Charles and Lady) Todd arrived in Adelaide. Sir Charles had thought it unnecessary to bring with him a staff of operators, believing he could select and train them in the colony; but he showed good judgment in his choice of the one assistant who accompanied him—Mr. E. C. Cracknell—whom he was afterwards able to recommend for the important position of Superintendent of Telegraphs in New South Wales, which Mr. Cracknell satisfactorily occupied for many years.

Having brought the necessary telegraph plant with him, Sir Charles lost no time in getting to work, and in the month following his arrival the first Government telegraph line in the colony—Adelaide to Port Adelaide—was commenced. It was completed and opened for business on February 18, 1856, and extended to Lefevre Peninsula early in March. The entire outlay, including the stations at the Port and Semaphore, was the modest sum of £3,024. The Port office was a small wooden structure of one room—a kind of enlarged sentry-box—and at the Semaphore a brick building of two rooms was put up: but Adelaide never had a specially-constructed telegraph station. In the first instance an office was rented at Neale's Auction Mart, in King William Street; a move was made in 1857 to Green's Exchange, not far away, and the final transfer to the new General Post Office was effected in 1872. The railway stations were utilized at Bowden and Alberton, as well as Adelaide and the Port.

The volume of business, to begin with, was not embarrassing, except by reason of its smallness. The original record has been preserved, is now in the custody of the Deputy-Postmaster-General, and shows that the receipts on the first day were 5s. 3d., on the second 2s. 6d., the third 1s. 9d., and the fourth 1s. 3d. Sir Charles Todd has remarked that these totals were not such as to inspire much confidence in the financial success of the infant scheme. It should be explained, however, that a rival line was in existence, which had been erected by Mr. James Macgeorge, and being opened immediately prior to the construction of the Government telegraph, secured a large share of the public patronage. It was ultimately purchased by the Government from Messrs. Elder, Stirling, & Co., and pulled down. There was steady, if not rapid, progress, and by the end of the year 14,738 messages had been transmitted, yielding a revenue of £366 6s. 7d.

Negotiations for intercolonial telegraphic communication were commenced in the course of the same year. Sir Charles having submitted a scheme for connecting Adelaide with Melbourne, was directed to proceed to the latter city, in order to make the necessary arrangements. Having been successful, he returned

overland in order to select the best route for the South Australian section. The course selected was *via* Goolwa, and thence to Pelican Point, at the entrance to the Coorong, afterwards following a fairly direct line to Mt. Gambier. Submarine cables were necessary across the Murray and Lake Alexandrina, and these gave so much trouble that some years afterwards they were abandoned, and the wire taken *via* Strathalbyn and Wellington.

The line was commenced in April, 1857, and connection with Melbourne established in July, 1858, when the line was formally opened by the Governor, Sir R. G. MacDonnell. Mount Gambier was selected as the border station. Sir Charles Todd's estimate for the work was £20,000, and the actual cost £19,403 9s.

SOUTH AUSTRALIA.—February, 1856: Line from Adelaide to Port Adelaide; anticipated by Mr. Macgeorge's line between the same places, which was opened a few weeks earlier.

NEW SOUTH WALES.—January, 1858: Line from Sydney to South Head.

TASMANIA.—August, 1859.

QUEENSLAND.—April, 1861.

WESTERN AUSTRALIA.—June, 1869: A private line from Perth to Fremantle, taken over by the Government in April, 1871.

The electric telegraph was not introduced into New Zealand until 1865.

