Already Registered.

LACEPEDE

HERITAGE SURVEY
ITEM IDENTIFICATION SHEET

South Australian
Heritage Act 1978-80:

REGION 6 :
SOUTH EAST

Item No. : LAC:001
ITEM NAME: Post Office Building
Former or other names:

LOCATION:
Address: Cnr. of Hanson & Cooke
         Sts., Kingston S.E.
Allotment:
Section :
Hundred : Lacepede
County   : MacDonnell
L.G.A.   : Lacepede
S.H.P. Region: 6
A.M.G., Ref. Z: 54 N: 5923305
                E: 397500

TYPE OF ITEM:
Description: Post Office
Subject: 4.08
Period: 1860-1880
Date: 1869-70   Condition: Well Kept
Architect: Col. Arch. - Robert G. Thoma
Builder: Edwin Johns and Francis Hodsor

STATUS State Heritage List: Registerec
        National Estate   : Listed
        National Trust   : Classifiec

HERITAGE SIGNIFICANCE   RECOMMENDATION: State

Description:
Coursed tuck-pointed stonework with dressed surrounds, plinth and quoir
Substantial dressed stone parapets. Hanson Street's main parapet has a
segmentyal pediment, corbels and stone finials. Windows of this elevati
are arched with moulded sills, keystones and there is a moulded string
course. Doors and windows on the left hand end of this elevation have
shelf pediments. The Cooke Street elevation is partly dressed stone wit
windows set under dressed surrounds and have shelf pediments. The door
this elevation has a multi-paned semi-circular fanlight. Behind the Pos
Office is a more simple residence with random coursed stonework and
dressed quoins. This section has a corrugated galvanized iron hipped rc
and hipped front verandah. The verandah has timber lattice work and the
residence has a dressed stone chimney. Double hung sash windows.

Second Post Office in Kingston. Local builders; stone probably quarriec
at Mount Benson. Built, like the Court House, in preparation for the
influx of business from new Hundreds. Part of the centre of business
sector in government town (Port Caroline).

Report Text:

REFERENCES: M. Dunn, "A Man's Reach" p. 71
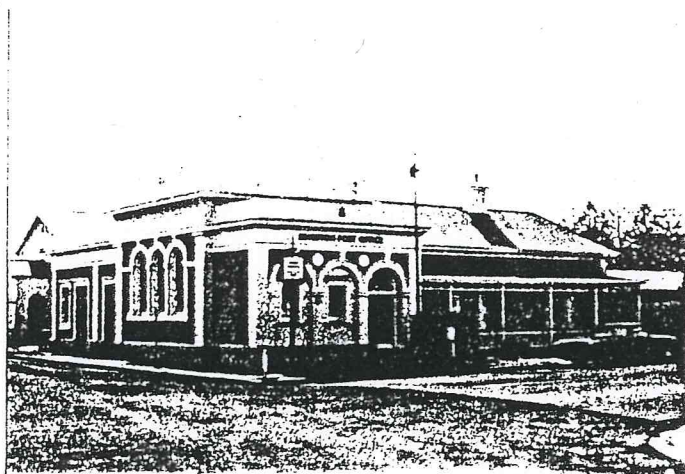   Kingston Branch of the National Trust

Verbal:

PHOTOGRAPHS:
Slide No   :
Film No   : 11
Negative No: 27

Archival No: B3387 (n.d.)
             B120260 (1907-11)

DANVERS ARCHITECTS   Date: 1983

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 [administra]tion. Few other classes of buildings reflect the [progress of] settlement as do those buildings which are associated [with posts] & telegraphs. In addition the Post offices were frequently a staging points 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:—

Employes (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	21,647
Number of telephone exchanges... ...	11
Number of telephone connections ...	2,521
	£
Amount of money orders issued ...	268,377
Amount of postal notes issued	136,966
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

hile there a mail arrived. The captain was naturally
nxious to know if there were any despatches for him,
nd His Excellency, who perhaps had a similar curiosity,
egarded his authority as supreme, and was good-natur-
lly willing to oblige his host, dubbed one officer of the
'Pelorus" Postmaster-General for the nonce, and in his
resence opened the mail. Of course, this action was
rongly censured when the news reached Adelaide.