The importance of the intercolonial telegraph at the

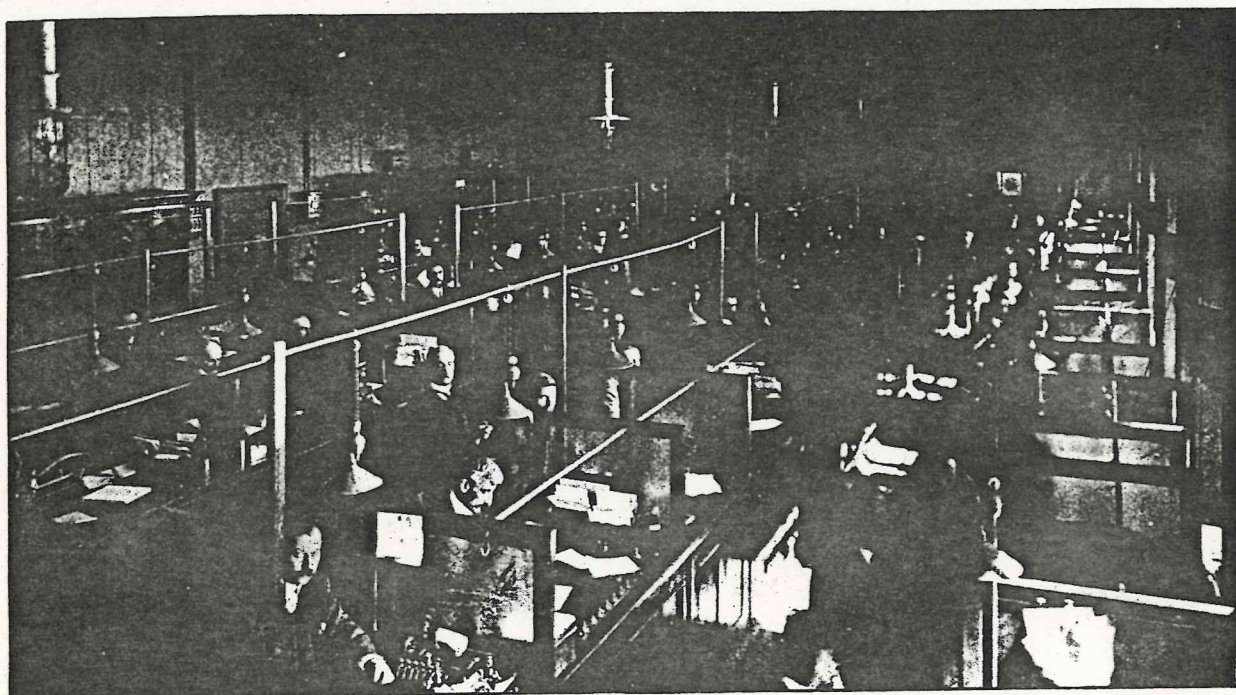


Photo by H. Kruschock.

CHIEF OPERATING ROOM (TELEGRAPH), G.P.O.

The alternative route *via* Wellington was adopted in 1861. Melbourne and Sydney were connected by telegraph on October 9, 1858, and Sydney with Brisbane in November, 1861. In August, 1859, a cable 196 miles long was laid across Bass Straits in four sections, but it had only a short life of a few weeks. Another route was chosen, and in May, 1869, a second cable was laid direct from Cape Schanck to Low Head. Not until then was the island colony permanently connected with the telegraph system of the mainland.

The following table is of historic interest, showing the dates when the telegraph was introduced into the several colonies which now constitute the Australian Commonwealth:—

VICTORIA.—March, 1854: Line from Sandhurst to Williamstown.

time when budgets of news arrived by the mail steamers, and there was no other channel of communication between Australia and the outside world, has been previously referred to. On the arrival of each English mail there was keen, and sometimes exciting, rivalry between the Melbourne and Sydney newspapers for priority. While there was only a single wire various measures were taken to secure possession of it, such as transmission of chapters of the Bible, which not only blocked competitors, but excluded other customers, to their great annoyance. The pressure on the single wire became so great as to render its duplication imperative, and some relief was obtained in 1861 by the erection of a second wire *via* Wellington, and about the same time a second wire was hung between Melbourne and Sydney.

Direct communication with Sydney was not established until 1867, though Sir Charles Todd had recommended the construction of a line *via* Wentworth as early as 1861. For some reason concerted action on the part of the two Governments was not effected, but Adelaide and Wentworth were connected by wire in 1866.

For several years, even after a second wire had been provided to Melbourne, and a direct inland line connecting Adelaide with Sydney had been constructed, indeed, up to the time of the mail steamers calling at Glenelg in 1874, the *Argus* and the *Sydney Morning Herald* used to send their agents or reporters by the branch mail steamers to King George Sound, so that their reports might be ready to transmit immediately the steamer arrived off Glenelg. Messages of eight to ten thousand words were common in those days. The *Argus* reports were ultimately increased to 20,000 words, and it is recorded that when the great fight between Sayers and Heenan took place, the full report, as published in *Bell's Life in London* was telegraphed to Melbourne and Sydney.

Meanwhile, the inland telegraph system was being developed with a fair amount of rapidity. Within ten years of the opening of the first office the following towns were connected with the city by wire:—Gawler, Kapunda, Clare, Koorunga, Port Augusta, Kadina, Wallaroo, Moonta, Victor Harbour, Goolwa, Mount Barker, Strathalbyn, Wellington, Mount Gambier, Port MacDonnell, and many others. There were in all 57 stations in operation by the end of 1866.

AMALGAMATING THE DEPARTMENTS

The Post and Telegraph Departments were amalgamated on January 1, 1870, and the following will show the amount of business transacted by the Department in that year:—

Post Offices	...	274
Letters and packets	...	3,099,818
Newspapers	...	2,198,477
Revenue	...	£30,398
Money Order Offices	...	65
Number of Orders issued	...	13,396
Amount of Orders issued	...	£39,663
Number of Orders paid	...	11,004
Amount of Orders paid	...	£31,773
Telegraph Offices	...	73
Miles of line	...	1,183
Miles of wire	...	1,718
Cost of lines and instruments	...	£101,591
Number of telegrams	...	128,485
Telegraph revenue	...	£10,517

The foundation-stone of the present post office, which is also the telegraph station, etc., was laid by His Royal Highness the Duke of Edinburgh on Novem-

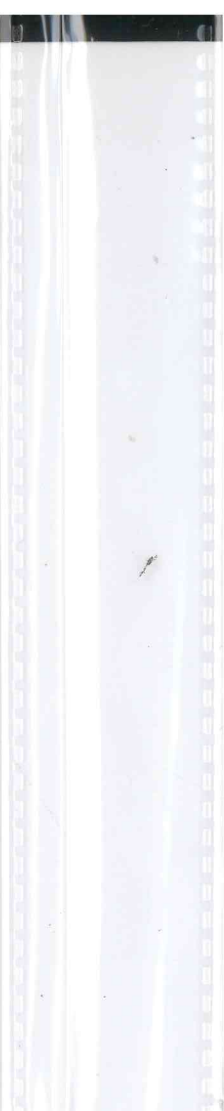
ber 1, 1867. The buildings were designed by Messrs. Wright and Woods, and were completed in 1872, at a cost of £53,258. They have proved highly convenient for the general public, but the growing business has demanded extensions to accommodate different branches of the service.

The tower is 149 feet in height, and the top of the flagstaff is 175 feet above the pavement. When sending the order for the clock and bells to England, Sir Charles Todd specified that the clock should be of the description known as Denison's double three-legged gravity escapement, with compensation pendulum, the hour bell and quarter-chimes to correspond with those of Great St. Mary's, Cambridge, and the House of Parliament, Westminster. At his request, Sir Edmund Becket kindly superintended the execution of the order, assisted by the Rev. Richard Cattley, M.A., Canon of Worcester.