By the end of 1838 the work of the office had so in-
eased as to justify the appointment of Mr. Henry
Vatts as Postmaster-General, with a clerk, who also
ted as messenger. The first local Post-office Act was
assed in the following year, when the rate of inland
ostage 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 retrench-
ment in Captain Grey's regime, it was announced that
"in consequence of the reduction in the post-office de-
partment 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,
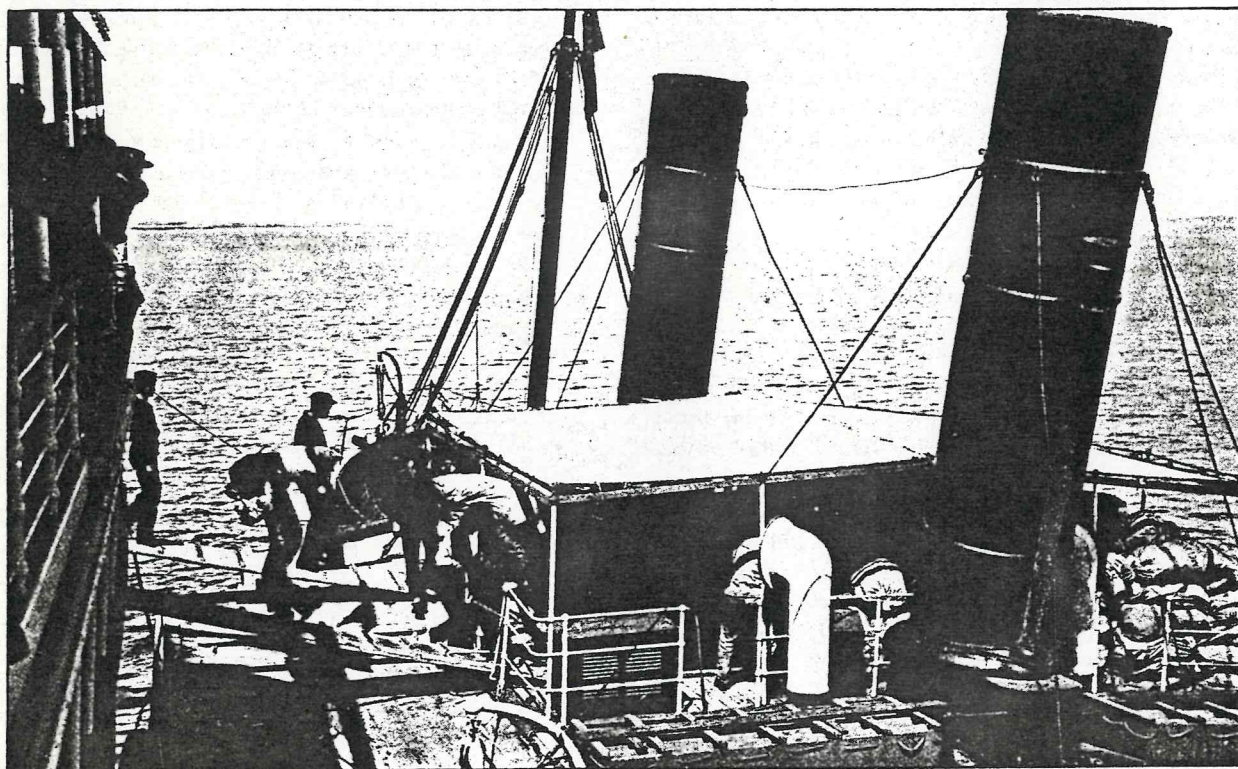
TRANSFERRING MAILS FROM LAUNCH TO OCEAN STEAMER, LARGS BAY.

: weight, but on ship letters only a penny was charged,
cover the gratuity to ships. The practice of franking
tters, which prevailed for a long period in Great Bri-
in, obtained to some extent in South Australia. The Go-
ernor and other members of the Executive and His
xcellency's private secretary exercised the privilege of
anking other person's letters, not on public service, as
ell as their own. The operation of the uniform rate
r inland postage had many amusing illustrations, and
nong the rest, according to a report by one of the Post-
aster-Generals, advantage was taken of it to send a
est of tea by post, but this was a small matter com-
red with some of the burdens imposed on the Postal
epartment during the good old times in England.

viz., the General Post-office, Port Adelaide, Port Lin-
coln, Morphett Vale, Willunga, and Encounter Bay.
The business conducted in 1840 was as follows:—Let-
ters, 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 con-
ducted the long and vigorous campaign which brought
about postal reform in Great Britain, and established
guiding lines of action, which have now spread through-
out the greater part of the civilized world. Inland let-
ters were charged according to mileage up to a maximum
of 2s. 6d., however weighty, and the postage on news-
papers 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 ¼ oz., was reduced to the outward rate of 6d. per ¼ 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

t its doors. It was understood at first that the ocean amers would call at Kangaroo Island if a lighthouse re erected at Point Marsden and telegraphic com- nication established. A submarine cable and lantern re thereupon ordered from England, but as the Com- ny still objected to their steamers calling at the island arrangement fell through. To obviate the incon- nience and delay of the South Australian mails being ried to Melbourne, a contract for a branch service ween Adelaide and King George's Sound was entered o, at the sole cost of South Australia, a deduction ng made from the subsidy payable by this colony on ount of the ocean service. This arrangement con- ued until January, 1874.

Apart from the historic interest of the foregoing rrative, it suggestively indicates the difficulties which local post-office authorities had to contend with in uring for South Australia the advantages of its geo- aphical situation, and the persistent resolution with ich those difficulties were met. During all but the est years of the period that has been reviewed the ly channels of communication between Australia and rest of the world were the ocean mail routes. Not til October, 1872, was regular telegraphic communica- n established via Port Darwin, and, accordingly, prior that time mail news had a value it does not now pos- s. In times of excitement it was awaited with almost erish eagerness, and the delay of a few days or hours oduced anxiety and irritation. Adelaide being con- cted with the eastern colonies by telegraph, the early livery of intelligence at that point became a matter of eat public interest, and there were occasions when gthy press telegrams kept the operators at the ter- ni and repeating stations for many hours together on e full stretch.

It is not proposed to continue this outline of the rangements for an ocean mail service up to the present ne, but it is proper to remark that the efficiency with ich the colonies are served is largely due to the enter- ise of the Orient Company, which was the first of veral rivals to the P. & O. Company to enter the field. r Charles Todd, in a voluminous report, remarks that is Company may fairly be regarded as the pioneers, ing the first to prove that a line of first-class ocean amers can be run with almost the punctuality of a bsidized mail service, without any support other than at derived from passengers and cargo. The first stea- er of this line to visit South Australian waters was the himborazo," which left Plymouth on August 15, 1877, d arrived at Port Adelaide on September 25. After oceeding to Melbourne and Sydney, she left Port Ade- ide on her return voyage on November 9, and reached ymouth on December 24. The "Chimborazo" was fol- wed by other vessels at intervals of six weeks. In 1878 onthly trips were commenced, and every four weeks 1879. In January of the following year the Com-

pany, in conjunction with the Pacific Company, commenced a fortnightly service, generally alter- nating with the mail packets, which, notwithstanding several serious and costly disasters, was efficiently main- tained 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 busi- ness by making provision for the safe transmission of small amounts. The money-order system has been a great boon to persons who have no bank- ing 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 re- cently 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 num- ber 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 Trus- tees 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 com- mencement of the year, and there were eleven in opera- tion before its close. Fifteen years afterwards the num- ber of telegraph agencies had increased to 76. In con- nection 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

rland in order to select the best route for the South
stralian section. The course selected was *via* Goolwa,
thence to Pelican Point, at the entrance to the
rong, afterwards following a fairly direct line to
Gambier. Submarine cables were necessary across
Murray and Lake Alexandrina, and these gave so
ch trouble that some years afterwards they were
ndoned, and the wire taken *via* Strathalbyn and
llington.

The line was commenced in April, 1857, and con-
tion with Melbourne established in July, 1858, when
line was formally opened by the Governor, Sir R.
MacDonnell. Mount Gambier was selected as the
der station. Sir Charles Todd's estimate for the
k 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.