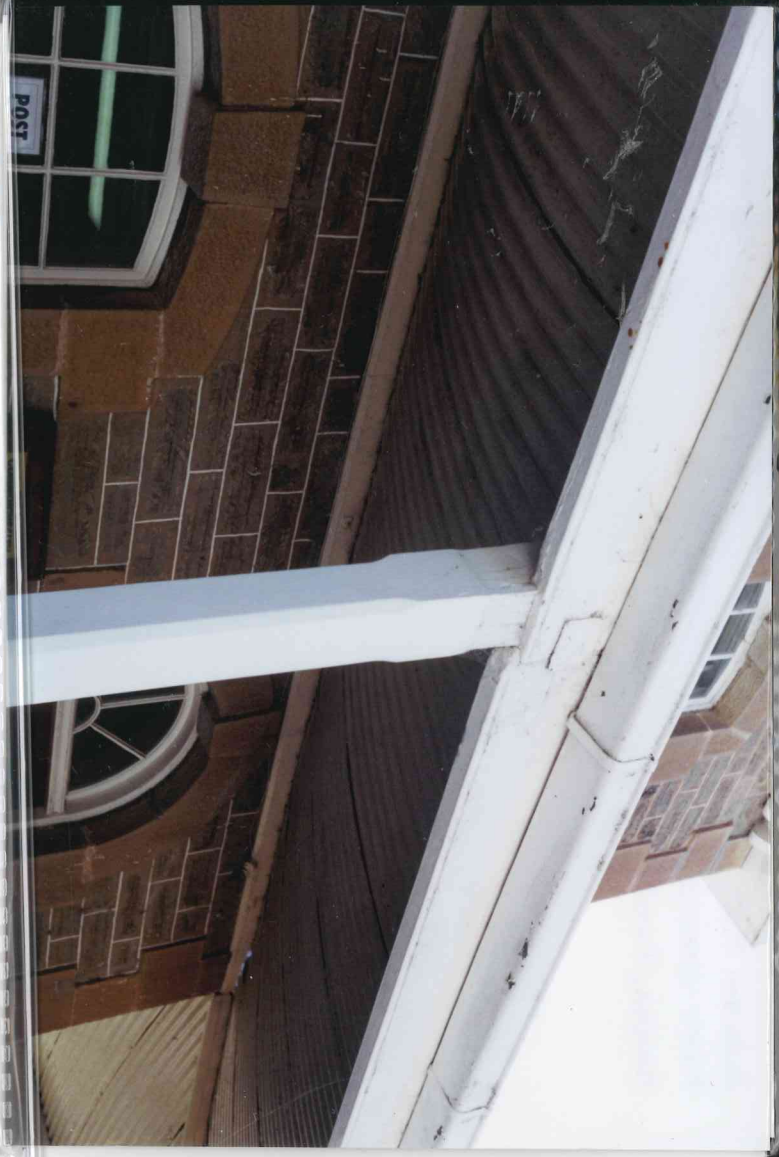
Carefully-prepared plans of the clock-chamber, etc., were sent to the Agent-General, and the result was the ultimate possession of a clock and bells worthy of the structure they occupy. The clock was made by J. B. Joyce, of Whitechurch. It has a compensation pendulum (1½ seconds) of zinc and iron. Perhaps the greatest defect is in the size of the dials, of which there are four, 7 ft. 8¾ in. in diameter, and being 112 ft. above the pavement are not up to the usual standard of one foot for every ten feet of height. They are built up of Chance's opal glass, and are illuminated at night, the gas being automatically turned on and off. The bells were cast by John Taylor & Co., bell-founders, of Loughborough. They are of the following tones and weights:—No. 1 (C), 9 cwt. 13 lb.; No. 2 (B flat), 10 cwt. 11 lb.; No. 3 (A flat), 12 cwt. 1 qr. 16 lb.; No. 4 (E flat), 24 cwt. 3 qr. 19 lb. Hour Bell (C), 48 cwt. 2 qr. The entire cost of the clock and bells, including freight, insurance, erection, etc., was £2,037 6s. 7d. The work was completed and the clock set going on December 13, 1875. The clock is compared at the Observatory daily, and is kept within a second or two of true time. It rarely either gains or loses as much as a second a day.

TRANSCONTINENTAL TELEGRAPH.

The two great out-standing achievements of the Telegraph Department are the construction of the telegraph line from Port Augusta to Port Darwin, through the centre of the continent, and from Port Augusta to the border of Western Australia. The former of these was undoubtedly the first, both in importance and magnitude, as well as chronologically, but the latter, in itself, was no inconsiderable undertaking. In both cases the work accomplished benefitted not only South Australia, but the whole of Australasia, inasmuch as it supplied a connecting link between the telegraph systems of the several colonies and the rest of the world. The geographical position that was