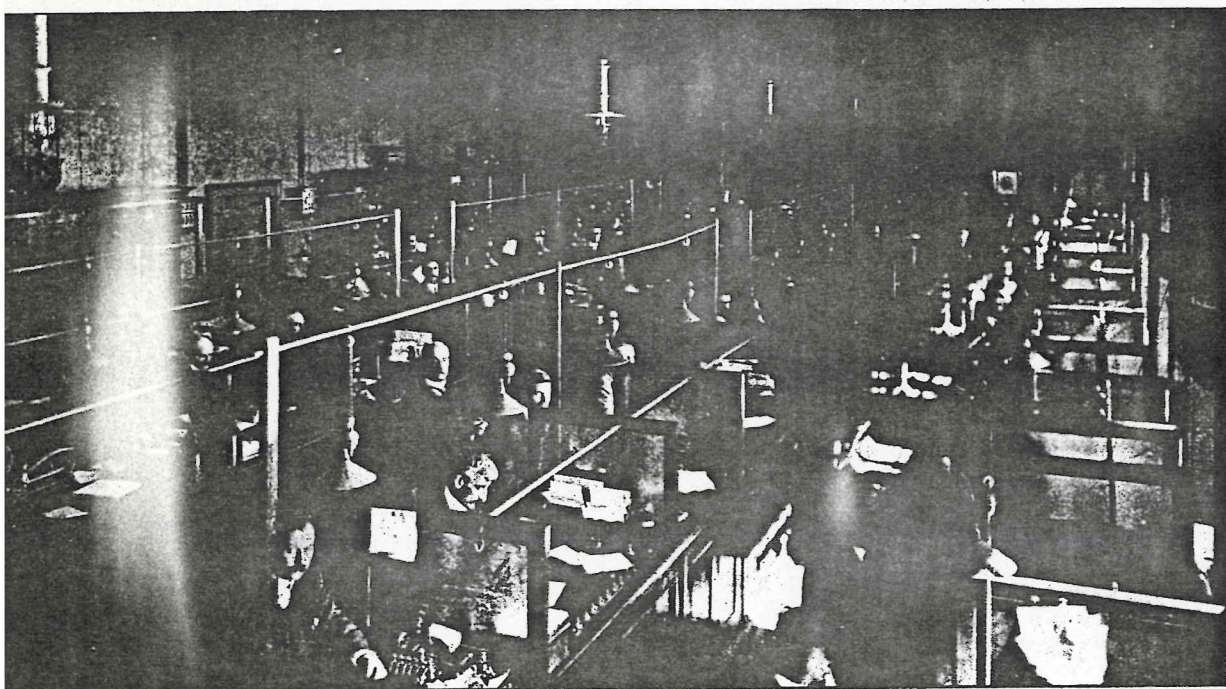The importance of the intercolonial telegraph at the

Photo by H. Krischock.   CHIEF OPERATING ROOM (TELEGRAPH), G.P.O.

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

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

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

time when budgets of news arrived by the mail steam-
ers, and there was no other channel of communication
between Australia and the outside world, has been
previously referred to. On the arrival of each Eng-
lish mail there was keen, and sometimes exciting, rivalry
between the Melbourne and Sydney newspapers for pri-
ority. While there was only a single wire various mea-
sures were taken to secure possession of it, such as trans-
mission of chapters of the Bible, which not only blocked
competitors, but excluded other customers, to their
great annoyance. The pressure on the single wire be-
came 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, Kooringa, 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 November 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 Whitchurch. It has a compensation pendulum ($1\frac{1}{4}$ seconds) of zinc and iron. Perhaps the greatest defect is in the size of the dials, of which there are four, 7 ft. $8\frac{3}{4}$ 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 ℔.; No. 2 (B flat), 10 cwt. 11 ℔.; No. 3 (A flat), 12 cwt. 1 qr. 16 ℔.; No. 4 (E flat), 24 cwt. 3 qr. 19 ℔. 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

having business in Adelaide, 2 hotels, and several stores, also a public pound. The resident magistrates are A. Watts, T. Taylor, C. Tenn, L. Glyde, G. E. Hamilton, and J. W. Nicholls, Esqs. Kensington lies at the foot of the Adelaide range of hills, and on its S.W. side is the Adelaide racecourse. See KENSINGTON and NORWOOD.

KENTON CREEK (*Co. Adelaide*) is a small drainage creek, flowing at a short distance to the N. of the township of Gumeracka. It runs through the village of Kenton valley.

KENTON VALLEY (*Co. Adelaide*) is a small agricultural village, lying on the Kenton creek, about half-a-mile N. of the township of Gumeracka. There is an inn in the village, known as the Kenton. The resident magistrate is W. Lillecrapp, Esq., J.P.

KENT (*Co. Adelaide*) is a small suburban township, lying adjacent to Norwood, and forming part of the municipality of Kensington and Norwood. See NORWOOD.

KENT TOWN (*Co. Hindmarsh*) is a small township adjoining the postal town of Langhorne, or Langhorne's creek, on the Bremer river. It is taken up by agricultural settlers engaged in the cultivation of wheat. The soil is sandy and overlies a limestone formation.

KERSAINT, CAPE (*Kangaroo island*) is the most W. point of Vivonnebay on the S. side of the island.

KERSBROOK (*Co. Adelaide*) a postal township in the electoral district of Gumeracka, situated on the Chain of Ponds creek, and 1½ miles W. of the Barossa range of woody and rugged hills. The district is an agricultural one, wheat being the chief article of produce. The nearest places to Kersbrook are Maidstone, ¼-mile N. by E. Phillipstown, 3½ miles S. by W., N. Gumeracka, 4 miles N.E., and S. Gumeracka, 5 miles S.E. The communication is by private conveyance, except to Gumeracka, with which place, as with Adelaide, 23 miles S.W., it is by Rounsevell's daily line of mail coaches. Kersbrook has a post office, and a branch of the South Australian insurance company. The nearest hotel is at Maidstone, and the population numbers about 200 persons. About 2 miles distant, N.W. of the township, is a place known as the Humbug scrub, where indications of copper and other minerals have been found from time to time.

KETCHOWLA RUN (*N.E. district*) is a run on the E. plains, occupied by Hilary Boucant, Esq.; the area is 266 square miles, and the grazing capability 7980 sheep, or 30 to the square mile—if no sheep are on the run, about 1596 head of cattle, or 6 to the square mile. This run lies about 40 miles N.N.E. of Kooringa, there being a new government road from that place to the boundary of the colony passing within 2 miles of the head station, laid out with mile posts, &c., all the way, and a government well is about being sunk in the neighbourhood. The station is supplied with water from wells from 150 to 250 feet deep, worked by whims; the water is, however, so deep and of such uncertain quantity and quality, being frequently salt, that little dependence is to be placed upon it. This run comprises leases, Nos. 764, 415, 505, 416, 306, 567, and 879.

KETCHOWLA RUN W. (*N.E. district*;) leases, Nos. 398, 454, 553, and 348; occupiers, Dare and Munday; areas of leases, 11, 10, 10, and 17 miles respectively. This run lies to the W. of the Ketchowla run.

KEYEN'S (*Co. Eyre*) is a solitary peak lying on the boundary line between the hundreds of N. and S. Rhine.

KEYENTON (*Co. Eyre*) is a postal township in the electoral district of Flinders E. The main road is under the supervision of the central road board. It is situated on the Evandale creek, a tributary of the N. Rhine river, that river flowing 1 mile distant. Crail's creek (salt) is 2½ miles distant, and mount Misery and mount Cork, both extinct volcanic mounds, lie respectively ¼ mile W., and 1 mile S.E. The district is an agricultural and pastoral one, every kind of farm produce being grown, and there being numerous vineyards and orchards, and sheep grazing being carried on to a large extent. The N. Rhine copper mines lie 5 miles S.E., on the main road to the Murray; the Wheal William copper mine, 10 miles S.E., the Wheal Alfred copper mine, on the Pine hut creek, 10 miles E.; and several silver lead mines being situated in the locality. The nearest places are Angaston, 8 miles W., the nearest telegraph station; and Eden valley, 5 miles S. With these places the communication is by horse or private conveyance, and with Adelaide, 59 miles, by Rounsevell's mail coach from Angaston to Freeling,

and thence by rail. Keyneton has a post office, a store, a blacksmith's shop, a Lutheran (St. Peter's) and an English church, a common and a German school, and the usual tradesmen's shops. The nearest hotel is at Eden valley. The surrounding country is elevated and hilly, the formation being volcanic, and the soil admirably adapted to the culture of the grape. The population—a German and English one—is small and scattered; the entire N. Rhine district being well populated with an industrious body of German and English vignerons and farmers.

KILBRIDE RUN (*S.E. district*;) lease, No. 182; occupier, A. Watson; area, 68 square miles. This run lies to the S. of Penola.