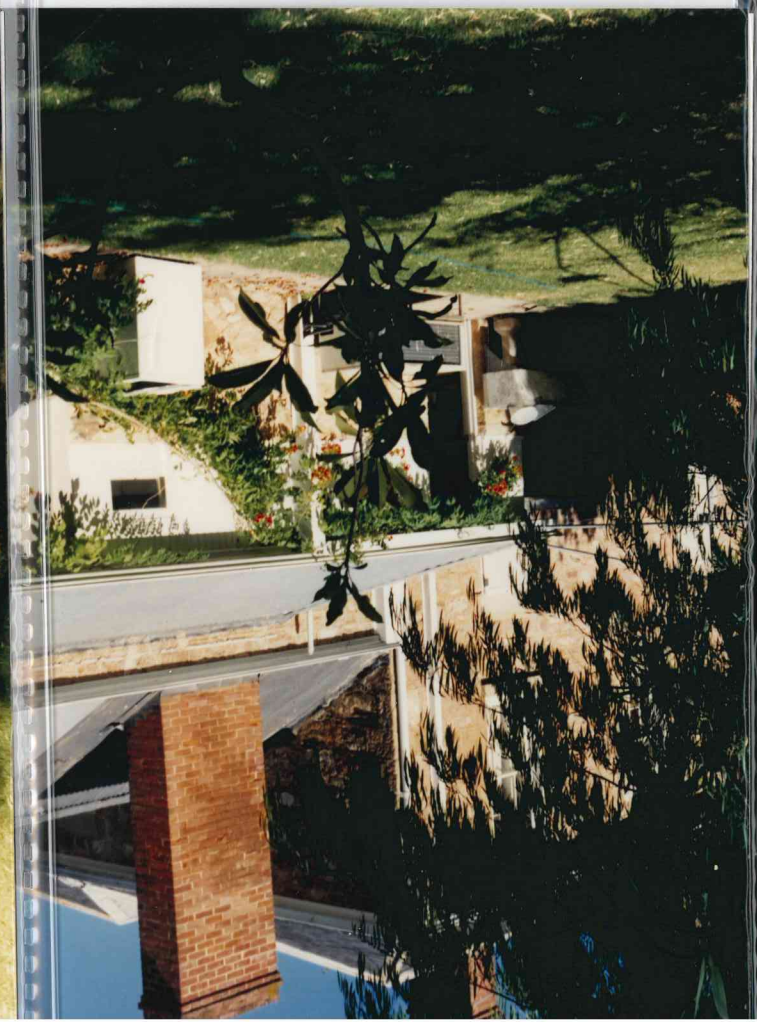


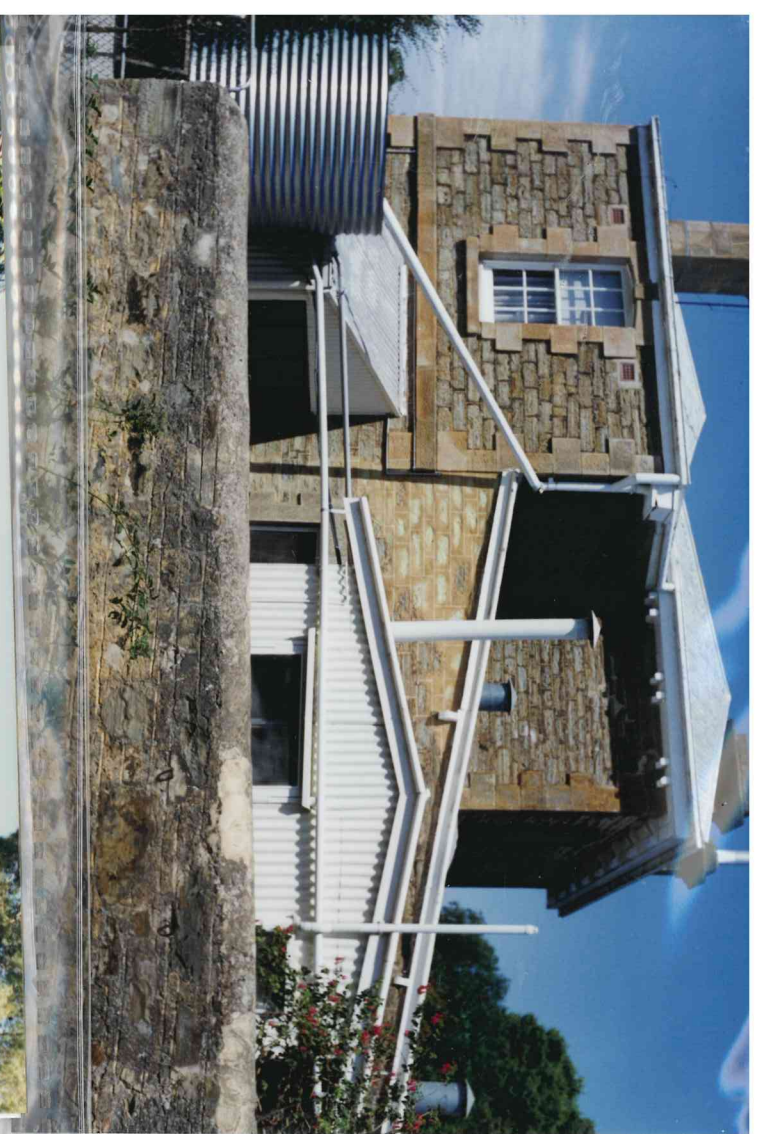