KILLANOOLA (*Co. Robe*) is an E. hundred of the county, containing about a third of purchased land and much scrub and swamp.

KILLANOOLA RUN E. (*Co. Robe*;) lease, No. 172; occupier, H. Seymour; area, 22 square miles, grazing capability, 3000 sheep, or 136 per square mile. This station lies on Bool lagoon, about 60 miles E. by N. of Robe, and 240 miles S.E. of Adelaide. Narracoorte is the next post town. Old rent and assessment, £58 2s. 6d.; Goyder's valuation, £11 per annum, deducting improvements valued at £1605. The low rental is caused by extensive improvements on the run. See also KILLANOOLA W. and MOUNT BENSON RUNS. A portion of the run has been lately sold to Messrs. D. Smith and Co.

KILLANOOLA RUN W. (*Co. Robe*;) lease, No. 171; occupier, H. Seymour; area, 40 square miles; grazing capability, 4000 sheep, or 100 per square mile; old rent and assessment, £94 10s.; Goyder's valuation, £188 12s. per annum, deducting improvements valued at £57. This run lies 240 miles S.E. of Adelaide, and 60 miles N. by E. of Robe. The nearest post town is Narracoorte. The run consists of grassed ridges and rises on the margin of Bool lagoon and other swamps, with oak, blackwood, gum, and honeysuckle, and forest flats, with rushes, herbs, black grass, and dwarf tea-tree. This run is worked with mount Benson and Killanoola E. station. 37,000 sheep, 300 head of cattle, and 80 horses were on these three stations, and on 4000 acres of purchased land in the hundreds of Killanoola and Waterhouse, when the last valuation was taken. Killanoola is under water a portion of the year, and the sheep have then to be removed to mount Benson. This run also includes lease, No. 484; area, 25 square miles.

KILLANOOLA RUN S. (*S.E. district*;) leases, Nos. 174, 175, 915, 981 and 1007; occupier, D. Macarthur; areas of leases, 17, 4, 13, 7, and 4 square miles. This run lies to the S.W. of Killanoola, on the Musquito plains.

KINGSCOTE (*Kangaroo island*) is a small postal settlement in Kingscote harbour, on the W. side of Nepean bay. It is an aboriginal station, and the post office for the district. See KANGAROO ISLAND.

KINGSCOTE HARBOUR (*Kangaroo island*) is a fine bay lying in the N.W. part of Nepean bay, in the N.E. part of the island. It is formed by the shelter afforded by a shoal stretching in a south easterly direction, from point Marsden, is one of the best anchorages in the colony. The shoal is composed of sand, and dries at low water to a considerable extent. The township of Kingscote lies on a hill at the head of the bay. Excellent vegetables may be procured there, and wood and water may be got off without much difficulty. The well is situated on a small plateau at the foot of the hill. It is high-water at full and change at three hours, the rise and fall being about 5 feet, but much depends on the direction of the prevailing winds and the state of the weather. Kingscote point, the end of some low bushes, is in lat. 35° 38' 40" S., long. 137° 44' 10" E., mag. var. 5° E. N. by W. 4½ miles from Kingscote point lies point Marsden, a bold headland of moderate elevation, having excellent anchorage, with its extremity bearing from N.W. to W., in from 7 to 4 fathoms, on a clean sandy bottom.

KINGSCOTE RUN (*Kangaroo island*;) leases, Nos. 16 and 561; occupier, M. Calnan; total area, 22 square miles. Lease No. 561 is known as the Cygnet run. The post office is at Kingscote.

KINGSTON (*Co. Macdonnell*) is a postal township in the electoral district of Victoria, hundred of Lacepede or Caroline, and under the control of the mount Gambier central road board. It is situated on the S.E. bank of the Maria creek, and is a small but rising seaport township. It lies on a small seaport known as port Caroline, and on the main line of road from Adelaide to Penola, distant from the former place

—1866

195 miles, and from the latter 120 miles, in the county of Macdonnell. Kingston is situated on the main line of mail road from Adelaide to Penola. A belt of sand-ridges runs from Kingston along the sea beach from Maria creek to the mouth of the Murray river, with good grassy flats interspersed, width from 1 to 3 miles; outside of which is a large swamp, which runs parallel with the sand-ridges. About 60 miles N.W. this swamp becomes the Coorong, at the Salt creek, to which creek, from the Murray, small crafts come up with rations, &c., for the settlers. Wheat, oats, barley, potatoes and onions are grown along the beach side of the swamp; but the country is chiefly occupied for pastoral purposes, principally sheep. There are no mines of any description, although lately there have been some specimens of coal found, and indications of petroleum. A company has been formed, and are boring for the above minerals. The nearest places are Robe, 3 miles S.E., and Narracoorte, 65 miles E., on the mail road to mount Gambier. With these places there is communication by mail vehicles which run twice per week; and with Adelaide, 195 miles N.W., by sea; and overland by mail. The cutter *Swallow* and the schooner *Kangaroo* trade regularly to Adelaide. The hotels in Kingston are the Kingston arms and the Ship inn. The surrounding country is generally very flat, excepting slight ranges or rises of a few feet only in elevation. Large patches of fine country lie to the E. and N.E. A large portion of the district is thinly covered with water at certain times of the year: the Government have made a commencement of its removal, by which millions of acres of agricultural and pastoral land will be recovered. The population of Kingston numbers about 240 persons. Narracoorte, a central and rising township, is nearly E., and is elevated above Kingston 200 feet; population of Narracoorte probably 400. The population of Robe town is about 400; Robe town has been established about 15 years. This port (Caroline) is situated about in the centre of the S.E. district of South Australia, within 63 miles from the western end of the colony of Victoria, and is the nearest port to a large and fertile bush country in Victoria and in South Australia. The geological formation is generally limestone rock with deep post-pliocene deposit, filled with shells and soft black or whitish clay, forming inland into limestone crusted morasses. The resident magistrate is J. Cook, Esq., J.P.

KINGSTON (*Co. Burra*) is a hundred in the N.W. point of the county, containing a large block of purchased land, probably a third of its area, the remainder being taken up for pastoral purposes.

KINGSTON MINE (*Co. Burra.*) See KOORINGA.

KINGSTON, MOUNT (27° 58′ S. lat., 135° 50′ E. long. (*Flinders district,*) is a solitary hill lying on the S. bank of the Neales river. It springs from a low range of sand-hills lying to the N.W. of mount Younghusband. Sandstone and limestone.

KINGSTON STATION (*S.E. district;*) lease, No. 989; occupier, P. Roberts; area, 14 square miles; rental £7 per annum. This run lies to the N.E. of Tilley's swamp, the next post town being Kingston.

KIRADIRITE CREEK (*Flinders district*) is a small watercourse lying to the S. of lake Buchanan. Sandy and grassy plains.

KIRBY ISLAND (*Spencer's gulf.*) See SIR J. BANKS'S GROUP.

KIRBYBOLITE (OR KYHGBOLITE) RUN (*S.E. district;*) lease, No. 163; occupier, J. Affleck; area, 64 square miles; grazing capability, 11,500 sheep, or 177 per square mile; Goyder's valuation, £354 12s. per annum, deducting improvements valued at £2677. This run lies 210 miles S.S.E. from Adelaide, and 80 miles E.N.E. of Guichen bay, where the wool is shipped.

KIRBY'S HILL (*Co. Hindmarsh*) is a survey point and slight elevation, lying in the hundred of Goolwa, and about 4 miles N. of port Elliott.

KIRKALA RUN (*Port Lincoln district;*) lease, No. 675; occupier, H. A. Crawford; area, 82 square miles. This run lies on the E. side of Streaky bay, 7 miles from the Flinders post office; and also includes Piltiniby, lease No. 1129, and Perlubie, lease No. 1090, their areas being respectively 27 and 14 square miles. In these leases, there are 12 stations.

KIRTON POINT (*Co. Flinders*) is a projecting point on the N. side of port Lincoln near Boston Bay.

KIRWAN MINE (*N. district*) is a copper mine lying 202 miles N. of Adelaide and 72 miles N.E. of Port Augusta on the Arkaba run; 3 shafts have been sunk, the

deepest of which is 21 fathoms. The country consists of soft light killas and pipeclay, and several tons of good ore have been raised, but the mine has not been lately worked.

KLEMZIG (*Co. Adelaide*) is a small agricultural hamlet lying near the postal village of Campbelltown, and inhabited by a few farmers and gardeners.

KNOTT'S HILL (*Co. Adelaide*) is a point in the coast range, lying about 2 miles distant E. of Wickham's hill.