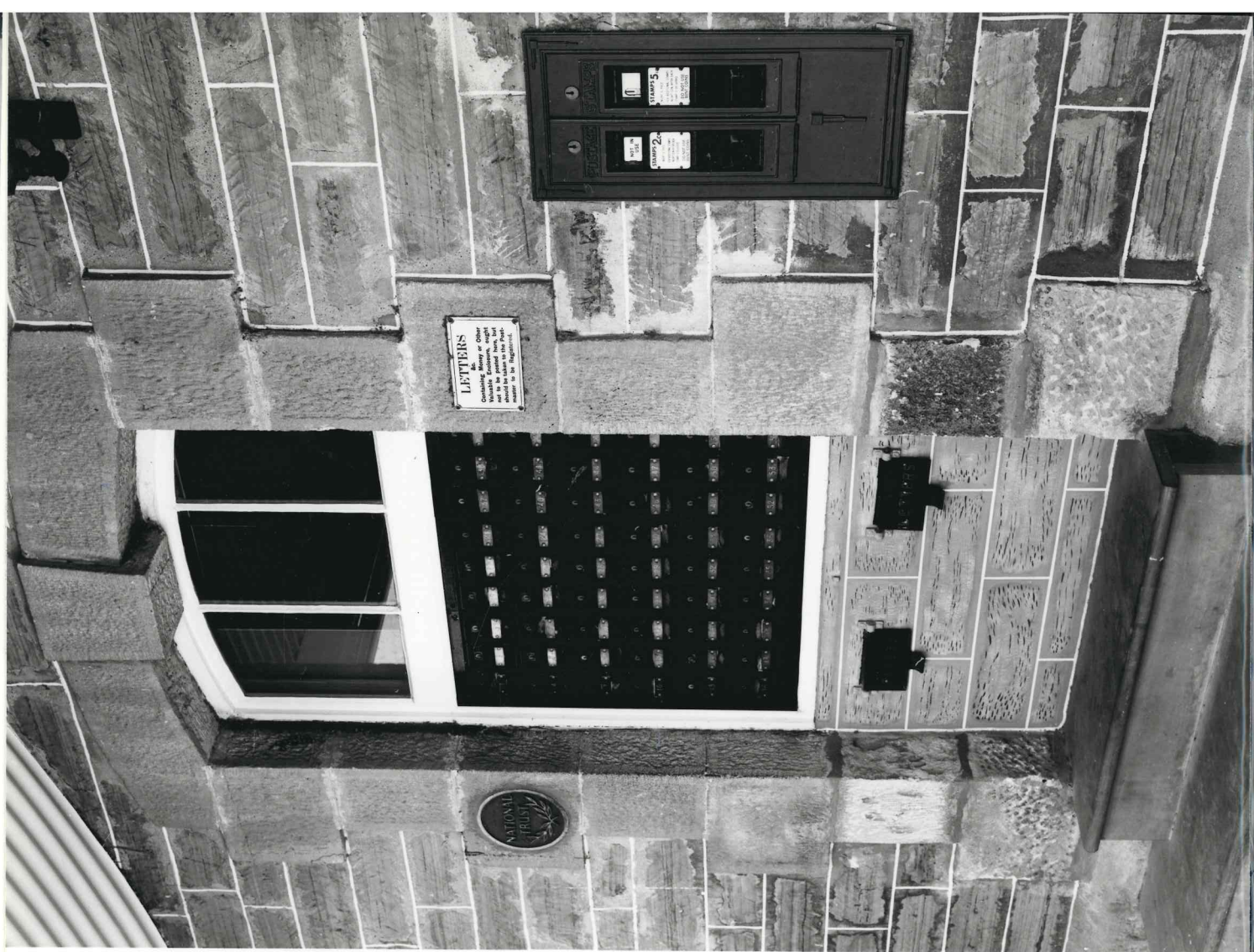




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