KONDOPARINGA (*Cos. Adelaide and Hindmarsh*) is a district council in the electoral district of mount Barker. It is under the control of a chairman, the present one being Mr. Thos. Jones, of Springgrove meadows, and 4 councillors. The receipts and expenditure of this district council for 1865 were as follow:—Assessment, £5810 10s.—rate 6d. in the pound; rates collected, £103 17s. 4d.; total receipts, £511 8s. 2¼d.; office expenses and salaries, £127 8s. 10d.; expended on public works, £288 5s. 8½d. The population numbers 1196 persons, the area is 78 square miles, or 49,920 acres; land under cultivation, 4036 acres; and number of dwelling-houses, 236.

KONDOPARINGA (*Co. Hindmarsh*) is a central hundred of the county, having about half its area of purchased land, and the remainder scrubby and mountainous pastoral country.

KONETTA RUN N. (*S.E. District,*) lease No. 356; occupiers, Palmer, Murphy and Henty; area, 55 square miles; grazing capability, 7500 sheep or 136 per square mile. Goyder's valuation £254 per annum deducting improvements. This run forms part of the Gillap run, and lies 220 miles S.S.E. of Adelaide, and 24 miles E. by S. of Guichen bay, where the wool is shipped.

KONGORONG (*Co. Grey*) is a S. hundred of the county, containing about a third of sold land, and lying on the S.W. coast. For population, &c., see BENARA HUNDRED.

KONGORONG (*Co. Sturt.*) See SWANPORT.

KONKABENA RUN (*W. district;*) leases, No. 1102, 1114, and 1152, having respective areas of 18, 65, and 65 square miles. Occupiers, Dalwood, Goode, and Goode. This run lies at Streaky bay; the post-town being at Flinders, on that bay.

KOONDOOLEA (*Flinders district.*) See PONARA.

KOORAKILDE (*Flinders district.*) See PONARA.

KOORINGA, 33° 40′ S. lat., 138° 45′ E. long. (*Co. Burra,*) is a postal township in the electoral district of the Burra, and hundred of Kooringa. It is situated on the Burra creek, about 50 miles N. of Kapunda, and is in daily communication with Adelaide by mail to Kapunda, and thence per rail to Adelaide. Kooringa is situated on very irregular ground broken up in many places by fissures and watercourses; the situation and peculiarities of the creek divide the township, which is scattered over a considerable area; there is no corporation or district council, although efforts are being made to obtain the former. Kooringa has its institute, post office and money order office, and telegraph station. It is surrounded by a chain of undulating hills, in many parts of which and in several localities copper ore is found, together with promising specimens of silver lead ore. Irrespective of the Burra Burra mine, there are other recent mineral discoveries now in active working, and considered very promising. There are no rivers near Kooringa; there are the Burra, Baldina, and Gum creeks. but in summer waterholes alone can be relied on. Gum creek is about 7 miles on the Clare road S.W. from Kooringa, Baldina about same distance among the hills and in N.E. direction from Kooringa, and the Burra creek divides the township. The great Burra copper mines lie to the N. of the township on the Burra creek. (See BURRA.) Kooringa has no mills, but there is a brewery and a candle manufactory in the township. It is principally a mining and pastoral district, with a few sections under wheat cultivation, but those are scattered and at distances varying from 4 to 7 miles from the township. The pastoral lands are principally devoted to sheep-farming. Besides the Burra Burra mine, there are several other mines in course of working, and as follows: The All Nations mine, Flinders mine, Scrubbers' Camp mine, Kingston mine and Karkulto mine. The two former are worked by a Melbourne company, who are sanguine as to results. The lode is not expected to be cut yet, although copper of rich per centage has been found. The Scrubbers' Camp mine is looking very promising; is situated about 28 mile N. of Koringa; there are several fine branches of promising ore, principally blue carbonates, 3 average stones trying 20 per cent. It is expected a

7,8,9

10,11,12

KINGSTON — POST OFFICE

7 Detail - Residence   8 Cnr. Cooke-Hanson 9
                                 Sts.

10 Res. on LHS. P.O. Centre   11 Varandah Resid.   12 N. Elev. Resid.

FILM 43   VIEW ALONG HOLLAND ST TO   KINGSTON
NO   3   POST OFFICE   18-2-79